

THE  
EMIGRANT'S GUIDE  
TO  
**AUSTRALIA.**

WITH A MEMOIR OF MRS. CHISHOLM.



LONDON:  
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CAROLINE CHISHOLM.  
(From a Daguerreotype by Hogg, 432, West Strand.)



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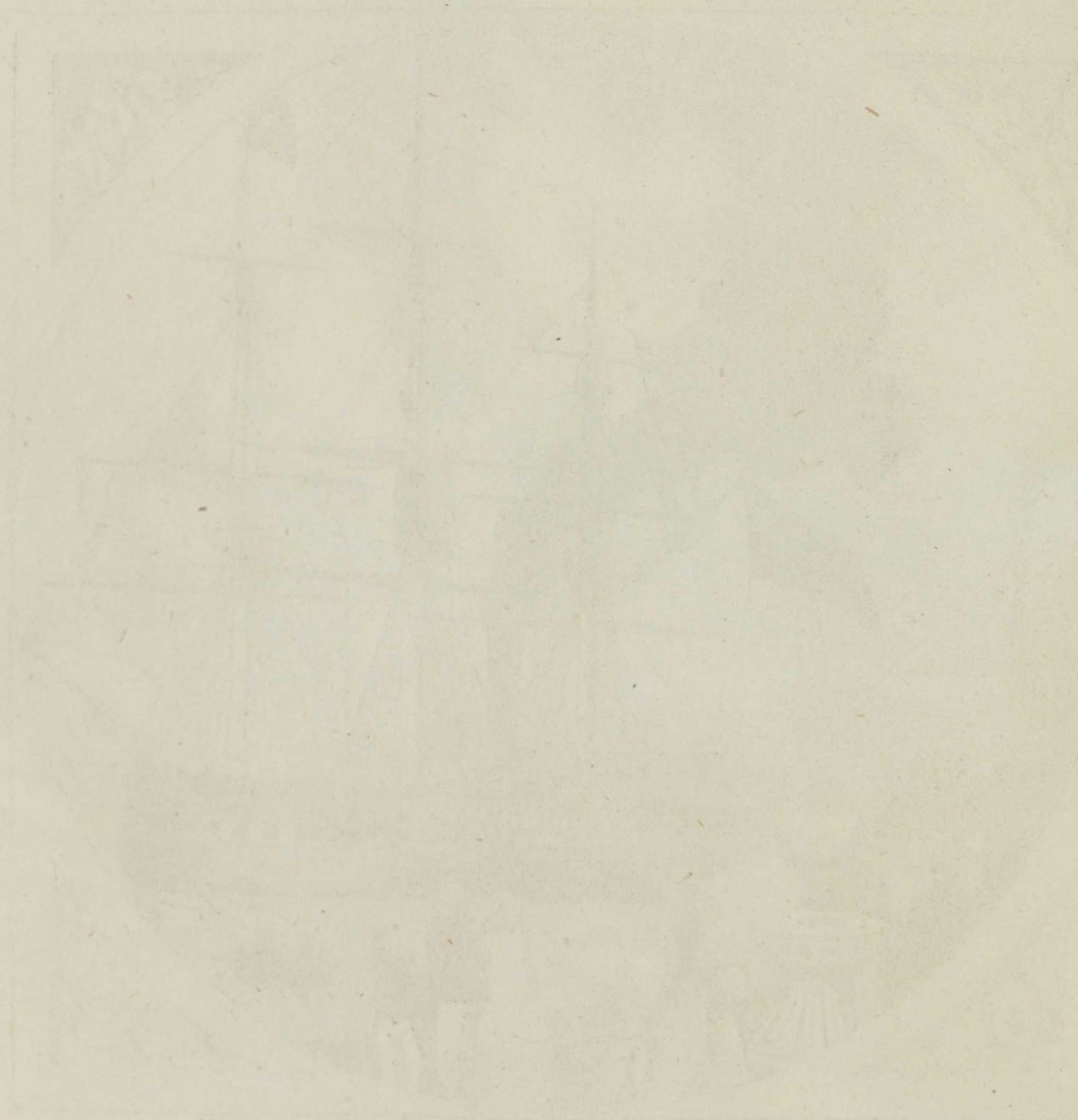


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ALABAMA



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III

EMIGRANT'S GUIDE

AUSTRIA

MEMOIR OF MRS. CRISHOLM

LONDON

PRINTED BY J. JOHNSON, ST. PAUL'S CHURCH-YARD  
IN THE STRAND



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## MRS. CAROLINE CHISHOLM.

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“A true, queenly woman—and by Divine right, too!”

*Westminster Review.*

EMIGRATION rages as a national epidemic: sacred or profane history present no parallel to that which has taken place during the past year to the seductive golden fields of Australia, and apparently it has not yet reached its fullest extent. The great commercial fleet of Great Britain, unequalled by any other power, is insufficient to supply the demand of thousands anxious to participate in the wealth and natural advantages of “Southern Asia.” In the system of conveying large bodies of people a voyage of sixteen thousand miles, it is curious to trace the development of a new and perfective plan, in which, from its moral importance to the human family, and social happiness to a rapidly rising nation, it would be impossible not to surmise that the guiding wisdom of an all-wise Providence is perceptible. A few years ago, when numbers of people sought another and a distant home, they were herded together like brutes; the modesty and chastity of females were imperilled or perished, men of iron constitutions alone escaped sickness or death, and insatiable avarice was the ruling spirit of shippers. Had such a system continued to the present time, when the



largest emigration ever known is in active operation, how lamentable and awful must the sacrifice have been, and how morally degraded would the favoured colony of Australia have remained ! But a messenger of mercy arose to remove the evils—a woman without wealth or position to command success, nevertheless blessed with energy of character and benevolence of feeling, who, believing each had their apportioned duty from God, took upon herself this vocation as a divine mission for her accomplishment, and with this faith devoted herself to the arduous duty, combating the most disheartening obstacles, making the most extraordinary personal sacrifices ; but finally triumphing. Health, decency, and morality are now provided for in a manner heretofore unknown ; and we may say females can step on board an emigrant-ship with almost the same confidence as “they can enter into our steamers, trains, and mail-coaches.” The instrument, in God’s hands, of this moral reformation is—CAROLINE CHISHOLM.

In May, 1808, at Northampton, Caroline Jones was born. Her father removed to Wootton, a small village a few miles distant from Northampton, and was of that honoured class of country gentlemen denominated yeomen. He was not one of those who give up their judgment to the reigning opinions of the day, and blindly follow the self-elected popular directors of the public mind, but a man of sound judgment, keen discrimination, and originality of thought. His love of truth and probity of character caused his advice to be sought by neighbours, and many in eminent positions of society. His children were his companions and confidants, but at an early age had to lament his demise ; after which the education of



their infant minds devolved solely on the maternal parent, who proved herself well adapted to the important duty.

Family correspondence and some other circumstances led, at the early age of seven years, the child Caroline to form a desire to visit foreign countries, and to practise with her dolls emigration-schemes in boats of broad beans, across a wash-hand basin filled with water, locating families in a bed-quilt, who sent back wheat to their relatives, the granary being a thimble-case.

As womanhood dawned, the poor became the object of her attention; the trivial vanities of teenhood were neglected in the performance of duties to her indigent neighbours; considering the fulfilment of Christ's ordinances beyond that of personal ease and selfish vanity, she appeared to live for the sake of others, entirely forgetful of self.

In country places the disposition of members of a family is pretty generally known in the surrounding neighbourhood, and that of the heroine of this sketch found many ardent admirers; while her beauty, grace at the county balls, and intelligence of conversation, led to advantageous offers for her hand. In those who think rightly in "affairs of the heart," there is something more than position and money necessary to procure a life-time of happiness, and that is sympathy and similarity of disposition. These presented themselves in the person of Archibald Chisholm, a native of Scotland, and captain in the East India Company's service. Mrs. Chisholm related at a public meeting that her strong faith in having a divine mission to perform led her to give her intended husband one month to consider whether he would accept



of a wife who would make all sacrifices to carry into effect her public duties. The answer was favourable. He has cordially submitted, in common with his noble wife, to many deprivations of domestic comfort, and unceasingly laboured to carry into effect those schemes so beneficial to emigrants, so honourable to our country's institutions, so elevating to the moral and social condition of our most important colony, and so consistent with the sacred behest of divine commandment.

Captain and Mrs. Chisholm resided for some time at Brighton, and two years after their marriage they sailed for India, their destination being Madras. How gratifying would this change of scene and society have been to most of females in the heyday of their youth and beauty—the softening influence of the luxuries of the East, the glitter and enchantment of military life, the “gay and festive” scenes, the charms of polished society, the continued round of pleasure, the change of excitement, and a life of ease, elegance, and refinement! These, however, were despised and rejected by the young couple. Captain Chisholm was of a retiring disposition, of studious habits, and had a great fondness for languages. He became a skilful linguist, and his knowledge was useful to the company in whose service he was; while Mrs. Chisholm found the young girls and orphans of the poor soldiers trained, from association in the barracks, in ignorance and vice. She proposed a remedy by forming a school for their education and the teaching them domestic duties. To effect this good work thoroughly, she and her husband removed to a house near the barracks, that personal superintendence might be afforded. The unhealthiness of



the neighbourhood and the dread of infection formed a sufficient excuse for their fashionable friends declining to visit them in such a locality. The beneficial effects of the school soon became apparent; and many soldiers who had young wives untutored in sewing, cooking, and other domestic duties, begged for their admission to gain "useful knowledge." The "school of industry" was soon removed to a distance from the baneful examples of the barracks, and many non-commissioned officers sought for wives from the industriously-educated girls, while their value as servants was duly appreciated. Mrs. Chisholm collected subscriptions for the support of this institution: the governor of the presidency, Sir F. Adams, subscribed £20, and in a few days this lady, indefatigable in a good cause, raised 2000 rupees. It is now the noble Orphanage that graces Madras, the kindly substitute for the affectionate love of a parent, protecting the virtue of youth, and giving a useful education and industrious habits to those who have but their conduct and labour as a fortune to enter on the battle of life.

In 1838 Captain Chisholm with his family left India in search of health, and with such object visited Van Diemen's Land, and finally settled at Sydney. In 1840 Captain Chisholm had to rejoin his regiment; but, for the sake of the health of his family, he left them in Australia, a few miles from Sydney, in a most beautiful cottage, surrounded with a splendid garden.

The horrors of the system of emigration startled Mrs. Chisholm. She saw around her nothing but ruin and vice. Young women were brought from England, and cast unprotected on the shores of a foreign country: their



services were not required in the town, and they had no friend to advise them where or how to procure an honourable living. No one told them how they would be appreciated by the small farmers in the country, and thus they were led to adopt an abandoned life.

Mrs Chisholm writes, "At the Government depôt in England, we find congregated together broken-up families; young couples without children, or single young women, perhaps perfect strangers to all around them; each party leaving behind them, in all probability, parents, brothers, sisters, &c., without almost any hope of re-union. Here is a mass of human beings inwardly lamenting their separation from those most dear to them; they go on board under harrowed feelings, and the young women are placed under the care of a matron, who is viewed as a very subordinate character. These are trying situations for human nature, and a dangerous position for young women to find themselves in; for amongst these there exists no common feeling except that of perfect indifference to each other. The innocent and the helpless stand there exposed to the wiles of the snarer. Who has not been shocked by the frightful details we have read in the public papers, how orphan after orphan had been victimised on board emigrant-ships by men calling themselves Christians? how modest maidens have been brutalised over and insulted by those whose peculiar duty it was to protect them?"

"Upon the voyage being completed," says Mrs. Chisholm, in her appeal to the clergy of Sydney, "one of the most serious evils I know is the practice of young women being allowed to make engagements on board ship. Some



families of high respectability do engage servants in this way ; but I also know that some people, of the very worst character, go there and engage servants—servants ? No ! They are not required as servants—they are not *wanted to work*. Many, I know, have been taken to houses of the worst character the first day of their arrival. Shall this evil continue ? God forbid ! Bad women go on board ship with impunity : how can the captain or surgeon be expected to know them ? They judge from appearances. A silk dress, a little talk about attending church on a Sunday, and the poor girl gets high wages, leads an idle life, visits the theatre, dresses well, and leads some of her shipmates into the same hands. Some say it is the duty of the clergy to prevent this system—others say, of the ladies : that it is a duty that *ought to be met* few will deny.”

Mrs. Chisholm took some of the poor friendless girls to her own home for protection, having at one time as many as nine living with her. This she found but a small means to cope with so great an evil ; but she resolved that she would not cease until she had removed such a stain from a British colony. She appealed to the governor, who answered with official caution ; next to the press, who bravely seconded her ; to the clergy, who acknowledged the existence of the evil, but the difficulty of subduing it ; and, lastly, to her own sex, who formed a committee, and “expressed themselves as feeling an interest in the work.”

Still prejudice, lukewarmness, and doubt harassed her in body and mind. The governor thought her a “lady labouring under amiable delusion ;” but she persevered,



and ultimately, in 1841, she had granted to her part of a wooden building as a "Home" for female emigrants, on signing a paper, that the Government should not be put to any expense. Giving up her pretty cottage, she placed her children out to nurse, and took up her abode in a room seven feet square, without a fire-place, and infested with rats, that her eye might always be on those whom she undertook to protect. Mrs. Chisholm found there were 600 females in a destitute condition in Sydney: the Home soon became filled; and therefore she opened a registry-office for servants, and sent out the following circular:—

"1st. Whether girls who at home have merely been accustomed to milk cows, wash, and the common household work about a farm, would readily get places? at what wages? and how many do you think would, in the course the next two years, be required?

"2nd. Good servants, such as housemaids and cooks, the rate of wages? and the probable number required for the same period?

"3rd. Married couples with small families, say two or three children, ditto?

"4th. Could employment and protection be found for boys and girls, from seven to fourteen years of age?

"5th. Have you had opportunities of observing if the young women can save any part of their wages? for they are generally of opinion that nothing can be saved in the country, every article of wearing-apparel being so much dearer than in town.

"6th. What would be the cheapest and best way of conveying the young women to your district?



“I have to observe that the servants will be classed according to their qualifications, and distributed fairly; so that those who are absent will have an *equal chance* of getting a good servant with those who are present.”

Mrs. Chisholm also established an office for the engagement of married men and their families, and drew up a form of agreement, that there might be no dispute between the employer and the employed. That she might more effectively carry out her plan of settling females, she set out with sixty of them to seek situations, first going in a steamboat, and then employing drays. She also established six branch Homes. In some evidence she gave before the House of Lords in 1847, she says, “I established a female registry-office in Sydney, where all persons that required service used to attend from ten till four o’clock. My first endeavour was to get one female servant placed in a neighbourhood; and having succeeded, I used to leave the feeling to spread. With some persuasion, I induced a man to take a servant, who said it would be making a fine lady of his wife. The following morning, a neighbouring settler said, ‘You are quite upsetting the settlement, Mrs. Chisholm: my wife is uncommonly cross this morning, and she says she must have a servant, and I think she has as much right to one.’ It was among this class that the girls married best. If they married one of the sons, the father and mother would be thankful; if not, they would be protected as members of the family. They slept in the same room with their own daughters. I have been able to learn the subsequent progress in life of many hundreds of these emigrants. Girls that I have taken up the country in such a desti-



tute state that I have been obliged to get a decent dress to put upon them have come again, having every comfort about them, and wanting servants. They are constantly writing home to get out their friends and relatives.

“I should not feel the interest I do in female emigration, if I did not look beyond providing families with female servants—if I did not know how much they are required as wives, and how much moral good they may do as wives.”

The extent to which she would proceed into the bush, sometimes with men, at other times with women, often was a distance of three hundred miles. Mrs. Chisholm writes—

“When the public had an opportunity of judging of the effect of my system, they came forward and enabled me to go on. The Government contributed, in various ways, to the amount of about £150. I met with great assistance from the country committees. The squatters and settlers were always willing to give me conveyance for the people. The country-people always supplied provisions. Mr. William Bradley, a native of the colony, authorised me to draw upon him for money, provisions, horses, or anything I might require; but the people met my efforts so readily that I had no necessity to draw upon him for a sixpence. At public inns the females were sheltered, and I was provisioned myself without charge: my personal expenses during my seven years' service amounted to only £1 18s. 6d.

“As numbers of the masters were afraid, if they advanced the money for the conveyance by the steamers, the parties would never reach the stations, I met the



difficulty by advancing the fare, confiding in the good feeling of the man that he would keep to his agreement, and to the principle of the master that he would repay me. Although in hundreds of cases the masters were then strangers to me, I only lost £16 by casualties. At times, I have paid as much as £40 for steamers; and, from first to last, in following out my system, I have been the means of settling 11,000 souls. The largest number that ever left Sydney under my charge, at one time, was 147; but, from accessions on the road, they increased considerably. The longest journey of this kind occupied five weeks; three weeks of which were passed on the road."

There are many interesting, amusing, and characteristic adventures related of Mrs. Chisholm, in her journeys through the bush, but for which we have no space here. There are a few matrimony anecdotes, however, we shall give in the noble lady's own graphic style.

"When I saw his Excellency regarding the establishment of 'The Home,' I observed that there were many hundreds more females in Sydney than were registered, and that if they were protected on their arrival, and sent into the interior, in six months they would be married. His Excellency exclaimed, with some astonishment, 'Am I to find the settlers wives?'"

Mrs. Chisholm writes, "I had one very beautiful girl she could read and write well, was of an amiable temper, and willing to take advice: I provided her with a situation; she was returned to me solely on account of her good looks. I was at a loss what to do with her: being afraid to allow her to go out for exercise, I was obliged



to limit her outgoings to attendance at church on Sundays. She was the daughter of a lieutenant, who had spent twenty-four years in the service of his country ; and he having a large family and limited means, sent one of his treasures to seek an independent livelihood abroad. Providence provided for her in an unexpected manner. A very respectable woman, a settler's wife, waited on me for advice ; she was one of those sensible, shrewd women, that help to keep a home together. She told me she had five boys and a girl, none of whom could read or write, and that she wanted a teacher.

“ ‘My eldest boy, Jack, ma'am,’ said she, ‘is as fine a young man as you would wish to see, only he is too wild : he is past learning ; but the others are willing enough.’ At this time, I had three of these helpless creatures, just referred to, that I wished to provide for ; but I told the worthy woman —— was so good tempered that she would suit her best, if she did not mind her being handsome.

“ ‘Has she any bounce about her ?’

“ ‘None.’

“I went into the room with her ; as her eye rested on ——, there was a look of satisfaction, followed directly by one of deep thought and reflection. There was something so intelligent of a deep emotion in her mind flitted across her countenance, that I became curious. She left the room ; and, on returning to the office, said, ‘I’ll see you again at five o’clock, ma'am ; but don’t let the girl engage, any how : a thought has come into my head I must *think* over.’ At five she came. ‘Now, Mrs. Chisholm, I would like to tell you my plan. Do you see, says I, if



any gal would keep a man at home, it would be the creature I saw this morning : now says I, tho' Jack's not taken to drink, yet he's uncommonly fond of company, and is for going to every horse-race he hears of ; and I expect, some time, he'll make a very foolish match wi' some one more ignorant than he is ; yet, ma'am, tho' he can neither read nor write, he's uncommonly 'cute. Now, I think, if I take —— home, she'll tempt him to stay at home ; and then, when I see he's taken, and his heart is touched, I shall call him on one side, bounce a bit, and say, "I'll have no fine ladies living wi' me." This opposition will make him more determined ; then, in a day or two, I'll cry a bit about it—he's kind-hearted, and can't stand that ; then he'll come coaxing me, and I'll consent, and talk over the old man ; and the clergyman shall settle every thing, and it will be a "good thing for us all, ma'am." I consented to arrange with ——, who should be ready the next day : she was engaged as a teacher for one year, salary £16."

"On one occasion," says Mrs. Chisholm, "I received a letter from a man who wanted a wife. I found he was well known to several persons as a man of integrity. He stated it would be a serious thing to visit Sydney for a wife : first, a loss of time ; second, money ; and, after all, perhaps not be suited. His letter interested me : and I determined on trying to serve him ; I give his epistle *verbatim et literatim*, that the reader may judge for himself :—

REVEREND MADAM,—I heard you are the best to send to for a servant, and I heard our police magistrate say it was best to leave all to you ; and so I'll just do the same, as his honour says it's the best.



I had a wife once, and so she was too good for me by the far, and it was God's will, ma'am ; but I has a child, ma'am, that I wouldn't see a straw touch for the world ; the boy's only four yeare old : and I has a snug fifty-acre farm and a town 'lotment, and I has no debts in the world, and one teem and four bullocks ; and I'se ten head oh cattle, and a share on eight hundred sheep, so I as a rite to a desent servant, that can wash and cook and make the place decant ; and I don't mind what religion she bey, if she is sober and good, only I'se a Protestant myself ; and the boy I have, I promised the mother on her death bed should be a Catholic, and I won't, anyhow, have any interferance in this here matter. That I do like in writing nothing else, I wouldn't, mam, on any account in the world, be bound to marry ; but I don't wish it altogether to be left out. I'll ge her fourteen wages, and if she don't like me, and I don't like her, I'll pay her back to Sydney. I want nothing in the world but what is honest, so make the agrement as you like, and I'll bide by it. I sends you all the papers, and you'l now I'm a man wot's to be trusted. I sends you five pounds ; she may get wages first, for I know some of the gals, and the best on um, to, are not heavy we boxes ; and supposing anything should happen, I would not like it to be said she come here in rags. I wants, also, a man and his wife ; he must be willing to learn to plough, if he don't now how, and do a good fair day's work at anything : his wife must be a milker, and ha dustrious woman ; I'll give them as much as they can eat and drink of tea and milk, and, whatever wages you set my name down for, I'll be bound to pay it. With all the honer in the world I'se bound to remain your servant till death.

“There was something in the character of this honest bushman, during his colonial residence, to admire ; he had gained his freedom, sent home money to his parents, and, during a long and tedious illness of twenty months, had attended his sick wife with patient care. Who would not get up an hour earlier to serve such a man ? I did, for I knew that early in the morning is the *best* time to choose a wife. I went first into the governess-room—all asleep ; I unlocked the Home-door—some dressed, others



half dressed ; some, too, very cross. I have often remarked, that early in the day is the best time to judge of a woman's temper ; but I wish this to be kept a secret. I remained half an hour in the Home ; I then went through the tents, could not suit myself, and returned. At the Home-door, I found a girl at the wash-tub ; she was at work with spirit ; she was rather good-looking, very neat and tidy. I went into my office, and ascertained that, on board ship, her character was good. I desired the matron never to lose sight of her conduct, and report the same to me. Day after day passed, and I was at last fully determined to place her within reach of my applicant in the bush, that is, in a respectable family, in his near neighbourhood ; but I was able to arrange better, for I found that, amongst the families wanting situations, there was one related to her. I immediately engaged them as the bushman's servants ; they were a respectable couple, the man a very prudent person. I told them to take the girl with them, and get her service near them, and on no account to allow her to live with a bachelor. I gave the girl three letters to respectable ladies, and she was engaged by one the fourth day after her arrival at ——. About a fortnight after, the bushman wrote to thank me for sending him the married couple, and concluded by saying, 'With regard to that *other* matter, upon my word, you have suited me exactly ; and, as soon as our month is up, we is to be married.'

"I received," says Mrs. Chisholm, "forty-one applications of this kind ; but the above is the only girl I ever sent into the country with a *direct* matrimonial intention."



The following is another specimen of an earnest appeal for a better half:—

13th December, 1844.

DEAR MADAM,—Matrimonial engagements, at all times, require and demand mature deliberation, and should not needlessly and thoughtlessly be entered upon, even with a prior knowledge of the party—how much more, then, does it call for when coupled with a perfect ignorance of the person and qualifications of your future companion through life! Such, then, is the present case, and I hesitate not, with the most perfect confidence, and a firm reliance on your experience and discriminating judgment, to throw my fate in your hands, and intreat your kind offices in the obtaining for me a suitable companion for life; in other and plainer words—“a wife.” With reference to my character, position, and prospects, I respectfully beg leave to refer you to Mrs. —, to whom I have the honour of being known, and I trust they will prove satisfactory. If, dear madam, you will be pleased so far to oblige me, I doubt not my happiness will be accomplished, as there must be many worthy young women in Sydney, in every way qualified to render conjugal ties what it is intended to be—a perfect blessing. The kind of person I would most desire would be a young woman, between the years of twenty-five and thirty-five, English, clean in person, neat in habit, mild in manners, and an accomplished needlewoman, my late wife being a most excellent sempstress. With renewed apologies, and a request that you will favour me with an answer, I am, dear madam, your most obedient servant,

---

One day, when travelling with a large party of emigrants, just as she came to a solitary part of the road, near a valley, she heard a man shouting to her, “Stop, stop!” A stout, rough bushman, clearing a few bushes at a leap, placed his hand on the horse’s head, and said, “Are you Mrs. Chisholm?” “Yes; what do you want?” “Want?—want?—why, what every man like me wants when he sees Mrs. Chisholm! Come, now, do look up that hill, and see that nice cottage and forty acres under



crop ; and I have in it twenty hams and flitches of bacon, and a chest of tea, and a bag of sugar ; the land is paid for, and the three cows. Oh, it would do you good to see the cows !" and then pulling out a roll of papers, continued, " See, what a character I have got from the magistrates in charge of the district ; and look here, ma'am, at this roll of notes—these are the things to hasten the matter and get over difficulties with the clergyman ! Come now, Mrs. Chisholm, do be a mother to me, and give me a wife ; the smile of a woman has never welcomed me home after a hard day's work—you'll have pity on me—you don't mean to say no ; you'll never be so cruel as to say no ? It makes a man's heart light to look at your camp. Now, you don't mean to say you have not got a nice girl from Tipperary. Never mind the breakfast ; I could keep the whole party for a week ; and what peace of mind it would be to you to know what a kind husband I shall make for one of your girls."

" It was upon the principle of family colonisation," says Mrs. Chisholm, " and actuated by such feelings, that I carried out my matrimonial excursions in the Australian bush. I, at times, took a number of single young females with me in company with emigrant families, but then I allowed no matrimonial engagement to be made on the way ; at the same time, I took care to place the young women in situations from which they might, with that consideration due to the feelings of woman, enter with propriety and respectability into the matrimonial state."

Mrs. Chisholm is firmly of opinion " that, in ninety-nine cases out of a hundred, emigrants emigrate IN ORDER TO LIVE AND HAVE LAND." She saw, therefore, the impolicy and cruelty of the Government preventing a less



quantity than three hundred acres being sold, and at a less price than one pound per acre. Vainly did she strive to effect a change in this absurd regulation; and the ruling powers did not seem aware of their folly until the squatters formed so strong a party that their demands had to be acceded to in the most liberal manner, while another party took up their residence on land near Port Philip. It is said of womankind, that

When she will, she will, you may depend on't;

and as Mrs. Chisholm could not persuade Government to accede to her request, she tried another method—that of persuading large holders of land to allow industrious families to locate on farms extending from fifteen to forty acres on easy terms. On these she placed large families, and the result was, that they not only made an abundant subsistence for themselves, but were able to accumulate capital, whereby they became proprietors. The undeniable proof of the excellence of this plan at length forced a reluctant admission from the Government officials, and the spirited lady had the delightful satisfaction of seeing land put up for sale in allotments of fifty acres, thus acknowledging the soundness of her judgment.

In 1845 Mrs. Chisholm was joined by her worthy husband, who ardently devoted himself to carrying into effect the beneficial projects of his wife, and has since continued to share in the labours so productive of good to the rapidly-rising colonies of Australia.

It would be wrong, even in this slight sketch, to omit a notice of one of the most singular works of mercy that ever was performed by a female, as it displays an amount of moral courage, rare and admirable. The streets of



Sydney were crowded by females whom poverty or treachery had caused to be outcasts from virtuous society ; seventy-six of this class did Mrs. Chisholm urge to reform, and hope for the forgiveness of Him who died for the redemption of erring man, and of these only seven returned to the paths of vice.

Incessantly from 1839 until 1846 did Mrs. Chisholm labour for the benefit of the poor colonist, and the elevation of the moral tone of the colony, and with triumphant success, achieved with great bodily exertion and personal discomfort, but unswerving perseverance. On one occasion, when returning home from settling some females, her horse took fright, and she was thrown over a precipice many feet high. She was confined to her home from this severe accident for some time, and now suffers from an injury received on the cap of the knee ; but even on crutches she went about doing good. When about to depart from Australia, a colonist, alluding to this circumstance, made her promise to return, reminding her that they claimed her as their own, as she was the only person who had bled and been wounded in their service.

The last great work before taking her departure for England, in which she was aided by her husband, was the collection of "Voluntary Information from the People of New South Wales," "to make known to a British public the resources of the Australian colonies ; to furnish the labourer, the mechanic, and the capitalist, with information that can be depended upon ; to point out obstructions to emigration which ought to be removed ; and to expose evils which ought to be eradicated. . . . To supply flock-masters with shepherds is a good work ! To



supply those shepherds with wives is a better!! To find employment for families that will enable them to rear a well-fed peasantry is a God-like undertaking.

“Australia can boast of her high-spirited sons, her virtuous daughters, her sunny sky, her rich pastures; her ships laden with wool, her cattle wild and countless on her mountains, her sheep crowding her hills, and seeking the shelter of her valleys; she can grow her own sugar, make her own wine, press her own oil, spin her own cotton, weave her own wool, grow her own corn; but until Australia can prove that she can be peopled by her own children, where God’s blessings are not considered ‘incumbrances,’ she will never be able to maintain a proud position, or be competent to defend the noble harbours which providence has given her—harbours to be defended by her sons, who, at the call of Old England, would issue forth; and, by their gallant aid and meritorious deeds, do honour to the race from whence they sprang.”

The information collected was “Brief Biographies” of settlers and servants, taken down in their own words, in answer to a list of printed questions. She states, “The facts in question were collected by me some months previous to my leaving the colony, by visiting their farms and homesteads; sometimes taking down their statements in their own dwellings, sometimes on the road-side, and sometimes in the ploughed field, having the plough as my table. I was, indeed, so well known to the people, and as they knew my motive was to convey faithful information to their relatives, friends, and countrymen at home, they invariably related to me their circumstances, with the greatest readiness and cheerfulness. I have in my pos-



session a large mass of these facts, which I have named 'The Voluntary Information of the People of New South Wales;' and they present a fair average of the condition of the working classes there."

As a specimen of this curious and valuable information, we give the following extracts:—

James Reed, from Wiltshire.—I arrived in 1840, with seven children; my wife died on the passage. I was engaged by Mr. Sutter, as a smith; my three daughters were in the service of Mrs. Sutter; two are now well married. I get £30 wages, and rations. I am well off; have several privileges. I can tell you one thing of Mr. Sutter, he is particularly upright; I have watched him closely, but never saw self-interest drive his will. He has no paltry marks; he is a pretty sensible man. He never stops from a poor man if he is so unfortunate as to lose a few sheep. Mr. Sutter is the man they should have for an overlooker amongst emigrants. I have thirty head of cattle, one horse and cart, and a very good garden. I am from Trowbridge, Wilts. I am well known to the parish authorities; my son keeps an inn in Paradise-row.

W. Thompson, from Norfolk.—I came to New South Wales in 1837; I am from Carlton, seven or eight miles from Norfolk. My father's name is John, well known to Richard Tuck. I have a wife and six children; I rent a farm of twenty acres, pay rent £20; have also a run for my cattle; have about fifty head; one mare, thirty pigs, and plenty poultry; have fifty bushels of wheat in store; use one chest of tea, four bags of sugar. Thank God, don't want for anything; meat three times a day, butter, milk, and eggs. Have a team of ten bullocks, and a dray; go to Sydney four times a year. I job a little in dealing; want for nothing. As a token, I used to work with William Twites.

In February, 1846, the authorities of Sydney called a public meeting to pass an address to Mrs. Chisholm and present her with a testimonial on her departure to



England ; 150 guineas were immediately subscribed. On receiving this sum, Mrs. Chisholm said she accepted it to devote it to their service by restoring wives to their husbands and children to their parents.

On arriving in England she printed a pamphlet, and addressed it to Earl Grey, entitled "Emigration and Transportation relatively Considered." In this she pleaded the cause of the emancipist who had been forced from his wife and family, who was now a virtuous and prosperous man, but living in a horrible state of bachelorhood, or driven unwillingly to a violation of the commandments of God. She concludes this appeal thus:—"If her Majesty's Government be really desirous of seeing a well-conducted community spring up in these colonies, the social wants of the people must be considered. If the paternal Government wish to entitle itself to that honoured appellation, it must look to the materials it may send as a nucleus for the formation of a good and a great people. For all the clergy you can despatch, all the schoolmasters you can appoint, all the churches you can build, and all the books you can export, will never do much good, without 'God's police'—wives and little children—good and virtuous women."

Mrs. Chisholm is not content with the polite answers of public functionaries ; but when once her mind is set upon obtaining some benefit for those to whom she has devoted herself, she follows up the subject by unremitting personal application, and in the cause of the emancipists she did not cease to visit Downing-street until Government yielded by accepting her list of the wives of convicts on tickets-of-leave anxious to join their husbands. Captain



Chisholm became responsible for their expenses, and they were despatched from Woolwich.

The children of parents too poor to pay for their passage out, or more than the Government would send, were the objects of Mrs. Chisholm's solicitude ; and they were forwarded at the expense of the colonial Government.

From her evidence before the House of Lords, a despatch was sent to the Governor, impressing upon him the importance of making proper provision for the reception and protection of female emigrants. The safe transmission of small sums from emigrants to their friends in the mother country was also made a subject of Government arrangement, on Mrs. Chisholm's recommendation ; and her latest efforts have been for the establishment of post-office orders between this country and the colony. This also has been granted, and only waits the arrangement of the machinery necessary to carry it into effect.

The Family Colonisation Loan Society was established by Mrs. Chisholm, to enable people of slender means, by small instalments, to pay the amount of their passages, and to send out an independent class of emigrants—not mere serfs. Another great object of this society was a re-union of families. A small loan was granted, to be repaid in the colony in the course of two years. From September, 1850, to July, 1852, seven vessels were despatched, containing 1,288 adults, 475 children, and 68 infants ; a total of 1,831 souls. This society has branches in the principal towns of Australia.

In 1850 Mrs. Chisholm issued a pamphlet, entitled the "A. B. C. of Colonisation," in which she vividly points out the evils of the existing mode of emigration. This



work, and the examples of the economy, health, and morality, consequent on her plans of emigration, as proved in the vessels she despatched, ultimately told with effect on the Government, and led to an improved system embodied in an Act of Parliament, entitled "The Passenger Act." There yet exist many evils, but we much mistake the character of Mrs. Chisholm if she leaves the shores of this country without seeing them in such a train as to lead to their rectification.

In carrying out all these great works with scanty means, the privacy of domestic life has been sacrificed; the doors of the humble abode have been thrown open to the public, advice has been given with freedom and truth, no one has been repulsed, but the poor met with sympathy and tenderness. An enormous amount of correspondence has been sustained, meetings attended, and answers given to innumerable personal applications.

In 1851, Captain Chisholm again separated from his wife by proceeding to Australia, to aid her efforts to "build a bridge of humanity" between this country and the colony; and faithfully has he laboured in the good cause, re-uniting parents to children, and children to parents. He has forwarded many thousand pounds from fortunate labourers to enable their friends to come out and perfect the family circle. Most arduous has been the labour of Captain Chisholm, great the sacrifice in separating from his happy family hearth. The correspondence and his bodily fatigue have been enormous; and all done cheerfully and gratuitously, without the aid even of a clerk or messenger. His services we have never seen properly acknowledged by the London Committee, but it



is the self-approving conscience, the sharing of his wife's toil, and the gratitude of those benefited, which reward him beyond that of a mere resolution passed by gentlemen who honour themselves by association in the same society of which he is an active instrument. We lately read in a Melbourne paper that the Protestant and Catholic bishops, the clergy of all denominations, and a number of gentlemen, met and begged Captain Chisholm to continue his residence in that town, and not remove to another field of labour, as he had intimated to be his intention, for in the present state of society his services were too invaluable to be spared.

To form some idea of the daily toil of Mrs. Chisholm we take the liberty of giving the following extracts.\*

“During the mania that raged in the early part of the year 1852, of emigrating to Australia, commonly called the ‘gold fever,’ it was truly astonishing the amount of business performed, and bodily fatigue endured, by Mrs. Chisholm. As early as nine o’clock in the morning, we have seen the door of her house surrounded by a crowd of persons, the passage lined by anxious inquirers, and the stairs rendered impassable by desirous emigrants. The average number of letters she received was one hundred and forty per day: these she glanced over, and gave instructions for their being answered, and also other commands, to six clerks. After seeing and advising with from thirty to forty persons, she would set out for Blackwall; there, on reaching the docks, go on shipboard,

\* *Memoirs of Mrs. Caroline Chisholm, with an Account of her Philanthropic Labours in India, Australia, and England.* By Eneas Mackenzie. London: Webb, Millington, and Co., Wine-office Court.



minutely survey the work completed, give directions to carpenters and ship-fitters, inspect the provisions, have interviews with brokers, make arrangements with Government officers, and attend to numbers of persons who had come to fix on their berths; after some time thus spent, return to town, and transact bank business. On arriving at her home, the audiences were resumed, until nine o'clock at night, seeing an additional forty to sixty different people. Sometimes a public or a group meeting was attended. This, by most persons, would be thought to constitute sufficient labour for one day, and sacrifice of health and body, in the performance of services for the good of others, without fee or reward, except that obtained of an approving conscience. Mrs. Chisholm did more; she considered the trusts she had undertaken of single females about to emigrate, and whom she lodged in the neighbourhood of her own dwelling, so sacred, that, after all those exertions we have named, at half-past nine at night she went forth to visit them individually, inquire respecting their conduct during the day, and see them settled in their lodgings for that night."

In the midst of all this large amount of public business, and frequent annoyances from scanty funds, illiberal prejudices, and petty jealousies, there still has been one duty religiously performed by Mrs. Chisholm in the slight intervals of rest, and that is, the training of the minds of her children in those principles believed to be most conducive to their moral, earthly and eternal welfare. All the vast accumulation of exciting business never yet distracted the eye and mind of the mother from her most sacred charge. Those who have had the pleasure of an



acquaintance with the family circle, remember with delight the admirable conduct of the children, and the pure and warm devotion expressed by thought, action, and word, for their honoured parents. The peculiarity of Mrs. Chisholm's teaching of her children consists in reciting to them tales in which faults are exposed and gently chid, and virtues portrayed and rewarded. We have felt ourselves instructed by the imaginary tale of "Timothy Tinkington." To the weekly summary of domestic duties one day is inviolably set apart.

In conclusion, we may remark, Mrs. Chisholm has been the great benefactress of the poor and neglected soldiers' orphans in India. She broke through the boundaries of limited urban employment for men and women in Australia, and taught the Government that where there was land, and labour placed upon it, there Providence teemed forth his precious gifts—that wives and children were "God's police," and to have a moral, steady, intelligent people, they must be present. Australia, under her exertions, no longer seemed composed of a few towns and a few distant sheep and cattle-stations, but developed an immense country waiting for the thrifty and laborious to render it a land of "milk and honey," capable of receiving and rendering happy millions who struggled fruitlessly in older countries. The natural ties of humanity that had been snapped asunder, she has ceaselessly toiled to reunite; and no one, be they from a palace or a cottage, who traverses the wide ocean to the new quarter of the globe, can enter a vessel, and, on the voyage, not feel the influence of this noble lady's Christian exertions in comparative freedom from infections, fevers, diseases, and



death. She has earned for herself undying fame ; and we should not allow her to pass to her tomb, as too many of "Nature's nobles" have, without a testimony to her virtues while living. She seeks not earthly reward—she never expects even wordy gratitude ; but still let us hope she is often remembered in the earnest prayers of those to whom she has been a kind and a noble benefactress.

The "Westminster Review" remarks—"When philanthropy is connected with a crown or a coronet, it is soon recognised ; but when it appears in a homely, everyday form, in the services of a lady like Mrs. Chisholm, destitute alike of the wealth or the poverty which might associate those services with chivalry or religion, it is hardly romantic enough to be consecrated by Literature, at least, till Time has lent 'enchantment to the view.' It gives us the greater pleasure, therefore, to call attention to the 'Memoirs of Mrs. Chisholm,'\* and to commend the work to every friend of progress, and every lover of humanity. Seldom, within the same space, have we met with so many facts throwing light upon human character, political ethics, and social and criminal reform. We have small respect for professional philanthropists in general, or for ladies of Mrs. Jellaby's type in particular ; but we should lay down no absolute rule upon the subject. There are circumstances which warrant a deviation from one's usual and legitimate path, and the best justification of a well-meant, but hazardous enterprise is its ultimate success. The perusal of this little book will show that Mrs. Chisholm has done more for the moral regeneration of

\* Memoirs of Mrs. Caroline Chisholm. By Eneas Mackenzie. London: Webb, Millington, and Co. 1852.



the Australian colonies than *all their clergy, with their four or five bishops to boot*. She did, moreover, what they could not do—what you feel no one could have done but herself. Like other moral heroines, she seemed born just for that work which she did, and which waited for her to do it. Like others, too, whose work grew upon their hands, the beginning of her career was ‘a day of small things.’ . . . The work she so earnestly coveted she got all to do. It devolved upon her to ‘well govern, well feed, and well place’, thousands of immigrants. . . . Since her return to England, she has devoted herself to the promotion of Family Colonisation, in a manner which has commanded the confidence of all parties, while it has developed her extraordinary faculties for organisation and government. A TRUE, QUEENLY WOMAN, AND BY DIVINE RIGHT, TOO !”







# MACKENZIE'S AUSTRALIAN EMIGRANT'S GUIDE.

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## INTRODUCTION.

THOUSANDS of our fellow-countrymen are, at the present time, heedlessly rushing on board any ship that announces its destination to be Australia, and in doing so, in many instances, are making what might be a voyage of ease, economy, and health, one of cost, danger, disease, and death.

It is not our intention to argue on the motives that induce people to leave the shores of Britain, and seek a new home in Australia ; we have no class interest to serve ; all we desire is, that those going may be able to judge if the arrangements made for their voyage be such as they have a right to receive in return for their passage-money, and with a proper regard to health ; for, without that one blessing, the realisation of the wildest dreams of wealth would be useless. If a man contemplates going to the Diggings, and by muscular exertion wresting from the stubborn earth the precious metal, what must be his disappointment on landing to find that his months of privations at sea have left his body in a state of prostration ? If he go to seek in the salubrity of the climate a restoration of constitution and lengthened lifetime, how depressed must he feel in mind when he discovers that the dishonesty of the shippers have shortened his path to the grave ! If he go in the spirit of independence, that he may receive more money for his work and more goods for



his money, and on landing, from want of good food and ventilation on shipboard, he finds himself the inmate of an hospital, how distressing must be his mental agony ! The root of the evil is at the outset of the voyage ; and our intention is, therefore, to give a few plain practical remarks on the subject, that the voyager across sixteen thousand miles of the ocean may enjoy health, decency, and comfort, and land with his physical energies in full vigour.

We have taken a deep interest for some time past in the arrangement of emigrant vessels, and are convinced that the greatest perfection they have attained are those fitted out and given laws to by that great philanthropist, Mrs. Chisholm, who was the first person to send to Australia independent self-paid citizen emigrants, not mere labourers. This noble lady has had no private interest to gratify : in her arduous self-imposed duties, her first consideration was provision for the health, safety, and morality of the emigrant ; her second, that these should be had at a fair cost, reciprocal to the interests of the shipowner and the passenger. We, therefore, have based our advice on the system which great experience has led that lady to adopt, and our little publication will be found a faithful and seasonable guide to those who intend making the healthy and wealthy regions of Australia their future home.

## CAUTION.

The recent revelations at a police-court ought to put all intending emigrants on their guard against Emigration Companies. When we see announced the expensive arrangements as to offices and officers of these companies, and observe the flood of grand prospectuses, backed by long and costly advertisements, and knowing that private gain is the object in view, we cannot but ask ourselves where the money is to come from to pay the outlay ; and arrive at the common-sense conclusion—the emigrant's



pocket. A still more serious affair than the loss of money is the loss of character and position ; therefore, let no young female answer any advertisement offering situations in families going to Australia. If they think there is some reality in the tempting announcement, let them send a male friend, who will strictly scrutinise the parties and the particulars before they themselves appear ; for on this subject we could make some harrowing revelations.

## WHO SHOULD EMIGRATE ?

All who have the desire to do so, and are possessed of a willing mind and a ready hand ; who in good humour will “rough it,” and, with the cheering prospect of certain success, laugh at unexpected annoyances. The strait-laced formalities and prejudices of their country they must be ready to cast to the winds, and with a truly independent spirit adapt themselves to those circumstances in which they may find they are placed in the colony. Labour with the hands is there considered no disgrace ; man feels he is no longer the coward-slave of society’s false doctrines ; labour there is triumphant over “dignities and a’ that.” It is the true road to wealth, for it meets with a greater reward than any other mode of gaining a livelihood : hence, when a man is seen to labour, he is known to be earnest in obtaining his share of the bounties of Providence, and, consequently, respected.

Continually is the question put, Is there employment for *clerks* and *shopmen* ? We reply, occupation in their peculiar vocations is very uncertain ; let no man go relying solely on those sources of employment. We do not say, stop away ; but, prepare yourselves before going. Get some rough planks, and make yourself decent-looking boxes ; chop wood—good hard, stubborn pieces ; delve in a garden as if anxiously in search of a crock of gold ; learn to sew, darn your own stockings, patch up a pair of old shoes, black them daily, wash your own shirts, and cook your own dinner. After a little practice at these



necessary accomplishments, your education will be finished, and you may go in the pursuit of fortune under considerably lessened difficulties. *Governesses*, and those unaccustomed to household labours, do not find situations in their callings ; and this is easily accounted for, as those having the means and inclination to engage them, not being able to procure domestic servants, would themselves have to become the servants of those they employed. But it is in the power of any female to become practically acquainted with domestic duties or dressmaking, and by this knowledge, after emigrating, find herself released from the painful dependence, bondage, and trying position of "the young person" in this country. There they would at once take a respectable position in society, have their own home ; and, instead of begging for bread, their industry would be begged of them, and handsomely rewarded.

We have, while writing this, received a letter from a party whose emigration we assisted, and are informed that the mother and two daughters are engaged in plain sewing, by which they receive six shillings a day each. The following curious letter will show the prospects of an industrious female. William's Town is near to Melbourne.

*January 7, 1852.*

MY EVER-DEAR MOTHER,—I am much disappointed at not receiving a letter from you, for I fully expected one on my arrival in William's Town ; in fact, it cost me many tears ; likewise when I did write home. I have written one letter before this ; but I dread writing home, as it upsets me very much. I think I had better write some of the news over again, as the letters miscarry very often, as George wrote me three I never received. I had a letter from him : he has just returned from a voyage to Sydney ; he is leaving the ship to come to me. I expect him every hour, or in the first that comes to this bay from Sydney. We can see all the ships come in from the doc—*the sea* on one side and the bush on the other, so the house is as pleasant as any in the town, and is one of the best fitted up ; in fact, we occupy two houses—one for living and cooking, and the work of the houses to be done in the other. I sleep in the best bedroom in the house ; in fact, the greater part of the people look on me as a lady. I do not make any acquaintances with the rough class, so I have been very dull till lately. I have two friends, young ladies ; the only two, for they are all married people here. I had an offer a few days after landing, from a gold-digger, possessed of £600 or £700. Since that, I have had another from a bushman, with £900 ; he



has gone to the Diggings again, to make plenty of money. That I have not decided on yet. I shall have a handsome house and garden, and all I wish. Dear mother, I only wish you were here to advise me: the fact is, I have so many chances—a midshipman for one—so you may guess how different things are here if you are respectable. I wish Amy, the children, Sarah and her children, were here; and Alfred could go for the gold to Sydney, or work in the day for ten shillings per day, and all his food found him. Young Alfred can earn more than will keep him. Poor Amy said I was transporting myself. I only wish she was here, for I have commenced dressmaking, while George is at sea till we settle, or either we get married or I have some one else. I can earn easy sixteen shillings per week; but I shall keep two women at work in the house, at £14 or £16 per year, for I am getting bonnet-making, 5s. for a bonnet. They paid hire and everything. You never fetch or carry the work home, so they never trouble you much. Only fancy me having six bonnets and thirty-six dresses in the house! You may think it is not true; but, dear mother, I never would propose Amy coming here if it was not for her good. I shall have a home of my own, if they both come, to receive them in. If they stay in England, they will never be worth a penny. Here it will be very different. Only fancy a working-man having his horse to ride upon! Besides, it is such a nice place, just like the country at home. Now, dear mother, do persuade them to come. I am the only milliner in the town, unless they go to Melbourne. If Amy comes, tell her to bring plenty of linen. She ought to come, if she is married or not: if not, she will not be here two months before she will be married well. Besides, the boys can do so well here. If I keep in with my business, I shall soon send home something that will let you know that I am doing well.

Almost every branch of mechanical handicraft is liberally paid and in great demand, more especially masons, carpenters, sawyers, blacksmiths, tailors, wheelwrights, shoemakers, tanners, printers, miners, brickmakers, saddlers, watermen, boat and ship builders, as well as labourers. A stonemason, whom we thought almost past labour, writes us word he is in receipt of £1 per day.

*Children*, from nine years of age, are employed in several light duties, and rewarded so as nearly, if not quite, to support themselves. They speedily add to the parents' income, and become so situated that there is the great gratification, if of steady habits, of knowing that they will advance in society, and need never dread poverty. Thus is the mind of parents rendered easy in regard to their children: they have no fear of their seeking assistance from them when, perhaps, it may be inconvenient to grant it, and painful to refuse; or, if given, at a cost of some



of the necessities of life to themselves. Marriage and its responsibilities are, as intended by the Almighty, a joy and a blessing; scarcity of work and food do not sour the temper, and sow the seeds of domestic bickerings; the larger the family, the greater the wealth and happiness; they are, to sum up in the language of Mrs. Chisholm, truly "God's police." It has been estimated by an old colonist, that a family of nine children, above the age of nine, out at employment, would earn £200 a year. While the gold-mania continues, they could gain more than double that amount.

#### AUSTRALIAN COLONISTS' ADVICE AS TO WHO SHOULD EMIGRATE.

A committee of Australian colonists have an office in London for the purpose of giving advice to emigrants. They are not partial to any class of emigrants but those who will till the soil, or become shepherds or stockmen. With this hint to be borne in mind, we insert their opinion as to who should emigrate.

Agriculture is carried on extensively and successfully in all the colonies by small farmers, who work with their families, and hire not more than one or two men, except in harvest-time. Agriculture cannot be carried on successfully, after the European plan, by a farmer hiring much labour, except in rare cases near a large town.

In South Australia, copper-mining has been actively pursued since 1845. The exports are large; and one mine, the Burra Burra, is the richest in the world.

Gold has been found in very large quantities in New South Wales, chiefly near Bathurst, 160 miles from the coast; and in Victoria, at Ballarat, 40 miles from the port of Geelong; and Mount Alexander, 90 from Melbourne.

As Sydney has 60,000 inhabitants, Melbourne 25,000, and Adelaide 15,000, there are the same trades and professions carried on there as in the most thriving towns,



of the same population, of Europe ; but the fluctuations of trades are rapid, and professions are easily glutted.

Gentlemen of education without capital, clerks, and persons of that class, should not emigrate unless they are prepared to become shepherds, or to dig for gold, or accept menial employment.

Gentlemen of capital, large or small, will act most wisely in refraining from making any investment for at least twelve months after arriving in the colony.

A working-farmer, or a market-gardener, may readily earn a comfortable living by renting or purchasing land within a convenient distance of a town.

The following trades are good :—Carpenter, blacksmith (first-rate), bricklayer, stonemason, sawyer, well-sinker, miner, wheelwright, tailor, bootmaker, tanner.

A tailor, married, need not be first-rate: should be prepared to become a shepherd, also, if necessary.

Ornamental trades are in very moderate demand, such as carvers and gilders, fine cabinet-makers, &c.

Demand for compositors limited.

The man who works in iron must do anything, from repairing a steam-boiler to shoeing a horse ; and the same with the man who works in wood.

A man who can handle tools in a rough useful manner, drive a team, fell, dig, and plough, and understands cattle, will do best of all. The working-man who knows only how to work will make a good shepherd.

There is a steady demand and high wages for female domestic servants, and for stout country-girls, accustomed to dairy and country work. All these can, if they please, marry respectably.

For governesses there is little demand, unless such as are prepared to be generally useful in assisting the mistress of the house. A few well introduced may do well, but the market is generally soon overstocked.

Sewing is not a good trade in the sea-ports ; in the interior it pays for a married woman.

For industrious, sober, married couples, suitable for



farm-servants and shepherds, and for stout, intelligent boys, of ten and upwards, the demand may be said to be unlimited. Good wages may also be earned by the young children of a shepherd or ploughman, from even the age of eight.

The discovery of gold has so much disturbed and raised the rate of wages, that it is difficult to state an average. But for many years the wages of a shepherd have ranged from £20 per annum to £31 4s., with a hut and rations of 10lbs. flour, 12lbs. meat,  $\frac{1}{4}$ lb. tea, and 2lbs. sugar, per week.

A shepherd's wife, cooking for him and one other man, has received £9, with the same rations, and an allowance for children above eight years old. These money-wages have recently risen fifty, and more, per cent., and the skilled mechanic's in proportion.

A common labourer digging at the gold-fields earns from 8s. to 12s. per day.

Gentlemen desiring to embark in the purchase of live-stock, and become, according to the colonial phrase, *squatters*, will have to purchase the tenant-right of a *run*, or grazing-ground, from an occupier holding at a rent under the Crown, as all the pastures accessible from a port are occupied. Brothers, or friends in partnership, with capital, will have a better chance in sheep and cattle than single individuals.

Letters of introduction are generally useless, unless accompanied by letters of credit.

Certificates, properly attested, of good character, are useful to men seeking employment.

*Outfit, &c.*—As little baggage and as much money as possible. No goods on speculative investments. There are plenty of mercantile firms, with whom a stranger cannot compete.

A workman should take his tools.

No wooden furniture. A family may take linen, plated goods, knives, and forks, if they have them.



## EMIGRATION SOCIETIES.

The offices of the *Government Emigration Commission* are at No. 8, Park-street, Westminster; S. Wallcott, Esq., Secretary. The terms, for what is called a free passage, and class of emigrants forwarded, will seen in the document issued there, and inserted at the end of this work.

*The Family Colonisation Loan Society* was originated by Mrs. Chisholm, and, as conducted by that lady, is of high moral tone, carrying into practice Christian duties. Its aim is to send out persons of good character, in comfort, safety, and with economy; not to permit the separation of families, but to endeavour to have settlers in Australia joined by their friends. In the colony it is called the "Re-union." Young females are most assiduously protected. Advice is most courteously given. Money being sent from the colony to enable relations to emigrate, they are sought out in every part of the kingdom. We have heard of a labourer in Australia remitting to this society £130, for the passage of his mother, sixty years of age, and family. The society granted small loans to aid intending emigrants; but the unsettled state of the colony since the discovery of gold has caused these to cease. Every improvement that could be discovered, to make the passage one of health and morality, was adopted. The passengers were all on an equality, having the range of the entire ship. Some shipowners and shippers, we understand, promised to carry out the same plans. The society has for the present suspended the forwarding of vessels, in the mean time watching over the system of emigration. The endeavour was to elevate the moral feelings of the colony, by despatching independent emigrants of the citizen class. Mrs. Chisholm's address is, 12, Bell's-buildings, Salisbury-square; and 29, Bucklersbury. The colonial agencies are at Melbourne, Adelaide, Sydney, and Van Diemen's Land.

*The Committee of Australian Colonists*, Poultry, London.



—These gentlemen give advice gratuitously, from two to four o'clock daily. Their desire is to promote the emigration of tillers of the soil, shepherds, and labourers, being themselves generally landowners.

## CHOICE OF A SHIP.

The *first-class* ships are those that have been inspected during the building, and are certified to be in a state of complete repair and efficiency, by an inspector of Lloyd's, and assented to by the committee; they are designated A 1. Ships that are built of the same materials, and are under the same supervision as A 1, but from partial deficiencies appear not to be entitled to the same rank, are marked 11 A; that is, if kept in perfect repair, they will be a first description of a first-class ship eleven years. When there is some little difference in the mode of building or workmanship, they are called 10 A, which is still a first description of a first-class ship. The second description of first-class ships are those beyond a certain age, and which have not undergone such repairs as to keep them in the first description, but are still in a condition for the safe conveyance of dry and perishable cargoes; they are marked  $\text{Æ}$  1. In Lloyd's list those in this class considered fit for such cargoes, "to and from all parts of the world," are distinguished by the letters  $\text{Æ}$  1, being printed with red ink, and a star before them.—*Second-class* ships are not thought fit for dry cargoes; they are marked E. *Third-class* ships are considered only proper for short voyages, and the conveyance of cargoes not subject to sea-damage; they have the letter I.

Now, the first-class ships of the first description, and those of the second description with the star and red ink, are the ships that emigrants ought to select. The size of the ships is of no great importance. We know those who have often made the voyage prefer one of about 500 tons to a larger vessel, stating that they had more comfort, and that the vessel sooner recovered from the shocks given



by heavy waves; whereas in the large vessels they hardly recovered their tremor before another wave came, and thus continued the unpleasant motion. From the same cause, it is the opinion of some that smaller vessels are safer. As regards the latter part, however, we need only state that during the last twenty years there has not been a single Australian emigrant-vessel lost at sea, which speaks highly of the condition of our ships, and their skilful management.

There is, however, an exception to the above in some vessels entitled to be A 1, that are not so distinguished, which it is but justice here to name. W. S. Lindsay, Esq., with an individuality of character that doubtless is one cause of his surprising success in life,\* refuses to have his vessels in Lloyd's list; but such is the reputation of his ships, that an insurance can be effected upon them at a lower rate of premium than on those inspected by Lloyd's agents.

Having ascertained the class of vessel, the next inquiry should be the name of the owner, that it may be judged if he ranks as a man who values a good character in preference to a heavy purse, as then he will not permit any imposition on the part of his officers for the sake of paltry gain. One chief point, however, is the respectability of the shippers, for they have to fit up and victual

\* In the biographical history of our country, perhaps there is not a more extraordinary instance of the effects of indomitable perseverance, private and commercial probity and integrity, aided by fortunate circumstances, than the career of the great shipowner, W. S. Lindsay, Esq. Cast on the world an orphan at six years of age, he commenced gaining a living for himself as a sea-boy; when only seventeen years of age he was promoted to be second officer, and in which situation he had the misfortune to have his legs and one arm broken; at eighteen he was advanced to be chief officer, and was in command when nineteen years of age. Four years afterwards he retired from the sea, and became agent, in the South of England, to a colliery; two years afterwards he settled in London as a ship-broker. He owns twenty-two ships, all A 1. The firm of which he is the principal insured, in one year, as brokers, to the amount of £3,200,000! as shipping-bankers their business amounted to £500,000; and they, in the same period, chartered seven hundred vessels.—*MacKenzie's Life of Mrs. Chisholm*, 1s. edition.



the vessel : if, therefore, they are greedy, avaricious men, unknown in character and station, it is necessary to be wary, for your health and life are actually in their hands. The question should be asked, and, if possible, the truth ascertained, "What can be had for money on board when at sea?" and if it is discovered that a store is laid in for sale, depend upon it the rations will be short and bad, for the purpose of creating customers. The fittings of the vessel must be learnt, of the proper mode of which we shall advise hereafter, and also the rules to be observed on board ship. Always choose a ship where there is an equality of passengers, as then you will have the entire range of the vessel, and not be confined to a small portion which is always wet.

Another very momentous affair is the kind of cargo the ship will take out ; this would be deeply impressed on the mind if a tithe of the suffering recently experienced by some emigrants could be felt by those who intend going on shipboard. Where the decks were too hot to be trodden, water, for two weeks, had to be poured upon them to prevent their bursting into flames ; the emigrants, in the mean time, in painful suspense. Therefore, it behoves all to see to the kind of cargo put on board ; Government provides positively against some kinds, but not all.

We feel certain that, if intending emigrants of a town or district were to meet and sign their names as such, then announce they were ready to negotiate for a ship, they would cause a competition that would prove beneficial to themselves.

#### TO SECURE A BERTH.

Having fixed upon a ship, the next thing to do is to secure a passage. If the ship will be some time before sailing, a deposit will be sufficient, on paying which a contract-ticket is given ; on this is specified the particulars of the engagement the shipper enters into, and it is as well to compare this with the prospectus usually issued. As



soon as the berths are marked out, and particular parts of the vessel being preferred, which is generally as near to the centre as possible, then, by paying one-half of the passage-money, a berth may be engaged. The other portion is paid a few days before embarkation. The passengers pass before the Government surgeon, that he may see no one is afflicted with a contagious disease, or in such health as to be injurious to the other passengers. The emigration officer of the port from whence the vessel sails next receives from each party, or head of a family, a portion of the contract-ticket; for which instructions are given upon it where it has to be cut off. The other portion is held by the passenger, and ought to be carefully preserved in case of any breach of contract; this being produced as evidence of the engagement the shipper promised to fulfil.

#### PREPARATION FOR THE VOYAGE AND OUTFIT.

A few days before the ship sails, every passenger should take one or two calomel pills and some gentle aperient medicine; this renders the attack of sea-sickness mild to what it otherwise would be. The food should also be very plain, that the stomach may be in good order; and we assure our readers that the "cup o' kindness," taken for the sake "of auld lang-syne," is apt to have anything but a pleasing recollection afterwards. A week's abstinence from rich food and irritating drinks is amply rewarded; the self-denial prevents many an hour or day's suffering of agonising pain: the stomach early craves for food, and nothing is more astonishing than the accession to the appetite, which, conjoined to the want of means of exercise, causes an increase of flesh on the bones.

The next thing is to procure the "mess utensils." In buying these, if you are not going to a ready-furnished home, it is as well not to purchase the slight articles manufactured for the voyage only, and intended as a



make-shift for a few weeks. For instance, tin plates are made small, and cost from 6*d.* to 10*d.*; but a well-sized pewter soup-plate, at a little less outlay than 3*s.*, will serve your lifetime, and be ornamental in a house, as well as useful, as was the custom of our forefathers. The hook-pots ought to be of the best block-tin. A horn drinking-cup lasts a long time, and is pleasanter to the lips than tin. Pewter cups, and saucers, and hand-basins, lined with the glaze of earthenware, are substantial household requirements.

It is well to select out such articles as a person may have that would be useful in a new home; but these must not be bulky, as freight is very expensive, and also carriage at the termination of the journey. Men going to the Diggings ought only to take that which they can carry. A *railway rug* is valuable to sleep in, and a *life-belt* should be carried by all intending to proceed to the "Diggins:" there are several rivers to cross, and the want of bridges and ferry-boats causes many lives to be lost—therefore a life-belt is valuable.

A light *iron bedstead* adds to the comfort of all who can afford to purchase and convey such an article to their destination.

*Folding chairs* do not take up room, and wonderfully furnish an empty room or house; when the cost has been overcome, they are highly prized. Although a box may serve a person to sit upon, still we know the difference in resting weary limbs upon a box or a chair.

If a party be going into the interior, then a small *tent* possesses advantages. Of this we will say more afterwards.

A *saw*, *hammer*, and *axe* are in continual request in the colony, and a man should learn to handle them skilfully. To employ a workman for every little job required in a house would become a serious item in domestic expenditure; and it should be remembered that wood, not coal, is the fuel in daily use.

An *iron pot*, to swing over a fire, will be found service-



able. When a friend calls to see a resident in the colony, it is usual to "swing the billy," and offer him, at least, a cup of tea.

A *filter* for water, both on the voyage and when it is ended, will be duly appreciated. This may be had from 9s. upwards.

Those who have money to spare will find a portable *soda-water machine* a great luxury.

When a family intend to camp out, an inodorous *slop-pail* must add to comfort and decency.

Neglect not to provide a quantity of *waste paper* for the voyage. Females should take a few yards of cheap cotton for *napkins*, as they are ordered to be thrown overboard.

Edwards's patent *preserved potatoes* we have tested, and can confidently speak of their excellence. The cooking of them is the most simple and rapid affair; at sea they vary the sameness of the dishes, are a dilutant of the salt provisions, consequently ward off scurvy, and may be used as a light supper with some condiment. Their economy adds a relish to the consumption of them. There is not the slightest waste attending them; they pack in little space. One pound is equal to five of the whole potatoes, and thus they are much cheaper. Dr. Ure says, "The fibrine and albumen render it more light of digestion, and the gum more demulcent to the stomach than wheat flour, with which also it may be regarded as nearly equally nutritious, and more so than peas, beans, sago, or arrow-root." Captain Kennedy, who commanded Lady Franklin's Arctic Expedition, writes, "In the course of our extensive exploration during the winter and spring of '52, we found several cases of the preserved potato amongst the stores deposited on Whaler Point by Sir James Ross, three years before; and its valuable properties were in no respect impaired either by time or exposure to the climate. As an instance of its remarkable remedial properties in the cure of scurvy, I may mention that on arrival at Whaler Point, myself and five men were suffering severely from this disease (scurvy), but by a free use of *the preserved*



*potato we were restored to comparative health* in little more than a week."

We have thus written on this subject, as few know the value of anti-scorbutic food until taught by bitter experience.

*Preserved vegetables*, such as cabbage, spinach, broccoli, &c., can be purchased in small tin cases: they are so compressed as to occupy a mere trifle of space, and done up in small packets suitable to single passengers. Of the importance of these to health on a long voyage, every person's own sense must point out. A medal was given to the inventor by some French scientific society.

*Preserved meats*.—What can be a greater luxury, when palled with salt meat, than a meal of good fresh meat? In sickness or for children, a basin of good beef-tea or mutton-broth is truly refreshing. How thankful will any voyager be who has thus invested a few shillings, instead of buying sweets or other trash for children!

*Preserved milk*.—Habit makes us sadly miss a little milk in our tea and coffee; in truth, at first these decoctions, usually delighted in, are positively nauseous from want of the ingredient, milk. If persons have the means of purchasing this article of daily consumption, and most especially when accompanied by young children, we can recommend the concentrated milk of Messrs. Moore and Buckley, as it has an established reputation, and packs in small compass. The same firm mix milk and cocoa or chocolate together, ready for use: these must prove a delightful change, where there is such a sameness of diet as necessarily exists on a long voyage. We tested some, eight months old, that had twice passed the equator: it was as sweet and rich as fresh cream. Half-a-pint case makes seven half-pints of good milk.



## EXTRA STORES.

These are not positively requisite ; but when they can be afforded, they stop some grumbling ; and as persons in the listlessness of the voyage turn their attention to the victualling-department, a variety is ever a gratification, and sweetens the sourness of temper. Besides, in storms the stores may be difficult to be got at, and cookery difficult of being accomplished.

*Jones's patent flour* is a convenient article to make a pudding, cake, or bread. No yeast is required ; therefore the aged and dyspeptic young may have fresh wholesome bread under all circumstances. Birthdays, wedding-anniversaries, and holidays may be kept in due form, and select tea-parties not be wanting in the inducements of pastry, by possessing this truly valuable article of diet at sea. (See Receipts.)

*Whole meal flour* (Jones's).—Professor Johnson says : “ Whole meal flour is really more nourishing, as well as more wholesome, than fine white flour as food for man. The solid parts of the human body consist, principally, of three several portions : the fat, the muscle, and the bone. These three substances are liable to constant waste in the living body, and therefore must be constantly renewed from the food we eat.

“ The grain of wheat consists of two parts : the inner grain, and the skin that covers it. The inner grain gives the pure wheat flour ; the skin, the bran. The whole meal, of which brown household bread is made, consists of the entire grain ground up together, and containing all the bran.

“ What is the composition of these two portions of the seed ? How much do they respectively contain of the several constituents of the animal body ? A thousand pounds of each contains the following proportions :—



	Whole Meal.	Fine Flour.
Muscular matter .	156lbs.	130lbs.
Bone material . .	170 „	60 „
Fat . . . . .	28 „	20 „
	<hr/>	<hr/>
Total in each .	354	210

So that in regard to bone material and saline matter, so necessary to all living animals, but especially to the young who are growing, and to the mother who is giving milk, the whole meal is three times more nourishing than the fine flour. Weight for weight, the whole grain of meal is more rich in all the three essential elements of a nutritive food—bone, fat, and muscle—than the fine flour of wheat. To children who are rapidly growing, the browner the bread they eat, the more abundant the supply of the material from which their increasing bones and muscles are to be produced.

“But the whole meal is more wholesome, as well as more nutritive. It is on account of its superior wholesomeness that those who are experienced in medicine usually recommend it to our attention.”

A *ham* is a relish and change. It is ready to arrest the hunger people so acutely feel at sea.

*Cheese* is at hand at all times for supper or lunch. Large cheeses quickly dry; therefore have Dutch cheeses, not salt.

*Arrowroot* and *rice* give variety, and are excellent to keep regularity in the bowels, when found to be too relaxed.

*Tea* and *sugar* are useful to have at command. Sugar should be in a larger quantity than proportioned to the tea, as it is required to sweeten.

*Lime-juice* being the best anti-scorbutic, a small supply of the very best quality should be taken by every emigrant.

*Preserves, lemons, and oranges* are duly relished and useful to health.



*Apples*, to roast, are excellent as a gentle wholesome aperient for children, and are also acceptable to "children of a larger growth."

A jar of home-made *pickles*, or *pickled cabbage*, will help down many a mouthful of salt junk, and prove refreshing.

Some persons wonderfully relish a few bottles of *porter*.

A little *brandy* or *wine* may be taken medicinally in cases of need.

When ill, *smelling salts* and *eau-de-cologne* are found particularly renovating.

A flask of *oil* is useful to anoint the kind remembrances left by the mosquitoes.

*Paper*, *pens*, and *ink* are often forgotten.

SECOND-CLASS PASSENGERS are required to take a knife and fork, a table and tea spoon, a tin plate, a hook-pot, a quart tin, and bedding. That some idea may be formed of the outlay which must be met, we insert a list. The quality and extras are a matter of choice and pocket.

*Bedding*.—Portable iron bedstead, 14s. 6d.; mattress single, 1s. 9d. and 5s.; ditto, double, 4s. 6d. and 10s. 6d.; blankets, per pair, 4s. 9d. and 6s.; sheets, ditto, 2s. 3d., 3s. 6d., 4s. 9d. to 8s.; counterpane, 2s., 3s. 9d. to 6s.; pillow, 1s. and 2s.; feather ditto, 4s. 9d.

*Cabin-fittings*.—Cabin washstand, with basin, water-jug, and fittings, complete, 10s., 14s., 18s. and 30s.; wash-hand basin, 1s. 6d., 1s. 8d. and 2s.; ditto, fitted with ring and socket; water-can, japanned, 1-gallon, 4s. 6d., 2-gallon, 5s. 6d.; water-bottle, 2s. 6d. and 4s.; foot-bath, 4s. 6d. and 6s.; closet-pail, air-tight, 7s. and 10s.; cabin candle-lamp, 7s. 6d.; hard candles for ditto, 1s. per lb.; cabin-lanterns, 1s. 6d.; cabin-lamp oil, 4s.; folding chair or camp-stool, 3s. 6d. upwards; marine soap, per lb., 8d.; towels, per dozen, 6s. 6d. to 10s. 6d.; looking-glass, 1s. to 4s.; shoe-brushes; blacking; cabin-chest.

*Mess-utensils*.—Metal cup and saucer, best, 1s. 6d.; metal plate, best, 10d. and 1s.; common ditto, 6d.; half-pint tumbler, japanned, 10d. and 1s. 6d.; hook-pot, 1s.



and 1s. 6d.; pannikin, 6d.; knife and fork; spoons, tea and table (buy plated), 6d. and 1s. 4d.

*Water-filters*.—9s. for 5 gallons a-day, and upwards.

#### OUTFIT OF CLOTHING.

This must depend on the means at command of the emigrant, and the purpose in view to be carried out when landed. Should the intention be to go to the Diggings, then there ought not to be a greater outfit taken than a person can carry, without the party has the funds to pay the enormous expense of carriage to the fields of gold. If the intention be to settle at the port of destination, let such persons remember that at Melbourne there is the conveyance of the luggage from the ship to shore by steam-vessel to pay for, and then, again, cartage to the place of residence to be defrayed; and also that at present the demand for such services are at gold prices.

*Flannels* should be worn next the skin, as conducive to health in hot seasons, and for warmth in cold ones: in wet seasons it is a preservative against colds.

*Shirts*.—To save washing, striped or coloured ones may be worn at sea, that serve well for night-shirts afterwards. If the design be to go to the Diggings, blue or red woollen Jerseys will be found the most healthful wear.

*Outer clothing*.—As on the voyage the heat at the equator has to be endured, at such a time white, light clothing is most suitable; and as cold weather has to be encountered, warm clothing is then requisite. If the Diggings be attempted, then there will be required a large, warm, thick *overcoat*, and policeman's *waterproof cape*. As it is seldom very cold in the towns, but there occur wet seasons, a *light waterproof coat and leggings* must be valuable in such weather.

*Boots and shoes*.—These appear to be the dearest articles in the colony. Strong shoes without heels we have heard Mrs. Chisholm recommend for wear during the



voyage. Strong Wellington boots are the fittest wear in the colony; and females ought not to have their boots made too light, for it must be borne in mind there are no smooth polished flagstones to amble over. The gravel soon cuts up slight materials, and the cart-ruts render the roads uneven. In winter, the mud is ankle-deep; therefore ladies must give up a little of their prejudices for health and comfort's sake.

*Hats and caps.*—A cap is the best wear at sea, and a broad-brimmed straw or felt hat when near the line. Ladies ought to have a good fall at the back of their bonnets, not only to prevent the sun blistering their necks, but as a preservative against draughts and wet. A sun-shade or blue veil will also prove advantageous.

*Stockings.*—These should be both woollen and cotton, to suit the change of temperatures.

*Further Advice.*—Gentlemen dress in the colony the same as in England. Some sound practical advice as respects outfits, by Mrs. Chisholm, and the Government scale of outfits, will be given in future pages.

*Tents.*—The enormous influx of persons to the towns in Australia causes houses to be difficult to be procured on first landing, and therefore the emigrant ought to be provided with a tent. No inconvenience is felt in this beautiful climate of Australia from such a slight dwelling-place.

In selecting this article, we would recommend that it be purchased at a respectable house of business, a firm known to be honourable in its dealings, so that both the material and manufacture may be relied upon. Why we more especially state this is, that the purchaser pays his money, and leaves to the faith of the maker his giving him the article for which he has bargained. The tent is securely packed up in bass, directed, and shipped; so that the owner never sees it until he opens it out to erect, and rarely finds out its defects until he discovers, in the first earnest rain, as it is in Australia, that it possesses the properties of a shower-



bath. The price of a tent is according to its size, and the usual charges for those to be relied upon are:—The Chisholm tent, £3 10s.; ditto with jointed poles, extra, 5s.; 9 feet by 9 feet, £4 15s.; 11 feet by 11 feet, £6 6s.; 13 feet by 13 feet, £9 9s. When there is no occasion to study a little saving, an extra covering to the tent can be added, which projects a foot or more above the roof. The use of it is to allow a current of air to pass between this double roofing in hot weather, by which the interior of the tent is kept cool; and during wet weather it so shelters the canvass, that its disagreeable dampness does not penetrate to the inside. This adds about £2 15s. to the cost of the tent.

Novices are not aware that, during wet weather, if anything touches the canvass in the inside of the tent, the stream of water is stopped in its course, and then pours downward inside; therefore, if a tent be very slanting, much of the space must be useless in such weather: hence, what are called cottage-tents, having wall-sides, the height of a moderately-sized person, are best. We have seen these of waterproof canvass, with a tarpaulin floor, to prevent damp arising, promote cleanliness, and preserve goods, that cost little more than other tents.

Ropes, pegs, and mallet are packed up with the tent, and included in its price.

#### WOODEN AND IRON HOUSES.

It is only persons who have plenty of money that can afford these. A single room may be had for about £13; a double-roomed, each about 9 feet square, about £50; and we read of one made by a Bristol firm, of galvanised iron, containing a sitting-room, measuring 13 feet by  $10\frac{1}{2}$  feet; three bedrooms, measuring  $7\frac{1}{2}$  by  $6\frac{1}{2}$  feet; a kitchen, fitted with cooking-stove, &c.; and a loft for stores, which, if necessary, can be used as an additional sleeping-apartment. The whole concern, when taken to pieces, does not weigh more than two tons; and, when packed for the voyage



comprises a packing-case 7 feet long, 2 feet 4 inches wide, and 2 feet 6 inches deep, which carries all the walls, flooring, doors, sashes, &c., and a block of wood 13 feet long and 18 inches square, into which compass all the framework goes. The cost is about 100 guineas.

The carriage of these amount, at present, to from £10 to £20.

## MEASUREMENT OF LUGGAGE.

This is estimated by the cubic feet, which is quite a mystery to many persons, who, not having occasion during their lives to more than merely imagine in their "mind's eye" what such a space might be when spoken of, are surprised at some sharp fellow on shipboard placing a rule across each way of the box, and from the bottom to the top; then making an entry, which is speedily followed by a demand of so much money.

The present allowance is twenty cubic feet: this, as one box, would be five feet long, two feet broad, and two feet deep. The length and width are multiplied by each other, and the result again multiplied by the depth; thus—

	5 feet in length.
Multiply	2 feet in width.

---

10

Multiply	2 feet in depth.
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Answer: 20 cubic feet.

But boxes of all sizes are taken; we will, therefore, by giving an odd size, endeavour so to simplify the matter that any person who can measure, add, subtract, and divide may have an idea of the extent of his luggage. Suppose, then, there is a box twenty-two inches long, twenty inches wide, and thirteen and three-quarter inches deep. We will put the sum down in the simplest way, for those who generally consider arithmetic a "vexed question."



Multiply		22 inches in length.	
		20 inches in width.	
		<hr/>	
		440	
Multiply		$13\frac{3}{4}$ inches in depth.	
		<hr/>	
		1320	
		440	
Half of 440		220	one half inch
Quarter of 440		110	one quarter inch
			} three quarters inch.
Divide by cubic inches		<hr/>	
in a cubic foot—		1728 )	6050 ( $3\frac{1}{2}$ cubic feet 2 inches, size of box.
			5184

Remainder 866

The half of 1728 is 864; therefore this remainder shows 2 inches over half a foot.

#### MRS. CHISHOLM'S ADVICE ON OUTFITS.

The following is that recommended to the passengers in vessels sent out by the Family Colonisation Loan Society:—  
Knife and fork, table and tea spoons, metal plate, hook-pot, drinking-mug, meat-dish, water-can, washing-basin, two cabbage-nets, one scrubbing-brush, half a gallon of sand, flour-bag, half a Bath brick, two sheets of sand-paper, two coarse canvass aprons, hammer, tacks; leathern straps, with buckle, to secure the beds neatly on deck when required to be aired; three pounds of marine soap.

There is no necessity for these articles being new and made on purpose for sale to emigrants; those that have been in use at home will be found to answer all requirements. The knife and fork, spoons, or whatever else will allow of having the passenger's initials cut upon them, ought to be so marked. Cleanliness being necessary to health, and order to comfort, not one of the above articles should be neglected. Passengers by placing their shoes in a cabbage-net, and tying the net to the rigging, dry them without the risk of their going overboard, which frequently happens when suspended by the shoe-strings.

*Clothing.*—During the voyage, the heat of the tropics has to be endured, when attention to the cleanliness of the



person will be found the greatest source of comfort. It would be wrong to expend money purposely for a few weeks' wear while passing the equator; a little contrivance will suffice for the time. Draughts must be carefully avoided. In reference to stockings, two pairs of good ones are better than six pairs of bad ones. A supply of needles and worsted is also essential. She would recommend every young man to take such materials; for both on board ship and in the colonies they would have to mend their own stockings. A great deal of money was generally wasted in the slop-shops, and great stress was laid on the necessity of clothing for both hot and cold weather. She was anxious to expose this fallacy. All that was necessary in cold weather was to protect the joints, not to load the body with a great amount of extra clothing. An old blanket cut up and sewed inside the waistcoat or trousers would be found very useful. It was a delusion to talk of things being very dear in the colony. Women would not find it necessary to take out more than two gowns for the voyage. Thin slippers should be avoided, as they are very apt to give cold. In the list of articles recommended by the society to be purchased were cabbage-nets, which were the most useful things that could be taken to sea, as well for cooking as for other purposes. One might be used for putting children's shoes in at night, and hanging them up, by which means they would be dry in the morning. Coarse aprons, Bath brick, and sand-paper were recommended to be taken, and numerous were the inquiries what they were to be used for. Many who were about to face the Diggings, contemplated with horror the idea of cleaning their own knives. Her object was, that females, in particular, should have with them everything necessary for health, comfort, and cleanliness, in order that there might be no pretext for interfering with them by the officers of the vessel.

Persons are laughed at in the colony if they take a number of packages, as they are believed to be the



dupes of those whose interest it is to represent everything there enormously high in price. It is sheer waste of money to have boxes lined with tin or zinc, in vessels pronounced sufficient for the safe conveyance of the most valuable silks. A distinction should be made in the luggage taken on board; articles that are not required until the completion of the voyage being marked "Not wanted on the voyage;" and other packages not taken into the cabin, but occasionally needed, marked "Wanted on the voyage." The best method is to cut or paint the directions on the lids of all boxes, as papers or cards get rubbed off or effaced. For sewing upon bags or baskets, parchment is the best material. A carpet-bag in the passengers' cabin is better than a box for clothes that may be constantly required.

*Bedding.*—This is provided by the emigrant, and must be a mattress the size of the bed-place.

*Shoes* should be without heels. If children's shoes are made to tie, they become loose. Many serious accidents have been caused by their falling from this cause. Few persons will believe the extent of mischief from this simple source until taught by experience.

*Tents.*—All letters from the colony speak of these being an indispensable article of an emigrant's outfit.

*Boxes* must be made small, that a man may be able to carry them; but a *barrel* is a better packing-case, as then a man may roll it. Use it afterwards as a shelter at night; or turn it, if clever enough, into an easy chair.

*Testimonials.*—It is found of great service, as to the position of emigrants in the colony, to take out with them not only their registers of birth and marriage-certificates, but testimonials of character from their spiritual pastors, magistrates, corporation-officers, physicians, gentry, or known respectable persons in business.

*Extras.*—Those who have money to spare may take with them a few pounds of patent flour, a pound of arrow-root, some rice, tea, and sugar, and a jar of pickles. Those who have children should take preserved broths and milk.



*Fire-arms* are not necessary—at least, Captain Chisholm found them so, and therefore gave his away. Some people delight in being alarmists, and love exaggeration; it is the duty of the sensible to repress such folly.

An *outfit* need not cost more than thirty shillings.

About *five pounds* as subsistence-money, and for that purpose only, each female ought to possess on landing.

#### MRS. CHISHOLM'S REGULATIONS ON SHIP-BOARD.

The following regulations were so successful in their intended object, as to comfort, health, happiness, and independence on shipboard, that we give them insertion for the guidance of those purposing a residence of three or four months in a floating iron or wood house.

*Family Groups.*—Each body of emigrants is divided into groups containing twelve adults, who can take their meals together during the passage. The object of this arrangement is, that friends and relatives may unite and aid each other in their common emigration, and induce a social intimacy among strangers previous to embarkation; by which means they enter the vessel as acquaintances and friends, ready to assist in those little services so conducive to happiness and comfort in a sea-voyage. Families and individuals who cannot meet with persons wishing to emigrate from their own locality, have thus an opportunity of meeting desirable associates, and mutually forming a group advantageous both to their present and future views. By this means an interest in each other's welfare in a new home is created by personal reciprocal interests, and cemented by mutual obligations. A list of the associated groups embarked, with their names and ages, the place from which they emigrated, their destination and subsequent settlement, the amount of loan advanced, repayments made, the sums still due and by whom, will be published as often as the committee may deem proper.

*Protection to Orphan Girls and Friendless Families.*—The friendless young women are grouped with and intro-



duced to families (at the group-meetings held at Mrs. Chisholm's residence, on Mondays, at seven o'clock in the evening, previous to embarking), and placed under their special guardianship. Arrangements are also made to insure mutual responsibility for good conduct during the passage. In like manner, youth and young men are associated with family groups. Members of groups must pledge themselves not to admit into their body persons of doubtful character, as their comfort during the voyage would be greatly lessened by so doing.

*Cabins.*—Inclosed cabins are furnished to each family, of a size according to the number of individuals. Children above fourteen years of age are provided with compartments for sleeping separate from those of their parents. One inclosed cabin is allotted to seven single females, also an inclosed cabin for seven single men, in parts of the vessel appropriated by classification for those berths. The arrangement of the cabins is such as to provide for perfect order, decorum, and morality.

*Personal Comfort.*—Much personal comfort arises from the feeling that all the passengers are on a footing of equality, there being no classification in the Family Colonisation Society's vessels, and all possess the privilege of walking on the poop. When preparing their meals, also, the passengers are not disturbed by cabin or intermediate passengers, as none other than the society's emigrants are allowed a passage in the same ship.

*Ventilation.*—The novel contrivance for insuring ventilation between decks, fitted up in the *Athenian*, at the Society's expense, from plans by Dr. Bowie, being found extremely effective in preserving health and comfort, will be continued in all future vessels despatched by the society.

*Cooking.*—The provisions being prepared by the emigrants, and delivered as directed in the "Ship Rules and Regulations," will be cooked by an emigrant's cook, provided to perform that duty by the Society.

*Children.*—It will be at the discretion of the surgeon to issue, three times a week, to children under seven years



of age, four ounces of rice, or three ounces of sago, in lieu of salt meat.

*Medical Comforts.* — For the information of the committee of the society, the surgeon of the vessel is required to keep an account of the issue of medical comforts, with the names of the parties receiving them.

*Luggage.* — The bulk of luggage (*free of charge*) allowed to each adult passenger is fifteen cubic feet, ten in the hold and five in the cabin, with half that amount for children. This includes the cabin-box, which must not be more than 1 foot 6 inches long, 1 foot 10 inches broad, and 1 foot 2 inches deep. [A carpet-bag is far more useful than a box.] The cabin-box (or bag) is to contain sufficient linen, or other articles, for fourteen days' use, as no other packages can on any account be allowed in the cabins. The remainder of the baggage, marked "Wanted on the voyage," will be so stowed in the hold that it can be got at once a fortnight, or oftener, during the passage, for the purpose of making any required exchange of apparel. All packages of baggage must be distinctly marked with the name of the passenger, and also with the words "Wanted on the voyage," or "Not wanted on the voyage;" and they must be at the docks, ready for shipment, at least *five* days prior to the day appointed for sailing. Persons residing in the country can have printed baggage-tickets forwarded upon application, by inclosing two stamps for the same, and stating the number they require.

*Security for the Emigrants' Comfort and Health.* — In order that the society's passengers may be amply secured against any curtailment of their comforts, or their health impaired by the overcrowding of the vessel, the society add ten per cent. to the space allowed by the Passengers' Act.\* In addition to a vastly-increased space, the pas-

\* It may be as well to explain this more fully:—If the Government (or Passengers') Act states that there is space enough for *one hundred* passengers, the Family Colonisation Loan Society occupy that space with only *ninety*, or ten per cent. less than the law permits.



sengers are accommodated with a wash-house upon deck, an arrangement tending greatly to increase the emigrants' comfort and health. The charter-party (or agreement made with the ship-agents and contractors by the committee of the society) also guarantees that every detail tending to the comfort and health of the emigrants shall be strictly observed. No wine, beer, or spirits is allowed to be sold to the emigrants ; and shaving on crossing the line, burning tar-barrels, or throwing water over the emigrants (as has been customary), is strictly prohibited. For the due fulfilment of the above regulations, a bond of £2,500 is signed.

*Duration of Voyage.*—Sixteen weeks is the average duration of the voyage ; and every emigrant is entitled to draw sixteen weeks' rations, according to the society's weekly dietary table for March 1852, here given :—

## WEEKLY DIETARY SCALE FOR EACH ADULT.

Biscuit,	per week,	3lb.	Tea,	per week,	1½oz.
Beef,	do.	½lb.	Coffee,	do.	2oz.
Pork,	do.	1lb.	Sugar,	do.	¾lb.
Preserved meat,	do.	1lb.	Treacle,	do.	½lb.
Soup bouilli,	do.	1lb.	Butter,	do.	¼lb.
Fish,	do.	¼lb.	Cheese,	do.	¼lb.
Flour,	do.	3½lb.	Oatmeal,	do.	2oz.
Raisins,	do.	½lb.	Lime-juice,	do.	1 gill.
Preserved fruit,	do.	¼lb.	Pickles,	do.	1 gill.
Suet,	do.	6oz.	Mustard,	do.	½oz.
Peas,	do. 2-3rds of a pint		Salt,	do.	2oz.
Rice,	do.	¾lb.	Pepper,	do.	½oz.
Preserved Potatoes,	do.	½lb.	Water,	do. 5 galls.	1 qt.
Carrots,	do.	½lb.	Do. each infant,	1 gall.	3 qts.

To prevent waste, parties not drawing the quantity to which they are entitled will receive the quantity due to them on leaving the ship. This reserve will be useful to them if they go up the country, or until they have permanent employment.

N.B.—The society put on board water and provisions for twenty-two weeks, in case the voyage should last so long : the emigrants are only allowed to draw, on leaving



the ship, what they have saved from their weekly allowance for sixteen weeks.

All the groups are provided with printed receipts for their weekly rations, and also for medical comforts should they be required. Scales, weights, and measures are put on board. The captain will have to deliver the receipts of the emigrants, or the provisions, to the society's agent in the colony on his arrival.

*Debarkation.*—On the arrival of the society's vessels at Port Phillip, or any other destination, tents will be erected (under the superintendence of the society's agent) for their temporary residence. The *Mariner* has taken out tents for the sole use of the society's passengers. By this means persons of both sexes will be secured from many expenses and inconveniences too often resulting from seeking lodgings in haste. One large tent will be used as an office for the engaging of emigrants. Persons engaging will be furnished by Captain Chisholm, or the society's agents, with every advice and information tending to their benefit and security, *free of all charge*; but no pecuniary aid can be given.

*Pledge of the Members.*—The following resolutions were passed at a group meeting, held at Mrs. Chisholm's, 3, Charlton-crescent, Islington, consisting of parties proposing to emigrate to Australia by the aid of the Family Colonisation Loan Society. Since the sailing of the first vessel they have been adopted by every group, and are earnestly recommended to all future groups.

Resolved—"That we pledge ourselves, as Christian fathers and heads of families, to exercise a parental control and guardianship over all orphans and friendless females proceeding with the family groups; to protect them as our children, and allow them to share the same cabins with our daughters.

"We further resolve to discourage gambling, and not to take cards or dice with us, or to enter into any pernicious amusements during the voyage. We likewise resolve, by parental advice and good example, to encou-



rage and promote some well-advised system of self-improvement during the passage.

“As the system of repayment proposed by this society is one that, if honourably kept, will add to the credit of the working-classes as a body, and be the means of encouraging the generous and good to assist our struggling countrymen, we hereby solemnly pledge our honour as men, and our character as Christians, to repay the loan advanced to us, and impress the sacredness of fulfilling this duty on each and all of the members constituting the groups. We also promise to aid the colonial agents in the recovery of all loans, and to make known, in whatever part of the colonies we may be, the means by which parties well-to-do there may assist their relations in this country through the medium of the Family Colonisation Land Society.

“We further pledge ourselves not to introduce as candidates for membership of the society any men but those we know to be of good character, or families but of good repute.

“We also determine not to accept of payment for any services we may render on board ship, but endeavour individually and collectively to preserve the order of a well-regulated family during our passage to Australia, and to organise and establish a system of protection that will enable our female relatives to enter an emigrant-ship with the same confidence of meeting with protection as respectable females can now enter into our steamers, trains, and mail-coaches.

“That all members constituting groups be asked for their approval and fulfilment, as far as they may be individually concerned, of the above resolutions.”

Resolved—“That the group do record and tender their grateful thanks, and those of all members comprising groups, to Mrs. Chisholm and the gentlemen who form the committee of the Family Colonisation Loan Society.”

*Maternal Superintendency.*—The committee have re-



requested six females named to undertake the motherly duty of seeing that all the young females are in their sleeping-apartments at a proper hour ; and they are most earnestly solicited never to retire to rest leaving any girl on the poop or deck of the ship. They are also requested to visit the female cabins at least once a day, in order to give such directions as may be necessary for the preservation of order, cleanliness, and that propriety of demeanour so becoming in young females. The above-named persons are also particularly desired to caution the young females against song-singing, or any noisy amusement, in the stern-cabins, or on the poop or deck of the ship.

The parties named above are likewise requested to make arrangements with the surgeon for rendering any assistance to sick persons that may be necessary.

*Amusements.*—Arrangements will be made for amusements ; and parents of mature age are requested, for the sake of the young, to be present on such occasions, so that there may be mirth without danger and amusement without remorse.

*Family Groups.*—We, the undersigned heads of families, associated as Mr. \_\_\_\_\_'s group, having produced our marriage-certificates to each other and made personal inquiries into the respectability of all in our group, and being satisfied, have voluntarily agreed to mess together during our voyage to Australia, and to afford parental protection to such young persons as are admitted into our group, and will consider and treat them as members of our family.

The groups should be composed of a party of twelve or twenty-four persons, as they can then take their meals together during the voyage.

*Mess Captain.*—It is arranged that Mr. \_\_\_\_\_ will enter on the duty of captain of the mess for the first seven days, Mr. \_\_\_\_\_ for the second, Mr. \_\_\_\_\_ for the third, Mr. \_\_\_\_\_ for the fourth, Mr. \_\_\_\_\_ for the fifth, Mr. \_\_\_\_\_ for the sixth seven days, and so on through the voyage.



Mr. \_\_\_\_\_ has been elected by the group to keep the dietary account-book.

## RULES AND REGULATIONS.

## SUPERINTENDENT—THE SURGEON.

Rule 1. The groups are to choose six persons from their body, to be called the Group Committee, whose duty will be to preserve order on the lower deck, and see that deck kept clean; to attend during the issue of provisions, to see that each mess has the proper allowance; and to keep a register of the brands on the various casks of provisions, that they may know they are consuming the provisions put on board for their use. The appointment of the first committee (to act for one month only) devolves upon Mrs. Chisholm: at the expiration of that period the groups can elect others. The following six persons have been selected by Mrs. Chisholm, for the reasons assigned opposite their names. . . . .

2. For the more effectual preservation of order and regularity, all complaints are to be made to the surgeon, through the medium of the group committees, in order that he may apply to the captain, should it become necessary, with a view to remedy the cause of complaint.

3. No smoking allowed on the poop, lower deck, or abaft the mainmast on the upper deck.

4. Single men are not allowed to go abaft the main hatchway on the lower deck (except during meals).

5. One side of the poop-deck to be retained clear of passengers, for the captain's use and comfort, and that of his officers. The group committee are to see this rule strictly carried out.

6. The passengers are to leave the poop-deck at half-past eight in the evening, and the lamps extinguished at ten, with the exception of four on the lower deck, and one in the poop, which are to be left burning during the night. No lights of any kind are permitted in the cabins, nor may those hanging over the tables be removed.



7. No lines for drying clothes to be placed in the cabins or between decks, such practice being very injurious to health.

8. Fire-arms, gunpowder, lucifer-matches, or other inflammable materials, are to be delivered to the captain on going on board. If discovered in any passenger's custody during the voyage, they will be taken possession of by the captain.

9. The surgeon is to appoint two careful persons to clean and trim the lamps, who are also to see that the passengers' mess-utensils are brought on the upper deck to be cleaned, perfect cleanliness between decks being imperative to health.

10. The scuttles are not to be opened, except by the carpenter of the ship, who will have orders to do so, whenever deemed advisable, by the officer of the watch.

11. Provisions are to be issued at the following hours :—Water, daily, at half-past six in the morning ; and all provisions at ten o'clock in the morning of the days specified in the ration-regulations.

12. The rules for meals are as follows:—The odd messes—viz., one, three, five, &c.—will breakfast at eight o'clock in the morning, dine at one in the afternoon, and sup at five in the evening. The even messes—viz., two, four, six, &c.—will breakfast at nine in the morning, dine at two in the afternoon, and sup at six in the evening.

13. The emigrants are to prepare their food for cooking, and take it to and receive it from the cook appointed in the emigrants' service. This duty, it is hoped, will always be done by one of the men of each mess, as it is not proper for respectable females to go forward amongst the ship's crew.

14. Passengers are strictly prohibited from giving any wine, spirits, or beer to any of the ship's company or passengers' cook.

15. The surgeon will attend on the lower deck daily at the hours of ten in the morning and five in the evening.



It is requested that all applications for medicines will be made at those hours, except in cases of emergency.

16. As ventilation and cleanliness are essential to the health and well-being of every person on board, it is earnestly recommended and hoped the group committees will strictly enforce that the beddings, &c., from the berths, be brought on deck twice in each week (viz., Tuesdays and Fridays, if practicable), aired, and the berths well cleaned.

17. It is requested that, for the washing of passengers' clothes and articles in use, the same days (viz., Tuesdays and Fridays) will be employed, and washing concluded before eight in the morning.

#### HEALTH ON THE VOYAGE.

The chief sources of this are personal cleanliness, cleanliness of berths, wholesome food, means of ventilation, supply of water, and convenience for washing.

Persons always find the change of food and sea-air cause constipation in the bowels, and therefore they should be prepared with some gentle aperient, as seidlitz-powders, Gregory's mixture (rhubarb, magnesia, and ginger), castor-oil, &c. This also assists to relieve the sufferings from sea-sickness.

*Personal Cleanliness.*—For this purpose passengers ought always to inquire if shower-baths are erected for their use ; and, if not, get a written guarantee there shall be accommodation for two, one for the men, the other for the women ; and if the shippers are too shabby to provide such requisites, a small subscription will purchase them, or a good-sized colander and a sheet or counterpane may be substituted.

*Cleanliness of Berths.*—The bedding ought to be taken on deck, and the berths thoroughly washed out, not less than once a-week.

*Wholesome Food.*—The names of the contracting parties for supplying this important department should be ascer-



tained, that it may be seen whether they are honourable and respectable men. The emigrants ought also to have the privilege of taking down the marks on the casks, that it may be proved they are receiving that which has been stated to be provided for their use. Have part of the biscuits packed in casks.

*Ventilation.*—Although insisted on by Act of Parliament, yet too much discretion is left in the hands of others; and it is awful to contemplate the scene between decks in rough weather, with hundreds of passengers and the hatches fastened down. The best mode is that invented by Dr. Bowie, and adopted in Mrs. Chisholm's ships. It consists of a perforated zinc tube, placed along the top of the whole range of cabins on each side of the ship, and jutting on the deck at one end; this carries off the impure air. A wooden square case, like an inverted spout, is carried along the floor of the cabins, from stem to stern of the ship; the under part of this is perforated zinc, and, being at the end above deck, fresh air is conveyed into every berth. Vanes acted near the mouths of the pipes. At the tropics it was found, by experiment, that between decks, with all the passengers, was two degrees cooler than under the poop. A gentleman asked one of a ship's crew, whose vessel was thus fitted up, how it acted. "I cannot tell you how, sir," answered the man; "but this I know, there are three hundred people here who have just dined, and you don't find any smell or much heat. You would have found the place not bearable without it."

It is truly frightful to read the awful amount of Death's doings in some of the emigration vessels; the passengers being weeded out, and thrown overboard to become the food of fish, in one vessel to upwards of one hundred in number! Why is this? Because the vessels are not sufficiently ventilated. Well may the London shippers be proud that their ships are free from these wholesale murders—the melancholy fruits of avarice! Thankful also may the friends of London emigrants be, that such a vigilant Government officer as Captain Lean superintends



the proper arrangements of vessels as to their ventilation. Remember this :

A man breathes about 20 times in a minute ; 1200 times an hour.  
 „ „ „ 18 pints of air in a minute ; 1080 pints an hour.  
 „ „ „ 57 hhd., 1 gallon,  $7\frac{1}{4}$  pints of air in a day.  
 „ gives off 4.08 per cent. carbonic gas of the air he respire.  
 „ respire 10.666 cubic feet of carbonic acid gas in 24 hours.  
 „ consumes 10.666 cubic feet of oxygen in 24 hours—125 cubic inches of common air.

The heart beats 75 times per minute.

„ sends nearly 10 lbs. of blood through the veins and arteries each beat.

540 lb., or 1 hhd.,  $1\frac{1}{4}$  pints of blood passes through the heart in 1 hour.

12,000 lbs., or 24 hhd., 4 gallons, or  $10,782\frac{1}{2}$  pints, pass through the heart in 24 hours.

1000 ounces of blood pass through the kidneys in an hour.

174,000,000 holes or cells are in the lungs, which would cover a surface 30 times greater than the human body.

7,000,000 pores is about the number in an ordinary-sized man.

1,750,000 inches of pores—that is, 145,833 feet, or 48,600 yards, nearly 28 miles—drain each human body.

33 ounces, in 24 hours, of insensible perspiration pass from the body.\*

Now, greedy shippers—men steeped to the lips in avarice, whose consciences are thoroughly electrotyped, who are without hearts, whose ears are deaf to the sobs of widows and wail of orphans, who love to riot in human blood—will only give such space in their ships as the law compels; and that is 15 superficial feet, which may be 6 feet long and  $2\frac{1}{2}$  feet broad, and 6 feet between decks—that is, equal to 90 cubic feet. In the table we have given, it is seen that a man breathes 18 pints of air in a minute—say a pint is only  $34\frac{1}{2}$  cubic inches, this is equal to 621 cubic inches per minute; but, to be liberal, say in 3 minutes he fills a cubic foot, 1,728 cubic inches, with his breath, then in 4 hours and a half the entire space allowed to each person must be occupied with foul, polluted air. Imagine 200 persons fastened down between decks, the weather too stormy to allow of windsails or

\* From Mackenzie's Commercial, Arithmetical, Miscellaneous, and Artificers' Tables.



open port-holes, and think of the deadly carbonic acid gas hovering about, the oxygen extracted for the support of the body, the tainted blood driven through the veins and arteries, the hogsheads that have been rendered impure in the heart, the kidneys becoming deranged by the poisonous fluid, the delicate lungs enfeebled from the turbid, destructive inspiration; add to which, millions of pores and miles of drainage actively at work giving out their pounds of unpleasant odours—and can it be any wonder that Death reigns despotic, and revels unchecked in his butchery?

The higher a ship is between decks, the better is the security for health to the passengers. This, therefore, is a vital inquiry; and no one should be tempted by a pound or two less in the passage-money to go in a ship merely reaching the Government standard, otherwise it may be a source of regret during the remainder of a person's life—if, indeed, they are spared life to indulge in unavailing sorrow at their folly. Some shippers allow a large space, and charge accordingly; this is honest and honourable, as well as beneficial to the voyager. The windsails required by Government are not sufficient for the admission of air, and in rough weather they cannot be used. The best invention yet applied, and which has proved efficient, is that of Dr. Bowie. This is serviceable whatever may be the state of the weather; and, we consider, a pound more paid for a passage in ships where this is fitted is well-laid-out money. Inexperienced persons do not think of, or are not aware of, the advantages and disadvantages proceeding from attention to, or neglect of, a supply of good fresh air where hundreds of souls are huddled together, until they have learnt a never-to-be-forgotten lesson.

*Water.*—The value of a drop of water is discovered by the emigrant, when it comes to be carefully meted out to him; he should take care that the quality is good and the measure legal. A very simple apparatus was used on board of some of Mrs. Chisholm's ships, for distilling



water at sea, by which sufficient was obtained for washing-purposes, without interfering with the quantity regularly allowed for dietary and other applications. Any arrangement of this kind enhances the value of a passage in a ship so provided.

*Washing.*—Passengers should insist on there being two days set aside for washing clothes, and proper provision for their doing so; the wash-houses ought to be on deck. By having this regulation as to two washings in a week carried out, the expense in the purchase of clothing at the outset is greatly reduced, and comfort and health promoted.

*Dietary.*—The best scale was drawn out by Mrs. Chisholm; and every emigrant should compare it with that furnished by the shippers of vessels they think of proceeding with, as it is careful in respect to the quantity being sufficient and fair in exchange for the money paid. Some think the allowance too liberal, and engendering waste; but being found just in that case, it may be applied to others. The quality was the very best.

Where three children are taken as one adult, it is customary only to allow provisions and space for one person; therefore parents should make a specific bargain to have for their children that quantity of food and space requisite for health.

No female should carry the prepared food to the cook-house, as she must then come in contact with the sailors and others lounging about there; and therefore those passengers who respect female delicacy ought at once to proffer such a simple service.

#### THE VOYAGE.

This is a very serious undertaking for any young female who goes unguarded by watchful relatives. "Who has not been shocked," writes Mrs. Chisholm, "by the frightful details we have read in the public papers, how orphan after orphan has been victimised on board emigrant-ships,



by men calling themselves Christians; how modest maidens have been brutalised over and insulted by those whose peculiar duty it was to protect them?" It is painful to think how much truth there is in these lines. The fact is, there must be strict regulations and some employment—

For Satan finds some mischief still  
For idle hands to do.

Plans for amusements should be entered upon, schools for moral and educational instruction formed, books be read aloud, or any method adopted that will keep the mind engaged. (See the regulations for amusements in Mrs. Chisholm's ships.)

It is curious to read the written bills of entertainment issued on the voyage in some vessels. The recitations, concerts, &c., "by particular desire," "under distinguished patronage." "From indisposition," "previous engagements," "M—— M—— will not appear until the following public entertainment be ready for representation, of which due notice will be given." "First appearance." "Glorious hit." And that "between the first and second parts, refreshments will be handed to *all* the audience;" a species of liberality much to be envied under more favourable circumstances.

#### SEA-SICKNESS.

A friend of ours says he never sees a cook drawing the entrails of a goose, but he is reminded of sea-sickness. It certainly is a most distressing malady, as we know, by having frequently experienced its effects. Nevertheless, by attending to the instructions given in another page, its pain may be considerably alleviated, or, in fact, entirely avoided. Like toothache, everyone has some specific to recommend; and perhaps, in conjunction with certain favourable circumstances, they may have been effective, resembling, in this respect, the testimonials forwarded to pill-mongers. Eating biscuits, drinking porter or brandy-and-water, have their advocates. Air and a horizontal



position we know eases the sufferer. Medical men seem willing to admit that relief may be found in Croton oil pills, which must be taken every two hours while the sickness continues.

## THE EMIGRANT'S MEDICAL CHEST.

## APOTHECARIES' WEIGHT.

20 grains (gr.)	make 1 scruple—medical sign	℥
3 scruples	make 1 drachm	,, ʒ
8 drachms	make 1 ounce	,, ʒ
16 ounces	make 1 pound	,, lb

## FLUID MEASURE.

60 minims or drops (m)	make 1 drachm—medical sign	f ʒ
8 drachms	make 1 ounce	,, f ʒ
16 ounces	make 1 pint	,, 0
8 pints	make 1 gallon	,, gal.

*Medical Proportionate Doses.*

If a dose be one drachm, for a person of twenty-one years of age, the proportionate doses according to age will be—

Under 1 year,	1-12th	of a drachm,	or 5 grains
,, 2 years,	1-8th	,,	or 7½ grains
,, 3 ,,	1-6th	,,	or 10 grains
,, 4 ,,	1-4th	,,	or 15 grains
,, 7 ,,	1-3rd	,,	or 20 grains, sign 1 ℥
,, 14 ,,	1-half	,,	or 30 grains, sign ℥iss.
,, 20 ,,	2-3rds	,,	or 40 grains, sign ℥ij.
Above 21 ,,	1	,,	or 60 grains, sign ʒj.
,, 65 ,,	the inverse ratio.		

Women require smaller doses than men.

*Physicians' Characters.*—R., recipe or taken ; à, àà, ana, of each the same quantity ; ss. signifies the half of anything ; cong. congius, a gallon ; coch. cochleare, a spoonful ; M. manipulus, a handful ; P. pugil, as much as can be taken between the thumb and forefinger ; q. s., a sufficient quantity ; i., one ; ij., two ; and so forth.



It is not necessary to possess all the articles named in the following medicine-chest, as some are of the same properties as others, only varying in their preparation; but a selection may be made suitable to the means and constitution of the party who desires to have such a travelling-companion. The doses are all for *adults*, therefore only a proper proportion, according to the table inserted, must be given to *children*. Simple remedies for some of the commonest accidents are inserted; and the mode of making several useful applications.

*Antimonial Powder*.—This is given in fevers attended with inflammatory symptoms and rheumatic pains. Take four grains made into a pill, with some conserve, every six hours.

*Antimonial Wine*.—This is a safe and good emetic. A tablespoonful is a dose; but, if not effective, give half a tablespoonful every quarter of an hour, until the desired effect is produced. It is very useful for children having hooping-cough, as it relieves them from the suffocating violence of the cough. Give plenty of warm drink to work it off.

*Aromatic Confection*.—Half a teaspoonful of this in some pleasant liquid is used as a cordial in lowness, attended with feverish symptoms, also in nervous languor and gout in the stomach. It is bracing to the constitution.

*Bees, sting of*.—Squeeze the sting out if any be in the skin, and rub on the part a little olive oil. If the inflammation of the wound does not subside, apply a poultice.

*Black Wash*.—This is a drachm of calomel in half-a-pint of lime-water, to which is sometimes added a teaspoonful of laudanum. Lint is dipped in it and laid on the sore, where it is fastened. Its healing powers are great. Shake the bottle before using the wash.

*Blight in the Eye*.—This is common in Australia, being caused by the fine particles of sand in the atmosphere at particular seasons. It is disfiguring, but not painful. A little calomel is the best remedy, taken internally.



*Blister of Spanish Flies.*—This should be spread with the thumb on stoutish glazed calico, stretched tightly; it is applied in several cases of internal inflammation and in local pains. After it is taken off, and the water gently pressed out of the raised skin, the part ought to be dressed with spermacetti ointment.

*Boils.*—If troublesome, bathe them well with warm water, then poultice, cut them to allow the matter to escape.

*Bruises.*—If simple, bathe with warm water. If more severe, poultice, or dip flannels into hot water; wring them, and keep the part moist until the pain or swelling cease. If near a joint, put on leeches.

*Burns or Scalds.*—Keep the air from them. Flour and cotton wool are excellent for the purpose. Never burst a blister raised by these accidents, nor let the water out. If any of the clothes stick to the flesh, do not remove it. If severe, put hot water in bottles to the feet, and give a little hot weak brandy-and-water. Do not use cold applications.

If the skin be broken, then use one part of lime-water, and with two parts of oil. This is applied by wetting cloths in it. Spirits of wine, spirits of turpentine, brandy or milk, are likewise much in use. The spirits must be warmed, and then laid on with a feather during a quarter of an hour. After which, dress with basilicon. In twenty-four hours take off the dressing, and wash the part with proof spirit, again put on basilicon ointment. In another twenty-four hours dress the wound with basilicon ointment and camphorated oil. If this be painful, put on zinc ointment, spread thickly on linen. If the part becomes painful and inflamed round the edges, let out the water of the blisters thoroughly, and dress with simple wax and oil on lint or linen. When the skin is destroyed, and matter is discharged, use Turner's cerate as a dressing, or dredge flour, chalk, or starch on it. If the part be so injured as to appear like soaked leather, apply linseed-meal poultice till new flesh appear; then dress with zinc



ointment. When it is a lime-burn, do not pick it off, but apply vinegar, put a poultice over the part, and when the substance comes away dress with an ointment.

*Calomel*.—This ought only to be taken on the advice of a medical man. In acute inflammation the dose is one or two grains every second, third, or fourth hour, but it must be combined with the same quantity of Dover's powders. When used as a purgative, take from two to five grains, combined with rhubarb and jalap. A grain and a half is a large dose for children. In hot countries the doses have to be greatly increased.

*Camomile Flowers*.—These are employed for poultices and fomentations. As a decoction, with a little Epsom salts, they are a stomachic and gentle aperient. In dry fomentations the flowers are put into a thin flannel bag, heated, and then applied.

*Camphor*.—This forms a linament in the proportion of a quarter of an ounce being rubbed down in one ounce of olive oil. It is used in some cases of inflammation, swellings, and pains. It is taken in doses from three grains to a scruple, at short intervals, as a cordial; it increases the heat of the body, exhilarates and softens the pulse. In larger doses it soothes down irritation and spasm, abates pain, and induces sleep.

*Carbonate of Soda*, with a proportion of tartaric acid, forms a cooling pleasant drink; but, in cases of fever, it is usual to substitute the juice of lemon for the tartaric acid. Frequently the carbonate of potash is substituted for the soda.

*Castor Oil*.—This is the safest purgative known; it corrects acrid bile, and strengthens and cleanses the stomach and bowels. The dose is from one to three tablespoonfuls, taken in some pleasant liquid.

*Chilblains*.—When unbroken, mix two drachms of hartshorn with ten drachms of opodeldoc, and apply it. If the patient be a very young child, use opodeldoc only. Mustard liniment twice a day is often a successful application. The itching may be relieved by dilute sulphuric



acid gently brushed over the part. If broken, then a simple poultice should be used.

### CHOLERA.

BY R. BOWIE, M.R.C.S.E.

*Food.*—Acid or acescent nutriment, solid or fluid, I consider highly dangerous, and all rich food, as being difficult of digestion ; that spirits, wine, and every stimulant of that description, on the commencement of an attack of cholera, by quickly exhausting excitability, did irreparable mischief. Abstinence—almost total abstinence—I always found highly essential, until convalescence had taken place. I have seen many patients whose deaths I firmly believe were the consequence of an over-anxiety to give them nourishment. Toast and water in small quantities, and frequently repeated, seemed to me the best and safest beverage, and also, for a considerable time, sufficient nutriment ; and as progress was made to recovery, the addition of an equal quantity of milk, excepting with those who lived very freely, was found beneficial. To show how readily the disease was reproduced after its alarming symptoms had abated, or even ceased, I subjoin a few instances.

Beer reproduced vomiting, watery dejections, and spasms, which had abated.

Wine, vomiting, watery dejections, heat in the stomach, spasms in the legs.

Brandy and pepper, incessant vomiting, watery dejections, violent spasms, and great prostration.

Oysters and ham produced a return of the violent symptoms of the disease.

Several cases of death occurred from taking Epsom Salts.

*Treatment.*—Pain or uneasiness in the stomach or bowels, with or without purging or looseness, may often be removed by two teaspoonfuls of castor oil in a little cold water, every hour, until the patient feel easier, or



the medicine operate ; which will be known by the appearance of oily globules in the evacuation.

Should the castor oil fail in altogether removing the symptoms before stated, two tablespoonfuls of cretaceous mixture, containing ten drops of laudanum, may be given every four or six hours ; also two grains of a mild mercurial hydrargyrum cum creta, and two grains of Dover's powder, until the cessation of pain ; when, should the looseness continue to be annoying, a teaspoonful of tincture of catechu may be added to each dose.

Should there also be present a great sense of weakness, with coldness of the extremities, and spasms (cramp) in the stomach, bowels, feet, legs or arms, forty drops of laudanum may be given in the first dose of the castor oil ; and every means used to restore heat, such as bags filled with hot sand, salt, or bran ; or bottles containing hot water applied to the feet, or rubbed (a blanket being interposed) over the back, chest, and abdomen, and placed in each arm-pit ; frictions with stimulating liniment had recourse to ; and mustard spread on towels laid over as much of the body as possible, to assist in increasing sensation and circulation.

Although by such means diarrhœa and cramp abate, and the patient expresses himself as being easier, it will be necessary, if heat do not return, the pulse remain feeble, and the strength do not increase, to give calomel and opium, in doses of two grains of the former, and half a grain of the latter, every hour, half hour, or even twenty minutes, according to the urgency of the case, with three grains of carbonate of ammonia, in an ounce of camphor mixture, and half an ounce of juniper water, until the stools become dark, evidently contain bile, and smell offensively — urine be voided, and the mouth become tender, drowsiness seem rather excessive, or the heat of the body much increased. Then the opiate should be diminished, given at longer intervals, or altogether discontinued.

The drowsiness, if proceeding from the opium, may



generally be lessened by sponging the forehead with vinegar and cold water, and removing every covering from the head.

As in such cases it is a most material point to affect the system mercurially, camphorated mercurial ointment should be freely rubbed in, under and over the lower ribs of the right side, to aid the effects expected from the calomel.

On the setting in of the consecutive fever pertaining to this disease, everything stimulating, especially of a narcotic character, ought to be avoided, and the calomel and opium abandoned. The camphorated mixture, with ammonia, mentioned before, adding to it a teaspoonful of sweet spirits of nitre, ought, however, to be continued, until urine be freely voided, when the quantity of the medicine given may be lessened.

But concerning the consecutive fever, as it exactly resembles malignant typhus, in severe cases, it must be treated in a manner nearly similar.

Toast and water cold will, throughout every stage of the disorder, prove the best and most grateful beverage; and as progress is made to recovery, the addition of an equal quantity of milk will frequently be of advantage.

Wine and spirits, when given with any other view than that of promoting digestion, after the patient has passed through the disease, are highly dangerous, and attended frequently with very bad consequences.

When the stomach can retain nourishment, beef-tea, thickened with sago, or bread well toasted, with a little cayenne pepper, may be cautiously tried. But the greatest care must be taken not to overload the stomach, otherwise a relapse may be occasioned. Should diarrhoea, attended with pain, continue after the disease has terminated, it ought to be treated with cretaceous medicine, or catechu, as directed before the setting in of prostration.

There is yet another point of the greatest importance in the treatment of cholera; that is, the patient should be kept perfectly at rest, the slightest fatigue often producing the most fatal effects.



[From the above it will be observed, Mr. Bowie treats the patient as one on the verge of vitality, where great and sudden recourse to stimulants would extinguish the expiring flame of life; as when a person is found insensible in a snow-storm, to bring such a sufferer to a fire, and administer violent stimulants, would prove certain death. Vitality, like a dying fire, must be cautiously, gently, and continuously revived.—ED.]

*Choking.*—If a piece of meat stick in the throat, try to pull it back with the fingers. If this cannot be done, shove it down with a piece of smooth thin rounded whale-bone, having a piece of sponge tightly tied on the end. These are sold in most of druggists' shops. Or drink a quantity of water. When a fish-bone or pin sticks in the throat, if the fingers cannot reach it, swallow a crust of bread or good-sized pieces of apple, which wash down with water. Little hard substances usually go into the stomach, and pass away in the usual channel.

*Cod Liver Oil.*—This is the only remedy yet discovered for the cure of the first stages of consumption.

*Corns.*—First have shoes made to the shape of the foot, without unequal pressure on any part; for the evil has arisen from ridiculously trying to mould the foot to the shape of a boot or shoe, and corns are nature's penalty. Steep the foot in warm water, then pare off with the nails or a blunt instrument the hard skin; after this, get out the centre part as deeply as possible, but do not break the skin, otherwise inflammation may cause requiring poultices, and the limb to have perfect rest. When the skin and centre part have been removed, as far as can be with safety, make or buy some corn-plasters. These are wash-leather, spread over with soap-plaster, having a round hole cut out in the middle. Pile these up until no pressure can come on the part where the corn is, and cover with a plaster without a hole. Ease will at once be felt, and the corn generally dies away. *Bunions* must have shoes made to give them room. If they inflame, bathe them in warm water and apply a poultice. They



may be arrested at their commencement by doing away with causes creating them.

*Cream of Tartar.*—Half an ounce is a gentle aperient ; by dissolving this quantity in a quart of boiling water, then sweetening it, and adding lemon-peel to give it a flavour, a pleasant drink is made for hot climates.

*Conserve of Roses* is useful as a medium for the mixture of several medicines ; it is rather astringent, and is sometimes administered largely in spitting of blood and wasting coughs.

*Croton Oil.*—When it is necessary to keep up an irritation of the skin without tantalising the constitution, this is used instead of that painful application, a perpetual blister. The fingers being guarded, ten drops are rubbed on the part successive nights, until little blisters form. These fill with matter and itch ; every one has then to be let out with a needle or back of the nail, and the matter pressed out. In about a week the skin is re-formed, and the same process is gone through again with the oil. Pills of croton oil are said to remedy sea-sickness ; the quantity taken must be very small, not more than one or two drops, as it is a powerful purgative.

*Cuts.*—Should it be simple, bind it tightly up, with the blood unremoved. If otherwise, bathe with cold water until the bleeding stops. Place the edges easily together, and put on strips of sticking-plaster, not quite touching each other. This is generally sufficient ; but if it swell, and the bandage feels painful, gently divide it in a contrary direction to the wound. Should it throb, put a poultice over the dressing, which will allow of its being removed in a few hours. If there be a straw-coloured discharge, apply the same kind of dressing again ; but if inflamed or pale, the wound open, and the matter be watery and smell badly, then put on only one slip of plaster to hold the edges in their place, and poultice till the inflammation is gone, and healthy-looking matter is discharged.

*Diarrhoea.*—This is of frequent occurrence in Australia



from over-indulgence in fruit or spirits. Likewise persons arriving from a long sea-voyage give way to excess in fresh meats, fruits, and other indulgences, and thus induce the disease. As a preventative, the Spaniards wear around the abdomen a silk scarf. Diarrhœa is known from dysentery by there being no inflammation. Dr. Fordyce's receipt is ipecacuanha in powder, three-fourths of a grain or a grain; tormentil root, in powder, half a drachm.—Mix. Take in dill or common water three or four times a day. Another receipt is com. pow. of ipecacuanha, three or four grains—mercury with chalk, two or three grains; make into a pill with opiate confection, and repeat three or four times in twenty-four hours. The patient should, after taking the pill, have a warm bath and a flannel roller bound round the abdomen. When it is a bilious diarrhœa, take two or three grains of calomel with eight grains of powdered rhubarb, followed by plenty of demulcent drinks.

*Disinfecting Fluid.*—This is useful in a cabin at sea to counteract disagreeable odours that may arise, and in a sick-room, or where unpleasant smell may be near and induce disease. Two table-spoonfuls in half a pint of water makes the celebrated *chlorinated soda-wash*, used to cleanse foul ulcers or sloughing wounds.

*Drowning.*—When a person is taken out of the water, keep the head and chest a little raised, strip the body and dry it, clear the mouth. If a warm-bath be at hand, place it in; if not, heat blankets and lift into bed; rub the body and limbs with flannels or cloths without cessation. Get hot things placed under the armpits, to the soles of the feet, the stomach, and down each side of the thighs. Press the bowels up towards the chest with both hands. Let another person, with the flat of the hands, press down the breastbone; then both persons quickly, and at the same time, lift off their hands. Keep doing this and rubbing the body for *hours*, and success may reward the efforts. Let there be plenty of air in the room and few people. On the action of the heart being restored, ad-



minister a little wine-and-water or warm tea. The person, when restored to warmth of body, with the usual functions of the circulation of the blood and breathing, must be attended to; for if insensibility continues, and convulsions take place, he must be cupped at the back of the neck to relieve the head; but this requires great caution, as fainting, ending in death, may ensue. Warmth must be continued, and plenty of warm drinks, that perspiration may be induced.

*Elder Flower Ointment.*—A cooling ointment, generally used when the face and neck have got sun-burnt. Two pounds of fresh elder-flowers are simmered in two pounds of hogs' lard until crisp, and then strained through a sieve.

*Essence of Peppermint.*—When wind on the stomach causes sickness or giddiness, ten or fifteen drops taken on a piece of sugar will give relief. A teaspoonful dropped on lump sugar, and dissolved in half a pint of water, makes good peppermint-water.

*Ether.*—A piece of linen, the size of the hand, moistened with it, and applied to the forehead, often cures a severe nervous headache. It is a powerful sedative anodyne and anti-spasmodic; twenty or thirty drops mixed in water is a dose—it should be swallowed immediately. It is employed to check vomiting in cholera morbus, and allay the violence of sea-sickness.

*Goulard Water.*—One drachm of sugar of lead dissolved in a pint of soft water forms this water. This is employed to lessen inflammation, swellings, chilblains, bruises, burns, scalds, &c. The best mode of applying it is to expose the part, lay on it a piece of linen dipped in the wash, and, as it dries, gently drop more upon it. Two grains of sugar of lead, dissolved in two tablespoonfuls of water, forms an eye-wash of great reputation.

*Hartshorn and Oil.*—This liniment, used in stiff neck and lumbago, is made in the proportion of one-third of hartshorn to two-thirds of sweet-oil.

*Huxham's Tincture of Bark.*—For debility of constitu-



tion, nervous disorders, loss of appetite, indigestion, and profuse perspiration, this tonic is administered. The dose is a dessert spoonful in a glass of water twice or thrice a day, if it agrees with the patient.

*Iodine of Potash Ointment.*—Dissolve one drachm in a little water, then mix it well with an ounce of hogs' lard. It is employed to disperse swelled glands in the neck or other parts, if the skin be not inflamed. Lay it thickly on the part, and cover it with linen.

*Ipecacuanha Wine.*—This is an extremely mild emetic, and is given in doses of from one to four tablespoonfuls. Thirty grains of the powder of ipecacuanha in a cup of warm water is an emetic that acts freely, and is perfectly safe. Compound powder of ipecacuanha is known by the name of "Dover's Powder;" the dose is three or four grains. A dose of eight or ten grains causes profuse perspiration.

*Lime-water.*—A useful preparation. Place a pound of unslaked lime in an earthen vessel; pour on it, a little at a time, a pint and a half of water: do it slowly, and stir it all the time. In half a dozen hours, or less, the lime will have settled to the bottom; then carefully pour off the water. Put in a well-corked bottle, and place it in a dark place.

*Magnesia.*—For any acidity on the stomach, producing wind and heartburn, this forms an excellent remedy. For children it is particularly suited. A dessert spoonful, mixed smoothly in milk or water, is a dose for an adult. If costiveness exists, add five to ten grains of rhubarb.

*Mercurial or Blue Pill.*—This is a mild alterative, given to restore a healthy condition of the digestive organs, and in external or internal diseases which originate in congestion or obstruction. The dose is three grains every night, or four grains every other night. It is, however, considered preferable to give a grain and a half two or three times a day, and its efficacy is promoted by its being combined with small doses of tartarised antimony.

*Milk of Sulphur* is considered a purifier of the blood;



useful to those troubled with piles, keeping the body cool and the bowels gently open. It is taken in milk, but proves more efficacious as an electuary, in the proportion of three parts lenitive electuary, two of sulphur, and one of cream of tartar; from one to three teaspoonfuls is the dose, taken once a day for some time.

*Mosquitoes.*—These sometimes favour passengers to Australia with a visit when near the equator, and announce their visit in an unpleasant manner. Do not scratch the part bitten, but apply a little oil to it.

*Mustard Liniment* is rubbed on parts to stimulate the surface. Its mode of preparation is to put an ounce of good mustard in a bottle containing a pint of spirits of turpentine, and to shake it occasionally for two or three days; then, when quite settled, pour off the liquid, and that only, apply it until the part is felt to smart tolerably sharply; do not break the skin; rub again, if necessary, in three or four days. It is considered an excellent remedy for lumbago and chilblains.

*Mustard Poultice.*—Mix half a pound of mustard and half a pound of linseed meal with hot or cold water, as if for the table. Spread it on fine muslin pretty thick. Lay it on the part a quarter or half an hour. Do not let the mustard touch the skin. Take it off, and gently wash the part with a sponge and warm water, then tenderly dry it. Two or three minutes will be long enough for it to remain on a child.

*Neat's-foot Oil.*—For rubbing swelled limbs and joints, this oil is commonly ordered. In performing this operation, do it gently with the hands.

*Nitric Acid Wash.*—Six drops to six tablespoonfuls of water is the proportion. It is applied to offensively-smelling sores that have a discharge.

*Opodeldoc or Soap Liniment.*—Take three ounces of hard white soap, an ounce of camphor, half a pint of the very best spirit, and half a pint of water. Put them in a bottle, and shake them until the ingredients are dissolved, which will be in a few days. In rheumatism, two



tablespoonfuls of this liniment is mixed with a teaspoonful of laudanum, and the part rubbed with it. In sprains and bruises, soap liniment is applied two or three times a day.

*Opium or Laudanum.*—Used to procure sleep and ease pain, a dose of twenty drops is sufficient. As a sudorific, that is, to cause perspiration, ten drops, with thirty of antimonial wine, mixed in a glass of white wine, is efficacious; this to be taken at bed-time. When opium greatly affects the head, medical men substitute a same quantity of henbane.

*Paregoric Elixir.*—When coughs and colds are unattended with fever, this is usually a remedy. A teaspoonful in a glass of water at bed-time is a dose: if the cough be very severe, repeat the dose in the morning.

*Powdered Bark.*—This is administered in substance: a teaspoonful is a dose. It may be mixed in milk, water, or wine. In mortification, it is given as often as the stomach will admit it; in ague, every three hours during the cessation of the fit.

*Powdered Rhubarb.*—When taken in doses of five grains every day before dinner, it strengthens the stomach and creates an appetite. In doses of thirty grains, taken at bed-time or early in the morning, it is a safe and efficacious purgative. It is taken in water; if a teaspoonful of brandy be first mixed with the powder, it will unite more easily, and be more grateful to the stomach.

*Purified Nitre.*—In sore-throats, a small quantity held in the mouth, and swallowed as it melts, promotes the discharge of saliva, thereby answering the purpose of a gargle and abating fever.

*Rochelle Salts.*—This is as tasteless and efficacious salt as can be used, and answers every purpose of a saline purgative. The usual dose is one ounce, which may be dissolved in hot water or gruel, and taken when cold. It is preferable to take it in the morning.

*Sal Volatile.*—Used as a smelling-salt in giddiness and pain of the head. In oppression of the stomach from



indigestion or wind, half a teaspoonful in a glass of water is generally found serviceable.

*Salt of Wormwood* twenty grains, a tablespoonful of lemon-juice, and three tablespoonfuls of water, forms a saline fever-draught. One to be taken every six hours.

*Senna Leaves*.—Pour on half an ounce of these leaves half a pint of boiling water ; when cold, strain it ; and this is senna-tea. Warm it, and add milk and sugar, or put prunes or figs in the hot infusion. A wine-glassful is a dose. When given for worms, it should be taken in the morning, fasting.

*Spirit of Lavender*.—This is taken as a cordial in lowness of spirits, and in sickness after eating. In gout in the stomach, thirty or forty drops on loaf-sugar is said to give temporary relief.

*Spirit of Hartshorn*.—For languor or fainting-fits, if smelling it be not effective, twenty or thirty drops should be given in a little water, mixed in the proportion of one part hartshorn and three of sweet oil. A piece of flannel or black silk moistened by it, and worn round the throat, is said to be a good application for a sore-throat.

*Sprains*.—If desirous for a speedy cure, give the part rest, perfect rest. Dip flannel in hot water, wring it, and keep applying it ; at night put on a bread-and-water poultice, and continue them for some days ; if the pain still be great, bleed the part with leeches. When so far recovered as to feel stiff and a trifle of pain, apply a vinegar poultice. If the joint continues to swell after the pain and stiffness are gone, bind it with a roller. Be careful in using the joint for some time afterwards.

*Steel Wine*.—This mild preparation of steel is a powerful deobstruent and corroborant. A teaspoonful may be taken in half a glassful of water an hour before dinner, and in the evening. It should be continued some time.

*Sweet Spirit of Nitre* is diuretic and anti-spasmodic : the dose is from half to one teaspoonful. It may be taken in water, white wine, whey, or a treacle-posset ; the two latter greatly assist the desired effect. It is an almost



certain cure for obstructed perspiration in severe colds and fevers.

*Tartarised Antimony.*—This is known as emetic-tartar. It is given at the commencement of fevers, when three or four grains are dissolved in four ounces of water, and one-fourth taken every quarter of an hour till it operates. For relaxing the skin, promoting perspiration, and relieving fever, the dose is from one-sixteenth to one-fourth of a grain every three or four hours. It is valuable in acute inflammations, especially inflammation of the lungs, given in doses of a quarter or half a grain, dissolved in water, and repeated every second or third hour. It is also serviceable in indigestion, bilious complaints, and nervous agitation. It is used as an ointment in consumption, hooping-cough, white swellings, and chronic pains. One or two drachms of the tartar is rubbed in a mortar, with an ounce of hog's lard to form the ointment.

*Things in the Eye.*—When a small substance “gets into the eye,” take hold of the upper eyelid, and, pushing the lower one up, wrap the upper one over it; press lightly on the ball, and then let the person move the eye in all directions. This usually is successful, the substance being found in the corner near the nose, whence it must be taken. If *lime* get in, bathe it immediately with weak vinegar and water. The inflammation subsequently arising may require leeches to subdue it, a little aperient medicine, and frequent bathing of the eye with warm water.

*Tincture of Guaiacum* is efficacious in rheumatic complaints: the dose, a teaspoonful. It may be taken at bed-time, and likewise in the morning. It should be mixed in cold water, and that by pouring the water quickly upon the tincture and stirring it all the time.

*Turner's Cerate.*—This is half a pound of yellow wax and a pint of olive-oil melted together; into this is sifted in, and stirred until perfectly mixed, half a pound of calamine powder. It is thought to heal chilblains when broken, is less drawing than basilicon, and less healing than spermacetti-ointment. It is termed an absorbant.



## PLASTERS.

*Sticking Plaster.*—Melt gently two parts of soap-plaster and one part of resin ; plaster together, and spread it on calico or black silk.

*Court Plaster.*—Tightly strain some black silk, brush it over with thick gum-water, let it dry, and it is fit for use.

*Isinglass Plaster.*—Put sufficient boiling water on isinglass to dissolve it ; render it fluid with spirits of wine ; brush it over silk or fine linen ; keep it dry. When applying it, rub the required piece over with a sponge moistened in hot water.

*Poor Man's Plaster* is Burgundy-pitch spread on stout paper.

*Poppy Water.*—Used for fomentations. Take four ounces of the shells of dried poppy-heads, break them into small pieces, boil then for a quarter of an hour in four pints of water, then strain and use the water.

## POULTICES.

*Bread and Water.*—Crumble bread into a basin, pour on it hot water, cover it up with a plate. When it will soak up no more water, drain off what is left, spread it a third of an inch thick on folded linen, and apply warm ; if it get dry, drop upon it warm water. When particular vegetables or herbs have to be applied, bruise them, put them in water, and simmer them gently for half an hour, strain, and mix the liquid with the poultice.

*Linseed Meal.*—Scald out a basin, pour in boiling water, then stir in good linseed meal, in the same manner as making porridge ; take care to have no lumps, work it well, till it will adhere together ; spread it on soft linen the fourth of an inch thick, a little larger than the inflamed part where it has to be applied. Rub over it a piece of hog's lard, and it is ready.

*Stimulating Poultices.*—See mustard.



*Treacle Poultice* is made by mixing a pound of flour with half a pint of treacle, warm it over a fire, stirring it all the time, spread it on linen, and then use it.

*Sulphate of Quinine*.—This valuable medicine is very efficient in cases of ague, and as a tonic and febrifuge in indigestion, hysterics, epilepsy, acute rheumatism, typhus-fever, jail-fever, putrid sore throat, scarlet-fever, small-pox, &c. The dose is from one to three grains twice or thrice a-day or oftener, made into a pill with extract of gentian, or combined with cinnamon-water, and syrup and tincture of orange-peel.

*Spermacetti Ointment*.—Take a quarter of an ounce of white wax, three quarters of an ounce of spermacetti, and three ounces of olive oil; melt them in a pipkin by the side of the fire. Usually employed to dress blisters.

*Common Ointment* is one part of white or yellow wax, and two parts of hog's lard or olive oil melted in a pipkin near a fire. These are used for dressing wounds and sores, and are spread on lint or linen.

*Sulphur Ointment, Compound*.—Half a pound of flowers of sulphur, two ounces of hellebore root bruised, one drachm of nitre, half a pound of soft soap, a pound and a half of hog's lard, thirty drops of bergamot, all well mixed. This is for those unfortunate enough to catch the filthy disease itch. Rub the body all over night and morning for three days. Do not wash during the application. After six good applications, wait twelve hours, then wash the ointment well off the body; if the insects be not destroyed, and a cure effected, the same process must be gone through again. Destroy the clothes worn and sheets slept in during the cure.

*Tincture of Myrrh*.—This tincture preserves the teeth and gums. The mouth should be washed with half a teaspoonful, mixed in a glass of water, night and morning. A gargle for sore throats is made with a tablespoonful of this tincture, fifteen drops of elixir of vitriol, and half a pint of barley-water: use this three or four times a-day.

*Tincture of Rhubarb*.—Is used in pain in the stomach



and bowels, attended by relaxation, and that arising from eating unripe fruit or raw vegetables. The dose is two tablespoonfuls, taken at any time. If no relief be felt, add five drops of laudanum to another dose.

*Vitriol, Elixir of*, promotes digestion, and creates an appetite. Five to ten drops to be given in half a glass of wine or water. Should it cause pain in the stomach, add to other doses a dessert spoonful of Huxham's tincture. It is also used in the quantity of six drops, taken every four or six hours, in spitting of blood.

*Yellow Basilicon*.—This ointment is applied to wounds in general, in treating scalds and burns, and as a dressing for blisters, when the intention is not to heal them immediately. It consists of two ounces of yellow wax, five ounces of white resin, and seven ounces of hog's lard, melted slowly together, and stirred all the time till well mixed.

*Zinc Ointment*.—Used for dressing the sores left after burns and scalds, to absorb the discharge, and also when there is watery discharge from cracked skin. It consists of one ounce of oxide of zinc, rubbed well together with six ounces of hog's lard.

#### USEFUL RECEIPTS FOR EMIGRANTS.

*To clean Sponges*.—Wash them in very dilute tartaric acid, rinsing them afterwards in water; it will make them a very soft white. Be careful to dilute the acid well, as it is very corrosive.

*To clean Ovens*.—Put a handful of straw into the oven, and set fire to it; shut up the oven till it is burnt out; this will cleanse all stains, by enabling you to scrape away easily, with an old knife, all the fruit-droppings and grease.

*To clean Casks*.—Wash them well; then for a pipe cask add one pound of chloride of lime to fifteen quarts of water, and throw it in the cask—shake it or roll it well for a quarter of an hour, then empty it, and wash



again in several waters. The smell of the chloride will soon be gone.

*To clean Decanters.*—Rinse out the bottles, and put a piece of lighted coarse brown paper into each ; stop close, and, when the smoke is no longer visible, wash the bottles clean. This will take out all the stains ; but if the decanters are very dirty they require two or three times doing.

*Transparent Paper for Windows, &c.*—Paper can be made as transparent as glass by spreading over it with a feather a very thin layer of resin dissolved in spirits of wine or turpentine. Fine thin post-paper is best, and the mixture must be applied on both sides.

*Earthenware.*—Put new earthenware into cold water to heat and boil gradually ; then let it grow cold again. While the water is boiling, throw into it a handful of rye bran. This preserves the glazing, so that it will not be affected by salt or acid. The boiling of earthenware toughens it.

*Spruce Beer.*—Spruce is a powerful anti-scorbutic, and should be used freely by persons who have a tendency to that affliction. It acts with some as a diuretic. We append a receipt for making it : Provide sixteen gallons of water, boil half of it, and put the other half into a barrel ; pour the boiling water to the cold in the barrel, then throw in six tablespoonfuls of essence of spruce, and sixteen pounds of treacle ; when sufficiently cold, add half a pint of yeast, and roll the cask about, or shake it well. Keep it in a warm place for two days, with the bung open ; by this time the fermentation will have subsided sufficiently for bottling, bottle it ; put it into stone jars well corked, and it will be fit for use in a week.

*Another.*—Add eleven gallons of boiling to ten of cold water ; to this put thirty pounds of molasses, and one and a half ounce of essence of spruce ; work with yeast and bottle as above. If you wish your spruce beer to be white, use refined sugar instead of molasses.

*Excellent Portable Lemonade.*—Rasp, with a quarter of



a pound of sugar, the rind of a fine juicy lemon; reduce the sugar to a powder, and pour on it the strained juice of the fruit; press the mixture into a jar, and when wanted for use dissolve a tablespoonful in a glass of water; it will keep a considerable time. If too sweet for the taste of the drinker, a very small portion of citric acid may be added when it is taken.—*Miss Acton's Modern Cookery.*

*Lemon and Kali, or Sherbet of the Shops.*—Ground or finely powdered white sugar, half a pound; powdered tartaric acid and carbonate of soda, of each a quarter of a pound; essence of lemon, thirty to fifty drops; all the powders should be well dried—add the essence to the sugar, then add the other powders, and well mix. One teaspoonful in a tumbler of water. This preparation must be kept very dry in a tightly-corked bottle.

*Ginger Beer, No. 1.*—*A very superior kind.*—White sugar, five pounds; lemon juice, one quarter of a pint; honey, one quarter of a pound; ginger bruised, five ounces; water, four gallons and a half. Boil the ginger in three quarts of the water, for half an hour; then add the sugar, lemon-juice, and honey, with the remainder of the water, and strain through a cloth; when cold, add the quarter of the white of an egg, and a small teaspoonful of essence of lemon; let the whole stand four days, and bottle: this will keep many months.

*Ginger Beer, No. 2.*—White sugar, three pounds; bruised ginger, three ounces; cream of tartar, one ounce; four lemons, shred; boiling water, four gallons; allow the whole to soak for two hours, then strain; add eight ounces of yeast, and after a few hours put into tightly-corked bottles.

*Ginger Drops.*—These excellent stomachic drops may be thus prepared:—Cut into little bits an ounce of candied orange-peel, and put it, with the same quantity of sifted loaf sugar, into a mortar. Beat and rub both together, until they form a smooth paste, when you must add to them an ounce of pure pounded ginger, and half a pound



more sugar. Work the whole together in the mortar, and add sufficient water to dissolve the sugar, rubbing the mixture well up together; then put it into a saucepan, boil it up to a caramel, and drop it in large drops upon clean writing-paper.

*Yeast.*—Mix wheat flour into a thick paste with water; keep it slightly covered in a moderately warm place; in about three days it begins to emit a little gas, and to exhale a disagreeable sour odour; after two or three days more, the smell changes, and is accompanied by a distinct vinous odour: it is now in a fit state for use, to ferment your flour and water for bread, &c.

*Another.*—Take of honey, five ounces; cream of tartar, one ounce; malt, sixteen ounces; water, hot at 122 deg., three pints. Stir well together, and allow the whole to rest for two or three hours, or until the temperature sinks to about 65 deg. of Fahr., at which it must be kept covered over until fermentation takes place, and yeast is formed.

*Ink Powder.*—Copperas, four ounces; nutgalls powdered, six ounces; common salt, three quarters of an ounce; powdered gum arabic, one ounce and a half: mix and keep dry. A small quantity of this powder, stirred up with a tablespoonful or two of hot water, will make good ink, ready for use in a few minutes, and will keep good for years, in any climate.

*Concentrated Wort.*—Messrs. Moore and Buckley have just completed an invention, by which one gallon of their concentrated wort makes nine gallons of Indian pale ale. It is excellent to take abroad by those who are fond of malt liquors, and not teetotalers. It requires a tub to work in, some German dried yeast, and a barrel to be kept in; therefore, is not very convenient for use at sea. Still it may be so used, if the requisite utensils be at command.



## RECEIPTS IN COOKERY.

(See Mrs. Chisholm's Bush Cookery.)

*To clean a Frying-pan.*—Before you use it, put the frying-pan on the fire, pour some hot water into it, and rub it with a clean cloth till all the water is absorbed; by this plan it is made perfectly sweet to receive the fat which is to melt in it. It is a dirty plan to put the pan away without cleaning it nicely, so as to be ready for use.

## WITH EDWARDS'S PATENT POTATOES.

*For making a Valuable Light Pudding without Suet or Eggs.*—To a quarter of a pound of preserved potato add a pint and a quarter of boiling water, let it stand for twelve minutes, then add one pound of flour and a large teaspoonful of salt, mixing the whole quickly together; tie in a cloth, and boil for two hours.

## WITH JONES'S PATENT FLOUR.

*Bread.*—Mix with the flour a sufficient quantity of cold spring water to form an ordinary dough (about one pint to two pounds of the flour, or one pint and a quarter to two pounds of the wheaten meal), work it up lightly, and at once bake off in a quick oven; it is best in pound cottage loaves or French rolls, or may be covered with a tin as for Coburg bread. Bake it well.

*Windsor Tea Cake.*—Take one egg and beat it up with a fork; add enough milk to make the whole one half pint imperial, and with this liquid use one pound of the patent flour; form it into an oval cake and bake off under a tin. You may add half a teaspoonful of sugar.

*Superior Luncheon Cake.*—Take half a pound of butter, quarter-pound fine sifted sugar, and beat up together as for seed-cake; add four eggs, beating the whole up till light; take two pounds of the patent flour, a pound and



quarter of currants, two ounces of candied peel, and a little spice ; add one pint of milk, mix all up lightly, and at once bake off in a moderate oven.

*Seed Cake.*—Take a half pound each of butter and fine powdered sugar, beat up well ; add five eggs (one at a time) to the mixture, well beating it ; then one pound of flour and carraways to your taste. Bake in a moderate oven.

*Plum Cake for Children, Tea, &c.*—Take two pounds of the patent flour and rub into it four ounces of butter ; add one pound of currants and four ounces of sugar ; wet up with one pint of milk or water, and at once bake it.—N.B. The butter and sugar may be reduced one half if plainer cake is required.

*Pancakes.*—Pancakes, fritters, Yorkshire pudding, &c., are very superior when made with the patent flour. No eggs need be used.

*Pastry.*—By using the patent flour in equal proportion with common flour, very superior pastry will be made ; in wetting it up, put the patent flour in the middle, and proceed as usual ; or it can be used alone.—N.B. Be careful in mixing to wet the whole of the patent flour with the milk or water used.

*Puddings.*—Puddings of every description, whether boiled or baked, are much improved by the use of patent flour, as the outer crust is rendered very light and digestible ; half the butter or suet generally used may be dispensed with. All kinds of batter puddings should be made with it. It is excellent for making melted butter for the dinner-table ; and, in fact, for all domestic purposes where flour is used, it will be found much more advantageous and economical than common flour.

An excellent pudding may be made by merely mixing patent flour and water together, boiling it in a cloth with room for expansion, and using a little melted butter (with sugar) for sauce.

*Dumplings.*—To make dumplings, far superior to those fermented with yeast, mix one pound of patent flour, one



ounce of butter or lard, and half a pint of cold water ; form a dough, which divide into ten or twelve parts ; place them in a dish (previously buttered), dress by steam as potatoes, and serve up with an approved sauce. Currants and sugar may be added if preferred.

*Dinner Rolls.*—Into one pound of patent flour rub half an ounce of butter ; make it into a nice pliable dough by adding half a pint of cold water (the same as for loaf bread) ; divide into ten parts, roll, cut them across the top, place them on a tin, and cover each with a tin cup. Bake in a well-heated oven.

*Gingerbread.*—Rub half a pound of butter into one pound and a half of patent flour ; add half a pound of brown sugar, one ounce of fine powdered ginger, a drachm of powdered cloves, and thirty drops of essence of lemon ; make into a stiff paste with one pound of treacle, roll out, cut into convenient pieces, and bake on well-buttered tins in a moderate oven.

*Meat and Rice.*—One pound of meat and the same quantity of rice, stewed gently in three quarts of water, and seasoned with salt and pepper, will make an excellent dinner for a large family. A little milk will make it richer, but is a good family dish without. A few button onions or eschalots may be added, with a little parsley.

*Cold Roast Beef Fricasseed.*—Cut the meat into thin slices, and pare off all the fat ; season a little gravy with pepper and salt, and add three or four young onions and a bunch of parsley. When you find it sufficiently strong, add a glass of port wine, the juice of half a lemon, and the yolk of an egg ; then warm up the slices quickly, but do not let the sauce boil, or the meat will become tough.

*A Delicious Stew.*—Put a few pieces of beet-root, a small onion, one lettuce, and a cucumber, sliced into a stewpan, with a little water, and a proper quantity of butter, pepper, and salt. Set the pan in the oven ; and when the vegetables have stewed some time, put a quan-



tity of boiled peas and some meat into the pan, and let the whole stew till the meat is ready to serve up. Lay the vegetables on the dish round the meat. Mutton, lamb, and veal are excellent dressed in this manner, and it is a very good way of using up cold meat.

## THE ARRIVAL.

It is best for a small party to agree to aid each other with their luggage, arranging it on deck as it is hauled up from the hold, then to join together, and agree with the steamboat people to convey the whole to Melbourne, if that should be the port. By so doing, there will be a considerable saving. At Sydney, the ship lays alongside the quay; at Adelaide, there is a land-journey of about seven miles.

When land is reached, leave the luggage in charge of some trustworthy person, and at once seek out the officer who grants permission to erect tents. This permission, we believe, costs 5s. per week; it is a safeguard against improper persons mingling amongst others for dishonest purposes.

At first, use fresh meat, vegetables, fruits, and drinks very sparingly, otherwise dysentery may ensue.

Employment is generally immediately offered, according to the capabilities of the emigrant. This is often done on board the ship, before the foot of the passenger touches the soil of his newly-adopted country. Many persons choose not to take situations until they have "looked about" them, as they term it; this is a waste of time, a loss of money, and often leads to spending the capital they may have brought with them. We would advise that they at once accepted of a situation, but *only for one month*, which would allow time to see what kind of business best suits them, and is most remunerative; and a knowledge of the customs of the country might be gained. If the intention be to go to the gold-mines, the less time spent in the town, the greater will be the saving. Should



any emigrant feel at a loss how to act, and he be at Melbourne, Port Phillip, we are assured that in his dilemma, if he applies to Captain Chisholm, he will meet with a courteous reception and the soundest advice for the advancement of his interests. At Sydney, the agent of the Family Colonisation Loan Society will also render his services.

We would earnestly advise every man of capital who intends becoming a grazier or farmer, to place himself for at least one year under some experienced person—in fact, rather to engage himself as an assistant, as by so doing he will learn how to avoid many errors and home-learned prejudices, and will not afterwards have to reflect that his experience has been purchased at the price of his ruin.

## AUSTRALIA.

AUSTRALIA, or the great south land, is the largest island in the world, and, from its extent, is ranked as a continent. It lies in the southern hemisphere, between South America and Africa, dividing the Indian from the Pacific Ocean, and having the Antarctic Ocean on its south. It is about 2,400 miles from east to west, and 2000 from north to south ; being a little larger than Europe, when its islands are included. The divisions of Australasia are—Australia, Van Diemen's Land, New Zealand and its islands, New Guinea, and the Papuan Archipelago. At present we only describe Australia. The distance from England is 16,000 miles ; but the voyage is one of greater safety than any other lengthened trip. To have the advantage of the trade-winds, vessels, on leaving the British shores, steer a course as if their destination was Rio Janeiro, on the eastern coast of South America ; they then turn and recross the same meridians, keeping a little south of the Cape of Good Hope ; but, if necessary, with little delay they can touch there. The course then is direct easterly, and the first land seen after parting from the Cape is that of the land of many a buoyant hope. The passage-



money at present is high ; but those vessels fitted out on Mrs. Chisholm's principle of equality, which is the best for personal comfort and self-respect, is about £26. Families may be arranged for according to their number and age. Government gives free passages to certain classes, which can be seen by reference to their particulars inserted in this work. The voyage is estimated at four months, or sixteen weeks ; but it is frequently performed in the three months. Emigrants should be very guarded with whom they deal for their passages. It is of little consequence what season parties choose to sail for Australia ; if in August, they arrive at the harvest season ; if from November to March, they arrive in the cool wintry months, which resemble our spring or autumn in climate. As to employment, if that be the object, it is always ready for those who will accept it. Man there must live, as in England, by the sweat of his brow ; and he who has a willing mind and ready hand will find abundance around him. The more numerous his offspring, the more will he thank God for such blessings ; and, with common prudence, he will find himself in such a state of independence as he never could by sheer labour have realised in England.

Australia includes five colonies :—NEW SOUTH WALES, founded 1788. Principal town, Sydney ; principal ports, Jackson and Moreton Bay ; population last census, 180,000 ; imports, £1,670,300 ; exports, £1,990,900 ; sheep, 7,026,000 ; cattle, 1,360,100 ; horses, 111,200. The other principal towns are Paramatta, Windsor, Liverpool, Bathurst, and Newcastle.

WESTERN AUSTRALIA, or Swan River, founded 1829. Ports—Perth, nine miles inward, on the banks of the Swan ; and King George's Sound. Population, 4,600. The other principal towns are Fremantle and Albany.

VICTORIA, late Port Philip, founded 1836. City, Melbourne ; ports, Melbourne on the Yarra-Yarra River, Geelong, and Portland Bay. Melbourne, population, 78,000 ; imports, £744,295 ; exports, £1,041,796 ; sheep, 6,033,000 ; cattle, 346,562 ; horses, 16,743.



SOUTH AUSTRALIA, founded 1836. City, Adelaide ; ports, Adelaide and Port Lincoln ; population, 67,000 ; imports, £887,423 ; exports, £571,308 ; copper metal, 44,594 cwt. ; copper ore, 8,784 tons ; sheep, 1,200,000 ; horned cattle, 100,000 ; horses, 6000.

VAN DIEMEN'S LAND.—Ports and cities, Hobart Town, Launceston.

Australia is justly termed the land of contrarieties ; the first impression of change of circumstances that the emigrant feels, as he proceeds eastward from the meridian of Greenwich, is finding every three or four days that his watch is an hour behind the sun, and that when he arrives at Melbourne it is ten hours slow by time there. The next thing is the reverses found in nature—mid-summer being in January, and the depth of winter in July. Thus the spring months are September, October, and November ; the summer months, December, January, and February ; the autumn months, March, April, and May ; and the winter months, June, July, and August. We see the sun at midday in the south, there it is seen in the north. A north wind brings to us cold, there it brings heat ; a south wind with us hot, there cold. Our night is their day.

*Climate.*—This is most delightful ; and the emigrant, on breathing it, feels as if a load had been taken off his shoulders and mind ; his spirits become buoyant, and cheerfulness urges him onward in his duties. The range of the thermometer is great, but heat has not that enervating or debilitating effect that it has in Europe. The change from heat to cold is not productive of those annoyances felt in England ; and the hot wind blowing from the interior, and carrying with it small sand, is the only inconvenience. This causes the blue pure atmosphere to have a hazy appearance ; but there is no particular danger from it, and few think it worth while to return in-doors to avoid its effects during the two days it lasts. Many a one travels, and, when tired, takes his night's slumber under a tree without injury. The pre-



vailing diseases of this country are there rare ; slight inflammation of the eyes from the brilliancy of the sun may attack new settlers, and injudicious feeding bring on dysentery. Old and middle-aged persons seem to take out a new lease of life, and many find a young family around when they thought the period had passed by ; while they see the children they have taken from England spring up surprisingly in manly stature and womanly beauty.

Emigrants, from not finding everything exactly as they had been accustomed to at home, feel at first some little dissatisfaction, and, John Bull like, grumble ; but always having, when industrious, plenty of choice food, this soon wears off, which is greatly aided by finding themselves surrounded by their own language, religion, laws, and monarchy.

*Minerals.*—These are coal, gold, copper, iron, tin, and lead. Newcastle coal, from the district of Northumberland, supplies Sydney ; it is of a good burning quality, but small and dirty in appearance. Copper is found about sixty miles north of Adelaide. The Kampunda mines are in Light County ; the Burra Burra mines in the district of the Razor Back Mountains, forty miles north of Kampunda : they were discovered in 1845, and are the richest in the world.

*Vegetation.*—The trees present a singular appearance ; they may be called evergreens, as they do not shed their leaves annually. The foliage is thin ; and from the leaves being of a pale tint, without gloss, and vertical instead of horizontal, they afford hardly any shade, and grass and plants grow underneath. The gum-trees are the most common, and are generally of a large size ; from these are procured Australian mahogany. The cranberry and some other berry-plants are indigenous ; but the vine, peach, orange, melon, and some other luscious fruits flourish. The apple, gooseberry and currant bushes, are also planted. Wheat, barley, Indian corn, and vegetables afford abundant crops. There are a few forests—"Amid



the apparent sameness of the forest," says M. de Strzelecki, "may be often found spots teeming with a gigantic and luxuriant vegetation, sometimes laid out in stately groves, free from thicket or underwood, sometimes opening on glades and slopes, intersected with rivulets, carpeted with the softest turf, and which lack only the thatched and gabled cottage, with its blue smoke curling amid the trees, to realise a purely European picture."

During a portion of the year, the trees, rising to a height of 150 feet, are barkless half way up their trunks. There is a kind of cherry that grows with its stones outside. Some trees have apparently rich-looking pears, which it would take a hatchet to cut; and some have stalks that perform the functions of leaves. Nettles, grasses, and ferns attain the height of a tree, being fifteen or twenty feet in altitude, with proportionate substance and expansion. Parasitical plants grow on the ground, and native flowers have no scent, but are prized in England from their beauty and distinctive characters. There are millions of acres of rich pasture-land sufficiently fertile to grow grain without manure, and sandy and stony plains on which a brushwood grows termed scrub. When "a run" is found to have innutritious overgrown grasses, it is set fire to, and the young grass that succeeds in its place is decidedly excellent pasturage.

*Animals.*—Opossums are of different sizes, from that of the kangaroo as large as a man to the smallness of a rat; they leap on their hind legs, outstripping a horse, and have pouches in their bellies to preserve their young from danger or the weather: one species springs from tree to tree. Here is an animal that the learned term *Ornithorhynchus paradoxus*, found in the mud of swamps and rivers, that has the bill and feet of the duck; the body, habits, and fur of the mole; and the internal structure of a reptile. The eagles are white, and the swans black; the owls screech in the day, the cuckoo at night; the birds are beautiful, but songless, and some have brooms in their mouths instead of tongues. The emu is common; and the



gigantic crane feeds on flesh and grain at the borders of rivers and lakes. Parrots crowd the woods. Bees are without stings. The wild dogs, called dingoes, are the great annoyance of the shepherds; they are the size of a fox, but in habits resemble the wolf; they do not bark, but make a very disagreeable loud noise; they are hunted, and their brushes ornament the cottage-walls. The bat, jerboa, and snake are discovered; the last flies from man, but, if pursued or injured, turns on its enemy, whom, when it bites, it poisons. Flies are amazing from their quantity, and mosquitoes are very particular in their attention to strangers. Where they sting ought never to be rubbed, as it only creates a swelling and increased pain; but a little oil applied soothes the irritation. Sheep, cattle, swine, and fowls thrive well. There are immense flocks of wild cattle in retired districts, the progeny of those that have strayed away from their owners and never been recovered.

*Mountains.*—Those are at the south-eastern part, and are named the Warragong Mountains, or Australian Alps, rising from Mount Kosciusko 6,500 feet high, on the boundary-line of New South Wales and Victoria, and running along the east coast at from thirty to fifty miles from the sea; those in the parallel of Sydney are called the Blue Mountains, and those further north the Liverpool Range. Australia seems in great part surrounded by mountains, from which there is a gradual slope of fine rich land, and tracts of sand bearing coarse, useless grass. The mountains are very difficult of ascent, from having on their sides steep valleys, ravines, and gullies, like great winding rents in the sandstone rocks.

*Plains.*—The Bathurst are 1,970 feet above the level of the sea; the vale of Clwyd, 2,500; and King's Table Land, 2,700 feet above the level of the sea.

*Rivers.*—These are but little known yet, and are thought either to flow into a great inland lake, to be lost in the sands, or evaporated by the heat. The most important river is the Murray, into which runs the Darling, Lach-



lin, and Murrumbidgee. It flows from New South Wales and Victoria to Encounter Bay, in South Australia. Few of them flow continuously; at particular seasons they swell, and spread over a great surface, but afterwards dry up, leaving some pools, and their bed forms a highway for carts. The Murray, that is said to be 3000 miles in length, has not even a navigable depth throughout the year; seasonally it overflows its banks to a breadth of thirty miles, fifty miles from the sea, forming Lakes Alexandria and Albert, and leaves a vast number of pools; yet its current is extraordinarily sluggish, and it is only a few feet deep.

*The Natives* are Papuans, negroes with crisp woolly hair. They roam about, living on the productions of nature, the chase, and fishing; sometimes they reside in villages. A few mingle among the settlers, and aid them in their labours; others have settled down as bullock-drivers. The females are called "gins," and at times are tent-keepers to the out-stationed solitary white man.

*Food and Clothing.*—Food is generally cheaper than in England, in consequence of lesser taxation, and the abundance of flesh and corn. In one house in Sydney, one thousand sheep a day will be boiled down for the tallow, and the flesh burnt as useless. Government, certainly, after testing it, found the quality so good as to pass an order in council for its admission, duty free. Wood, water, and rent are the dearest articles. Tea is from  $8\frac{1}{2}d.$  in quantities, to  $1s. 4d.$  per pound; mutton,  $2d.$  One writer says he has seen more good mutton given away by the butchers of Melbourne to customers for their dogs, in three months, than the population of his town, Banff, in Scotland, would consume in six months. In strange times, such as a desertion of towns for the diggings, and suspension of the ordinary course of labour, there may be a great rise in clothing, but generally it is nearly of the same price as in England. In fact, the colonists find it cheaper to buy new than spend time in patching their old ones.



*Agriculture* is not such a science and system as in old countries. Wheat, Indian corn, and potatoes engage the farmer's attention. Wheat is sown in March, April, May, and June, and reaped in November, December, and January. As to crops—such as onions, peas, potatoes, turnips, and other vegetables—seed is sown at whatever time is convenient, and thus are all the year through to be had fresh. For miles the country will resemble a nobleman's park, trees only occurring in little clumps; but when any have to be removed, they are either dug round or felled, and afterwards burnt, being generally much shaken, and of a greater specific gravity than water. They produce gums, but not resins. Oxen are chiefly used in ploughing; and a wood plough, made of the hard native wood, is found cheapest, and best for the particular circumstances of the soil. The ears of the corn only are cut off, as fodder is not necessary for cattle, and therefore would but increase the farmer's trouble to cut it. Corn is not grown for exportation, and therefore there is often a great waste. The vine for wine and dried fruit requires little attention; tobacco for home use and sale is raised on any spare plot of ground; the mulberry-tree, both for its luscious fruit and for feeding silkworms, is grown; the olive, for its delicious oil, has been so successfully cultivated that an export trade has set in; cotton will rise into an article of care with the owners of the soil. Coffee can be grown as well as in any other part of the globe; and we have little doubt but the sugar-cane will engage many hands. Orangeries dot the country; the fig-tree grows luxuriantly. Thus Australia contains in the womb of the future a variety of employments in the production of the necessaries and luxuries of life, that must lead to its commercial greatness and wealth.

*Squatters*.—These are persons who take a grant of land from Government, called a run, for the purpose of rearing and breeding sheep and cattle, principally the former, and who only attend to as much farming as will be necessary for the wants of their establishment; but this they do not



in all cases trouble themselves to do. The rent is calculated on the quantity of sheep or cattle it will support; if 4000 sheep, it will be estimated at £10, and every increase of 1000, £2 10s. additional. Every half-year the stock is assessed at a halfpenny for every sheep, three-halfpence for each of the cattle, and threepence for every horse. The lessee holds his right unmolested, and can from time to time purchase the whole or any part, at the rate of £1 per acre. When his lease is out, he may demand preference over all others in re-occupation; and if he decides on leaving it, can claim for evident improvements. In this class are found every grade of society, including the learned professions, and scions of the English aristocracy; many are "emancipists"—that is, those who were originally convicts. They are found to be, in a majority of cases, well-behaved, moral, and hospitable; their anxiety appears centred in having their families brought up virtuously and religiously. Mrs. Chisholm, at a public meeting, instanced this circumstance by stating that, in passing through the country, she stopped to look at an interesting child, who had put its hand through a hedge to pluck a flower; but, before doing so, looked up to its parent, and said, "Dad, is it a sin?" The father was a chained convict, working on the public roads, and the sole instructor of his child.

These runs, in several cases, are of such extent as to be a day's journey in traversing them; as near to the middle of them as possible, in the vicinity of wood and water, the squatter pitches his habitation. The houses are rough affairs, built of wood slabs, some of which the progress of luxurious habits has caused to be papered out with newspapers, to prevent draughts. Around it are railed in a plot for vegetables and grain, a paddock, a shed for sheep-shearing, a store, barn, and stables; for here the mere labourer purchases and is as proud of his horse as any English gentleman of his hunter or his hounds. The busy time at these runs is during the lambing and shearing seasons. A set of the most restless, careless fellows, who



like new scenes and society, who will not settle on any particular part, but love a roving life, unshackled by responsibilities and monotonous employment, ride from farm to farm as shearers: they earn money rapidly, and spend it more quickly. People who live in towns, and desire to increase their gains, also proceed into the country, and aid during November and December, which is the season for this branch of agricultural employment. The wool being packed is placed on a bullock-dray, and taken to the best port, where, being sold, the squatter buys necessities that his farm does not produce, and returns home.

*Out-stationed Shepherds.*—Some of these live a solitary, dull kind of life. A rough bark-house is their nightly shelter—their companion a dog, or perhaps two. They have charge of a flock of sheep, and their rations are sent to them about once a month. The payment is their food and about £25 per year. Can it be wondered at that these men, on receiving their wages, and requiring but little clothing, rush headlong into dissipation, and in one day find themselves minus the fruit of a year's toil? But on reflection, which their position naturally forces upon them, they see the vast treasure a wife would be to them; they would then have a companion, a friend, a guardian of their purse, and receive more wages, as the wife's attention would be estimated at a certain sum by the employer. These men are sometimes visited by the natives, who are harmless, by times a "gin" will take charge of the hut, and a call may be made upon them by a bushranger, an escaped desperado of a convict; but this is of very rare occurrence.

There are other out-stations mostly consisting of flocks of two or three thousand sheep; in those there are two shepherds and a hut-keeper. The men saunter out in a morning with their flocks and dogs, drive the sheep leisurely along to where there is pasturage, and make noon-tide the limit of their journey, their resting-place for a couple of hours, and their dining-hall, canopied by the blue vault of heaven, and adorned by a tree or high



bush. They then return by another path, water their flocks, and pen them for the night. The hut-keeper cooks for the shepherds, keeps the hut clean, moves the hurdles, and sleeps near the flocks to guard them from the wild dogs. These shepherds require no training. Any conscientious man will do. One person writes that, in his district, there are thus employed, "an apothecary, a lawyer's clerk, three sailors, a counting-house clerk, a tailor, a Jew, a Portuguese sailor, a Cingalese, a barman, a gentleman's son, a broken-down merchant, a former lieutenant in the East India Company's service, a gipsy, a black fiddler, and a dancing-master." Colonial employers, as well as some in other places, are not always noted for their honour in transactions with the employed. Mrs. Chisholm, having met with several unprincipled cases, established a registry-office, where printed forms of agreement were signed by both of the contracting parties. Wages were made to commence from the time of setting out on the journey for the station; a specified time of notice to quit service from either party; the passage-money, conveyance of luggage, the supply of flour and corn, and the quantities of fresh and salt meat, distinctly stated. The rations were for a single man, weekly, 9 lb. flour, 10 lb. meat, 2 oz. tea, and  $1\frac{1}{2}$  lb. sugar. For a man and his wife, with one child, £5 extra wages, 20 lb. flour, 18 lb. meat, 4 oz. tea, and 3 lb. sugar. The flour is made for use as bread, into what are called "dampers;" they are large thick flat round cakes, baked on the hearth. We can testify to their delightful sweetness; and they are said to be, when hot and well buttered, most delicious, more especially when seasoned by labour or hunger.

*Stockmen.*—This is an exciting life; and many a person brought up for some grave and sedate profession, after once experiencing it, continues it with all the ardour of our most noted fox-hunters. Every stockman prides himself on being well mounted; he is seen on the wild heaths, booted, capped, and spurred, without the incumbrance of a coat and waistcoat, with a terrible whip in



his hand, that he takes as much pride in cracking as any French Jehu, and loves the music of its distant echo among the rocks or against the mountain side. His employment is to herd a thousand or more cattle ; and he has a wife as his hut-keeper, if able to procure that scarce treasure. The cattle not being accustomed to the early discipline of more densely-populated countries, are prone to run wild ; and, being afraid of man, they fly his presence : thus the stockman has ever to be on the alert, galloping after his half-tamed charge, who are apt to make a tremendous rush for freedom. To tame the cows, they are milked as far as possible, which, if not convenient to use for dairy purposes, is thrown away. The busy time of the stockmen is when the cattle are driven into the farm-yard, for the fat ones to be selected, and the calves branded, that the owner of them may recognise his property ; then neighbours meet, and in this work aid each other. The danger to the stockman is, that when in full chase of some of his herd, he may come suddenly on some tremendous chasm in the mountain side, some deep precipice, or projecting branch of a tree. O'er the hearth of the hut how many hair-breadth 'scapes are told, and wonderful feats of horsemanship recited ! while his wife loves him the more for the danger he has passed, but often vies with him in skill, while the ambition of the child is to emulate the daring of the parent.

## BUSH-COOKERY.

FROM AN UNPUBLISHED MS. BY MRS. CHISHOLM.

The great art of bush-cookery consists in giving a variety out of salt beef and flour, minus mustard, pepper, and potatoes. Now, the first thing a wife has to do in the bush is to examine the rations, and think of and contrive the best mode to use them. Every woman who values her husband's health and comfort will give him a hot meal every day.

To commence with the flour : this should be divided



into three parts—one for dumplings and pancakes, and two for dampers.\*

Divide the meat into seven portions. Take the best piece for Sunday ; for as there is more leisure on that day, men congregate together, and get a habit of grumbling if a wife does not make the best use of her means. Let the Sunday share be soaked on the Saturday, and beat it well with a rolling-pin, as this makes it more tender ; take a seventh portion of the flour, and work it into a paste ; then put the beef into it, boil it, and you will have a very nice pudding, known in the bush as “STATION-JACK.”

*Monday.*—Cut the meat into small pieces ; put them in the frying-pan to stew ; throw away the first water ; then shake some flour over the meat ; and when sufficiently done, turn it out upon a dish ; then take the remainder of this day's flour (for you should be very particular, and have no guess-work—or, as Jonathan would say, “I would not like Saturday's dinner”), mix it with water, not too much, and make it into a pancake. When fried, put the stew upon the top of it, as this will prevent any loss of gravy ; keep it hot until your husband comes home, and then he will have a palatable dish called “THE QUEEN'S NIGHTCAP.”

*Tuesday.*—Chop the meat very small ; mix it with this day's flour, adding thereto a due portion of water ; then form the whole into small dumplings, and put them in a frying-pan. This dish generally goes by the name of “TROUT-DUMPLINGS.”

As some people feel great interest in tracing the origin of strange terms, I was at some to ascertain how so foreign an appellation could have been given to this dish, so general in the district of —, New South Wales. The richness of the story lies in the talent of the narrator. The substance, as related to me, was that a sturdy Highlander and his wife were advised to try this dish ; and the dumplings, four in number, were put into a six-gallon

\* Bread made into large cakes, and baked on the hearths.



iron pot to boil—very easily got in, but troublesome to get out. Forks and spoons were tried without avail. The “guid wife” burnt her fingers in the attempt. The stout mountaineer, murmuring at his wife’s stupidity, at length essayed to accomplish what he imagined an easy affair, but failed. A visitor proposed to take the pot off the fire. “No;” he would not be beaten; he would not yield—do it he would. A wager was laid; further trials were equally abortive. At last, driven to desperation by being foiled, and writhing under the amusement he caused, the Scotchman rushed to his chest, and from thence drew forth his old Highland fishing-tackle, hook and line, and made a desperate “cast” at the dumplings; but all in vain—he had not even a nibble. Overcome with vexation, he declared “they were as slippery as an eel, and muckle warse to catch than a Strathglass Lough trout!”

*Wednesday.*—Stew the meat well in a small pot; when near done, take the portion of flour allowed for the day, make it into a crust, cover the meat with it, and in half an hour you will be able to serve up “A STEWED GOOSE.”

*Thursday.*—Boil your beef, and make your flour into dumplings.

*Friday.*—Beefsteak pudding; if Catholics, *fish* for your dinner.

*Saturday.*—Beef à-la-mode.

## THE GOLD-DIGGINGS.

The great philosopher Humboldt some years ago stated that gold, platinum, and diamonds were almost to a certainty to be found in the backbone mountains of a country where they ran in a meridional direction. In 1844, our scientific countryman, Murchison, stated his belief to the Government, from geological deductions, that gold existed in Australia. The Dutch many years ago visited the shores of that continent, in search of the precious metal; but not finding it among the natives, concluded there was none. For some time past shepherds



have brought in small quantities, and sold it in the towns to goldsmiths, who imagined it was the produce of some theft, purchased of convicts and melted down, little dreaming that the parent soil in which it lay was within a few hours' journey of their homes, and that less than a year of unskilled indiscriminate labour would send across the ocean to the mother country the value of nearly two millions sterling. The occupation of a digger is a great lottery, one of hard labour and privation. Nevertheless, if non-success attends the toils of the diggers, it is satisfactory to know there is a wide-spread field of enterprise open to them in the bright land of Australia, where by legitimate industry they may realise not only a comfortable living, but a happy and reasonable competency; gather around them their tottering parents, their beloved brothers and sisters, and have the joyful earthly happiness of seeing their offspring well fed, well clothed, well educated, and well settled for life; while the mind becomes so serenely attuned as to feel Christian love for man, and unruffled, unchecked adoration for a beneficent Creator.

The discovery of gold has caused an immense change in the colony, by a population rushing to a country craving for inhabitants. The morally-trained class now vastly preponderate; and many settlers who had ventured on business on credit, and, feeling the slavery of their position, had retired for a short period to the gold-fields, have returned to their original occupations, released themselves of their responsibilities, and been capable of entering the wholesale markets with cash in hand.

Geologists concur in opinion that the diggers cast away from them many precious stones and diamonds, by fixing their attention solely on the yellow metal. For the purpose of being more skilled in gold-finding, and to detect those precious stones, if they exist as is supposed, we would recommend a few simple lessons from some thoroughly practical scientific man, which might even be given in writing; and as many may be too much occu-



plied to inquire whom to select for this purpose, if at such a loss, we can confidently name Mr. Holmes, 26, Alfred-street, Bedford-square. Excellent lectures are also given on the subject at the Royal Polytechnic Institution, London.

What is beyond the Blue Mountains? was a question long asked in Sydney, and a problem that exploring-parties could not solve, as the barrier was so impassable. In 1813, a drought took place, the cattle perished from want of grass, and ruin stared in the face of the colonists, when three young men named Wentworth, Lawson, and Blaxland resolved once more to attempt a solution of the secret stubbornly held by the mountains. Travelling by the valley of the Grose river, and following its eastward course, they penetrated the maze, and ultimately beheld a fine pastoral district. Convicts were set to work, and a road named the Victoria Pass was opened in 1832; farmers settled there; the town of Bathurst arose, followed by Goulburn; the land was mapped into counties, and the discoverers rewarded by a grant. This road has been the high-road to the first-discovered diggings in New South Wales. We have heard of an old woman, who could never be induced to go beyond a mile or two from home, being taken to the top of a high mountain, and, after looking about her, exclaiming, "Dear me, what a large world this is!" So did the child of the stockman, on the banks of the Turon, exclaim on seeing the living masses going to the diggings, "Dear me, I never thought there were so many people in the world!"

One hundred and forty-four miles from Sydney, and thirty from Bathurst, is Summer-hill, on a creek—that is, a brook of the river Macquarie. In February, 1851, Edward Hargreaves, who had returned from California, struck with the resemblance of the place to that where he had been on a gold-expedition, made a trial, and in April he announced his success, on which he received a Government appointment. In May a proclamation was issued, claiming the right of the Crown to the gold, and offering



to grant licences at the price of 30s. a month. Nine miles further, in Frederick's Valley, the property of Mr. Wentworth, gold was discovered in the clay. The next great field was where Ophir is rising on the banks of the Turon : the entire of these districts is found to be auriferous. Mr. Clarke, the geologist, says it exists in granites in the counties of St. Vincent, Argyle, Murray, Dampier, Wallace, Wellesley, also in the basins of the Shoalhaven, the Murrumbidgee, the Hume, and the Snowy Mountains.

*The road to the Diggings in New South Wales.*—If the party about to proceed there be at Sydney, he will have to go by steamer to Parramatta, at the head of the estuary of Port Jackson ; here he takes the great western road leading to Penrith, a little beyond which, at an inn near the ferry over the Nepean, it is usual to halt, having passed over thirty-five miles. Arriving at the Emu plains, the ascent of the Blue Mountains is commenced through sandstone rocks. Twenty-four miles, Hollow is reached ; then the inn called the Weather-board Hut, where the mountain cold is felt with some keenness. Blackheath, 3,400 feet above the level of the sea, leads to Victoria Pass, after which is the embankment over the vale of Clwyd ; after passing the last stream running easterly into the Hawkesbury, water in the westerly direction is met with, and having passed over one hundred miles Bathurst plains are seen ; and fifty miles further is the town. Thirty miles from Bathurst and 144 from Sydney are the noted Ophir Diggings. The channels and banks of water-courses are the places where gold is found deposited. The road is craggy and mountainous, difficult for vehicles, and occasionally shepherds' huts are fallen in with.

A Gold-digger writes —“ I have had plenty of hardship and hard work, without making a fortune ; however, I made what would be called in England good wages—two pounds a week, clear of rations and all expenses—but, oh, what labour and discomfort to make that ! I will endeavour to give you a slight sketch of my expedition. I



started from Mr. S——'s house on a Thursday morning—I forget the exact date—with a chart of the road, made for me by a friend who had travelled it before. Fifty miles from Sydney I crossed the 'Razor Back,' a particularly high and steep mountain. After I got over, I had, for the rest of the road, a distance of about 130 miles to travel, over mountains and through the bush, with a few houses in the way, and some of them fifty miles apart, and going without seeing a human being for a couple of days together. Plenty of kangaroos, opossums, bandicoots, parrots of all species and colours, and cockatoos, both black and white. They were new to me, and their novelty lightened the tedium of a long and wearisome journey. I arrived in Braidwood, a small village, fourteen miles from the scene of my future labours, on the night of the eighth day from the time I left Sydney, and next morning wended my way to the Diggings, situated in a gully or creek between the mountains, and with mountains all round. There I joined a party of three rough kind of characters, but honest, hardworking men. The first week or ten days was a hard trial to me, handling the heavy tools. I assure you that for the first fortnight I never lay down in the tent at night without every bone in my body aching as if it were broken; but I persevered and soon became hardy and strong. The Government regulation and system of working at the 'diggings' is this—you pay to the Commissioner appointed by Government thirty shillings for a month's licence, and get twenty feet of ground measured out to you. Thus, a party of four, by paying six pounds, get eighty feet of ground in length, and the breadth of the gully or creek, to work, and no man is allowed to put spade into the ground without paying his thirty shillings a month licence money. The gold is found at various depths from the surface down to thirty or forty feet below it. We did not get any until we had gone down about fifteen to twenty feet, to large rocks called boulders. When we were down about ten



feet, the water came in upon us, and two out of the four had to keep constantly baling. From daylight in the morning till dusk in the evening have I frequently worked up to my middle in water, and that water fairly poisonous, so impregnated with mineral matter that, if it touch any place where the skin has been knocked off in the slightest degree, you are very safe to have a festered wound there, and one that you will not get well in a hurry either: it also affects the eyes, no one escapes sore eyes; mine are very much weakened, but much better than I expected they would be at one time, from the state they were in. But I must go on with the digging. We open a hole, about twelve feet by seven or eight broad, and go down through the top soil, red sandstone, blue and white clay, and some stuff like rotten granite, till we come upon these boulders—we move them with crow-bars, and underneath lies the vein, a bluish kind of gravel, containing the gold in greater or smaller quantities. Through our claims the vein runs very thin—in some places not three inches deep, and very poor—only a few pennyweights of gold in thirty or forty bucketfuls of stuff; but as yet we have only worked the bank, and expect the bed of the creek will yield a rich harvest. We shall not be able to work it till the winter sets in: there is too much water now, caused by the snow melting on the mountains. I think, however, when the water goes down, I shall have a chance of making an odd hundred or two. A party, about 200 yards higher up the creek, have, by the aid of pumps, succeeded in working the bed, and with great success, making from thirty to forty ounces a man per week; and they say the vein runs right down the creek into our claims; so I suppose when the water goes down, we shall have our turn at making a trifle. I will tell you how we procure the gold. When we get down to what we suppose workable stuff, one takes a large round tin dish, called a 'prospecting pan,' puts a shovelful of the stuff into it, and washes it in the stream running through the creek; the gold, if any, falls to the



bottom, and you wash the rest of the stuff away—one hundred specks in a dish is a very fair ‘prospect.’ The stuff is then passed up in buckets, and washed in a cradle—their construction is exceedingly simple.

“Your fare is coarse, and you eat your meat cooked almost any way. You sleep at night on the ground, rolled in a blanket, with a calico sheet to keep the dew off. As long as a man is willing to work, he can always earn a living there, and has the same chance as others of making a fortune; and there have been very many nice little fortunes made since the diggings commenced.

“I saw many parties who came up from Sydney bent on making their fortunes: they came down to the creek, looked down in the holes, saw men working up to their middle in water; then, thoroughly disgusted, turned away, and returned to Sydney, without ever putting a spade in the ground.”

*The road to the Diggings in Victoria.*—Melbourne, 587 miles west of Sydney, is the town where the intending digger will most likely be when he starts: he here enters on board a steamer to Geelong, fifty-four miles distant, in the estuary of Port Philip. As all go where the richest fields of gold exist, the adventurer will make for Mount Alexander. Setting out on his road, the first stage will be twenty-four miles distant, at the bridge crossing the Werribee river. Twelve miles further, he can rest at Pyke’s station, or Collier’s, other three miles distant; and make a second stage of the Bush Inn, Mount Macedon, twenty-three miles from the bridge. The next day’s journey, the traveller will, if he desires to reach the Diggings, have to travel over thirty miles of not the best of roads, though much depends on the season. Clunes Diggings, near Burnbank, are seventy-five miles north-west of Geelong. Ballarat, in Buninyong, is twenty-five miles nearer Geelong: here is the rich part called Golden Point. Mount Alexander lies about fifty miles north of Ballarat. The latest letter from these Diggings, on which reliance can be placed, contains the following information.



Melbourne, April 14, 1852.

In my last letter I intimated my intention of visiting the gold-fields in company with Mr. —, which we have accomplished, making the *détour* by Mount Alexander, and coming down by Ballarat on Geelong. The distance from Melbourne to the Commissioner's tents at Forest Creek, which is at present the centre of the Diggings, is seventy-five miles; but Bendigo Creek, some sixteen or twenty miles further on, which is a more recent discovery, promises to be even still more productive and extensive. The total population at the Diggings is estimated by the Chief Commissioner at about 35,000; but a considerable portion is migratory, and not half that number of licences are issued.

The gold is found both in deposit and in the matrix, a quartz vein having been struck at about twenty or thirty feet below the surface, and traced for some distance, which is worked successfully with no other tools or machinery than pickaxe, hammer, and tin dish. It has also been found in deposit in various strata of alluvial earth, clay, and gravel, and even below the trap-rock, leaving little room to doubt that the supply is not likely to be soon exhausted; while the Mitta-Mitta fields, near the boundary of the colony, on the Murray, are still all but untried. Neither skill nor capital has yet been employed, and the result hitherto attained has been by the rudest and simplest means.

#### A GUIDE TO INTENDING GOLD-DIGGERS.

In the *Melbourne Argus* of Nov. 1, we find the following:—

Having received, from two gentlemen of the highest respectability and intelligence, information regarding the gold-fields, and Bendigo particularly, the result of many months' observation, we have pleasure in laying it before our readers. It will at once be seen, by those who are acquainted with the subject, that the statements are minutely accurate; and, being derived in every case from personal experience and knowledge, they are calculated to be of great service to present and intending diggers, as well as to the public generally.

*Diggers Starting.* — We commence with the digger setting out from Melbourne. Persons going to the Diggings should confine their outfits to a small quantity of clothing and their blankets, as numbers of people are always leaving the Diggings, who sell their stocks at moderate prices. The best mode of travelling is to accompany (on foot) a horse-dray, which will carry the blankets,



clothing, and provisions. It will be proper to take provisions for five or six days, as the charges on the road (5s. for each meal, 5s. for bed, and 30s. for a horse) are exorbitant; and besides, the conveyance does not always arrive at night at a house where such accommodation can be procured. A horse-team is preferable to a bullock-team, simply because it performs the journey much sooner; the time taken by the former being five or six days at present, which is the most favourable season, and by a bullock-team ten days. No one should attempt to carry his own goods if he can afford to pay for their conveyance by dray.

*Arrival at the Diggings.*—On arrival, numerous notices will be found on the trees and elsewhere, announcing tents and other goods for sale. The most prudent plan for a party is to “camp out” for a few days. By throwing a blanket over the limb of a tree, or over two forked sticks with a ridge-pole, a tolerable tent can be made. One of the party, say of four, should then be appointed camp-keeper; and the other three occupy themselves for a few days in purchasing the necessary articles and utensils, and searching for gold-digging ground. A tarpaulin should next be purchased. Formerly, prices were perfectly exorbitant; but now they are reasonable, as is shown by the following list of articles in good condition, the joint stock of a party of three, with the valuation which was mutually agreed to on one of the party leaving, and a new partner, an experienced digger, joining—the prices being the rate at which the latter agreed to pay the retiring partner his proportion:—Three pannikins, 2s. 3d.; one camp-oven, 16s. 4d.; iron pot, 20s.; two tin dishes, 6s.; tea-kettle, 10s. 6d.; tin bucket, 4s.; frying-pan, 6s.; spade, 5s.; shovel, 4s.; candle-mould, 6s.; knives and forks, 4s.; cradle, £4 4s.; two tin dishes, 8s.; two buckets, six tubs, £3; dipper and axe, 12s.; saw and spokeshave, 9s.; rope, 7s.; three picks, 20s. A party of four would require the following articles, which can be procured at the Diggings:—Four picks and four shovels



at, say 5s. to 10s. each ; a cradle, from 10s. to £3 ; a couple of tubs to puddle the stuff, about 10s. to 15s. each ; two tin dishes, 4s. to 5s. each. A good cradle is strongly recommended, as the saving of gold speedily covers the extra price.

*Expense of Living.*—From the actual accounts of four gentlemen who lived in a comfortable style, and had constant visitors, during a period of between six and seven months, ending in October, we learn that the average cost for each was not more than twenty-five shillings per week ; the particulars of which may be given as follows :—Flour, 11 lbs., 11s. ; sugar, 3 lbs., 3s. 9d. ; tea,  $\frac{1}{2}$  lb., 1s. 9d. ; meat, 12 lbs., 4s. ; butter and sundries, 4s. 6d. These, of course, were not regular prices, but they form a fair average ; and, among the sundries, were materials for puddings, and occasionally other luxuries, newspapers, &c. The whole of the party maintained the greatest health and strength, and there was abundance for everyone. Candles were easily made from suet.

*The Mode of Life.*—This varies excessively. Vast numbers who have never been accustomed to do anything (and who will not learn) in the shape of cooking and washing for themselves absolutely wallow in filth and misery. Their persons, their clothes, their cooking-utensils, are encrusted with dust, and a great deal of waste takes place. Such persons of course could not live upon the scale above stated ; and a great deal of misconception has gone abroad as to the expense of living, simply from mismanagement. Some men also cannot get on without luxuries of a more extravagant kind, which are very high priced, and quite unnecessary.

*Protection of Life and Property.*—The simple rule is for the party to attend to their own business, not to interfere with others, and to keep at home after dark. The robberies arise almost exclusively from persons having connexion with sly grog-shops. Theft of washing stuff is prevalent, when it is left unwashed. Parties should either wash immediately, or remove their stuff to their



tents. There are numerous grog-shops, but few disturbances occur in them, as the owners are afraid of being discovered by the police, who, prompted by a share of the fine, are vigilant in this department. The prevalence of horse-stealing can scarcely be exaggerated. No one can leave horses loose at night without great risk ; the general plan is to fasten them close to the tent, or to watch them : occasionally the poor creatures are fastened to trees with a padlocked chain. As it is impossible to graze them at night, the expense of keep is enormous ; oats in winter were £3 to £5, and are now about £2 15s. per bushel.

*The Licence System.*—Every person on the gold-fields, whether digging or not (women and children excepted), must take out a licence of thirty shillings per month, which should be procured in the first week of the month, and parties should arrange to arrive about that time, as afterwards, if unlicensed, they are liable to a penalty of £5. The licence is paid willingly by every honest digger ; but it is notorious, notwithstanding the vigilance of the police, prompted by a share of the fine, that a large proportion do not pay.

*Practical Operations.*—When a digger has secured a claim, he sinks a shaft—generally in the form used for well-sinking—till he gets to the pipe clay. If he finds any indications of gold, he works out the bottom of his claim by driving—that is, excavating about three feet in height in all directions—the stratum usually within six inches of the clay being the washing stuff. The average depth at Bendigo to the pipe clay is about eight feet. The gulleys run from west to east, with a northern tendency, and the gold is generally found in the beds of the gulleys. The main gulleys have been all well wrought, but are still profitable to trench, and will be especially available to large parties, say of six or eight. Many of the very rich holes have not been thoroughly explored, principally from water flooding them.

*Summer Operations.*—In consequence of the want of water and the expense of cartage, there will be great



difficulty in digging at Bendigo during the summer months. Parties determining to stop the summer, should accumulate their washing stuff till the commencement of the rainy season, washing and selling only so much as will pay expenses.

*Average Expenses at the Gold Fields.*—These, including the sharpening of tools, clothing, and licences, need not exceed 35s. per week per man during the year.

*Average Earnings.*—At this moment it is considered that a man who knows how to work, and will work, will earn two ounces per week.

*Prospects of the Bendigo Gold Field.*—The old gulleys will be profitable to be washed over again; but there is a large extent of country, similar to the Bendigo district, yet untried, and on the whole it is highly probable that in the neighbourhood of the Bendigo there will be profitable diggings for several years to come.

*Public Works.*—These are apparently a complete system of jobbery. In the first place, roads are laid out for no conceivable purpose, and bridges are made, at a frightful expense, which are not required. The bridge across the Bendigo Creek fell, it is believed, from its own weight. The Government have been paying at the rate of £8 and £10 per day for bullock-drays, to do not more than £2 worth of work; and they have paid at Forest Creek £10 per 100 feet for sawn timber, the usual price in ordinary times being 10s. per 100. The roads, made at great expense, in and about Bendigo district, are now totally useless, and have never been necessary. What the diggers require is a good road between the mines and Melbourne. This has been greatly neglected. Had the money expended at Bendigo been laid out on the main line, it would have been advantageous to all parties; but as expended it has been completely thrown away.

*Police and Courts.*—For the protection of property and repression of crime, the system of police and prosecution is entirely inefficient, or nearly so; and the want of a court for trying and punishing offenders nearer than



Melbourne is also an enormous evil. For example, if a horse is stolen, little or no notice is taken; and if the thief is caught, the owners must decline to prosecute, as the expense of going to Melbourne to the trial would absorb more than the value of the animal. The first step to the repression of crime must be the establishment of a court for the trial of every species of offence. The police force is of a very inferior character. In the opinion of several of the diggers, many of the constables are much more inclined to violate the law themselves than to apprehend offenders; and it is believed that few of them can withstand a bribe. Great dissatisfaction prevails on account of the lawless state in which the road from the Diggings is allowed to remain. Scarcely a week passes in which diggers returning are not robbed of their earnings, with perfect impunity, by bushrangers; and up to the present date there is no improvement.

#### GOVERNMENT REGULATIONS FOR LICENCES TO DIG.

All persons digging or searching for alluvial gold, to take out a licence; the licence-fee being at the rate of £1 10s. 0d. per month. All gold procured without due authority is liable to seizure, in whose possession soever it be. Persons applying for licence, required to prove they are not absent from hired service. Claims to work unoccupied ground to be marked out on the following scale:—

1. Fifteen feet frontage to either side of a river or main creek.
2. Twenty feet of the bed of a tributary to a river or main creek, extending across its whole breadth.
3. Sixty feet of the bed of a ravine or watercourse.
4. Twenty feet square of table land or river-flats.

These claims to be secured to parties only as they may continue to hold licences for the same, except in case of flood or accident. Licences liable to be cancelled on conviction of the holders of selling spirits, or of any disorderly



and riotous conduct. Persons found working alluvial gold on public or private lands, without a licence, to pay a double licence-fee. Disputes as to claims to be settled by the Commissioners. Licences to dig on lands alienated from the Crown to be issued only to the proprietors, or persons authorised by the proprietors, in writing to apply for the same. The fee for such licences to be 15s. per month. Licences for draining ponds and water-holes, for the purpose of obtaining alluvial gold, to be obtainable on paying as many licence-fees as shall be proportioned to the area of the water-hole—calculating twenty-five feet square for every licence. Reservoirs and dams for the purpose of washing gold to be constructed on the permission of the Commissioners. Owners of claims employing labourers and paying licence-fees for them, allowed to transfer such licences to other labourers. All persons searching for matrix gold, by working auriferous quartz veins, to pay a royalty of ten per cent. on all gold obtained to an officer appointed by the Government. The party working the vein to come under a bond in the sum of £1000 to pay such royalty; the Government officer to reside on the land, and to have access to the buildings and premises and to all books and accounts connected with the production of gold. All buildings and machinery erected on the land to be considered as additional security to the Government. The claim to consist of half a mile, and in the course of the vein, with a quarter of a mile on each side of the vein reserved for building purposes, &c. The right to cut timber and to use water on the land to be granted. The claim to be forfeited by neglecting to pay the prescribed royalty; by not employing twenty persons, or machinery, calculating one-horse power to seven men, within six months after the application for the claim has been accepted; or by ceasing to employ that number subsequently; by the employment of unlicensed persons to work alluvial gold on the claim, or violating in any way the terms of the bond. The duration of the claims to be three years, to be extended



further under instructions from her Majesty's Government, if the conditions of the bond have all been fulfilled. No portion of land, previously occupied and claimed for alluvial gold, will be open for selection for matrix gold while it continues to be worked for the former. The royalty for working auriferous quartz on private lands to be five per cent. Persons occupying portions of the gold-field for trading purposes, to pay a licence-fee of £1 10s. 0d. per month.

## MARRIAGE.

*A Hint to Parents.*—Read over the dressmaker's letter page, and you will find that she has three offers of marriage; at the same time there is no description of the man, but of the gold each possesses. Surely the first is more important to happiness than the latter; the first, like snow, will melt—the altar's troth fades away only with death. This woman had discretion sufficient to think the matter over and wait—all have not such self-command; and we read of lucky diggers arriving in the towns, and in all the haste the forms allow contracting a marriage. The holy sacred ceremony ought not thus to be rudely and rashly outraged. The happiness of a lifetime depends on the suitability of dispositions; and their fitness requires some time, under the careful guise of courtship, to be discovered, when small trifles often lead to correct conclusion. People are differently educated, have peculiar prejudices, habits, and feelings, and these, possessed by two strangers, have to be softened down and moulded so as to produce domestic peace and love—the female usually has to succumb. So difficult was the commencement of this first imperative lesson in married life considered by one gentleman, that he left a sum of money to present a flitch of bacon to any couple who, during the first year of marriage, did not quarrel or repent of their indissoluble act. Rarely has it been claimed. Besides, another reason why you should impress great caution on your daughters is, that there are several unprincipled



vagabonds in the colony who have left their wives and children perishing of want in their native country. Advise them, then, to use great circumspection—to know clearly the characters and history of their wooers before taking the irremediable step. There are sufficient good, honest, and true men in Australia in want of industrious wives; therefore do advise care in the choice of a husband. A wife in Australia is treated with a kindness and respect not generally met with in old countries; and, therefore, this should be an incentive to anxious parents to see their daughters there comfortably, respectfully, and honourably settled, living in peace and love, indulging in the joys of a large family, and only anxious for a re-union of families by forming a happy care-free home for her aged parents.

#### GOVERNMENT EMIGRATION TO AUSTRALIA.

1. *Qualifications of Emigrants.*—The colonies to which the Commissioners are prepared, *for the present*, to grant passages, are—New South Wales, Victoria (lately that part of New South Wales called Port Philip), and, to a limited extent, South Australia.

2. The candidates must be sober, industrious, and of general good moral character, on all which points decisive certificates will be required. They must also be in good health, free from all bodily or mental defects; and the adults must, in all respects, be capable of labour, and *going out to work for wages*.

3. The candidates most acceptable are female domestic and farm servants, between the ages of twenty and thirty, who have been out in service, and thoroughly understand their business; and families consisting chiefly of females.

4. *Ineligible Emigrants.*—Governesses, and females not of the working class; professional men, schoolmasters, clerks of every description; and, in short, all persons without capital, who are not strictly labourers, are ineligible, and are strongly recommended by the local authorities not to emigrate, as there are already a larger number of



persons of these classes in the colonies than can find employment.

5. Families with more than two children under seven; widows and widowers with young children; unmarried females with children; persons under eighteen without their parents; persons who intend to buy land, or invest capital in trade, or who are in the habitual receipt of parish relief, and, for the present, single men, unless sons in eligible families in which there are an equal number of females—cannot be taken. The reasons for declining single men are, that the male sex already preponderates in Australia; and that, being unencumbered, they are the most likely class to resort to the gold fields, and thus neutralise the object of paying for their passage out of the colonial funds. The reasons for declining widows and widowers, and families with young children, are, because, as regards the former class, the children would be left friendless and destitute in a strange land, if anything happened to their only parent; and because, as regards the latter class, many young children on board ship increase the risk of disease and mortality, and the parents find a difficulty in obtaining employment on arrival. The separation of husbands and wives, and parents and young children, will not be allowed.

6. The Commissioners, moreover, reserve to themselves an unfettered discretion of selection, and of declining any candidate, although apparently coming within the regulations. No one, therefore, is to consider that, by filling up the usual form of application, he acquires any claim, or will necessarily be accepted.

7. *Mode of applying, &c.*—Persons who wish to inquire whether they are likely to be accepted should communicate their ages and callings, and, if married, the number and ages of their children, to the Commissioners, or to any of their agents appointed in various localities to supply, gratuitously, information and forms to suitable applicants. These agents, however, have no power to promise passages, or receive money.



8. *Scale of Payment.*—The following is the scale of contributions in force, *for the present*. But to prevent misapprehension it is to be distinctly understood that this scale is liable to modifications from time to time, as the interests of the colonies may seem to demand, and that the rates will be increased when circumstances require it.

CLASSES.	Under 45	45 and under 50	50 and under 60
	£	£	£
I. Married agricultural labourers, shepherds, herdsmen (and, for South Australia, copper miners), and their wives; also women of the working class, per head . . . . .	1	5	11
II. Married mechanics and artisans (if deemed eligible by the Commissioners), and their wives, per head . .	2	6	14
III. Single men, subject to the condition in Article 5 :—			
If accompanying their parents .	2		
If not accompanying their parents (when they can be taken) . . . . .	3		
IV. Children under 14, per head . .	10s.		

Passages from Dublin and Cork to Plymouth, from Glasgow to Liverpool, and from Granton Pier to London, are provided by the Commissioners for emigrants. All other travelling expenses must be borne by the emigrants themselves.



## NEW EMIGRATION ACT.

*An Act to amend and consolidate the Laws relating to the Carriage of Passengers by Sea. (30th June, 1852.)*

Whereas it is expedient to amend and consolidate, and for that purpose to repeal, the existing laws relating to the carriage of passengers by sea: Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

I. On the first day of October next, when this act shall commence and come into force, "The Passengers Act, 1849," and an act of the fourteenth year of the reign of her present Majesty, chapter one, intituled "An Act to amend the Passengers Act, 1849," shall be repealed; except so far as either of the said acts repeal any former act or enactment; and except so far as may be necessary for supporting or continuing any proceeding heretofore taken or hereafter to be taken upon any bond given under either of the said acts, or upon any other civil process; and except as to the recovery and application of any penalty for any offence committed against either of the said acts before the commencement of this act; and except also as to an Order in Council made by her Majesty, with the advice of her Privy Council, on the sixth day of October, one thousand eight hundred and forty-nine, in pursuance of the powers given by the thirty-ninth section of "The Passengers Act, 1849," which said Order in Council shall remain in force until altered or revoked by any Order in Council to be made under the provisions of this act.

II. In citing this act in other Acts of Parliament, or in any instrument, document, or proceeding, it shall be sufficient to use the expression, "The Passengers Act, 1852;" and in any process for enforcing the remedies or penalties given or imposed by this act it shall be sufficient, without specifying more particularly the cause of complaint or offence, to refer by number, according to the copies of the act printed by the Queen's printer, to the section or sections under which the proceeding is taken.

III. For the purposes of this act, the following terms, whenever they occur, shall respectively have the following significations (that is to say), the term "United Kingdom" shall signify Great Britain and Ireland, and the islands of Guernsey, Jersey, Alderney, Sark, Scilly, and Man; the term "North America" shall signify and include the



Bermudas, and all ports and places on the eastern coast of the continent of North America, or in the islands adjacent or near thereto, or in the Gulf of Mexico north of the Tropic of Cancer; the term "West Indies" shall signify the West India Islands, the Bahamas, British Guiana, and Honduras; the term "governor" shall signify the person who for the time being shall be lawfully administering the government of any British colony in which he may be acting; the term "statute-adult" shall signify a passenger of the age of fourteen years or upwards, or two passengers above the age of one year and under that of fourteen; the term "passage" shall include all passages except cabin-passages; the term "passengers" shall include all passengers except cabin-passengers, and except labourers under indenture to the Hudson's Bay Company, and their families, if conveyed in ships the property of or chartered by the said company, and no persons shall be deemed cabin-passengers unless the space allotted to their exclusive use in the chief or second cabin shall be in the proportion of at least thirty-six clear square feet to each statute-adult, nor unless they shall be messed at the same table with the master or first officer of the ship, nor unless the fare contracted to be paid by them respectively shall be in the proportion of at least twenty shillings for every week of the length of the voyage as computed for sailing-vessels under the provisions of this act; the term "passenger-deck" shall signify the main deck and the deck immediately below it, not being an orlop-deck, or either of them, or any compartment thereof in which passengers may be berthed; the term "ship" shall signify any description of sea-going vessel, whether British or foreign; the term "passenger-ship" shall signify every description of such ship carrying upon any voyage to which the provisions of this act shall extend a greater number of passengers, when propelled by sails, than in the proportion of one "statute-adult" to every twenty-five tons of the registered tonnage of such ship, and when propelled by steam than in the proportion of one statute-adult to every ten tons of the registered tonnage of such ship; and the term "master" shall signify the person who shall be borne on the ship's articles as master, or who for the time being shall be in charge or command of any such ship or "passenger-ship;" and, unless there be something in the subject-matter or context repugnant thereto, every word importing the singular number or the masculine gender only shall include several persons, matters, or things, as well as one person, matter, or thing, and females as well as males, respectively; and every word importing the plural number shall include one person or thing as well as several persons or things.

IV. This act shall extend to every "passenger-ship" proceeding on any voyage from the United Kingdom to any place out of Europe, and not being within the Mediterranean Sea, and on every colonial voyage as hereinafter described, but shall not extend to any of her Majesty's ships of war, nor to any ships in the service of the commissioners for executing the office of Lord High Admiral of the United Kingdom, nor to any ship of war or transport in the service of the East India Company, nor



to any steam vessel carrying the royal mails or carrying mails under contract with the Government of the country to which such steam vessel may belong.

V. And whereas by a warrant under her Majesty's sign manual, bearing date on the twenty-seventh day of November, one thousand eight hundred and forty-seven, her Majesty was pleased to appoint certain persons therein named to be, during her Majesty's pleasure, commissioners in the United Kingdom for the sale of the waste lands of the Crown in her Majesty's Colonies, and for superintending the emigration of the poorer classes of her Majesty's subjects to such colonies : And whereas it is expedient that such commissioners should be empowered to carry this act into execution : Be it therefore enacted, That the said commissioners, and their successors for the time being, shall and they are hereby empowered to carry this act into execution ; and that for all legal purposes it shall be sufficient to describe such commissioners by the style of the "Colonial Land and Emigration Commissioners."

VI. The Colonial Land and Emigration Commissioners for the time being may sue and be sued in the name of their secretary, or of any one of such commissioners for the time being, and legal or equitable proceedings taken by or against the said commissioners in the name of any one of them or of their secretary shall not abate nor be discontinued by the death or removal of such secretary or commissioner, but the secretary for the time being, or any one of such commissioners, shall always be deemed to be the plaintiff or defendant (as the case may be) in any such proceedings : Provided always, that the said commissioners and their secretary respectively shall in no case be personally liable, nor shall the private estate and effects of any of them be liable, for the payment of any moneys or costs or otherwise in respect of any contract made or hereafter to be made by them or any of them, or in respect of any legal or equitable proceedings taken against them or any of them, or for any act, deed, or matter done or executed by them or any of them in their or his official capacity and on the public service.

VII. In the United Kingdom the said commissioners acting under the sanction of one of her Majesty's principal Secretaries of State, and in her Majesty's possessions abroad the respective governors thereof, may from time to time appoint, and the said commissioners and governors may at pleasure from time to time remove, such emigration officers and assistant emigration officers as they may respectively think necessary, for the purpose of carrying this act into execution, under the direction of the said commissioners or governors, as the case may be : Provided nevertheless, that all existing appointments of emigration officers and of their assistants, as well in the United Kingdom as in her Majesty's possessions abroad, shall continue in force under this act until duly revoked.

VIII. All powers, functions, and duties to be exercised or performed by any such emigration officer shall be exercised and performed respectively by his assistant, or, at any port where there shall be no



such emigration officer or assistant, or in their absence, by the chief officer of customs for the time being at such ports.

IX. The master of every ship, whether a "passenger-ship" or otherwise, fitting or intended for the carriage of passengers, or which shall carry passengers upon any voyage to which this act extends, shall afford to such emigration officer or his assistant as aforesaid, at any port or place in her Majesty's dominions, and, in the case of British ships, to her Majesty's consul at any foreign port or place at which such ship shall be or arrive, every facility for inspecting such ship, and for communicating with the passengers, and for ascertaining that the provisions of this act, so far as the same may be applicable to such ships, have been duly complied with.

X. No ship fitted or intended for the carriage of passengers as a "passenger-ship" shall clear out or proceed to sea until the master thereof shall have obtained from the emigration officer at the port of clearance a certificate under his hand that all the requirements of this act, so far as the same can be complied with before the departure of such ship, have been duly complied with, nor until the master shall have joined in executing such bond to the Crown as required by the fifty-ninth section of this act.

XI. If any "passenger-ship" shall clear out or proceed to sea without the master's having first obtained such certificate, or without his having joined in executing such bond, as by this act is required, such ship shall be forfeited to the use of her Majesty, and may be seized by any officer of customs, if found, within two years from the commission of the offence, in any port or place in the United Kingdom or in her Majesty's possessions abroad; and such ship shall thereupon be dealt with in the same manner as if she had been seized as forfeited under any of the laws relating to the customs for an offence incurring forfeiture under those laws.

XII. No ship shall clear out or shall proceed to sea with a greater number of passengers on board (exclusive of *bonâ fide* cabin-passengers) than will allow of the appropriation to them of the following space on the "passenger-decks," unoccupied by stores, not being the personal luggage of the passengers; that is to say, if the ship is not intended to pass within the tropics, twelve clear superficial feet for every statute-adult; but if the ship is intended to pass within the tropics, fifteen such clear superficial feet for every statute-adult: nor (unless the ship be propelled by steam) with a greater number of persons on board (including the master and crew, and cabin-passengers, if any, and counting two children above the age of one year and under that of fourteen as one person), than in the proportion of one person to every two tons of the registered tonnage of such ship. If there shall be on board of any ship at or after the time of clearance a greater number either of persons or of passengers than in the proportions respectively hereinbefore mentioned, the master of such ship shall be liable, on such conviction as hereinafter is mentioned, to a penalty not exceeding five pounds nor



less than two pounds sterling for each person or passenger constituting any such excess.

XIII. The master of every ship, whether a "passenger-ship" or otherwise, carrying passengers on any voyage to which this act extends, shall, before demanding a clearance for such ship, sign two lists, made out according to the form contained in Schedule (A.) hereto annexed, correctly setting forth in the manner therein directed the name and other particulars of the ship, and of every passenger on board thereof; and the said lists, when countersigned by the emigration officer, where there is one at the port, shall be delivered by the master to the officer of the customs from whom a clearance of the said ship shall be demanded, and such officer shall thereupon also countersign and return to the said master one of such lists, hereinafter called "The Master's List;" and the said master shall exhibit such last-mentioned list, with any additions which may from time to time be made thereto, as hereinafter directed, to the chief officer of her Majesty's customs at any port or place in her Majesty's possessions, or to her Majesty's consul at any foreign port at which the said passengers or any of them shall be landed, and shall deposit the same with such chief officer of customs, or such consul, as the case may be, at the final port or place of discharge.

XIV. If at any time after such lists shall have been signed and delivered as aforesaid any additional passenger shall be taken on board, in every such case the master shall, according to the form aforesaid, add to "The Master's List" the names and other particulars of every such additional passenger, and shall also sign a separate list, made out according to the form aforesaid, containing the names and other particulars of every such additional passenger; and such last-mentioned list, when countersigned by the emigration officer, where there is one at the port, shall, together with "The Master's List" to which such addition shall have been made, be delivered to the chief officer of customs as aforesaid, and thereupon such officer shall countersign "The Master's List," and shall return the same to the said master, and shall retain the separate list; and so on in like manner whenever any additional passenger or passengers may be taken on board; or if no officer of customs shall be stationed at the port or place where such additional passenger or passengers may be taken on board, the said lists shall be delivered to the officer of customs at the next port or place at which such vessel shall touch or arrive and where any such officer shall be stationed, to be dealt with as hereinbefore mentioned: Provided, that when any additional passengers shall be taken on board the master shall obtain a fresh certificate from the emigration officer of the port that all the requirements of this act have been duly complied with, before the ship shall proceed to sea, and in default thereof shall be liable to a penalty for each offence not exceeding fifty pounds.

XV. If any person shall be found on board any "passenger-ship," with intent to obtain a passage therein, without the knowledge and consent of the owner, charterer, or master thereof, such person, and every per-



son aiding and abetting him in such fraudulent intent, shall respectively be liable, on such summary conviction as hereinafter mentioned, to a penalty not exceeding five pounds, and in default of payment to imprisonment, with hard labour, for a period not exceeding three calendar months; and such person so found on board may be taken before any justice of the peace, without warrant, and such justice may hear the case, and on proof of the offence convict such offender as aforesaid.

XVI. No "passenger-ship" shall clear out or proceed to sea unless she shall have been surveyed, under the direction of the emigration officer at the port of clearance, but at the expense of the owner or charterer thereof, by two or more competent surveyors, to be appointed by the said Colonial Land and Emigration Commissioners for each port at which there may be an emigration officer, and for other ports by the commissioners of customs, nor unless it shall be reported by such surveyors that such "passenger-ship" is in their opinion seaworthy, and fit in all respects for her intended voyage: Provided always, that in case any "passenger-ship" shall be reported by any such surveyors not to be seaworthy, nor fit in all respects for her said intended voyage, the owner or charterer, if he shall think fit, may require, by writing under his hand, the emigration officer, or in his absence the chief officer of customs, to appoint three other competent surveyors, of whom two at least shall be shipwrights, to survey the said ship, at the expense of the said owner or charterer; and the said officer shall thereupon appoint such surveyors, who shall survey the said ship; and if they shall, by an unanimous report under their hands (but not otherwise), declare the said ship to be seaworthy, and fit in all respects for her intended voyage, the said ship shall then, for the purposes of this act, be deemed seaworthy for such voyage.

XVII. In every "passenger-ship" the beams supporting the "passenger-decks" shall form part of the permanent structure of the ship: they shall be of adequate strength, in the judgment of the emigration officer at the port of clearance, and shall be firmly secured to the ship to the satisfaction of such officer: the "passenger-decks" shall be at least one inch and a half in thickness, and shall be laid and firmly fastened upon the beams continuously from side to side of the compartment in which the passengers are berthed, or substantially secured to the beams, at least three inches clear above the bottom thereof, to the satisfaction of such emigration officer: the height between any deck on which passengers are carried, and the deck immediately above it, shall not be less than six feet.

XVIII. There shall not be more than two tiers of berths on any one deck in any "passenger-ship," and the interval between the floor of the berths and the deck immediately beneath them shall not be less than six inches: the berths shall be securely constructed, and of dimensions not less than after the rate of six feet in length and eighteen inches in width for each statute-adult, and shall be sufficient in number for the proper accommodation of all the passengers contained in the



lists of passengers hereinbefore required to be delivered by the master of the ship.

XIX. In every "passenger-ship" all the unmarried male passengers, of the age of fourteen years and upwards, shall, to the satisfaction of the emigration officer at the port of clearance, be berthed in the fore part of the ship, in a compartment divided off from the space appropriated to the other passengers by a substantial and well-secured bulkhead, or in separate rooms, if the ship be divided into compartments, and fitted with inclosed berths: not more than two passengers, unless members of the same family, shall be placed in the same berth; nor in any case shall persons of different sexes above the age of fourteen, unless husband and wife, be placed in the same berth.

XX. No berths in a "passenger-ship" occupied by passengers during the voyage shall be taken down until forty-eight hours after the arrival of such ship at the port of final discharge, unless all the passengers shall have voluntarily quitted the ship before the expiration of that time.

XXI. In every "passenger-ship" a space shall be properly divided off to the satisfaction of the emigration officer at the port of clearance, and set apart for an hospital, not less, in ships carrying as many as one hundred statute-adults, than fifty-six clear superficial feet, with four bed-berths erected therein, and properly supplied with bedding, nor less, in vessels carrying three hundred or more statute-adults, than one hundred and twenty clear superficial feet, with at least eight bed-berths properly supplied as aforesaid.

XXII. No "passenger-ship" shall clear out or proceed to sea unless fitted, to the satisfaction of the emigration officer at the port of clearance, with at least two privies, and with two additional privies for every one hundred passengers on board, which shall be maintained in a serviceable condition throughout the voyage; provided that such privies shall be placed in equal numbers on each side of the ship, and need not in any case exceed twelve in number.

XXIII. No "passenger-ship" having on board as many as one hundred statute-adults shall clear out or proceed to sea without having on board an adequate and proper ventilating apparatus, to be approved by the emigration officer at the port of clearance, and fitted to his satisfaction; and in every "passenger-ship" the passengers, whatever be their number, shall at all times during the voyage (weather permitting) have free access to and from the between-decks by the whole of each hatchway situate over the space appropriated to the use of such passengers: if, however, the main hatchway be not one of the hatchways appropriated to the use of the passengers, or if the natural supply of light and air through the same be in any manner unduly impeded, the emigration officer at the port of clearance may direct such other provision to be made for affording light and air to the between-decks as the circumstances of the case may, in his judgment, appear to require; and in case of non-compliance with any such directions, or in case such



ship shall be cleared out or proceed to sea without such ventilating apparatus, the owner, charterer, or master of such ship shall be liable, on such conviction as hereinafter is mentioned, to a penalty not exceeding fifty pounds nor less than twenty pounds sterling.

XXIV. Every "passenger-ship" shall carry a number of boats according to the following scale (that is to say) :—

Two boats for every ship of one hundred tons and upwards :

Three boats for every ship of two hundred tons and upwards, if the number of statute-adults on board shall exceed fifty :

Four boats for every ship of five hundred tons and upwards, if the number of statute-adults shall exceed two hundred :

Five boats for every ship of eight hundred tons and upwards, if the number of statute-adults shall exceed three hundred :

Six boats for every ship of twelve hundred tons and upwards, if the number of statute-adults shall exceed five hundred and fifty : one of such boats shall in all cases be a long boat, and one shall be a properly-fitted life-boat, which shall be kept properly suspended at the quarter or stern of the ship ; and each of such boats shall be of a suitable size, to be approved by the emigration officer at the port of clearance, and shall be seaworthy, and properly supplied with all requisites, and kept clear at all times for immediate use at sea. There shall likewise be on board each "passenger-ship" two properly-fitted life-buoys, kept ready at all times for immediate use, and some adequate means, to be approved by the emigration officer at the port of clearance, of making signals by night ; also a fire-engine, in proper working order, or other apparatus for extinguishing fire to be approved by such officer ; provided that "passenger-ships" which shall comply with the requirements of this act as regards boats shall be exempted from the requirements respecting boats contained in the "Steam Navigation Act, 1851."

XXV. Every "passenger-ship" shall be manned with an efficient crew for her intended voyage, to the satisfaction of the officer from whom a clearance of such ship may be demanded.

XXVI. No "passenger-ship" shall clear out or proceed to sea if there shall be on board as cargo any horses, cattle, gunpowder, vitriol, lucifer-matches, guano, green hides, or any other article, whether as cargo or ballast, which by reason of its nature or quantity shall be deemed by the emigration officer at the port of clearance likely to endanger the health or lives of the passengers, or the safety of the ship. No part of the cargo, or of the provisions, water, or stores, whether for the use of the passengers or of the crew, shall be carried on the upper deck, or on the "passenger-decks," unless in the opinion of such emigration officer it shall be so placed as not to impede light or ventilation, nor interfere with the comfort of the passengers ; nor unless the same be stowed and secured to the satisfaction of such emigration officer ; and the space occupied thereby on the passenger-decks, or rendered, in the opinion of such emigration officer, unavailable for the accommodation of the passengers, shall be deducted in calculating the



space by which, under the provisions of this act, the number of passengers is regulated.

XXVII. For the purposes of this act, the length of the voyage for a "passenger-ship," proceeding from the United Kingdom to the under-mentioned places respectively, shall be determined by the following scale (that is to say) :—

	If the ship be propelled by sails alone.	If the ship be propelled wholly by steam-engines of not less power than after the rate of 20 horses to every 100 registered tons, or by such steam-engines in aid of sails.
	<i>Days.</i>	<i>Days.</i>
To North America (except the West Coast thereof).		
For Ships clearing out between the sixteenth day of January and the fourteenth day of October, both days inclusive . . . . .	70	40
For Ships clearing out between the fourteenth day of October and the sixteenth day of January, both days inclusive . . . . .	80	45
To the West Indies . . . . .	70	40
To any part of the East Coast of the Continent of Central or South America northward of the twenty-fifth degree of south latitude, except British Guiana. . . . .	84	50
To the West Coast of Africa . . . . .	84	50
To the Cape of Good Hope or the Falkland Islands, or to any part of the East Coast of South America southward of the twenty-fifth degree of south latitude . . . . .	105	65
To the Mauritius, and to the Western Coast of America south of the equator . . . . .	126	75
To Ceylon . . . . .	140	85
To Western Australia . . . . .	120	85
To any other of the Australian Colonies . . . . .	140	90
To New Zealand and to the Western Coast of America between the equator and the fortieth degree of north latitude . . . . .	150	90
To the Western Coast of America north of the fortieth degree of north latitude, and the Islands adjacent thereto . . . . .	182	96



For the like purposes, the said Colonial Land and Emigration Commissioners, acting by and under the authority of one of her Majesty's principal Secretaries of State, from time to time, by any notice in writing issued under the hands of any two such commissioners, and published in the *London Gazette*, may nevertheless declare what shall be deemed to be the length of the voyage from the United Kingdom to any of the said hereinbefore mentioned places, or to any other port or place whatsoever, and may fix such different lengths of voyage as they may think reasonable for such different descriptions of vessels as aforesaid.

XXVIII. Before any "passenger-ship" shall be cleared out, the emigration officer at the port of clearance shall survey or cause to be surveyed by some competent person the provisions and water by this act required to be placed on board for the consumption of the passengers, and shall satisfy himself that the same are of a good and wholesome quality, and in a sweet and good condition, and are in quantities sufficient to secure throughout the voyage the issues hereinafter prescribed: he shall also satisfy himself that over and above the same there is on board, for the victualling of the crew of the ship and all other persons, if any, on board, an ample supply of pure water, and of wholesome provisions and stores; and that such of the last-mentioned provisions or stores as consist of articles of a like description to those hereby required for the consumption of the passengers are not inferior in quality to the same. All such water, provisions, and stores shall be provided and properly stowed away in accordance with the requirements of the twenty-sixth section of this act, by and at the expense of the owner, charterer, or master of the ship; and if a clearance be obtained for any "passenger-ship" which shall not be then stored with the requisite quantities of such water, provisions, and stores as are required by this act, the owner, charterer, or master of such ship shall be liable, on such conviction as hereinafter is mentioned, to the payment of a penalty not exceeding one hundred pounds.

XXIX. If such emigration officer shall consider that any of the provisions or stores are not of a good and wholesome quality, or are not in a sweet or good condition, it shall be lawful for him to reject and mark the same, or the packages in which they are contained, and to direct the same to be landed; and if such rejected provisions or stores shall not thereupon be forthwith landed, or if, after being landed, the same or any part thereof shall be reshipped in such ship, the owner, charterer, or master thereof, or if reshipped in any other "passenger-ship," the person causing the same to be reshipped, shall be liable, on conviction as hereinafter mentioned, to a penalty not exceeding one hundred pounds.

XXX. In every "passenger-ship" the water to be laden on board, as hereinbefore required, shall be carried in tanks or in casks to be approved by the emigration officer at the port of clearance; and when casks are used they shall be sweet and tight, of sufficient strength, and



properly charred inside, and shall not be made of fir or soft wood staves, nor be capable severally of containing more than three hundred gallons each.

XXXI. If any "passenger-ship" shall be intended to call at any intermediate port or place during the voyage, for the purpose of taking in water, and if an engagement to that effect shall be inserted in the bond mentioned in the fifty-ninth section of this act, then it shall be sufficient to place on board at the port of clearance such supply of water as may be requisite, according to the rate hereinafter mentioned, for the voyage of the said ship to such intermediate port or place, subject to the following conditions (that is to say) :—

First, That the emigration officer signify his approval in writing of the arrangement, to be carried amongst the papers of the ship, and exhibited to the chief officer of customs, or to her Majesty's consul, as the case may be, at such intermediate port or place, and to be delivered to the chief officer of customs, or to her Majesty's consul, as the case may be, on the arrival of the said ship at the final port or place of discharge :

Secondly, That if the length of either portion of the voyage, whether to such intermediate port or place, or from such intermediate port or place to the final port or place of discharge, be not prescribed in or under the provisions of this act, the emigration officer at the port of clearance shall in every such case declare the same :

Thirdly, That the ship shall have on board at the time a clearance is demanded tanks or water casks, of the description hereinbefore mentioned, sufficient for stowing the quantity of water required for the longest of such portions of the voyage as aforesaid.

XXXII. In addition to and irrespective of any provisions of their own which any passengers may have on board, the master of every "passenger-ship" shall make to each statute-adult during the voyage, including the time of detention, if any, at any port or place before the termination of such voyage, an allowance of pure water and sweet and wholesome provisions, according to the following dietary scale :—

#### DIETARY SCALE.

Weekly	3 quarts of Water daily.		Per Statute Adult.	
	{	2½ lbs. of Bread or Biscuit, not inferior in quality to Navy Biscuit.		}
		1 lb. Wheaten Flour.		
		5 lbs. Oatmeal.		
		2 lbs. Rice.		
		½ lb. Sugar.		
		2 ozs. of Tea, or 4 ozs. of Cocoa or of Roasted Coffee.		
		2 ozs. Salt.		



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, five pounds of good potatoes, or half a pound of beef or of pork, exclusive of bone, or of preserved meat, or three-quarters of a pound of dried salt fish, or one pound of bread or biscuit not inferior in quality to navy biscuit, or one pound of best wheaten flour, or one pound of split peas, for one and a quarter pound of oatmeal, or for one pound of rice ; and a quarter of a pound of preserved potatoes may be substituted for one pound of potatoes ; but in vessels clearing out from Scotch or Irish ports the weekly allowance of oatmeal shall not be less than at the rate of three pounds and a half for each statute-adult.

XXXIII. In every "passenger-ship" the issues of provisions shall be made daily before two o'clock in the afternoon, as near as may be in the proportion of one seventh of the weekly allowance on each day ; the first of such issues shall be made before two o'clock in the afternoon of the day of embarkation, to such passengers as shall be then on board ; and all articles which require to be cooked shall be issued in a cooked state.

XXXIV. The said Colonial Land and Emigration Commissioners for the time being, acting under the authority of one of her Majesty's principal Secretaries of State, may from time to time, by any notice for that purpose, issued under the hands of any two of such commissioners, and published in the *London Gazette*, authorise the issue of provisions in any "passenger-ship" according to such other dietary scale (besides the one hereinbefore prescribed) as shall in their opinion contain in the whole an equivalent amount of wholesome nutriment ; and after the publication of such notice it shall be lawful for the master of any "passenger-ship" to issue provisions to his passengers either according to the scale by this act prescribed, or according to the scale authorised by the said commissioners, whichever may have been set forth in the contract tickets of the passengers : Provided always, that the said commissioners acting under such authority and by such notice as aforesaid may revoke or alter any such dietary scale authorised by them, as occasion may require.

XXXV. Every "passenger-ship" carrying as many as one hundred statute-adults shall have on board a seafaring person, who shall be rated in the ship's articles as passengers' steward, and who shall be approved by the emigration officer at the port of clearance, and who shall be employed in messing and serving out the provisions to the passengers, and in assisting to maintain cleanliness, order, and good discipline among the passengers, and who shall not assist in any way in navigating or working the ship.

XXXVI. Every "passenger-ship" carrying as many as one hundred "statute-adults" shall also have on board a seafaring man, or if carrying more than four hundred "statute-adults," two seafaring men, to be



rated and approved as in the case of passengers' stewards, who shall be employed in cooking the food of the passengers. A convenient place for cooking shall also be set apart on deck; and a sufficient cooking-apparatus, properly covered in and arranged, shall be provided to the satisfaction of the said emigration officer, together with a proper supply of fuel adequate, in his opinion, for the intended voyage.

XXXVII. In every foreign "passenger-ship" in which as many as one-half of the passengers shall be British subjects, unless the master and officers or not less than three of them shall understand and speak intelligibly the English language, there shall be carried, where the number of passengers does not exceed two hundred and fifty, one person, and where it exceeds two hundred and fifty, two persons, who understand and speak intelligibly the language spoken by the master and crew and also the English language, and such persons shall act as interpreters, and be employed exclusively in attendance on the passengers, and not in the working of the ship; and the master of any such foreign ship clearing out or proceeding to sea without having such interpreter or interpreters on board as aforesaid shall be liable, on conviction, as hereinafter mentioned, to a penalty not exceeding fifty pounds nor less than five pounds.

XXXVIII. Every "passenger-ship" shall carry a duly-qualified medical practitioner in the following cases, who shall be rated on the ship's articles:—

First, when the duration of the intended voyage, as hereinbefore computed, exceeds eighty days in the case of ships propelled by sails, and forty-five days in the case of ships propelled by steam-engines, and the number of persons on board (including cabin-passengers, officers, and crew) exceeds fifty.

Second, when the intended voyage is to North America, and the number of passengers exceeds one hundred "statute-adults," and the space allotted to such passengers on the "passenger-decks" is less than fourteen clear superficial feet for each "statute-adult."

Third, when, whatever may be the destination of the ship, or the space allotted to the passengers, the number of persons on board (including cabin-passengers, officers, and crew) exceeds five hundred.

XXXIX. No medical practitioner shall be considered to be duly qualified for the purposes of this act unless authorised by law to practise in the United Kingdom, or, in the case of a foreign ship, in the country to which such ship may belong, as a physician, surgeon, or apothecary, nor unless his name shall have been notified to the emigration officer at the port of clearance, and shall not be objected to by him, nor unless he shall be provided with proper surgical instruments to the satisfaction of such officer.

XL. The owner or charterer of every "passenger-ship" shall provide for the use of the passengers a medicine-chest, containing a supply of



medicines, instruments, and other things proper and necessary for diseases and accidents incident to sea-voyages, and for the medical treatment of the passengers during the voyage, including an adequate supply of disinfecting fluid or agent, together with printed or written directions for the use of the same respectively; and such medicines and other things shall be good in quality, and, in the judgment of the emigration officer at the port of clearance, sufficient in quantity, for the probable exigencies of the intended voyage, and shall be placed under the charge of the surgeon, when there is one on board, to be used at his discretion.

XLI. No "passenger-ship," except as hereinafter provided, shall clear out or proceed to sea until some medical practitioner, to be appointed by the emigration officer at the port of clearance, shall have inspected the medicine-chest of the said ship, and also all the passengers and crew about to proceed in her, and shall certify to the said emigration officer that the said ship contains a sufficient supply of medicines, disinfecting fluid or agent, instruments, and other things requisite for the medical treatment of the passengers during the intended voyage, and that none of the passengers or crew appear likely, by reason of being affected by any infectious or other disease, to endanger the health of the other persons about to proceed in such vessel. Such medical inspection of the passengers shall take place either on board the vessel, or, at the discretion of the said emigration officer, at such convenient place on shore before embarkation as he may appoint; and the master, owner, or charterer of the ship shall pay to such emigration officer a sum at the rate of twenty shillings for every hundred statute-adults so examined: provided also, that in case the emigration officer on any particular occasion shall be unable to obtain the attendance of such medical practitioner, it shall be lawful for the master of any such ship to clear out and proceed to sea, on receiving from the said emigration officer written permission for the purpose.

XLII. If any such medical practitioner shall notify to the emigration officer at the original port of clearance, or at any other port or place in the United Kingdom into which the vessel may subsequently put, or if the said emigration officer shall be otherwise satisfied, that any person about to proceed in any such "passenger-ship" is unfit by reason of sickness, or is likely, by reason of being affected by any infectious or other disease, to endanger the health of the other persons on board, it shall be lawful for such officer to reland or cause to be relanded any such person, and such members of his family, if any, as may be dependent on him, or as may be unwilling to be separated from him, together with their clothes and effects; and no "passenger-ship" shall clear out or proceed to sea so long as any such diseased person shall be on board.

XLIII. Any passenger so relanded, or any emigration officer on his behalf, shall be entitled to recover, by summary process, in manner hereinafter provided, the whole of the moneys which may have been paid by or on account of such passenger for his passage, from the party to whom the same may have been paid, or from the owner, charterer, or



master of such ship, or any of them, at the option of such passenger or emigration officer.

XLIV. If any intending passenger, either by himself or by any other person, shall have contracted for a passage for himself, or for him and his family, in any ship proceeding on any voyage to which this act extends, and shall be at the place of embarkation at the time appointed for that purpose in and by such contract, and shall apply for such passage, and shall, on demand, pay or tender such part of the passage-money not already paid as shall be payable under such contract previously to embarkation, and if, owing to the previous departure of the ship in which such passage shall have been engaged, or to the want of room therein, or to the neglect, refusal, or other default of the owner, charterer, or master thereof, or of the party with whom or on whose account such passage shall have been contracted for, such passenger shall not obtain a passage in such ship, or shall not, together with all the immediate members of his family who may be included in such contract, obtain a passage to the same port in some other equally eligible ship, to sail within ten days from the expiration of the day named in such contract, and in the meantime be paid subsistence-money, at the rate hereinafter mentioned, such passenger, or any emigration officer on his behalf, shall be entitled to recover, in manner hereinafter provided, either from the party to whom or on whose account the same may have been paid, or (in case such contract shall have been made with the owner, charterer, or master of such ship, or with any person acting on behalf or by the authority of any of them respectively) from such owner, charterer, or master of such ship, or any of them, at the option of such passenger or emigration officer, all moneys which shall have been paid by or on account of such passenger for such passage, and also such further sum, not exceeding ten pounds in respect of each such passage, as shall, in the opinion of the justices of the peace who shall adjudicate on the complaint, be a reasonable compensation for the loss or inconvenience occasioned to each such passenger by the loss of such passage.

XLV. If any ship, whether a "passenger-ship" or otherwise, shall not actually put to sea, and proceed on her intended voyage on the day appointed for sailing in and by any contract made by the owner, charterer, or master of such ship, or by his or their agent, with any passenger who shall on that day be on board the same, or ready to go on board, the owner, charterer, or master of such ship, or his or their agent, or any of them, at the option of such passenger or emigration officer, shall pay to every such passenger (or if such passenger shall be lodged and maintained in any establishment under the superintendence of the said Colonial Land and Emigration Commissioners, then to the emigration officer at the port of embarkation) subsistence-money after the rate of one shilling for each statute-adult in respect of each day of delay, until the final departure of such ship on such voyage, and the same may be recovered in manner hereinafter mentioned; provided that if any such ship be unavoidably detained, either by wind or



weather, and the passengers be maintained on board in the same manner as if the voyage had commenced, no such subsistence-money shall be payable.

XLVI. If any "passenger-ship" shall, after clearance, be detained in port for more than seven days, or shall put into or touch at any port or place in the United Kingdom, she shall not put to sea again until there shall have been laden on board, at the expense of the owner, charterer, or master of such ship, such further supply of pure water, wholesome provisions of the requisite kinds and qualities, and medical stores, as may be necessary to make up the full quantities of those articles hereinbefore required for the use of the passengers during the whole of the intended voyage, nor until any damage she may have sustained shall have been effectually repaired, nor until the master of the said ship shall have obtained from the emigration officer or his assistant, or, where there is no such officer, or in his absence, from the officer of customs at such port or place, a certificate to the same effect as the certificate hereinbefore required to enable the ship to be cleared out; and in case of any default herein the said master shall be liable, on conviction, as hereinafter mentioned, to a penalty not exceeding one hundred pounds nor less than fifty pounds sterling: And, if the master of any "passenger-ship" so putting into or touching at any port or place as aforesaid shall not within twenty-four hours thereafter report in writing his arrival, and the cause of his putting back, and the condition of his ship, and of her stores and provisions, to the emigration officer, or, as the case may be, to the officer of customs at the port, and shall not produce to such officer the official or "Master's List" of passengers, such master shall for each offence be liable to a penalty not exceeding twenty pounds nor less than two pounds sterling.

XLVII. If any "passenger-ship" shall, from disaster at sea, or any other cause whatsoever, put into any port or place within the United Kingdom, and shall not be made sound and seaworthy, and within six weeks again proceed with her passengers on her intended voyage, the owner, charterer, or master thereof shall provide the passengers with a passage in some other eligible ship to the port or place at which they respectively may have originally contracted to land, and shall in the mean time, if the passengers be not lodged and maintained on board in the same manner as if the ship were at sea, pay to such passengers (or if such passengers shall be lodged and maintained in any establishment under the superintendence of the said Colonial Land and Emigration Commissioners, then to the emigration officer at such port or place) subsistence-money after the rate of one shilling sterling for each statute-adult in respect of each day of delay until such passengers are duly forwarded to their destination; and if default shall be made in any of the requirements of this section, such passengers respectively, or any emigration officer on their behalf, shall be entitled to recover, by summary process, as hereinafter mentioned, all moneys which shall have been paid by or on account of such passengers or any of them for such



passage, from the party to whom or on whose account the same may have been paid, or from the owner, charterer, or master of such ship, or any of them, at the option of such passenger or emigration officer: Provided that the said emigration officer may, if he shall think it necessary, direct that the passengers shall be removed from such "passenger-ship" at the expense of the master thereof; and if after such direction any passenger shall refuse to leave such ship, he shall be liable, on conviction as hereinafter mentioned, to a penalty not exceeding forty shillings, or to imprisonment not exceeding one calendar month, as the justices of the peace may direct.

XLVIII. If the passengers of any "passenger-ship" shall be taken off from any such "passenger-ship" at sea, it shall be lawful, if the port or place to which they shall be conveyed shall be in the United Kingdom, for one of her Majesty's principal Secretaries of State, or if in any of her Majesty's colonial possessions, for the governor of such colony, or for any person authorised by him for the purpose, or if in any foreign country, for her Majesty's consul or vice-consul, at such port or place therein, to defray all or any part of the expenses incurred by such conveyance.

XLIX. If any passengers of any "passenger-ship" shall, without any neglect or default of their own, find themselves within any colonial or foreign port or place other than that at which they may have contracted to land, and the master of such ship shall decline or omit within six weeks thereafter to forward or carry them on to their original destination, it shall be lawful for the governor of such colony, or for any person authorised by him for the purpose, or for her Majesty's consul or vice-consul at such foreign port or place, as the case may be, to forward such passengers to their intended destination.

L. All expenses incurred under the last two preceding sections or either of them, by or by the authority of such Secretary of State, governor, consul, or vice-consul as aforesaid, including the cost of maintaining the passengers until forwarded to their destination, and of all necessary bedding, provisions, and stores, shall become a debt to her Majesty and her successors from the owner, charterer, and master of such ship, and shall be recoverable from them, or from any one or more of them, at the suit and for the use of her Majesty, in like manner as in the case of other Crown debts; and a certificate purporting to be under the hand of any such Secretary of State, governor, or consul, or vice-consul (as the case may be), stating the total amount of such expenses, shall in any suit or other proceeding for the recovery of such debt be deemed sufficient evidence of the amount of such expenses, and that the same were duly incurred, without any proof of the handwriting or of the official character of the Secretary of State, governor, consul, or vice-consul who may have signed such certificate: Provided nevertheless, that in no case shall any larger sum be recovered on account of such expenses than a sum equal to the amount originally paid for the passage of the passengers who may be so forwarded or conveyed as afore-



said ; which original amount of passage-money shall be proved by the defendant, if he will have the advantage of this limitation of the debt ; but if any such passengers are forwarded or conveyed to their intended destination under the provisions of the last preceding section, they shall not be entitled to the return of their passage-money, or to any compensation for loss of passage under the provisions of this act.

LI. No policy of assurance effected in respect of any passages, or of any passage or compensation moneys by any person by this act made liable, in the events aforesaid, to provide such passages, or to pay such moneys, shall be deemed to be invalid by reason of the nature of the risk or interest sought to be covered by such policy of assurance.

LII. No passenger in any ship, whether a "passenger-ship" or otherwise, shall be landed, without his previous consent, at any port or place other than the port or place at which he may have contracted to land.

LIII. Every passenger in a "passenger-ship" shall be entitled, for at least forty-eight hours next after his arrival at the end of his voyage, to sleep in the ship, and to be provided for and maintained on board thereof, in the same manner as during the voyage, unless within that period the ship shall quit such port or place in the further prosecution of her voyage.

LIV. Nothing herein contained shall take away or abridge any right of action which may accrue to any passenger in any ship, or to any other person, in respect of the breach or non-performance of any contract made or entered into between or on behalf of any such passenger or other person, and the master, charterer, or owner of any such ship, or his or their agent, or any passage-broker.

LV. It shall be lawful for her Majesty and her successors, by any Order in Council to be by her or them made, with the advice of the Privy Council, to prescribe such rules and regulations as to her Majesty or her successors may seem fit, for preserving order, for promoting health, and for securing cleanliness and ventilation, on board of "passenger-ships" proceeding from the United Kingdom to any port or place in her Majesty's possessions abroad ; and the said rules and regulations from time to time in like manner to alter, amend, and revoke, as occasion may require ; and any copy of such Order in Council contained in the *London Gazette*, or purporting to be printed by the Queen's printer, shall throughout her Majesty's dominions be received in all legal proceedings as good and sufficient evidence of the making and contents of any such Order in Council.

LVI. In every such "passenger-ship" the medical practitioner on board, aided by the master thereof, or in the absence of such medical practitioner, the master of such ship, is hereby empowered to exact obedience to all such rules and regulations as aforesaid ; and any person on board, who shall neglect or refuse to obey any such rule or regulation, or who shall obstruct the medical practitioner or master of such ship in the execution of any duty imposed upon him by any such



rule or regulation, or who shall be guilty of riotous or insubordinate conduct, shall be liable for each offence to a penalty not exceeding two pounds sterling, and, in addition thereto, to be confined in the common gaol for any period not exceeding one month, at the discretion of the justices who shall adjudicate on the complaint.

LVII. The said Colonial Land and Emigration Commissioners shall from time to time prepare such abstracts as they may think proper of the whole or any part of this act, and of any such Order in Council as aforesaid; and four copies of such abstracts, together with a copy of this act, shall, on demand, be supplied by the principal officer of customs at the port of clearance to the master of every "passenger-ship" proceeding from the United Kingdom to any port or place in her Majesty's possessions abroad; and such master shall, on request made to him, produce a copy of the act to any passenger on board, for his perusal; and, further, shall post, previous to the embarkation of the passengers, and shall keep posted so long as any passenger shall be entitled to remain in the ship, in at least two conspicuous places between the decks on which passengers may be carried, copies of such abstracts; and such master shall be liable to a penalty not exceeding forty shillings sterling for every day during any part of which by his act or default such abstracts shall fail to be so posted; and any person displacing or defacing such abstracts so posted shall be liable to a penalty not exceeding forty shillings sterling.

LVIII. If in any "passenger-ship" any person shall, during the voyage, directly or indirectly, sell or cause to be sold any spirits or strong waters to any passenger, he shall be liable for every such offence to a penalty not exceeding twenty pounds, nor less than five pounds sterling.

LIX. Before any "passenger-ship" shall clear out or proceed to sea, the owner or charterer, or, in the event of the absence of such owner or charterer, one good and sufficient person on his behalf, to be approved by the chief officer of customs at the port of clearance, shall, with the master of the said ship, enter into a joint and several bond, in the sum of one thousand pounds, to her Majesty, her heirs and successors, according to the form contained in Schedule (B.) hereto annexed, the condition of which bond shall be, that the said ship is in all respects seaworthy, and that, notwithstanding any penalty by this act imposed, and whether the same may have been sued for and recovered or not, all and every the requirements of this act (except such as relate exclusively to passage-brokers), and of the said Colonial Land and Emigration Commissioners acting in the manner prescribed by this act, and of any order which may at the date of such bond have been passed by her Majesty in council in virtue of this act, shall in all respects be well and truly fulfilled and performed, and in the case of any foreign "passenger-ship," which shall be bound to any of her Majesty's possessions abroad, that the master thereof shall submit himself in like manner as a British subject, being the master of



a British "passenger-ship," to the jurisdiction of such courts and magistrates in her Majesty's possessions abroad as are by this act empowered to adjudicate on offences committed against this act; and moreover that the master, whether of a British or foreign "passenger-ship," shall well and truly pay all penalties, fines, and forfeitures which he may be adjudged to pay, either in the United Kingdom, or by any such tribunal abroad, for or in respect of the breach or non-performance of any of the requirements of this act, or of the said commissioners, or of any such Order in Council: such bond shall not be liable to stamp duty, and shall be executed in duplicate.

LX. It shall be the duty of the chief officer of customs at the port of clearance of any foreign "passenger-ship" bound to any of her Majesty's possessions abroad, to certify on one part of such bond that it has been duly executed by the said master of such ship and the other obligor, and to forward the same by post to the colonial secretary of the colony to which such foreign "passenger-ship" may be bound; and such certificate shall, in any colonial court of judicature in which the bond may be put in suit, be deemed conclusive evidence of the due execution of the bond by the said master and the other obligor, and it shall not be necessary to prove the handwriting of the officer of customs who may have signed such certificate, nor that he was at the time of signing it chief officer of customs at the port of clearance; provided that no such bond shall be put in suit in any of her Majesty's possessions abroad after the expiration of three calendar months next after the arrival therein of the said ship, nor in the United Kingdom after the expiration of twelve calendar months next after the return of the said ship or of the said master to the United Kingdom.

LXI. No person whatever, except the Colonial Land and Emigration Commissioners, or persons contracting with them or acting under their authority, shall directly or indirectly act as a passage-broker in respect of passages from the United Kingdom to any place out of Europe, and not being within the Mediterranean Sea, or shall sell or let, or agree to sell or let, or be in anywise concerned in the sale or letting of passages in any ship, whether a "passenger-ship" or otherwise, proceeding from the United Kingdom to any such place as aforesaid, unless such person, with two good and sufficient sureties, to be approved by the emigration officer at the port nearest to the place of business of such person, shall have previously entered into a joint and several bond, in the sum of five hundred pounds, to her Majesty, her heirs and successors, according to the form contained in Schedule (C.) hereto annexed, which bond shall be renewed on each occasion of obtaining such licence as hereinafter mentioned, and shall be in duplicate, without stamps, and one part thereof shall be deposited at the office in London of the said Colonial Land and Emigration Commissioners, and the other part thereof with the chief officer of customs at the port nearest to the place of business of such person; nor unless such person shall have obtained a licence, as hereinafter mentioned, to let or sell passages, nor unless



such licence shall then be in force; and if any person shall offend against this enactment, every person so offending shall for each offence be liable to a penalty not exceeding fifty pounds nor less than twenty pounds, to be sued for and recovered as hereinafter mentioned: Provided always, that such bond shall not be required of any person who shall be one of the sworn brokers of the City of London.

LXII. Any person wishing to obtain a licence to act as a passage-broker in respect of passages from the United Kingdom to any place out of Europe, and not being in the Mediterranean Sea, shall make application for the same to the justices at the petty sessions held for the district or place in which such person shall have his place of business; and such justices are hereby authorised (if they shall think fit) to grant a licence for that purpose, according to the form in the Schedule (D.) hereto annexed, which licence shall continue in force until the thirty-first day of December in the year in which such licence shall be granted, and for thirty-one days afterwards, unless sooner forfeited, as herein mentioned; and upon granting such licence the justices shall cause a notice thereof according to the form in Schedule (E.) hereto annexed to be transmitted forthwith by the post to the said Colonial Land and Emigration Commissioners, at their office in London: Provided always, that no such licence shall be granted unless the party applying for the same shall show to the satisfaction of the justices that he has given such bond to her Majesty, her heirs and successors, as hereinbefore required, and has deposited one part thereof at the office in London of the said commissioners, or is a sworn broker of the City of London, and has in either case given notice to the said commissioners fourteen clear days at least before such application of his intention to apply for the same, which notice shall be transmitted by the post to the office in London of the said commissioners, and shall be according to the form contained in the Schedule (F.) hereto annexed: Provided also, that any justices of the peace who shall adjudicate on any offence against this act, or on any breach or non-performance of any of the requirements thereof, are hereby authorised, if they shall think fit, and the offender is a passage-broker, to order his licence to be forfeited, and the same shall thereupon be forfeited accordingly; and the said justices making such order shall forthwith cause notice of such forfeiture, in the form contained in the Schedule (G.) hereunto annexed, to be transmitted by the post to the said commissioners at their office in London: in Scotland, where any person wishing to obtain such licence shall make application for the same to the sheriff or steward or sheriff substitute or steward substitute in place of to such justices of the peace as aforesaid, the forms given in the said schedule shall still be adhered to, with such alterations as may be necessary.

LXIII. Every passenger-broker's licence in force at the commencement of this act shall, unless adjudged to be forfeited, continue in force until the first day of February, one thousand eight hundred and



fifty-three, but no longer ; and all acts done under such licence while in force shall be as valid as if done under any licence granted under this act.

LXIV. If any owner, charterer, or master of a ship, or any passage broker or agent, or other person, shall receive money from any person for or in respect of a passage or intended passage from the United Kingdom to any port or place out of Europe, and not being within the Mediterranean Sea, the person so receiving such money shall give to the party from whom the same shall have been received a contract-ticket in plain and legible characters, and made out upon a printed form, which shall be in all respects according to the form in the Schedule (H.) hereto annexed, or according to such other form as may from time to time be prescribed by the said Colonial Land and Emigration Commissioners, in any notice issued under their hands or the hands of any two of them, and published in the *London Gazette*, and shall also comply with all the directions contained on the face of such form, and in default thereof shall be liable to a penalty, not exceeding ten pounds nor less than five pounds, in respect of each passenger on account of whose passage such money shall have been received, to be sued for and recovered as hereinafter is mentioned : Provided always that such contract-ticket shall not be liable to any stamp duty.

LXV. Any person who shall fraudulently alter or cause to be altered, after it is once issued, or shall induce any person to part with, render useless, or destroy, any such contract-ticket, during the continuance of the contract which it is intended to evidence, shall be liable in each case to a penalty not exceeding five pounds nor less than two pounds, to be recovered as hereinafter mentioned.

LXVI. If any licensed passage-broker shall, as agent for any person, whether a licensed broker or not, receive money for or on account of the passage of any passenger from the United Kingdom to any port or place out of Europe, and not being within the Mediterranean Sea, without having a written authority to act as such agent, or shall, on the demand of any emigration officer, refuse or fail to exhibit his licence and such written authority, or if any person whatever, whether licensed or not, shall receive money for or on account of any such passage, or if any person, whether as principal or agent, shall, by any fraud, or by false representation as to the size of the ship or otherwise, or by any false pretence whatsoever, induce any person to engage any passage as aforesaid, every such broker or other person shall be liable, upon conviction, as hereinafter is mentioned, in respect of every such offence, to a penalty not exceeding twenty pounds nor less than five pounds, to be sued for and recovered in manner hereinafter mentioned.

LXVII. No person, unless acting under the written authority and as the agent or runner of a licensed passage-broker, duly qualified at the time to act in that capacity (which authority shall be countersigned



by an emigration officer), shall be entitled to recover by legal process from any intending emigrant, or from any passage-broker or other person, any fee, commission, or reward for or in consideration of any service rendered or performed to or for any passenger or person seeking information or assistance in any way relating to emigration ; and every such runner shall exhibit such authority, when required so to do by any justice of the peace, or any constable or police-officer, or any owner, charterer, master, or mate of a "passenger-ship," or by any such intending emigrant ; and if he shall refuse or omit to produce the same, when so required, he shall be liable to a penalty for every such offence not exceeding twenty shillings, to be sued for and recovered in manner hereinafter mentioned.

LXVIII. Every licensed passage-broker shall exhibit and keep constantly exhibited in some conspicuous place in his office or place of business a correct list containing the names and addresses in full of every person for the time being holding such authority to act as agent or runner for him as aforesaid, and shall at least once in every month transmit a true copy of such list duly signed by him to the emigration officer stationed nearest to the place of business of such licensed passage-broker ; and in case of any default herein such licensed passage-broker shall be liable, on conviction, as hereinafter mentioned, to a penalty not exceeding five pounds nor less than two pounds for each offence.

LXIX. It shall be lawful for the trustees or other persons charged with the management of any docks or basins in any port within the United Kingdom from which "passenger-ships" are despatched to make, and from time to time to alter, amend, or repeal, such rules and bye-laws as may be necessary for prescribing the docks, basins, or other places at which persons arriving by sea at such ports for the purpose of emigrating, or actually emigrating therefrom, shall be landed and embarked, and the mode of their landing and embarkation, and for licensing porters to carry their luggage and otherwise to attend upon them, and for the storing and safe custody of their luggage, and for admitting persons to and excluding persons from access to such docks or basins, and for attaching a penalty not exceeding five pounds for the breach of any of such rules or bye-laws, such penalty to be sued for and recovered as other penalties are by this act directed to be recovered : and it shall further be lawful for such trustees, by their officers or servants, or by any police officer, to arrest and detain any person charged with the breach of any such rule or bye-law until brought before any justice of the peace, who is hereby authorised to adjudicate on the offence in a summary way : Provided that no such rules or bye-laws shall take effect until they shall have been approved by one of her Majesty's principal Secretaries of State, and published by his authority in the *London Gazette*, which publication shall for all purposes be deemed conclusive evidence of such rules and bye-laws, and of the approval thereof by such Secretary of State.

LXX. A penalty not exceeding fifty pounds nor less than five pounds



sterling is hereby imposed on the master of any ship or "passenger-ship," as the case may be, coming within the provisions of this act, who shall be convicted in manner hereinafter mentioned of any one of the following offences ; that is to say,

If in any ship, whether a "passenger-ship" or otherwise, fitting or intended for the carriage of passengers, or which shall carry passengers on any voyage to which any of the provisions of this act may extend, every such facility for inspection shall not be afforded as hereinbefore required ; or if passengers be carried on any other than the "passenger-decks," as hereinbefore required ; or if a clearance be demanded for any ship, whether a "passenger-ship" or otherwise, before such lists of passengers shall be signed and delivered to the proper officer as hereinbefore required ; or if at any time during the voyage all such additions to the "Master's Lists" shall not be made, or if such additional or separate lists shall not be duly signed and delivered to the proper officer, as hereinbefore required, or if any such list or any additions to the same shall not be duly exhibited to or deposited with the proper officer at any port or place as hereinbefore required, or if any of such lists, or the additions thereto respectively, shall be wilfully false ; or if any "passenger-ship" shall clear out or proceed to sea without having been duly surveyed as hereinbefore required ; or if at the time of clearance or at any time during the voyage the beams on which the "passenger-decks" are supported in any such "passenger-ship" shall not form part of her permanent structure, and be secured as hereinbefore required ; or if the "passenger-decks" shall not be of the thickness and laid or secured in such manner as hereinbefore required ; or if the height between any deck on which passengers may lawfully be carried and the deck immediately above it shall be less than six feet ; or if there shall be more than two tiers of berths on any one deck, or if such berths shall not be securely constructed, or shall not be of such dimensions as hereinbefore required, or if there shall not be such an interval between the deck and the floor of the berths as is hereinbefore required ; or if the passengers be berthed contrary to the requirements of this act ; or if the unmarried male passengers of fourteen years of age and upwards shall not be berthed in such separate compartments as hereinbefore required ; or if any of the berths shall be taken down, contrary to the requirement in that behalf hereinbefore contained ; or if in any "passenger-ship" a space shall not be properly divided off and set apart for a hospital, as hereinbefore required ; or if before clearance any "passenger-ship" shall not be fitted with privies, or if the same shall not throughout the voyage be maintained in a serviceable condition, as hereinbefore required ; or if the passengers shall not have free access to or from the between decks, in the manner hereinbefore required ; or if any "passenger-ship," at the time of clearance, or at any time during



the voyage, shall not have on board such boats and life-buoys, and such adequate means for making signals by night, and for extinguishing fire, as hereinbefore required ; or if any "passenger-ship" shall proceed to sea without being properly manned, or shall have on board as cargo, or as ballast, any articles by this act prohibited, or any articles likely by reason of their nature or quality to endanger the health or lives of the passengers, or the safety of the ship, as hereinbefore mentioned, or if any part of the cargo, or of the provisions, water, or stores, shall be carried on the upper deck or on the "passenger-decks," contrary to the provisions of this act ; or if in any "passenger-ship," at any time during the voyage, water and provisions of the description, quantity, and quality required by or under this act, shall not be issued in the quantities and in manner hereinbefore required ; or if bad or unwholesome provisions be issued to any passenger, contrary to the requirements of this act ; or if the water shall not be carried in such tanks or casks as hereinbefore required ; or if, in the cases respectively hereinbefore mentioned, there shall not be on board of any "passenger-ship" at the time of clearance, and at all times during the voyage, such passengers' steward and such passengers' cook or cooks, as the case may be, and such place for cooking, and cooking-apparatus, as hereinbefore required ; and such duly-qualified medical practitioner as hereinbefore required ; or if there shall not be on board of any "passenger-ship" such medicines, disinfecting fluid or agent, instruments, and medical apparatus, and such printed or written directions for the use of the same respectively, as may at any time be required by or under the provisions of this act ; or if any "passenger-ship," except as hereinbefore provided, shall clear out or proceed to sea before such medical inspection of the medicines and passengers shall have taken place, and such certificate of the medical inspector shall have been granted, as hereinbefore required ; or if any diseased person on board of any "passenger-ship," or the members of his family, shall not be relanded as hereinbefore required ; or if any passenger shall, without his previous consent, be landed at any place other than the place at which he may have contracted to land ; or if any passenger shall not be allowed to sleep and be maintained on board the ship after arrival for the period and in manner hereinbefore provided ; or if there shall not be kept on board a copy of this act, or if the same shall not be produced, on demand, as hereinbefore required.

LXXI. And whereas certain forms are from time to time issued by the said Colonial Land and Emigration Commissioners, for the use of persons applying to them, or to persons acting under their authority, for passages from the United Kingdom to the British colonies wholly or partially at the expense of British or colonial funds : and whereas it is expedient to afford additional security against false representations in



such forms, and in any certificate of marriage, baptism, or otherwise adduced in support thereof, and against the forging or fraudulently altering of any signature or statement in such forms or certificates, and against personation : Be it therefore enacted, that if any person shall wilfully make any false representation in any such form or certificate as aforesaid, or shall forge or fraudulently alter any signature or statement in any such form or certificate, or shall personate any person named in any such form or certificate, or in any embarkation order issued by or under the authority of the said commissioners, such person shall be liable, for and in respect of each and every such offence, on such conviction as hereinafter mentioned, to a penalty not exceeding fifty pounds nor less than two pounds sterling.

LXXII. All penalties and forfeitures imposed by this act shall be sued for in the United Kingdom by any emigration officer or his assistant, or by any collector or comptroller of her Majesty's customs, or by any other officer of her Majesty's customs authorised in writing by the Commissioners of her Majesty's Customs to sue for penalties and forfeitures under this act, and in any of her Majesty's possessions abroad by any Government emigration agent, or by any such collector or comptroller of customs, or other officer of customs so authorised as aforesaid, or by any officer authorised to sue for penalties and forfeitures under this act by writing under the hand and seal of the governor of any such possession, and the Commissioners of her Majesty's Customs and every such governor are hereby respectively empowered to grant such authority as aforesaid : and all sums of money made recoverable by this act, as return of passage-money, subsistence-money, or compensation may be sued for and recovered by and for the use of any passenger entitled thereto under this act, or by any of such officers as aforesaid, for and on behalf and to the use of any such passenger or any number of such passengers respectively, and in any case either by one or several informations or complaints.

LXXIII. All penalties and sums of money by this act made recoverable shall and may be sued for and recovered before any two or more justices of the peace acting in any part of her Majesty's dominions or possessions in which the offence shall have been committed or the cause of complaint shall have arisen, or in which the offender or party complained against shall happen to be, or acting in any county or borough or place adjacent to any navigable river or inlet of the sea on which such offence shall have been committed or cause of complaint have arisen ; and upon information or complaint made before any one justice of the peace acting as aforesaid, he shall issue a summons, according to the form in the Schedule (J.) hereto annexed, requiring the party offending or complained against to appear at a time and place to be named therein ; and every such summons shall be served on the party offending or complained against, or shall be left at his last known place of abode or of business, or on board any ship to which he may belong ; and if such party shall not appear accordingly, then (upon proof of the



due service of the summons by delivering the summons or a copy thereof to the party, or at his last known place of abode or of business, or on board any ship to which he may belong, to the person in charge of any such ship) any two of such justices so acting as aforesaid may either hear and determine the case in the absence of the party, or either of them may issue his warrant for apprehending and bringing such party before them or any two justices so acting as aforesaid; or the justice before whom the charge shall be made, if he shall have reason to suspect, from information upon oath, that the party is likely to abscond, may issue such warrant in the first instance, without any previous summons; and either upon the appearance of the party offending or complained against, or in his absence as aforesaid, any two of such justices so acting as aforesaid may hear and determine the case, either with or without any written information or complaint; and upon proof of the offence, or of the complainant's claim (as the case may be), either by confession of the party offending or complained against, or upon the oath of one or more credible witness or witnesses (and the justices are hereby authorised to summon and swear any witnesses who may be deemed necessary), it shall be lawful for such justices so acting as aforesaid to convict the offender, or adjudicate upon the complaint (such conviction or adjudication to be drawn up according to one of the forms of conviction or adjudication contained in Schedule (K.) hereto annexed, or as near thereto as the circumstances of the case will admit), and upon every such conviction to order the offender to pay such penalty as they may think proper, not exceeding the penalties hereinbefore imposed, and upon every such adjudication to order the party complained against to pay to the party suing for the same the sum of money sued for, or so much thereof as such justices shall think the complainant justly entitled to, together with, in every case, the costs of the proceedings; and if the moneys and costs mentioned in such conviction or adjudication be not paid immediately or within the time limited thereby, it shall be lawful for any two of such justices so acting as aforesaid, by warrant (and although the written order of conviction or adjudication, or any minute thereof, may not have been served), to cause the party offending to be committed to gaol, there to be imprisoned, with or without hard labour, according to the discretion of such justices, for any term not exceeding three calendar months, unless such moneys and costs be sooner paid and satisfied: Provided always, that in all proceedings taken under this act for which no form is herein expressly provided it shall be lawful to use forms similar, as nearly as circumstances will admit, to those contained in the schedule to an act passed in the session of Parliament holden in the eleventh and twelfth years of the reign of her present Majesty, chapter forty-three.

LXXIV. Every police or stipendiary magistrate, and in Scotland every sheriff or steward and sheriff substitute or steward substitute of a county or stewartry within his own county or stewartry, shall have such and the like powers, privileges, and functions, and be entitled to



exercise such and the like jurisdiction under this act, as any justice or two justices, or justices at petty sessions, have or is or are entitled to exercise under the provisions of this act; and all acts, matters, and things competent to be done under the provisions of this act by or before any justice or two justices of the peace, or justices at petty sessions, or otherwise, may be done by and before any police or stipendiary magistrate, and in Scotland by and before any sheriff or steward or sheriff substitute or steward substitute within his own county or stewartry.

LXXV. No objection shall be taken or allowed to any complaint, information, summons, or warrant under this act, for any alleged defect therein, either in substance or in form, or for any variance between such complaint or information and the evidence adduced on the hearing thereof; but if any variance shall appear to the justice or justices present and acting at such hearing to be such that the party so summoned and appearing has been thereby deceived or misled, it shall be lawful for such justice or justices, upon such terms as he or they shall think fit, to adjourn the hearing of the case to some future day, and in the meantime to commit the defendant to such safe custody as the said justice or justices may think fit, or to discharge him upon his recognisance, with or without sureties, to appear at such time and place as may be appointed: No conviction, order, adjudication, or other proceeding under or in pursuance of this act shall be quashed or vacated for want of form.

LXXVI. All penalties imposed by this act shall, when recovered, be paid to the party at whose suit the same shall have been recovered, for the use of her Majesty and her successors, and if recovered in the colonies shall be paid over by the party receiving the same into the colonial treasury, and shall form part of the general revenue of the colony, and if recovered in the United Kingdom shall be paid over to the Colonial Land and Emigration Commissioners if the party at whose suit the same shall have been recovered be an emigration officer, or his assistant, and to her Majesty's Commissioners of Customs if the party at whose suit the same shall have been recovered be an officer of customs, to be by such Colonial Land and Emigration Commissioners and Commissioners of Customs respectively duly accounted for; and all such penalties as may be recovered in the United Kingdom shall be appropriated to such purposes and in such manner as the Lord High Treasurer or the Commissioners of her Majesty's Treasury may from time to time direct and appoint: Provided always, that it shall be lawful for the justices of the peace who shall impose any such penalty at the same time to direct, if they shall think fit, that a part, not exceeding one moiety thereof, be applied to compensate any passenger for any wrong or damage which he may have sustained by the act or default in respect of which such penalty or forfeiture shall have been imposed.

LXXVII. If in any suit, action, prosecution, or other legal proceeding under this act, any question shall arise whether any ship was or was not exempted from the provisions of this act, or any of them, the



burden of proving that such ship was so exempted shall lie on the party claiming the benefit of the exemption, and failing such proof it shall for any such purpose as aforesaid be taken and adjudged that the ship did come within the provisions of this act; and it shall not be necessary, in any information, complaint, or other process or proceeding, to negative any exemption, proviso, or condition contained in any section of this act on which such information, complaint, or other process or proceeding shall be framed; neither shall it be necessary for the complainant to prove the negative, but the defendant may prove the affirmative thereof, if he will have the advantage of the same.

LXXVIII. If in any proceeding before any justice or justices of the peace under this act, or upon any action, suit, or other proceeding whatsoever, against any person, for anything done either contrary to or in pursuance of this act, a question should arise whether any person is an emigration officer or assistant emigration officer, or an officer of customs, *vivâ voce* evidence may be given of such fact by the officer himself, and shall be deemed legal and sufficient evidence.

LXXIX. Any passenger suing under this act for any sum of money made recoverable by this act as passage-money, subsistence-money, or compensation, shall not be deemed an incompetent witness in any proceeding for the recovery thereof, notwithstanding the same, if recovered, shall be applicable to his own use and benefit.

LXXX. No plaintiff shall recover in any action against any emigration officer, his assistant, Government emigration agent, or officer of customs, or other person, for anything done in pursuance of this act, if tender of sufficient amends shall have been made before such action brought, or if, after action brought, a sufficient sum of money shall have been paid into court, by or on behalf of the defendant.

LXXXI. No action or suit shall be commenced against any emigration officer, his assistant, Government emigration agent, officer of customs, or other person, for anything done in pursuance of or under the authority of this act, until ten clear days' notice has been given thereof in writing to the officer, agent, or person as aforesaid, against whom such action or suit is intended to be brought, nor after three calendar months next after the act committed for which such action or suit shall be so brought; and every such action shall be brought, laid, and tried where the cause of action shall have arisen, and not in any other place; and the defendant in such action or suit may plead the general issue, and give this act and any special matter in evidence, at any trial which shall be had thereupon; and if the matter or thing shall appear to have been done under or by virtue of this act, or if it shall appear that such action or suit was brought before ten clear days' notice thereof given as aforesaid, or if any action or suit shall not be commenced within the time hereinbefore limited, or shall be brought or laid in any other place than as aforesaid, then the jury shall find a verdict for the defendant therein; and if a verdict shall be found for such defendant, or if the plaintiff in such action or suit shall become



nonsuited, or suffer a discontinuance of such action, or if upon any demurrer in such action judgment shall be given for the defendant thereon, then and in any of the cases aforesaid such defendant shall and may recover full costs of suit as between solicitor and client, and shall have such remedy for recovering the same as any defendant may have for his costs in any other case by law.

LXXXII. Where no time is expressly limited within which any complaint or information is to be made or laid for any breach or non-performance of any of the requirements of this act, the complaint shall be made or the information laid within twelve calendar months from the time when the matter of such complaint or information respectively arose, or in case the master of any ship is the offender or party complained against, within twelve calendar months next after his return to the country in which the matter of complaint or information arose.

LXXXIII. And whereas it is expedient to provide in certain cases for the carriage of passengers by sea from her Majesty's possessions abroad: Be it therefore enacted as follows:—For the purposes of this act the term “colonial voyage” shall signify any voyage from any port or place within any of such possessions (except the territories under the government of the East India Company) to any port or place whatever, of which the duration, to be prescribed as hereinafter mentioned, shall exceed three days.

LXXXIV. This act shall apply, so far as the same is applicable, to all ships carrying passengers on any such “colonial voyage,” except as to such parts of the act as relate to the following matters (that is to say:—

1. To passage-brokers and their licences:
2. To passengers' contract-tickets:
3. To the giving bond to her Majesty:
4. To the keeping on board a copy of this act:
5. To orders in council prescribing rules for cleanliness, order, and ventilation:

Provided that if the prescribed duration of any “colonial voyage” be less than three weeks, then, in addition to the matters lastly hereinbefore excepted, the provisions of this act shall not extend or apply so far as they relate to the following subjects (namely):—

The construction or thickness of the decks:

The berths and berthing:

The height between decks:

Privies:

Hospitals:

Light and ventilation:

Manning:

Passengers' stewards:

Passengers' cooks and cooking-apparatus:

The surgeon, and medicine-chest:

The maintenance of passengers for forty-eight hours after arrival



Provided also, that in the case of such "colonial voyages" whereof the prescribed duration is less than three weeks, the requirements of this act respecting the issue of provisions shall not, except as to the issue of water, be applicable to any passenger who may have contracted to furnish his own provisions.

LXXXV. It shall be lawful for the governor of any of her Majesty's possessions abroad, by any proclamation to be by him from time to time issued for that purpose (which shall take effect from the issuing thereof), to declare what shall be deemed for the purposes of this act to be the length of the voyage of any ship carrying passengers from such possession to any other place whatsoever, and to substitute for the articles of food and provisions specified in this act such other articles of food and provisions as he shall deem to be a full equivalent for the same, and also to declare what medicines, medical instruments, and other matters shall be deemed necessary for the medical treatment of the passengers during such "colonial voyage." Every such proclamation shall be transmitted, by the governor by whom the same may have been issued, to her Majesty, through one of her Majesty's principal Secretaries of State, for her Majesty's confirmation or disallowance; and a copy of any such proclamation, purporting to be under the hand of the governor of the colony wherein the same may have been issued, and under the public seal of such colony, shall in any other colony wherein the same shall be so produced be received as good and sufficient evidence of the issuing and of the contents of such proclamation, unless it shall be proved that such copy is not genuine.

LXXXVI. It shall be lawful for the governors of any such possessions respectively to authorise such person or persons as they may think fit to make the like survey and examination of "passenger-ships" sailing from such possessions respectively as is hereinbefore required to be made by two or more competent surveyors in respect of "passenger-ships" sailing from the United Kingdom, and also to authorise in such cases, as to such governors may seem proper, any competent person to act as medical practitioner on board any "passenger-ship" proceeding on a "colonial voyage."

LXXXVII. This act shall not apply to any of the territories or places under the government of the East India Company: It shall, however, be lawful for the Governor-General of India in Council, from time to time by any act or acts to be passed for that purpose, to declare that this act or any part thereof shall apply to the carriage of passengers upon any voyage from any ports or places within such territories, to be specified in such act or acts, to any other places whatsoever, to be also specified in such act or acts; and also in like manner to authorise the substitution, as respects such voyages, of other articles of food and provisions for those hereinbefore enumerated; and to declare the rule of computation by which the length of any such voyage shall be estimated; and to determine the persons or officers who in such territories shall be entitled to exercise or perform the powers, functions, or duties herein-



before given to or imposed upon the emigration officers and officers of customs in the United Kingdom ; and to authorise the employment on board any ship of a medical practitioner duly qualified by law to practise as a physician, surgeon, or apothecary within such territories ; and to declare for the purposes of this act the space necessary for passengers, and the age at which two children shall be considered equal to one statute adult, in ships that may clear out from any port or place within such territories ; and also to declare in what manner and before what authorities, and by what form of proceedings, the penalties imposed and the sums of money made recoverable by this act shall be sued for and recovered within such territories, and to what uses such penalties shall be applied : And on the passing of such Indian act or acts, and whilst the same shall remain in force, all such parts of this act as shall be adopted therein shall apply to and extend to the carriage of passengers upon such voyages as in the said Indian act or acts shall be specified ; and the same shall be enforced in all her Majesty's possessions in like manner as the provisions of this act may be enforced : Every such Indian act shall be subject to disallowance and repeal, and shall in the same manner be transmitted to England, to be laid before both Houses of Parliament, as in the case of any other law made by the Governor-General in Council.

LXXXVIII. The master of every ship bringing passengers into the United Kingdom from any port or place out of Europe shall, within twenty-four hours after arrival, deliver to the emigration officer or his assistant, or in their absence to the chief officer of customs at the port of arrival, a correct list, signed by such master, and specifying the names, ages, and callings of all the passengers embarked, and also the port or ports at which they respectively may have embarked, and showing which, if any of them, may have died or have been born on the voyage ; and if any master shall fail so to deliver such list, or if the same shall be wilfully false, he shall, on conviction, as hereinbefore mentioned, be liable to a penalty not exceeding fifty pounds.

LXXXIX. If any ship bringing passengers into the United Kingdom from any place out of Europe shall have on board a greater number of persons or statute-adults than in the proportions respectively prescribed in the twelfth section of this act for ships carrying passengers from the United Kingdom, the master of such ship shall be liable, on such conviction as hereinbefore mentioned, to a penalty not exceeding five pounds nor less than two pounds for each such person or statute-adult constituting any such excess.

XC. The master of every passenger ship bringing passengers into the United Kingdom from any place out of Europe shall make to each statute-adult during the voyage, including the time of detention, if any, at any port or place before the termination thereof, issues of pure water and of good and wholesome provisions in a sweet condition, in quantities not less in amount than is prescribed in the thirty-second section of this act for passengers proceeding from the United Kingdom ; and in case of



any default herein, the master of such ship shall, on such conviction as hereinbefore mentioned, be liable for each offence to a penalty not exceeding fifty pounds.

XCI. The schedules to this act shall be deemed to be part of this act, and all the marginal or other directions therein shall be duly followed and enforced, under a penalty not exceeding ten pounds on the person failing to obey the same respectively.

## SCHEDULES TO WHICH THE FOREGOING ACT REFERS.

### SCHEDULE (A.)

#### FORM OF PASSENGERS LIST.

Ship's Name.	Master's Name.	Tons per Register.	Aggregate Number of Superficial Feet in the several Compartments set apart for Passengers other than Cabin Passengers.	Total Number of Statute Adults, exclusive of Master, Crew, and Cabin Passengers, which the ship can legally carry.	Where bound.

I hereby certify, That the Provisions actually laden on board this Ship, according to the Requirements of the Passengers Act, are sufficient for Statute Adults.

(Signature) \_\_\_\_\_ Master.

Date \_\_\_\_\_ 185 ;



## EMIGRATION ACT.

## NAMES AND DESCRIPTIONS OF PASSENGERS.

Ports of Embarkation.	Names of Passengers.	Adults.		Children between 14 & 1.		Number of Infants not older than one year.	Profession, Occupation, or Calling of Passenger.	State whether English, Scotch, or Irish.	Port at which Passengers have contracted to land.
		Age.		Age.					
		M.	F.	M.	F.				

## SUMMARY.

	Number of Souls.				Equal to Statute Adults.
	English.	Scotch.	Irish.	Total.	
Adults . . . . .					
Children between 14 and 1 . . . . .					
Infants . . . . .					
TOTAL . . . . .					

We hereby certify, That the above is a correct List of the Names and Descriptions of all the Passengers who embarked at the Port of \_\_\_\_\_

(Signed) \_\_\_\_\_ Master.

\_\_\_\_\_ Emigration Officer.

(Countersigned) \_\_\_\_\_ Officer of Customs at \_\_\_\_\_

Date \_\_\_\_\_ 185 .

N.B.—Lines should be ruled in the same Form for any Additions to the List after the Ship first clears out ; and similar Certificates be subjoined to such Additions, according to the Requirements of the Act.



## SCHEDULE (B.)

*Form of Bond to be given by the Owner or Charterer and by the Master.*

Know all men by these presents, That we,  
 are held and firmly bound unto our Sovereign by the  
 Grace of God of the United Kingdom of Great Britain and Ire-  
 land defender of the faith, in the sum of one thousand  
 pounds of good and lawful money of Great Britain, to be paid to  
 our said the heirs and successors ; to  
 which payment well and truly to be made we bind ourselves and  
 every of us, jointly and severally, for and in the whole, our  
 heirs, executors, and administrators, and every of them, firmly  
 by these presents. Sealed with our seals. Dated this  
 day of one thousand eight hundred and fifty

Whereas by the "Passengers Act, 1852," it is amongst other things  
 enacted, that before any "passenger-ship" shall clear out or proceed  
 to sea, the owner or charterer, or in the absence of such owner or  
 charterer, one good and sufficient person on his behalf, to be approved  
 by the chief officer of customs at the port of clearance, shall, with the  
 master of the said ship, enter into a bond to Majesty, heirs  
 and successors, in the sum of one thousand pounds :

Now the condition of this obligation is such, that if the ship  
 whereof is master, bound to is in all  
 respects seaworthy [and if the said ship shall call at the port of

and there shall be shipped on board at such port pure water  
 for the use of the passengers, sufficient in quantity to afford an allow-  
 ance of three quarts daily to each statute-adult for the period of

days on the voyage from such port to the final port or place of  
 discharge of such vessel], and if (notwithstanding any penalty by the  
 said act imposed, and whether the same may have been sued for and  
 recovered or not,) all and every the requirements of the said Passengers  
 Act, 1852 (except such of them as relate exclusively to passage-  
 brokers), and of the Colonial Land and Emigration Commissioners acting  
 in the manner prescribed by the said act, and of any Order in Council  
 passed in virtue of the said act, shall in all respects be well and truly  
 performed [and if the master for the time being of the said ship shall  
 submit himself, in like manner as a British subject being the master of  
 a British passenger-ship, to the jurisdiction of the tribunals in  
 Majesty's possessions abroad, empowered by the said act to adjudicate  
 on offences committed against the said act], and if moreover all penal-  
 ties, fines, and forfeitures which the master of such ship may be  
 adjudged to pay for or in respect of the breach or non-fulfilment of any  
 of such requirements as aforesaid shall be well and truly paid, then this  
 obligation to be void, otherwise to remain in full force and virtue.



Signed, sealed, and delivered by the above-bounden \_\_\_\_\_ and  
in the presence of \_\_\_\_\_

[I hereby certify, that the above bond was duly signed, sealed, and  
delivered according to the law of Great Britain, by the said  
master of the said ship \_\_\_\_\_ and by the said \_\_\_\_\_].

(Signature) \_\_\_\_\_

{ Chief Officer of Cus-  
toms for the Port  
of \_\_\_\_\_ .

(Date) \_\_\_\_\_ 185 .

### SCHEDULE (C.)

*Form of Passage Broker's Annual Bond, with Two Sureties, to be  
approved by the Emigration Officer at the nearest Port.*

Know all men by these presents, that we, *A.B.* of \_\_\_\_\_ *C.D.*  
of, &c. \_\_\_\_\_ and *E.F.* of, &c. \_\_\_\_\_ are held and firmly  
bound unto our Sovereign \_\_\_\_\_ by the Grace of God of the  
United Kingdom of Great Britain and Ireland \_\_\_\_\_ Defender of  
the Faith, in the sum of five hundred pounds of good and lawful  
money of Great Britain, to be paid to our said \_\_\_\_\_ the  
heirs and successors; to which payment, well and truly to be  
made, we bind ourselves and every of us, jointly and severally,  
for and in the whole, our heirs, executors, and administrators,  
and every of them, firmly by these presents. Sealed with our  
seals. Dated this \_\_\_\_\_ day of \_\_\_\_\_ one thousand eight  
hundred and fifty \_\_\_\_\_

Whereas by the "Passengers Act, 1852," it is amongst other things  
enacted, that no person whatever shall carry on the business of a  
passage-broker in respect of passages from the United Kingdom to any  
place out of Europe, and not being within the Mediterranean Sea, or  
shall sell or let, or agree to sell or let, or be in anywise concerned in  
the sale or letting of passages in any ship, whether a "passenger-ship"  
or otherwise, proceeding from the United Kingdom to any such place as  
aforesaid, unless such person, with two good and sufficient sureties, to  
be approved by the emigration officer at the port nearest the place of  
business of such person, shall have previously entered into a joint and  
several bond to her Majesty, her heirs and successors, in the sum of  
five hundred pounds sterling: And whereas the said *C.D.* and *E.F.*  
have been duly approved by the proper emigration officer as sureties for  
the said *A.B.*

Now the condition of this obligation is such, that if the above-bounden  
*A.B.* shall well and truly observe and comply with all the require-  
ments of the said recited act, so far as the same relate to passage-



brokers; and further, shall well and truly pay all fines, forfeitures, and penalties, and also all sums of money, by way of subsistence-money, or of return of passage-money and compensation, to any passenger, or on his account, and also all costs which the above-bounden *A. B.* may at any time be adjudged to pay under or by virtue of any of the provisions of the said recited act, then and in such case this obligation to be void, otherwise to remain in full force.

Signed, sealed, and delivered by the above-bounden *A. B.*, *C. D.*, and *E. F.*, in the presence of

*N. B.*—This bond is to be executed in duplicate, in the presence of and to be attested by an emigration officer or his assistant, or an officer of customs, or a magistrate, or a notary public. One part is to be deposited with the Colonial Land and Emigration Commissioners in London, and the other part with the chief officer of customs at the port nearest to the place of business of the broker.

*[The bond is exempt from stamp duty, but must be renewed annually with the licence.]*

#### SCHEDULE (D.)

##### *Form of Passage Broker's Licence.*

*A. B.* of \_\_\_\_\_ in the \_\_\_\_\_ having shown to the satisfaction of me (*or us*) the undersigned, that he hath given bond to \_\_\_\_\_ Majesty, as by the "Passengers Act, 1852," required, and also given fourteen days' previous notice to the Colonial Land and Emigration Commissioners of his intention to make application for a licence to carry on the business of a passage-broker in respect of passages from the United Kingdom to any place out of Europe, and not being within the Mediterranean Sea, I (*or we*), the undersigned, having had no sufficient cause shown to me (*or us*), and, seeing no valid reason why the said *A. B.* should not receive such licence, do hereby license and authorise the said *A. B.* to carry on the business of a passage-broker as aforesaid until the end of the present year, and thirty-one days afterwards, unless this licence shall be sooner determined by forfeiture for misconduct on the part of the said *A. B.*, as in the "Passengers Act, 1852," is provided.

Given under my hand and seal (*or our respective hands and seals*),  
this \_\_\_\_\_ day of \_\_\_\_\_ 185 \_\_\_\_\_ at \_\_\_\_\_

*Signature*

(*L. S.*)

{ Justices of the Peace, Police *or*  
Stipendiary Magistrate, *or*  
Sheriff, *or* Steward, *or* Sheriff,  
*or* Steward Substitute, as the  
case may be.



## SCHEDULE (E.)

*Form of notice to be given to the Colonial Land and Emigration Commissioners by Justices granting a Licence.*

Gentlemen,

This is to give you notice, that we (*or* I), the undersigned, did on the            day of            185 , license *A. B.*, of            to carry on the business of a passage-broker, under the provisions of the "Passengers Act, 1852."

*Signatures* \_\_\_\_\_ } Justices of the peace,  
 \_\_\_\_\_ } *or as the case may be.*

Place \_\_\_\_\_

Date \_\_\_\_\_

To the Colonial Land and Emigration  
Commissioners, London.

## SCHEDULE (F.)

*Form of Notice to be given to her Majesty's Colonial Land and Emigration Commissioners, by any Applicant for a Passage-Broker's Licence.*

Gentlemen,

I, A. B., of                      in                      do hereby give you notice,  
that it is my intention to apply, after the expiration of fourteen clear  
days from the putting of this notice into the post, to the justices to be  
assembled in petty sessions to be held                      (*or* to the police or  
stipendiary magistrate for the city *or* borough *or* district of  
*or if in Scotland* to the sheriff *or* steward of                      *as the case may be*)  
for a licence to carry on the business of a passage-broker under the  
provisions of the “Passengers Act, 1852.”

Signature \_\_\_\_\_

Date \_\_\_\_\_

To her Majesty's Colonial Land and Emi-  
gration Commissioners, London.

## SCHEDULE (G.)

*Form of Notice to be given to the Colonial Land and Emigration Commissioners of Forfeiture of a Licence.*

Gentlemen,

This is to give you notice, that the licence granted on the                      day



of 185 to A. B., of in to act as a passage-broker, was on the day of now last past duly declared by me (or us) the undersigned justices of the peace in petty sessions assembled, to be forfeited.

Signatures \_\_\_\_\_

Place and Date \_\_\_\_\_ 185

To the Colonial Land and Emigration Commissioners, London.

SCHEDULE (H.)

PASSENGER'S CONTRACT TICKET.

This part of the Contract Ticket is to be separated from the other, and to be delivered by the passenger to the Emigration Officer at the Port of Embarkation (or, if no such Officer, to the Officer of Customs), or to any one appointed by him to receive it.

These directions and the "notices to passengers" below, form part of, and must appear on, each contract-ticket.

1. A contract-ticket in this form must be given to every passenger engaging a passage from the United Kingdom to any place out of Europe, and not being within the Mediterranean Sea.

2. The victualling scale for the voyage must be printed in the body of the ticket.

3. All the blanks must be correctly filled in, and the ticket must be legibly signed with the Christian names and surname and address in full of the party issuing the same.

4. The day of the month on which the ship is to sail must be inserted in words and not in figures.

5. When once issued this ticket must not be withdrawn from the passenger, nor any alteration or erasure made in it.

CONTRACT  
TICKET.

Ship \_\_\_\_\_  
to sail from \_\_\_\_\_  
for \_\_\_\_\_  
on the \_\_\_\_\_  
day of 185

Ship \_\_\_\_\_ of \_\_\_\_\_ tons register, to  
sail from \_\_\_\_\_ for \_\_\_\_\_ on the \_\_\_\_\_ day  
of 185 .



## EMIGRATION ACT.

Names.	Ages.

Names.	Ages.	Equal to Statute Adults.

I engage that the parties herein named shall be provided with a steerage passage to the port of \_\_\_\_\_ in \_\_\_\_\_ in the ship \_\_\_\_\_ with not less than ten cubic feet for luggage for each statute adult, and shall be victualled during the voyage and the time of detention at any place before its termination, according to the subjoined scale, for the sum of £ \_\_\_\_\_ including Government dues before embarkation, and head money, if any, at the place of landing, and every other charge, except freight for excess of luggage beyond the quantity above specified, and I hereby acknowledge to have received the sum of £ \_\_\_\_\_ in { full } payment.  
in { part }

In addition to any provisions which the passengers may themselves bring, the following quantities, at least, of water and provisions (to be issued daily) will be supplied by the master of the ship, as required by law ; viz., to each statute adult three quarts of water daily ; and a weekly allowance of provisions according to the following scale :—

[Here insert the victualling scale intended to be used on the voyage. This must be either the scale prescribed in the 32nd section of the Passengers Act, 1852, or that scale modified by the introduction of articles authorised by the act, to be substituted for oatmeal, rice, and potatoes.]

[N.B. If mess utensils and bedding are to be provided by the ship, the stipulation must be inserted here.]

Signature in full \_\_\_\_\_

Place and Date \_\_\_\_\_

[If signed by a broker or agent,  
state on whose behalf.]



Souls,  
equal to \*  
Statute Adults.

Deposit £ \_\_\_\_\_

Balance £ \_\_\_\_\_ to be paid at \_\_\_\_\_

Total £ \_\_\_\_\_

#### NOTICES TO PASSENGERS.

Passage Money  
including all  
charges £

To be signed  
in full by the  
party issuing  
the ticket.

1. If the ship do not proceed to sea on the day specified above, passengers, if ready to go on board, are entitled to subsistence-money at the rate of one shilling a day per statute-adult (each person of fourteen or two children between one and fourteen years of age being reckoned as a statute-adult) for each day of delay until the final departure of the ship; but if the passengers are lodged and maintained in any establishment under the superintendence of the Colonial Land and Emigration Commissioners, the shilling a day is payable to the emigration officer at the port of embarkation. In either case the money may be recovered by summary process before magistrates. If, however, the ship is unavoidably detained by wind and weather, and if the passengers be maintained on board in the same manner as if the voyage had commenced, no subsistence-money is payable.

2. If passengers fail to obtain a passage in the ship, according to their contract, either from her having sailed before the appointed time, or from there being no room in her, or through any default of the owner, charterer, or master, and are not provided with a passage in some other equally eligible ship, to sail within ten days to the same port, then they are entitled to a return of their passage-money, and to such compensation, not exceeding £10, as the justices may award.

3. Passengers should carefully keep this part of their contract-ticket till after the end of the voyage.

\* Insert number of Souls and of Statute Adults.

N.B.—This contract-ticket is exempt from stamp-duty.



## SCHEDULE (J.)

*Form of Summons for a Defendant or a Witness.*

*A.B.* Complainant.                    )  
*C.D.* Defendant.                        ) This is to command you to appear without  
   ) fail on the           day of           instant (*or next*)  
   ) at           o'clock in the           noon at  
 County, *or* City, *or*                    )  
 Borough, *or* Police Dis-                )  
 trict of                                    ) before me, or other the magistrate or justices  
 the case may be.)                        ) of the peace then and there present [to  
   ) answer the complaint of                        (*an emigra-*  
   ) tion officer, *or* assistant emigration officer,  
   ) *or* officer of customs, *or* (*in the Colonies*) a  
 government emigration (*or* immigration) agent, (*as the case may be*),  
 for a breach of the                        ) section (*or* sections, *as the case may be*)  
 of the Passengers Act, 1852,] [*or*, to give evidence in the above-named  
 complaint of *A.B.* against *C.D.* for breach of the Passengers Act,  
 1852.]

Signed \_\_\_\_\_

{ Justice of the Peace, *or* Police  
    *or* Stipendiary Magistrate, *or*  
    Sheriff, *or* Steward, *or* Sheriff  
    Substitute, *or* Steward Sub-  
    stitute, *as the case may be.*

Dated this                          
   and

day of

one thousand eight hundred

To

## SCHEDULE (K.)

*Form of Conviction and Order of Adjudication under the Passengers Act, 1852, when the Defendant appears.*

*A.B.* Complainant,                    )  
*C.D.* Defendant.                        ) Be it remembered, that on the           day  
   ) of           instant, *C.D.* of           per-  
   ) sonally came before me (*or* us, *as the case*  
 County, *or* City, *or*                    ) may be) at           to answer the com-  
 Borough, *or* Police Dis-                )  
 trict, *or* Steward of                    ) plaint of *A.B.* for a breach of the           sec-  
 (*as the case may be*).                    ) tion (*or* sections, *as the case may be*) of the  
   ) Passengers Act, 1852, in that

Whereupon I (*or* we) did proceed to ex-  
 amine into the complaint so made against the said *C.D.*, and the same  
 having been (admitted to be true by the said *C.D.* *or as the case may*  
*be*), fully proved to my (*or* our) satisfaction by the testimony on oath  
 of *E.F.* a credible witness (*or* witnesses), I (*or* we) [do convict him the  
 said *C.D.* of the offence (*or* offences) aforesaid; and I (*or* we)] do  
 adjudge and order that he shall pay to the said *A.B.* as such (*emi-*  
*gration officer, or* government emigration agent, *or* officer of cus-



toms, or passenger of the ship, as the case may be,) the sum of  
 l. by way of penalty (or by way of subsistence-money, or of  
 return of passage-money, as the case may be), [and shall also pay to  
 the said A.B. the further sum of l. as compensation for  
 the loss and inconvenience occasioned to by the loss of pas-  
 sage in the ship .]

[And I (or we) do also adjudge and order that the licence granted to the said *C.D.* to act as a passage-broker be forfeited.]

[And I (or we) do hereby also adjudge and order that the sum of  
l. being a part not exceeding one moiety of the said penalty  
of l., be applied to compensate for the wrong or  
damage which he (she, or they) has (or have) sustained in this  
matter.

And I (or we) do further adjudge and order, that the said *C.D.* shall forthwith pay to the said *A.B.* the further sum of *l.* for the costs and charges by him the said *A.B.* incurred in the prosecution of this matter.

Given under my hand and seal (or our hands and seal), this  
day of                      one thousand eight hundred and fifty-

Signature

Justice of the Peace, Police, or  
Stipendiary Magistrate, or  
Sheriff, or Steward, or Sheriff  
or Stewards Substitute, as the  
case may be, for

*Form of Conviction and Order of Adjudication where the Defendant does not appear.*

*A.B.* Complainant,  
*C.D.* Defendant.

County, or City, or Bo- }  
rough, or Police District, }  
or Stewartry of , as }  
the case may be. }  
section (or sections) of the Passengers Act,  
1852, in that, &c. did not appear before me  
(or us), pursuant to the said summons.  
Nevertheless, I (or we) did proceed to exa-

(proceed as in preceding form of conviction according to the circumstances of the case.)

In this act there is evidence of the Government having profited by the experience and practical proof, exhibited in Mrs. Chisholm's ships, of decency, comfort, and good



food costing no more than a negligent, cold-hearted, immodest system. In fact, it was impossible for the Government inspector to see and know what he did in relation to this noble lady's ship, and address the emigrants with such kindness and good feeling on the subject, without making suggestions for their adoption at head-quarters.

The principal defects in this act are—

1. *Space.* Clause 11.—Fifteen superficial feet for each adult is too small an allowance of room. According to the nicest calculations, it ought never to be less than seventeen superficial feet. Remember, this is all the room for the large common tables, the forms, and other necessary fittings, all the space for sleeping berths, for moving about in, and which has to contain the air for breathing. The *Athenaeum*, freighted by the Family Colonisation Society, allowed fully twenty superficial feet. This point, of space, is of vast importance, and every person who pays money for a passage ought to demand that not less than seventeen superficial feet be allotted; make rigid inquiries on the subject, and see that the agreement be not infringed.

2. *Cabins.* Clauses 17, 18, and 19.—In those clauses the young men have to be partitioned off from the other passengers; but where have the married couples to sleep? Surely not among the young females; and yet it would seem so, for no legal provision is made for their berths. Think of a body of young men, unrestrained, left to themselves, and of the language and scenes that may be expected. It would seem, too, that separate cabins need not be formed, a regulation demanded by decency. Those who are not Government emigrants should be very particular on this point.

*Hospitals.* Clause 20.—The Government insist upon the erection of hospitals, but give no orders as to their position. On no account enter a vessel where they are placed between decks. Only imagine a person with a contagious disease in bed close to hundreds of others, spreading the infected air, and one after another becom-



ing its victims. Then, again, the indelicacy of women who may be becoming mothers, near a crowd of thoughtless young men. When the body requires every moment of rest, the din of voices prevents the approach of slumber; the fumes of steaming dishes makes the poor invalid worse; and should Death pay a visit, how awful and alarming to the surrounding closely-packed living mass! The hospital ought to be under the poop, near the doctor's cabin, and removed from the other passengers.

NOTICE TO PERSONS DESIROUS OF PURCHASING LAND IN  
VAN DIEMEN'S LAND.

Her Majesty's Government being anxious to encourage the settlement in Van Diemen's Land of small capitalists and persons capable of employing labour, the Colonial Land and Emigration Commissioners have been directed to make known the following arrangements, which her Majesty's Government have sanctioned for that purpose:—

1. The Colonial Land and Emigration Commissioners will be ready to receive deposits from persons desirous of emigrating to, and settling in Van Diemen's Land, in sums of not less than £200, to be paid to the credit of the Commissioners at the Bank of England, or any of its branches; and the Commissioners will grant in exchange for such deposit, a "remission certificate," for a sum equal to double the amount of the deposit, which certificate will be available as so much cash in the purchase of Government land in the colony, if presented at the proper office in the colony within eighteen months of its date.

2. Parties making such deposit will further be entitled to free passages (intermediate or steerage) to Hobart Town, for themselves, their families, and servants; provided that the whole cost of such passages shall not exceed two-thirds of the amount of the deposit. Depositors desirous of being furnished with cabin, instead of intermediate passages, may take advantage of this condition,



by paying the difference of expense out of their own funds.

3. Depositors must at the time of making the deposit obtain from the Bank of England, or the branch in which the deposit is made, a receipt to be produced to the Commissioners as the voucher of the payment.

4. Depositors, when applying for their "remission certificates," must at the same time submit to the Commissioners the name and description of the persons nominated for free passages, otherwise the privilege will be forfeited; and persons so nominated will nevertheless be subject to the approval of the Commissioners. Any loss which they may experience by the neglect or default of the depositor, or his nominees, either to come forward at the proper time for embarkation, or in any other respect, must be borne by the depositor; and any expense so incurred will be defrayed out of the sum which he may be entitled to have spent in emigration.

5. The object of the above regulations being to encourage the permanent settlement in Van Diemen's Land of a class of small capitalists, and it being necessary to prevent persons who have no intention of settling there from taking advantage of them, depositors who shall proceed to Van Diemen's Land under these regulations, will not, for the space of two years from making use of their "remission certificates," receive a Crown grant for any land purchased by such certificates; but will, in the mean time, receive a "location ticket." At the expiration of two years, the depositor, on showing to the satisfaction of the governor, that he is *bonâ fide* a resident settler in the colony, and has so resided continuously since obtaining his "location ticket," will be entitled to a Crown grant in exchange for it. If, however, application should not be made for the exchange of the "location ticket" within twelve months from the expiration of the two years for which it is granted, it will be considered to have lapsed, and the land will be open to sale or grant.

6. In the event, however, of the purchase of land which



would probably be included in a single grant, partly by means of a "remission certificate," and partly in cash, the lieutenant-governor will be authorised, provided the amount paid in cash be not less than half of the nominal value of the "remission certificate," and provided also he be satisfied of the good faith of the transaction, to issue a grant for the whole at the expiration of one year from the date of purchase.

7. It will be seen that the above regulations are intended to apply only to persons having capital enough to enter on the cultivation of a tolerably large property. To such parties, Van Diemen's Land, from its healthy climate, productive soil, and cheap labour, offers every prospect of success. But persons not possessed of capital, nor accustomed to agricultural or pastoral pursuits, should, for their own sakes, abstain from taking advantage of arrangements which are not designed for them, and for which they are not suited. Otherwise, they can scarcely fail to meet with disappointment and pecuniary loss.

By order of the Board,

S. WALCOTT, *Secretary.*

GOVERNMENT FREE PASSAGES.

*Form to be had at the Emigration Office, Park-street, Westminster.*

The emigrants must be of those callings which, from time to time, are most in demand in the colony. They must be sober, industrious, and of general good moral character; of all of which decisive certificates will be required. They must also be in good health, free from all bodily or mental defects; and the adults must, in all respects, be capable of labour and going out to work for wages. The candidates most acceptable are young married couples without children.



## CAUTIONS TO APPLICANTS.

No preparations must on any account be made by the applicants either by withdrawing from employment or otherwise, until they receive the "Approval Circular." Applicants who fail to attend to this warning will do so at their own risk, and will have no claim whatever on the Commissioners.

The selecting agents of the Board have no authority to promise passages in any case, nor to receive money. If, therefore, applicants wish to make their payments through the agents, instead of in the manner pointed out in the "Approval Circular," they must understand that they do so at their own risk, and that the Commissioners will in no way be responsible.

Should any signatures attached to an applicant's paper prove to be not genuine, or should any false representations be made in the papers, not only will the application be rejected, but the offenders will be liable, under the Passengers Act, 12 & 13 Vict., cap. 38, to a *penalty not exceeding £50*.

Should any applicants be found on personal examination at the depôt, or on board, to have made any misstatement in their papers, or to have any infectious disorder, or otherwise not to be in a fit state of health to embark, or to have any mental or bodily defect likely to impair their usefulness as labourers, or to have left any of their young children behind, or to have brought with them more children than are mentioned in their Application Form or expressly sanctioned by the Commissioners, or to have attempted any deception whatever, or evasion of these rules, they will be refused admission on board the ship, or if embarked will be landed, without having any claim on the Commissioners. If after embarkation emigrants are guilty of insubordination or misconduct, they will be relanded, and forfeit their contributions.



If applicants fail to attend at the appointed time and place for embarkation, without having previously given to the Commissioners timely notice and a satisfactory reason, or if they fail to proceed in the ship, or are rejected for any of the reasons specified in the preceding article, they will forfeit their contributions, and will have no claim to a passage at any future time.

## OUTFIT, &amp;c.

The Commissioners supply provisions, medical attendance, and cooking utensils at their dépôt and on board the ship. Also, new mattresses, bolsters, blankets, and counterpanes ; canvas bags to contain linen, &c. ; knives and forks, spoons, metal plates, and drinking-mugs ;—which articles will be given after arrival in the colony to the emigrants who have behaved well on the voyage.

The emigrants must bring their own clothing, which will be inspected at the port by an officer of the Commissioners ; and they will not be allowed to embark unless they have a sufficient stock for the voyage, nor less for each person than,—for males, six shirts, six pairs stockings, two ditto shoes, two complete suits of exterior clothing ; for females, six shifts, two flannel petticoats, six pairs stockings, two ditto shoes, two gowns,—with sheets, towels, and soap. But the larger the stock of clothing, the better for health and comfort during the voyage, which usually lasts about four months ; and as the emigrants have always to pass through very hot and very cold weather, they should be prepared for both ; two or three serge shirts for men, and flannel for women and children, are strongly recommended.

## TOOLS, LUGGAGE, &amp;c.

The emigrants should take out with them the necessary tools of their trades that are not bulky. But the whole quantity of baggage for each adult must not measure



more than 20 cubic or solid feet, nor exceed half a ton in weight. It must be closely packed in one or more boxes ; but no box must exceed in size 10 cubic feet. Large packages and extra baggage, if it can be taken at all, must be paid for. Mattresses and feather-beds will in no case be taken.

#### ARRIVAL.

On arrival in the colony the emigrants will be at perfect liberty to engage themselves to any one willing to employ them, and to make their own bargain for wages ; but if they quit the colony within four years after landing, they must repay to the Colonial Government a proportionate part of their passage-money, at the rate of £3 per adult, for each year wanting to complete four years' residence.

All applications should be addressed, post paid, to "S. Walcott, Esq., No. 9, Park Street, Westminster." By order of the Board,

STEPHEN WALCOTT, *Secretary.*

#### FORM OF APPLICATION.

The form when filled up is to be separated from the other page, and returned as a letter, pre-paid, directed to "S. Walcott, Esq., Park Street, Westminster," or to the Commissioners' Agent from whom it was received.

The form will do for a man, his wife, and children under fourteen, or for a single person.

Insert the names of the applicants, and of all their children. Separate forms are required for children over fourteen, and should be attached to the form of their parents.

Age of each person at last birthday.

County where born.

Day and year when each person was born. [N.B.—The extract of the register of birth, or the certificate of baptism for each person, must be sent with the form.]



State whether vaccinated or had the small-pox.

State present trade or calling, and how long so employed.

Place of residence. Post town. County.

Married or single. If married, the certificate must be inclosed. State the number of your children now living, and if any increase of family is expected, and when.

If employed in any other way than above, state in what way, for how long, and when they ceased to be so employed.

Name, address, and occupation of some late employer, and the time you worked for him.

Name and address of the minister of the parish in which you reside.

Have you been in the receipt of parish relief? and if so, for how long?

Are you in debt? and if so, have you arranged with your creditors?

Have you been out before to any colony? and if so, to which?

#### DECLARATION.

I do hereby declare, that all the above statements are true; that I have carefully read or have heard read the Commissioners' regulations contained in the paper attached to this form; and that in applying for a passage to the colony, I am truly acting in accordance with the spirit of those regulations, which I understand to be this:— That the privilege of a passage, if granted, will be allowed me on the faith that I really belong to the working class, am of good character, and that I go to the colony intending to work there for wages; and that if I or my wife, or any of my above-named children quit the colony within four years from the day of landing therein, I am to repay to the Colonial Government a proportionate part of our passage-money—viz., at the rate of £3 a-piece for myself and wife, and half that sum for each of my said



children, for each year which may be wanting to complete four years' residence in the colony, and I engage to sign a promise to that effect before embarkation. I also engage to conform to the directions of the Commissioners and their officers, and to such regulations as may be established for the good government and welfare of all during the voyage, and I further pledge myself not to leave the ship until she reaches her destination. And I further declare, that I have neither paid, nor agreed to pay, for the purpose of obtaining a passage, any fee or gratuity whatever, to or for the use of the party through whom this application is made, or any one else.

Signature of Applicant.

It is particularly requested that no one will sign these certificates unless convinced of the truth of their statements.

CERTIFICATE TO BE SIGNED BY TWO RESPECTABLE HOUSEHOLDERS.—N.B. This is not to be signed by Publicans or Dealers in Beer or Spirits.

We certify, that the above form of application was duly filled up before our signatures were attached. That we have perused the statements therein contained, and believe them to be strictly true. That we are well acquainted with \_\_\_\_\_, know \_\_\_\_\_ to be of the calling above stated, and believe \_\_\_\_\_ to be honest, sober, industrious, and of general good character, and not likely to become a burden to the colony.

Signature.

Residence.

Post town.

Signature.

Residence

Post town.

CERTIFICATE OF A PHYSICIAN OR SURGEON.

I certify, that I have examined the above-named applicant, and his wife and children, and that none of them are seriously mutilated nor deformed in person, nor, in my opinion, afflicted with any disease calculated to



shorten life, or to impair physical or mental energy, and that each person appears to be of the age set against his or her name in the column above. I certify also that they have all had the small-pox or have been vaccinated, and are entirely free from every disease usually considered infectious or contagious; and that all the male adults are capable of labour in their callings.

Signature.

Residence.

CERTIFICATE OF THE MAGISTRATE OR CLERGYMAN OF THE  
PARISH IN WHICH THE APPLICANT RESIDES.

I certify that I have perused the foregoing statements, and have no reason to doubt their truth. I further certify, to the best of my belief, that the above certificates are authentic, and that the persons whose signatures are affixed to them, viz., the two householders and the surgeon or physician, are worthy of credit.

Signature of the magistrate.

Residence.

Signature of the clergyman.

Residence.

Signature of the Roman Catholic priest.

Residence.

DECLARATION OF COMMISSIONERS' SELECTING AGENT,  
WHERE ONE IS EMPLOYED.

I do hereby declare, that I have carefully inquired as to the validity of the above statements, and that I am perfectly satisfied of their correctness; also, that I have made all other inquiries and examinations named in my instructions, and that I believe the above parties to be in all respects desirable emigrants. And I further declare, that I have neither received, nor agreed to receive, from or in respect to the emigrants above described, any fee or gratuity whatever, on account of their obtaining a passage through my agency.

Agent for



1. No fee or gratuity whatever is to be given to any officer or agent of the Commissioners on any pretence whatsoever. The agents are not employed by the Commissioners to receive money. If, therefore, applicants make their payments through agents, instead of in the manner pointed out in the "Approval Circular," it must be at their own risk, and the Commissioners will in no way be responsible.

2. The filling up of the forms confers no claim whatever to a passage, and the Commissioners do not pledge themselves to accept applicants, although they may come within the regulations. Applicants are warned, therefore, not to consider that a passage can be granted to them, unless they are called upon by notice from the secretary to make the payments mentioned in the 8th article of the regulations on page 29. Before they receive such notice, they are on no account to quit their employment, or make any preparation for departure, as it may be some time before their cases can be considered. Those persons who disregard this warning, will do so at their own risk, and will have no claim whatever on the commissioners.—N.B. The agents of the Board have no authority to promise passages.

3. If this paper contains any false statements, or false signatures, the party will not only forfeit his deposit, and all claim to a passage, but also render himself liable, under "The Passengers Act, 1849," to a penalty not exceeding fifty pounds.

4. If applicants are found to have any infectious disorder, they cannot be permitted to embark. (See 12th regulation.)

5. This paper must be kept clean, and will be returned unless filled up exactly according to the directions given above. No erasures or mutilations must be made.

By order of the Board,

STEPHEN WALCOTT, *Secretary.*

*Government Emigration Office,  
8, Park Street, Westminster, May, 1852.*



## MAILS FOR AUSTRALIA, 1853.

Letters sent without any particular route being specified must have postage-stamps to the amount of *tenpence* upon them.

N.B.—Letters that are of very particular import are sent in *triplet*, as there are such irregularities in the safe arrival of them at their destination. One in three may reach the party desired.

*General Post-office, January.*—Her Majesty's Government have made arrangements for the conveyance of mails to Australia once in every month, in future, by the establishment of a packet to run once in two months from Singapore (in connexion with the India mail of the 4th of the month via Southampton, and of the 8th of the month via Marseilles) alternately with the line of mail-packets, via the Cape of Good Hope, sailing from Plymouth on the 3rd of every second month.

The mails for Australia will accordingly be made up in London, during the present year, on the following days :—

Feb. 2.—Evening, via Plymouth and the Cape of Good Hope.

March 4.—Morning, via Southampton and Singapore.

March 8.—Evening, via Marseilles and Singapore.

April 2.—Evening, via Plymouth and the Cape of Good Hope.

May 4.—Morning, via Southampton and Singapore.

May 9 (the 8th of the month falling on Sunday).—Evening, via Marseilles and Singapore.

June 2.—Evening, via Plymouth and the Cape of Good Hope.

July 4.—Morning, via Southampton and Singapore.

July 8.—Evening, via Marseilles and Singapore.

August 2.—Evening, via Plymouth and the Cape of Good Hope.



Sept. 3 (the 4th of the month falling on Sunday).—Evening, via Southampton and Singapore.

Sept. 8.—Evening, via Marseilles and Singapore.

Oct. 3 (the 2nd of the month falling on Sunday).—Evening, via Plymouth and the Cape of Good Hope.

Nov. 4.—Morning, via Southampton and Singapore.

Nov. 8.—Evening, via Marseilles and Singapore.

Dec. 2.—Evening, via Plymouth and the Cape of Good Hope.

All letters and newspapers for the Australian colonies (except such as may be especially addressed "via Marseilles") will be forwarded by the packets via Plymouth, or via Southampton, according as they may be posted in time for either line of packets. Postmasters will see that this regulation differs from the regulation laid down for the dispatch of letters to India, &c., which as a rule are forwarded via Marseilles, unless specially directed to be sent by another route, while letters to Australia will be conveyed by the long sea route as the rule, and only via Marseilles when so directed. This is necessary, as letters via Marseilles can only be forwarded to Australia once in two months; and, if inadvertently posted without any special address, would be subject to a very long delay.

The postage upon letters for any of the Australian colonies, when conveyed by packet, either via Plymouth or via Southampton, will be 1s. the half ounce, and when addressed to be sent via Marseilles, 1s. 10d.; if under a quarter of an ounce, 2s. 3d.; if weighing a quarter of an ounce, and not exceeding half an ounce, and so on, according to the scale in operation for charging letters addressed to India.

Newspapers, posted in accordance with the regulations, will be transmitted by packet, free of charge, but will be liable to a postage of threepence each, when sent via Marseilles.

The postage upon both letters and newspapers must be paid in advance.



Those postmasters whose instructions direct them to send their letters for Plymouth by cross post, will of course forward the letters and newspapers intended for Australia via Plymouth, in the same manner; but all others should be sent to London.

THE END.



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