

EMIGRATION.

RETURN to an Address of the Honourable The House of Commons,
dated 9 July 1839;—for,

COPIES of any GENERAL REPORT, since the last laid before this House, from
the AGENT GENERAL for EMIGRATION :

Of any REPORT from the AGENT for EMIGRATION in *Canada* :

COPIES or EXTRACTS of any CORRESPONDENCE between the Secretary of State
for the Colonies and the Governors of the *Australian* Colonies, respecting
Emigration, since the Papers presented to The House on the 14th day of
May 1838.—(Nos. 388 & 389.)

A P P E N D I X

REPORTS AND CORRESPONDENCE RESPECTING EMIGRATION.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
15 August 1839.

[*Price 1s. 3d.*]

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APPENDIX to the REPORT of a COMMITTEE of COUNCIL on NEW SOUTH WALES.

Appendix (A.)

STATEMENT of the REVENUE arising from CROWN LANDS in *New South Wales*, from the 1st January 1831 to 31st December 1837 inclusively; showing the Total Amount received, and the Balance remaining applicable to Immigration, assuming that the Expenses of Survey, of Aborigines, of Immigration, and of the other Heads specified, only, should be charged thereon.

	1831.	1832.	1833.	1834.	1835.	1836.	1837.	AMOUNTS.	TOTALS.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
RECEIPTS:									
Sales of Land and Town Allotments -	2,597 1 10	12,509 13 10	24,956 1 1	41,844 9 1	80,784 14 6	126,458 16 -	120,527 - 5	409,577 16 9	
Rents of Land - - - - -	472 17 10	203 2 9	132 6 1	5,069 9 2	603 19 10	1,558 5 6	874 13 -	4,917 14 2	
Quit Rents - - - - -	323 8 7	786 2 9	1,011 3 6	300 11 1	3,197 17 5	2,866 19 9	1,560 6 7	10,016 9 8	
Redemption of Quit Rents - - - - -	11 5 -	2 - -	- - -	- - -	4,364 14 10	483 19 -	784 19 2	5,646 18 -	
Fees on Deeds - - - - -	213 4 2	209 6 9	172 12 1	267 14 5	429 2 9	1,028 19 6	539 2 8	2,860 2 4	
Depasturing Licenses - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	3,680 - -	3,680 - -	
Fees of Commissioners of disputed Titles - - - - -	- - -	- - -	3 3 -	1,334 11 -	327 6 6	209 15 3	96 18 6	1,971 14 3	
Proceeds of surplus Stores landed from Emigrant Ships - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	981 9 2½	981 9 2½	
£.	3,617 17 5	13,683 6 1	26,275 5 9	44,816 14 9	89,707 15 10	132,606 15 -	128,944 9 6½	439,652 4 4½	439,652 4 4½
EXPENDITURE:									
Surveyor General's Department - -	12,867 18 9½	11,770 1 - ½	12,683 15 5½	12,507 14 7½	11,338 - 2½	13,804 16 11½	17,223 - 8½	92,195 7 10	
Expeditions for exploring the Interior - -	- - -	- - -	- - -	- - -	- - -	2,403 3 5½	539 2 11	2,942 6 4½	
Commissioners of disputed Titles - -	- - -	- - -	30 16 1½	1,245 13 7	1,055 17 9	1,045 16 2	717 19 1½	4,096 2 9	
Commissioners of Crown Lands - -	- - -	- - -	- - -	- - -	- - -	- - -	1,966 - -	1,966 - -	
Commission on the Sale of Land - -	13 2 -	73 13 9½	147 9 11½	392 3 7½	643 6 11½	500 8 10	336 13 6	2,106 18 8½	
Aborigines, including the Expenses of Missions, and of Donations - -	363 12 6	1,131 15 5½	857 16 6	1,128 - 6	1,511 17 9½	1,602 8 7½	2,670 11 11½	9,266 3 4½	
Immigration, including the Expenses of Quarantine on Emigrant Ships - -	- - -	5,293 4 11½	9,236 18 8½	7,902 4 5½	11,407 14 10½	12,576 8 5½	44,751 1 8½	91,167 13 2	
Advances for Outfits, and Passage-money of Ministers of Religion and Schoolmasters - - - - -	300 - -	150 - -	150 - -	- - -	1,000 - -	- - -	3,970 - -	5,570 - -	
£.	13,544 13 3½	18,418 15 3½	23,106 19 9½	23,175 16 9½	26,956 17 7½	31,933 2 6½	72,174 9 11½	209,310 12 2	* 209,310 12 2
BALANCE of the Crown Land Revenue on 1st January 1838 applicable to Immigration, assuming that the Expenses under the above heads only should be charged thereon - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	230,341 12 2½

* These Expenses include all Disbursements under the heads specified, made from the Colonial Treasury, as well as by the Colonial Agent General, so far as ascertained up to this date.

Audit Office, Sydney, New South Wales,
1 July 1838.

William Lithgow, Auditor.

To the REPORT of a COMMITTEE of COUNCIL on NEW SOUTH WALES.

APPENDIX

Appendix (B.)

Extract from
Minute of Governor
(Expenditure,
Ways and Means).

Appendix (B.)

EXTRACT from "Minute of his Excellency the Governor to the Legislative Council, explanatory of the several Heads of Expenditure, and of Ways and Means, as estimated for the year 1839."

THE deficiency of so large a sum in the ordinary revenue of the colony to meet the expenses of the year, in addition to the very large demands which will be made on the accumulated fund of our savings in the remainder of the present year, and in the course of the ensuing one, to meet the charges of immigration, renders it desirable that I should draw the attention of the Council to the general state of our finances, as well as to the principle on which the separation (in the event of one being necessary) may be made between the charges on the ordinary revenue and those which fall properly on the land fund.

Hitherto no separation of this sort has been made, nor am I expressly authorized by the Secretary of State to make it now; but at a time when the attention of the colonists is so generally directed to the progress of immigration, common prudence seems to dictate that we should inquire into the probable amount of the funds that we may have to meet the expenses of it.

When the expense of gaols and police establishments was made a colonial charge in 1835, the directions of Her Majesty's Government were, that any deficiency in the ordinary revenue of the colony to meet this charge should be defrayed out of the land fund; and by subsequent directions, though the expenditure on immigration was made the first charge on the land revenue, the unexpected balance at the end of each year was ordered to be transferred to the ordinary revenue of the colony.

The land revenue has hitherto in every year much exceeded the amount spent in the same year on immigration, consequently there has been in every year, since 1831, (the year in which the land revenue first began to assume importance) a considerable balance carried to the general account of the colony. The reverse, however, of this may be expected to be the case in the present year. The land revenue during the first six months of it has amounted only to the sum of 31,662*l.* 10*s.* 9*d.*; and, estimating the revenue for the other six at the same sum, we shall have only the sum of 63,325*l.* 1*s.* 6*d.* to meet our expenditure on immigration, which, as far as we can at present judge, will not fall far short of 100,000*l.*; so that at the end of the present year, instead of having any thing to transfer to the common revenue of the colony, there will be a balance the other way, of probably 37,000*l.*, which must be taken from the accumulated fund of our savings.

This accumulated fund will be further diminished by the end of the current year, 1838, by an excess in our ordinary expenditure over our ordinary revenue of the estimated sum of 88,116*l.* 2*s.* 2½*d.* *

Also, during the course of 1839, our estimated expenditure, exclusive of emigration, exceeds our estimated revenue (exclusive of the land fund) by the sum of 100,798*l.* 6*s.* 4*d.*, † and taking the land fund and emigration to be respectively the same in 1839 as in 1838, there will be a further excess in our expenditure on account of emigration in 1839, over

	£.	s.	d.
* The Estimates for 1838, as printed in 1837, amounted to	268,046	16	10
Supplementary Estimate, presented in the present Session	34,769	5	4½
Expenses of Port Philip, not included in any Estimate	15,000	-	-
	317,816	2	2½
Estimated Revenue of 1838, exclusive of Crown Lands	229,700	-	-
Difference	£. 88,116	2	2½
† Deficiency (as shown in par. 17.) exclusive of Port Philip	75,791	1	4
Port Philip (according to the Table in par. 4.)	20,081	5	-
Aborigines ditto ditto	4,926	-	-
	£. 100,798	6	4

over the whole proceeds of the land fund, of 37,000*l.*; so that, collecting all these sums together, viz.

Appendix (B.)
Extract from
Minute of Governor
(Expenditure,
Ways and Means).

	£.	s.	d.
Excess spent on emigration above the whole proceeds of the land fund in 1838 - - - - - }	37,000	-	-
The same excess in 1839 - - - - -	37,000	-	-
Excess in other expenditure over other revenue in 1838 -	88,116	2	2½
The same estimated excess in 1839 - - - - -	100,798	6	4
	£. 262,914	8	6½

The result will show a probable expenditure in the two years of 1838 and 1839 beyond the whole income of these years of 262,914*l.* 8*s.* 6½*d.*; and as the amount of our accumulated savings, after paying every charge for which the Government had made itself responsible, up to the 31st December 1837, is estimated by the auditor general at 290,000*l.*, the difference, or 27,085*l.* 11*s.* 5½*d.*, is all that can be expected to remain of our accumulated savings on the 31st December 1839, a sum insufficient to complete the public works already in hand, but which will then be left unfinished.

This statement I have felt it my duty to make, not for the purpose of drawing any discouraging picture of the resources of the colony, but to show the necessity of setting bounds to the demands which now pour in upon me from every quarter, and to prevent, as far as is in my power, any misapprehension existing on the subject, either in the council, or with the public.

Before I conclude this exposition of the financial affairs of the colony, I think it right to add a few words respecting the funds which may hereafter be made available for the expenses of immigration.

Hitherto no very nice distinction has been made between the land fund and the general revenue of the colony, the money in the public chest being amply sufficient for all the purposes of Government; but now that such heavy and increasing demands are made upon our funds, and that our expenditure, instead of being within our income, is beginning vastly to exceed it, the establishment of some general principle of distinction seems to be called for.

The charges which may properly be said to belong to the territorial revenue are the following:—

- 1. All charges of collection and management.
- 2. Expenses incurred on account of the aborigines, the first possessors of the soil, from which the wealth of the colony is derived.
- 3. The expenses of immigration.

If the whole expense which has been incurred under these three heads since 1831 were to be deducted from the total amount of land revenue received since the commencement of the system then introduced, of selling land instead of granting it gratuitously, the balance would be the sum that might now be fairly claimed as applicable to the expenses of immigration. The calculation would be easily made, but I refrain from entering on it at the present moment, as the disposition is, I believe, very general throughout the colony to apply to the important object of immigration the funds required to carry it on upon a large scale, without reference to the sources from which those funds may be derived.

Government House, Sydney, }
7th August 1838.

George Gipps.

Appendix (C.)

RETURN of IMMIGRANTS who arrived in *New South Wales* from the 1st January 1837 to 30th June 1838.

Ship's Name.	Tonnage.	From whence.	Date of Arrival.	Persons not receiving Assistance from Government.					Persons receiving Assistance from Government.					Amount of Pecuniary Assistance given by the Government.	Number of Deaths on the Voyage.		Remarks.	
				Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.		Adults.	Children.		
				Male.	Female.	Above 12 Years of Age.	Under 12 Years of Age.		Male.	Female.	Above 12 Years of Age.	Under 12 Years of Age.						
Scotia - - -	343	London -	5 January 1837	4	-	-	-	-	4	-	-	-	-	-	£. s. d.	-	-	
Duke of Roxburgh -	414	London -	7 January "	4	1	2	-	-	7	-	-	-	-	-	-	-	-	
Statesman - - -	346	Liverpool -	16 January "	16	8	1	-	-	25	4	4	-	11	19	80 - -	-	-	
Wave - - -	341	London -	19 January "	12	1	-	-	-	13	-	-	-	-	-	-	-	-	
Fortune - - -	311	London -	- ditto - "	4	1	-	-	-	5	-	-	-	-	-	-	-	-	
Colombia - - -	580	London -	30 January "	7	10	3	-	-	20	-	-	-	-	-	-	-	-	
Northumberland -	361	Liverpool -	6 February "	8	1	-	-	-	9	-	-	-	-	-	-	-	-	
Kinnear - - -	326	London -	7 February "	9	8	2	-	-	19	-	-	-	-	-	-	-	-	
Fairlie - - -	756	London -	12 February "	-	-	-	-	-	32	10	10	-	25	45	320 - -	-	-	
British Sovereign -	350	London -	- ditto - "	5	1	2	-	-	8	-	-	-	-	-	-	-	-	
James Watt - - -	141	London -	18 February "	2	-	-	-	-	2	-	-	-	-	-	-	-	-	
William Metcalf -	447	London -	23 February "	1	-	-	-	-	1	-	-	-	-	-	-	-	-	
Lady M'Naghton -	558	Cork -	2 February "	-	-	-	-	-	-	68	138	86	65	357	4,550 - -	10	44	
Royal George - -	486	London -	13 March - "	10	4	1	-	-	15	-	-	-	-	-	-	-	-	
Maria - - -	280	Liverpool -	15 March - "	2	2	-	-	-	4	-	-	-	-	-	-	-	-	
Thomas Lowry - -	409	London -	3 April - "	7	3	3	-	-	13	-	-	-	-	-	-	-	-	
Brothers - - -	359	London -	8 April - "	-	-	-	-	-	17	20	20	2	27	69	695 - -	-	-	
Caroline - - -	330	London -	11 April - "	8	3	-	-	-	11	-	-	-	-	-	-	-	-	
Hope - - -	377	London -	7 May - "	8	6	2	-	-	16	-	-	-	-	-	-	-	-	
Hilvellyn - - -	240	Liverpool -	12 May - "	2	2	-	-	-	4	-	-	-	-	-	-	-	-	
City of Edinburgh -	367	London -	24 May - "	11	8	9	-	-	28	-	-	-	-	-	-	-	-	
Persian - - -	400	London -	- ditto - "	13	6	8	-	-	27	-	-	-	-	-	-	-	-	
Richard Bell - - -	252	London -	- - - -	-	-	-	-	-	9	-	-	-	-	-	-	-	-	
Giraffe - - -	260	London -	14 June - "	-	2	-	-	-	2	-	-	-	-	-	-	-	-	
John - - -	446	Liverpool -	20 June - "	13	4	2	-	-	19	-	-	-	-	-	-	-	-	
Hebe - - -	256	London -	12 July - "	3	2	2	-	-	7	-	-	-	-	-	-	-	-	
Resource - - -	417	London -	24 June - "	12	5	-	-	-	17	2	7	2	5	16	165 - -	-	-	
* Adam Lodge - -	467	Londonderry -	13 July - "	-	-	-	-	-	-	83	117	above 5 76	under 5 97	373	6,497 15 8	13	3	
* John Barry - -	524	Dundee -	- ditto - "	-	-	-	-	-	-	80	92	above 10 39	under 10 103	314	5,218 15 9 ³ / ₄	2	22	

Orissa - - -	323	London -	16 July -	2	2	1	-	5	-	-	-	-	-	-	-	-	-	-	-
Achilles - - -	334	London -	21 July -	14	8	17	-	39	-	-	-	-	-	-	-	-	-	-	-
Able Gower - - -	336	London -	23 July -	7	3	-	-	10	-	-	-	-	-	-	-	-	-	-	-
Perthshire - - -	265	Leith -	3 August -	15	6	-	-	21	-	-	-	-	3	3	15	-	-	-	-
Magnet - - -	147	London -	12 August -	3	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-
Majestic - - -	334	Liverpool -	18 August -	13	3	-	-	16	-	-	-	-	-	-	-	-	-	-	-
Ellen - - -	397	London -	20 August -	4	1	4	-	9	-	-	-	-	-	-	-	-	-	-	-
Earl Durham - - -	383	London -	3 August -	14	6	7	-	27	11	11	-	9	31	350	-	-	-	-	-
City of Edinburgh -	453	London -	31 August -	36	21	-	-	85	47	50	1	37	135	1,590	-	-	none	none	-
Honduras - - -	392	London -	19 Sept. -	7	4	-	-	11	-	-	-	-	-	-	-	-	-	-	-
North Briton - - -	403	Leith -	27 Sept. -	20	5	2	-	27	-	-	-	-	-	-	-	-	-	-	-
Glenbervie - - -	388	Greenock -	30 Sept. -	7	2	-	-	9	-	-	-	-	-	-	-	-	-	-	-
Lord William Bentinck	443	London -	8 Oct. -	18	9	12	-	39	4	4	-	6	14	145	-	-	-	-	-
* Augusta Jessie -	380	Portsmouth -	11 Oct. -	-	-	-	-	-	63	62	-	102	227	3,611	13	9 ½	1	7	-
Tamar - - -	117	Liverpool -	22 Oct. -	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-
* William Nicol -	408	Scotland -	27 Oct. -	-	-	-	-	-	68	68	above 7	under 7	302	3,134	17	1 ½	2	19	-
Eweretta - - -	356	London -	31 Oct. -	7	5	-	-	12	-	-	-	-	-	-	-	-	-	-	-
Andromache - - -	468	Plymouth -	ditto -	28	18	2	24	72	44	52	2	42	140	1,625	-	-	1	1	-
Samuel Winter - - -	313	London -	3 Nov. -	5	2	-	-	7	-	-	-	-	-	-	-	-	-	-	-
Portland - - -	541	Greenock -	4 Dec. -	10	2	-	-	14	77	87	62	-	226	2,695	-	-	-	-	-
Hindoo - - -	310	Liverpool -	12 Dec. -	18	4	14	-	36	-	-	-	-	-	-	-	-	-	-	-
* Midlothian - - -	414	Scotland -	ditto -	-	-	-	-	-	58	65	above 7	under 7	252	3,896	-	8 ½	7	17	-
William Harris - - -	342	London -	ditto -	6	6	-	-	12	-	-	-	-	-	-	-	-	-	-	-
Juliet - - -	446	London -	13 Dec. -	19	4	8	-	31	-	-	-	-	-	-	-	-	-	-	-
Alfred - - -	716	London -	31 Dec. -	23	10	2	16	51	49	53	1	38	141	1,630	-	-	1	1	-
Minerva - - -	-	Greenock -	23 January 1838	24	4	-	7	35	45	42	16	18	121	1,410	-	-	-	-	-
Duchess of Kent - -	342	London -	5 January -	11	5	3	-	19	2	3	-	1	6	80	-	-	-	-	-
* Layton - - -	513	Bristol -	19 January -	-	-	-	-	-	59	62	over 10	under 10	231	4,471	5	5 ½	1	68	-
Jessie - - -	314	Liverpool -	ditto -	22	9	2	-	33	-	-	-	-	-	-	-	-	-	-	-
Craigievar - - -	262	London -	20 January -	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
William the Fourth -	81	Plymouth -	ditto -	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
* Brilliant - - -	478	Scotland -	ditto -	-	-	-	-	-	46	51	over 10	under 10	300	3,872	16	4 ½	-	6	-
Marquis of Hastings -	452	London -	23 January -	-	-	-	-	46	-	-	-	-	-	-	-	-	-	-	-
Bencoolen - - -	416	London -	ditto -	10	14	5	-	29	-	-	-	-	-	-	-	-	-	-	-
* Strathfieldsay - -	476	Limerick -	30 January -	-	-	-	-	-	66	86	over 10	under 10	249	4,337	17	6 ½	-	27	-
Spartan - - -	364	London -	31 January -	14	8	-	8	30	7	5	4	-	16	175	-	-	-	-	-
Siam - - -	422	London -	1 February -	14	5	-	2	21	2	1	2	7	75	-	-	-	-	-	-
Tropic - - -	382	London -	9 February -	8	6	-	-	14	-	-	-	-	-	-	-	-	-	-	-
Carried forward -	-	-	-	542	251	116	87	1,100	915	1,091	560	1,026	3,594	50,541	2	5 ½	38	215	-

* Government emigrant ships.

Appendix (C.)—Return of Immigrants who arrived in *New South Wales* from 1st January 1837 to 30th June 1838—continued.

8

Ship's Name.	Tonnage.	From whence.	Date of Arrival.	Persons not receiving Assistance from Government.					Persons receiving Assistance from Government.					Amount of Pecuniary Assistance given by the Government.	Number of Deaths on the Voyage.		Remarks.
				Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.		Adults.	Children.	
				Male.	Female.	Above 12 Years of Age.	Under 12 Years of Age.		Male.	Female.	Above 12 Years of Age.	Under 12 Years of Age.					
Brought forward	-	-	-	542	251	116	87	1,100	915	1,091	560	1,026	3,594	£. 50,541 2 5 3/4	38	215	
Upton Castle -	596	London -	24 February 1838	38	23	2	4	67	13	20	-	10	43	625 - -	-	-	
Earl of Harewood -	280	London -	- ditto -	6	1	-	-	7	-	-	-	-	-	-	-	-	
Superb -	354	Liverpool -	25 February -	22	13	18	-	53	-	-	-	-	-	-	-	-	
Cockermouth Castle -	231	London -	7 March -	3	-	-	-	3	-	-	-	-	-	-	-	-	
Captain Cook -	451	London -	25 March -	-	-	-	-	40	-	-	-	-	-	-	-	-	
Orestes -	529	Bristol -	12 April -	13	5	2	-	20	-	-	-	-	-	-	-	-	
Grecian -	212	London -	- ditto -	1	-	-	-	1	-	-	-	-	-	-	-	-	
Ganges -	430	Liverpool -	22 April -	17	3	4	-	24	-	-	-	-	-	-	-	-	
Duchess of Northumberland -	542	London -	- ditto -	30	15	2	19	66	58	57	2	57	174	1,935 - -	-	4	
Kinnear -	370	London -	23 April -	2	-	-	-	2	16	12	-	-	28	270 - -	-	-	
Ferguson -	554	London -	24 April -	23	9	-	-	32	-	-	-	-	-	-	-	-	
Mary Anne -	587	London -	4 May -	4	1	1	-	6	-	-	-	-	-	-	-	-	
* Orontes -	452	London -	18 May -	-	-	-	-	-	52	50	31	80	213	3,698 8 9 1/4	3	11	
Renown -	316	London -	20 May -	4	1	1	-	6	-	-	-	-	-	-	-	-	
British Sovereign -	350	London -	22 May -	12	10	1	-	23	-	-	-	-	-	-	-	-	
Ellen -	352	London -	24 May -	7	1	4	-	12	-	-	-	-	-	-	-	-	
Jane -	348	Leith -	2 June -	14	6	3	-	23	-	-	-	-	-	-	-	-	
Aberdeenshire -	422	London -	15 June -	9	1	1	-	11	-	-	-	-	-	-	-	-	
Maria -	290	London -	24 June -	1	-	-	-	1	-	-	-	-	-	-	-	-	
Sultana -	374	Liverpool -	25 June -	9	3	-	-	12	-	-	-	-	-	-	-	-	
* Westminster -	610	London -	27 June -	-	-	-	-	-	65	58	31	98	252	† 2,280 10 9 3/4	-	10	
Duncan -	542	Greenock -	30 June -	-	-	-	-	-	63	62	36	105	266	3,201 16 1 1/2	3	19	
				757	343	155	110	1,509	4,182	1,350	660	1,376	4,570	62,651 18 2 1/2	44	259	

* Government emigrant ships.

† The expense of provisions is not included, not having yet been reported by the Agent General.

Colonial Secretary's Office, Sydney,
1st October 1838.

E. Deas Thomson.

APPENDIX TO REPORTS AND CORRESPONDENCE

Appendix (D.)

Appendix (D.)

ABSTRACT of SALES of LAND under the REGULATIONS of 1st August 1831 in the Year 1832.

Abstract of Sales of Land under Regulations of 1st August 1831.

Number of Counties.	Names of Counties.	Number of Purchasers.	Total Quantity of Land sold.			Total Amount of Purchase Price.			Remission.	Total Amount of Purchase Money received.			Approximate Average Price per Acre.
			A.	R.	P.	£.	s.	d.		£.	s.	d.	
1	Argyle - -	6	3,404	-	-	906	4	8	150 - -	756	4	8	5 4
2	Bathurst - -	4	3,200	-	-	949	6	8	- - -	949	6	8	5 11
3	Brisbane - -	3	2,050	-	-	512	10	-	- - -	512	10	-	5 -
4	Bligh - - -	2	2,564	-	-	641	-	-	- - -	641	-	-	5 -
5	Camden - -	10	3,772	-	-	1,322	8	4	760 - -	562	8	4	7 -
6	Cook - - -	5	233	-	-	131	3	-	44 13 4	86	9	8	11 3
7	Cumberland -	16	1,089	-	-	553	7	5	170 5 -	382	5	9	10 2
8	Durham - -	1	640	-	-	160	-	-	- - -	160	-	-	5 -
9	Macquarie -	4	340	-	-	147	10	-	50 - -	97	10	-	8 8
10	Murray - -	2	1,934	-	-	645	3	-	- - -	645	3	-	6 8
11	Northumberland	2	110	-	-	43	10	-	25 - -	20	2	-	7 11
12	Phillip - -	2	1,357	-	-	339	5	-	- - -	339	5	-	5 -
13	Roxburgh -	1	100	-	-	29	3	4	25 - -	4	3	4	5 10
		58	20,793	-	-	6,380	11	5	1,224 18 4	5,156	8	5	6 -

Returns of Land - -	A.	R.	P.	Remissions - -	£.	s.	d.
	20,793	-	-	Cash received - -	1,224	18	4
Town Allotments - -	4	1	15	Due by Rosie - -	5,156	8	5
Warburton's cancelled -	63	-	-		-	16	8
				Overpaid by Wilkinson -	6,382	3	5
					1	12	-
					6,380	11	5
				Land - - -	6,380	11	5
				Town Allotments -	98	7	1
				Wilkinson's cancelled -	34	13	-
Amount in Return -	20,860	1	15	Amount in Return -	6,513	11	6

ABSTRACT of SALES of LAND in 1833.

Number of Counties.	Names of Counties.	Number of Purchasers.	Total Quantity of Land sold.			Total Amount of Purchase Price.			Remission.	Total Amount of Purchase Money received.			Approximate Average Price per Acre.
			A.	R.	P.	£.	s.	d.		£.	s.	d.	
1	Argyle - -	5	4,090	-	-	1,022	10	-	150 - -	872	10	-	5 -
2	Bathurst - -	3	2,170	-	-	542	10	-	- - -	542	10	-	5 -
3	Brisbane - -	2	2,180	-	-	545	-	-	- - -	545	-	-	5 -
4	Camden - -	8	1,375	-	-	555	8	4	60 - -	495	8	4	8 1
5	Cook - - -	21	1,510	-	36	2,659	-	10	171 5 -	2,487	15	10	35 3
6	Cumberland -	27	578	-	-	3,415	13	-	48 - -	3,367	13	-	118 3
7	Durham - -	2	666	-	-	166	10	-	- - -	166	10	-	5 -
8	Georgiana -	1	807	-	-	201	15	-	- - -	201	15	-	5 -
9	Hunter - -	1	100	-	-	25	-	-	- - -	25	-	-	5 -
10	King - - -	2	1,630	-	-	423	10	-	- - -	423	10	-	5 3
11	Macquarie -	2	101	-	-	35	13	4	- - -	35	13	4	7 1
12	Murray - -	11	9,160	-	-	2,865	-	-	- - -	2,865	-	-	6 3
13	Northumberland	8	801	-	-	254	2	-	21 15 -	232	7	-	6 4
14	Roxburgh -	3	841	-	-	250	5	-	- - -	250	5	-	6 -
15	Wellington -	2	2,889	-	-	722	5	-	- - -	722	5	-	5 -
16	Westmoreland -	1	80	-	-	20	-	-	20 - -	-	-	-	5 -
		97	28,978	-	36	13,704	2	6	471 - -	13,233	2	6	9 6

Land Sales - -	A.	R.	P.	Price Land - -	£.	s.	d.
	28,978	-	36	Remission in ditto -	13,233	2	6
Town Allotments - -	23	1	3	Price Town Allotments -	471	-	-
Error in Camden - -	-	-	4	Remission in ditto -	397	13	10
					32	-	-
Amount in Return -	29,001	2	3	Amount in Return -	14,133	16	4

Appendix (D.)
Abstract of Sales
of Land under
Regulations of
1st August 1831.

ABSTRACT OF SALES OF LAND in 1834.

Number of Counties.	Names of Counties.	Number of Purchasers.	Total Quantity of Land sold.			Total Amount of Purchase Price.			Remission.	Total Amount of Purchase Money received.			Approximate Average Price per Acre	
			A.	R.	P.	£.	s.	d.		£.	s.	d.	s.	d.
1	Argyle - -	10	7,064	-	-	2,517	10	-	100 - -	2,417	10	-	7	2
2	Bathurst - -	20	16,455	-	-	4,732	19	6	100 - -	4,632	19	6	5	9
3	Brisbane - -	30	27,148	-	-	8,549	15	-	195 - -	8,354	15	-	6	4
4	Bligh - - -	4	3,088	-	-	772	-	-	- - -	772	-	-	5	-
5	Camden - -	16	6,382	-	-	2,414	14	-	50 - -	2,364	14	-	7	7
6	Cook - - -	16	1,481	-	-	392	15	-	- - -	392	15	-	5	4
7	Cumberland -	49	2,526	-	8	2,987	9	2	377 12 6	2,609	16	8	23	8
8	Durham - -	2	1,005	-	-	265	-	-	- - -	265	-	-	5	4
9	Georgiana - -	1	1,104	-	-	276	-	-	- - -	276	-	-	5	-
10	Gloucester -	1	50	-	-	67	10	-	- - -	67	10	-	27	-
11	Hunter - - -	2	2,284	-	-	571	-	-	- - -	571	-	-	5	-
12	King - - -	2	1,560	-	-	546	5	-	- - -	546	5	-	7	-
13	Macquarie -	1	1,267	2	-	316	17	6	200 - -	116	17	6	5	-
14	Murray - - -	10	8,149	-	-	2,381	9	6	- - -	2,381	9	6	5	10
15	Northumberland	27	2,287	-	-	780	19	4	- - -	780	19	4	6	10
16	Phillip - - -	3	2,423	-	-	605	15	-	- - -	605	15	-	5	-
17	Roxburgh - -	7	1,334	-	-	517	18	-	- - -	517	18	-	7	9
18	Saint Vincent -	2	1,870	-	-	467	10	-	- - -	467	10	-	5	-
19	Wellington -	2	2,844	-	-	711	-	-	- - -	711	-	-	5	-
		205	90,321	2	8	29,874	7	-	1,022 12 6	28,851	14	6	6	8

Land sold as above - -	A.	R.	P.	Cash received as above -	£.	s.	d.
Town Allotments - -	90,321	2	8	Remissions - - -	28,251	14	6
Simeon Lord's not paid, -	133	-	3½		1,022	12	6
omitted - - -	204	3	20		22,874	7	-
Robert Forster's ditto, Dur-	220	-	-	Price of Land above -	29,874	7	-
ham - - -	600	-	-	Ditto - Town Allotments	6,550	6	11
J. Blaxland, error in Bris-				Ditto - Simeon Lord's -	156	8	2
bane - - -	91,479	1	31½	Robert Forster's - -	253	9	-
	80	-	-		36,834	2	1
Deduct Jos. Phillips, cook				Deduct Jos. Phillips,	20	-	-
				omitted in Return -			
Amount in Return -	91,399	1	31½	Amount in Return -	36,814	2	1

ABSTRACT OF SALES OF LAND in 1835.

Number of Counties.	Names of Counties.	Number of Purchasers.	Total Quantity of Land sold.			Total Amount of Purchase Price.			Remission.	Total Amount of Purchase Money received.			Approximate Average Price per Acre.	
			A.	R.	P.	£.	s.	d.		£.	s.	d.	s.	d.
1	Argyle - -	36	24,676	-	-	7,753	19	-	691 5 -	7,062	14	-	6	4
2	Brisbane - -	90	77,882	-	-	19,816	2	6	5 - -	19,811	2	6	5	1
3	Bathurst - -	15	13,008	-	-	3,252	-	-	- - -	3,252	-	-	5	-
4	Bligh - - -	24	22,915	-	-	5,919	5	-	- - -	5,919	5	-	5	2
5	Cumberland -	59	3,294	3	20	3,290	1	9	154 10 -	3,135	11	9	20	-
6	Camden - -	11	4,690	-	-	1,387	10	-	208 - -	1,179	10	-	6	-
7	Cook - - -	11	692	-	-	294	5	-	33 15 -	260	10	-	8	6
8	Durham - -	35	21,013	2	-	6,330	9	6	584 - -	5,746	9	6	6	1
9	Georgiana - -	10	9,148	-	-	2,552	10	-	100 - -	2,452	10	-	5	7
10	Gloucester -	1	70	-	-	50	15	-	- - -	50	15	-	14	6
11	Hunter - - -	8	2,482	-	-	676	3	-	200 - -	476	3	-	5	6
12	King - - -	10	6,831	-	-	1,747	15	-	- - -	1,747	15	-	5	2
13	Murray - - -	51	41,827	-	-	11,706	-	1	182 - -	11,524	-	1	5	7
14	Macquarie -	7	1,998	2	-	1,206	19	9	20 - -	1,186	19	9	12	1
	Carried forward	368	230,467	3	20	65,983	15	7	2,178 10 -	63,805	5	7	-	-

Abstract of Sales of Land in 1835—continued.

Appendix (D.)

Abstract of Sales of Land under Regulations of 1st August 1831.

Number of Counties.	Names of Counties.	Number of Purchasers.	Total Quantity of Land sold.			Total Amount of Purchase Price.			Remission.			Total Amount of Purchase Money received.			Approximate Average Price per Acre.
			A.	R.	P.	£.	s.	d.	£.	s.	d.	£.	s.	d.	s. d.
	Brought forward	368	230,467	3	20	65,983	15	7	2,178	10	-	63,805	5	7	—
15	Northumberland	45	3,288	1	33	1,610	19	8	49	1	-	1,561	18	8	10 —
16	Phillip	6	4,526	-	-	1,537	7	-	-	-	-	1,537	7	-	6 10
17	Roxburgh	40	12,451	3	20	4,612	13	9	-	-	-	4,612	13	9	7 5
18	Saint Vincent	6	5,830	-	-	1,457	10	-	300	-	-	1,157	10	-	5 —
19	Wellington	15	13,231	-	-	3,537	15	-	-	-	-	3,537	15	-	5 5
20	Westmoreland	3	750	-	-	240	-	-	-	-	-	240	-	-	6 5
		483	270,545	-	33	78,980	1	-	2,527	11	-	76,452	10	-	5 10

Land sold as above	-	A.	R.	P.	Price	-	-	-	-	£.	s.	d.
Town Allotments	-	270,545	-	33	Ditto	-	-	-	-	78,980	1	-
H. Ferris's, forfeited	-	185	1	23½	Ditto	-	-	-	-	7,651	18	-
H. A. Greaves's, ditto	-	10	-	-	Ditto	-	-	-	-	43	-	-
J. Brown's, ditto	-	-	1	27	Ditto	-	-	-	-	3	18	2
W. Hopkins's, ditto	-	100	-	-	Ditto	-	-	-	-	52	10	-
Colonel Dumaresq	-	100	-	-	Ditto	-	-	-	-	60	-	-
J. Buckley	-	954	-	-	Ditto	-	-	-	-	262	7	-
	-	50	-	-	Ditto	-	-	-	-	43	15	-
Amount in Return	-	271,945	-	3½	Amount in Return	-	-	-	-	87,097	9	2

410,637 A. 3 R. 37 P. in four years, 1832 to 1835, for £. 128,939. 11. 1., averaging 6 s. 3 d. per Acre.

Appendix (D. 1.)

Appendix (D. 1.)

RETURN of LAND sold in 1836, including TOWN ALLOTMENTS.

Return of Land sold in 1836, including Town Allotments.

Number of Counties.	Names of Counties.	Number of Purchasers.	Total Quantity of Land sold.			Total Amount of Purchase Price.			Remission.	Total Amount of Purchase Money received.		
			A.	R.	P.	£.	s.	d.		£.	s.	d.
1	Argyle	133	32,638	2	25	13,318	14	5	-	13,318	14	5
2	Bathurst	59	29,586	-	-	8,071	13	6	-	8,071	13	6
3	Bligh	19	16,339	-	-	4,084	15	-	750	3,334	15	-
4	Brisbane	55	36,239	-	-	9,686	10	6	300	9,386	10	6
5	Cumberland	94	3,793	-	8	5,755	16	4	25	5,730	16	4
6	Camden	65	5,364	1	6	2,112	15	6	25	2,087	15	6
7	Cook	39	1,162	2	-	1,257	9	2	-	1,257	9	2
8	Durham	114	59,303	2	-	18,236	2	-	200	18,036	2	-
9	Georgiana	34	24,374	-	-	7,190	2	6	-	7,190	2	6
10	Gloucester	9	5,986	-	-	1,496	10	-	200	1,296	10	-
11	Hunter	13	6,018	-	-	1,621	-	-	-	1,621	-	-
12	King	14	10,959	-	-	2,763	6	-	150	2,613	6	-
13	Murray	83	62,498	-	-	16,516	16	9	400	16,116	16	9
14	Macquarie	49	29,552	-	-	9,734	2	2	350	9,384	2	2
15	Northumberland	103	11,093	2	24	6,672	10	2	19	6,653	10	2
16	Phillip	3	2,472	-	-	810	-	-	-	810	-	-
17	Roxburgh	13	7,980	-	-	2,057	2	6	-	2,057	2	6
18	Saint Vincent	10	8,120	-	-	2,363	5	-	-	2,363	5	-
19	Wellington	19	15,589	-	-	3,942	11	3	-	3,942	11	3
20	Westmoreland	6	5,107	-	-	1,567	17	6	-	1,567	17	6
		934	374,174	2	23	119,259	-	3	2,419	116,840	-	3
	Land	-	-	-	-	374,019	2	23	-	111,740	-	3
	Town Allotments	-	-	-	-	155	-	-	-	5,000	-	-
						374,174	2	23	-	116,740	-	-

Appendix (D. 2.)

RETURN of LANDS sold under the Regulations of the 1st of August 1831, and Granted, from the 1st of January 1837 to the 30th of June 1838.

Period.	Number of Acres advertised for Sale.			Not sold.				Sold to Retired Officers.		Gross Amount of Sales.		Total Number of Acres granted.	TOTAL.*	
	At the minimum Price of 5s. per Acre.	At any higher Rate.	Total Number of Acres advertised.	In consequence of Non-measurement.	Put up, but not bid for.	On which Deposits have been forfeited.	Amount of Deposits forfeited.	Number of Acres.	Amount of Remission.	Number of Acres.	Amount of Purchase Money.		Number of Acres sold.	Amount of Purchase Money received.
1837 :	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A.	A.	£. s. d.	A.	£.	A. R. P.	£. s. d.	A.	A. R. P.	£. s. d.
1 January to 30 June	425,466 2 -	1,144 1 -	426,610 3 -	166,586 2 -	42,261	8,922	421 3 2	5,316	925	217,763 1 -	64,641 5 9	3,224	207,405 1 -	60,451 8 9
1 July to 31 December	318,652 3 35	73 - -	318,725 3 35	108,207 - -	42,128	8,374	389 5 9	6,342	1,200	168,390 3 35	49,228 19 7	- -	160,016 3 35	45,187 14 4
1838 :	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A.	A.	£. s. d.	A.	£.	A. R. P.	£. s. d.	A.	A. R. P.	£. s. d.
1 January to 31 December	744,119 1 35	11,517 1 -	745,336 2 35	274,793 2 -	84,389	17,296	810 8 11	11,658	2,125	386,154 - 35	113,870 5 4	3,224	367,422 - 35	105,639 3 1
1 January to 30 June	232,468 - -	76 2 24	232,544 2 24	31,427 - -	110,570	2,484	76 - -	5,133	868	90,547 2 24	23,317 11 3	10,170	88,063 2 24	22,633 11 3

Revenue Branch, Colonial Treasury, Sydney, }
10 October 1838.

C. D. Riddell.

* N.B.—It will be perceived that the Total Number of Acres sold and remaining unsold does not correspond exactly with the Total Number of Acres advertised, which arises partly from the selections of retired Officers being made from Lands advertised previous to the period comprised in this Return, and partly because the Number of Acres advertised is, in many cases, entered upon Estimate only, whilst the Number of Acres sold is the result of actual measurement.

Wm. Macpherson, Clerk of Councils.

Appendix (D. 3.)

RETURN of TOWN ALLOTMENTS sold under the Regulations of the 1st of August 1831, and Granted, from the 1st of January 1838 to the 30th of June 1838.

Period.	Number of Acres advertised for Sale.			Not sold.				Gross Amount of Sales.		Total Number of Acres granted.	TOTAL.	
	At 2l. per Acre.	At any higher Rate.	Total Number of Acres advertised.	In consequence of Non-measurement.	Put up, but not bid for.	On which Deposits have been forfeited.	Amount of Deposits forfeited.	Number of Acres.	Amount of Purchase Money.		Number of Acres sold.	Amount of Purchase Money received.
1837 :	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	£. s. d.	A. R. P.	£. s. d.	A. R. P.	A. R. P.	£. s. d.
1 January to 30 June	48 2 36	24 3 12	73 2 8	24 2 17	- - -	6 2 18	18 8 5	48 3 31	2,041 3 1	- - -	42 1 13	1,657 17 6
1 July to 31 December	91 1 30	36 - 25	127 2 15	35 - 22	- - -	3 - 19	14 9 5	92 1 33	1,432 13 8	- - -	89 1 14	1,302 10 8
1838 :	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	£. s. d.	A. R. P.	£. s. d.	A. R. P.	A. R. P.	£. s. d.
1 January to 30 June	140 - 26	60 3 37	201 - 23	59 2 39	- - -	9 2 37	32 17 10	141 1 24	3,473 16 9	- - -	131 2 27	2,960 8 2
	39 - 20	11 1 33	50 2 13	- - -	- - -	1 1 12	27 1 8	50 2 13	1,319 17 6	- - -	49 1 1	1,076 3 2

Revenue Branch, Colonial Treasury, Sydney, }
10 October 1838.

C. D. Riddell.

Appendix (E.)

Appendix (E.)

STATEMENT of the EXPENSE of the IMMIGRANTS introduced under the Superintendence of the Emigration Agent General, by the Ship "Magistrate" from Cork, on 21st July 1838.

Appendix (E.)

Statement of Expense of Immigrants by the Ship "Magistrate."

Number of Emigrants landed	Adults	-	-	{	Men	-	-	72	196
					Women	-	-	99	
	Over ten years	-	{	Males	-	-	10		
				Females	-	-	15		
Children under ten	-	-	-	-	-	-	80		
Total Number				-	-	-	276		

	£.	s.	d.
Fittings, provisions, medical comforts, and other stores, as per account of Lieut. Friend, R. N., port agent, to 3d March 1838	1,743	2	4
Half-hire of the ship, paid in London, in terms of the charter-party	1,295	-	-
Half-hire - ditto - with the allowances paid to the master in Sydney	1,614	11	1 ½
To Dr. Savage, surgeon superintendent, pay, allowances and contingent disbursements	420	9	7
	5,073	3	- ½
Supposing the sale of old fittings and surplus articles to produce	196	3	- ½
Total Expense of the Ship	4,877	-	-

Estimated expense of introducing the same Immigrants by the Bounty System, under the Government Notice of 25th September 1837; viz.

	£.	s.	d.
For 171 adults at 18 <i>l.</i> each	3,078	-	-
For twenty-five children over ten years, say falling under the class as per regulation of seven to fifteen years of age, at 10 <i>l.</i> each	250	-	-
For eighty children under ten years, of which say twenty belong to the same class, at 10 <i>l.</i> each	200	-	-
And remainder, sixty, to the class from one to seven, at 5 <i>l.</i> each	300	-	-
	3,828	-	-
Difference, less on the Bounty System	1,049	-	-

Audit Office,
28th August 1838. }

William Lithgow,
Auditor.

Appendix (F.)

COMPARATIVE VIEW of EXPENSES incurred in the CONVEYANCE of EMIGRANTS by GOVERNMENT EMIGRATION SHIPS, and of the CHARGE which would have been occasioned by the Introduction of the same Number of Persons under the BOUNTY SYSTEM, from 1st January 1837 to 30th June 1838.

Ships' Names.	Adults embarked.	Adults died on the Voyage.	Adults landed.	Charge of Adults under the Bounty System at 18 <i>l</i> . each.	Children embarked above 7 Years.	Died on the Passage above 7 Years old.	Children landed above 7 Years.	Charge of Children above 7 Years on the Bounty System, at 10 <i>l</i> . each.	Children embarked under 7 Years of Age.	Died on the Passage under 7 Years.	Landed under 7 Years of Age.	Charge of Children under 7 Years on the Bounty System at 5 <i>l</i> .	Total Charge on the Bounty System.	Total Charge defrayed by Government.	Gain by the Bounty System.	Loss by the Bounty System.
	No.	No.	No.	£.	No.	No.	No.	£.	No.	No.	No.	£.	£.	£.	£.	£.
Adam Lodge -	200	13	187	3,366	95	8	87	870	114	14	100	500	4,736	6,497	1,815	
John Barry -	172	2	170	3,060	39	6	33	330	103	16	87	435	3,825	5,218	1,393	
Augusta Jessie -	125	2	124	2,232	40	3	37	370	62	4	58	290	2,892	3,611	694	
William Nicol -	136	2	134	2,412	80	9	71	710	86	10	76	380	3,502	3,134	-	368
Midlothian -	123	7	116	2,088	52	7	45	450	77	10	67	335	2,873	3,896	1,027	
Layton -	121	1	120	2,160	35	21	14	140	75	47	28	140	2,440	4,471	2,031	
Brilliant -	97	-	97	1,786	79	1	78	780	124	5	119	595	3,161	3,872	717	
Strathfieldsaye -	152	-	152	2,736	22	6	16	160	75	19	56	280	3,176	4,337	1,161	
Orontes -	102	3	99	1,782	31	3	28	280	80	8	72	360	2,422	3,698	1,276	
Westminster -	123	-	123	2,214	31	2	29	290	98	8	90	450	2,914	3,880*	926	
Magistrate -	-	-	171	3,078	-	-	45	440	-	-	60	300	3,828	4,877	1,049	
Duncan -	125	3	122	2,196	36	5	31	310	105	14	91	455	2,961	3,201	240	

N.B.—Where the actual numbers of children above and under seven years of age are not stated in the Returns, they are estimated to be to each other in the same proportion as in cases where those numbers are distinguished in the Returns.

* In this instance the expense of provisions is not included in the Returns, not having been reported by the Agent General. It is estimated at 1,600*l*. in the total charge here inserted.

Appendix (G.)

Appendix (G.)

PAPER respecting the ESTABLISHMENT of a SYSTEM of JUVENILE EMIGRATION.

Immigration Department, 23d August 1838.

Paper respecting
the Establishment
of a System of
Juvenile Emigra-
tion.

THE object of the present paper is to bring under the consideration of the colonial government the advantage which this colony would derive from the establishment of a system of juvenile emigration, which has been already tried by private exertions on a small scale, and with great success, in Canada and at the Cape.

At the present moment, when public attention at home is so much directed towards the acquirement of a legal provision for the poor in Ireland, as well as to the adoption of any auxiliary measures which may tend to relieve the frightful mass of poverty and misery which exists in that country, it may be a subject well worthy of consideration, whether the great scarcity of labour which at the present moment is crippling the energies and resources of this colony may not be efficiently and beneficially corrected by a portion of the surplus population of that country.

It would be irrelevant to the subject of the present paper to enter into any speculations as to the causes of that distress. I may merely mention, however, that such inquiries have been instituted, both publicly and privately; and that all writers who have studied the subject agree in the opinion, that emigration must form the basis of any measure of great and permanent relief for that country. It is with this conviction then that I submit a plan for the promotion of juvenile emigration; and I trust that the reasons which I shall adduce in its support will demonstrate that good results are likely to follow its adoption.

It is well known that in Ireland there are vast numbers of destitute children, who at present exist solely on charity, and whenever a Poor Law is introduced they must inevitably fall a burthen on the parochial funds,—no possibility exists of apprenticing them in that country; whereas by the emigration of such children great advantage will immediately accrue to themselves, to the mother country, and to this colony.

I shall therefore endeavour to show :—

- 1st. The class of children whose emigration should be promoted.
- 2dly. The mode in which such emigration should be defrayed.
- 3dly. The measures which should be adopted by the colonial government for the reception and disposal of such children in the colony.

Allowing (as Mr. Nicholl very justly observes) that emigration not only may *but must* be had recourse to as a present means of relief, the first question which very naturally presents itself is, what are the classes of persons who shall be assisted to emigrate.

There can be no question, that whenever the population becomes excessive in a district, and no opening for migration can be found, the emigration of any person will be an immediate relief; but I apprehend, that in incurring expense for the introduction of labour it is the interest of the colonists to provide for the selection of those whose services should be immediately available on arrival, and the expense of whose passage should be at the same time most economical.

How then can these objects be more effectually obtained than in enabling the youth of both sexes to transfer their labour, and that of their posterity, to a colony where it will not only eventually receive a large remuneration, but be received as an immediate national benefit?

Besides, it should be borne in mind that the disposition of youth is far more ductile in adapting itself to the manners and customs of a new country than that of more matured age; and that habits of idleness, and too frequently of vice, engendered by want of employment when young, are not easily eradicated.

But when we reflect that the grand supply of criminals comes from these very destitute children, and that the prisons of the United Kingdom swarm with young vagrants and thieves, surely a far higher feeling than that of expediency should prompt us to *prevent*, rather than to reform; to place our destitute and friendless youth in that condition where the principles of honesty and industry might be inculcated and enforced by early and daily example, rather than to speculate on eradicating in maturer age those evil habits which were too probably caused by want of employment when young, and which, when once formed, are, I fear, too seldom abandoned.

Every person at all conversant with Ireland is aware that there is in that country a large number of children, of both sexes, many of them orphans and friendless, the removal of whom to this colony would be the greatest blessing that could befall them. I would therefore propose that the agent general for emigration in London should be instructed to communicate on this subject with the Poor Law Commissioners, and with the several juvenile charities which exist in Ireland; and that he should also be directed to provide a passage for those children who are willing, either in their own persons or that of their natural guardians, to emigrate hither. I presume that the Poor Law Commissioners will direct the formation of schools in the various workhouses which may be established in Ireland; and I would recommend, therefore, that all juvenile emigrants not supplied by public institutions should be selected from those schools. It should be clearly understood, however, that emigrants from any institution should not be less than from fourteen to fifteen years of age. It would tend much to enhance their usefulness in the colony if there were separate schools for the instruction of the children intending to emigrate; and that the system of instruction should

Appendix (G.)
 Paper respecting
 the Establishment
 of a System of
 Juvenile Emigra-
 tion.

combine a course of useful study for persons in their class of life, with instruction in some mechanical or agricultural occupation. When a sufficient number of these emigrants were ready for embarkation, the agent general might either engage a separate vessel for their conveyance, or he might, in the first instance, send a small party in each of the Government ships. Perhaps a still more efficient and economical mode of proceeding would be for him to contract for their conveyance in some private vessel carrying cargo, and in which there may be no other steerage passengers. Males and females, however, must be imported in equal numbers, and in separate ships.

There can be no doubt that the arrival of such emigrants as I have described would be hailed with satisfaction in this colony,—forming, as they would, the germ of a moral and industrious population. Indeed, since my arrival here, I have conversed with many of the most considerable stock and land proprietors on this subject, who would each gladly take a number of such boys, giving them a reasonable rate of remuneration for their services; the demand also for female servants is equally great. I would therefore propose that the whole expense of their passage (which, if contracted for in private ships, would not exceed 15*l.*) should in the first instance be defrayed from the emigration fund of this colony.

And I now come to the third consideration involved in this question, in which I shall endeavour to show that a great portion, if not all, of the expense incurred for the conveyance of these children might be repaid to the colony.

The measures which should be adopted for the reception and disposal of these immigrants in the colony, although of the utmost importance, as affecting their welfare, and the success of the plan I am advocating, are nevertheless few and simple. On their arrival they should be disembarked under the direction of the Government emigration agent, and taken care of in an asylum provided for that purpose, until they may obtain masters. During their domicile in that building they might be employed in some suitable occupation, which would tend to lessen the cost of their maintenance. Of course notice would be long beforehand given of their expected arrival, and a registry kept of the settlers applying for their services. When therefore a master was found, they should be apprenticed under the superintendence of the Government agent for any term of years; provided that at the expiration of such apprenticeship they might not exceed the age of twenty. The terms of their indenture must of course be sanctioned by the colonial legislature, and enforced by the emigration agent. The master, however, should always be required to advance at least two-thirds of the passage money of his apprentice, by way of repayment to the immigration fund; and he should also be required to board and lodge him, and to allow him a certain increasing annual remuneration, from which should be deducted, by instalments, that portion of the cost of his passage which was advanced by the master on receiving his apprentice.

The same regulations would be equally applicable to the young females who might be introduced into the colony under this plan; and from the high wages given here, as well as from the great and increasing demand for every description of labour, there can be no doubt that several hundreds of the youth of both sexes could be easily provided with masters and mistresses on their arrival. But with a view to their protection until the termination of their apprenticeship, the Government emigration agent should be appointed their legal guardian.

In the transitions which are constantly taking place in this colony, from servant to master, it is not too much to suppose that eventually each apprentice will himself require one or more. Thus, while an immediate demand is supplied at a small cost, we are also sowing the seeds of a virtuous, industrious and numerous population in this colony; and at the same time creating employment in the mother country by the increased demand which will exist for her manufactures here.

It will be perceived that in the foregoing remarks I have confined myself to juvenile emigration from Ireland only. The same arrangements, however, might be rendered equally applicable to England and Scotland, and I am convinced with equal success, although not to a corresponding extent.

In framing this plan, which I now submit for the consideration of the colonial government, I have endeavoured to avoid all vague theories, and to confine myself strictly to a plan which might be practically and usefully adopted.

I have endeavoured to show that the machinery of the agent general for emigration would be sufficient to set it in motion at home, and that the machinery of my office is sufficient to carry out its details here.

I have endeavoured to show that it might be conducted but at little (if any) expense either to this colony or to the mother country.

I have also endeavoured to show, what I consider to be of still more importance, that whilst the introduction of the youth I have adverted to would be an immense immediate addition to the labour market of this colony, its adoption would also tend, not merely to relieve the United Kingdom of a portion of her surplus population, but at the same time to improve the moral state of society by the prevention of crime.

I know not whether my conclusions may be considered equally clear to others. I have written them, firmly impressed with the importance of the subject; and should their adoption be the means of rescuing one fellow-creature from misery and demoralization, I shall not have written them in vain. This I do believe, that a fair trial will soon put down any clamour which the ignorant and the malicious may raise against an undertaking founded on the truest principles of humanity, justice and political economy.

J. Denham Pinnoch.

Appendix (H.)

ESTIMATE of the Produce of the CROWN LAND REVENUE of *New South Wales*, and of the period within which it might be found adequate to introduce 100,000 Immigrants, assuming the entire Expense for each to be £. 20.

Appendix (H.)

Estimate of the Produce of the Crown Land Revenues of New South Wales, &c.

Year.	Annual Revenue.	Number of Emigrants at 20l. each.	Year.	Annual Revenue.	Number of Emigrants at 20l. each.
	£.			£.	
1840	90,000	4,500	1849	160,000	8,000
1841	100,000	5,000	1850	160,000	8,000
1842	110,000	5,500	1851	160,000	8,000
1843	120,000	6,000	1852	180,000	9,000
1844	130,000	6,500	1853	180,000	9,000
1845	140,000	7,000			
1846	150,000	7,500			
1847	160,000	8,000	Total	2,000,000	100,000
1848	160,000	8,000			

Appendix (I.)

ESTIMATE for accelerating IMMIGRATION to *New South Wales*, by raising on the Security of the CROWN LAND REVENUE the Sum of Two Millions, by Loans, during the next Eight Years, of £. 250,000 annually, payable in Twenty-five Years from the Date of each Loan ; showing the Number of Emigrants who might thereby be introduced, as well as the annual Charge for Interest, and for providing a Sinking Fund to extinguish the Loans in the period specified.

Appendix (I.)

Estimate for accelerating Immigration to New South Wales.

Year.	Amount of Loans.	Number of Immigrants for introducing whom the Loans would be adequate at 20l. for each.	Charges.		Total Annual Charge for Interest and Sinking Fund.	REMARKS.
			Interest at Five per Cent.	To provide a Sinking Fund at 1 per Cent. on the Amount; the Loans to accumulate at 10 per Cent.		
	£.		£.	£.	£.	
1840	250,000	12,500	12,500	2,500	15,000	
1841	250,000	12,500	25,000	5,000	30,000	
1842	250,000	12,500	37,500	7,500	45,000	
1843	250,000	12,500	50,000	10,000	60,000	
1844	250,000	12,500	62,500	12,500	75,000	
1845	250,000	12,500	75,000	15,000	90,000	
1846	250,000	12,500	87,500	17,500	105,000	
1847	250,000	12,500	100,000	20,000	120,000	
1848	-	-	100,000	20,000	120,000	
1849	-	-	100,000	20,000	120,000	
1850	-	-	100,000	20,000	120,000	
1851	-	-	100,000	20,000	120,000	
1852	-	-	100,000	20,000	120,000	
1853	-	-	100,000	20,000	120,000	
1854	-	-	100,000	20,000	120,000	
1855	-	-	100,000	20,000	120,000	
1856	-	-	100,000	20,000	120,000	
1857	-	-	100,000	20,000	120,000	
1858	-	-	100,000	20,000	120,000	
1859	-	-	100,000	20,000	120,000	
1860	-	-	100,000	20,000	120,000	
1861	-	-	100,000	20,000	120,000	
1862	-	-	100,000	20,000	120,000	
1863	-	-	100,000	20,000	120,000	
1864	-	-	100,000	20,000	120,000	1st Instalment exting ^d Dec. 31.
1865	-	-	87,500	17,500	105,000	2d - ditto - - ditto.
1866	-	-	75,000	15,000	90,000	3d - ditto - - ditto.
1867	-	-	62,500	12,500	75,000	4th - ditto - - ditto.
1868	-	-	50,000	10,000	60,000	5th - ditto - - ditto.
1869	-	-	37,500	7,500	45,000	6th - ditto - - ditto.
1870	-	-	25,000	5,000	30,000	7th - ditto - - ditto.
1871	-	-	12,500	2,500	15,000	8th - ditto - - ditto.
	2,000,000	100,000	2,500,000	500,000	3,000,000	

Appendix (K.)

Opinions of the
Colonists as to
raising Money by
Loan.

Appendix (K.)

OPINIONS of the COLONISTS as to raising MONEY by LOAN for assisting EMIGRATION.

To the Honourable the COMMITTEE of the LEGISLATIVE COUNCIL appointed to consider the QUESTION of IMMIGRATION.

My Lord and Gentlemen,

New South Wales, September 1838.

AWARE that your honourable committee is desirous of eliciting the opinions of the colonists with reference to the all-important subject you are now engaged in considering, we deem that it will be no less acceptable to you than it is a duty incumbent upon us that we should express our sentiments regarding the proposed measure of raising in England a sum of money on loan, at a low rate of interest, in anticipation of future sales of colonial waste lands, such money to be applied in the introduction of the largest number of properly selected emigrants from the mother country that the amount will admit of.

We therefore beg leave to state that, having attentively considered the proposed measure, we conceive it to be the only practicable and effectual means whereby a supply of labouring population at all commensurate with our urgent wants can be obtained, without which the colony must inevitably retrograde, and one from which inestimable benefits would be derived both by this colony and the parent state.

We are not unaware that an objection to the proposed measure has been entertained, founded on the apprehension that in the administration of so extensive a fund a wasteful expenditure or an unwise misapplication of the money might take place; but we do not regard this as a valid or sufficient objection; the wisdom of the legislature must provide against the occurrence of errors so vitally destructive.

It is doubtless essential to the success of the measure that the funds to be raised should be exclusively appropriated to the object in view, and disbursed with the strictest regard to economy, as well as that the whole proceeds of the sales of waste lands in this colony should henceforward be exclusively applied, first, in redeeming the debt to be incurred, and, secondly, in procuring the introduction, at the least expense, of the largest possible number of properly selected emigrants; and it is only in the persuasion that these objects will be effectually provided for that we respectfully beg leave to recommend the proposed measure to the favourable consideration of your honourable committee and of his Excellency the Governor.

We have the honour to be,

My Lord and Gentlemen,

Your most obedient and faithful servants,

W. Macarthur, J. P., Camden.
J. Bowman, J. P., Lyndhurst.
Robert Scott, J. P., Glendon.
Robert Mackenzie, New England.
Charles F. Warne, Wellington Valley.
G. P. Living, Orwell.
S. Ryrie, St. Vincent.
John Coghill, J. P., St. Vincent.
Richard Windeyer, Sydney.
George M'Leay, Brownlow Hill.
C. H. Ebden, Port Phillip.
Wm. Dawes, Sydney.
Henry Smyth, Major, Port Phillip.
James Mitchell, J. P., Sydney.
A. B. Spark, J. P., Cook's River.
Edmund Lockyer, J. P., Ermington.
S. Wright, J. P., Parramatta.
W. H. Dutton, J. P., Sydney.
Thomas Gore, Sydney.
Septimus Campbell, Port Phillip.
R. H. Browne, Port Phillip.
George Porter, Sydney.
J. Eales, Hunter's River.
J. Reid, Hunter's River.
J. Terry Hughes, Sydney.
J. A. Davidson, Sydney.
John Brown, Parramatta.
Georges Forbes, J. P., Edenglassie.
P. W. Flower, Sydney.
C. W. Roemer, Sydney.
Robert Ramsay, Sydney.
William C. Botts, Sydney.
H. O'Brien, J. P., Yass.
C. O'Brien, J. P., Yass.

F. C. Ebhart, Cook's River.
J. E. Manning, J. P., Registrar of the Supreme Court.
R. Anderson, Sydney.
G. Macdonald, Yass.
P. Gardner, Australia Bank.
G. Kinnear, J. P., Australasia Bank.
P. Falconer, Australasia Bank.
T. C. Breillat, Sydney.
Alfred Saunders, Sydney.
J. Northwood, Tamar.
William Carr, Sydney.
George Rogers, Sydney.
Adolphus W. Young, Sydney.
Hamilton Hume, Appin.
William Miller, Deputy Commissary General.
J. P. Viles, Sydney.
A. Steel, Sydney.
J. Ellis, R. N., Sydney.
Thomas Walker, Sydney.
Archibald Walker, Sydney.
Charles Campbell, Campbell's Wharf.
John Campbell, J. P., Campbell's Wharf.
Charles Marsden, South Creek.
J. A. Courtoys, Sydney.
Edwards and Hunter, Sydney.
Frederick Parbury, Sydney.
H. Hutchinson Browne, Bathurst.
J. W. Gosling, Bathurst.
George Cooper, Comptroller of the Customs.
John Maclean, J. P., Principal Superintendent of Convicts.
S. A. Perry, Surveyor General.
Ward Stephens, Sydney.

James

James M'Farlane, Argyle.
 D. M'Farlane, Argyle.
 J. Stephen Ferriter, Liverpool Plains.
 Gordon Sandeman, Sydney.
 James Hooper, Sydney.
 John Nicholson, Master Attendant.
 Nicholson Besnard, Yass.
 R. J. M'Donald, Sydney.
 Charles Nicholson, M. D., Sydney.
 Frederick Dutton, Maneroo.
 Charles J. Campbell, Bathurst.
 Sylvester J. Brown, New Town.
 William Shelly, Goulburn.
 John Betts, Sydney.
 Edward Dent Betts, Sydney.
 W. A. Brodribb, Moorumbidgee.
 George Harper, Stonequarry.
 Thomas Walker, Deputy Assistant Commis-
 sary General.
 William Minithorpe, Sydney.
 Charles Steel, Port Macquarie.
 T. U. Ryder, J. P., Sydney.
 J. Shadforth, J. P., Woolloomoolloo.
 Edye Manning, J. P., Sydney.
 Edward Haslingden, Sydney.
 John Lamb, Sydney.
 James Dodds, Sydney.
 J. Tod Goodsir, Deputy Assistant Commis-
 sary General.
 A. B. Smith, Sydney.
 Henry Moore, Sydney.
 Thomas Smith, Sydney.
 Andrew Lang, Hunter's River.
 John Lord, Sydney.
 D. C. Simpson, Hunter River.
 T. Macquoid, High Sheriff.
 G. Townsend, J. P., Hunter's River.
 Francis Fisher, J. P., Crown Solicitor.
 Richard Rogers, Ordnance.
 E. P. Sturt, Commissioner.
 W. M. Manning, J. P., Chairman of the
 Quarter Sessions.
 William Carter, J. P., Supreme Court.
 A. M'Gaa, Sydney.
 Thomas Cadell, Sydney.
 W. H. Clarke, J. P., Hunter's River.
 Nathaniel Powell, Campbelltown.
 Charles T. Campbell, Sydney.
 Felton Mathew, Town Surveyor.
 Pelham Dutton, Maneroo.
 George Mocatta, Wellington.
 Charles H. Chambers, Supreme Court.
 Robert Lethbridge, J. P., Craigend.
 R. Campbell, J. P., Darlinghurst.
 G. Sutton, Bathurst.
 Charles Forbes, P. M., St. Patrick's Plains.
 George Allen, Supreme Court.
 L. Macalister, J. P., Stonequarry.
 Alexander Young, Sydney.
 David Ramsay, Dobroyde.

R. V. Dulhunty, J. P., Penrith.
 E. B. Mowle, St. Vincent.
 Henry Carmichael, Patterson's River.
 T. Forster, M. D., J. P., Parramatta.
 P. P. King, J. P., Capt. R. N., Penrith.
 R. Lethbridge, J. P., Penrith.
 Edward Cox, J. P., Fernhill, Mulgoa.
 Edward James Blaxland, Luddenham.
 Charles Thompson, jun., Lemon Grove,
 Penrith.
 A. F. Thompson, Clydesdale.
 Henry Cox, J. P., Glenmore, Mulgoa.
 J. A. Betts, Glenroy, Vale of Clwyd.
 Thomas Black, M.D., Littlefields, Mulgoa.
 Alexander Fraser, Woodville, Castlereagh.
 Charles Sims, Coroner, Penrith.
 George Druitt, J. P., Mount Druitt.
 Nathaniel Norton, Mulgoa.
 Richard Hayes, Bathurst.
 George Edward Mackey, River Ovens.
 Alfred Cheeke, J. P., Barrister-at-Law.
 Alexander Thomson, Geelong, Port Phillip.
 J. North, Hunter's River.
 Thomas Jeffrey, Customs, Sydney.
 W. D. G. Wood, Port Phillip.
 Neil Campbell, Port Phillip.
 Thomas Wedge, Port Phillip.
 John Street, J. P., Bathurst.
 F. Moore, Barrister-at-Law.
 Joseph Hawdon, River Hume.
 John Hosking, Sydney.
 H. P. White, Sydney.
 C. D. L. Fattorini.
 William Mackenzie.
 H. S. John Cahuac.
 Archibald C. Innes.
 William M. Gray, J. P.
 Robert Andrew Wauch, J. P.
 W. H. Geary, J. P.
 Robert Ackroyd, Dep. Assist. Com. Gen.
 Charles George Gray, J. P.
 Quinten Swift, New England.
 Joseph Phillips.
 George Holliday.
 I. E. Stacy.
 Henry Betts.
 Benjamin Robert Sullivan.
 Jeremiah Warlters.
 John Jones.
 Christopher Doyle.
 Alexander Thomson.
 Horatio Toyer.
 John Cross.
 H. Mitchell, J. P.
 William Collie.
 George F. Moncrieff.
 W. Cheers.
 John Stocking.
 Edwin H. Tompson, Clydesdale.

Appendix (K.)

—
 Opinions of the
 Colonists as to
 raising Money by
 Loan.

MINUTES OF EVIDENCE.

LIST OF WITNESSES.

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<i>Saturday, 11th August 1838.</i>		James Stuart, Esq. - - -	34
James Bowman, Esq., J. P. - - -	20	<i>Monday, 20th August 1838.</i>	
John Coghill, Esq., J. P. - - -	21	W. A. Dutton, Esq., J. P. - - -	39
<i>Monday, 13th August 1838.</i>		A. C. Innes, Esq. - - -	40
James Lawrence, Esq. - - -	22	John Dobie, Esq. - - -	41
Lachlan Macalister, Esq., J. P. - - -	25	S. K. Salting, Esq. - - -	43
<i>Wednesday, 15th August 1838.</i>		Thomas Walker, Esq. - - -	43
William Macarthur, Esq. - - -	27	Mr. Thomas Cowlshaw - - -	47
J. Nicholson, Esq., R. N. - - -	29	<i>Wednesday, 22d August 1838.</i>	
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The Right Reverend The LORD BISHOP OF AUSTRALIA in the Chair.

Saturday, 11th August 1838.

JAMES BOWMAN, Esq., J. P., examined.

J. Bowman, Esq.

I WAS examined before the immigration committees of 1835 and 1837. I adhere to the opinions I then expressed in my evidence; I am quite sure that the want of labourers has not diminished since that time. I speak of my own establishment, and all others that I have had an opportunity of visiting; and I believe it to be general throughout the colony. Since 1837, I have endeavoured to remove my own wants, by hiring a considerable number of free married people; to the best of my recollection about eleven families, all of whom, except one, have children; they are chiefly labouring persons; some mechanics. I am still in want of increased numbers of both, and am at this time unable to obtain them, from the unwillingness evinced by the class of persons whom I wish to engage to leave the town. Those families who have boys from ten to sixteen that can be useful I pay higher wages to. The boys are employed with their fathers in shepherding, my general plan being to station a whole family in one place as near as I can. Some of these boys are the most attentive shepherds in my service. The general nature of the agreement I make with a married labourer, is to give him as wages from 20 l. and 25 l. to 30 l. and 40 l. per annum, with a ration for the man of eight pounds of meat and ten pounds of flour per week; half that to the woman; and to all the children a ration in proportion to their ages. In consequence of this, I pay lower money wages than I otherwise would do. For the women and female children I have little or no employment. They decline generally to do out-door work even in harvest time. I was compelled to discharge three families last year in consequence of the women refusing to do such work as was suitable for them; in one instance attending to the poultry. My opinion as to the physical properties of the convicts and free emigrants as labourers is, that generally speaking, the free men do more work, and do it better; but I have some prisoners very well-behaved men, as industrious as I would desire or expect men to be, and who do as much work, and as willingly, as free men; but these are exceptions to the generality of their class. As to their moral qualities, the free people in my service are generally very well conducted, and I have had very little trouble with them. Comparing them in point of morals with the prisoners, they are, generally speaking, far superior. I do not apprehend that any detriment has been occasioned to the free people by being brought into the same service with prisoners. I separate the two classes as much as I can; they sometimes work together, but have their lodging and meals quite distinct. I have discovered some symptoms of an improving moral character among the prisoners since the arrival of the emigrants. I believe them to be more guarded in their language and habits, which I attribute to the presence of the free people, especially the women, who seem to act as a kind of check upon them. I would prefer selecting for myself from among the emigrants brought to Sydney in Government or private ships, to employing an agent in England to send them out specially for my service. I think it most advantageous

tageous to see the people before I hire them, as I can explain to them many points as to their employment and wages, and come to a better understanding with them than would be done by an agent at a distance. I think the demand is still as great as ever, even greater; and I am sure that the number I mentioned in 1835, or 10,000 individuals, if well selected from classes useful to the colony, might be disposed of in service. I have previously said, and still think, that the plan of introducing small numbers in private merchant ships is much preferable to that of bringing larger bodies in ships fitted up exclusively for emigrants. I would suppose that a merchant ship of the medium tonnage might bring, besides her cargo, from twenty to thirty families; not exceeding one hundred individuals in any ship. My recommendation would be, that the Government emigration agents in England, as often as they had assembled as many as one hundred individuals of those classes to whom Government assistance is given to enable them to emigrate, they should engage a passage for them on board a merchant ship, taking, of course, due precaution that due medical attendance and other essentials for their comfort and proper treatment during the voyage were provided for by the owners. All the individuals so provided with a passage should be previously approved of by a Government agent, to afford security that they are fit for the employments provided for them in the colony. If parties are brought out by private individuals, they must of course be subject to inspection and approval by a board in the colony, upon which the payment of the bounty for their passage should be made to depend. With respect to the means of affording religious instruction and education to the emigrants and convicts, and to their children, I can only state what I myself am willing and have indeed engaged myself to do; that is, to give a sum of 200*l.* towards building a church in the township of Vane, near my property, and to allow 20*l.* per annum for seven years in aid of a schoolmaster's salary. I think that for the present this church might be served, in common with that which is proposed to be built at Patrick's Plains, by the clergyman of the latter. The distance would be about nine miles. As the population in my neighbourhood increases, the establishment of a separate clergyman there would of course be desirable; and I have no doubt that the neighbouring proprietors, in conjunction with myself, would afford every degree of assistance in their power to build a parsonage house, and make other needful provisions, as soon as the necessity became apparent. I am equally willing to make a corresponding outlay for the promotion of the above purposes upon the estates I have recently purchased, so soon as they have been a sufficient length of time on my property to afford the means of doing so out of the income arising from them.

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J. Bowman, Esq.

JOHN COGHILL, Esq., J. P., examined.

I WAS examined before the immigration committee of 1835, and adhere to what I then stated as to the want of labour; indeed I am of opinion that the want has increased, and during the past two years I have found it impossible to procure sufficient labour in any shape. I was offering during harvest 7*s.* to 8*s.* a day for common labourers to no purpose, and the year before I was compelled to leave forty or fifty tons of hay on the ground to spoil, from want of labourers to bring it in. It is almost impossible to induce free mechanics to go into distant parts of the interior, as the country of St. Vincent, 160 miles from Sydney, where I am now building. So far as my own experience extends, I do not think the introduction of free emigrants has made hitherto the slightest alteration; on the contrary, there is more pressing want of labour than ever. I employ principally ticket-of-leave men, and men who have become free in the colony. I have engaged only two families and one single man from among the emigrants recently arrived, and these are all mechanics. I pay the men at such rates as, when they work at piece-work, will give them on an average three guineas a week; and I allow a ration for each man and woman. I would not object to engaging an emigrant who had a large family, provided the father paid for the rations of the children. I could not, at the distant sheep-stations, give employment to women or children; but I could do so where I myself reside, if they were qualified for household work. If the boys were active, from twelve years of age and upwards, I could employ them very advantageously with the father as shepherds. A boy so employed, if attentive, is quite as competent as a man in following sheep. I have not much experience on the subject of the comparative quantities of work done by convicts and by emigrant labourers; I would expect the latter to do much more; but from some instances which have come within my observation I have some doubt whether the latter do more than the prisoners of the best description. If I were desirous of engaging many free emigrants from England, unless I had some confidential agent on whom I could fully rely to make the selection, I would prefer engaging them myself in the colony, where I have an opportunity of seeing the men before I hire them. As having had experience in nautical affairs, I would give the preference to the plan of bringing small numbers of emigrants in private merchant ships, rather than in vessels fitted up by Government, or by private individuals for the exclusive conveyance of emigrants. Where they are in large numbers together on board, I know there is no sufficient authority to keep them in due control, or to oblige them to attend to cleanliness. I think that many captains of merchant vessels coming out loaded to this colony would bring out emigrants on as reasonable terms, if not even lower, than the Government or owners of emigrant ships could do; because it is a great object to lighten a ship by having the between decks occupied by passengers rather than with merchandize, and there are other advantages which, if I were coming on such a voyage, would lead me to prefer bringing a moderate number of emigrants. I think the principal causes of disease on board emigrant ships must be want of personal cleanliness, as well as in the berths, and

J. Coghill, Esq.

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deficiency or bad quality of the fresh water, of which there ought to be enough allowed to enable the women to wash their own and their children's linen, instead of in salt water. In the distant districts, such as the county of St. Vincent, the stations are so distant, and the country so thinly inhabited, that great difficulty would prevail in affording any general means of religious instruction, or of assembling the children in schools. I would greatly approve of periodical visits being made by a clergyman to the different stations, where the labourers on one, two or three adjoining estates might be assembled at appointed times to attend divine service. I think the best measure would be to give the clergyman a fixed residence, and put him in charge of a certain surrounding district. At present I think this is the only mode that could be adopted; for if a church were erected at which the clergyman should regularly officiate, it could not be attended by the inhabitants of the district generally, in consequence of their being so widely scattered; I think on the part of the settlers in general, there would be great forwardness in contributing to enable the clergyman to keep a horse, as the stipend allowed by Government is insufficient to enable him to do so at his own expense.

Monday, 13th August 1838.

JAMES LAWRENCE, Esq., examined.

J. Lawrence, Esq.

I AM a surgeon in the Royal Navy, and have made four voyages from England and Ireland to this colony, three with convicts, and the last with free emigrants, men, women and children, by the "Westminster" from Gravesend, arrived here 26th June.

By this ship there arrived 251 individuals; viz.

Males	-	-	-	-	57 married.
Ditto	-	-	-	-	14 unmarried.
Females	-	-	-	-	57 married.
Ditto	-	-	-	-	14 unmarried.
Children under 14 years of age					109

During the voyage ten deaths and nine births occurred.

I was acting under instructions from the agent general for emigration. I had full opportunity of knowing the means adopted for collecting emigrants in the district in which I was employed; that is, in Kent and Sussex. They were all from those counties, except one tradesman and his family from London. They were chiefly agricultural labourers, with a few country mechanics, as wheelwrights, who could make carts, ploughs and harrows, and a bricklayer.

I think the arrangements made in fitting out the ship, and providing for the health and comfort of the passengers, were generally good, and the people were all very well satisfied. They were a very good set of people, and I had no trouble whatever in making them attend to cleanliness; and there was not a single quarrel among them during the whole voyage.

I think the mode of fitting up ships for this service, although very good, might still admit of improvement. According to the Passengers Act, three children under seven years of age or two under fourteen are reckoned as one adult, and allowed the same space. The habits and infirmities of young children are such as to require on board ship a large allowance of room, and this mode of computing ought to be changed so as to consider two children under seven years of age as equal to an adult, the same as under fourteen, in calculating the allowance of space. The mode of fitting up the ship might then be changed by allowing all the passengers to sleep fore and aft instead of athwart ships, as at present. The change would be, that the berths, instead of projecting six feet from the ship's side, as at present, would extend only four and a half feet, which would allow a much freer circulation of air. Each berth could then contain a man, his wife and infant child. I attribute the harmony with which I was enabled to bring out these emigrants to the arrangements by which men and their wives were enabled to be always together. They were certainly very steady, sober, industrious people; and, when once arranged, went on with perfect regularity all the way without any actual authority being required.

There was no necessity for my being armed with any powers as a magistrate. I embarked with a full supply of fresh water of average quality; it underwent on the passage a decomposition, as Thames water generally does. All the casks were charred with fire. The allowance was to each family as much as they chose. They did not exceed proper limits, nor were they at all wasteful; if they had been, I must have checked it by putting them on an allowance.

The medical comforts were such as are usually given to transports, but owing to the number of children I do not think the scale sufficient. Fifty dozen pints of preserved milk were ordered, but only thirty-six dozen and a half obtained. The quantities of preserved meats and porter were also insufficient; wine was in sufficient quantity. The want of preserved meats and porter was supplied from the captain's private store, so that no actual deficiency was experienced; we had no potatoes, and I found the want of cheese; none was allowed.

The

The quantity of biscuit mentioned in the scale of victualling for the emigrants on board the "Westminster" was too much; the surplus of their allowance, which was returned into store, having amounted to between five and six thousand pounds in three months, after they had as much as they could use, and for which surplus the master of the ship was paid 2½d. per pound. By reducing the allowance of biscuit for the male emigrants to two-thirds of a pound daily, the same as to the female emigrants, and that of the young children, who are already supplied with rice, sago and arrow-root, to one-half of the allowance of an adult, instead of two-thirds, as at present, and by giving to infants, who ought always to have an abundant supply of preserved milk and arrow-root, no other species of provisions than these, a saving might be effected equal to the difference of value between the salt provisions now allowed and half a pound of fresh preserved meats to be substituted in lieu of the salt on two days of the week, as excellent preserved meats can now be purchased in London for 1s. per pound, if taken in large quantities. I consider that this would be a very material improvement in the diet of emigrants during a long voyage, and would tend much to the preservation of their health; it is at present followed by the South Australian Company with the happiest effects. I think that in the victualling of emigrants some attention should also be paid to their previous habits of living. Those under my superintendence could not use the oatmeal which was put on board for them, although of excellent quality, but felt very much the want of cheese, which is a principal article of food with the peasantry in that part of England from whence they were selected.

The children who died were mostly under the age of twelve months; their diseases were chiefly inflammatory. Eight died, between the Cape of Good Hope and this port, owing to the cold damp stormy weather which prevailed during this part of our voyage. The adults all preserved their health perfectly during the voyage; I had not one man in hospital the whole way.

I think the time of sailing was rather too early in the year, as the people had, some of them, to travel considerable distances to the ship, and the weather was severe, from which circumstance some of the children embarked with colds. Later in the spring, or in the autumn till the end of October, I think would be the best time to sail.

My mode of management was to have the decks thoroughly cleaned every day by scraping and dry-rubbing, and then sprinkling them with chloride of lime and sometimes with vinegar. When within the tropics the lower deck was washed several times, but all moisture was avoided as much as possible; the swinging stoves were constantly in use for the purpose of promoting warmth, dryness, and a circulation of air.

When appointed to this ship, I took an opportunity of making myself master of the mode of fitting up vessels for emigrants, both on the part of Government and of private individuals under the bounty system, the result of which comparison is, that I decidedly give the preference to the Government plan, because in the bounty ships they have no proper hospitals, and the after part of the lower deck is appropriated to cabin and intermediate passengers, who are separated by bulk-heads, which intercept ventilation. The water-closets also of the private ships are between decks, which is an objection, except for the sick, or women and children. They also make the berths for two adults 6 × 3, whereas on board the "Westminster" we allowed 6 × 4 for every married couple.

I speak merely of the probability of these arrangements operating injuriously to health. I have had no opportunity of making a practical comparison of the relative state of health in Government and private ships, except in the "Amelia Thompson," in which I think the arrangements were defective in the particulars I have already stated, and also in her not being furnished with stoves. I think when there are only a few emigrant passengers in a ship they are likely to come out more healthy; I would not, however, give my opinion in favour of bringing out emigrants in ordinary merchant ships, even in limited numbers, unless such means were adopted as would secure them against the abuses and privations which formerly prevailed in private ships carrying emigrants to America.

I know of a certainty that the agents who are employed to carry into effect the provisions of the Passengers Act complain that it does not give them sufficient power to provide for the due comfort of the emigrants. And it has been observed by those who have paid attention to the subject, that when steerage passengers are taken in ships carrying merchandize, the goods are generally put on board first, without sufficient room being left for the accommodation of the passengers. It has been remarked also, that in ships carrying cabin, intermediate and steerage passengers, the last are not allowed to come abaft the mainmast, but confined to the waist, exposed to the sun when within the tropics, and to the inclemency of the weather in high latitudes; whereas in the ship under my superintendence the steerage passengers had the whole range of the ship, and the poop and quarter deck were the places where they congregated, under the shelter of an awning, whenever that was necessary. If the Passengers Act were amended so as to give the agents who are employed to carry it into effect the power to oblige the owners and masters of vessels in which emigrants are brought out to furnish the emigrants during the passage with a certain quantity and quality of water, provisions and medical comforts, and also with a sufficiency of room, and the attendance of a properly qualified surgeon, as well as every thing else which experience has proved to contribute to the health and comfort of the emigrant; and were the authorities here to withhold the payment from all the parties who do not strictly fulfil these stipulations during the voyage, as well as from those against whom any well-founded charge of ill-treatment or neglect of the emigrants has been established, then might captains of merchant ships be encouraged not

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to load fully with cargo, but to fill up with a limited number of emigrants. In ships chartered by Government, the parties furnishing the ship agree, under a penalty of one thousand pounds, strictly to fulfil every part of the contract, which is of such a nature as to ensure to the emigrants comfort and good treatment, and a Government officer accompanies the emigrants, whose duty and interest it is to see that every part of the charter-party is complied with.

I am of opinion that during such a long passage as that from England to this colony fresh water for washing is indispensable in order to ensure cleanliness, and consequently the health and comfort of the steerage passengers, because their circumstances before leaving England are not such as to enable them to supply themselves with sufficient clothing for so long a passage without washing, and clothes washed in salt water never dry, and consequently are not healthy. On board the ship under my superintendence plenty of fresh water and soap was allowed for this purpose. Ships taken up expressly to bring out emigrants ought to have an advantage in this respect, because in them abundance of room can be appropriated for water.

A suitable diet for young children is another circumstance which has not always been sufficiently attended to in private ships, although this is of great importance. In Government ships abundance of rice, sago and arrow-root are allowed to them, and preserved milk to the infants that require it. The medical comforts in private ships are also far short of those on board Government ships; and I think that any circumstance not attended to which is necessary for the preservation of the health of emigrants during the passage will increase the difficulty of obtaining them; for the emigrants, especially those from agricultural districts, always view the sea voyage with great apprehension, which kind treatment and every attention to their comfort soon allays.

Steerage passengers from inland agricultural districts, although having the choice of the ships by which they may emigrate, this choice will seldom have any effect as regards their comforts during the passage, because they have in general no knowledge of the captains of the ships, and depend upon the statements of those who visit them in the country.

My instructions as to the selection of emigrants confined me to agricultural labourers, shepherds, and country mechanics, married couples under thirty-five years of age, which however in particular instances was allowed to be exceeded when the parties were considered very eligible.

When I first went into West Kent I found very few applicants, but after having made the proposals known, by communicating with the gentry, and publishing handbills, abundance of applicants came forward.

The statement that I was empowered to offer by authority of Government was, that farm labourers might expect to receive in New South Wales about 20 £. per annum, with a house and rations; they appeared satisfied with those terms. All who arrived here have obtained considerably higher wages than those mentioned in the circulars. I consider that any moderate number of persons of this class might be obtained from Kent and Sussex upon the same terms. I made, in fact, so much progress towards providing another cargo as to induce the agent-general to take up another ship, which was to sail from Gravesend on the 10th of April.

It was during the time of a severe winter that I made my selection, and when many of the people were out of employment; under other circumstances I might not have been so successful. I experienced very disagreeable treatment from the guardians of one of the unions which I visited, for not taking all the families which they wished me to take, because I did not consider them such as might be the most useful to this colony, but from the guardians of several of the other unions which I visited I received every assistance in their power in forwarding my views.

I obtained great assistance from some of the gentry and clergy who knew the people best, and recommended such as were of good character. Mr. Hodges, the member for West Kent, Captain Tweedie, of Rolvenden, and the Reverend Julius Deeds, Rector of Wittersham, particularly interested themselves, and sent many good men. Those from Wittersham were, through the kindness and liberality of Mr. Deeds, better clothed than is usually the case with emigrants; and the adults had one sovereign given to each of them, and each child 10 s., for their use on landing here.

From the intercourse which I had with country gentlemen when selecting emigrants, I know that many of them consider it very desirable that the surplus population should emigrate; and although the farmers are generally opposed to the good labourers leaving the country, yet I am of opinion that a plan for extensive emigration, by which England would bear part of the expenses, would receive the support of many of the landed proprietors.

I think single men might be induced to come out, but not so readily nor in such numbers as persons with families, who come principally under an impression that they may provide for their children. I think the habits of that part of the country are such that single females of good character could hardly be induced to emigrate, unless under the protection of their friends and relations.

No means were provided for affording education or instruction to the children during the passage, but believing that by employing them during the voyage in industrious, improving, and moral habits, and instilling into their youthful minds the great religious truths of the Christian's faith, an important service would thereby be rendered, not only to the children but to the colony also, with which they were so soon to become identified, I selected from amongst the emigrants themselves those best fitted for this purpose.

They

They taught the children reading, writing and arithmetic very well; there were very few of the people that could not read. I never met with a more indefatigable, zealous teacher than the head schoolmaster was. I had no means of paying this person for his services, but his Excellency the Governor has directed that he shall be paid 10 *l.* for his services as schoolmaster on board the "Westminster." His name is John Morgan, under whom were seven teachers; four for the boys and three for the girls. The children were daily taught the chief truths of the christian religion by the use of catechisms, and the senior classes became so perfect in this knowledge as not only to have committed the catechisms to memory, but to have a clear understanding of them. I shall always look back to this with the greatest pleasure.

Before leaving England I took care to be provided with an abundant supply of school books, and from different sources there were on board a sufficiency of Bibles, Prayer-books and other religious and moral books. The emigrants were all either members of the Church of England or Protestant Dissenters, Wesleyans and Baptists. I made application to the agent-general for the appointment of a clergyman of the Church of England, who stated he could not furnish one. I was not aware that two clergymen of that church sailed from England in the "John" in February last for this colony, nor did I know that the Society for the Propagation of the Gospel in Foreign Parts were sending clergymen of the Church of England to this colony, or I would have applied to them to send one in the "Westminster," because the bulk of the emigrants belonged to that church.

I obtained the services of a minister of the Baptist persuasion, who officiated as chaplain during the passage, and whose liberality of sentiment and earnest solicitude for the moral and religious improvement of the people obviated all the difficulties which sometimes occur with those who differ in minor points; but he was in delicate health, which sometimes prevented him from preaching to the people. When he was unable to officiate, the surgeon superintendent did so, by reading the Prayers of the Church of England, and afterwards a sermon. We touched at no port between the Downs and Sydney. The voyage occupied 91 days.

LACHLAN MACALISTER, Esq., J. P., examined.

I ARRIVED in this colony, as an officer of the 48th regiment, in August 1817. I quitted the army for the purpose of settling here in 1822. L. Macalister, Esq.

I am an extensive owner of land and stock, and a magistrate of the territory. I acted as police magistrate at Goulburn upwards of four years, and commanded the mounted police for more than five years.

My principal establishment is in Argyle, where I have more than 20,000 acres; the farm on which I reside is at Clifton, in the Cow Pastures.

The latter is an agricultural establishment; that in Argyle is principally grazing, as are all the out-stations that I occupy on the Murrumbidgee and at Maneroo.

The situation of the settlers, as to obtaining such labour as they urgently require, is at the present time very distressed; I speak this with reference both to agricultural and pastoral concerns, and have myself been compelled during the present year to sell stock and to let land solely from inability to obtain labour to keep my establishment going.

I mean positive inability to obtain labour upon any such terms as a reasonable man could pay or render profitable. As an instance, I can mention that to obtain the services of one shepherd I was compelled to maintain and clothe his family of nine, and to pay the man himself 20 *l.* per annum wages, none of the family, except the father, being of the slightest use. I employ five families of emigrants; none of these are so overburdened with large families as the one I have before mentioned.

Counting the average number of children of those five families at three each, I feel the maintenance of the women and children as very burdensome; but I submit to that as the only mode of obtaining labourers.

I have not now any shepherd to whom I pay less than 25 *l.* per annum, besides a ration which costs me 7 *s.* a week; married persons have a double ration, or even more. I am persuaded that emigration must be conducted upon a much larger scale than has ever been practised, to supply the existing want, or even to relieve it.

My calculation is, that for some years to come the colony should not have fewer than 10,000 individuals annually introduced for the next seven years.

I mean 10,000 male and female adults, from the age of 15 to 40, exclusive altogether of children.

Most undoubtedly that number would find employment as farm labourers, shepherds, watchmen, stockmen, domestic servants and mechanics.

Certainly this would have the effect of reducing the rate of wages to a considerable extent, but not to such extent as would interfere with the welfare of the people themselves.

The present system is certainly not adequate to the introduction of such numbers.

In the first place, the funds would not admit of it, even if solely applied to that purpose; in the second place, the funds are not so exclusively applied.

I should think that, under existing circumstances, the land fund is not likely so to increase as to become sufficient; on the contrary, the land fund will so diminish that in a few years there will be no such thing at all, unless a different course is taken.

The course I mean is the encouragement of emigration to a greater extent.

Having considered the subject with the feeling of a man who is interested in the result, and in fact depends upon it, I have come to the conclusion that a loan to the amount of

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2,000,000*l.* or 3,000,000*l.* should be raised in England, where it might be obtained at a moderate interest as compared with the rate here, as security for which I would mortgage the produce of the loan fund, prior to all other claims, for payment of the interest yearly, and finally paying off the sum borrowed.

Although I have stated that under present circumstances the land fund would, within a limited period, come to nothing, I yet consider that under other circumstances it would afford ample security; as the very adoption of the measure I recommend could not fail to replenish it, by rendering lands valuable and saleable which now are neither, on account of the want of labour; from my own knowledge the capitalists here have already preferred investing their money in other modes rather than in land, from inability to make any use of it.

As another means of raising money to be devoted to the purposes of emigration, I would propose that persons having flocks and herds upon the waste lands of the colony should be subjected to an annual rate of taxation in proportion to the numbers of such flocks and herds. I think it would be very fair to do this, because persons who have purchased land to a large extent, and so have contributed many thousands of pounds to the fund for emigration, cannot compete in offering wages to labourers, with those persons who have purchased nothing, but merely graze their flocks and herds over the Government waste lands.

There is not the least doubt that such a tax, although moderate in amount, would more than pay the expense of collection; the mode I would propose to ascertain what numbers of sheep or cattle each individual was grazing, and should pay the tax upon, would be for the Commissioner of Crown Lands to call for the returns from each station, and to check their correctness by his own personal investigation.

I have not instituted any comparison as to the relative quantities of work done by emigrants and convicts respectively; but with regard to their fitness as shepherds I have, and my conclusion is that the emigrant is much more careful and more to be depended on, so much so that I would never again have a convict in charge of a flock if I could obtain free emigrant shepherds at a fair rate of wages.

As to their moral qualities there is no comparison at all; the emigrants being of course far more moral. I am quite convinced that upon establishments where any thing like an equal number of emigrants can be employed within the observation of the convicts, the effect of the example of the former class must be beneficial upon the latter.

I can hardly fancy that the intercourse with convicts, which cannot be altogether avoided, would not be of any advantage to emigrants; but so far as my own acquaintance with the latter has gone, I think they have such an aversion to the convicts that they would not willingly intermingle much with them.

Both in the Cow Pastures and in Argyle they are very deficient in the means of religious instruction. The nearest clergyman to my establishment in Argyle is 22 miles distant, at Goulburn. There are both a Church of England and a Presbyterian clergyman, the latter of whom visits my establishment once in two months.

Certainly the description of emigrants hitherto introduced has not been such as to meet the existing wants of the colony, so far as relates to married couples with large weakly families. The ground of my saying this is the expense of maintenance of so many as have not ability to earn their own food.

Married people who have grown-up families are very desirable persons to be introduced, or young married couples without children; but still they are, for the present wants of the colony, inferior to single persons,—I mean single persons of both sexes, as young unmarried women are as much in request for service as unmarried men; but I am far from being an advocate for encouraging any disparity in their numbers.

I think unmarried females ought to be in charge of some relative on the voyage.

This precaution might limit the number of single females introduced; but if a number of married couples with grown-up families could be brought from the same place, a number of unmarried females might be introduced under their protection.

Although I am an advocate for introducing single persons in preference to married, yet if the protection thus required were found to reduce the numbers of the former, I would prefer married persons rather than not have a due supply of females.

Although their numerous families are now burthensome to their employers, yet I admit they must in due time form a most valuable accession to this community.

I think that any man who looks at the question in an enlarged point of view would be willing to bear a proportionate share of this burthen, with a view to confer an important boon on the colony, provided it be not too heavy; in that case individuals might sink under it at the present moment while they are endeavouring to provide for the good of futurity.

Married women, it must be obvious, cannot so readily go into domestic service; and therefore the children of respectable families must be placed under charge of convict females as a matter of necessity, unless means be taken to introduce continually a sufficient number of single women to take that employment, and as these marry off to supply others in their room.

Nothing can be more baneful than the employment of convict women in charge of children.

Wednesday,

*Wednesday, 15th August 1838.*Minutes of
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WILLIAM MACARTHUR, Esq., examined.

W. Macarthur, Esq.

I WAS examined in 1835 before the committee on emigration. I adhere to the opinions I then expressed, with one exception; I then thought it expedient to import only young married couples; subsequent experience has caused me to think it equally desirable to engage middle-aged men with large families, provided those families do not consist principally or wholly of females. I am satisfied that for many purposes such families, provided there are several boys in each above the age of eight or ten years, may be employed with more profit to the master than young married men. I believe that their importation will benefit the colony, in proportion to the expense of importing them quite as much as the introduction of young married couples. I think even that it would probably be more advantageous. I am of opinion that if ordinary precaution be used in Great Britain in the selection of such families there will be less risk of bringing out persons of indifferent character. From having large families, their long residence in the same neighbourhood would amount almost to a certainty, and they would consequently be well known. Their habits are more likely to be fixed; and in parishes in which the agricultural population is over crowded, such, I presume, are the families amongst the meritorious poor whom parish authorities would be most desirous to send away. I believe that in many instances the parishes would contribute to defray the expenses attendant upon their importation to the colonies.

In this country middle-aged men with large families are less likely to be restless and desirous to change, and with proper management on the part of the employers I think that their children would soon become a more valuable description of servants than their parents.

I think that a very injudicious practice has prevailed in engaging to maintain the wives and children of emigrants when the husband is hired. No specified agreement of this kind should be made. It greatly increases the expense to the employer, whilst the certainty of being supplied with food operates to deter the women and children from being employed for his benefit. A better plan is to employ them either by the day or by the piece, at the various descriptions of light work, of which there is generally abundance upon almost every establishment. According to the quantity of work they perform they should be paid, and out of their earnings they can maintain themselves. Habits of industry and frugality will thus be either created or preserved. Every healthy child of eight or nine years should be able to earn enough for its maintenance; and children two or three years younger can contribute towards it. As an example of the advantages to the master in employing steady men with large growing families of from 15 or 16 years of age downwards, I will suppose such a man to be a shepherd, and to have several boys of nine or ten, and upwards; he might, with his boys, undertake the entire duties connected with a sheep station, consisting of three or four flocks. It will not surely be contended that such a family would be more expensive to their master than four or five convict servants, much less an equal number of young married emigrants. Even the females may with propriety be employed, such as in shifting the hurdles, tending ewes with young lambs, &c. At Camden my two brothers and myself have about 30 women; and it does not often happen that more than five or six will accept of employment at 1s. per diem. They find means in the neighbourhood to engage themselves in washing, needlework and other employments which are more profitable. The labour proposed to the women is of that description which women are capable of performing and are accustomed to in England. We have generally from 10 to 20 children, from five and six years old to 16, employed at wages from 3d. to 1s. per diem. Their labour remunerates for the wages paid. These are paid with reference to the value of their work; and frequently, where circumstances admit, it is performed by task, when they not unfrequently earn considerably more than the daily wages I have named.

My persuasion is, that the demand for labourers has not only not been supplied by immigration, but has become greatly more urgent since I was examined in 1835. I do not think that in our neighbourhood the demand for mechanics has increased in the same ratio; there is still, however, a great demand. In proof of which, mechanics who have served on our establishment as convicts have, on obtaining their tickets of leave, asked and obtained 60*l.* per annum, with a ration of 10 pounds of meat and 10 pounds of flour per week, and to a free carpenter we have been in the habit of giving 90*l.* per annum, without rations. I cannot exactly state that such is the general rate of wages in the neighbourhood, but I believe them to be even at higher rates. I am of opinion that, unless measures are adopted to introduce into this colony within a short period a very large number of labourers, the demand, so far from being supplied, will become more and more urgent. I am most strongly impressed with the necessity of bringing into the colony a very large number of families within a short period, not only with reference to the interest of proprietors, but also as regards the morals and good conduct of the labourers themselves. So great is the demand for labour, that a very large portion of those imported appear to be corrupted as it were by the competition to obtain their services, and the sudden change of circumstances in which they find themselves placed. In proof of the unexampled scarcity of labourers, I beg to mention that I have, at various periods during the last six months, inserted advertisements in the newspapers for labourers to perform work by the piece, and that hitherto I have not

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had one application in consequence of them. I am confident that in former years a similar advertisement would have brought to me as many men as we wished to employ. The rates at which the work would have been offered to applicants for it would have been such as to enable diligent men of some colonial experience to earn from 20s. to 30s. per week. Such an extreme scarcity of labour cannot continue to exist without producing the most disastrous consequences, as well to the morals of the labourers as to the property of every description of employers; and I am of opinion that if means are not speedily taken to supply the demand by a greatly increased importation from the United Kingdom, the colonists must, to save themselves from ruin, seek them in whatever part of the world they can be obtained at the least expense.

Since 1835 my brothers and myself have supplied ourselves with labourers from Europe to a considerable extent, by importing emigrants on our own account, and also by hiring them in the colony. Those imported by us consist principally of agricultural labourers; viz., 16 families from the county of Dorset (from which place we now daily expect from six to eight more families), and six families of vine-dressers from Marko-Brunner on the Rhine in the Duchy of Nassau; we have also engaged in the colony eight families from the county of Gloucester, introduced by the Government. The number contained in the whole of the families already introduced is, of men, women and children (including 10 of the latter born in the colony), 122. Among them there was but one young unmarried woman who accompanied her relatives to the colony, and one unmarried man. The Dorsetshire families were engaged for us through the instrumentality of a clergyman, the Rev. J. West, rector of Chetlow, near Farnham, Dorset, by whom they were sought out and recommended to my eldest brother. Considerable trouble and expense was incurred in providing for their comforts and wants during the voyage; each family had a separate cabin, and was provided with Bible, Prayer-book, and other useful books. Materials were put on board the ship to afford employment during the passage for both men and women; in consequence of which a considerable part arrived with a good stock of clothing, in great measure the fruits of their industry during the voyage. A school was kept for the children when the weather permitted. The average expense upon each family exceeded by one-half the sum which was then allowed by the Government as a bounty upon their importation. But if we had been entitled to claims according to the present scale of bounties, the difference would not have exceeded 110*l.*, or about one-eighth. In the present instance the deficiency would, however, have been less, owing to the payment of 40*l.* made by the parish to assist in sending to the colony one of the families; it consisted of the man aged 33, wife 34, and six children from two to 14 years of age. They have turned out to be by far the most valuable family, for the general purposes of a settler, of the 16. The proportion of children to adults amongst these 16 families from Dorset was as 24 to 32; and since their arrival in April 1837 eight children have been born amongst the 15 married couples. No mortality has occurred amongst them since they left England, save the death of one delicate infant, which was born after their arrival. The agreement with them (which has been adhered to, except that occasionally, for their better encouragement, they have been allowed to perform work by the piece,) was as follows: 15*l.* per annum for three years to each man, with a ration consisting of 11*lbs.* seconds flour and 7*lbs.* fresh beef or mutton; to the wife for the first six months only, half the above ration; the milk of a cow to each family; a piece of good ground, of not less than a quarter of an acre, for a garden; permission to keep a pig and poultry, provided they are not suffered to commit any mischief; and a comfortable cottage to each family. To indemnify ourselves for the extra expense incurred in importing them, it was specified in the agreement, that if on arrival any of the emigrants did not choose to continue in our employment, they might, on payment of the sum of 15*l.* have their agreements cancelled; if after one year's service they chose to leave, they might, on giving three months' notice, quit our employ on paying 10*l.*; at the expiration of two years, if they wished to go, they might, on giving like notice, obtain their discharge on paying 5*l.* After three years the engagement terminated, and they would be at liberty to engage in our service or that of any other person, or to set up for themselves. Not one family has hitherto availed itself of this liberty, which I account for partly from the good selection of the people, and partly from the prospect, amounting to a promise, if their conduct is perfectly satisfactory, that such as remain in our service five years shall be settled upon fertile land as tenants, at such rent for the land they occupy as is the usual rate in the district, taking the rent in produce, in labour, or in money, as they may themselves prefer. We have promised to assist such as thus become tenants in building their residence, &c., adding proportionately to the rent, to compensate for the additional expenditure. Hitherto the only material embarrassment we have experienced in the execution of this agreement has been in providing for them cottages of such a description as shall encourage them to preserve the habits of neatness and domestic comfort which is remarkable amongst the better sort of English peasantry. We have built them of nine inch brick-work, of 14 inch "pisé" or rammed earth, and framed upon wooden sills, brick-nogged between the quarterings, and weather boarded outside, the whole plastered within, but without ceiling, and with shingled roofs. Each cottage contains generally a kitchen, two sleeping-rooms, a small pantry, and a verandah in front. Of the three descriptions, the first are the most expensive, and completely finished are estimated to cost from 50*l.* to 60*l.*; the second we considered to be considerably less expensive, to be much more comfortable, and if well executed equally as durable as good brick-work or masonry; the last description is the least preferable, and has only been resorted to from necessity; it will probably be nearly as expensive.

As to physical comparison between the emigrants and the prisoners, generally speaking, I must

I must say that where energy and exertion are required, and any stimulus can be supplied, the prisoners are the preferable workmen. In the harvest field, or at any species of work not requiring much agricultural skill, the prisoners perform more work than the emigrants, and equally well. They cannot, however, generally be placed in competition with the latter in agricultural skill, or where confidence is to be reposed, and they have less general steadiness of character. To this general rule there are however some remarkable exceptions, especially on the part of some of the prisoners, whose good conduct in every respect, at least so long as they remain under moderate restraint, it would be impossible to surpass. We think that principally from a spirit of emulation the prisoners perform more work than they did before the emigrants came, and that their moral conduct has decidedly improved; at the same time I am not aware that the moral character of the emigrants has at all deteriorated from being placed on the same establishment with prisoners. The two classes are not intermingled at their work more than can be well avoided, and their residences are quite apart. The statements which the emigrants have sent home to their friends in England have, as far as we know, been very satisfactory, and expressing themselves greatly pleased with their situation and treatment. It is true that some misconduct has occurred on the part of a few; but by the exercise of firmness and good temper any irregularities of conduct have been repressed or reformed. I unquestionably prefer the mode of appointing an agent in England, who may make a selection of such labourers and mechanics as we may require, and sending them out upon the bounty system, than taking our chance of engaging such of either class from among those who are introduced under charge of Government agents; indeed nothing except absolute necessity would ever induce me to employ those who come out in the Government ships. Our experience has shown us the danger of doing so, as we hired eight families by the "Layton" in January last, respecting which I can by no means report so favourably; besides which the health of several of the families of that ship was seriously affected; a fever of a very dangerous character, the seeds of which they undoubtedly brought from the ship, having broken out among them immediately after their arrival. Amongst the emigrants sent out by my brother there had been no sickness until they were infected by those who had arrived in the "Layton." We had 12 or 13 severe cases requiring constant medical treatment, but no deaths.

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W. Macarthur, Esq.

With respect to the provision made for the religious instruction of the people on our estate, at present the clergyman of the neighbouring parish officiates one Sunday in every month. On the other Sundays I am in the habit of reading the morning service of the Church of England, to which all the English emigrants except two belong. The whole of the children, English and German (the latter being Roman Catholics), attend a Sunday school in common. We are preparing to build a church sufficient for the accommodation of all the Protestants, and hope shortly to have a resident clergyman. We have built a school capable of containing from 100 to 120 children, which is at present daily attended by more than 30. The schoolmaster was a prisoner, sent out for taking part in the agricultural disturbances in the winter of 1830 and 1831. He is now free, and perfect reliance may be reposed in his integrity. It would be almost impossible, from local circumstances, that this school should be attended by children not living on the estate. If it were practicable, there would be no objection to it; but from the distance it cannot well be accomplished. I cannot give any opinion with regard to the practicability of supporting schools upon other establishments, nor of uniting the children belonging to different establishments in one school. Wherever there are 20 or 30 children upon an estate old enough to be instructed, there ought to be no difficulty, except that of finding a person qualified for a schoolmaster. No class of persons appears to me to be in such request; nor are suitable individuals for this employment to be obtained upon almost any terms. The introduction of well-educated respectable schoolmasters is much desired.

J. NICHOLSON, Esq., R.N., examined.

I AM master in the Royal Navy, and hold the appointment of master-attendant and harbour-master of the port of Sydney.

J. Nicholson, Esq.

I have charge of every part of the harbour and dock-yard, and therefore I have constant opportunities of seeing emigrants on their first arrival, and superintend their landing, so that I am fully competent to describe the circumstances under which they come to this country.

I have made it my business to visit and inspect the emigrant ships, particularly since sickness has been found to prevail in them. It is not positively my duty to do so, but I have made it my business as a member of the Emigration Board; and the Governor has expressed himself satisfied that I have done so.

I am aware of the distinction subsisting between the emigrants who arrive by the Government ships under charge of naval surgeons, and those who arrive by private ships under the bounty system. The former are received into the Government buildings, and every provision is made for them from the time of their landing until they obtain employment. Those by the private ships are allowed to land as they can, with such assistance as Government may be able to give them at the time; and are then left to their own resources, and to find employment as they can.

I am aware of several instances in which emigrants have experienced great disappointment and difficulty from landing as perfect strangers, not knowing where to find lodging or immediate employment.

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J. Nicholson, Esq.

This does not affect mechanics so much as country people of the labouring class, as the former may almost directly obtain employment in town at good wages. Shoemakers and tailors may not get work so easily as carpenters, stone-masons, bricklayers, blacksmiths, &c., but all are able to find employment more quickly than the farm servants.

I have seen some instances, and heard of more, in which persons being thus landed have fallen into intoxication, being seduced, I should think, by bad characters whom they fell in with on first landing.

I have no doubt they are liable to be robbed; I have heard of one or two instances in which this happened.

I think it desirable that all such emigrants, without distinction, should be provided with some asylum for a few days only, until they could be disposed of.

If parties in the colony have previously engaged the services of emigrants, they ought to be, and I think would be, prepared to receive them, and provide for their security immediately on their arrival.

Having inspected the ships as they arrive, I have no particular observation to offer as to any improvement which is necessary in the mode of fitting up those which are chartered on private account, except that the whole of the main deck should be kept as clear as possible of bulk-heads, and all luggage put below, except a box to each family; and the hospitals to be kept close aft, males on one side and females on the other. The English ships have come out much more cleanly and in better order generally than Irish or Scotch. The provisions, except in one or two instances, have been very good. In the "Minerva" the beef was not so good, and some of the bread was objectionable. In some cases there has not been sufficient water, so as to make allowance occasionally for washing clothes. The vessels sent out by Government are upon the whole better provided with water; their provisions are not superior to the others. Naval surgeons, from their experience, are much more capable of taking the management of such ships, and of keeping them in good order. This is more especially the case at first sailing, when a surgeon who is a landsman will most probably be sea-sick, and unable to attend the health of the passengers, children and females in particular, at a time when they most require it.

I am satisfied that the practice of landing the emigrants, and turning them into the street, without any certain lodging or person to take care of them, is highly objectionable. From not knowing better, they are often picked up by low publicans, and obtain accommodation in houses of the worst description.

If no other plan can be adopted, I would rather have them left a week on board the ship than have them landed and left without resource. Though I think there would be inconveniences attending this, still I think that allowing them so to remain would be greatly preferable to what now occurs.

From my public situation, as well as from being a land and sheep owner, I have opportunities of knowing that the want of labourers and mechanics, especially the former, is very urgently felt. At the same time the labourers who arrive ask such high wages that it is almost impossible to engage them. You can get very good men, but are obliged, with them, to take the wife and whole family to maintain, which all, except the very large proprietors, find too heavy a burthen.

CHARLES CAMPBELL, Esq., examined.

C. Campbell, Esq.

I AM an owner of land and stock to a considerable extent in the county of Murray, occupying on my own account about 23,000 acres. I have been so engaged between three and four years.

From the visit I have recently made to my property, I am so impressed with the absolute necessity of further supplies of labour, that I am about to do what I formerly objected to, and still disapprove of; that is, to send to India for coolies. I do not do this to supersede the employment of English or Scotch labourers, if they could be obtained, but to protect myself from the serious loss which I must sustain by complying with the high rate of wages now demanded. At the present moment perhaps I might obtain as many free labourers as I want, by complying with demands which I think exorbitant; but my apprehension is that they would not long be content even with that; and so I should be exposed to a continually increasing demand, which it would be impossible I should be able to meet.

I have, to some extent, supplied my establishment with free labour, both by introducing emigrants on my own account, under the bounty system, and by engaging others who had been brought out to the colony by Government or on private account.

At the end of June I had in my employ in Murray between 60 and 70 free emigrants, including men, women and children. Of these I myself introduced about one-half from the Western Islands of Scotland, in September 1836. They were engaged by an agent at home, who made terms at home with them. I received the usual Government bounties, amounting to 290*l.*; beyond which I was myself put to an expense of 610*l.*; which sums covered every expense of conveying them from their own country, and locating them on my estate, about 220 miles from Sydney.

Of the above expense, the parties themselves have repaid to me 300*l.*, according to the terms of the engagement made with them; and it is right to state, that of the total sum expended nearly 100*l.* would have been saved had not the gentleman who made terms with these people in Scotland been under an impression that shepherds' dogs were very valuable here, and encouraged them to bring out a great number.

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In point of fact, if the dogs had not come, I would myself have been put to an expense of from 200*l.* to 230*l.* for bringing out six married and five unmarried men, with 21 women and children. Three of the latter were old enough to be useful and to be paid wages.

In a pecuniary point of view, it has certainly been a loss to me; but it was a first experiment; and if it were repeated, I could accomplish it on easier terms to myself. It is however now done for me by Government or private persons bringing out emigrants, whom I am able to hire.

None of the persons in question have turned out ill, and therefore, in a moral point of view, I am well satisfied with the measure.

With the exception of one who quitted the service with my consent, all still remain with me. They were all from the outset at liberty to engage in other service if they pleased, upon no other condition than giving the usual notice and repaying the expenses incurred on their account.

By my agreement I was to allow the men 15*l.* per annum, with a double ration for married men; those who could shear were to have 20*l.*; single men had the same wages and half the ration. On their arrival, thinking the general rate of wages to have risen, I gave them each 20*l.* per annum without making any distinction.

I believe that any man who has not shorn sheep at home may very easily learn to do it. As a flock-master I must say that I would as willingly have a cotton-spinner as a Scotch shepherd, supposing them to be men of equally good character.

In a moral point of view, the contrast is very great between these persons and the convicts or freed men; the emigrants being so superior in honesty and sobriety that the situation of an overseer having them under him is free from anxiety, comparatively with what it is when the flocks are placed in charge of convicts. The master's interest is therefore generally promoted by employing emigrants, and the condition of the sheep much improved by their attendance.

I must state the truth; my head overseer prefers a man who is or has been a prisoner, as having more local knowledge, and conforming himself with less prejudice to the peculiar mode of tending sheep in this country.

I find from experience that among free emigrants, whether married or single, who can obtain other employment, there is a strong disinclination to act as shepherds.

I attribute this partly to the unavoidable absence of the married men from their families during the whole day, both summer and winter, excepting about two hours in the heat of the day during the former season. They seem also to dislike the solitary monotonous kind of life; and believe that they could make more money by engaging in other modes of employment. To every two shepherds we must employ one watchman, to which mode of life they have not any objection, as they are less separated from their families, and can engage in the cultivation of a small quantity of land.

My experience is confined entirely to Highland Scotch, as shepherds, or to men who are or have been prisoners.

I have engaged in this colony from a Government emigration ship seven shepherds and their families, also from the Western Highlands, whom I find quite equal to those whom I introduced at so great an expense on my own account. Also two English ploughmen, who are married men with families. To the latter I give 25*l.* each and a double ration.

I consider, supposing a man and two sons, not being under 14, to take charge of 1,200 sheep, we can afford to give the father 20*l.* per annum wages, with a double ration, if his wife be living; and from 12*l.* to 15*l.* to each of the boys with a full ration. The cost of a single ration averages 12*l.*

I think that it would be an advantageous change of system, if the ages to which the bounty is allowed for men and women were extended to 50 years, upon condition that such of them as were above 40 should bring with them two, four or six unmarried males or females from 14 to 30, either their own or their brothers' or sisters' children, whom they would wish to have as residents in their families.

As the result of my own experience, I have no hesitation in stating that, provided they could be obtained in sufficient numbers, I would employ free emigrants in preference to convicts, notwithstanding the additional expense attending the former.

With regard to the best class of persons to be introduced with a view to supply, especially the want of shepherds, I think English shepherds or Lowland Scotch preferable to any other, in consequence of their mode of tending sheep at home more nearly corresponding with that prevailing in this country; but the rate of wages we could offer would not be sufficient to induce them to emigrate, unless to fill the stations of head shepherds, to have charge of 4,000 sheep, with the proper number of under shepherds. The wages of head shepherds are from 30*l.* to 40*l.* per annum.

Further to supply the wants of the colony, I would have recourse to the Highland shepherds, and also to manufacturers who bore good moral characters, who, from having been habituated to a steady application, would easily betake themselves to an occupation which is not a laborious one, but only requires attention and steadiness.

I have turned my attention to the question of the probable sufficiency of the land fund as it now exists, or at the amount which under present circumstances it would be likely to reach, and I am very strongly of opinion that it would not suffice for the introduction of a

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sufficient number of shepherds and farm servants, male and female, to supply the wants of the colony.

I am persuaded that the mode of rendering that fund available to the extent which is urgently required would be by raising a sum (say 1,000,000 at the utmost) upon loan, secured both as to principal and interest upon the revenues arising from the sale of Crown lands; and this sum I would wish to have raised and expended within two years. This entire suggestion, however, proceeds on the assumption that the transportation of convicts is to cease; with which I think the settlers might dispense, if the introduction of free emigrants were carried to a sufficient extent at once. In fact, my chief motive in recommending the measure of raising such a sum on loan is that the colony may be enabled to dispense with convict labour at once.

I can state the case of two English ploughmen who came to my service on the 4th of November last, having each of them a wife, and one of them two children and the other one. I pay to each 25*l.* wages, and allow them a double ration; up to the 30th of June 1838 the one had saved 13*l.* odd, and the other above 11 *l.* They are allowed a house rent-free, with liberty to keep a cow, pigs and poultry, and fuel costs them nothing.

Until within the last two months there was no clergyman of any denomination in my district, nor any church or place of public worship within 100 miles of the estate. Within the period mentioned, a clergyman of the Church of England has been stationed there, and a Presbyterian minister occasionally visits; I have not heard of any others. The settlers in my neighbourhood, 11 in number, have agreed to contribute 150*l.* per annum towards the support of the clergyman of the Church of England, who receives 100*l.* per annum from the colonial revenue. They have for the present provided him with a cottage with 40 acres of land, and contemplate ultimately to build a parsonage house.

The clergyman is employed in visiting, according to a regular cycle, the estates of the subscribers, and performing divine service twice on Sundays; he cannot do more on account of the distance. He is at all times to attend to the religious instruction of the resident inhabitants within his prescribed circuit, and has instructions from the Bishop of Australia to visit at regular periods some stations at a greater distance, from 75 to 80 miles off.

My expectation is, that this establishment of a clergyman will lead to the introduction of a schoolmaster. To the limited extent I have mentioned, including 11 or 12 establishments, the appointment of one clergyman is a tolerably sufficient provision, as the men at each estate may attend divine service upon an average one Sunday in each month.

At present the rest of the district beyond the limits here stated is altogether destitute, except so far as that one clergyman may occasionally find means of visiting different parts, which however cannot take place on Sunday.

My opinion is, that another clergyman is much required at or near Micalago, a village reserve on the boundary of the located districts.

It would be impracticable and useless in any of the other districts I have spoken of; the people are too scattered to be collected in one congregation.

Unless a church be built, a clergyman can obtain an income only by means of subscriptions entered into by those flock-masters who may be disposed to confer the benefit of his services upon their free and assigned servants who have charge of their property. I would hope, as it has been effected in my own neighbourhood, that the same disposition might be shown in other parts.

G. M. SLADE, Esq., Commissioner for the Assignment of Convicts, examined.

G. M. Slade, Esq.

My duties as commissioner for the assignment of convict servants consist in receiving applications for the assignment of male convicts, and making such a distribution of them to the public as is fixed by the Government regulations under which I act.

I have been engaged about eight years in this description of duty; from 1830 to 1836 as clerk to the board of assignment, and from the date of the abolition of that in 1836 I have been charged with the entire duties of the office.

I have in this situation very extensive opportunities of becoming acquainted with the pressing demand for labour of every kind which now prevails.

In proof of that want, I can state that the anxiety of the applicants for convict labour to have their applications complied with is most urgent and pressing; and the disappointment expressed by those whose wishes I am unable to comply with is often even painful to me to witness. In fact, persons often come to me who state to me that they will be ruined, and their flocks destroyed, unless labourers and shepherds can be had. I have not the least reason to doubt that these apprehensions are sincerely entertained. In fact, having been near upon 20 years in this colony, and having therefore much experience, I am well aware that what is thus stated is not in any case an exaggeration of the real wants of the parties.

The number of convicts that have been assigned through my office during the period from 1st January 1837 to 31st August 1838 is five thousand four hundred and fifty-four (5,454.)

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The numbers thus assigned do not at all meet the actual wants of the settlers; they are not equal to the demand, nor any thing at all sufficient.

As evidence of their absolute insufficiency, I would adduce the fact, that I have at this moment before me, according to the best calculation I can make, from 10,000 to 12,000 applications, which from dearth of means I have not been able to comply with. The above calculation does not at all represent the actual state of the want of convict servants at the present time, as to my knowledge great numbers of persons are altogether deterred from putting in any applications, in consequence of being aware that it is quite hopeless they should be complied with.

Taking the rate at which convicts are transported to remain as at present, it would take more years than I have any idea of to discharge the claims now pressing upon me; and, besides that, the fresh applications come in so fast that it is not likely the number of those unsatisfied would be diminished. I think that number much more likely to increase, as so many persons are daily arriving, almost the whole of whom require men for their establishments.

I am aware that the cessation of assignment for mechanical trades and domestic service in Sydney and other towns will do somewhat to relieve the wants of the country settlers, but not a great deal. The numbers thus made applicable to country service will be found very inconsiderable when the wide extent over which they are to be spread is taken into account.

Of course it follows, from what I have stated, that the cessation of transportation to this colony must augment the prevailing distress for labour in proportion to the number of men who would thus be withdrawn.

From my acquaintance with the circumstances of this colony, and my knowledge of the extent to which its prosperity has depended and still depends upon the labour of convicts, I do not hesitate to say that the cessation of transportation must be attended with most serious consequences, unless there be previous means taken to ensure the introduction of a full supply of free labourers.

I have no official acquaintance with the demand for females; but I am sure that for those of virtuous character and active habits there would be a great demand and plenty of employment.

I do not mean that in the way of employment there must be an equal demand for the services of men and women; but from moral considerations I should urge that the numbers of each introduced ought to be as nearly equal as possible.

Forming my opinion upon the extent and urgency of the requisitions which I receive for the assignment of convicts, I judge that the classes of labourers most in request are in the following order: 1. Shepherds; 2. Ploughmen; 3. General Farm Servants; 4. Gardeners; and 5. Carters or Bullock Drivers;—and mechanics in the following order: 1. House Carpenters; 2. Blacksmiths; 3. Stonemasons and Bricklayers. Domestic servants of all descriptions are much wanted; I have 2,000 applications for such at present un-complied with.

I think certainly that if convict labour were to be withdrawn, settlers would be both able and willing to pay free servants and mechanics, in all the above classes, such wages as would be very ample for their maintenance.

There is not so much demand as formerly for convicts in the situation of schoolmasters and teachers. Some years ago it was the practice of the board to assign these men as teachers; and so long there was a continued demand for them. It has now wholly ceased.

This may have arisen from other causes; but one principal check upon it has certainly been the constant refusal of Sir Richard Bourke to comply with such applications. I am not aware of any case in which the late Governor granted such an application. I see, upon reference to the register, that the last assignment of this kind during Sir Richard Bourke's administration took place in the year 1834.

Such applications therefore ceased, because it became generally known that they would not be complied with.

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G. M. Slade, Esq.

Friday, 17th August 1838.

W. S. DELOITTE, Esq., examined.

I HAVE been nearly 20 years employed as the master of various ships trading to almost all parts of the world, principally from London.

During the last 10 or 11 years I have been engaged in trading voyages to this colony and adjacent islands.

I have made seven voyages direct to this port, two to New Zealand and one whaling voyage.

During the past six years I commanded the "Florentia," of 452 tons burthen, in which ship I arrived here on the 3d instant from London.

I have finally quitted that service, and settled in the colony as a merchant and ship-owner in the firm of W. S. Deloitte & Co. I have been in the habit on several occasions of bringing out, not only cabin passengers, but mechanics, farm labourers, a few domestic servants, and other classes of steerage passengers.

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W. S. Deloitte,
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The numbers of such have varied between 20 and 50 ; some having paid their own passage entirely, and others having had a portion of it paid for them by Government. I believe they have been tolerably equally proportioned as to males and females of late, especially since the Government regulations as to emigration have been in force.

I have always had a mixture of married and single persons, and think the presence of the former has had a good influence on the younger persons.

Having had the existing regulations by which the bounties on the introduction of emigrants are fixed (viz., of 25th September 1837,) read to me, I consider the rates thereby established as very nearly sufficient to cover the expense of bringing out the various classes of emigrants, and as high, perhaps, as the Government could be fairly expected to allow. In the ship which I commanded, the room assigned to four persons was six feet square, which is the same space, I believe, as is allowed to eight in emigration ships, whether freighted by Government or on private account. This occasions me to calculate 20*l.* as the cost for the passage of each adult, which may be somewhat higher than it would be if calculated in the ordinary mode. I think that the offer of the present bounties may be a sufficient inducement to masters of vessels to sail with a short cargo, and to fill up the remaining room with the number of passengers they have been accustomed to bring, or thereabouts ; certainly not larger numbers. My reason is, that although the bounties thus obtained may not pay so well as cargo, and the emigrants certainly give much more trouble, yet the ship gets quicker despatch ; and I set this against the former consideration. I have had opportunities of visiting ships exclusively devoted to emigrants, both before they sailed from England and after their arrival here ; but I have no experience of what may occur in them during the voyage.

With the means of information which I thus possess, I would state my opinion to be, that I consider the system of bringing out smaller numbers in the same ship very preferable to that of filling a ship exclusively with emigrants, both as regards health and morals. Where the numbers are small they can be allowed more room and comfort ; and during my experience I have not had on board my ship any serious cases of sickness ; no infectious disorders whatever. As to morals, it is clear that they are more under the observation of each other, of the captain, surgeon and cabin passengers ; all which circumstances I think favourable to good order.

I believe, almost without exception, the emigrants who have come out with me for the purpose of obtaining employment have done so almost immediately on their arrival. I have heard no complaints as to the rate of wages ; and I believe it is all very well and satisfactory in this respect. Such as I have had subsequent communication with are invariably doing well ; much better, in point of circumstances, than I think they could possibly have done in England.

I have been much in different parts of England, especially in Yorkshire, and found it rather difficult to induce such persons to emigrate as would come within the terms of the Government regulations ; generally those whom I have brought out have been persons who had a little money, but not enough to pay their own expenses, and have had some assistance to enable them to join their friends here. Those friends have often sent home for such parties, giving the owner of the vessel a guarantee to pay on arrival here the difference between the bounty allowed and the actual expense.

Generally I consider the labouring classes very much indisposed to remove from their native country, unless some particular reason or inducement exist ; those who are industrious may do, and are generally doing well ; it is principally those who are idle or have got into some trouble that are most willing to emigrate. I think that labouring men having large families must feel a difficulty, and either obtain relief at home or emigrate ; but young men or women, or married persons with small families, are not under such difficulties, and have therefore the less motive for removing. Young men, I have observed, are more reluctant to emigrate than young women.

My opinion generally of that part of Yorkshire of which I am a native and know best is, that there is no prevailing disposition among people, whether farm servants or mechanics, to emigrate. The reason of their disinclination to come to this colony appears to me to be their uncertainty as to the rate of wages they are likely to obtain, which has never been made so generally or publicly known as I think it ought to have been.

JAMES STUART, Esq., examined.

J. Stuart, Esq.

I AM a surgeon, member of the Royal College of Surgeons in London, and hold the appointment of colonial assistant surgeon.

In that capacity I have had frequent instructions since February 1837 to attend professionally on the passengers and crews of emigration ships having contagious disease on board, and have been placed in quarantine in charge of such.

I can enumerate the instances, which are as follow :—

“Lady Macnaghten,” partly laden with cargo and by emigrants, both cabin and steerage passengers, freighted on private account. I had charge of the sick and convalescent of this ship from 26th February to — May 1837. I think Dr. Bowler, R. N., was taken ill in March, and continued under my care until our release in May. There were

were 90 sick on board this ship on her arrival in quarantine, of whom 70 were in a state of total helplessness; the remainder were in a state of weakly convalescence.

"John Barry," emigrants, cabin and steerage; chartered by Government, under charge of Dr. Thompson, R. N. The sick and convalescents of this ship were placed under the charge of Dr. Neill, R. N., who arrived in Sydney about that period as surgeon superintendent of a male convict ship. That gentleman contracted the disease, and continued my patient from 8th August 1837, at which time I relieved him in charge of the sick, until our release on 7th October following.

"Minerva," emigrants, steerage and cabin, on the system of bounties; private concern. I had charge of the sick of this ship from 23d January to 6th April 1838, at which time we were released from quarantine. I had exclusive charge of the sick; the healthy portion of the emigrants were placed under care of Dr. Browning, a private practitioner, and Dr. Rogers, R. N.

"Amelia Thompson," emigrants, steerage and cabin, with a few intermediate; on the system of bounties, private concern. I had charge of the sick and convalescents of this ship from 7th July to 7th August 1838. In all the above cases I was placed in quarantine and had charge of the sick until their final release. In the case of the "Lady Macnaghten," I was employed in conjunction with Dr. Bowler, R. N., who himself contracted the disease severely, and was during a considerable portion of the time my patient, being in considerable danger. In the case of the "John Barry," I acted in co-operation with Dr. Neill, R. N., in charge of the sick. That gentleman also nearly perished by the disease. In the case of the "Minerva," I had the exclusive charge of the sick. In the case of the "Amelia Thompson," I had the sole charge of the lazaretto, Dr. Dobie, R. N., having charge of that portion of the emigrants who were landed in good health or convalescent.

I think the origin of disease on board all these vessels may be attributed to three causes; first, over-crowding the vessels; secondly, preventing thorough ventilation through the vessel, by allowing between decks to be unnecessarily crowded with luggage; thirdly, as a natural consequence of both these causes, a want of pure air and cleanliness. To the best of my recollection, in the "Lady Macnaghten" and "Minerva" the between decks were filled from stem to stern with boxes, leaving only a narrow passage on each side to afford access to the berths. There were also bulk-heads across to separate males and females, and to part off what was called an hospital. But in both these ships there was in reality no proper hospital, the space being occupied by passengers and luggage. I was on board the "Lady Macnaghten" and "Minerva" when the luggage and bulk-heads which I have spoken of were cleared away, and whenever any space occurred between these, such as underneath the lower berths, and the interstices between the boxes, it was filled with every sort of filth, broken biscuit, bones, rags and refuse of every description, putrifying and filled with maggots. Decidedly I would consider this one great exciting cause of disease, conjoined with that of the water-closets being between decks, and the smell from them was horribly offensive. The atmosphere between decks was therefore impure, heavy, damp, and almost insufferable to those who came into it from the fresh air.

I am not aware whether or no the number of passengers exceeded that allowed by the Passengers Act, with the particular provisions of which I am not acquainted. I think it would be necessary to ascertain whether the Passengers Act here alluded to was framed in reference to long voyages, such for instance as a *passage* to this colony. The provisions of an Act to regulate the transmission of passengers and emigrants to the American Colonies and the United States would not in my opinion be applicable to the same purpose in reference to these colonies, owing principally to the greater length of voyage, and the various regions of temperature to be encountered, to guard against the consequences of which would require an Act of greater power than it would be necessary to exert when such circumstances are not in the way.

I am decidedly of opinion that the number was too great to be conveyed with safety on board ships of their tonnage. Although upwards of 50 deaths had taken place on board the "Lady Macnaghten," previously to her arrival in this harbour, on going on board I was still struck with her over-crowded state.

I have not had much nautical experience as to the conveyance of passengers. I came to this colony in 1835, in the capacity of surgeon to the barque "Jessie," belonging to Messrs. A. B. Smith & Co., which sailed from Liverpool. There were a number of passengers on board, both steerage and cabin, amongst whom were several infants from one year upwards, all of whom arrived in Sydney, not only in perfect health, but much benefited by the voyage. The "Jessie" was a *passenger*, not an *emigrant* ship; the number was limited. They had ample room, and they were provided with an abundance of wholesome provisions; but I am of opinion that even with the strictest precautions to preserve ventilation and cleanliness I should still think the numbers too great for the size of the ships, especially the "Lady Macnaghten." In this opinion I was corroborated by Dr. Bowler, who had been 10 or 12 years in the Royal Navy, in active service. In reference to this part of the subject, I beg to quote an extract of a letter or report as to the state of the "Lady Macnaghten," written to the Honourable the Colonial Secretary, by Dr. Bowler and myself, and signed by us both, while we were on board the ship, and for several days in charge of the sick:—"We are of opinion that the too

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crowded state of the 'Lady Macnaghten,' in conjunction with the very bad arrangements in the vessel, were sufficient causes to dispose the human constitution to the susceptibility of disease, and thus remotely tended to the deplorable loss of life on this unfortunate occasion."

The *bad arrangements* above alluded to were the *lumbering* of the 'tween decks with useless luggage, the want of a proper hospital, and, most grievous of all, the want of sufficient power and efficient means, on the part of the officers and surgeon of the ship, of enforcing and keeping up strict rules of cleanliness, also the want of proper ventilation.

I am aware that there was a considerable quantity of cargo in the "Lady Macnaghten," as it was disembarked on the quarantine ground, and lay for a considerable time on the beach; of the "Minerva" I am not equally certain. I presume that the space occupied by cargo must occasion more of the luggage to be placed between decks; at the same time I would observe that in both ships, but particularly in the "Lady Macnaghten," there was a great deal of unnecessary luggage, as, large boxes nearly empty, and old clothing allowed to be brought on board. I would recommend that no cargo which would take up much room should be taken on board emigration ships; and I would decidedly recommend some restriction as to the description and quantity of luggage allowed to be brought on board. This is a subject which I think has not received the attention that it merits.

The cargo of the "Lady Macnaghten" consisted of butter, deals and iron; the two former of which are articles which require considerable space; on that account alone do I object to such cargo. I cannot perceive any objection to emigration ships taking on board such articles as *iron*, for instance, or even heavy timber, such as box, lignum vitæ, &c. I beg to be distinctly understood with respect to my opinion as to the luggage of the passengers or emigrants: mechanics, such as *stonemasons, carpenters, joiners, &c.*; have a partiality to work with the tools which they have been accustomed to use; this feeling is universal among those people, and as such articles are in general heavy, not likely to suffer injury, and are not considered capable of bearing infection, they might be stowed away in the hold, and even act as ballast. I object altogether to the shipment of such articles as *feather beds*, furniture and superfluous clothing. The first and last are considered (and justly) as *fornites*, and the second occupy much space, and take up the room of more useful articles; as feather beds are not very generally used in this colony, especially among the lower orders, they become an article of dangerous and useless importation; and if in England those people were informed that they can get these articles of furniture and clothing as cheap in Sydney as at home, they would be easily induced to conform to prescribed rules on the subject. Each individual should be provided with a box of *certain dimensions*, with a certain quantity of clothing for sea use. A box two feet long, by 12 inches in depth and breadth, would be sufficient to contain one dozen shirts, with such other articles as would be necessary for the voyage. Certain rules ought to be established and acted on on this very subject; I look upon it as one of great importance, as by its proper management great additional sea-room can be procured, and consequently a more ample scope for the circulation of pure air. I cannot too strongly impress on the committee the absolute necessity of using strenuous exertions to prevent the unnecessary occupation of space on board emigrant ships; wherever additional space can be procured, there will be an additional supply of fresh air; I even consider the supply of wholesome food as but secondary to the effect of good air in maintaining health; even in this most salubrious climate I have myself had ample opportunity of witnessing the baneful effect of insufficient space on the subjects thereof. The gangs about Sydney are at this moment extensively scorbutic, owing to the manner in which they are crowded together in their boxes at night. In this opinion I am confirmed by the high authority of the deputy inspector general of hospitals. I believe that in any other climate, except such a one as that of New South Wales, that those men in their present mode of sleeping would be decimated by typhus fever. The gangs about Sydney are rationed with an ample allowance of fresh meat and vegetables.

I do not think the practice of employing bulk-heads for the purpose of separation objectionable, if properly constructed, so as not to bring them into contact with the sides and deck, but to have a space of *six inches* left open or filled with grating so as to allow the air to pass freely, and to admit of cleanliness being preserved by sweeping the whole deck even under the bulk-heads, as well as preventing any continued damp or moisture arising from water spilled or shipped in from the sea. I think that any supposed publicity arising from such a construction of the bulk-heads as I recommend might be prevented with the greatest ease.

I have no particular observations to offer with respect to the "John Barry" and "Amelia Thompson," with the state of which I had not so much opportunity of becoming personally acquainted. I can state that the character of disease was the same on board all these ships; I should call it *typhus gravior*. In all those ships there were all the forms of continued inflammatory fever, and wherever there were children, whooping-cough and scarlatina, with diarrhœa, dysentery, and measles. Small-pox was prevalent on board the "Amelia Thompson" in the early part of her voyage. I have no hesitation in tracing it primarily to the over-crowding of the ships, and want of due ventilation and cleanliness, which must dispose the constitution to inflammatory disease. There were also secondary causes. Among these I reckon the inferiority of provisions in the "Minerva," from the stores

stores of which ship I saw and examined a sample of the biscuit, the emigrants complaining that they received this during nearly two-thirds of the voyage. The beef and pork which I have seen, and some of which I have eaten, were in general of good description, and in some ships are of the best. The water has been generally good and in sufficient quantity. I have heard no well-grounded complaints of the *quality* or *quantity* of the water. The wine given out in the rations has been always complained of as of inferior quality. I would do away altogether with the use of wine and spirits on board such ships. It has not only an injurious effect on the digestive organs, from being of an inferior quality, but tends also in my opinion to induce a habit of requiring it after their arrival here. A moderate supply of wholesome malt liquor would be greatly preferable. I beg to solicit the earnest attention of the committee to this matter. The regular serving out of a wine or spirit ration involves a moral principle not to be lost sight of. To this custom on board emigrant ships may be attributed, in my humble opinion, the deplorable propensity to the use of wine and spirits evinced by some emigrants on their arrival in this colony. Many of such persons had not been previously accustomed to such a habit. I state this as my firm belief, from personal observation of facts. I believe that it is more easy to *contract* than to relinquish a bad habit. A tendency in the former respect should be counteracted by every human means, among the lower and ignorant orders, leaving their impoverished homes for this country, where their access to pernicious indulgences is of comparative facility. The substitution of good beer would be preferable to the issuing of bad wine. Attention to a regulated scale of luggage, and the absence of bulky cargo, would leave sufficient space for the shipment of the quantity of beer required. One pint of beer to each man, two-thirds to an adult female, and one-third to a child under ten years of age, might be sufficient for daily use. At the same time there should be a proper supply of good wine and brandy for medical purposes.

I would recommend that the decks should not be wetted, but scraped and dry rubbed with stone or sand. I would decidedly recommend the use of swinging stoves, such as are used in the navy; and the greatest care should be observed to prevent moisture between decks, by immediate swabbing, or the use of heated sand where any wet occurs.

On this subject I beg to make the following instructive quotation from a late publication:

"Captain Murray, R. N., mentioned to Dr. A. Combe, that in his opinion most of the bad effects of the climate of the West Indies might be avoided by care and attention to clothing; and that so satisfied was he on this point that he had petitioned to be sent there in preference to the North American station, and had no reason to repent the change. The measures which he adopted, and their effects, are detailed in the following interesting and instructive letter." I here subjoin such parts of the letter here alluded to as I think may have reference to the subject of emigration ships.

"I attribute the great good health enjoyed by the crew of H. M. ship 'Valorous,' when on the West India station, during the period I had the honour of commanding her, to the following causes: first to the keeping of the ship perfectly *dry* and *clean*; second, to habituating the men to wear flannel next the skin; third, to the precaution I adopted of giving each man his proportion of cocoa before he left the ship in the morning; fourth, to the cheerfulness of the crew.

"Whenever fresh beef and vegetables could be procured at the contract price, they were always issued in preference to salt provisions; and lime juice had been issued whenever the men had been fourteen days on ship's provisions; and the crew took all their meals on the main deck, except in very bad weather."

"The quarter and main decks were scrubbed with sand and water and wet holy-stones every morning at daylight. The lower decks, cockpit, and store-rooms, were scrubbed every day after breakfast with dry holy-stones and hot sand until quite *white*, the sand being carefully swept up and thrown overboard. The pump well was also swabbed out dry, and then scrubbed with holy-stones and hot sand; and here, as well as in all parts of the ship which were liable to damp, Brodie's stoves were constantly used until every appearance of humidity vanished; the lower deck and cockpit were washed once every week in dry weather, but Brodie's stoves were constantly kept burning in them until they were quite dry again."

Captain Murray returned to England without losing a man, after having been a long period on the West India station; and although moored in the middle of a squadron, with which he had constant intercourse, and which suffered severely from disease, his immunity from disease he attributes to the measures quoted, and which I consider equally applicable to ships sailing with emigrants to these colonies. I deprecate the custom of washing between decks, which ought to be strictly prohibited.

I have not had opportunity of inspecting the arrangements on board emigration ships fitted on Government account, so as to compare them with others chartered by private individuals, so as to be able to give a decided preference to the one mode or the other.

I would recommend more attention to the construction of the berths in emigrant ships; the bottoms of the lower berths should be at least six inches from the deck, and made to unship, so that easy access to the removal of accumulations beneath them may be allowed; in the "Lady Macnaghten" this was not attended to, and the boards had to be sawed after the vessel put to sea. The bottoms of the upper berths should be made of battens, to allow of more free circulation of air, when the bedding is either rolled up or brought on deck to air; with a view to the same most important object, no solid partitions or bulk-heads should be allowed between separate berths; such partitions, if required, should

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be made of battens or railings. This observation refers to the respective portions of the ship set apart for the males and females.

Under proper management I think that children of any age whatever may be brought out with security; children at the breast I think would be the only ones I should object to; some of those born on board have died. I cannot ascertain the number or proportion; some lived until their arrival here, and perished in a state of marasmus, induced, as I was informed, by a want of suitable nourishment, and an insufficient supply of milk in the mothers.

I am aware that there has been great mortality among children from hooping-cough and scarlatina, as well as from marasmus from want of proper food.

Although I have stated that children of any age may be brought out securely, yet there has been a great mortality among children; but I think that the food on board those ships was not sufficiently suited to the constitution of children, especially in its deficiency in the articles of preserved milk, rice, sago, arrow-root, and medical comforts in general. I speak with certainty only as to the "Lady Macnaghten" and "Minerva," but my impression is that the "Amelia Thompson" was obliged to procure a supply of some of those articles after her arrival in harbour.

This I admit will not conclusively show that there was deficiency while at sea, as the articles in question were obtained after the ship was placed in quarantine.

As a general observation, founded upon the knowledge of such vessels as I have inspected the accommodations of, I should state that there does not appear to be sufficient prospective regard paid to the prevention of disease, or its suppression if it should break out. In addition to the suggestions I have already offered, I would advise that in an emigrant ship carrying above a certain number of passengers (for example, 200 and upwards of men, women and children), there should be a principal surgeon, and an assistant or dispenser, and a more ample supply of medicines. On board the "Lady Macnaghten" it was represented to Dr. Bowler and myself that the quantity of castor oil originally shipped was only two pounds.

The number of souls originally embarked on board the "Lady Macnaghten" was 450, including crew and emigrants, a number too great for the charge of one surgeon superintendent, the consequence of which was the death of the unfortunate gentleman who acted in that capacity. The assistant I would require would be a well-educated apothecary. There is I believe at present in these colonies some openings for such persons.

I would recommend that the regulations of the Royal Navy with regard to the supply of medicines should be introduced and enforced in emigration ships; that is, the supply should be proportioned to the number of souls on board, and to the length of the voyage.

Attention is, however, to be paid to the different sorts of persons likely to be embarked on board emigrant ships, and the hands employed on board a man of war; the latter are able-bodied men, with sound constitutions, under strict command and powerful discipline, the subjects of few diseases, therefore the stock and supply of medicines required will be moderate. Among the former class of persons are to be found every sort of constitution, from the delicate infant to the robust adult; not only should the supply of medicines for such persons be larger in proportion than would "*ceteris paribus*" be required on board a man of war, but the selection of the requisite medicines should be attended to; a larger supply of the following articles than I have seen on board the ships which came under my notice should be put on board; viz. castor oil, James's powder, acetate of morphine, muriate ditto, sulphate of quinine, colomba, gentian, quassia, chloruret of soda. In fact, some medical stores should be embarked, which, if not required on board, could be easily disposed of in the colony.

Many of the emigrants were so insufficiently supplied with clothing as not to have proper changes during the voyage; and some females on their arrival were so devoid of articles of dress as to be obliged to keep their bed until supplied with fresh clothing from the ladies' committee in Sydney. I would consider it of much advantage to keep the persons on board employed as much as possible, and in furtherance of this object some calico or linen might be taken on board, and the females employed in working it into such articles of dress as necessity might render them in need of.

I think, also, that some supernumerary bedding should be laid in, that it may be substituted for such as may be thrown overboard in the event of disease breaking out.

It is my opinion decidedly that the captain and surgeon of an emigration ship ought to be armed legally with authority to compel an observance of such regulations as are necessary to preserve cleanliness, for the prevention of disease, and regularity in the general maintenance of discipline and order. The surgeon ought to have the authority of a magistrate to take depositions on oath as to any offences committed during the voyage, with a view to the prosecution of the parties on their arrival in harbour.

I would deem it advisable to leave the sole management of the emigrants and passengers to the surgeon superintendent; the captain to act subsidiary to him in the maintenance of all measures tending to the general good. The surgeon superintendent to be responsible that no abuse of power towards the emigrants should take place. Measures of unnecessary harshness were resorted to on board the "Lady Macnaghten," as reported by the sufferers to me. The females were obliged to go below at five o'clock P.M., and the hatches were battened down until the following morning. In the over-crowded state of that ship this was
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a most severe regulation, and must have tended much to the predisposition to disease, especially in hot climates.

With respect to the regulations established for the enforcement of quarantine, I consider them effective enough, yet still open to improvements; but, in the accommodation provided for both sick and healthy, I am of opinion that improvement is needed.

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J. Stuart, Esq.

Monday, 20th August 1838.

W. H. DUTTON, Esq., J. P., examined.

I AM owner of a large extent of land in the southern districts, having stations at Maneroo and the River Hume, and beyond the Grampian Hills at Portland Bay, more than 1,000 miles from Sydney.

W. H. Dutton, Esq.

At my different stations I maintain upwards of 80 actual labourers, free and bond, but principally the former.

I have not engaged any free emigrants, chiefly because my stations being so remote it is impracticable to send up such large families as they generally have; and, indeed, if they were even conveyed thither, I would find it difficult to maintain them, having to cart all the way from Sydney the flour consumed at my station, 400 miles distant.

I do not mean that this is the sole reason of my not engaging free emigrants, but they themselves are unwilling to go so far into the interior, being under impressions (which however are altogether fallacious) that the lives of themselves and families would be endangered. Indirectly the immigration of free labourers has benefited me, as it has disengaged a description of labour which is of greater service to me; that is, of men who formerly found employ in the settled districts, but are now compelled to go further off to look for it; and though in some respects they may be inferior, yet they supply my wants as well as the others would, or better, being more accustomed to the country, and not being subject to such apprehensions as the newly arrived.

I speak of the men I employ merely as fitted for labour. I have no moral tie upon them. I consider them as a roaming class, having no attachment to the soil or to the master, but preferring constantly to transfer their services from one to another.

Notwithstanding the difficulties which I have stated against the employment of free emigrants, I would be happy to employ them to a much greater extent than my present establishment, if I could obtain married men without families, or single men. I am besides every year diminishing the difficulties.

At present I am compelled, from sheer necessity, to place from 1,000 to 1,200 sheep under charge of one man; 500 being, in my opinion, the very utmost that a man can properly attend to.

Even if I could obtain more of the description of labour I now employ, I would not do so, in consequence of the anxiety it entails upon the superintendents from the unfaithfulness of the greater portion of the men I am speaking of, and their vicious habits. Taking the whole country from Yass to Twofold Bay, every body experiences the same want with myself. I would pledge myself that within this district from 2,000 to 3,000 labourers and shepherds, principally the latter, would find employment. I found this calculation upon knowing that there are upwards of 150 stations similarly circumstanced with my own; and from my own wants I judge of other people's.

The supply of shepherds which I speak of would afford but temporary relief, as their employment would occasion settlers to extend their stations, and other parties would form stations who are now unable to do so from want of labourers. Abundance of labour would open many modes of wealth, especially to young beginners, who are now debarred from availing themselves of the stores of wealth which this country is peculiarly qualified to afford.

I would state from what occurs in my own family and those of my neighbours, that the want of domestic servants is very pressing. My preference would be to engage females for that purpose, if I could obtain them of respectable character, leaving the men for occupation out of doors.

I would assuredly be favourable to the introduction of unmarried females, and would strongly urge its being carried to a great extent, if they were brought under proper restrictions; that is, not to be sent out by ship-loads, but only in charge of their relatives, or respectable families who will be answerable for them.

I would be favourable to the system of allowing the age of a married labourer and wife to be extended to 43, 46 and 49 years, in consideration of their being accompanied by two, four or six females, between the ages of 15 and 30, such females being either their own daughters, relatives or friends, and destined to remain with the family until otherwise provided for; each such young female being allowed the bounty of 18 £.

My opinion is, that the bounty should not be allowed for single men, whether mechanics or agricultural labourers, unless an equal number of females under 30 were introduced.

I have turned my attention seriously to consider the adequacy of the land fund to provide for the introduction of emigrants in sufficient numbers to meet the wants of the colony, and my impression is, that the annual sales of land would not immediately provide a sufficient income to meet the charge which must be cast upon it by introducing as many labourers and mechanics, with a proportionate number of females, as must be immediately brought in to supply the void which now exists; but by anticipating the revenues, and

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diffusing the charge over a certain number of years, it would be possible within five years from this time to do away with that excessive want of labour which now prevails. My meaning is, that a loan to such amount as might be thought necessary should be raised in England upon the security of the revenues of the colony; not the entire sum at once, but in certain proportions yearly, as the wants of the colony might require. I am sure the security is most ample, and that by the issue of colonial debentures or bonds, 3,000,000 £. of money might be raised without difficulty within five years.

In the district within which I reside there is at present a lamentable deficiency, or rather destitution of the means of religious worship. Excepting the church at Goulburn, and a small Roman Catholic chapel, the erection of both of which has just been commenced, and the chapel at Sutton Forest, distant 100 miles, and which will not hold more than 60 persons, I am certain there is no place of public worship to the southward of the Cow Pasture Bridge, throughout the entire counties of Camden, Argyle, Murray, King and St. Vincent. I know that there is one clergyman of the Church of England who traverses a very large extent of country, visiting the different establishments; I have been informed, but am not personally aware, that a second has recently been stationed at Limestone Plains in the county of Murray. There is also a Presbyterian minister resident at Goulburn; the Roman Catholic clergymen are not resident, but frequently visit their flocks.

In consequence of this there is an absence of all religious restraint, and the effects are visible in scenes of drunkenness and profligacy which take place, especially on Sundays, when there cannot be a more disgraceful scene than takes place frequently in the township of Yass.

A. C. INNES, Esq., J. P., examined.

A. C. Innes, Esq.

I AM an extensive land and stock owner, residing at Port Macquarie; I have been engaged as a settler in those pursuits for the last seven years, and have been well acquainted with the colony since the year 1823, when I arrived as an officer of the 3d Buffs, in which I attained the rank of major, and was employed as commandant at a penal settlement; and in various official capacities under the Government from 1823 to 1830, when I quitted the service.

My establishment has been continually increasing, and during the last four years I have employed upwards of 100 persons, free and bond.

In latter years, from the difficulty of obtaining convict labour, I have been under the necessity of employing a greater proportion of free labourers.

The greater proportion of the free labourers have been prisoners, and this description of persons I have been led to employ from the free emigrants having generally large families, the support of which is very burthensome, particularly such as are employed as shepherds at remote stations, in consequence of having to send so much larger quantities of provisions for the support of their wives and children; married men with families are also unwilling to engage to go to such distant stations; in my opinion it would answer my purpose better to pay a single man 40 £. per annum than 15 £. to a married man, and provisions for an ordinary family.

I have engaged several emigrants with families from different parts of the United Kingdom. To fill up vacancies arising from convicts becoming free, I am compelled to hire free labourers. I have, within the last three days, engaged four men whose services are indispensable to me for carrying on the operations of my farm; and these four have families averaging five in number, so that, in fact, I have 20 individuals to provide with a passage to Port Macquarie, and to maintain them there, to procure the labour of four.

If I could obtain single free men to act as shepherds, I would prefer giving them 20 £. per annum and rations, than to have a convict for rations and clothing; the expense of the latter would be from 5 £. to 6 £. a year.

With respect to the comparative properties of the free and bond as labourers, I speak from experience in saying, that convicts upon an agricultural farm, receiving a little additional clothing that they may appear respectable on Sundays, do perform, in ploughing or other farm labour, as much work as the emigrants of the same class of life.

I think the presence of emigrants on a farm is beneficial, as it excites emulation in the prisoners, inducing them to work with more spirit.

The case is different as respects convict mechanics, who will not be induced to exert their skill without payment; and they are as a class unquestionably inferior to free emigrant mechanics; one of the latter is worth double a convict at least.

With respect to moral qualifications there can be no comparison made; the advantage is altogether in favour of the emigrants. I do not perceive that as yet the introduction of emigrants has made any alteration or improvement in the behaviour of the convicts; but it is to be presumed and hoped that the effect of better example must ultimately be beneficial.

I consider the present system of introducing free emigrants, male and female, to be quite inefficient in supplying the want of servants for agricultural and domestic purposes. My principal objection is, that the farm servants have large families, which must be supported independently of the wages paid to the men; the female servants that arrive are the daughters or sisters of the emigrant labourers, and to obtain them as domestic servants it is necessary to hire a description of labour that you may not require to induce the females to come into your service, as they have an objection to separate from their parents. If, therefore, a small proportion of the emigrants in every ship were to be single men and women not related to one another it would supply the wants of the colony far better, as they would not have the same

same objection to go to service separately. I have been told by the emigrants themselves that there would be no difficulty in obtaining plenty of young unmarried men, but that the Government agents would only recommend married men with families to come.

If it be found impossible to obtain single male and female servants in sufficient numbers, the wants of the colony for labour are such, from the diminished supply of convict labour, families must of necessity be received; but the other class would be preferable:

I am persuaded, if care were taken to select young women, and they were brought out, not in shiploads as formerly, but from 30 to 50 at a time, they would get into respectable service in town and country, and would soon have opportunity of marrying respectably.

I have engaged in the service of my family four or five female emigrants who came out under the system formerly adopted in the emigration committee ships, all of whom have turned out well, and are well settled; but nevertheless I could not recommend the system of sending them out in the same way as formerly.

In the same way I would recommend single men to be introduced, but care should be taken to preserve equality in the numbers of the sexes.

I am quite confident that the sentiments I have here expressed are very largely shared by the principal settlers in the Port Macquarie district; in fact they are held by all with whom I converse; all are in want of labour, and all must have it, and would prefer engaging single men and women, if such were to be had.

I can state with certainty that a very great want of labour prevails, and that a continual engagement of free labourers, male and female, would take place, provided they were brought in moderate numbers at a time, and were of the class I have described.

I am confident that the district at large would be well disposed to contribute liberally to ensure to the population settled in it, the means of religious instruction and education. Those means at present are by no means sufficient; in fact, if the country to the westward and northward of Port Macquarie be taken into the account, there is a very large population utterly destitute of the ordinances of religion and means of education; it is true those districts are in great part beyond the limits of location, but still the existence of the evil is not less to be deplored.

JOHN DOBIE, Esq., examined.

I AM a surgeon in the Royal Navy, and have made three voyages to this colony, two in convict ships, and one with free emigrants, by the "Duncan" from Greenock, which latter arrived here on the 30th June last. By this ship arrived 254 emigrants; viz.

Males	-	-	-	-	-	-	-	57	married.
Ditto	-	-	-	-	-	-	-	9	unmarried.
Females	-	-	-	-	-	-	-	57	married.
Ditto	-	-	-	-	-	-	-	6	unmarried.
Children	-	-	-	-	-	-	-	143	under 14 years of age.

The number embarked was 272; the deaths during the voyage were three adults and 19 children; nine children were born, of whom four survived and were landed here.

I took up the "Duncan" on account of Government, under instructions received in this colony from the late Governor Sir Richard Bourke, and approved by the Secretary of State. I had full opportunity of knowing the means employed in collecting the several emigrants, and in fitting out the ship, and providing for their health and comfort during the voyage. So far as foresight and prudence could effect it, I am of opinion that all the arrangements so made were quite satisfactory: the people themselves were perfectly satisfied, and, from my experience in bringing out large numbers of persons on shipboard, I think they had every reason to be so.

I think that the regulations adopted with regard to emigration, and under which the ship "Duncan" was taken up, are altogether satisfactory; I can suggest no improvement; but I think the instructions under which I acted are among the clearest and most comprehensive I ever read.

I embarked 207 tuns of fresh water of the best description, and put into casks sweetened with unslaked lime with the greatest possible care, under my own inspection. In proof of the sufficiency of that care, the water which was remaining on arrival here was perfectly good and as sweet as at first, though it had been seven months on board ship. The allowance was one gallon per diem to each man, woman and child, besides two gallons per week for washing to each married couple; if one child, three gallons, and so increasing according to family; to single people in the same proportion.

Medical comforts of all kinds were amply supplied; there were 12 dozen pints of preserved milk for young children; and of porter and wine, for the sick and the nursing women, an ample supply.

The deaths on board were, as has been stated, three adults and 19 children; of the former, one female died of puerperal fever, one man from coup-de-soleil, and the third from consumption; the infants died generally from marasmus, or general wasting, occasioned by severity of weather during the first six weeks, which obliged me to batten down the hatches nearly without intermission; that is, never with any interval of 12 hours successively enabling me to keep them open. This was in the month of January, the wind strong from the s.w., and hail, rain or snow every day.

My experience on this occasion leads me to say most positively, that no ship with emigrants for this colony, especially where numbers of children are among them, should sail from

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from any port of the United Kingdom except between the 1st of April and 31st of October. A great part of the success of such voyages as to the health and comfort of the passengers depends on making a fair start.

Whenever the hatches were off so long as to admit of the smoke escaping, I had the stoves lighted between decks; and the first thing every morning the whole of the lower deck was sprinkled with chloride of lime. The beds were brought up and aired every day when the weather admitted. The decks were constantly kept scraped and rubbed with hot sand, great care being taken to avoid spilling water on the lower deck, where the people were lodged; this I consider to be a point which ought to be most carefully attended to in emigrant ships, as the tendency to disease in general arises from exposure to moisture.

I think the mode in which the ships taken up by Government are fitted out, is preferable to that adopted in private emigration ships on the bounty system, inasmuch as the ship being entirely appropriated for the accommodation of one class of passengers, there are not those objections which exist where there are two or three classes of passengers, requiring bulk-heads to be erected across the decks for their accommodation, obstructing the free circulation of air, and likely to interfere with the general arrangements of the ship, so far as regards health, and with the position of the hospital.

I have not had an opportunity of comparing the general state of health on board such ships and the ships fitted out by Government, except in the case of the "Amelia Thompson." In that ship the want of a proper hospital was a very serious objection, inasmuch as upon the appearance of any infectious disease it must have been perfectly impossible to cut off communication at its commencement, or to separate the sick from the healthy. The water-closets were all below, which I decidedly disapprove of, except for the use of the sick.

I think that if captains of merchant vessels could be induced to sail with light cargoes, and to convey 50 or 60 passengers, allowing to these at least the same proportion of space as is fixed in the Government ships, it would be a very good system, because it would contribute to the health and comfort of the people themselves. Indeed if there were intercourse enough with the United Kingdom to bring out in this way as many emigrants annually as the colony requires, I should think this system preferable to any other that could be adopted. I think that ships sailing under these conditions should be liable to close inspection by Government officers previously to sailing from England, in order to secure a careful compliance with the provisions of the Passengers Act.

My experience in selecting emigrants for my voyage in the "Duncan" chiefly lay in Glasgow, Stirlingshire and Perthshire. They were selected by myself personally, I having seen every individual frequently before I engaged to convey them. The instructions under which I acted confined me principally to mechanics, stonemasons, house-carpenters, slaters, plasterers and blacksmiths. I obtained a sufficiency of these classes to fill the ship, and was not compelled to have recourse to agricultural labourers or shepherds, except about seven or eight single men.

I found great facility in procuring mechanics, and could have easily filled four ships in two months, but for the arrival of the intelligence of the sickness prevailing on board the "William Nicol" and "John Barry," and of the latter having been put into quarantine. This news for a time impeded my operations, and indeed induced many of those who had agreed to go to leave me afterwards. The report as to the "William Nicol" was very much exaggerated; but, as I was unable at the time to contradict it, the effect was most injurious.

With respect to agricultural labourers and shepherds, I was, after an interval, directed to make proposals for engaging them, which I did; but found little disposition in families of that class to engage upon the terms which I was authorized to offer, being at the rate of from 15*l.* to 20*l.* per annum, with rations, and a house rent-free, the people observing to me that they obtained at home from 15*l.* to 18*l.* per annum wages, with as much oatmeal and milk as they could consume. I was restricted to married couples under 35 years of age. I could have obtained single men in almost any numbers as farming labourers and shepherds in Stirlingshire and Perthshire, where I had advantages in knowing many persons of influence, to whom the labouring class looked up, and by whose opinion they would be guided.

I think if a cargo of single men were thus brought out, it is very probable that a corresponding number of unmarried females might be induced to come out separately, provided that the officer appointed to select them was intimately known to the respectable residents of the place, especially the clergy,—I mean young women of respectable class and character; and I see no objection to bringing out females exclusively in the same ship, if due care be taken in selecting them.

There is no question that if wages were stated to be here from 25*l.* to 30*l.* per annum, the number of married couples willing to emigrate would be much increased; but there must be great difficulty in obtaining a sufficient number of married couples, if none were taken but such as have no children. The great inducement with married persons of that class is the prospect of making a better provision for their children; and the pressure of a large family is generally urged as a reason for their coming out.

I would say, that the persons who would be thus induced to come out would be a most desirable class, very industrious and sober, and, as shepherds, considered to keep their flocks in good order.

Previously to sailing, I applied to the emigration agent general for the appointment of a schoolmaster, having so many children on board, and there not being, so far as I was aware, any one among the adults qualified to give them suitable instruction; a schoolmaster was appointed

appointed accordingly, who received a free passage and 15*l.* for his services in teaching. The result was very satisfactory; the children improved very much under his instruction.

These emigrants, excepting four who were Roman Catholics, were all Presbyterians, and I was accustomed every Sunday to perform divine service according to their own forms. They were fully supplied with Bibles, and with religious and moral books, both for their own reading and for the use of the children.

I think that some degree of authority over the emigrants ought to be vested in the surgeon, independently of his mere employment as such. I think it probable that, from the circumstance of a naval surgeon being known as a Government officer, more deference is paid to his instructions than would be yielded if he held no such commission.

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S. K. SALTING, Esq., examined.

I AM a merchant resident in Sydney, and have grazing establishments in the district of Port Phillip, near Mount Macedon, between 400 and 500 miles from Sydney. *S. K. Salting, Esq.*

I have recently returned from Port Phillip, where I remained altogether very nearly a month. I think I had during that time an opportunity of examining the state of affairs in that settlement; in fact my interest led me to make inquiries.

The scarcity of labour there is much greater than in any other part of the colony I have seen. The best proof of the want of labour is, that no man whatever could be hired there under 15*s.* a week, besides his maintenance.

I have on my establishment several Highlanders, whom I engaged in Sydney, with their families, for all of whom rations are allowed, and about 30*l.* wages on an average to the men. Some of them have boys from 11 to 13 years of age, who are very useful to us, and to whom wages are paid, as they can take care of sheep, and make themselves serviceable in many ways.

These persons, namely, four families, were engaged in Sydney. If they had been to be hired on the spot, I must have paid higher wages; but on the other hand the cost of their passage down was very high, amounting to 70*l.*

In my opinion, though labour is scarce at Port Phillip, the pressure which is felt arises more from the dreadfully bad character and habits of most of the men that the settlers can employ there than from the actual paucity of numbers. If they were only the same number of really industrious, sober, good men, the inconvenience would be proportionably but little felt.

I speak here not of the town only, but of the entire district.

I think there is at this moment a very great opening for the introduction of labourers of a useful character, such as shepherds, herdsmen and farming men.

No doubt the introduction of such labourers would have the effect of displacing many of those bad characters who are now employed from necessity. As a proof of this, my firm has recently introduced 16 English labourers to be employed on our property at Port Phillip, on whose arrival many of the worst of those now employed will be sent away.

The agreement was made in England by my agents who selected these men, that they should be paid 20*l.* and 25*l.* per annum, and receive a ration. I expect 12 more in the course of a month or two, and my own wants for labour will then be supplied.

To show the demand in which men are, one of the men on my arrival here paid the penalty of 50*l.* under which they were all bound, in case they should not fulfil the condition of remaining three years in our service, and there can be no doubt that this money must have been furnished him by some one who was willing to pay at a much higher rate for his services than had been fixed by our agreement.

The establishments in general at Port Phillip are much in want of labour; in fact are decidedly distressed for it. I would have been equally so, but for the measures which I have taken to introduce labourers for myself. Those whom I have introduced from England are all single men. I prefer such, and so would settlers in general. Rather, however, than not have shepherds, persons would freely engage married men with families. I think that in the district comprised within a line drawn from Geelong on the west to Mount Macedon, thence to the River Goulburn, and along that river and the Yarra Yarra, so as to terminate at Western Port, from 1,000 to 1,500 shepherds and labourers might find employment immediately. I do not think there is at present any great want of domestic servants, except in the town of Melbourne.

The mechanics, such as carpenters, builders, blacksmiths, and all useful tradesmen are paid at extravagant rates. There is a great want of them. I have known settlers to send horses 70 or 80 miles for the mere purpose of having them shod. From the number of buildings going on, all mechanics skilled in building are in urgent demand.

THOMAS WALKER, Esq., examined.

I AM a merchant in Sydney, and a proprietor of colonial lands, sheep and cattle.

I have attentively considered the question as to the introduction of emigrant labourers, it being the one on which the existence and welfare of the colony principally depends.

I am sure that the demand for labourers and mechanics, especially for agricultural labourers, has greatly increased since my examination before the committee in 1835, and that the number of emigrant labourers introduced has not in any degree adequately supplied that demand.

The extent of immigration must be very greatly increased, not only to meet the existing demand,

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demand, but to prevent the very great depreciation of property in this colony, which must ensue if adequate supplies of labour be not obtained.

I believe that not less than 10,000 additional labourers, including female domestic servants, must be introduced during the ensuing 12 months to meet the demand, and to prevent the colony from going back, and the agricultural and other interests from suffering severely.

The losses that are at present sustained in every department of business in which labourers are employed, but especially in sheep farming, by actual deaths of sheep, are enormous; and the amount of these, if saved, would alone cover the expense of wages to this additional number of persons; but there are many additional articles of consumption and use that would be produced, and innumerable improvements that would be made in the colony, could we but procure adequate supplies of labour, that would fully cover the expense of wages to any number of labourers that could be introduced.

So urgent is the demand for labour, that many settlers have been obliged, in opposition to their own inclination, to send to India for Chinese and Coolies, to be hired and introduced at their individual expense.

It comes within my own knowledge, that 1,203 such labourers have actually been sent for by 111 settlers, each of whom has paid an advance at the rate of 5*l.* for each labourer, and entered into an engagement to pay the balance of the expense of their introduction on arrival of the parties here.

With reference to the present rate of wages to labourers here, I may say, and can state, that there is not at present in the colony any agricultural labourer or shepherd of good character who cannot get at least 25*l.* per annum wages, with free lodging and rations; and I see no probability of this rate decreasing, but rather the contrary. On the farm of Mr. James Walker, for whom I am agent, there are at present 17 labourers and shepherds who get this rate of wages, or more.

With respect to the extent to which immigration should be carried, and on other points connected with the subject, I have prepared a written statement of my opinions, which, with permission of the committee, I will now read and deliver in. (Statement read and given in.)

I consider that the land revenue will prove ample enough and permanent enough for supplying the colony with labourers, *if it be properly managed and dealt with, but not otherwise.*

The principle of the system I recommend is, that of *first* introducing people and labourers, and *then* selling the land, by which means both the value of land and quantity saleable would be greatly increased; and *it is by this system only* that the land revenues will be rendered permanent or found sufficient to supply us with adequate labour.

I am not at present prepared to suggest any improvement in the present mode of selling the waste lands, though I have no doubt that improvements might be made in it.

I am not aware what provision was made for an hospital in the *Amelia Thompson*, or in any other vessel of the same system.

Bulk-heads are erected in those ships to separate the different classes of passengers, and must certainly to a greater or less degree, according as they are numerous or otherwise, impede a free circulation of air throughout the ships.

I am not aware in what part of these ships the water-closets are placed, nor am I aware whether the use of stoves had been introduced on board of those of them for which I have been agent.

I am not aware, as regards hospital accommodations, bulk-heads, water-closets, the use of stoves, &c., that the arrangements on board of the bounty system emigrant ships are defective; but if defects in the fitting of these ships do exist, not only would there be no indisposition to remove them, but the parties concerned would be glad to have them pointed out, and would willingly take measures for their removal.

I think that if a board of commissioners were instituted to inquire and determine whether the conditions of the bounty regulations had been in each case fulfilled, the decision of such board would be satisfactory to all parties, and under its award the Government might withhold the whole or any portion of the bounty which might appear to be justly forfeited by parties introducing emigrants under the regulations.

I would not, however, deprive a party of his right of appeal to the laws of his country, did he conceive himself aggrieved by such decision.

As an immediate measure, I would recommend some modification of the bounty regulations. In the first place, I would extend the sphere of operation of the bounty system for the introduction of emigrants. I would suggest, with this view, that the necessary authority may be rendered obtainable in England as well as here, by respectable parties willing to enter into the business of selecting and sending out emigrants under the bounty regulations, and that the agents for emigration in England be authorized to grant a certificate to any eligible party who may apply for it with the view of emigrating to this colony; such certificate to set forth that the bounty prescribed in the regulations will be paid in respect of such party on his or her arrival in the colony, if on examination there he or she be found of an age and class entitled to bounty under the regulations. With such a certificate, the parties might be left to find their own way to the colony, and many persons might be induced to come in this way who would decline coming with large bodies in public ships.

The next modification I would propose is, that a graduated scale of bounties for various ages should be substituted for the present rate of bounty; offering the largest bounty for young adults, and diminishing the amount in proportion as the parties introduced were of an age less valuable to the colony.

In the conveyance hither of emigrants selected by the Government agents at home, I would

I would recommend that public tenders be invited and accepted at a rate per head for the passage out, which would be, I think, a much cheaper, and in other respects quite as good a mode of bringing out the emigrants, as that now adopted by the Government.

Considering that our means are totally insufficient to procure the introduction of an adequate number of all the various classes of labourers required here, I am of opinion that a preference should be given to agriculturists rather than to any other class. As respects mechanics, I conceive, that owing to the high wages they obtain here, they, more than any other class, are likely to find their way here without public assistance.

Colonists requiring the services of mechanics could, if they pleased, import such workmen at their own cost, stipulating with them that they should out of their wages repay the amount of their passage-money. This is a system I have formerly adopted, and with success.

I consider that it would be extremely desirable and perfectly just, if a practicable plan could be devised and adopted, whereby the parties who are brought to the colony at public expense should be made to refund the amount of their passage-money, so soon as they ceased to be hired servants or labourers, and became, either as landholders, leaseholders or otherwise, themselves employers of hired servants.

This principle has been suggested and ably maintained by Mr. N. L. Kentish, in an article published in the "Sydney Times" newspaper of 2d July last, a copy of which I beg to hand in.

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STATEMENT referred to in the foregoing Evidence, as read and handed in to the Committee by Mr. Walker.

It is my deliberate conviction, that to be of any real and permanent benefit to the colony, immigration must proceed on a scale and upon principles very different from any yet publicly contemplated or proposed in this colony, and be carried on to a far greater extent than the expenditure of the *present* amount or *actual* rate of the land revenues merely would admit of.

If we introduce only such a number of emigrant labourers (and of the kinds hitherto introduced) as the amount of land money actually in hand will enable us to accomplish, I unhesitatingly affirm that we shall speedily witness the total cessation of our land revenue.

There needs little argument to prove, little consideration to be convinced, that without labour land is of no marketable value, and that the sales of land must therefore primarily depend on the supplies of labour; now the present amount of our land fund, expended as heretofore, would enable us to introduce only such a mere handful of people, in comparison with our wants, that their influence would be quite unfelt in the country. Our demand for labour would in no degree be supplied, and consequently in a very short time the land revenue itself would cease. We should, in my opinion, very shortly find ourselves perishing for want of labour, and at the same time destitute of the means of obtaining relief.

Such a result, with reference to the interests of the colony and of every inhabitant in it, is really fearful to contemplate. But the question arises, is there no means of averting this? Can nothing be done to prevent it? I unhesitatingly answer, there is; and that we have it in our power, not only to prevent such a result, but to create a state of affairs completely the reverse of it; and this by means most simple and practicable.

These means consist in raising in England, on the security of future land sales, or, if that were not considered enough, on the security of the whole colony, a sufficient sum of money to enable us to introduce a body of labourers commensurate with our wants, and the other objects proposed to be accomplished.

That such a sum of money could easily be raised in England, and that too on a very moderate rate of interest, I am perfectly convinced; for the security we have to offer is most ample; and England is now overflowing with unemployed capital, as the present low rate of interest (three to four per cent.) evinces.

A loan such as I propose would, too, undoubtedly, be popular in England, in consideration of the manner in which it would be expended, and of the ends to be effected by it.

The whole of it would be expended in the employment of British ships, in the purchase of British manufactures, and in the promotion of British commerce; the effect of such expenditure would be to relieve England of a portion of the surplus population, at present supported by direct taxes on her industry, and to place them in a position where they become profitable consumers of her manufactures, and producers of raw material for her manufactories.

To us, such a loan would be productive of incalculable advantages. It could not be looked upon in the same light as debt usually is; it could not be considered as money borrowed, but as money *actually created*. *By importing labourers in sufficient numbers we give value to and render saleable that (land) which otherwise has no value, and is quite unsaleable.* The very act of borrowing money, and expending it in the way proposed, therefore creates the means of repaying it. In fact and in truth the money is created, not borrowed by us. Even the means of paying the interest is also created, and that in a way quite different from that by which repayment of the principal is provided for. I do not allude to the saving in the cost of labour which would accrue to the colony, in itself, however, quite a sufficient compensation for interest,—but to means which would be absolutely and directly furnished by the introduced parties themselves.

It would be found that the direct contributions of the parties themselves to the general and ordinary colonial revenues would more than cover the interest on the money expended in their introduction. Contributions which, it will not be denied, would not have had ex-

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istence but for the antecedent borrowing of the money, and the expending of it in the way proposed. This is a remarkable feature in the proposed measure which appears to me worthy of especial notice.

The measure itself, I need scarcely observe, is not now suggested for the first time, but comes deliberately recommended for adoption by the Select Committee of the House of Commons on the disposal of land in the British Colonies which sat in 1836, and of which the present Under Secretary of State for the Colonies was a member. A copy of its report, with extracts from the evidence on which it is founded, I beg to hand in.

To enumerate even, far less to illustrate or describe, the many advantages and vast benefits, moral and economical, which would necessarily flow from the introduction of so large a body of emigrants from the mother country as I have been contemplating, is far beyond the power of my humble abilities. I do not therefore attempt the task; but I should wish to draw the attention of the committee, even at the risk of repetition, to some evil consequences that must ensue if we fail to effect such an introduction. Without a vast accession of available labour there can be no question that our colony must gradually retrograde; not only its prosperity but its very existence now depends on extensive immigration, and without it *nothing can save us from premature decay and ruin.*

It must not be argued, that because we have hitherto done without such immigration we shall be able to do so for the future. It is not to be forgotten that hitherto the colony has not so much depended on its own exertions as on the mother country for support; that we have hitherto prospered chiefly because of the immense expenditure of British treasure amongst us, and of the ample, nay almost superabundant supply of convict labour we have had; and that it is only now we are for the first time beginning to be thrown on our own resources, and that it has become necessary we should adopt principles of colonization suitable for self-support.

Both capital and labour must now be created by our own energies and exertions, and it therefore behoves us to consider well how this is to be accomplished; labour, I take it, must be the first consideration, as with it an abundance of land capital will follow fast enough.

The extent to which immigration should be carried will of course be better determined by experience as it proceeds, but I should say it cannot well be to less than 60,000 adult couples within the next five years; say eight, ten, twelve, fourteen, and sixteen thousand couples in the respective years. This number of persons, with some children, could not be landed here at a less cost, *including every charge*, than 2,500,000 *l.* To this amount I therefore suggest that the Legislature should authorize the issue of colonial bonds; such bonds to be issued *only as the money may be actually required*; to promise repayment of the amount they represent at the end of 25 years from their date, reserving power to make earlier repayments on giving 12 months' notice; interest in the meantime being payable half-yearly, either here or in England, at the option of the holder, at a rate of four or five per cent. per annum, as may be agreed on. I have not the least doubt that money at par would freely be advanced in England on such securities for such purposes.

The merchants and ship-owners of England would have a direct interest in promoting such a loan, for, to say nothing of the immense collateral commerce that would be created by it, the conveyance of the emigrants would alone employ no less than from 80 to 100 large ships per annum.

The introduction of the number of persons stated would give such impetus and vigour to this colony as would render it irresistible in its progress, and enable it to overcome every obstacle to its prosperity.

It has been calculated by a competent statist, and given in evidence before the Committee of the House of Commons already alluded to, that such a number of properly selected couples settled in Australia would amount in 25 years to 414,240 persons; but in estimating the population that would arise from the introduction of these persons we must not have reference merely to the parties whose passage we pay for, but also bear in mind the vast additional numbers they would be the means of inducing to emigrate *without expense to us*. The colony would *pay* only for select parties of a peculiar class, but these would have their parents, their brothers and sisters, their kindred and connexions of every degree and kind, on whom their influence or example would operate, who would thereby be induced to emigrate on their own resources, or with the assistance of other parties at home.

It occurs to me that the parochial authorities, if not even the British Government, would be induced to co-operate with us, and even assist in providing funds for carrying on extensive emigration, for it would be much to their interest to do so. For instance, if under a system to be established parents were eligible for a free passage at colonial expense, why might not the parishes supply the means of sending their children, and *vice versâ*? It would be to their interest to do so.

But the extensive immigration now proposed would be the means, not only of inducing an influx of large numbers of additional *labourers* without expense to the colony, but also of vast numbers of every other class of emigrants; mechanics, tradesmen, merchants, professional men, capitalists, people of every rank and degree. If so much in this way has already been done, how much more may be expected when greater inducements and better knowledge prevail? I have not the least doubt that *unassisted* immigration would amount to at least half as much as *assisted* immigration, and, by adopting the plans proposed, the population created would at the end of 25 years amount to 600,000 instead of 400,000. Now will any one doubt that with this, in addition to the natural increase of our present population, we should be able to sell between this time and 25 years hence as much land as would realize the amount proposed to be borrowed? I am sure no one who knows the colony

colony will do so. Indeed I am convinced we should be able to sell to double or triple the amount. Only let us have people and labourers, and capital will spontaneously and rapidly follow in ample abundance.

What in this wide region is ten million acres of land?—only ten such grants as the Australian Agricultural Company have received. Why, the newly-discovered country round Port Phillip comprises ten times as much, to say nothing of Australia Felix,* and the millions of acres north, west, and south of us. I have no hesitation in saying that twice ten millions of acres may now be selected, which, if the proper and practicable system of immigration were pursued, would, 25 or 30 years hence, sell for an equal number of pounds sterling. In America the sales of waste lands in one year amount to 4,000,000*l*.

An essential part of the proposed system, that indeed on which it is wholly founded, and without which it must fall to the ground, is the principle of exclusively appropriating the whole proceeds of the sales and leases of land to the promotion of immigration; and to give permanency to the system, as well as to satisfy those who may lend their capital or stake their prospects in life on its stability and security, an Act of the Legislature must in the first place be passed establishing that principle. With reference to this part of the subject, I may state my opinion, that in the event of the proposed system being adopted, the minimum price at which land is now put up by the Government ought to be raised. (Even now land once bought from the Government is never again sold without an advance in price.) I think that by raising the minimum price a larger revenue would be obtained, which ought to be the sole consideration, seeing that the larger the revenue the more labourers we shall be able to introduce, and that this is the object we have in view.

I am aware that by some persons it is apprehended we may not be able to procure in the mother country the number and kind of immigrants we require; but I do not participate in this apprehension.

When I recall to mind the appalling facts as to the destitution of millions of our fellow-subjects in Great Britain and Ireland, brought to light by the inquiries and reports on the subject of Poor Laws, &c., I cannot conceive that any difficulty in finding suitable parties willing to emigrate can arise from a deficiency of surplus population at home; if any difficulty were to be experienced, I think it would be found to arise in the ignorance and prejudice prevailing at home with respect to this country. Such causes of difficulty would however disappear as emigration proceeded, and would soon cease to exist at all; for those who came first would naturally communicate their improved prospects and condition to those they left behind, and so induce the latter to follow. This therefore should only excite us to more powerful efforts to overcome first difficulties, satisfied, that once fairly set in motion the stream of emigration would continue to flow readily and abundantly.

MR. THOMAS COWLISHAW examined.

I AM head of the firm of Cowlishaw, Marsh & Carter. My partners and myself have arrived in the colony within less than six years, and have been about five years engaged in partnership, as masons and builders.

During that time we have undertaken some of the largest building contracts in Sydney or its immediate vicinity, and are now contractors for building the new Government House.

I consider that, from the experience we have thus had, myself and partners are well qualified to judge as to the terms upon which free emigrant mechanics may be engaged, and their general efficiency in carrying on the works on which we are employed.

So far as we are concerned, our firm experiences no want of mechanics of any branch; but could at this time obtain, at the rate of wages usually paid, even more than we have employment for. I believe, so far as I am aware, that at the present time this is the case with most of the master builders in Sydney. This circumstance has produced no fall whatever in the rate of wages.

I account for this, not by the fact of there being any mechanics actually out of employ, but if our firm wanted more hands we could obtain them without advance of the rate of wages, as the men would leave some private jobs, and others, to engage with us, knowing that we could give them better and more permanent kind of work.

So far as the town of Sydney and its immediate neighbourhood is concerned, I am of opinion, from these circumstances, that the amount of mechanical labour is pretty well equal to the demand; and therefore if more were introduced, it would tend to reduce the price of labour generally, and to occasion much distress to mechanics, who do not now obtain more than enough to afford them a competent maintenance.

At the present wages I think a good mechanic may live comfortably, and need not be under much anxiety as to the support of a family. If his family were very large, it would be quite as much as he could do to maintain them.

I am often in the habit of hearing my men say, that with the rate of wages they now have, their situation is not better here than it would have been in England or Scotland, where provisions and house rent are much cheaper.

From my own experience I would say, the rate of mechanics' wages in London is equal to the general rate in Sydney; while in London men and families may live much cheaper. The only

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T. Walker, Esq.

Mr. T. Cowlishaw.

* Described by Major Mitchell as a "region more extensive than Great Britain, equally rich in point of soil, which now lies ready for the plough in many parts, as if specially prepared by the Creator for the industrious hands of Englishmen."

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only advantage which a mechanic has here is the certainty of employment. It is his own fault if he ever remains a day out of work.

I think if a mechanic who depends altogether on the labour of his hands should be disabled by sickness, he would be better off in London or any part of England than in this colony, as he would be assisted by his parish, which is not the case here. At the same time this may be avoided by persons taking proper precautions, as there are benefit societies in Sydney, which afford medical aid and pecuniary assistance to the subscribing members during sickness and old age.

The regulations of the principal society of that kind, called the Australian Union Benefit Society (enrolled in the Court of Quarter Sessions), are framed chiefly on those of the Operative Masons Benefit Society in London. The society here now includes 140 subscribing members, the majority of whom are freed men, not emigrants; and the medium relief at the present time, in cases of sickness, is about 16s. per week, with medical aid; the relief granted varies from 12s. per week to 20s.; and all the rates will be raised so soon as the funds reach a certain amount, which it is shortly expected they will do. The payment from all members is 2s. 6d. per month, and 1s. per quarter for medical aid. The sum of 10l. is allowed for the burial of a member, and 5l. for that of a wife.

The average rate of wages to mechanics at this time in Sydney, taking one trade with another, is 7s. per diem, or two guineas a week; labourers 4s. per day.

Our firm have not been engaged in any contract out of Sydney, I am therefore not so well prepared to say what the state of circumstances may be in the country; but, judging from the evidence given before the committee last year, and from what I have heard the colonial architect say, I should think the want of mechanics in the interior is still considerable.

I consider certainly that mechanics prefer Sydney, and are reluctant to undertake work at any distance, so long as they can obtain it in the town; but this I think might be avoided by employing the emigrants immediately on their arrival upon some Government work in the interior.

I mean such engagement to be perfectly voluntary, of course; but I think if such work were proposed to the men immediately on their arrival, and they were conveyed to the spot, they would voluntarily take to it, rather than leave Government employ, and go upon their own hands. The chief objection to go into the interior on the part of the men who have been some time in the colony is, that they have formed connexions in Sydney, and do not know the actual state of things in the interior, as to the manner in which they would be occupied and treated.

I am of opinion that if an individual were to make up his mind at once to go into the country, where certain work is provided, it would be quite as well for him as remaining in Sydney. Rather it might be a great advantage to him, as in the country, after a reasonable time, a better opportunity might present itself to establish himself in an independent way of business. I think that a great objection is felt against going into the interior, from an impression that the free people and convicts are mixed up together in their way of living. This, I believe, does sometimes occur; and one instance of the kind makes an impression on the people's minds which it takes a great length of time to remove.

The whole of the works which our firm have undertaken have been carried on by the labour of free men; they have not had any convict servants assigned, either as labourers or mechanics.

Supposing the Government contracts in Sydney to employ as many men as at present, there must most undoubtedly be a continual yearly introduction of fresh mechanics to supply the places of those who die or are disabled, or quit their trades to go into business, or settle in the country, as well as to provide for the increase of business naturally arising from the growing extension of the town of Sydney. But I could not venture to give any opinion as to the actual extent of the want so occasioned.

I think that the natural character of mechanics in general is to be regular in conduct. I do not think that men in general become less sober or industrious on removing to this country, but, from the information I have obtained by inquiry into different characters, my impression is, that such as are drunken or dissolute here were the same at home. Of course there are exceptions, but I decidedly think they are not made worse by coming to this country.

I wish to suggest, that it would be useful to employ in England one respectable mechanic, who should be sent home to engage emigrants of those classes which he, from his knowledge of the colony, would know to be most useful. He should be placed under the emigration agent, and his business would be to go amongst mechanics and give them information as to the prices of labour and other matters which it would concern a man to know who thought of emigrating. In fact there are many things which appear to be of trifling importance, but in reality are of consequence to families, and which they cannot learn so well from any person as from one in the same class of life.

I think there would be no difficulty in obtaining a person who has been some time in this country, and has a general acquaintance with trades, as well as some local knowledge of the United Kingdom, to undertake this employment.

*Wednesday, 22d August 1838.**J. D. Pinnock, Esq.*

JAMES DENHAM PINNOCK, Esq., Examined.

I AM appointed resident agent for emigration.

I have been in the emigration department of the Colonial Office since its establishment in 1831, and have had the entire superintendence of emigration to these colonies from the year 1833.

I arrived in this colony by the ship "Amelia Thompson" on the 1st of July, and continued in quarantine three weeks, in consequence of sickness having prevailed on board during the passage.

There were embarked in that ship 20 cabin passengers besides myself, about 220 steerage passengers, and a few, in numbers not worth mentioning, in fact only three or four, called intermediate passengers.

The steerage passengers consisted of all classes; agricultural labourers, mechanics, and shepherds indentured for certain periods to individuals here.

The number of children was very considerable; the majority very young, quite infants.

I came out purely as a private passenger, not having authority of any sort on board; but having the opportunity, I made myself master of the arrangements made on board that ship for the treatment of the emigrants.

Having, previously to my departure from England, officially inspected many other emigration ships, fitted both by the affreighter of the "Amelia Thompson" and others, I feel bound to say that every arrangement that could be adopted in the fitting of the ships for the health and comfort of the passengers was attended to by Mr. Marshall, the affreighter of the ship by which I came, and that many others, from the port of London especially, were equally well fitted and attended to.

The provisions of every description on board the "Amelia Thompson" were sufficient in quantity and excellent in quality, excepting two casks of salt meat, which were complained of; but those belonged to the ship, and not to the affreighter, and were opened and used by mistake.

The water was as good as ship's water is in general, all filtered, but some casks were indifferent. Each individual had three quarts a day, and for the sick an unlimited supply. No fresh water was allowed for washing, but marine soap was issued throughout the voyage, enabling the parties to wash in salt-water. I neither heard complaint of this, nor was I sensible of any practical inconvenience arising from it.

Care was taken to prevent slopping water between decks. During the passage through the tropics, the decks were washed every morning, and dried as thoroughly as could be; afterwards fumigated, and sprinkled with vinegar or chloride of lime. At other times during the passage the decks were dry scraped and swept, but no moisture allowed on them excepting vinegar, sprinkled in consequence of sickness. There were no stoves to dry the between decks.

A portion of the between decks was appropriated to cabin passengers, and separated by a bulk-head running across the ship about two feet before the after hatchway.

There was another bulk-head across the ship, running just abaft the fore hatchway, dividing the males from the females. In consequence of the sickness, the captain and doctor, with the advice of several of the cabin passengers, caused this bulk-head to be removed: this was about three weeks after leaving Plymouth. The circulation was rendered much more perfect, and no perceptible indelicacy arose from the removal of the partition, and the consequent intermixture of the sexes.

There was no hospital, but a few vacant berths were appropriated for the sick.

The water-closets were fitted up between decks, and though of a perfect and expensive construction were so continually injured through the carelessness of the emigrants as to become a frequent nuisance.

The children had preserved milk every day; there was an abundant supply, so much so that some was landed here. There was porter for the sick, at the discretion of the doctor.

I apprehend that the contagion of small-pox was introduced from the shore through the culpable neglect of some parochial medical man, who gave an incorrect certificate as to a child being in health. The disease showed itself between Gravesend and Plymouth, at which place the whole family were landed. The typhus fever, which afterwards broke out, I think was generated through the general depression caused by the appearance of small-pox.

With respect to the comparative facility enjoyed by a ship fitted out by Government in detecting a false certificate of health, I think there would be the same liability to imposition as in the case of the ship to which I am now referring; and as to the means of repressing any disease which might exist on board ships chartered by Government, from the circumstance of their having the whole of the between decks appropriated to emigrants, they possess an advantage in a large hospital which a ship partly laden with steerage emigrants, and having her between decks divided to separate them from the cabin passengers, does not enjoy.

The difficulty of having an hospital in a private emigration ship is the value of that very part of the vessel, namely, the two stern cabins, in which the hospital is generally placed. If a ship under the bounty system were to bring a sufficient number of emigrants as steerage passengers to fill her, in that case an hospital could easily be appropriated without any pecuniary loss to the affreighter.

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Every ship that I have ever examined from any port in England, not carrying a sufficient number of emigrants of one class to fill her, has been invariably without an hospital.

I am of opinion, that in England, Ireland and Scotland, a sufficient number of emigrants might be obtained to supply the existing wants of this colony, provided the scrutiny into character and habits of life were not too rigid.

The effect of requiring an unimpeachable moral character would not so much limit the supply, indeed this, I think, ought to be required; but what I mean is, rather that too strict a certificate as to habits of industry in their previous occupation must not be exacted; from the circumstance of many having been rendered idle by actual want of occupation, which disposition, I conscientiously believe, would be removed by removing the man himself to a field in which, as in this colony, work would be always regularly provided for him.

I am convinced that under a proper system of applying funds to purposes of emigration, without determining at present what that system should be, except that a free passage must be granted, a sufficient number of young married couples, and of single males and females within the limited age, might be obtained from the United Kingdom to supply the numbers which have been stated to be necessary, even to the extent of 3,000 or 4,000 a year.

I speak purposely with caution in naming these numbers; but, to speak my real opinion, I do not doubt that much greater numbers might be found even now, and that, as the tendency of a partial emigration is always to encourage one more extended, the numbers might by degrees become even unlimited.

I think there will be more difficulty, as a stricter test should be applied, in the case of mechanics and persons versed in skilled labour than in the case of agricultural labourers and shepherds.

With respect to domestic servants, there must be a defective supply of those of the best class willing to emigrate, as really good domestic servants are never at a loss to obtain good places in England. I think it rather behoves the colony to take measures for creating a class to supply their wants in this view; and I beg to hand in a paper on juvenile emigration, which I think may contain some suggestions useful in furthering that object. (*Paper handed in and read.*)

With regard to the comparative advantages and facilities of introducing emigrants in ships chartered for that purpose by Government, or fitted out by private individuals, and in ships fitted out under the bounty system, I would observe, that if ships under the bounty system be fitted and equipped under a proper code of regulations, on the observance of which the bounty should depend, and especially if they have efficient surgeons, I do not think there would be any advantage on the side of the Government ships in providing for the transit of the emigrants in health and comfort.

In procuring sufficient numbers of emigrants, and of a description corresponding with the regulations, I am decidedly of opinion that the advantage is in favour of the private agent, because the payment of the bounties is made dependent on his introducing emigrants of the prescribed class, which would compel him to exert a very great degree of caution and scrutiny in making his selection.

I would say also decidedly, that the pecuniary responsibility of such private agent in the selection of the emigrants and departure of the vessel is the best possible guarantee that he will attend strictly to the regulations; his care and forethought must be exercised to provide for their health and reasonable comfort during the voyage, and to land them safe, because, in the event of death or well-grounded complaint of ill-treatment, he is aware that he will lose the whole bounty.

I think, that if, when the Government agents have selected a particular number of emigrants, they were to advertise for parties willing to convey them, under charge of a naval surgeon, and according to certain rules and conditions, from the United Kingdom to this colony, they would obtain vessels for this purpose more easily, and would effect the transmission of the emigrants much more economically than by the present mode of chartering and fitting out ships by the Government itself.

If the trade of introducing emigrants on the bounty system were thrown open to unlimited or next to unlimited competition, I am of opinion that speculators might make the attempt to introduce emigrants not qualified as the regulations require, under an impression that the Government here might feel themselves so much embarrassed by the clamour which might be raised in consequence of their withholding payment as to be compelled to allow the bounties, even though not satisfied that the adventurers were entitled to them; but I am of opinion also, that the Government would have force enough to resist such an attempt successfully, backed as it would be by all the fair and respectable traders engaged in the same undertakings.

With respect to female emigration, as conducted under the female emigration committee during the years 1833, 1834, 1835 and 1836, I know from experience, having been an *ex officio* member of that committee, that every possible care and precaution was exercised by the gentlemen composing that committee to exclude females of bad character, and to obtain those who might prove well conducted and useful to the colony.

The committee for female emigration consisted of several Members of Parliament; merchants, bankers and professional characters well known in the city of London, and of standing and reputation such as to preclude the most distant suspicion of their acting unworthily.

I can assert on my honour that the business of the committee was not committed in the discretionary management and control of the agent, but was attended to most assiduously by the members themselves, under whom the agent invariably acted, and admitted no female to embark, unless, if resident in London, she had been personally examined before the

the Committee, and her character was supported by written certificates, or if not resident in or near London, by the exhibition of certificates, which also were examined by the Committee.

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I have no doubt that, although this care was employed, the Committee must sometimes have been imposed on by false certificates, or certificates given with too much facility by the parties signing, in consequence of which some improper characters must and did find their way into the ships sent out by the Committee.

J. D. Pinnock, Esq.

I am still of opinion that, notwithstanding these imperfections, the system of female emigration might be so managed as to introduce, upon the whole, a valuable class of young women to supply the great disparity of sexes prevailing here.

I do not go to the extent of saying that there must not always be good, bad, and indifferent among such numbers, however they might be selected; but I think it would be a great safeguard against contamination on the voyage, from intercourse with the sailors, or from the intermixture of a few bad characters, if, instead of coming in ship-loads, unaccompanied by any other class of passengers, they were to be brought out a few at a time, in private merchant ships, in which respectable families would be coming out at the same time, and in which no other steerage passengers should be allowed.

I would still grant the bounty to young females coming out under the protection of families, as required by the existing regulations, but I would not confine it to such, as I would extend it to females of suitably good character who might come out as heretofore without such protection or dependence. I would be an advocate for Government extending its protection to such females on their arrival, by allowing them, though under the bounty system, lodging and provisions at the expense of the public for a limited period until they could meet with employment. I would suppose a week sufficient for this purpose, if they came out in small parties at a time.

I am decidedly averse to granting such indulgence to any other parties than to single females, as I have already had experience enough to show you that the fact of their having lodging and provision found them, until they can suit themselves with employment, induces emigrants to refuse many good offers, and to stand out for so high a rate of wages that the settlers cannot obtain their services on any reasonable terms.

My meaning is, that, so far from extending the indulgence to emigrants arriving under the bounty system, it should be withdrawn even from those who come out in Government ships, and confined exclusively to single females.

I do not intend to leave them destitute on their arrival, but would compel every ship bringing out emigrants, whether on Government account or for bounties, to maintain them on board during one week after their arrival. This should be a substitute for the domicile and maintenance now afforded to Government emigrants for a month nominally, but often for a much longer period.

Having been placed in quarantine on my arrival, I am enabled to state that the accommodation is very bad indeed. I have laid in quarantine three times in ports of the Mediterranean, and am convinced that much benefit would arise from the introduction here of various details and regulations adopted in European quarantine.

ARTHUR SAVAGE, Esq., Surgeon, R. N., Examined.

I AM a surgeon in the Royal Navy, and have made four voyages to this colony, three with convicts, and the last with free emigrants by the ship "Magistrate," from Cork, which arrived on the 21st July last.

A. Savage, Esq.

By the latter ship 275 individuals arrived, of which the following is an enumeration: males, 66 married, 6 single; females, 66 married, 39 single; children, 98.

From the experience which I have had in bringing out large cargoes of persons to this colony, I am persuaded the arrangements on board ships taken up by Government for the conveyance of emigrants are altogether satisfactory; more particularly in consequence of such ships being enabled to carry a more abundant supply of fresh water than can be provided in private emigration ships, and also, in consequence of not carrying the class of passengers called intermediate, there is no necessity for any bulk-heads on the deck where the sleeping-berths are, and therefore there is a freer circulation of air. I also conceive that the authority of a commissioned officer placed in charge of such a ship is conducive to the better regulation of it, the general class of passengers yielding, habitually, deference to his orders. I also think that the well-digested scale of rations and medical comforts, as adopted in such ships, is conducive to the general superiority of such ships over those fitted out by private individuals.

My observations, condemnatory of such other ships, I wish to be considered applicable only to those which carry large numbers of passengers comparatively with Government ships of the same tonnage.

I am of opinion that the interests of the colony would be promoted by encouraging masters of merchant ships to sail with a light cargo, so as to afford room for a limited number of emigrant passengers (in no case to exceed 60); but this system should not supersede the practice of also bringing out emigrants under the present Government regulations.

I have not had the means of instituting an accurate comparison as to the supply of fresh water issued per head to passengers on board the Government emigration ships, and those fitted out on private adventure; but I am satisfied the latter must furnish a less abundant supply in consequence of their carrying cargo, knowing that stowage for luggage and for

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water cannot be afforded on board those ships which, in addition to the full complement of passengers, carry cargo also.

My impression is, that the measure of erecting bulk-heads between decks to portion off the intermediate passengers must be highly injurious to the general health of those on board.

I attribute the superior control which a naval surgeon can exercise over passengers merely to the circumstance of his holding a commission, which gives him influence; but in point of fact he has no more actual power of control than would be possessed by the private surgeon of any other ship.

I have had no absolute mode of comparing the scale of rations and medical comforts adopted on board the Government ships with that which is established in the private ships, but from the liberal discretion which was allowed to me on these points I presume it must be superior to what can be allowed in private vessels.

I can furnish the scale of victualling, and the allowance of medical comforts, which were adopted on board the "Magistrate."—(*Papers handed in.*)

During the late voyage I had not on board more than the average of sickness in such a number of persons during a voyage of that length; the deaths on board were 11, including eight children, of whom three were under one month old, and two premature births. I attribute the prevalence of good health in a great measure to the supply of porter to the nursing women, and of preserved milk to the infants.

I am of opinion that, in alluding to my position, and that of my brother officers on board such ships, the authority which we can exercise as officers in the navy, as well as our knowledge and experience derived from serving on board ships of war, must enable us more effectually to maintain cleanliness and good order.

I found not much difficulty in enforcing habits of cleanliness among the men, who yielded willing obedience to my instructions, but in bad weather I had difficulty with the women. After leaving the Cape, when the ship was light, and while running before the wind, took in much water, I found it necessary to be constantly using swabs and brooms; and in enforcing the regular use of these I found my authority as an officer of the greatest service. I occasionally found it advantageous, in case of irregular or insubordinate conduct, to go through the form of taking depositions as a magistrate would do, which appeared to operate as a check, from the apprehension of the offenders that such statements on their arrival in the colony might be laid before higher authority.

I think that great benefit would arise if it were possible to give naval surgeons, when so employed, the actual power of a magistrate to take depositions, but not to inflict any kind or degree of corporal punishment.

If the Government plan of emigration be persevered in, I am of opinion that the class of ships now employed, that is, from 400 to 500 tons, is preferable to any other, in consequence of the height between decks, and their affording ventilation by opening the ports in passing through the tropics. Air tubes inserted in the sides of the ships afford a very great advantage.

The number of passengers fixed by the instructions furnished by the Agent-general for Emigration I consider to be very proper.

I am persuaded that a very great improvement would be introduced by a regulation, that all ships with emigrants should leave England during the summer season, or between the first week in April and the last in September. The people, generally speaking, on coming on board, are in a state of exhaustion from the distance which many of them have to travel to reach the ship, and are not in a state to encounter tempestuous weather at first starting.

I would in all cases leave it to the discretion of the surgeon in charge to determine whether the ship should touch at any intermediate port or not.

I do not coincide in opinion as to the practicability of using stoves on board emigration ships; at the same time, I would never be without them on board.

My experience in engaging emigrants for this colony is confined to the southern counties of Ireland, from which I selected those who came under my charge by the "Magistrate."

The restriction laid down as to the description of persons whom I should engage to bring out was, that they be under 35 years of age, with the least number of children to each married couple that could be obtained, avoiding, if possible, to take women in an advanced stage of pregnancy, of good moral character, and efficient as to their employments, either as mechanics or agricultural labourers. I was particularly instructed to give the preference, as far as I could, to farming servants. I found for some time very great difficulties in obtaining the required number of persons suitably qualified, on account of the recent reports relative to the mortality on board the "Lady Macnaghten," which sailed from Cork, the port at which I then was. During three weeks I had not a solitary application. I then advertised, that at stated periods I would be in particular parts of the country to receive proposals, and explain advantages. The result of this mode filled the ship within the allotted period of three months.

I attribute my ultimate success to the opportunity thus afforded of explaining personally to the people the actual state of the colony. I have no hesitation in saying, that subsequent to the receipt of accounts of my voyage, and the disposal of the emigrants here, there will be no difficulty in obtaining almost an unlimited number of persons of the same class to follow the present.

I deem it utterly impossible to obtain the required number of emigrants, consisting of young married couples without children; such as these may be met with to the extent of perhaps 10 or 15 in each ship, but it is quite hopeless to expect to fill the ship with them. I conceive one of my best families consisted of a man, aged 50, with a wife and children, and

and connexions (from 12 to 24 years of age), amounting to 13 in all, man and wife included.

The age of this man was beyond the regulation, and his admission was allowed as an exception, in consequence of the individuals being known to me as likely to be useful colonists. Such a discretion, in dispensing occasionally with the strict rule as to age, ought to be allowed to Government agents in selecting emigrants.

I would recommend an adherence to the system of personal communication with the labouring classes, by persons in whom they may feel confidence, to state to them the true nature of the settlement provided for them in this colony. My opinion is, that it is the superior class of working peasantry who are disposed to emigrate, as such people calculate on what they are doing, and look forward to the advantages.

Not one of those who came out by the "Magistrate" is now unprovided with employment, except one poor man, who fractured his thigh on board, and is now in the hospital.

My intention is to establish myself and family in this colony from the present time, and I have no purpose or prospect whatever of being again employed in the capacity which I have lately filled as surgeon of an emigrant ship, and have therefore no bias in making the preceding representations.

J. E. MANNING, Esq., J. P., Examined.

My opinion as to the want of labour, especially pastoral and agricultural, has not undergone any change since my examination before the Committee in 1837; but as it was established by the Report of that Committee, that from 7,000 to 10,000 men would be required for the service of that year which has now concluded, while not more than 1,200 have been introduced under the existing regulations, there must necessarily be a want of the arrears to make up the numbers of last year, and of the number required for the present year, which was estimated at 5,000.

My own endeavours to avail myself of the services of free imported labourers have not been successful to the extent I wished and required.

I attribute that result in some measure to the unreasonable expectations entertained by too many of the immigrants as to the rate of wages, but more especially to the burthensome character of many of the families recommended.

In expressing their regret at the apparent want of a corresponding conviction in the mother country of the necessity of devoting the colonial emigration funds, directly and economically, to a supply of the present and most urgent wants of the colony, the petitioners meant to express their persuasion that persons in England were more anxious to relieve the parishes by the transfer of large families than to select such as would be most advantageous to this colony.

I have not had sufficient experience with emigrants to state that large families exhibit habits of greater industry and frugality than others. I can mention one family whose expenses, amounting to 230*l.*, were paid by the parish. They had nine children, two of whom, females, went into service in Sydney, and the rest I engaged at my farm at Vermont, paying to them in money altogether 45*l.* per annum, with four rations, which I estimate to be worth 15*l.* each, and a cottage rent-free. I had no proof that the largeness of the family rendered these persons more anxious to please or willing to work; in fact the return of labour I received was quite inadequate to the expense I incurred for them. As to the comparative value of the Government and bounty systems of emigration, my opinion is, that the latter possesses this advantage amongst others, namely, that the bounty is not paid in case of emigrants dying before they reach the colony, and that consequently, upon this system, the colonial revenue has not suffered in consequence of the number of infants who have died on the voyage, whilst in the case of emigrants brought out on account of Government, the expense must be incurred for every individual embarked, whether they reach the colony or not.

The risk incurred by the private ship-owner of loss arising to him from every death which occurs on the voyage must in my opinion operate very strongly as an inducement to make the best arrangements for their health and comfort during the passage; the want of attention to this would operate also to the injury of his future prospects by the loss of reputation for humane and liberal dealing.

I have not the slightest doubt that a sufficient number of adults of both sexes may be obtained in the United Kingdom to enable the application which the petitioners propose of the emigration fund to be made for their exclusive introduction.

With respect to the emigration of mechanics without assistance from the public, my opinion is, that this class of labourers is generally possessed of the means of emigration, and may be stimulated by the certainty of very high wages on arrival here.

Taking all circumstances as to rate of wages and rate of living here and in England into account, I think that a first-rate mechanic in England need never want work, and would be induced to emigrate only by the prospect of benefiting his family, or of establishing himself in business as a master. Excepting in Sydney, the expenses of any labouring man would be less than in England, and his wages higher, from which I infer that they would improve their condition by emigrating.

I am of opinion, that under present circumstances the mere application of the land fund to purposes of emigration will not suffice to relieve our want of labour, or to bring into activity our dormant capital. By dormant capital I mean the stationary capital of the country, especially improveable land, and the application of money and industry to its cultivation, which is dormant until a sufficiency of labour is obtainable.

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J. E. Manning, Esq.

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J. E. Manning, Esq.

I think we should avail ourselves of the confidence of British capitalists in our means of wealth as a colony to raise a considerable sum upon loan secured upon the Crown lands; or, in the event of their not being deemed sufficient, upon the security of the general revenues of the colony; to be applied entirely to facilitating the introduction of adult labourers of both sexes, (with as few children as possible,) whose industry could not fail to generate a large and increasing revenue from the waste lands of the colony.

I have formed an estimate as to the proper amount of such loans, so far as to say that 1,000,000*l.* or even 2,000,000*l.* might be raised in England at a moderate rate of interest, by annual instalments, as the progress of circumstances might appear to render advantageous.

I would not wish to create a perpetual debt, but to provide for its gradual redemption within a specified term of years, by setting apart an annual sum to accumulate at colonial interest; and my firm persuasion is, that the increased proceeds from sales of Crown lands, arising from such extension of the means of labour applicable to their culture, would provide a fund amply sufficient to pay off the sums borrowed within any reasonable interval that could be proposed.

J. SULLIVAN, Esq., Surgeon, Examined.

J. Sullivan, Esq.

I CAME out surgeon superintendent of the ship "Amelia Thompson," fitted out for the conveyance of emigrants under the bounty system by Mr. John Marshall, of London. I also came out in the same capacity in 1835 in the "Canton."

We had some diseases on board the "Amelia Thompson;" small-pox, typhus fever, and some other diseases of less importance. The crew, as well as the emigrants, were affected by it. It was not always attended with inflammatory symptoms in its early stage.

I would attribute its origin to the depression of mind caused by the appearance of confluent small-pox on board at the commencement of the voyage, the first case having proved fatal; the rough passage we had in the Channel, and much sea-sickness, may also have assisted.

It could not have arisen from the quality of the provisions, which were of the best description.

We had, passengers and emigrants, 245 souls on board, exclusive of the crew and officers, 27 in number. The tonnage of the vessel was 477 tons. We lost altogether on the voyage 34; the majority of whom were children. We lost 15 adults, five only of whom were males and 10 females.

I do not attribute the disease to the crowded state of the vessel. She is a large ship, and lofty in her 'tween decks. We had ample room; in fact, we had some spare berths in that part appropriated to the females.

There is much more difficulty in managing emigrants than convicts; the former are less under control. I had some difficulty with them. I think it would be advisable to have some legal power to control them. Even though it were not exercised it might be of much service if they were aware that it did exist, and could be put in force. The only means of managing them that I had were, first, as to the women, it was optional with me to issue their daily allowance of wine or not, as I thought proper, and I found that by stopping this I could gain sufficient control over them; but with respect to the men, I had often to call upon the captain and officers for assistance; to compel them to come upon deck, for instance. The only control I could have over them was by deferring the issue of their rations until what I required of them was done. This I had recourse to in one instance only. They had on that occasion refused to clean the lower deck. I issued the dinner to the women and children, but kept it back from the men till five o'clock, when finding that the deck had been properly cleaned, I had it served out to them. They had no ground of complaint. Provisions were cooked and served out to them as well and with as much regularity as is practicable at sea.

We had no stoves for airing and drying the ship between decks. I am quite aware of their importance when the decks are wet. I think it would be desirable to have them on board all emigrant ships.

I am aware of the advantage of whitewashing the decks frequently. I often rubbed the lower deck with dried chloride of lime. If the decks were wet I would have recourse to heated sand to dry them. I must remark, however, that we had always less sickness on board in rough weather, when the decks were liable to be wet, than we had in fine weather.

The greatest number of deaths occurred among the children. Following up the scale of mortality, I would observe that the children suffered most, next the females, and the males least. We lost five adult males, 10 females, and 19 children; proving, I conceive, that the more vigorous constitutions were the least impaired by the depressing circumstances I have before adverted to, and to which, more than to any other cause that I am aware of, I should be inclined to attribute the origin of the disease; I allude to the typhus fever.

We had abundance, not only of provisions for the healthy, but also of medical comforts for the sick, and nursing mothers; we had wine, porter, sago, arrow-root, preserved meats, and milk, and a large supply of oatmeal and rice.

I took every precaution that occurred to me to prevent the extension of the disease. The healthy were kept on deck in fine weather till three o'clock, and as often as practicable got them to take their meals on deck, particularly their dinner. For the preservation of proper decorum on board, the part of the 'tween decks appropriated to steerage passengers was originally

originally divided into two compartments by a bulk-head separating the males from the females at night. In the course of the voyage, however, to ensure a freer circulation of air, I caused the bulk-head to be removed.

I kept the ports open whenever the weather admitted of it. The hatches were never down for 24 hours together. We had wind-sails at each hatchway.

The small-pox commenced on the 1st of April and ceased on the 25th of May, and I should say it was put down by vaccination. We had eight cases altogether; seven after we left Plymouth, and one in the Channel, three of which proved fatal.

The infection must have been brought from the shore, although there were no symptoms of it when the people embarked.

So far as provisions, medical comforts, and general arrangements are concerned, I am unable to offer any suggestion for improving upon them: I think, however, with reference to a freer circulation of air, it would be better to have no bulk-head; but it must be observed, that the circumstance of a large number of people of both sexes promiscuously occupying the same apartment is objectionable on two grounds.

1st. That it increases the difficulties of enforcing proper decorum on board during the voyage; and,

2d. That it would naturally deter many respectable persons from coming out under arrangements which must, in their effect, be detrimental to the proper observances of decency.

When I came out in the "Canton" with 233 people we had a bulk-head, and yet, of the whole only one individual died, a child, of the small-pox.

The "Amelia Thompson," fitted out by the same party, was fully as well supplied as the "Canton" with provisions and medical comforts, and her general arrangements were equally good.

We had more children on board the "Amelia Thompson" than the "Canton."

I hand in to the Committee a scale of rations, in accordance with which the provisions were regularly issued every day. This scale was adopted, I believe, from that which was recommended by the Navy Board to the London Emigration Committee. To this scale is prefixed the terms on which emigration is conducted by the party who fitted out the "Amelia Thompson."

I think it would be an improvement if a smaller number of families were brought out in ships carrying emigrants than has usually been the case.

I would suggest one thing with regard to families coming out, either in small or large numbers; it is, that I think it would not be advisable to have them encumbered with many young children, I mean children under three years of age; infants at the breast, I should say, ought not to be brought at all, for, on looking at the mortality, it will be found to have prevailed in emigrant ships mostly among children. Another reason is, that, being encumbered with young children, mothers are obviously prevented from getting their bedding, &c. on deck, or keeping themselves so clean as they might otherwise do for the preservation of their health.

I do not think there would be much difficulty in finding male and female adults to come out to this colony; there is much less difficulty now in getting respectable people to come out than formerly, which I attribute to the circumstance of the resources of the colony, and the demand for labour being better known in England, in consequence of parties here communicating to their friends at home their satisfaction with their prospects in the colony.

I think it might be difficult to get young couples without children; but I am not aware whether it has as yet been tried. I would observe also, judging from the number of applications that have been made to me here, that the demand for single females is greater than that for any other class of persons.

Scale handed in by Mr. SULLIVAN.

Emigration to New South Wales.—Conditional Free Passage.

THE first-class ship, "William Metcalf," of 500 tons, will be despatched on the 2d May next, from the River Thames, for Sydney, touching at Plymouth, to embark passengers, from whence she will sail, wind and weather permitting, on the 14th May; and the first-class ship, "Coromandel," of 662 tons, will sail from the Thames on the 30th May, and from Plymouth on the 11th June, direct for Sydney. Both these fine ships have poops, and very superior arrangements for cabin, intermediate, and steerage passengers. A very extensive and urgent demand exists in this colony for married mechanics, particularly carpenters, joiners, stone-masons, stone-cutters, bricklayers, plasterers, blacksmiths, wheelwrights, glaziers, and others; and also for agricultural servants, shepherds (especially persons well acquainted with stock), and gardeners. A limited number of such persons, provided they are of competent skill in their respective pursuits, of industrious and moral habits, and not exceeding 30 or, at the utmost, 35 years of age, may, when approved, obtain a free passage by this conveyance, if they are accompanied by their wives, and are without children, or have not more than one or two at the most, under five years old.

Families, in other respects eligible for a free passage, will not be rejected if they have

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more than two children; but 2 *l.* each must be paid for children above five and not exceeding seven years old; and 1 *l.* per year of age will be charged for every child exceeding nine years old (that is, for each year only they may be beyond nine years old), excepting daughters above 15, who will be allowed a free passage. For children under one year old 3 *l.* each will be required. Certificates of the age of each child cannot be dispensed with.

Single males, from 18 to 30 years of age, well acquainted with agricultural work (especially shepherds), will be allowed a passage on payment of only 3 *l.* each, provided they are accompanied by a sister or other single female relative of undoubted character, between 15 and 30 years of age; single males, not so accompanied by an unmarried female relative, can only be allowed to proceed on payment of the full amount of the passage, say 20 *l.*

Single females, particularly those acquainted with dairy and farm-house occupations, also good house-servants, are greatly wanted in the colony; and to all such a free passage will be granted, provided they are not under 15 nor above 30 years of age—shall be proved, by unquestionable testimonials, to be of unexceptionable character—and that they go out under the care and protection of a family on board. Families desirous to obtain a passage would increase their chance of being accepted, provided they are accompanied by single females as above, whom they will undertake to protect and regard as part of their own family, until they are placed in situations in the colony. A brother and sister (particularly if acquainted with farm-house work and stock) would be taken on payment of 3 *l.* only for the brother, on their characters, health, and knowledge of their pursuits being satisfactorily established.

These ships will carry experienced surgeons, and all possible care will be exercised to secure the comfort of the passengers on the voyage; and the time of departure will be punctually adhered to.

The terms on which persons who are not eligible for a free passage will be conveyed as steerage passengers by the above ships are as follow:

For every married couple	-	-	-	-	-	-	-	-	£. 35
For every child not exceeding five years old	-	-	-	-	-	-	-	-	6
For every child above five years old, 1 <i>l.</i> in addition to the last charge, for each year of age.									
For every single male above 18 years old	-	-	-	-	-	-	-	-	20
For every single female	-	-	-	-	-	-	-	-	20
Unmarried females not under 15 nor above 30 years of age, and of unexceptionable character, who shall go out under the protection of a married couple, as forming part of their family, and destined to remain under their care in the colony until otherwise provided for	-	-	-	-	-	-	-	-	Free.

One half the amount of the stipulated price of passage to be paid before the berths can be secured, and the remainder prior to embarkation; and should any party engaging their passage not actually embark, the deposit to be forfeited. Persons engaging room for themselves or others, and not actually embarking at the time specified, will be held responsible to pay a moiety of the charge for passage, by way of indemnity for the loss they occasioned by the non-fulfilment of their engagement.

These terms include bed fittings, new bedding (except sheets), food of the best quality (according to the annexed scheme of victualling), medicines, medical comforts, and medical and surgical attendance. With a view to the preservation of perfect cleanliness, health, and comfort on the passage, new bedding will be provided for all the steerage passengers; they will not be allowed to take their own bedding on board (except sheets), filth being frequently introduced by such a practice, to the serious annoyance of all on board; besides which, feather beds are not essential in the beautiful climate of Australia, mattresses being preferable. In order to secure propriety and delicacy during the voyage, separate sleeping apartments for the steerage passengers will be arranged for each sex, the males being all lodged in one apartment, and the females in the other; and in no case will more than two adults occupy one bed.

It will be indispensable, before parties desirous of proceeding in these ships can obtain a free passage, or single males at the reduced charge, that certificates be transmitted to the undersigned, certifying, in clear and distinct terms, to the moral character, industrious habits, healthy frame, and practical knowledge of his or her pursuit of each applicant, such certificate to be signed by the clergyman or a minister, and other respectable inhabitants, to whom he or she is well known in the parish in which the party resides, before any application can be approved; certificates also of the age of each individual, including their wives and children, extracted, where practicable, from the parish register, must be furnished before their passage will be granted. No person will be allowed a free passage who does not fully comply with these conditions.

No aid whatever will be afforded towards the cost of joining the ships. Every person who may be approved for a passage must defray his or her expenses prior to embarkation.

On arrival in the colony, every individual will be perfectly free to engage his or her services to whom they may please; there will not be the slightest interference with their free agency, but they will, to all intents and purposes, be as much at liberty to decide and act for themselves as if they were in this country.

Cleanliness being indispensable to the health and comfort of all on board during the voyage, steerage passengers will not be admitted unless furnished with a proper supply of clothing,

clothing, especially linen, stockings, &c., for a four months' voyage, as there is no washing on board; say not less than 15 shirts or shifts, two flannel petticoats (for females), six pair dark stockings, six towels, and such other articles of dress as are essential to cleanliness, health, and comfort; also a knife and fork, table and tea spoon, pewter or tin plate, tin pots, combs, soap, &c.

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No family will be allowed to embark unless they furnish previously a certificate from a respectable medical practitioner, that each of their children have either had the small-pox or been properly vaccinated.

Very great inconvenience and annoyance have often resulted from passengers bringing packages of large dimensions, which cannot possibly be stowed away at so late a period as when they are actually embarking. Notice is therefore hereby most distinctly given, that no package belonging to any passenger will be received on board at Gravesend or Plymouth which exceeds 18 inches in depth; and that every steerage passenger will be required, before embarkation, to put sufficient linen and other changes for a month's use into a box, not more than 15 inches square, as these small boxes only can be allowed to be placed in the sleeping apartments. Once a month during the voyage the larger packages will be brought on deck, when each person must exchange his or her dirty clothes for clean ones. Persons disregarding these instructions respecting their luggage, the observance of which is so important to the comfort and well-being of all on board, are distinctly informed, that they will not be allowed to embark; nor, if they exceed the measurement allowed for luggage, until the freight on the excess has been paid. Any person attempting to contravene these conditions will be peremptorily refused permission to proceed in the ship. The comfort of all on board, which the undersigned is anxious to secure, demands rigid adherence to these rules. It is particularly recommended where the wife is so far advanced in pregnancy as to be likely to be confined during the voyage, that families so circumstanced should delay their embarkation until after the wife's confinement.

The rates of charge for cabin and intermediate cabin passengers will depend on the nature and extent of the accommodation required, and on the number and ages of the persons to be conveyed; these will, however, in all cases be on the lowest scale consistent with really comfortable accommodation, a liberal table, and the proper treatment of the parties on the voyage. Chief cabin passengers are supplied with the choicest fresh provisions, wines, beer, &c. &c., and they are at perfect liberty to consume what they please; there is no other check upon them in this respect than what gentlemanly feeling and the rules of good society dictate. They find their own cabin fittings, bedding, linen, and all articles required for use in their own cabins. Passengers will be allowed room for luggage, free of charge, as follows:

Cabin passengers, each adult, 40 cubic feet, including what they may think proper to carry in their own cabins.

Intermediate ditto - ditto 20 ditto - - - ditto.

Steerage ditto - - ditto 10 ditto - - - ditto.

Persons desirous to take additional luggage or goods with them can do so by previous agreement on paying here 1s. 6d. per cubic foot. Passengers of whatever grade are distinctly informed that they will not be allowed to proceed in the ship unless the stated charge for the excess of baggage is paid prior to their embarkation.

Parties taking out funds with them may have a credit in the colony on very eligible terms, payable on arrival there, for the amount for which they may wish to arrange.

Goods and baggage will be cleared at the Custom-house; insurances effected on any property shipped, and all necessary information and assistance obtained on application (if by letter it must be post paid, or it will not be answered,) to Mr. John Marshall, Australian Emigration Agent, 26, Birchin-lane, Cornhill, London, who has a constant succession of well-appointed first-class ships for these colonies, which depart punctually on the day originally announced for sailing, beyond which they are never allowed to be detained on any account whatever; a point of great importance to all persons emigrating.

N.B.—The "William Metcalfe" is commanded by Captain Edward Philipson, is only three years old, and has made two voyages to Australia under his command in 92 and 94 days respectively. The "Coromandel" is little more than three years old.

Note.—All persons who may be admitted to proceed by these ships must embark either at Gravesend or at Plymouth one day prior to that appointed for sailing from each place respectively. Strict punctuality will be required in this respect, or the parties will lose their passage.

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SCHEME of VICTUALLING for EMIGRANTS on the VOYAGE from London to Sydney in
Australia.

FOR MALE STEERAGE PASSENGERS.

Days.	Bread.	Beef.	Pork.	Sugar.	Tea.	Cocoa.	Flour.	Pease.	Oatmeal.	Vinegar.
	lb.	lb.	oz.	oz.	oz.	oz.	lb.	Pint.	Qrt.	Pint.
Sunday - -	$\frac{3}{4}$	$\frac{3}{4}$	—	1	$\frac{1}{4}$	—	$\frac{3}{8}$	—	1 weekly	$\frac{1}{2}$ weekly.
Monday - -	$\frac{3}{4}$	—	11	1	$\frac{1}{8}$	$\frac{1}{3}$	$\frac{3}{8}$	$\frac{1}{3}$		
Tuesday - -	$\frac{3}{4}$	—	—	1	$\frac{1}{4}$	—	$\frac{3}{8}$	—		
Wednesday - -	$\frac{3}{4}$	—	11	1	$\frac{1}{8}$	$\frac{1}{3}$	$\frac{3}{8}$	$\frac{1}{3}$		
Thursday - -	$\frac{3}{4}$	—	—	1	$\frac{1}{4}$	—	$\frac{3}{8}$	—		
Friday - -	$\frac{3}{4}$	—	11	1	$\frac{1}{8}$	$\frac{1}{3}$	$\frac{3}{8}$	$\frac{1}{3}$		
Saturday - -	$\frac{3}{4}$	—	—	1	$\frac{1}{4}$	—	$\frac{3}{8}$	—		
Sunday - -	$\frac{3}{4}$	—	11	1	$\frac{1}{8}$	$\frac{1}{3}$	$\frac{3}{8}$	$\frac{1}{3}$		

FOR FEMALE STEERAGE PASSENGERS.

Sunday - -	$\frac{1}{2}$	—	1	$\frac{1}{4}$	—	$\frac{1}{4}$	—	$\frac{1}{2}$ weekly	$\frac{1}{2}$ weekly.
Monday - -	—	7	1	$\frac{1}{8}$	$\frac{1}{3}$	$\frac{1}{8}$	$\frac{1}{4}$		
Tuesday - -	$\frac{1}{2}$	—	1	$\frac{1}{4}$	—	$\frac{1}{4}$	—		
Wednesday - -	—	7	1	$\frac{1}{8}$	$\frac{1}{3}$	$\frac{1}{8}$	$\frac{1}{4}$		
Thursday - -	$\frac{1}{2}$	—	1	$\frac{1}{4}$	—	$\frac{1}{4}$	—		
Friday - -	$\frac{1}{2}$	7	1	$\frac{1}{8}$	$\frac{1}{3}$	$\frac{1}{8}$	$\frac{1}{4}$		
Saturday - -	—	—	1	$\frac{1}{4}$	—	$\frac{1}{4}$	—		
Sunday - -	$\frac{1}{2}$	7	1	$\frac{1}{8}$	$\frac{1}{3}$	$\frac{1}{8}$	$\frac{1}{4}$		

And so in regular succession on alternate days during the voyage.

For Intermediate Cabin Passengers.

In addition to the above scheme of victualling, each adult intermediate cabin passenger is allowed weekly one pint of wine ; half-a-pint of brandy or hollands, for adult males only ; two bottles of porter ; one pound of currants or raisins ; half-a-pound of suet ; one quarter of a pound of butter ; and in lieu of salt food will be supplied with a fresh mess on two days in each week, Sundays being always one of them.

Allowance of water to adults (including cooking), three quarts per day ; and to children in proportion to their age.

Intermediate cabin passengers to provide their own sleeping-berths, bedding, towels, table linen, knives, forks, plates, and the utensils they may deem necessary for use on the voyage.

Children from 8 to 15 years of age, two-thirds of the foregoing quantities ; from four to eight years old, one-half ; and from one to four years old, one quarter ; but no allowance of wine will be made to or on account of any individual under 18 years of age.

Wine is put on board to the extent of two gallons for each adult steerage passenger ; and in addition to a properly fitted medicine chest the usual Government supply of medical comforts is also put on board, to be used in cases of sickness only.

The wine and medical comforts to be issued as the surgeon may deem proper. Wine is in no case to be demanded as a right by steerage passengers, but its issue during the voyage to depend entirely on good conduct, and on the discretion of the surgeon as to the propriety of its use.

In case of the occasional substitution of any of the following articles : half-a-pound of currants or raisins, or half-a-pound of suet, or $1\frac{1}{2}$ lb. of fish, is considered equal to one pound of beef or pork ; and one pound of rice equal to one pound of biscuit or flour, or one quart of oatmeal ; three pounds of potatoes equal to one pound of biscuit or flour.

When fresh beef can be obtained, one pound to each adult male, and two-thirds of that quantity to each adult female, is to be issued daily ; and to children in the proportions stated above ; but when fresh meat and vegetables are used, there will be no issue of flour, oatmeal, or pease.

The periods at which the undersigned will despatch ships from London for Sydney during the year 1838 will be as follow (they will all touch at Plymouth to receive those passengers who may prefer embarking there) :—

From London, 14th March.
2d May.
30th May.
11th July.
22d August.
3d October.
14th November.

From Plymouth, 26th March.
14th May.
11th June.
23d July.
3d September.
15th October.
26th November.

These

These ships will be commanded and officered by men of known character and experience; and they will each have a poop, with superior accommodations for cabin, intermediate, and steerage passengers.

They will each carry a skilful surgeon, and will be fitted, provisioned, and stored with scrupulous and liberal regard to the reasonable comfort and satisfaction of all who may proceed by them. The number in each case will be limited, and the days respectively fixed for sailing rigidly adhered to. Passengers from all parts of the three kingdoms can join these ships at a very small cost by steam conveyance at Gravesend or Plymouth, where they can embark at once, and incur no further expense.

London, February 1838.

John Marshall,
Australian Emigration Agent,
26, Birchin-lane, Cornhill, London.

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of Evidence.

J. Sullivan, Esq.

THE following abstract of the trades most in demand in New South Wales, with the rates of wages procurable, is taken from a work recently published, entitled "New South Wales; its present State and future Prospects," and may be fully relied on. The author, whose long residence in the colony, means of information, station, and character, are a guarantee for the correctness of his statements, says "if judiciously selected, and embarked at different periods, so as to arrive in the colony at the rate of from 500 to 1,000 men, heads of families, per month, they would readily find employment." The work may be had of Mr. Cross, 18, Holborn, or Messrs. Smith, Elder, and Co., Cornhill; the price is 8s. Another work, in two volumes, entitled "History of New South Wales," by Dr. Lang, may also be had of the same parties, and contains much valuable information, especially to persons going out with small or larger capitals; the price of this work is 20s.

- Boat-builders*.—6s. to 8s. per day. See *Shipwrights*.
Brickmakers.—8s. to 10s per 1000 for making. Good workmen will always find employment.
Bricklayers.—6s. to 7s. per day. - - - - Ditto - - - - ditto.
Blacksmiths.—24s. to 42s. per week. Good workmen in demand.
Brewers.—*Maltsters*.—3s. to 4s. per day. Breweries are increasing.
Basket-makers.—A few good workmen would find this a profitable trade. Common labourers employed.
Chair-makers.—25s. to 30s. per week. Market glutted at present.
Carpenters.—6s. to 7s. 6d. per day. Always in demand, especially good workmen.
Caulkers.—8s. to 9s. per day. Work usually done by shipwrights.
Coopers.—7s. to 8s. per day. Employment uncertain.
Cabinet-makers and Upholsterers.—5s. to 7s. per day. Not in demand at present, except as carpenters.
Cooks.—5s. 6d. to 10s. per week, and rations. Men usually employed. Careful and steady men wanted.
Coppersmiths.—30s. to 40s. per week. Good workmen would find employment.
Dairy-women.—10l. to 15l. per annum, lodgings, and rations. In extreme demand.
Engineers.—24s. to 42s. per week, and rations. The class of men here meant are properly engine-men and blacksmiths.
Farriers.—6s. to 7s. per day. Much in demand.
Fencers.—30s. to 40s. per week, or post and rail fences 2s. to 3s. 6d. per rod.
Field Labourers.—3s. per day, or 5s. a week and rations. All kinds of field labourers in demand.
Gardeners.—25l. to 40l. per annum and rations. Always in demand.
Gardeners' Labourers.—15l. to 25l. per annum, and rations. Much required.
Glaziers and Plumbers.—5s. 6d. to 7s. per day. A few of the latter wanted.
Harness-makers and Saddlers.—4s. to 5s. per day. Chiefly supplied by importation.
Joiners.—6s. to 8s. 6d. per day. Good workmen in demand.
Iron-founders.—24s. to 40s. per week. Good workmen would find employment.
Locksmiths.—6s. to 7s. per day. Good workmen would find employment.
Millwrights.—6s. to 8s. 6d. per day. Wanted to fit up wooden gear.
Milkmen.—12l. to 20l. per annum, and rations. All kinds of husbandry men in demand.
Nailers.—40s. per week and upwards. Good workmen required.
Plasterers.—42s. per week. In demand. An excellent trade.
Ploughmen.—15l. to 25l. per annum, lodging and rations. All agricultural labourers, shepherds, sheep-shearers, &c. may be so rated, and are in great demand.
Potters.—As labourers, one or two might find employment.
Printers.—*Compositors and Pressmen*.—25s. to 35s. per week. A few steady men wanted to replace drunkards.
Quarrymen.—4s. to 6s. per day. Always in demand.
Sawyers.—6s. to 10s. per 100 feet. In great demand.
Shipwrights.—7s. to 8s. 6d. per day. Good workmen in demand.
Shoemakers.—5s. to 7s. per day. In great demand. A good trade. Some sober men earn 10s. per day.
Sailors.—50s. to 60s. per month. Always in demand.
Stonemasons and Setters.—5s. 6d. to 8s. per day. In great demand.

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J. Sullivan, Esq.

Tailors.—5s. to 7s. per day. In demand. Piece-work one-third higher than in England.
Turners.—A few might work profitably on their own account.
Vine-dressers.—10l. to 40 l. per annum, or upwards, according to qualification. Skilful men in demand.
Wheelwrights.—5s. to 6s. per day, or 15l. to 20l. per annum, and rations. General workmen always find employment.
Parchment-makers.—Sheepskins 2d. to 3d. each. Parchment likely to be manufactured for exportation. No demand at present.

The following Extracts are taken from a letter recently received, addressed to Mr. Marshall, and dated Sydney, 9th September last. The writer went out in the ship "City of Edinburgh" in May 1837.

"I HAVE at length the pleasure of addressing you for the first time from this place, having arrived here on the 30th ultimo, 105 days from Plymouth, I am happy to add, without a single loss of life on the voyage, and all in excellent health." * * *

"The demeanour and general conduct of our whole party has been most praiseworthy, both before and since our arrival; they were all employed within three or four days after landing, at good wages; and I believe if we had ten times the number, they would in a very short time have been engaged with equal facility."

"Shepherds, agriculturists, gardeners, &c., have been engaged at wages varying from 25l. to 50l., and in some cases for the superior class so high as 80l. to 100l. per annum, with rations for themselves and families. Carpenters, masons, sawyers, &c. obtain from 2l. 2s. to 2l. 10s. per week in Sydney."

"Their condition in life is obviously much benefited by the change, and I have heard amongst them but one feeling of gratification at the prospects which this fine colony presents to them. The services of those coming by the next ship will be seized upon with equal avidity, and as many more really useful persons as you can send hither."

Another letter, dated Sydney, 10th October, says—

"Let me add one thing which comes more powerfully on my mind every day, from the personal observations I have been able to make, that were the prospects and resources of this delightful and prosperous colony known to our labouring population at home, and indeed to all whose limited means make it desirable to seek other channels for enterprise and industry than are now within their reach, they would not long hesitate in availing themselves of an opportunity which, if they are guided by a proper spirit, and are prepared for some inconveniences which must be felt at first, cannot fail, in no long time, to lay the foundation for themselves and families, if not of fortunes, at least of competency, and a degree of comfort to which they must ever be strangers at home."

Another letter, dated Sydney, 1st November, says—

"I have the pleasure to announce the arrival, yesterday, of your ship, the "Andromache," all in excellent health. I am happy to inform you, that everything has gone on with this ship most satisfactorily. The passengers, as far as I can learn, are universally satisfied; and the manner in which she has arrived reflects great credit on all in authority in her."

Mr. David Taylor, Examined.

Mr. David Taylor. I AM engaged in Sydney and through various parts of the country as a contractor for masons' work and building. I built, by contract, the King's school at Parramatta, an addition to the military barracks at Windsor, the new Lunatic Asylum at Tarban Creek, and am now contractor for an extensive portion of the cathedral church of St. Andrew. I have employed great numbers of emigrant mechanics, and have at this time about 26 mechanics and 16 or 18 labourers in my employ. I consider myself well qualified to judge as to the terms upon which free emigrant workmen can be employed, and their efficiency in business.

So far as my trade is concerned, I experience at this moment no want of a sufficient number of mechanics for any employment; the reason of which is, that all except public buildings are suspended, in consequence of a general expectation among private persons that the provisions of the Building Act will be amended, and rendered less burthensome.

If those amendments in that Act were to take place, I think building would go on as it did 18 months ago, and then there would not be a sufficient supply of workmen to meet all demands.

I would be an advocate for introducing, under the emigration system, a greater number of emigrants, especially in consequence of many of these now here being so dissolute and addicted to drinking.

If I were to draw a comparison, I should say the emigrants are preferable, in point of morals; still there are exceptions, as I have in my employ some men, who have been prisoners, as well behaved as I could wish, and who have been with me three years. I may make the same remark as to labourers.

In

In point of efficiency as workmen, I do not think there is much difference. Those who have been prisoners may at first require more watching; but the free emigrants on their first arrival are not capable of doing so much work as those who have been accustomed to the place. I think if more mechanics were introduced, the price of labour might be reduced; but there would be more work in consequence of more individuals being then induced to undertake building.

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Mr. David Taylor.

I do not think a moderate reduction of wages would distress mechanics, but the town labourers would suffer. At the present wages I think a good mechanic may support his family very comfortably; but if his family be very large and young, he cannot do more than live. House-rent and fuel are very expensive, and water must be purchased. Wherever I hear any of the reasonable men speak, I hear them always admit they have bettered their circumstances by coming to this country, and I know myself that great numbers have so benefited themselves. All who are industrious and sober are better off, and the others would have been if it had not been their own fault. I speak particularly of masons, carpenters, and plasterers, the trades I am most acquainted with. Blacksmiths also do well.

Wages in Sydney for those classes are universally higher than they were in London when I left, six years ago; they are much higher than in Edinburgh; in fact, nearly double what they are generally throughout the United Kingdom. The expense of living here is double what it is generally through Scotland and great part of the northern districts of England. I think that in London a mechanic may live as cheaply as in any part of Britain, and for less than he could in Sydney. I still think, that taking the higher rate of wages here, and putting all other circumstances against it, they are improved in their circumstances by coming here.

As to constant employment and certainty, there is no comparison. No mechanic here need ever want employ; whereas, at home, work is frequently scarce, even for the very best men. This gives a grand advantage here to the men, but it makes them rather too independent of their employers.

As regards masons, I should say their wages are from 6s. to 8s. per day. These rates I pay in actual cash, and greater numbers at 8s. than at 6s., so that, in fact, the average is rather more than 7s. Carpenters get rather less, perhaps say 6s. 3d. on an average; plasterers about the same; blacksmiths, if very good, 7s.; if they work steadily by the piece they gain more; for rough masonry, by the piece, I have paid a man as much as 14s. a day, for three or four weeks together. Piecework can always be had by men whom the master can depend on. When mechanics first arrive they seem to cling to Sydney, which I always persuade them against; and have found that when men have had work for a time in the country they prefer it so much that they are reluctant to come back to Sydney, and I have difficulty in bringing them. In my opinion, men are better off in the country, if they would but think so. I speak of the best workmen, as well as inferior. The wages in the country are the same, while house rent, fuel, and other charges, are much lower than in Sydney, in some instances 60 per cent.

I think it would operate very well if Government had works going on in the country upon which mechanics could be employed on their first arrival. By remaining in Sydney, they pick up a notion that the country is all barren, and the idea of danger haunts them; I always discourage that, having been six years in a circuit of 50 or 60 miles from Sydney, and never molested in any way either by day or night. I have had also considerable sums of money about me at such times.

I do not think that the fear of being mixed with the convicts weighs much with them. I never saw this.

I never had an assigned labourer or mechanic; I do all my work by means of free emigrants.

Supposing Government employ to continue upon the present level, and other things to go on improving according to present appearances, I should estimate that there must be a continual introduction of fresh mechanics and labourers; and I think, if they did not arrive in too great numbers at once, they would obtain employment upon much the same terms as I have mentioned. I believe many of the emigrant mechanics have considerable deposits in the savings bank, where they make, on an average, 10 per cent. interest. I know one man, who has been employed by me between three and four years, who has laid by savings which have accumulated to at least 300*l.*, or probably more. I know good numbers who have various sums in the bank, from the receipts that they have showed me, but none near so high as the first instance mentioned.

A man earning 8s. a day may certainly lay by 2s. 6d. out of it, if he have not more than two or three children; the chance of doing this is much greater in the country than in Sydney.

I think, with regard to the greater proportion of mechanics hitherto introduced, a good selection has not been made; they have not turned out to be good workmen. Not above 15 or 16 within my knowledge, as regards my own trade of mason, have turned out to be what I call complete workmen.

I think highly of the plan of employing a person well acquainted with different branches of trade, as practised in this country, who has not been less than three years here, under direction of the Government agents in England, to communicate with mechanics, and give them information as to the nature of the materials and work in this country, and tell them particulars as to little things in the practice of mechanics here, which nobody but a practical workman who had been here could explain.

I must admit that a person so employed must be one in whom perfect confidence could

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be placed, and a little above the rank of an ordinary mechanic, that he may not be tempted to give an incorrect report under the expectation of serving the cause of the mechanics generally.

We stand, perhaps, more in need of quarry-men than of any other description of men; in fact there are not above six or seven good quarry-men in the colony. The wages such men receive may be stated at 6s. per day. The best districts in Britain to select such men from, as indeed all descriptions of men accustomed to work stone, are the north and midland counties of England, and those adjacent to the ports of Leith and Greenock; the best mechanics are obtained from these places.

Iron-founders are also much wanted; there are only two in the colony who are competent to furnish castings of a superior description; five or six more would find employment. The wages of such men are very high. I mention this indeed at the instance of a respectable millwright and engineer, who is thoroughly acquainted with the subject, and with the want of this description of mechanical labour in the colony.

Mr. David Taylor.

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CIRCULAR.

REPLIES to CIRCULAR LETTER addressed to GENTLEMEN residing too remote from Sydney to expect the favour of their personal attendance upon the Committee.

Sir,

Council-Office, Sydney, 23d August 1838.

By direction of the committee of the Legislative Council, appointed "to consider the question of immigration generally, with the view of ascertaining the present and prospective demands of the colonists for labour, and how the same may be most effectually and economically met; with instructions to examine evidence, and report," I have the honour to submit, for your consideration, certain queries; and to request that you will have the goodness, with your very earliest convenience, to favour me with your replies thereto, to be written on this sheet, with the addition of more sheets, if necessary, and returned under cover to me.

I have, &c.

(signed) Wm. Macpherson, Clerk of Councils.

- 1.—Is there still an urgent demand for male and female domestic servants, mechanics, shepherds, and agricultural labourers in your neighbourhood?

2.—What are the average rates of wages generally given to these several classes of emigrants?

3.—Would

3.—Would you be desirous to employ a larger number of persons of the above classes if you could obtain them more readily and at a cheaper rate?

4.—What number of persons of each of the above classes are you of opinion would find ready employment in the course of the year in your neighbourhood, and what number throughout the colony generally?

5.—Are single or married persons generally preferred in the various avocations on country establishments?

6.—Are you of opinion that the introduction of large families would be desirable, where the children are sufficiently advanced to perform light labour towards their maintenance?

7.—Have you found that parents, who have large families of young children, have difficulty in providing for themselves?

8.—Do you consider young women, introduced under the care of their parents, the most desirable?

9.—Do you think the demand for mechanics equally urgent with that for all classes of servants and labourers?

10.—It has been suggested that it would be advantageous to the interests of the colony to raise money in England, on the security of the land-sales, at a low interest, for the purpose of promoting immigration on a more extended scale; will you state your opinion upon this subject?

11.—Will you state your opinion on the progress of immigration, and notice any points you may deem worthy of consideration, as likely to improve the system?

Replies to
Circular Letter.

FRANCIS ALLMAN, Esq., J. P., Campbelltown.

1.—Yes.

2.—Domestic servants, 15*l.* to 25*l.* per annum; mechanics, without board and lodging, 1*l.* 15*s.* to 2*l.* 10*s.* per week; labourers, with board and lodging, from 6*s.* to 12*s.* per week.

3.—Yes.

4.—100 labourers, 30 mechanics, 30 domestic servants (male), 30 domestic servants (female), could be employed in the neighbourhood.

5.—Single.

6.—No.

7.—Yes, with the exception of good mechanics.

8.—Yes.

9.—Scarcely so.

10.—Yes, but not to exceed four per cent.

11.—My opinion on the progress of immigration is, that the colony can find beneficial employment for about (3,000) three thousand labourers, (500) five hundred mechanics, (500) five hundred male domestic servants, and about the same number of females, yearly, for the next five years; and that particular attention should be paid to the selecting labourers and domestics from the agricultural districts of the United Kingdom. Too much attention has been given, in my opinion, to the introduction of large families; and I think, if good labourers and mechanics, single young men, were introduced into the colony, and unmarried female domestic servants, that on their settlement in suitable places, marriages would speedily take place among them, to the benefit of the colony and themselves.

I would further recommend, that all masters of vessels coming from the United Kingdom to New South Wales should be allowed to bring with them as many emigrants as they could accommodate, receiving the usual bounty for such as may be approved by authorized persons.

F. Allman, Esq.

HENRY C. ANTILL, Esq., J. P., Stonequarry.

1.—There is still a very great demand for all classes of servants, mechanics, and labourers.

2.—Shepherds, from 22*l.* to 26*l.*, with rations; mechanics, from 40*l.* to 50*l.*, ditto; house servants, from 10*l.* to 12*l.*; agricultural labourers from 20*l.* to 30*l.* per annum, with board.

3.—Yes, certainly; I have several free and ticket-of-leave men as shepherds at high wages, being unable to procure them at a more reasonable rate.

4.—In my neighbourhood I should think from 50 to 60; I cannot give an opinion as to the wants of the colony generally.

5.—Single men as shepherds and house servants, married men as mechanics and farm labourers.

6.—I consider that the introduction of large families would not answer; the maintaining them being so expensive, particularly as the seasons are so very uncertain.

7.—In two or three instances I have found it so; the settlers do not like to engage servants with large families; that is, above the number of two children.

8.—Most decidedly so, when the moral state of the colony is considered.

9.—In the country districts for mechanics as for shepherds and farm labourers.

10.—Never having given the subject any consideration, I am not competent to give an opinion.

11.—I must give the same answer to this question as to the last; I cannot form an opinion on the subject.

H. C. Antill, Esq.

Replies to
Circular Letter.

MATTHEW ANDERSON, Esq., Redesdale, Bungonia.

- M. Anderson, Esq.* 1.—I have no means of knowing the views and wants of my neighbours, and will therefore confine myself to my own. I am in want of a few mechanics, shepherds, and agricultural labourers.
- 2.—The free labourers at present in my service receive from 15*l.* to 25*l.* per annum each, according to their capabilities.
- 3.—I am much in want of them, and would employ a greater number if I could obtain them.
- 4.—At present I am in want of a house carpenter, a blacksmith, a gardener, a stonemason, and a shoemaker, six shepherds, and four agricultural labourers.
- 5.—I should prefer single men for shepherds, but have no objections to all the others being married and with families.
- 6.—The expense of bringing out large families would be very great; but if they were once out, employment might be found on all estates for grown-up children.
- 7.—I have two men with large families in my service, and they experience no difficulties in providing for their children.
- 8.—Yes.
- 9.—I have already stated my own wants, but believe that shepherds and agricultural labourers are most wanted.
- 10.—I have no experience in these matters, and would not venture to give an opinion on the subject.
- 11.—None.

THOMAS ARKELL, Esq., Charlton, Bathurst.

T. Arkell, Esq.

- 1.—There is still an urgent demand for the above classes of persons, more particularly for shepherds and agricultural labourers.
- 2.—There are so few at present in this neighbourhood that I can scarcely say what wages are given; I have only one man at present in my employ of the above description; he has a wife and six small children, of whom only one boy and one girl are able to do light work; I give to him 20*l.* per annum, and a treble ration.
- 3.—I should be able to employ a great many more of the above classes if I could procure them more readily, and at a cheaper rate.
- 4.—I doubt not but 300 or 400 able-bodied persons of the above classes would find immediate employment in the district of Bathurst, and throughout the colony in proportion.
- 5.—Single persons are generally preferred, although I should not object to a few married couples, particularly if the children were grown up to be of any service on a farm.
- 6.—Certainly I am of an opinion that large families would be desirable, particularly if the children were so far advanced as to be able to take charge of a flock of sheep; but young children are only an encumbrance on an establishment.
- 7.—I have known parents with large families of young children meet with difficulties in finding employment, as they do not make allowance for their children being young, but expect almost as much wages as others whose families are much more grown.
- 8.—Yes.
- 9.—I do not consider there is so urgent a demand for mechanics as for farm servants, shepherds, and labourers.
- 10.—I think it would be advantageous to the colony, as, without a plentiful supply of labour, the colony must gradually retrograde instead of advance.
- 11.—I have read the proposition of Mr. Walker, and entirely concur with him on almost every point. I should likewise recommend that there be emigrant agents appointed in the inland parts of England, Ireland, and Scotland, as persons from those parts would be the most desirable to bring out.

HENRY BADGERY, Esq., Ivy Hall, Bong Bong.

H. Badgery, Esq.

- 1.—There is at this moment very great demand for all the above classes of servants in this neighbourhood, particularly good ploughmen.
- 2.—Domestic servants and labourers are receiving 20*l.*, shepherds and ploughmen 25*l.*, and mechanics 50*l.* per annum, with full ration.
- 3.—I should be glad to employ a much greater number than I can now obtain, though I have at this moment 26 free and ticket-of-leave men in my service at from 20*l.* to 70*l.* per annum, with a full ration.
- 4.—I consider that every landholder in this district would employ double the number of servants they now have, provided they could obtain them of good character, and at a moderate rate; and I should say the same would be the case throughout the colony.
- 5.—Single persons are decidedly preferred, particularly as shepherds and farm servants.
- 6.—I think, when large families are introduced, the children should not be under 10 years of age, as in that case the parents would not be very likely to be encumbered with any more, and those they have would earn their own livelihood.
- 7.—I consider that persons that have large families have more difficulty in getting employment than others, as the same ration, with a little extra wages, would procure treble the labour.
- 8.—I think, when young females are introduced, they should be brought under the protection of their parents.

9.—I do not consider the demand for mechanics equally urgent with that for other servants. The mechanics' charges are exceedingly high.

10.—I am of opinion that the introduction of emigrants upon a larger scale by the above means would be advantageous to the interests of the colony; it would reduce the price of labour, and add to the consumption; thereby settlers would obtain a better price for their produce, and be enabled to employ a larger number of labourers, which would tend materially to improve the colony.

11.—I am of opinion that sufficient attention is not paid to the selection of emigrants in England. I have known several instances of their being totally ignorant of the avocations for which they had engaged themselves, and it is important to the farmer that his servant should be capable of performing what he is engaged for in a workmanlike manner.

JAMES BARKER, Esq., Sussex-street, Sydney.

Replies to
Circular Letter.

H. Badgery, Esq.

1.—I reside in Sydney, and have let my farm at Hunter's River, but from my knowledge of the wants in the neighbourhood of Castle Forbes, I should say there is still an urgent demand for domestic servants, mechanics, shepherds, and agricultural labourers.

2.—Male domestic servants 25*l.* to 30*l.* per annum, female domestic servants 12*l.* to 18*l.* per annum, mechanics 40*l.* to 45*l.* per annum, shepherds 25*l.* to 30*l.* per annum, agricultural labourers 20*l.* to 25*l.* per annum, with rations.

3.—Yes; I have sent to India to obtain some coolies.

4.—I am not prepared to answer this; I have no doubt a very considerable number.

5.—Single.

6.—Generally speaking, I think the expense of getting out large families, and their maintenance after arrival, is much greater than their services can be worth, unless the greater proportion are males, and sufficiently advanced to perform light labour.

7.—I think those with large families of young children do experience difficulties in obtaining ready employment.

8.—Certainly, if single.

9.—No; I think the demand for shepherds and agricultural labourers much the greatest.

10.—I am not aware of any objection to this plan, but think it would prove very beneficial to the colony could it be carried into effect to the extent required, with a strict regard to economy, and proper selection of emigrants.

11.—I do not know the present system of collecting emigrants, but conceive that more publicity should be given to the advantages obtained by coming here, such as the high rate of wages, extent of rations, and the certainty of employment, combined with the Government paying the whole expense of shipment.

James Barker, Esq.

J. B. BETTINGTON, Esq., Sydney.

1.—I believe that male and female domestic servants are still much inquired for, and I know that a very urgent demand exists for shepherds and agricultural labourers, and that farm mechanics continue to be much wanted.

2.—I believe the average rate of wages to be as follows: Domestic male servants 25*l.* to 30*l.* per annum, domestic female servants 12*l.* to 20*l.* per annum, country mechanics 28*l.* to 40*l.* per annum, shepherds 22*l.* to 30*l.* per annum, labourers 20*l.* to 25*l.* per annum, carters, stockmen, and bullock drivers, 25*l.* to 30*l.* per annum, exclusive of rations, house-room, and firing, and frequently extra ration for their families.

3.—I should willingly employ larger numbers of the above classes (except domestics) if I could obtain them at lower rates.

4.—Being at present absent from the district where I usually reside, I cannot satisfactorily answer as to the number of the above classes who would find ready employment in my neighbourhood; but there is no doubt that a very large number of single men would find ready employment in the pastoral and agricultural districts of the colony, probably to the extent of 8,000 or upwards.

5.—Some descriptions of married servants may be desirable on country establishments, such as dairy people, gardeners, overseers, clerks and storekeepers, grooms and others, whose duties fix them to a homestead or head establishment, where the services of the women may be in various ways available, but unmarried men are much preferred as shepherds, and as labourers of such descriptions as are, by the nature of their occupation, placed in remote, isolated, or migratory positions. Indeed the married state in most cases seems at present to be incompatible with the efficient duty of a shepherd, as the wife and family are unavoidably too much exposed to allow the husband to pay the requisite attention to his sheep; an example in proof occurred on my farm in the person of my best shepherd, who married while in my service, and afterwards was so fearful of going far from home that the sheep suffered, and I was obliged to part with him.

6.—I should think it desirable to introduce a certain proportion of large families of industrious habits, in which the ages of the children are such as will admit of their performing labour equivalent to their supply of rations.

7.—The immigrants have hitherto been engaged so eagerly, that I believe no such difficulty has yet occurred, but should such families continue to be introduced extensively, I think the case likely to arise, as the settlers would probably find themselves obliged to introduce coolies or Chinese labourers, rather than be burdened with the maintenance of so many useless persons.

536.—11.

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8.—Certainly,

J. B. Bettington,
Esq.

Replies to
Circular Letter.

J. B. Bettington,
Esq.

8.—Certainly, as it may be presumed that in general they would be persons of virtuous habits, which, from the influence of parental protection, they would be likely to retain.

9.—I should think the demand for farm labourers and shepherds much greater than that for mechanics.

10.—I consider that the forcing of immigration by a loan raised on the security of the land sales would be a dangerous experiment; particularly so, if the management of the sum thus raised were not entirely under the control of the Colonial Government. The necessity of so extreme a measure as a young colony anticipating its resources by the creation of a debt does not appear to me sufficiently pressing to warrant its adoption, as I conceive that an income adequate to the immigration required might be raised from the land sales and quit rents, if they were made available to the extent of which they are capable. As it may be presumed, from the large amount of the deposits of individuals lying in the various colonial banks, that there is no want of means to purchase, I would venture to suggest that the land revenue might be improved by several expedients of easy attainment; viz.—

By the enforcing of the payment of the quit rents and their arrears, both in towns and in the country, accompanied by a renewal of the permission to redeem them at ten years' purchase; by the opening for sale of various portions of land of great value, at present retained by the Government; as also by the sale of the extensive church reserves which in fairness may be expected to be resumed if the whole expenditure of the church and schools is in future to be defrayed from the colonial revenue, and the contributions of individuals towards the erection of churches; by an increased activity in the measurement of land, but especially by enlarging the limits of location.

In most of the districts within these limits (excepting Port Phillip) the land of good quality and well watered is almost entirely taken up, while beyond them vast districts of the most fertile description are held by squatters, many of whom, possessing very numerous flocks and herds, neither do nor will contribute to the immigration fund by the purchase of land so long as they can retain their present expenseless tenures; the extension of the limits would not only bring these parties into the market, but many others who are desirous of buying, but unwilling to take the indifferent selections which remain. Though this measure may be objected to on the ground of increased expenditure, it is not improbable that it must still be resorted to from necessity, even in the event of a loan being raised, for the very interest of the large sum proposed would probably not long be covered by the sale of land within the present limits.

11.—The progress of immigration has not hitherto answered the expectation of the public, inasmuch as its machinery appears to be unnecessarily expensive, and as its large funds have been chiefly absorbed by the introduction of persons with families of young children, whose labour is at present available only to a very small extent compared with the vast outlay. As the wants of the colony are immediate and pressing, great relief would be afforded by the introduction in the first instance of single men of the descriptions most urgently required; and a moderate bounty on their introduction might induce individuals to bring them out in considerable numbers, instead of resorting to the importation of Indian and Chinese labourers, who have been already reluctantly sent for by many parties, in consequence of the difficulty of procuring single European shepherds and labourers. Against the importation of single men under bounty, the Government might continue to bring out young women of virtuous character, and families with children of ten years old and upwards.

JOHN BETTS, Esquire, Vineyard, Parramatta.

John Betts, Esq.

1.—The demand is still urgent for each, with the exception of mechanics, of whom there is a tolerable supply.

2.—From 22*l.* to 25*l.*, and their rations, but not their clothing.

3.—I could at once employ 20 more if the wages were low in proportion to the depressed state of the wool market; at the present rate of wages we are obliged to do with the smallest possible number of hands.

4.—

5.—In almost all cases the single.

6.—I am; as healthy lads would often supply the place of men, and would in most cases be under the control of their parents, and of course give less trouble to their employers.

7.—This would be the case, and in very many situations up the country the wife and children would be left without protection for the greater part of the day.

8.—In every respect.

9.—I am satisfied it is not.

10.—I think this a safe and judicious expedient, if it be kept within the actual wants of the colony, and regulated entirely by the demand for labour and amount of sales.

11.—I think that emigrants have not sufficiently correct information given them before they leave England, and that a scale of wages should be agreed upon, and according to which they should engage themselves, before embarking. This should be made to bear a comparison with the price of wool as it fluctuates, or some other graduated principle, avoiding alike disappointment to the emigrant and the employer.

GEORGE BLAXLAND, Esquire, Wallan Hills, Merton.

- 1.—There is still a demand in my neighbourhood for all descriptions of servants.
- 2.—Wages to male domestic servants per year 20*l*.
 Ditto female ditto 12*l*.
 Ditto shepherds and labourers ditto 20*l*.
 Ditto mechanics per day, 8*s*.
- 3.—I should employ a larger number of the above classes if they could be obtained more readily, and at a cheaper rate.
- 4.—About 50 mechanics yearly; about 30 male, and 20 female servants yearly; about 100 labourers and shepherds yearly in my neighbourhood; and throughout the colony generally about 10,000 annually for a few years.
- 5.—Single persons are generally preferred in the various avocations on country establishments.
6. I am of opinion that large families introduced, where the children are sufficiently advanced to perform light labour towards their maintenance, would be desirable.
- 7.—Parents having large families have no difficulty in providing for them, should they be of industrious habits.
- 8.—It would be most desirable to introduce young women under the care of their parents.
- 9.—There is not so great a demand for mechanics as for agricultural labourers and shepherds.
- 10.—I consider that the proceeds from the sale of Crown lands, exclusively applied to the purposes of immigration, would be quite equal to the wants of the colony for some years, and I deprecate the suggestion to raise a loan in any way whatever.
11. My knowledge of the progress of immigration leads me to believe that the present system adopted by the Government works generally very well, with a few exceptions, which may be overcome in the progress, and with a further knowledge of the system.

Replies to
Circular Letter.

George Blaxland,
Esq.

GREGORY BLAXLAND, Esquire, J. P., Merton.

- 1.—There is urgent demand for male and female domestic servants, mechanics, shepherds, and agricultural labourers, in my neighbourhood.
- 2.—Female servants receive from 10*l*. to 15*l*. per year, with board or rations. Male servants and labourers from 20*l*. to 25*l*. per year, with board or rations. Mechanics receive from 6*s*. to 8*s*. per day, without board or rations.
- 3.—I should be desirous to employ a large number of all the above classes if they were to be obtained more readily, or at a cheaper rate.
- 4.—Numbers yearly required in this neighbourhood:—15 female servants, 30 male ditto, 15 mechanics, and 100 shepherds and other labourers. Throughout the colony 10,000 of all descriptions.
- 5.—In general single persons are preferred.
- 6.—It would be desirable to introduce large families where the children are sufficiently advanced to perform light labour.
- 7.—There is not any difficulty for parents with large families finding employment, provided that they are of industrious habits.
- 8.—Young women introduced under the care of their parents would be most preferred.
- 9.—The demand for mechanics is not so urgent as for the other classes of servants in the country.
- 10.—I consider that if the limits of the colony were extended, and a larger quantity of land brought into the market, that the land fund would be increased equal to the purpose of immigration for some years; and that at the present time there is no necessity to raise money on the security of the land fund.
- 11.—The above answers have been given by my son Mr. George Blaxland, under whose management the business in this district has been carried on and established; and he is consequently more acquainted with its local circumstances than myself. I perfectly agree with him in all except the last, as to the propriety of raising money on the security of the land fund.

Gregory Blaxland,
Esq.

As it is my opinion that not only the future prosperity of the colony but that also its present stability depends on a numerous introduction of immigrant labourers, I should be inclined to recommend the raising of money on the security of the land fund, more particularly as I am doubtful if the present funds can be increased sufficiently to meet the purpose. But there certainly ought to be a much greater number of useful immigrants introduced in proportion to the money expended than has hitherto been. Without economy and judicious management a large debt may be created without a proportionate remuneration. On this doubt alone all my fears are grounded.

Gregory Blaxland.

THOMAS V. BLOOMFIELD, Esquire, J. P., Denham-court, Liverpool.

Replies to
Circular Letter.

T. V. Bloomfield,
Esq.

- 1.—Yes.
- 2.—These several classes demand now, agricultural and domestic servants, 25 *l.*, with board and lodging; female agricultural and domestic servants, 12 *l.* to 15 *l.*, with board and lodging; shepherds and stockmen, 25 *l.* to 30 *l.*, and a very large ration, viz. 12 lbs. meat, 12 lbs. flour, 2 lbs. sugar, $\frac{1}{4}$ lb. tea, and $\frac{1}{4}$ lb. tobacco, which is ruinous; and mechanics from 30 *l.* to 80 *l.*, and provisions.
- 3.—Gladly.
- 4.—I cannot say.
- 5.—Single generally; a few married.
- 6.—Few will employ people with large families, the parents having hitherto demanded too high wages and rations for their children so employed.
- 7.—I have had little experience, but should say few would employ them.
- 8.—The young women themselves; but one young woman would probably entail half a dozen young brothers and sisters on the colony.
- 9.—Not in the country.
- 10.—I am of opinion that Mr. Walker's plan, given in his Evidence before the Committee of the Legislative Council, is the most desirable, as without funds it is certain nothing can be done in promoting immigration.
- 11.—I am not prepared to answer this question.

WILLIAM BOWMAN, Esquire, Bong Bong.

W. Bowman, Esq.

- 1.—There is a very great demand for both male and female servants, particularly for shepherds and farm labourers, a demand that is severely felt at the present period by flock-masters, graziers, and farmers, and which is daily increasing; mechanics are also in demand, but not in the same ratio.
- 2.—I am not sufficiently aware of the rate of wages at which they have generally been engaged, but I should consider the average wages of shepherds and farm servants in general to be about 27 *l.* 10 *s.*, very few receiving less than 25 *l.*, while a great many obtain 30 *l.* and upwards, per annum.
- 3.—I would, at the present time, employ eight good shepherds and four farm labourers, six at 25 *l.* per annum, and six at 31 *l.* As a proof of the present demand, I am myself obliged to place two flocks in one. I have seven flocks to lamb in spring, and have but two shepherds in my employ competent to take charge of a flock of ewes at that important season.
- 4.—From the shortness of this notice, I am not sufficiently prepared to state what number of men and women would find employment in this district; but at present I know that the demand for both farm and domestic servants is very great, and the demand for shepherds will increase very much by March next, at the weaning of the ensuing spring lambs. I have no doubt that 10,000 effective men would find immediate employment in the colony generally, one-half of that number as shepherds.
- 5.—Single men are in some respects preferable, particularly as shepherds, in the interior. Men with young families in such situations are a tax on the employer, first, by their transport to the station, and, secondly, from being obliged to support a number of useless persons. I have known four families on one establishment receiving each weekly a ration equal to four men, and yet only four effective persons in the whole.
- 6.—I am of opinion that hale men, of even advanced age, with grown-up families, or families sufficiently old to be made useful, it would be desirable to import; for instance, if shepherds, a father could take charge of a sheep station as watchman, and two or three sons might be employed as shepherds at the same station, under his immediate superintendence, to good advantage; and the females might be well employed as domestic servants, either by the proprietor or other respectable persons in the neighbourhood.
- 7.—No such cases have come under my knowledge, although I am quite certain the disadvantages attendant on such families are severely felt by the employer; and if the import of unencumbered labourers was at all commensurate to the demand, I have no doubt but that the consequence would fall heavily on families so situated.
- 8.—I consider the introduction of young women of good character, under any circumstances, very desirable; but at the same time I think it admits of no doubt that they would prove of more utility when obliged to depend upon their own individual exertions or industry, than when they had their parents to return to on every trivial disappointment.
- 9.—I certainly consider the introduction of mechanics desirable, but they are not by any means so urgently required as shepherd and farm labourers; an useful description of the latter class of men I find it almost impossible to engage at any rate of wages, and a great number of those who do immigrate refuse to engage themselves, except as overseers and superintendents, when, at the same time, from want of local experience and other circumstances, they are entirely incompetent to hold such situations.
- 10.—I am not sufficiently acquainted with the subject of finance to give a determinate opinion on this point. That immigrants of the classes before named are very much and generally wanted, and that labour must be imported to a very large extent, admit of no question; in fact, unless measures are speedily adopted to insure its introduction, the colony must suffer, for the want of labour is already very generally and extensively felt,
and

and this want will undoubtedly increase every year. Yet, at the same time, I am of opinion that contracting a public debt of any kind with the mother country should be a subject of grave and serious consideration.

11. The system hitherto adopted, of importing large families of young children, I consider to be unadvisable, inasmuch as a large sum has been expended in importing a number of persons, a very small proportion of whose services has been available or applicable to labour; and thus we have expended a considerable portion of our available capital, without realizing any benefit, or effecting the object we had in view.

I am also of opinion that restricting the age of male immigrants to 35 years is impolitic, as, from natural circumstances, men of that age bring out with them only young families, who for a considerable period are wholly useless; whereas the families of men of more advanced age, and of staid and industrious habits, would be productive of profit immediately on their arrival; and, moreover, I think it highly probable that such persons would be more easily induced to emigrate, as it would present a far better prospect for the settlement of their families than would offer at home.

The most certain method of securing a fund by the sale of land would, I think, be to continue the assignment of convicts to such persons only as should become purchasers, and the number of men thus assigned might be in proportion to the quantity of land purchased, which would have a two-fold advantage; first, in furnishing a proportion of labour; and, secondly, that of increasing the fund for extending the supply of an improved class of labourers. And I would further recommend to the Council the plan proposed in one of the public journals, of requiring all immigrants to engage, on their becoming located in the colony, to refund, by instalments, the expense of their passage, which should be applied in like manner to replace the labour thus withdrawn.

WILLIAM BOWMAN, Esquire, Richmond.

1.—There does exist a very great demand for servants, mechanics, and labourers of all descriptions, but particularly for farm labourers and shepherds.

2.—The rates of wages vary. Male domestic and farm servants receive from 18*l.* to 30*l.* per annum; mechanics from 5*s.* to 8*s.* per day, without rations; and female servants from 10*l.* to 15*l.* per annum, with board and lodging; male domestic servants are allowed rations in addition to their wages.

3.—I would gladly employ a considerable number of labourers and some mechanics, if I could obtain them at a cheaper rate. I desire particularly to procure brick and tile makers, sawyers, and labourers, who could make fences and ditches, and plant and rear hedges, at two-thirds of the wages which they can now obtain.

4.—In the neighbourhood of Richmond, in which I reside, and which is an agricultural district, I consider 300 farm labourers, one-fourth that number of mechanics, and at least 50 female servants would find immediate employment, provided the farm labourers were generally single men. Should they be married, fewer females would be required. I think from 8,000 to 10,000 labourers and mechanics could readily find employment throughout the colony during the ensuing year. The county of Cumberland alone could employ one-fourth of that number. The number of female servants required would depend on what number of the males might be married.

5.—Were I to speak from my own experience, I would say married free servants. I am aware they are more troublesome at first, owing to the difficulty of conveying them up the country, and the want of proper lodgings; but when I look to the future advancement of the colony I think they are preferable; they are less liable to ramble, and generally more moral and steady.

6.—I am of opinion that we must receive such as are willing to leave their homes to come to the colony; and persons of that description are more desirous to leave their homes, on account of the difficulty of supporting a large family in Great Britain, and the comparative ease with which families can be supported in this colony. I certainly think that children who may be partly or wholly reared in this colony are likely to become the best of servants; but when we want mechanics of the first class, we must send to the mother country for them.

7.—I do not think they would have any real difficulty if they were industrious and honest. I can speak from experience on this subject. My brother and I brought seven families from England to this colony last year; and I have no hesitation in saying, that those who are industrious have no difficulty in providing for themselves.

8.—I think young women, introduced under the care of their parents into such a country as this, are decidedly the most desirable.

9.—I do think the demand for mechanics is equally urgent. The ordinary classes of mechanics are particularly required, because they would enable us to provide more suitably for other servants, and because they could occasionally, in the harvest time and busy season, be employed in agriculture. It is quite common in some parts of England for the lower order of mechanics to act as labourers in seed time and harvest.

10.—I have no doubt that it is desirable to promote immigration by all reasonable means; but when I look to the nature of the benefits likely to arise to the colony from the plan of borrowing money for that purpose, and when I take into consideration that, although a great number of persons may be introduced, they are not to be compelled to remain in this colony, but may proceed at pleasure to Van Diemen's Land, New Zealand, South or Western Australia, or to any other part of the world, I am induced to say that

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borrowing will be likely to cause a lavish expenditure without any certainty of a suitable return, and that it will tend to cripple the future resources of the colony.

11.—I am of opinion that immigration is proceeding rapidly, taking into consideration the short time that it has been carried on under any regularly organized system, but still I think that the system may be much improved. The immigrants might be obliged to repay in some shape for the great advantage which they derive from coming free of cost into the colony. This might in some measure be effected by throwing the bounty system open to private individuals, who by themselves, or their friends and agents in Great Britain, would engage such persons as might be suitable. They could receive a certain Government bounty upon their introduction, and the immigrants could serve them for a certain period at a moderate rate of wages. Their introduction in this way would not amount to anything like what it costs at present, and they would be much more suitably provided for on their arrival. This system (if persevered in steadily) would enable us, with our present and future means, to introduce a sufficient number. It would be much more dangerous to overload the colony in so precarious a climate than to have labour moderately high, as nothing is so great an inducement to the emigrant as good wages and cheap living. I consider that a much more suitable class of emigrants may be introduced by private individuals at two-thirds of the present cost; and they will be likely to be much more satisfied with the colony after they have been some time here, and have laboured to repay the expense of their introduction. The above plan would also have a tendency to render shipowners and agents more cautious in providing a proper class of shipping, and in making better provision for the health and comfort of the passengers; and nothing operates more powerfully on the mind of the intending emigrant than the dreadful accounts which he hears of the casualties and sickness which too often occur through bad management during the voyage,

GEORGE BOWMAN, Esquire, Richmond.

G. Bowman, Esq.

1.—Yes, there is a very great demand for all classes of labourers, but more particularly for agricultural labourers, shepherds, domestics, both male and female, but not so urgent for mechanics.

2.—I am now giving for common labourers, such as farm servants and shepherds, 25*l.* per year, with a ration of ten pounds seconds flour, or in lieu thereof one peck wheat, eight pounds beef or mutton, or in lieu of that four and a half pounds pork, one pound sugar, and a quarter pound tea per week, and the milk of one cow at farms or sheep and cattle stations, and a house to lodge in; to mechanics, from 30*s.* to 42*s.* per week, without lodgings or rations. The wages for farm servants are extraordinarily high, and only given on account of the great scarcity of labourers.

3.—I would. I could now employ from 15 to 20 single men, such as shepherds, farm labourers, cowherds, and domestics, at from 12*l.* to 16*l.* per year wages, and the foregoing rations and lodging; also three or four mechanics at 25*l.* per year wages, and rations.

4.—I should think that in this neighbourhood (Richmond) about 400 individuals would find immediate employment; viz., 300 farm labourers, 50 mechanics, and 50 domestics, male and female, but very few shepherds, this not being a grazing district; and throughout the colony I should suppose about 7,000 or 8,000, including all classes.

5.—I prefer single persons, and believe most persons do the same, for this reason: our establishments in the interior are chiefly grazing farms or stations, and as the country is situated at present, married men, such as shepherds and cowherds, would not answer, from the unprotected way their families would of necessity be during the day, as the men would have to be from home during the whole of the day tending their charge; but on agricultural establishments I think two-thirds married men would be preferred,

6.—I should think that if one-third or one-half of the immigrants were married men with families of this description, it would be desirable in agricultural districts, but not so in the interior, where they would be exposed to the depredations of runaway convicts and the aboriginal natives.

7.—I believe they have very great difficulty, as no person will employ a man with a large family of small children where he can by any means get single men.

8.—I do; I consider this to be the only proper way of introducing young unmarried females into a colony like this.

9.—By no means; I should say about one-third mechanics, and the other two-thirds farm labourers, shepherds, and domestics.

10.—I am of opinion that at present, there being such a great demand for labourers of every kind throughout the colony, that this plan would answer, inasmuch as it would increase the land fund: the quantity of land sold will depend on the amount of labour available, for without the means of improving the land none will be bought, our flocks and herds must decrease, and the country in consequence retrograde.

11.—I am of opinion that the bounty system should be open to all, that is, allowing every person, whether masters of ships, merchants, farmers, &c. &c., to introduce emigrants of the requisite character and qualifications, although no previous intimation had been made to the Government here of their intention to do so. By this means it is very probable that all merchant ships from the United Kingdom would bring more or less to the colony; more likely to be of a better class; less liable to sickness on board during the passage,

passage, from a less number being congregated together. The captains and shipowners in that case could, and would for their own interests, make the passengers more comfortable. Persons with grown-up families would emigrate, being far less discommoded than in full emigrant ships, and knowing that on their arrival here they would receive the bounty only on those they landed in the colony and produced before the Board.

I would also propose that the age of parents having large families, part grown up, say four or more above the age of 12 or 14 years, should be extended to 45 years. In that case there would be many families of young people arrive, who at present are prevented from their parents being a few years above the prescribed age. Those young persons in a few years would fill the places of adults, and cost the colony much less.

Replies to
Circular Letter.

G. Bowman, Esq.

G. M. BOWEN, Esquire, Windsor.

- 1.—Yes, for domestic servants, mechanics, and agricultural labourers.
- 2.—In addition to board and lodging, about 20*l.* per annum for domestic servants, from 30*l.* to 80*l.* for mechanics, and about 25*l.* for labourers.
- 3.—Having broken up my agricultural establishment, with a view to a change of employment, I do not myself want servants.
- 4.—About 50 domestic servants, 150 mechanics, and 300 labourers.
- 5.—It is but natural that private individuals should be influenced more by their personal interests and present wants than by considerations affecting the general welfare of the colony, or a regard to futurity. On this account it is not surprising that the services of single persons should be preferred.
- 6.—As the efforts of private individuals will be so directed as to perpetuate, and even increase that disproportion in the sexes which is regarded by many thinking persons as pregnant with serious evils, a proportionate counteracting effort on the part of the Government, by the introduction of a larger number of families than would otherwise be required, seems desirable.
- 7.—Cases of temporary distress have, I believe, occasionally occurred, but the demand for labour and consequent rate of wages are sufficient to enable a sober and industrious man to maintain a large family in comfort.
- 8.—The introduction of young women in any way is, I think, highly desirable in a moral point of view; and I much regret that the plan of sending them here in large numbers has been discontinued, even allowing its many disadvantages. Their introduction under the care of parents is the best mode, if a sufficient number can be thus obtained.
- 9.—No.
- 10.—I have no doubt that money so raised might be expended with the greatest advantage to the colony, but whether it will be so expended must depend upon those who will have control of the fund. Until the expected new constitution has been granted, and time has been given to show how it works, perhaps a prudent person will hardly desire the trial of so perilous an experiment.
- 11.—I do not feel myself competent to answer this question.

G. M. Bowen, Esq.

WILLIAM BRADLEY, Esquire, Goulburn.

- 1.—There is; especially for shepherds and agricultural labourers.
- 2.—To male domestics, from 25*l.* to 30*l.* per year; to female domestics, from 14*l.* to 18*l.*; to mechanics, from 2*l.* to 2*l.* 8*s.* per week; and to shepherds and agricultural labourers, 25*l.* per year, with rations, including tea and sugar.
- 3.—I have now about 50 free and ticket-of-leave servants in my employ, and would be glad to get 15 more at the same rate of wages.
- 4.—I am of opinion that in Argyle alone the following number of each of those classes could find ready employment; viz. 70 female domestics, 100 male domestics, 40 mechanics (chiefly house carpenters and bricklayers), 250 shepherds and watchmen, and 250 labourers; total 710. And throughout the colony generally, I think the following numbers might be readily employed during the year; viz. 1,000 female domestics, 1,200 male ditto, 400 mechanics, 2,000 shepherds, and 2,500 labourers; total about 7,100. And I am of opinion that the number required will progressively increase every year.
- 5.—Single persons are generally preferred.
- 6.—I am of opinion that if large families were to arrive in considerable numbers they would find much difficulty in obtaining employment, even though the children were sufficiently advanced to perform light labour. I think therefore that the introduction of single persons is preferable, their labour being more immediately available. In a general point of view, however, I think the introduction of families is desirable, as when once they obtain a settlement in the colony they cannot fail of being a great benefit to it ultimately.
- 7.—I think they often have much difficulty in providing for themselves.
- 8.—I do, generally.
- 9.—I do not think the demand for mechanics is at present equally urgent with that for servants and labourers.
- 10.—I feel considerable diffidence in offering an opinion on this subject, but must confess that I look on the plan suggested with a good deal of doubt and distrust. If a

W. Bradley, Esq.

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W. Bradley, Esq.

large sum was raised in England on the security of the land sales, I fear that a great deal of it would be expended in high salaries to useless agents, and frittered away in many other ways, without the colony deriving an adequate advantage from it. And it appears to me that it would be acting on an unfair and selfish principle to mortgage the future land sales of the colony for the purpose of supplying our present want of labour.

11.—The progress of immigration has certainly not kept pace with the demand for labour; and I am also of opinion that sufficient care has not been taken in the selection of immigrants, there being many useless persons sent out, especially females, and not a sufficient proportion of shepherds and agricultural labourers among those who have arrived. From my inexperience, however, in all matters connected with immigration, I do not feel qualified to offer any suggestions which would be likely to improve the present system. I would however prefer the continuance of the present system of immigration, with such improvements as the Council, in its wisdom and experience, may be able to devise, to the adoption of the proposed plan of raising money in England on the security of the future land sales, for the purpose of promoting immigration on a more extended scale.

GEORGE BROOKS, Esquire, Newcastle.

G. Brooks, Esq.

1.—There is a great want of female domestic servants and agricultural labourers; and respecting mechanics, I am paying 7s. per diem to bricklayers, who can with difficulty be kept at their work for five days of the week, by reason of their drunken habits. A house carpenter refused to work for me at the same wages, because he feared he would offend me by getting drunk sometimes. I pay a person who calls himself a carpenter 5s. per diem; but I am assured that he knows so little of the trade he would not be employed in Sydney at all as such. From my own experience, I conclude that masons, bricklayers, carpenters, and joiners are wanted.

2.—House female free servants get readily from 10*l.* to 14*l.* per annum; the mechanics engaged in building, from 5s. to 8s. per diem; agricultural labourers, from 6s. to 8s. a week, with dwelling and rations.

3.—I do not think that I am qualified to answer this question in all its bearings. Some of these classes may not be required more than once in a man's lifetime; others, carpenters for instance, would be always useful in the country; and if they would make themselves generally useful on a farm, there are few persons having establishments of five men, who would not have a carpenter with them, provided he could be procured for 20*l.* per annum, with rations, &c. If I could obtain honest labourers for 10*l.* per annum, with rations, &c., I should employ more.

4.—With respect to my neighbourhood, I think 30 female house servants would readily obtain employment, 10 carpenters, and 50 farm labourers.

5. Single persons are commonly preferred; but it is very necessary to observe, that this preference is occasioned, I believe, only by the licentious habits of such wives among the labouring classes as we are accustomed to meet with.

6.—I have no doubt of it. A family of six would most likely furnish a boy to drive bullocks, or herd cattle, sheep, &c., and a boy or girl to keep swine or poultry, while the mother could take charge of a small dairy. All of these occupations convicts are unfit for, because they all afford opportunities to indulge their dishonest, idle, reckless dispositions, and the hostile feelings towards their masters, which I solemnly believe nine-tenths of the prison population experience. A well-ordered family of six would be equal to four convicts in point of labour, and for trust beyond comparison.

7.—No. I rationed a family of seven, and gave the father 30*l.* per annum. He would not allow his son, who was 12 years, to keep the dairy cows. He taught my convict servants the habit of leaving off work at three o'clock, and killed a working bull by torture; but in place of showing any regret when I discovered his misconduct, he gave me notice, that if I did not approve of his conduct he would leave; which I agreed to. I think such behaviour is not uncommon in free emigrants.

8.—Decidedly so. It is not reasonable to expect that women of decent character would come out without a near relative to protect them. There are a few of irreproachable character who have been deceived at home, and have come to the colony under different circumstances; but common sense suggests a suspicion that there must be a blemish where there is so little delicacy.

9.—Yes, in proportion to their usefulness. I would say that one-fifth of the emigrants ought to be carpenters, joiners, masons, brickmakers, bricklayers, blacksmiths, and coopers.

10.—I am somewhat diffident of my judgment on matters of this nature; but the scheme appears very feasible, especially if it be part of it to charter an incorporation with that object, and then patronize and employ it.

11.—The amount of immigration is so small it does not appear to have made any impression on the business or morals of the colony. If a law existed to make it compulsory on servants of all descriptions to carry with them a written character, and on their employers to give them a true character, the disappointment experienced from the misconduct of emigrants would be corrected. As it is, it matters not what their conduct has been; they are sure to find employment.

HENRY BROOKS, Esquire, Parramatta.

Replies to
Circular Letter.

H. Brooks, Esq.

* 1.—At the stock stations there is a great demand for shepherds. Agricultural and domestic servants, both male and female, would find abundance of employment.

2.—£.20. per year.

3.—Yes, decidedly, both shepherds and other farm labourers.

4.—Upwards of a thousand or two would find immediate employment in my neighbourhood, and I should think 20,000 throughout the colony.

5.—Single or young married persons would be preferred.

6.—The young and active would find ready employment, but the aged and infirm no one will burthen themselves with.

7.—Yes, when the children are too young to work, and the parents prevented thereby from working in attending upon their families.

8.—Yes.

9.—Servants and labourers are more in demand in the country at the stations, but mechanics, such as blacksmiths, wheelwrights, and shoemakers, would find employment also.

10.—I think the colony should not burthen itself with a debt, which perhaps it would never be able to redeem; and that it would be much better for every landed proprietor to send for farm servants to England at his own private expense, than have a tax imposed upon his land to pay the interest of the sum proposed to be borrowed for that purpose.

11.—Of late the immigration to this colony has been in sending females of improper moral character, and males not fit for farm work; but if young farm servants of both sexes, capable of active employment, were introduced, they would greatly benefit the colony.

C. L. BROWN, Esquire, Cairnsmore, Dungog.

1.—Yes, a very great demand in proportion to the extent of the district.

2.—Mechanics and agricultural labourers; the former, 5s. to 7s. per day; the latter, 10s. to 12s. per week, and a ration equal to the same sum.

3.—Yes.

4.—I should say that five mechanics of each kind, and 400 labourers, including shepherds, would find ready employment in this district.

5.—Hitherto single persons have been preferred to married, in a pecuniary point of view.

6.—Yes, decidedly. The children may be made useful in a variety of ways on an agricultural as well as grazing establishment.

7.—I cannot answer from experience, but should say that industrious parents cannot possibly find difficulty in providing for both themselves and their families, however large.

8.—I do, decidedly, in every point of view.

9.—I do not. In this district particularly labourers are most wanted. I am now paying ploughmen 12s. per week, with a ration equal to the same sum.

10.—My opinion in this respect agrees exactly with that of Mr. Thomas Walker, as given in his evidence before the Committee of the Legislative Council.

11.—I have not given this subject sufficient consideration to offer an opinion upon it.

C. L. Brown, Esq.

PIETER LAURENTZ CAMPBELL, Esquire, Parramatta.

1 & 2.—Annexed is a Return, prepared with great care, and founded upon a very strict and minute inquiry, which may be taken as an answer to these two queries.

3.—The few domestic servants I require are not to be obtained, even at a high rate of wages. I am not an agriculturist, and my stock are with another person on thirds.

4.—I may again refer to the Return I have annexed; any opinion I might give as to the general wants of the colony in this respect would be a random guess, and unworthy of consideration.

The new assignment regulations will increase the demand for domestic servants very materially.

5.—Married persons are generally preferred, I think, as being more likely to remain stationary, and being less likely to give way to vicious and immoral practices.

Although young families are undoubtedly an encumbrance and expense, I do not think they stand in the way of their parents getting employment, except as domestic servants.

6.—Undoubtedly.

*P. L. Campbell,
Esq.*

Replies to
Circular Letter.

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P. L. Campbell,
Esq.

7.—I have said, in answer to No. 5, that I have perceived no difficulty, except as regards domestic servants. I think, of course, that young children are a great burthen and expense, but the demand for labour is so great as to outweigh every other consideration.

8.—No young woman of good principle would, in my opinion, think of emigrating, without her parents or some near relative accompanying; the greater proportion of those who came out in the female emigrant ships were the most abandoned of their sex.

9.—In this neighbourhood the demand for mechanics and sawyers is very great, as also for domestic servants, both male and female. It is, in my opinion, important to enable people by every means to have free servants, to avoid the dangerous consequences of the contaminating effects of convict nursery maids, and convict domestics generally upon the younger branches of families; convict servants with a young family are nearly as bad as convict tutors.

10.—

11.—It appears to me that the decrease in the land revenue does not arise so much from want of funds to purchase the Crown lands as from the fact of the best land within the limits of location being already disposed of, or so commanded by the large proprietors, who have either possessed themselves of the waters, or are so wealthy, that it is needless and absurd for new settlers to attempt to compete with them.

Therefore persons with small capital have occupied the Crown land beyond the boundaries without the necessity of sinking their capital in the purchase of land, but they have purchased stock, which have yielded an immediate and handsome return, and many of them are hereby enabled to maintain the positions they have taken up when the purchase of them should become necessary; and besides these new settlers, many old established ones have formed these out stations for maintaining their greatly increased flocks and herds upon. It is these persons who are more immediately in want of labour, and therefore they should be made to pay for the lands they occupy, for the purpose of acquiring the means of making it profitable, rather than that the whole colony should be saddled with a national debt, and burthened with taxes to pay the interest of it.

I would not suggest the extravagant plan of opening new and distant stations, which require large and expensive Government establishments, but I would extend the present limits of the colony to a certain distance in every direction, north, south, and west, which extension would not require any new establishments. To avoid, however, the partial purchases I have alluded to, I would suggest that the whole of the land be surveyed previously to its being opened to the public; that in order to expedite this an increased number of surveyors be employed, and that these surveyors be required to furnish their own equipment, and be paid by the work they perform, as is the case at the Cape of Good Hope. The only means that appears to be feasible of making the purchasers of this land contribute towards the expense of its survey is by raising the minimum price to 10s. an acre.

By thus gradually increasing the extent of the colony I think that funds could be formed to meet a gradual and steady immigration, for it is to be recollected that a large proportion of the persons at present being introduced into the colony, although now calculated in the numbers immigrating, and adding considerably to the expenditure, are in fact, from their extreme youth, useless; but in a few years they will add considerably to the stock of labour in the colony, from a source which will not then be apparent.

However, this is a matter so entirely dependent upon a given position, which position is, whether transportation and assignment is, or is not, to continue, that no certain opinion can be formed until this question be determined.

All new schemes are made an occasion for new offices, and I cannot but think that the emigration from Great Britain and Ireland is very expensively conducted, under an impression, probably, that our funds are inexhaustible. It is with these feelings that I have always thought that it was to be regretted that Mr. Macpherson was not employed on the terms and at the time he wished to proceed to England as Emigration Agent.

The Committee having done me the honour to require my opinions, I have given them freely and unreservedly; but I have no doubt that there are colonial proprietors, who have made the interests of the colony their study, who may differ materially from me, and whose judgment is much more worthy of consideration than mine.

RETURN

RETURN of the AVERAGE WAGES of MECHANICS, &c., in the District of Parramatta; and the Number required in addition to those already employed.

Replies to
Circular Letter.
P. L. Campbell,
Esq.

TRADE OR CALLING.	Per Week, without Board and Lodging.	Per Day, with Board and Lodging.	Per Year, with Board and Lodging.	Number required in addition.
	s.	s. d.	£.	
Boot and shoe makers	35	3 6	- - -	25
Blacksmiths	40	4 -	- - -	20
Bricklayers	35	3 6	- - -	35
Brickmakers	35	3 6	- - -	40
Butchers	35	3 6	- - -	6
Bakers	25	2 6	- - -	12
Braziers	35	3 6	- - -	6
Carpenters, rough	35	3 6	- - -	30
Carpenters, House	45	6 -	- - -	30
Coopers	30	3 6	- - -	6
Coachmen	- - -	- - -	25	12
Cooks	- - -	- - -	30	12
Colt-breakers	- - -	- - -	30	10
Cabinet-makers	40	4 -	- - -	6
Carters	- - -	3 6	- - -	30
Curriers	40	4 6	- - -	6
Coach-builders	35	4 -	- - -	6
Coach-blacksmiths	40	5 -	- - -	6
Coach-painters	35	4 -	- - -	4
Coach-trimmers	35	4 -	- - -	4
Candlemakers	25	2 -	- - -	6
Dairymen	40	- - -	25	12
Farmers	30	3 6	- - -	6
Farming-men	- - -	- - -	25	100
Footmen	- - -	- - -	22	12
Gardeners	25	3 -	30 to 100	40
Grooms	- - -	- - -	25	30
Gunsmiths	30	3 6	- - -	2
Harness-makers	30	3 6	- - -	8
Joiners	- - -	6 8	- - -	20
Labourers	18	2 -	- - -	120
Do. - - Masons	30	3 -	- - -	40
Do. - - Bricklayers	35	3 6	- - -	30
Millers	30	3 6	30	6
Millwrights	40	5 -	- - -	2
Nailers	35	4 -	- - -	12
Plasterers	45	6 6	- - -	12
Ploughmen	- - -	- - -	25	20
Quarrymen	- - -	6 -	- - -	20
Stonemasons	40	6 -	- - -	30
Stonecutters	- - -	6 -	- - -	30
Sawyers	35	- - -	- - -	100
Tanners	25	2 6	- - -	6
Tailors	35	4 -	- - -	12
Tinmen	42	4 6	- - -	6
Wheelwrights	40	4 -	- - -	15
Whitesmiths	40	4 -	- - -	2
Total				1,005

Parramatta, 27 August 1838.

P. L. Campbell.

R. CAMPBELL, Esquire, Wingello, Argyle.

R. Campbell, Esq.

- 1.—There is; especially for shepherds and mechanics. Labour of all kinds is scarce, and consequently high. Female domestics of good character are much in request.
- 2.—Shepherds are receiving from 20*l.* to 28*l.* per annum, with a full ration of beef, wheat, tea, sugar, and tobacco. Mechanics from 30*s.* to 40*s.* a week; labourers 10*s.* a week; domestic servants, female, from 10*l.* to 15*l.* per annum.
- 3.—I have about 50 men on my establishment here, and would gladly double that number, could I afford to do so, in order to be able by more extensive cultivation to grow a sufficiency of grain to feed them, which at present I cannot do from the scarcity of labourers.
- 4.—There is generally in this neighbourhood a great want of labourers and shepherds, indeed I may say servants of all classes; and taking into consideration the increasing difficulty of procuring convict labour, the want of servants must also increase. To judge by my own wants, I should say we would be able to furnish employment for upwards of

Replies to
Circular Letter.

R. Campbell, Esq.

100 persons additional yearly, and this is within a circle of 20 miles, and containing only 30 inhabitants.

5.—Stockmen, grooms, ploughmen, or persons whose wives can render themselves useful as housemaids, dairymaids, laundresses, &c., are in general to be preferred; but, as shepherds or common labourers, single persons would be preferable, as, without the labour of the women, their wages would be insufficient to support them, unless at a rate disproportioned to our means.

6.—I think the introduction of large families of young children injudicious; they must be fed, and their labour will not nearly compensate for their maintenance. I speak merely as to the more immediate wants of the colony, but in other respects I think it desirable.

7.—The scarcity of labour has hitherto compelled the settlers to avail themselves of the service of such persons, even to their own loss; consequently, as yet, parents with families of young children have had no reason to complain; but this cannot last long without ruinous consequences to the employer, and must ultimately fall heavy on the servants, particularly labourers, &c.

8.—I should prefer hiring a young woman from under the care of the parents, generally; but I have remarked that they do not always make the steadiest servants; they are in some measure independent of the good will of either master or mistress, and entertain family views of their own, which in some degree prevents their becoming attached to the interests of their employers; but they are more to be depended on in a moral point of view.

9.—I think labourers and shepherds are most in demand; their want is more felt in a young colony, where agriculture and grazing forms the principal occupation of the people.

10.—Immigration cannot, at present, be too widely promoted; but, as a means, I would object to such a system. It would be better for the people of this colony to employ their private agents or friends in Great Britain to ship servants on the spot, if not to be obtained in a more general way.

11.—I do not consider myself warranted in replying to this question, except by saying that the general feeling, and it is mine also, is, that the females have not equalled our expectations.

JAMES CHISHOLM, Esquire, Saint Andrews, Campbelltown.

J. Chisholm, Esq.

1. there is a great demand for those descriptions of persons by landed proprietors, and others residing in this district, who either require their services on their estates here, or at their establishments in the interior.

2.—The rate of wages usually given is as follows: domestic servants, say a man and his wife, receive from 30*l.* to 35*l.* per annum, with board and lodging; mechanics receive from 1*l.* to 1*l.* 10*s.* per week, with ditto; shepherds from 20*l.* to 26*l.* per annum, with ditto; and agricultural labourers receive from 25*l.* to 30*l.* per annum, with ditto.

3.—I would employ a greater number than I do at present.

4.—I think the landed proprietors and others residing in this district would require, for their establishments here and in the interior, 1,000 or 1,200 labourers and mechanics, during the year, in the following proportions:

Shepherds	-	-	-	-	-	-	-	-	500
Agricultural labourers	-	-	-	-	-	-	-	-	350
Cowherds for stock-keepers, and to assist dairying, &c.	-	-	-	-	-	-	-	-	150
Domestic servants and grooms	-	-	-	-	-	-	-	-	100
Wheelwrights	-	-	-	-	-	-	-	-	15
Blacksmiths	-	-	-	-	-	-	-	-	15
Carpenters	-	-	-	-	-	-	-	-	15
Stonemasons	-	-	-	-	-	-	-	-	15
Bricklayers	-	-	-	-	-	-	-	-	15
TOTAL									1,175

It is difficult to say how many persons would find employment throughout the colony during the year. The demand at present is very great; and I am of opinion from 8,000 to 10,000 persons would readily find employment between this time and the end of the ensuing year.

5.—Single persons are preferred for most purposes, especially as shepherds; but where the services of the labourers' wives can be made available as dairywomen, &c., married persons are preferred; and I do not think there would be any objection to hire married persons, if they had families sufficiently advanced to act as shepherds, or to perform light labour on the establishment.

6.—I am decidedly of this opinion, if the children exceeded 10 or 11 years of age; and I think it would give more general satisfaction, where married persons are brought out, if families of this description were to be introduced for the future.

7.—Families of this description have a greater difficulty in providing for themselves than any other class of emigrants, as, owing to the great expense attendant upon rationing a large

a large family, without obtaining the services of perhaps more than one person, parties prefer paying higher wages to single men; but I have not heard of an instance where families, even of this description, have had a difficulty in providing for themselves.

8.—I do; I consider it more preferable than any other system that has been adopted.

9.—I think the demand for servants of different descriptions is much greater than for mechanics, but both classes are very much required; and should immigration be continued on a more extensive scale than hitherto, I am of opinion the proportions of agricultural labourers, &c., should be considerably greater than mechanics, especially for the first year.

10.—Should the land fund not be sufficient to import 8,000 or 10,000 emigrants annually for the next two or three years, I am of opinion it would be advisable to raise money in England on the security of the land sales, for if a sufficient number of emigrants are not introduced to meet the wants of the settlers, they will have to turn their attention to another channel, and import labourers from India. Arrangements have already been made to import a ship-load or two during the ensuing year; and should they answer the expectations of the settlers, I have no doubt more will be introduced, unless the wants of the settlers can be supplied from Great Britain.

11.—Since the system of introducing ship-loads of single women has been discontinued, the introduction of single men and married families has given more general satisfaction, but owing to the great demand for labourers in the colony, and the high rate of wages demanded by the emigrants, the settlers cannot afford to hire them in sufficient numbers to counteract the ill effects that may arise from the bad disposition of convict servants; but should immigration be encouraged on a more extensive scale, the difficulty will probably cease, and the prosperity of the colony continue to increase.

Whether the emigrants arrive in Government or bounty ships, I am of opinion some fixed residence ought to be provided for them on their arrival in Sydney, as, owing to no fixed residence having been provided for a ship-load of emigrants that lately arrived in a bounty ship, I (as well as others) was disappointed in hiring any, in consequence of not knowing where to find them. The time hitherto allowed for the emigrants to remain in the Government buildings free of expense, I have been informed, is four weeks, which I am of opinion is too long. If the time were limited to 12 or 14 days, it would be quite sufficient to enable the emigrants to obtain situations. Should they remain a greater length of time, it ought to be at their expense; and this could be easily arranged by the person who employs the emigrant, by keeping back part of his salary, and forwarding it to the proper authority in Sydney.

W. H. CLARKE, Esquire, J. P., Vermont, Cawdor.

W. H. Clarke, Esq.

1.—Yes.

2.—To male domestic servants, from 25*l.* to 30*l.*, and livery; to females, from 12*l.* to 16*l.* per annum. Mechanics vary according to trade. Shepherds and labourers from 20*l.* to 25*l.*, with rations.

3.—Certainly.

4.—I cannot exactly say; but I think 10,000 adult males, including all classes, would find ample employment now throughout the colony, and nearly half as many every year.

5.—Single, generally speaking, at sheep and cattle stations; but many settlers would engage married people on agricultural farms to a certain extent.

6.—I am of opinion they would not; their maintenance would be too expensive, unless above the age of eight years.

7.—In many cases.

8.—I do; or under the care of some respectable persons.

9.—Not so urgent as shepherds and labourers.

10.—I think such a plan would save the colony, and be the only means of recovering it from the great distress at present felt for want of a greater flow of immigration in all parts of the colony.

11.—I am of opinion that the present system of immigration is not at all in proportion to the wants of the colony; that the number of available labourers by each ship is very small in proportion to the women and children, consequently benefiting the settlers little or nothing.

JOHN COBB, Esquire, Anamba, Maitland.

John Cobb, Esq.

1.—Yes; but particularly mechanics and agricultural labourers.

2.—Females, 10*l.* to 12*l.* per annum; males, 20*l.*, likewise boarded; mechanics, 2*l.* to 2*l.* 10*s.* per week; shepherds and agricultural labourers, 20*l.* to 25*l.* per annum, with rations.

3.—Yes.

4.—Cannot give an opinion.

5.—Single men.

6.—No.

7.—Yes.

8.—Certainly.

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9.—No.

Replies to
Circular Letter.

J. Chisholm, Esq.

Replies to
Circular Letter.

- 9.—No.
10.—If such a loan could be raised, and legitimately appropriated, doubtless it would prove a great benefit to the colony at large.
11.—Cannot give an opinion.

Thomas Cook, Esq.

THOMAS COOK, Esquire, Police Magistrate, Dungog.

- 1.—Yes.
2.—Blacksmiths, wheelwrights, cabinet-makers, and plasterers, from 90*l.* to 100*l.* per annum; rough carpenters, coopers, stonemasons, brickmakers, sawyers, and fencers, 70*l.* to 80*l.* per annum; shepherds and labourers, 3*s.* 6*d.* per diem; male domestic servants, 20*l.* to 30*l.*; and female domestic servants, 10*l.* to 15*l.* per annum; these domestics have board and lodging in addition; not so the other classes.
3.—I would.
4.—About 30 male and female domestic servants could find ready employment in this neighbourhood; as also three carpenters, two wheelwrights, three plasterers, six rough carpenters, two coopers, three stonemasons, six sawyers, six fencers and splitters, six shoemakers, three tailors, two nailers, twelve shepherds, and 100 labourers. The number throughout the colony I cannot so well speak to, but I should think 6,000 to 8,000 would not be too many.
5.—Single persons, except where the married people are unencumbered with children, would be preferred.
6.—If the parents have the means to lease or purchase a small farm, such a family would be of vast advantage to them, and in time, beneficial to the colony; but when the parents are compelled to find a living by servitude, the children must of necessity be scattered over the colony, with every chance of their being lost to themselves and the community by being forced to mingle in the society of convicts.
7.—Yes, I have known a mother refused a good situation, she being hampered with children; and I should fear a father with a large family would experience a similar difficulty in providing for himself and them.
8.—Most certainly.
9.—In proportion, I should think equally so.
10.—I do think, were such a scheme adopted, it would instantly operate in favour of the colony, not only as regards its agricultural and commercial prosperity, but in its best interests, the moral improvement of the people. By importing such a number of well-selected male and female domestics from Britain as would enable every settler and householder in this country to employ, at a moderate rate of wages, all free servants (emigrants) under his roof, and thus draw a marked line of distinction between bond and free, the former being merely worked in the fields, and never allowed to come in contact with the family, except at church or prayer-meeting, the greatest source of contamination would be removed. The words of the apostle Paul, addressed to the Corinthians, cannot be gainsaid: "Be not deceived: evil communications corrupt good manners."
11.—I dare hardly venture an opinion on this question, though I am quite convinced that a more extensive and rapid immigration would be most beneficial to the colony.

C. Couper, Esq.

CHARLES COWPER, Esquire.

- 1.—Yes, an increasing demand, both in the cowpastures, where I reside, and in Argyle, where my larger establishment is.
2.—Male domestic servants, 18*l.* to 25*l.* Female domestic servants, 8*l.* to 15*l.* yearly wages, besides lodging and food. Mechanics, 5*s.* to 8*s.* per day, and generally lodging in the country. Shepherds, 18*l.* to 22*l.*, besides lodging and rations; and I also give premiums for good lambings. Agricultural labourers, 20*l.* to 25*l.* is perhaps the average, besides lodging and rations; but many get 10*s.* per week, and some as high as 30*l.* per annum, as ploughmen.
3.—I would, if wages were lower.
4.—To state any precise number is not easy, but from experience it would seem that the demand increases with the supply. Any number which may be brought out by the united exertions of Government and individuals will be sure of employment at good wages.
5.—This depends upon what they are required for. Generally speaking, married men are perhaps the best; but upon large establishments, where great numbers are employed, the expense is some consideration.
6.—Yes, certainly; so long as the proportion of large families is not too great. Parents with large families, besides being persons of experience, have usually suffered privations at home, and emigrate with less regret than others. And if the children are of sufficient age, and have been used to labour, they may earn the cost of their maintenance, besides being in training for situations hereafter.
7.—Sometimes, for a short period, especially if the family were very large, and too young for labour; and even then it has perhaps been more a question of rate of wages than of difficulty in providing for themselves. If a large family has to be fed, the employer cannot of course afford such high money wages as where the children are fewer in number, and more fitted for work.
8.—The impression is in favour of young women who come out under the protection of a relative.

9.—Yes,

9.—Yes, but not to the same extent, though hitherto the supply would appear to have been in greater proportion. During the last two years I have been building extensively, and notwithstanding the large number of arrivals, they are fully as much in demand as when I began; carpenters and bricklayers especially, who, if good workmen, readily earn 8s. per day all the year round.

10.—If the fund to be raised by loan be placed under good management, my opinion is quite in favour of the proposal; for without immigration upon an extended scale, the colony cannot continue to prosper.

11.—I should be unwilling to throw any difficulties in the way of emigrants of the middle class coming to the colony; still, while the colonists are suffering from the want of labour, I cannot avoid submitting for the consideration of the committee whether the fund is not being exhausted in importing many who really have no claim to the Government bounty. If I am rightly informed, scarcely a ship arrives in which several mechanics and others are not brought who bring capital more or less with them, to commence either immediately or in a short period as employers of labour, and who claim the bounty, not because they need its aid, but merely to save their own outlay to that amount. I know of one family who actually brought out 600 sovereigns, and received the passage allowance. On this account I would suggest some additional precautions, if a loan is to be raised for extending the means of bringing out labourers; otherwise the fund will be expended in increasing our difficulties, not remedying them.

As regards shepherds, I feel it to be but justice to record my opinion in favour of the importations from the Highlands; though, as a matter of feeling, or perhaps it may be thought of prejudice, I should prefer Englishmen; yet, having tried several of the Highlanders, I should be glad to see some thousands more imported of the same description.

As ploughmen, reapers, shearers, mowers, and for other purposes of agriculture, the emigrants from the English counties answer admirably; but for shepherds, in proportion to the numbers required, my impression is, we shall have to resort to the Highlands or those parts of Ireland where want and starvation are reported to cause so much distress. Compared with the importing of Indians, the scheme is infinitely to be preferred, and the English farmer seems too well off to come thus far for an employment not congenial to his active habits, nor sufficiently well remunerated to reward his expectations in leaving home.

WILLIAM COX, Esquire, Hobartville, Windsor.

William Cox, Esq.

- 1.—A very great demand.
- 2.—I cannot say, as I employ none, except in the situation of overseers, to whom I pay 40*l.* per annum, with rations.
- 3.—Most certainly; and I should prefer employing a complete establishment of free immigrants to mixing them with convicts.
- 4.—I can give no estimate of the number of persons of each class who would be likely to find employment in this neighbourhood, or throughout the colony generally; but if an industrious, sober class of agricultural labourers were introduced, a great many would find employment in this rich and agricultural part of the colony.
- 5.—Single, on account of the many difficulties in a new country of providing for many married persons.
- 6.—I think a few industrious large families may be advantageously introduced, where the children are sufficiently advanced to perform light labour.
- 7.—I have never employed any.
- 8.—I consider this the most desirable way of introducing young women.
- 9.—Decidedly not.
- 10.—I think it would be advantageous to the interests of the colony to raise money in England at a low interest on the security of the land sales, provided the proceeds of the land sold were guaranteed for the purposes alone of immigration.
- 11.—Immigration has made very little progress this far from Sydney (40 miles), and still less where my sheep stations are situated on the Upper Hunter.

EDWARD COX, Esquire, Mulgoa, Penrith.

Edward Cox, Esq.

1.—For labour of every description a more urgent want has never been felt to my knowledge in the colony; but domestic servants without families only can be generally accommodated; mechanics being a class of men not many of whom are required at one time, their families would not be an inconvenience, and could live much cheaper than in town. Shepherds with families it is impossible to engage, except in few and peculiar instances, as, to a virtuous mind, both shepherd and family would be in constant dread of excesses from the abandoned state of the bush population, unprotected as our sheep stations naturally are.

Agricultural labourers are a race of men, by comparison in their vocation, little wanted; this is not an agricultural colony; but single, active, sober, and honest labourers of any class would be the most effective men that could be introduced, and they are much wanted.

2.—In the present dearth of labour, we are obliged to give to domestic servants 23*l.* to 25*l.* per annum.

Replies to
Circular Letter.

Edward Cox, Esq.

Mechanics in the country contract usually by the job, and in that way, if industrious, earn large wages; shepherds (single men), 22*l.* to 30*l.* per annum, according to their known qualifications, and the kind of flock taken charge of; labourers (effective men), 22*l.* generally, if shearers, 25*l.*; in addition to which, all of them receive the following weekly ration, 10*lb.* meat, 10*lb.* flour, $\frac{1}{4}$ *lb.* tea, 1 $\frac{1}{2}$ *lb.* sugar.

3.—Most certainly. All my projected improvements are for the present given up, in consequence of the scarcity of labour. Men seeking employment now only want job work, so as to enable them to command money when they choose to have a drinking bout, and they seldom fail, if possible, to draw more than they are entitled to from the work performed, and then abscond. From observation, it is my opinion they would rather be idle half their time than hire by the year for regular work. I should be glad indeed to employ competent sober single men to a considerable number, could I get them at a reasonable rate of wages.

4.—A question hard to be answered without active inquiry. To supply my own present deficiency of such men, I have sent for, at my own cost, 15 single men, and have the authority of Government to import six mechanic families, under the regulation of September 1837. This I have been driven to in self-defence. For the colony generally, if it continue to extend as it has lately done, I should suppose a male immigration of from 6,000 to 8,000 annually, as a total supply, would find immediate employment at good reasonable wages, if the greater proportion or three-fourths of them were single.

5.—Single persons generally. Most decidedly we have not accommodation for families on a farm to even one-fourth of the necessarily required labour, and from the unfixed nature of the avocations of general labourers, families would be a source of great responsibility and vexation.

6.—I am, to a certain extent. A family of this kind could be employed to advantage on every establishment; and when an establishment is divided by a homestead or head station inland, a second could very well be employed, if they have been brought up to industrious useful habits.

7.—If I am to understand the question to refer to immigrants with large young families, I can only answer that I do not consider myself able to employ them at a rate of wages for the benefit of the services of one man with necessary rations, such as to enable the parent to keep his family covered.

8.—If brought up to industry, such girls are sure of good and immediate employment, and to a certainty of a husband, for industrious men when they see a fair prospect of providing for a family will marry.

9.—Mechanics are indispensable as a means of promoting habits of luxury; nay, some are required even to ensure the necessary comforts, but at the rate of one-eighth in number, two-eighths of servants, and five-eighths of shepherds and labourers.

10.—It has been suggested that it would be advantageous to the interests of the colony to raise money in England, on the security of the land sales, at a low interest, for the purpose of promoting immigration on a more extended scale. I have heard the subject discussed, but must confess it as my opinion, that to throw into the colony a mass of immigrants would soon prove its own antidote, by starving whatever superabundance might arrive. I think however that from 6,000 to 8,000 adult males, or males above 14 or 15 years old, of the working classes yearly, would be required to meet the demand for the next 10 years, calculating upon our convict population being worked off in the first three years; and after the second year's supply, I think that our prospects would so far brighten as to induce an abundant outlay in the purchase of land, to pay off the interest of such sums as might have been raised on loan for their introduction, and leave a surplus to go to an accumulating fund towards paying off the principal, which could thus, I think, be accomplished in 12 or 15 years at furthest.

11.—So far as immigration, or rather so far as the amount of money expended on the introduction of useful or available labour, has gone, it has come very far short of our expectations, owing to the introduction of a class of persons whom graziers are unable to employ in the relief of their most pressing wants.

I would suggest that every encouragement be given to private individuals to introduce immigrants. Such persons would endeavour to obtain those best adapted to supply our wants, whilst in my opinion any government having large funds at command for reducing a surplus population would naturally enough get rid of those only who are of little value at home, rather than of those who are of virtuous, industrious, and sober habits; and such is the class of people on whose introduction I believe we are selfish enough to desire that our money should alone be expended.

Henry Cox, Esq.

HENRY Cox, Esquire, Glenmore, Penrith.

1.—There is still very great demand for labour of all kinds, more particularly for agricultural labourers and shepherds. This of course alludes to the agricultural and pastoral districts of the colony, where mechanics are also much wanted, but of course in a much smaller proportion.

2.—In the present dearth of labour, we are obliged, as far as has come under my own observation, to give from 20*l.* to 30*l.* per annum to domestic servants, labourers, and shepherds, together with an allowance of rations (when married) for themselves and families; which allowance is frequently so large as to amount to far more than the wages given.

given. Mechanics will not hire as yearly servants, job-work being so much more profitable to them. When they will undertake a small job at regular wages I have always given 5s. per day.

3.—Should wages be reduced to a reasonable standard (say 15*l.* to 18*l.* per annum, with the allowance of a single ration of meat and flour), I should willingly employ a larger number of servants than I now do, as the present scarcity of labour and high wages compels me to employ no more than is absolutely necessary to carry on the works of an agricultural and grazing establishment, and all improvements are consequently laid aside; provided always that the emigrants were selected from those classes who would not consider it a hardship to leave the large towns, and were accustomed to country labour.

4.—I do not feel myself competent to answer this question; it would be difficult to get at the wants of a neighbourhood without much inquiry, which would occupy considerable time; I should however imagine that 6,000 emigrants (available for labour) would readily find employment yearly throughout the colony.

5.—Generally speaking, single men are decidedly preferred, both from the difficulty of finding decent accommodation for women and children, and more particularly in the interior, the avocations of the men requiring them to be constantly from home, and frequently moved from one station to another, leaving their wives and families in such an unprotected state as no person with the common feelings of humanity could either wish or expect them to be exposed to.

6.—I am of opinion that large families may be introduced with desirable effect in a small proportion to that of adult males, for although an individual might find accommodation and employment for two or three families, he could not do so for a tithe of the number necessarily engaged on a large establishment. It is therefore my opinion that at least three-fourths of imported emigrants should be single males.

7.—If parents with large families are only introduced in a proportion such as named in the preceding paragraph, I am of opinion that no difficulty would be found in their getting employment, but this must always depend upon the conduct of the parents themselves; and instead of being able (as any single man might do) to lay by any part of their wages, they would find quite enough to do to feed and clothe themselves and families.

8.—I consider it very desirable that young women, old enough to take situations in respectable families, should be introduced under the care of their parents, as it is natural to conclude that during the voyage the circumstance of their being under such control would prevent the contamination likely to ensue where a large number of this class are herded together in one vessel, amongst whom some bad characters can hardly be expected not to gain admission.

9.—I do not think the demand for mechanics can be at all in proportion to that for general servants and labourers, as an establishment that would employ 40 or 50 of the latter class would not require more than four or five of the former. This calculation of course alludes to country parts; in the towns, the demands for mechanics would naturally be in a much greater proportion.

10.—I have never had the benefit of hearing this subject argued, but it appears to me, that with a rapidly diminishing fund for the purpose of promoting immigration, and no prospect that I can foresee of its accumulating in any degree equal to our wants, that there is no other way of promoting the desired end than that of raising money in England in the way suggested, supposing emigrants are brought to the colony annually in sufficient numbers to meet the demand, but not to be thrown on our hands in one great mass.

11.—As to the progress of immigration, the benefit of it has not yet ever been generally felt, for although the numerical numbers that are annually imported are large, still so very great a proportion of these numbers are totally useless in the way of servants, that no perceptible benefit has hitherto arisen. The chief point to be considered, in my opinion, is, the introduction of persons competent to fill stations of utility immediately on their arrival, without burthening their employers with a number of useless mouths, sufficient to eat up the produce of both farm and flocks, and thereby preventing their having any surplus to send to market.

GEORGE COX, Esquire, Winbourne, Penrith.

Replies to
Circular Letter.

Henry Cox, Esq.

George Cox, Esq.

1.—I believe there would be many more mechanics and labourers of every description employed than there are at present were the rate of wages more moderate. Shepherds and domestic servants must be had at whatever they choose to ask, which at present is most exorbitant, therefore there cannot be a doubt but that they are still required in considerable numbers; indeed persons living in the country have scarcely as yet, and many not at all, benefited by the present importation of free labour.

2.—Not having yet hired any free emigrants, I cannot speak as to the amount of wages they receive. I twice attempted to hire shepherds to send to my Mudgee station, but could not succeed, as in the first place the rate asked was most extravagant, and in the next they refused to go so far into the country, having wives and families of children.

3.—I should most certainly be glad to employ many more servants than I do at present, if I could get them at moderate wages, and with less encumbrance.

4.—It is quite impossible for me to answer this query without considerable time and much inquiry.

5.—There cannot be a doubt as to the necessity of shepherds being single men, scattered as our sheep stations are, and subject to continual removal from failure of water and

Replies to
Circular Letter.

George Cox, Esq.

grass, and in consequence the huts reared on them are not of that kind to afford a proper shelter for women and children. Now and then a married shepherd might be placed advantageously, but generally they must be single men. There is not so great an objection to most other classes of labourers and mechanics; but still we are not prepared to accommodate all married people.

6.—A few large families of grown-up children might be found very useful, as one or two of such could be housed and fed on each estate to considerable advantage by employing the young people. The males might be made shepherds at the nearest and most convenient stations, or yard cleaners for sheep stations, as that is, in our dry climate, a light occupation, besides many other light duties on a large farming or grazing establishment. The girls could be employed as house or nursery maids. I can speak on this point positively, as I sent for and had out two families; the two elder girls of one are now in my nursery, and the elder son of the other, a lad nine years old, is attending a small flock of rams, saving the labour of a man.

7.—I cannot speak positively, but certainly think the larger the family the greater the difficulty in getting employment, particularly if the children are girls.

8.—I should much prefer taking a young woman who came out under the care of her parents to one leaving England without that protection.

9.—In the country mechanics are certainly not so much in demand as shepherds and farm labourers, there being now many freed prisoners (good mechanics) without the encumbrance of large families, who are glad to get into the country, many of them not being able to resist the temptation of spirit drinking in towns, where it can at all times be procured, and themselves having ample means from the present exorbitant rate of wages.

10.—If our proceeds of land sales were kept for the purpose of defraying the expense of immigration alone, I think we might venture to borrow money on interest to enable us to get out an immediate and large supply of emigrants, with the prospect of repaying it at no very distant date. But if our land sales monies are to be used for a variety of other purposes, I do not see how we are ever to hope to get rid of the debt so incurred.

11.—I am sorry to observe that our immigration fund seems to be almost exhausted, with at present but little benefit to the grazier or farmer; the shoals of children hitherto sent increasing the expense so materially, that we find our funds are expended before the country parts of our colony are at all benefited. The towns hitherto seem to have almost exclusively reaped the benefit, and until they are completely overstocked I fear there is little chance of our benefiting much. Were young people sent without the encumbrance of large families, or even a portion without families at all, there would not I think be the same objection to leaving the towns; and the families gradually increasing in number, the employer would not so materially feel it as when he has to provide for a whole host to get the services of one, and him at a most exorbitant rate of wages; or, what comes to the same thing, ration from six to twelve people for one man's labour, there being very few situations that the wife can be made useful for up the country, and if they could their families take the greater part of their time. The most important point with us is to get out as many efficient labourers as possible with the least possible expense, therefore quite newly married couples, or single people of both sexes in about an equal proportion, must be the best means to obtain our end.

R. Crawford, Esq.

ROBERT CRAWFORD, Esquire, Prospect, Parramatta.

1.—Yes.

2.—The wages usually given to domestic servants, shepherds, and agricultural labourers, are about 25*l.* each annually, and as high as 75 *l.* to mechanics.

3.—Yes.

4.—Two hundred domestic servants, shepherds, and farm labourers, and 50 mechanics, would find ready employment in the course of the year in my neighbourhood.

5.—Single.

6.—I am of opinion that the introduction of emigrant parents with large families is against the interest of the colonists at this time. It is a boon to posterity at the immediate expense of the existing generation. Self-interest forbids the system, and of course self-interest in this case will and ought to prevail.

7.—Yes, great difficulty; and they will in future experience much greater difficulty. The labour of single Europeans and of coolies from India will affect this class of persons immediately.

8.—Yes.

9.—Yes, especially in the country. Mechanical operations are in abeyance from want of sober mechanics.

10.—I am of opinion that money should not be raised in England on the security of the lands of the colony until it can be proved that the demand for land on the part of the colonists has ceased. Were the stations now occupied by the settlers on Liverpool Plains to the northward, Menaroo to the south, and the Boree Country to the westward, open for purchase, the sum of 150,000 *l.* would be expended on these stations by their present occupiers, viz. the old settlers; and I have little doubt that newly arrived emigrants would purchase to nearly the same amount of lands adjoining these squatting stations. Newly arrived emigrants cannot, from many causes, purchase land in the settled districts. This circumstance affects this valuable class of men, and also deprives the government of funds that could be applied to the purposes of immigration. Funds annually derived from these

these sources would, if properly expended, give the colony all the labour that would be annually required. For though labour must not be allowed to reach the point of extortion, yet justice forbids that it should be brought down by immediate and by excessive importations to the point of starvation.

11.—I am of opinion that immigration has had a decided influence on colonial society, especially in a moral point of view; and, viewing the influence that it has exercised in the labour market, every one will acknowledge that the colony has derived great benefit by the controlling power of free labour. On the improvement of the system I would merely observe, that a judicious selection of British emigrants, and an economical application of the funds devoted to the purposes of emigration, will, in my humble opinion, remedy every evil that has been the subject of complaint on the part of many of the colonists of New South Wales.

HENRY DONNISON, Esquire, Brisbane Water.

Replies to
Circular Letter.
R. Crawford, Esq.

H. Donnison, Esq.

1.—The demand for labour generally in the district of Brisbane Water is less than it has been heretofore, owing to the suspension of building in Sydney, and the consequent non-employment of sawyers and splitters, who now have betaken themselves to other employments. If building recommenced the want of labour would be felt as much as heretofore, and there is still a considerable demand for labour.

2.—See remarks at the end.

3.—I would employ 20 additional men at more moderate wages.

4.—Three to six male domestics, two or three females, two blacksmiths, three or four carpenters, a bricklayer and plasterer, two or three gardeners, 20 to 50 sawyers, 50 or 60 agricultural labourers, of whom it would be desirable to have some that have been accustomed to drive ox teams. I can give no opinion on the general wants of the colony, except that every one complains of want of labour.

5.—I think single persons generally, except on dairy farms, unless the women are more disposed to make themselves useful than most that I have seen.

6.—Provided the children are made to do light work it would be very desirable. At any rate, if brought up in industrious habits, they will become labourers soon, but young men and women would be more advantageous at present.

7.—Large families are always some incumbrance, but less so here than where labour is of less value. Men with families have found a difficulty in getting employment by reason of their demanding a ration for every member of the family.

8.—I do.

9.—No; one mechanic in eight or ten emigrants is enough. I do not consider a gardener a mechanic; and I have no doubt that one gardener in every 20 emigrants would find employment for some time.

10.—I consider the plan a good one. The act itself, the importation of labour, would provide means to pay the interest and repay the principal, and be mutually beneficial to both borrower and lender. It would increase the sales of land, which are partly suspended from want of labour, and fear of that want.

11.—The number of immigrants who have arrived already is not enough to admit of their settling in considerable bodies; consequently they have not been able to effect all the good that may be expected in changing the moral tone of the community.

In reference to the average rates of labour at Brisbane Water, it is materially increased, by reason of a great number of free and ticket-of-leave men working on Government land on their own account, so that if masters will not give the required rate, they start immediately for themselves. I have no doubt at this time that 30 or 40 men are so employed within 10 miles of my own dwelling. The moral effects of such a system are very injurious, as those places are ready receptacles for stolen property and runaways; I am not aware of any law that authorises the magistrate to prevent it; and it has the further bad effect of decreasing the value of land and preventing its sale, for no man will at present think of buying land for the sake of the wood, if he can cut it on Government ground. The present rate of labour is for sawing, 7 s. to 8 s. per 100 feet, whereby a pair of men may earn 3 l. 10 s. to 4 l. per week, their food costing them about 25 per cent. above town prices. Agricultural labourers, 25 l. to 32 l. a year, with rations. Splitters and fencers can earn as much, or nearly so, as mechanics. I myself have generally obtained labourers at a lower rate than the above, but I pay all their balance in money, which is becoming the general practice.

GEORGE DRUITT, Esquire, J. P., Mount Drutt, Penrith.

G. Drutt, Esq.

1.—The demand is such that there is no obvious means of an adequate supply, either by assignment or immigration.

2.—The present average rate of wages for males is 25 l. per annum, with a liberal ration of flour, meat, tea, sugar, and tobacco.

The remuneration to flockmasters and landholders has lately been such as to place it beyond their means to continue the payment at this high rate.

3.—Most anxious to do so.

4.—As to numbers I cannot form an opinion, but from the short supply of labourers in my neighbourhood, and the high rate of wages given, I conclude the entire number required for the colony must be very considerable.

5.—From my experience, I am inclined to think that a preference should be given to single persons of both sexes.

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6.—I do

Replies to
Circular Letter.

G. Druitt, Esq.

6.—I do think it would be more desirable, provided the children be not under the age of 12 years, and that the parents be capable of undertaking the usual labour in which they have been employed in England.

7.—Certainly not; they have every facility to provide well for their families if they are honest, sober, and industrious.

8.—Decidedly so.

9.—I do not consider the demand for mechanics so urgent as that for shepherds and farm servants; at the same time a further supply of good tradesmen would be a great acquisition to the colony.

10.—I am of opinion that it is a most desirable plan to raise money in England as suggested in this query.

11.—It appears to me that proper care has not been taken in the selection of the greater portion of emigrants hitherto. What is required here is young persons of both sexes from rural districts, who have been accustomed to labour, and hence more free from those vices so apparent in a great number of those with which the colony has been supplied.

It would be very desirable that arrangements should be made prohibiting the use of ardent spirits during the voyage out, as it is a lamentable fact that habits of intemperance have been thus acquired on board ship, which have destroyed the character and prospects of many in after-life.

As the produce of the land sales is the means by which emigrants are brought to this colony, I am of opinion they should not be permitted to enter into engagements until a sufficient time had elapsed to enable landholders in the interior to make their selection. It is notorious that persons in Sydney who have not contributed to the funds by purchases have taken advantage of their situation to choose the most eligible.

I am further of opinion that all emigrants who may hereafter become purchasers of land, or apply for convict servants, should be required to defray the expenses incurred in their passage to this colony.

W. Dumaresq, Esq.

WILLIAM DUMARESQ, Esquire, St. Aubin's, Invermein.

1.—Presuming that others have at least equal wants with myself, I think I may say there is an urgent demand for all classes of servants. Shepherds and farm servants I consider are most required, and are of the utmost importance, because without them our property is in a degree valueless.

2.—I pay at present to immigrants engaged by me—to a dairyman, and his wife, who acts as laundress, 40*l.* a year, and to live in the kitchen; to a bricklayer 50*l.* a year, and a weekly ration of 14 pounds of meat, 20 pounds of flour, quarter of a pound of tea, and two pounds of sugar, equal in value to about 28*l.* a year; besides, they are comfortably lodged, and are allowed milk when the nature of our pastures will admit it. To shepherds and farm servants I give 25*l.* per annum, and a weekly ration of 10 pounds of meat, 10 pounds of flour, quarter of a pound of tea, and two pounds of sugar (worth about 20*l.* a year). I know of mechanics in this neighbourhood (St. Helier's) who are receiving in value about 2*l.* a week.

3.—Shepherds and farm servants certainly; but at the rate we are now paying for this class of servants, proprietors must have strict regard to economy, and employ as few as possible. Improving property by clearing and fencing, &c. cannot with advantage be attended to with such costly servants, looking to the uncertainty of returns in this dry climate.

4.—I can form no satisfactory estimate. About six in addition to those I have at present would be sufficient to meet my wants, and an equal number for St. Helier's, where six families of 24 persons are daily expected, being embarked on board the "John McLellan." These numbers, however, would only keep up the present establishment (allowing for the decrease which is now taking place by the prisoners obtaining their freedom and tickets of leave); it would not provide for an increasing establishment.

5.—Single persons certainly, as there is but little employment for females remote from towns, and there is a disposition in married persons to become small cultivators, thus diminishing the class of labourers for hire.

6.—The only objection I can see to large families coming out is the expense of their passage. The wages a family could earn, say the father, and two boys of 12 and 14 years old, would be ample to maintain it. For a well-conducted family, with such members as just mentioned, I would give in value 100*l.* a year; say 55*l.* in money, the remainder in provisions. They could take the entire charge of a sheep station, where a small patch of land could be cultivated by the family for their own benefit, for the females could do something in this way at home. Such a family I conceive, however numerous, might thus maintain themselves in comfort, and be very beneficial to their employers.

7.—No instance of such a case has come under my knowledge. I consider the wages given are sufficient to maintain families.

8.—Certainly; or young women brought out under the protection of respectable married women.

9.—I do not; I consider the wages a mechanic can obtain should prove a sufficient inducement to emigrants of this class to come out at their own expense, or with less assistance than the mere labourer. It may be well to encourage them in some degree; perhaps by an allowance equal to one passage.

10.—I can have little doubt that if a large influx of persons takes place the demand
for

for the waste lands will be certain, and no doubt much increased. I can see no impropriety therefore, to a limited extent, in raising money at a low rate of interest, say five per cent., to attain so important an object as immigration on a large scale. It would be important, however, I conceive, to devise a plan for paying off the capital sum borrowed at some fixed future date; for this end it might be proper to make every one imported at the public expense sign a bond authorizing a deduction from his wages to be paid by the employer during the time he receives the man's services, or it might be binding on the emigrant to remain in his first service until the requisite sum be fully paid. Query, would it not be proper to require mechanics and others of that class to repay the whole expense of their importation; and the mere labouring portion all, except 30*l.*, the man's own expense? Many other schemes will probably be readily suggested. It is essential that labourers be imported.

11.—I am not sufficiently acquainted with the subject to say how far emigration hitherto has succeeded. I can have no doubt of our present and future wants, and should the effort now making prove insufficient to furnish requisite labourers from the mother country, it may be desirable to seek for it elsewhere; at New Zealand or India.

It appears to me that in order to interest the mercantile community of Great Britain in our immigration scheme it would be better to import by private ships rather than by Government means, more especially if, as is represented, it can be done cheaper.

JOHN EBSWORTH, Esquire, J.P., Port Stephens.

Replies to
Circular Letter.
—
W. Dumaresq, Esq.

J. Ebsworth, Esq.

1.—In the district immediately within my observation there is a demand for most descriptions of servants; for shepherds and agricultural labourers this demand is likely to increase.

2.—Male domestic servants, 18*l.* to 25*l.* per annum, female domestic servants, 10*l.* to 20*l.* per annum, and the usual board and lodging with the family; carpenters about 2*s.* 3*d.* per day, bricklayers about 4*s.* per day, saddlers about 2*s.* 10*d.* per day, blacksmiths about 4*s.* per day, shipwrights about 4*s.* per day, with rations and lodging; sawyers, 7*s.* 6*d.* per 100 feet of timber sawn; shepherds and agricultural labourers, 1*s.* to 1*s.* 6*d.* per day, with rations and usual lodging.

3.—On the establishment under my control might be employed, in addition to servants already hired, three carpenters, one bricklayer, one blacksmith and farrier, one wheelwright, 50 shepherds and labourers, and some good male and female domestic servants to supersede others of a different class.

4.—I have no data from which I could form an opinion of the number of persons required throughout the colony generally; and the number wanted in this immediate neighbourhood would depend materially upon the number and description of convicts assigned by the Government to private service. Assuming, however, that this would be maintained to the present extent, I am of opinion that the following might now find ready employment in the course of the year, including those already employed:—About 25 male and female domestic servants, about 20 mechanics of various descriptions, and about 120 shepherds and labourers.

5.—I should prefer married persons where they can be properly provided for and accommodated; they would be available for the avocations at home stations, and also for many sheep stations.

6.—If male children be of sufficiently advanced age to perform the duties of shepherds or light agricultural work, such families would be desirable. Female children, if not very young, would be likely to find employment in light domestic duties, if disposed so to earn their maintenance.

7.—It has been usual in this neighbourhood to furnish all families with rations, the male parents being paid wages proportionately to the expense thus incurred; and the female parents, if industrious, have opportunities, by washing and needle-work, of assisting in the maintenance of the family, so that no difficulty has been felt by parents in providing for themselves and families.

8.—Such young women are most likely to be well-conducted persons; it might, however, be prudent to avoid introducing aged parents, if possible. Middle-aged persons, whose daughters may be above 14 years of age, I should consider most desirable to be selected, so far as relates to the immigration of young women.

9.—The demand for mechanics in this neighbourhood is equally urgent with that for other classes of servants, though only in a proportionate extent. The number of mechanics employed, of various kinds, is about one-fifteenth of the number of shepherds and labourers; but the immediate vicinity of Port Stephens being an agricultural and pastoral district, the number of mechanics necessary to be employed may be less than in other districts.

10.—I am unable to devote sufficient time for giving that consideration to this subject which its importance demands before presuming to offer an opinion whether it might be advantageous to raise money in England with a view to promote immigration on a more enlarged scale. My impression is, that the extension of the pastoral pursuits of the colony may be so far beneficial to the colonists as to be a principal means of enabling them to purchase land from the Government. Out of the proceeds of such sales the principal money of any loan will have to be repaid, as well as the interest thereon; may it not, therefore, be advisable to consider the propriety of obtaining information, upon which reliance could be placed, whether persons suited for the pastoral occupation of Australia, and in sufficient numbers, would be ready to emigrate, as required, before measures are adopted for contracting a loan upon the security of the land sales?

Replies to
Circular Letter.
—
Thomas Forster.

THOMAS FORSTER, Brush Farm, Parramatta.

1.—A considerable number of labourers would find employment in this neighbourhood; but being mostly small settlers, there is no demand for shepherds, domestic servants, or mechanics.

2.—The demand for shepherds in the interior is so urgent that very few emigrants are employed in this vicinity. Convicts holding tickets readily obtain 15 *l.* or 16 *l.* a year, and few can be got at that rate. A man of mine lately obtained his ticket, and had agreed with me for one year at 15 *l.*; I saw he was not satisfied, and told him he was at perfect liberty to go where he pleased; he was immediately hired by Mr. Lockyer, as a shepherd, at 25 *l.* I have also a carpenter, who some few months since obtained his ticket in my service; he receives from me 1 *l.* a week, and an ample ration. Emigrant laundresses or cooks obtain from 12 *l.* to 15 *l.* a year, and housemaids 10 *l.*

3.—I would myself employ from six to eight labourers and one carpenter, could I procure them at reasonable wages.

4.—In my reply to Query No. 1, I have said that there is no demand for shepherds, mechanics, or domestic servants in this neighbourhood; but I have no doubt that from 70 to 100 agricultural labourers would find constant employment at moderate wages, say from 15 *l.* to 16 *l.* a year, and a ration. Having 'myself but a small sheep establishment under my son's management at Port Phillip, and being but little conversant with the interior, except by report, I cannot speak as to the amount of labour that may be required throughout the colony generally.

5.—Single men are generally preferred, but there is no disinclination to employ a man and his wife, provided the wife be competent to perform the office of cook, laundress, or housemaid.

6.—It would certainly be desirable that large families should be introduced, but it is only the large settlers who would wish to employ them. Should the children be old enough to perform a light kind of labour, they would of course be a lighter burthen on the parents and on the employer.

7.—I know but one or two cases where poor families have any difficulty in providing for themselves, and this difficulty is generally occasioned by the dissolute habits of the father or mother. Indeed, it may be presumed that subsistence can be easily procured, otherwise, I apprehend early marriages would not be so frequent between colonial-born girls and convicts holding tickets or become free by servitude.

8.—There cannot be a question that the best mode of introducing young women is under the care of their parents.

9.—Small settlers have but little demand for mechanics; the demand for them, generally speaking, can be only occasional. In a new country there is an incessant demand for agricultural labourers.

10.—To raise money in England at a low interest, on the security of the land sales, would, in my opinion, be highly advantageous to the colony, provided the funds so raised were managed with judgment and economy; but to pay off even the interest on this proposed loan there must be sales of land, and any act of the Home Government, or any regulation of our local government, which may have a tendency to check these sales, must of necessity reduce our means of paying off the loan. I therefore take the liberty of observing, that the reported intention of Her Majesty's Government, to discontinue the assignment system, has checked the sale of land; the late regulations will also check it; and should the 10th paragraph of these regulations be carried into effect, especially the last sentence of that paragraph, I am of opinion that a greater injury will be inflicted on the settlers generally than if the assignment system were to cease altogether.

11.—My opportunities of observing the manner in which immigration has been conducted have been so limited that I am unwilling to offer any opinion on the subject; but there is one point that must be obvious to every colonist, that several of the ships have brought out women of the most abandoned character, manifesting a most culpable negligence, or some worse motive, in the selection of them.

H. F. Gisborne,
Esq.

HENRY FISCHE GISBORNE, Esq. J. P., Bathurst.

1.—There is a very urgent demand indeed, more particularly for shepherds.

2.—A man and his wife, as domestic servants, might get about 30 *l.* per annum, with a double ration. Mechanics' wages vary so much, according to their trades and capabilities, that I could give no accurate scale. Shepherds, from 25 *l.* to 30 *l.* per annum; agricultural labourers and hut keepers, from 20 *l.* to 25 *l.* per annum. All hired servants get full rations besides these wages.

3.—A much larger number would be employed if they could be obtained more readily, and at a cheaper rate.

4.—I could only guess, if I were to attempt to name a number; but as every settler I know wants men, more or less, I should say a great number.

5.—Single, generally.

6.—I think it would be desirable in families where the children are 12 years old and upwards.

7.—Parents with large families of young children cannot usually find such ready employment as others, but I think there would be no objection if they would take a scale of wages proportionable to their comparative inefficiency and their greater wants.

8.—Certainly.

8.—Certainly.

9.—I think the demand for mechanics equally urgent, although of course mechanics are not wanted in such numbers.

10.—I should object to saddling the colony with a debt, if it could by any possibility be avoided; but before giving a decisive opinion on this scheme, I should wish to know how this loan is to be negotiated, at whose disposal it is to be when raised, for what length of time, at what rate of interest, what machinery will be required, and, finally, of what amount it is proposed to be.

11.—None.

Replies to
Circular Letter.

H. F. Gisborne,
Esq.

WILLIAM NAIRNE GRAY, Esq. Police Magistrate, Port Macquarie.

W. N. Gray, Esq.

1.—Yes, for shepherds and agricultural labourers, provided they be single men; and for a few domestic servants, both male and female.

2.—From 20 *l.* to 40 *l.* a year, with ration as follows: 8 lbs. to 9 lbs. of beef, 10 lbs. to 12 lbs. of flour, 1 ½ lbs. of sugar, 3 oz. to 4 oz. of tea, with leave to grow vegetables.

3.—Every settler in this district would employ a very considerable number at the above wages; but those at 40 *l.* would be foremen, or men that understood fencing. Were the wages reduced, a still greater number would find employment.

4.—At the present rate of wages, 50 labourers and 10 shepherds; the number required throughout the colony I cannot take upon myself to say.

5.—Single men, decidedly.

6.—Yes, to a limited number.

7.—From my experience in the colony I consider if a labouring man is industrious that he can support well double the number of children he could do in Scotland; at the same time, they would be much better fed. The disadvantage of large families is, the expense of removing them from Sydney to the interior, feeding a number, and having only the labour of one.

8.—Too many young women cannot be introduced into this colony; but I should recommend their being brought out under the protection of their parents, or of married families who are known to them.

9.—Not in this district, although a few would find employment at 40 *l.* a year, with good rations.

10.—I should strongly recommend it, for unless immigration is conducted on a more extended scale than at present, instead of reducing the price of labour it will increase it. Married emigrants particularly are seldom more than 12 months in the colony when they become farmers themselves, and require to hire servants, thus increasing the demand for labour.

11.—I would recommend that masters employing single men should pay to the Government one-third of their first year's wages; and if the emigrant did not go into hired service, that he should be sued in the court of requests, at the expiration of 12 months, by the agent for immigration.

The age of male and female emigrants, to a limited number in each ship, should be extended to at least 60 years; men of that age, if properly selected, would be of great moral service, and from Scotland they would in many instances bring out grown-up families with them that would not otherwise leave their parents.

JOHN HAWDON, Esq. J. P., Bateman's Bay.

J. Hawdon, Esq.

1.—There is an urgent demand for agricultural labourers and shepherds in this neighbourhood.

2.—The rate of wages given for labourers and shepherds is 26 *l.* a year, and a full ration of flour, beef, tea, and sugar.

3.—I should be inclined to employ from 20 to 30 more men if I could get them more readily and at a cheaper rate.

4.—I am of opinion that 100 labourers might get immediate employment in this neighbourhood, and five or six mechanics.

5.—Single men are preferred in the various avocations on country establishments.

6.—I am of opinion that the introduction of large families would not be so desirable as single men, or young married people.

7.—It has not come under my observation that parents with large families have difficulty in providing for them; there are five large families in this neighbourhood who have emigrated within the last two years, without capital, and are doing well.

8.—I should consider young women introduced under the care of their parents the most desirable.

9.—I do not consider the demand for mechanics so urgent as the demand for labourers and shepherds.

10.—I think the suggestion of raising money on interest, for bringing out labourers to this colony, to be a most advantageous one. Labour is at present so expensive that we cannot improve our estates as we wish, or derive profit from them for the purchase of more land. If an immediate and extensive supply of labour was given, a sufficient return would be received to ensure the repayment of the loan within five years. The coast country to the south of Sydney being well adapted for agricultural purposes, were the lines of demarcation extended to the south, there is sufficient good land fit for agriculture to grow grain sufficient for the supply of the Sydney market. During the last six years, we have not

Replies to
Circular Letter.

A. Holden, Esq.

had a failing wheat crop, therefore, in my opinion, these districts are calculated to employ advantageously many thousand agricultural labourers.

11.—Immigration should be carried on to a much more considerable extent to be of any material benefit to the colony. I am under the impression that it might be done at a cheaper rate than heretofore.

ALFRED HOLDEN, Esq. Police Magistrate, Illawarra.

1.—The settlers in this district are chiefly persons of small means; few require domestic servants at all. Not being a sheep country, we require no shepherds. We suffer proportionably, or nearly so, with the rest of the colonists, from a scarcity in the supply of mechanics and labourers, having a difficulty in obtaining as many as are required, and also having to give high wages to those who are obtained.

2.—Till we have steam navigation between us and Sydney, our district will be behind others. Our position is so isolated, that few emigrant labourers, if any, have as yet come amongst us.

3.—As our district is now somewhat on the advance, the township being about to be laid out, and a Protestant and Catholic church and school being about to be built, we are likely to require a few more mechanics, say, three carpenters and a couple of stonemasons, also another blacksmith; hitherto there has only been one in the district, and another is much wanted; about 20 or 30, perhaps 50 labourers might get a fair maintenance amongst us.

4.—In this district, two stonemasons, three carpenters, and 20 to 50 labourers, as above mentioned; how many in the colony I am not able to say.

5.—Married, I think, on the establishments of large proprietors, who let portions of their land in small farms; otherwise single persons are, I think, preferred, except where one or two females are required on an establishment for domestic services. Any married labourer, however, with or without a family, might be sure of a decent maintenance.

6.—Decidedly.

7.—Not that I can remember, in any instance.

8.—Certainly.

9.—Not in this district, except with regard to the churches and schools before mentioned as about to be built; but from their very high wages in Sydney, and throughout the colony generally, there must be a greater disproportion between the existing number of mechanics and the number needed, than between the number of labourers existing and the total required. Labourers however being a larger class in point of number only, disregarding proportion, I conceive that more labourers are wanted than mechanics.

10.—In my opinion, the plan would be an excellent one.

11.—I think the number of emigrants required of each class might be ascertained by the degree in which their wages are above the means of decent livelihood; viz. if twice as much as what would procure a fair maintenance, then it may be concluded there is only half as many of that class in the colony as are needed; and so on, according to the rate of the wages of each class. The rate of wages therefore of the different departments of industry having been first ascertained, it strikes me, by keeping this rule in view, a sufficiently accurate result for practical purposes might be obtained. I consider immigration of great importance, with a view to the influence it has had, and will continue to have, on the convict, and particularly the freed convict, population. A convict having become free, if he behaves well, merges into the society of our free emigrant labourers, and is less exposed to any liability of return to former practices of vice and villany; and it is to the greater degree of immigration which has obtained of late years that I attribute partly the decrease of crime, and the generally greater good conduct and subordination of the convict portion of our community.

W. Howe, Esq.

WILLIAM HOWE, Esq. J. P., Glenlee, Campbelltown.

1.—Yes, there certainly is.

2.—The wages of labourers and ploughmen are from 20*l.* to 25*l.* per annum, with rations; of mechanics, about 6*s.* to 8*s.* per day.

3.—I certainly would.

4.—I believe a considerable number of agricultural labourers, and a still greater number as shepherds and stockmen; but I have not the means of knowing how many.

5.—Single persons are generally preferred, chiefly from inability to give the necessary accommodation to females with families.

6.—I am of opinion that the introduction of families, where the children are sufficiently advanced to perform light labour, is desirable.

7.—Certainly, they have difficulty in providing for themselves, unless they have sufficient capital to enable them to rent small farms.

8.—I do consider that young women introduced under the care of their parents, or other near relations, are most desirable.

9.—I do not think that mechanics in the country are so much in demand as servants and other labourers. I presume it is different in the towns.

10.—I am confident that it would be most highly advantageous to the real interests of the colony to raise money in England, on the security of the land sales, at a low interest, for the purpose of promoting immigration on a more extended scale.

11.—I am not prepared to remark on the progress of immigration, further than I have already done in my replies to the several queries.

ROBERT JOHNSTON, Esq., J. P., Annandale, Sydney.

Replies to
Circular Letter.

R. Johnston, Esq.

- 1.—THERE is.
- 2.—To females, from 12*l.* to 16*l.* per year; mechanics, 35*s.* to 40*s.* per week; and to the remainder, from 20*l.* to 25*l.* per year.
- 3.—I should.
- 4.—I am not prepared to say what number would find ready employment in my neighbourhood, but I think, throughout the colony, 10,000.
- 5.—Single persons are preferred, but a few married persons without families are desirable.
- 6.—I think so; not to meet the immediate demands of the colonies for labour, but merely as permanent means of increasing population.
- 7.—Yes, among the labouring classes, but not where the parties are able to become tenants.
- 8.—Young women, primarily as servants, but ultimately for the purposes of increasing population, are highly desirable.
- 9.—I do not.
- 10.—I think a loan so raised, and solely applicable to the purpose of immigration, would forward the interests of the colony in every point of view, but the loan must be sacred to this purpose alone.
- 11.—I am of opinion the progress of immigration might be rapidly and regularly increased by the introduction of a respectable yeomanry, who might be indemnified for the expense of their passage out by a payment from the land fund, and a small additional sum for their maintenance for a short period after their arrival; in fine, I am decidedly of opinion that a premium on immigration, in whatever form it may be found advisable to adopt it, is by far the most economical, certain and best means in every respect of promoting that object.

ARTHUR KEMMIS, Esq., J. P., O'Connell Plains.

A. Kemmis, Esq.

- 1.—THERE is a very great demand for all descriptions of servants, and the greatest difficulty in procuring them.
- 2.—The average wages of male domestic servants is about 25*l.* per annum; female domestic servants, 15*l.* to 20*l.*; mechanics' wages are very various, extending from 40*l.* per annum to 120*l.*; shepherds receive 25*l.* to 30*l.* per annum; agricultural labourers, 20*l.* to 30*l.*
- 3.—Certainly; and many farming pursuits are totally neglected; and others most imperfectly performed, in consequence of the impossibility of procuring labour.
- 4.—In addition to those already employed, I should say at least 80 shepherds, 70 agricultural labourers, 30 male domestic servants, 30 female domestic servants and 20 mechanics could find instant employment in my immediate neighbourhood; and I do not think that less than 10,000 to 11,000 *serviceable* emigrants per annum, continued for several years, can alleviate the difficulties we at present labour under.
- 5.—Single men are undoubtedly preferable as shepherds, and indeed generally in our pursuits; but at the same time I am of opinion that married persons would be suitable for agricultural farms and as domestic servants, provided their wages were not so exorbitant as they are at present.
- 6.—Such families *might* no doubt be most useful upon agricultural and dairy establishments; certainly not for other country pursuits. I have seen many of this description tried, and I cannot say success or satisfaction attended the experiment. Were labour more plentiful, doubtless these people would conduct themselves better.
- 7.—Certainly not; first, because many settlers are *obliged* to hire such people, and secondly, because by some means or other they manage in a short time to set up as farmers, or otherwise on their own account. Of course they would find more difficulty in getting employment if more suitable labour was to be obtained, but, on the other hand, the openings to industry are so many in this country that they must be benefited by emigrating.
- 8.—I do; but at the same time I am of opinion that every encouragement should also be given to young women of good character to come out under the protection of married friends. In this latter case they would feel upon their arrival here the necessity of seeking reputable employment, which many would be reluctant to do if they had their parents to look to for support. I am at present acquainted with several instances.
- 9.—I do not think there is the same urgent demand for mechanics as for shepherds, labourers, servants, &c. &c. &c., but they are much required, and would be a most useful addition to our present population.
- 10.—It is evident, from the present state of the immigration fund, that we cannot hope for means from that quarter to import any quantity of labour that would be beneficial to the colony. In my opinion there is no way of raising a fund sufficiently large but by the means proposed, which appears to me most feasible, and I think no difficulty would be experienced in effecting it. As to the colony being able to pay off such a debt in the time proposed, I should say there could be no doubt upon the subject, for it is beyond question that an extensive immigration would most materially advance the value of and create a vast demand for land, and benefit all the interests of the colony; and I am of opinion that the most liberal assistance would be given in England to forward our views.

Replies to.
Circular Letter.
—
A. Kenmis, Esq.

11.—Immigration has latterly been conducted upon a more beneficial system than formerly, still I should say there is room for much improvement. The expense I consider has been much greater than was necessary, and the emigrants in many cases were injudiciously selected; and I think it a very difficult matter for persons totally unacquainted with the colony, and most probably uninterested, to select emigrants suitable to our wants. If it were possible to procure them, I think it would be a great improvement if agents well acquainted with this country were employed to perform this duty.

The bounty system, I consider, far the most preferable, but I think the regulations should not be so confined as they are at present. There is no danger that colonists will send for useless or improper persons, their own interest is too much at stake; and with regard to the ships by which they are sent out, I should say that ought to be optional with the importer, his agent or the emigrant himself. There can be no doubt that to benefit the colony immigration must be conducted on a most extensive and liberal scale.

WILLIAM LAWSON, Esq., J. P., Prospect, Parramatta.

W. Lawson, Esq.

1.—THERE exists a demand for a few male and female domestic servants and agricultural labourers, and for mechanics, in this immediate neighbourhood, but in the interior generally there is a most urgent demand for shepherds and labourers of all kinds.

2.—I consider the average of wages as follows:—

Male domestic servants, from	-	-	-	-	-	20 <i>l.</i> to 30 <i>l.</i>
Female ditto - ditto	-	-	-	-	-	12 <i>l.</i> to 20 <i>l.</i>
Country mechanics	-	-	-	-	-	30 <i>l.</i> to 40 <i>l.</i>
Shepherds	-	-	-	-	-	20 <i>l.</i> to 30 <i>l.</i>
Agricultural labourers	-	-	-	-	-	20 <i>l.</i> to 26 <i>l.</i>
Ploughmen, bullock-drivers, carters and dairymen	-	-	-	-	-	25 <i>l.</i> to 30 <i>l.</i>
Good grooms, coachmen and horsebreakers	-	-	-	-	-	25 <i>l.</i> to 35 <i>l.</i>

These wages are exclusive of rations, house-room and firing, and in most cases extra rations for their families.

3.—I certainly should be glad to do so to a considerable extent, except as regards domestics.

4.—A considerable number would find employment in my neighbourhood if the price of labour were somewhat lower; but in the colony generally I should say that 6,000 or 7,000 single men would be readily engaged, and perhaps 3,000 families, if the children were not too young to be usefully employed.

5.—Single men are universally preferred as shepherds and labourers in the interior; for married people, generally speaking, can only be employed at head establishments, for want of protection to the wives and families while the men are absent on their various duties. The children of persons employed as shepherds, from the want of all means of instruction, would become little better than savages.

6.—I think there is no objection to their introduction to a limited extent.

7.—I should think it likely that such families would find a difficulty in maintaining themselves if they continued to be introduced to a considerable extent, but I am not aware that the difficulty has been yet felt, as rations have generally been allowed to such families hitherto; the system however is too ruinous to the settler to be continued to any extent, as the women of these families, generally speaking, do not contribute towards their maintenance, and the children are an unproductive burthen to the employer.

8.—Certainly.

9.—I consider the demand for mechanics less urgent than that for shepherds and labourers; in fact, while labour is so very expensive, the means of the settler are too much circumscribed to admit of his employing mechanics, except on works of the most absolute necessity, many useful and ornamental improvements on estates being suspended from the absorption of the funds of the owners in the maintenance of large families.

10.—The expedient is in my opinion too dangerous, and I do not think it even necessary, as I conceive that sufficient funds may be raised by the sales of lands, and by enforcing the payment of quit rents, as also by a renewal of the order allowing their redemption at 10 years' purchase.

In order to render the land sales more productive, it would be advisable to open for sale the whole of the reserves within the limits not immediately required for the use of the Government; the limits of location I also think ought to be enlarged very considerably, so as to include a country at least as extensive as that comprised between the 31st degree of latitude and the 49th degree of longitude. As this would contain a large portion of very fine country, I conceive that it might be advantageously measured in blocks, and consequently by tender, a measure which would doubtless produce considerable saving of time in the survey. As such boundaries would include Liverpool Plains, it is probable that the Agricultural Company might also be brought into the market, if they contemplate a further extension of their vast boundaries; this would render them also contributors to the land fund, in the advantages of which they now participate without returning any equivalent. The measure would also ensure the contributions of many squatters, who, occupying most of the finest country beyond the limits, assist the land revenue, generally speaking, to a very small extent, and in many cases not at all, except as regards the license fee; nor is it probable that they will become purchasers of land so long as they can enjoy such extensive pasturages at so easy a rate.

11.—The immigration has not hitherto, generally speaking, answered the purpose of the settlers,

settlers, as it has consisted principally of large families with young children, who are burdensome to the employers, and particularly as it has not supplied us with the sort of labour which we immediately require in our pastoral affairs. As the country must have a supply of young men for the service of the interior, either from Europe or India, it becomes a matter of expediency to hold out some inducement to individuals to import such labourers from England in preference to the introduction of Indians, which object might be attained by a moderate bounty of 8*l.* or 9*l.* per head. Of the total immigration I should recommend one-third at least to be young single men, one-third single women, attached to families as far as is practicable, and one-third of families with children of an age available for light labour, considering such children as part of that third.

Replies to
Circular Letter.

W. Lawson, Esq.

ROBERT LETHBRIDGE, Esq., J. P., Craigend, Sydney.

- 1.—YES.
- 2.—Domestic servants, men 25*l.*, women 12*l.*; shepherds, 25*l.*; agricultural labourers, 30*l.*; mechanics, 8*s.* per day.
- 3.—Yes.
- 4.—In the neighbourhood of my agricultural and grazing establishment at Falbrook, I conceive there would be required 100 shepherds, 20 domestic servants, 20 mechanics and 30 labourers; and for the colony generally, 2,500 shepherds, 500 domestic servants, 1,000 mechanics and 1,000 labourers.
- 5.—Single men are greatly preferred.
- 6.—Yes, provided the youngest be 10 or 12 years old.
- 7.—Yes.
- 8.—Yes.
- 9.—Yes.
- 10.—Extensive immigration is so essential to the growing importance and prosperity of the colony, that to raise money in England on the security of the land sales appears to me to be a very wise measure.
- 11.—The emigrants by the recent arrivals are of a superior description, which appears to be the result of an improved system of selection. But in order to avoid the deplorable sickness that has occurred in some of the ships, I beg leave to suggest that the medical man should be a surgeon of Her Majesty's Navy, and vested with power to carry the regulations to promote cleanliness into effect.

R. COPLAND LETHBRIDGE, Esq., J. P., Warrington Park, Penrith.

- 1.—THERE is a great demand for shepherds and agricultural labourers, male and female domestics; and mechanics readily obtain places, but are less urgently required.
- 2.—Agricultural labourers and shepherds obtain from 20*l.* to 30*l.* per annum, and a liberal ration of beef and flour; mechanics in general do not engage for a term, but the higher class of them command from 50*l.* to 70*l.* per annum and a ration, or work at from 5*s.* to 7*s.* per day; house servants from 10*l.* to 20*l.* per annum.
- 3.—Yes, if single men could be obtained I would gladly hire several.
- 4.—I cannot speak of the wants of this immediate neighbourhood, though from the general complaints of the scarcity of labourers I believe a hundred would readily find employment; from 7,000 to 9,000 annually of the different classes of labourers, allowing about one in 40 to be a mechanic, would, I have no doubt, be engaged throughout the colony.
- 5.—Single; though respectable married couples would not be objected to; but a large young family not only occupies much of the mother's care and time, but becomes a great additional charge on an establishment.
- 6.—Large families can only be profitably employed on large farming establishments, and would therefore not be *generally* desirable. The present demand for labour would doubtless occasion even large families to be received at a considerable sacrifice of profit, but only by the most extensive proprietors.
- 7.—I cannot speak from my own observation, but have no doubt that the fewer the encumbrances the greater competition for the services of the emigrant.
- 8.—The most desirable class of female emigrants certainly.
- 9.—By no means; the most urgent want at present is that of shepherds and agricultural labourers, classes which have arrived in such comparatively limited numbers as to be by no means adequate to the increasing demand.
- 10.—If funds for a more extended emigration can be readily obtained at a low interest, I should think it desirable: but in that case the land fund would require to be strictly appropriated to its original purpose, or we may incur the commencement of a debt without a reasonable prospect of repayment.
- 11.—Hitherto immigration has not kept pace with the wants of the colony, and whilst an immense expenditure has been incurred, the quantum of *available* labour is not proportioned to it. The great number of very young children has been supposed to be the occasion of the very great mortality on board some of the emigrant ships, and it would be desirable, if possible, to avoid sending infants in such numbers; the most desirable classes are young unmarried males and females, or young couples, or probably some few large grown up families.

Replies to
Circular Letter.

R. C. Lethbridge,
Esq.

families. It would also be very desirable to obtain conveyance for the emigrants on temperance principles; the present allowances of wines and spirits, where daily made use of for a period of four or five months, frequently engender a taste for tippling, to which the population of the colony is already too much addicted.

EDMOND LOCKYER, Esq., J. P., Ermington, Parramatta.

E. Lockyer, Esq.

1.—THERE is a great demand for male and female servants, shepherds and agricultural labourers, as also for mechanics.

2.—Footman, from	-	-	-	-	-	-	-	30 <i>l.</i> to 40 <i>l.</i> per annum.
Coachman -	-	-	-	-	-	-	-	30 <i>l.</i> to 40 <i>l.</i> ditto.
Female servants, from	-	-	-	-	-	-	-	15 <i>l.</i> to 20 <i>l.</i> ditto.
Shepherds and farm labourers	-	-	-	-	-	-	-	20 <i>l.</i> to 25 <i>l.</i> and rations.
Mechanics, such as house carpenters and joiners, from	2	l.	to	3	l.	per	week.	
Blacksmiths -	-	-	-	-	-	-	-	40 <i>l.</i> to 50 <i>l.</i> per year.
Gardeners -	-	-	-	-	-	-	-	40 <i>l.</i> to 50 <i>l.</i> per year.

3.—Having large flocks of sheep, I require a yearly supply of shepherds, from 20 to 30; and should be desirous of obtaining that number if I could procure them at a reasonable rate, but the present high wages must make sheepholders reduce their flocks, as they cannot afford to pay 25*l.* per annum and rations.

4.—From the cause above stated, I think it is likely great difficulty will be found to find persons willing to purchase sheep; and the consequence will be, those who hold large flocks must stop breeding, or destroy or give away their surplus stock; but if cheap labour could be obtained, I think the southern part of the colony alone would require 4,000 to 5,000 shepherds and farm labourers annually.

5.—I prefer married persons, as they are generally more contented, and remain; whereas single men are fond of change of place.

6.—I do not object to large families, though at first they may be expensive, but as their children grow up we receive the benefit, as boys of 12 or 15 years of age are capable of taking charge of sheep and performing light work.

7.—Large families to some persons are objectionable on account of the expense of rationing them, but I think there has as yet been no difficulty in parents who have large families getting employed at good wages, 25*l.* per annum, and their children rationed as well as themselves. Should a greater supply of single men, or men with wives only, be introduced, then large families would, I apprehend, find difficulty in providing themselves.

8.—Most certainly.

9.—No, I do not. This class of persons, in my opinion, will always find means to get to the colonies, where high wages is so great an inducement for them to emigrate, without any inducement being held out by the Government.

10.—I agree perfectly in Mr. Thomas Walker's evidence before the committee on this subject, and strongly recommend it.

11.—I think immigration, conducted on the system recommended by Mr. Thomas Walker, more likely to succeed.

ALEX. KENNETH MACKENZIE, Esq., J. P., Parramatta.

A. K. Mackenzie,
Esq.

1.—IN the district of Bathurst (from which district I have recently retired) there is a great demand for all kinds of servants, and I believe the same to be the case in this district of Parramatta.

2.—It is difficult for me to answer this question, but I know that in the district of Bathurst shepherds and agricultural servants are getting 18*l.* to 25*l.* a year, besides a good ration of meat, flour, tea and sugar; to mechanics, 25*s.* to 42*s.* a week; and for house servants, 15*l.* to 25*l.* the males, and 12*l.* to 18*l.* the females.

3.—Every proprietor in the district of Bathurst would employ a larger number of persons of the above classes if they could obtain them more readily and at a cheaper rate.

4.—I think that 1,000 shepherds would get ready employment in the course of the year at Bathurst, where flocks that used formerly not to exceed 400 are now in most instances in flocks containing double that number, and in some instances upwards of 1,000 in a flock, much to the injury of the sheep, for want of being able to procure shepherds at any price. Three hundred mechanics of different kinds, and 100 house servants, male and female, could get employment in the course of the year, and ten times the number throughout the colony.

5.—With some few exceptions single persons are always preferred on country establishments.

6.—I am of opinion that the introduction of large families is not at all desirable, unless the children are old enough to render themselves somewhat useful in light labour.

7.—Parents who have large families of young children have invariably enough to do to provide for themselves and family.

8.—I consider that industrious young women, well and virtuously brought up, under the guidance of their parents, will always find employment in this colony as house servants, laundresses and dairy women.

9.—I think the demand for mechanics is very great, but certainly not any thing equal to the demand for servants and labourers.

10.—I do

10.—I do think it would be advantageous to the colony to raise money in England, on the security of the land sales, at a low interest, for the purpose of promoting immigration on a more extended scale. I am further of opinion that extending the boundary line would largely assist the sale of lands.

11.—Having been confined to my bed by severe indisposition for the last fortnight, and being so still, I am utterly unable to convey my sentiments as I could wish on this important and most interesting subject. One thing is certain, that without an immediate influx of labourers, *of some kind or other*, this flourishing prosperous colony must retrograde to a most alarming and ruinous extent. It being therefore admitted that labour must be had, the question arises, from whence and how to procure the same in the quickest possible manner, and at the most reasonable expenditure.

I have read with much attention the evidence of Mr. Thomas Walker, given before the committee of the Legislative Council on this important subject of immigration, and I beg leave to say that I agree with him perfectly in nearly all he advances.

ALEXANDER M'LEAY, Esq., Sydney.

1.—THERE is certainly an urgent demand still existing for male and female domestic servants, shepherds and agricultural labourers; but I do not think that the demand for mechanics is at present very great.

2.—I am not sufficiently informed to answer this question with precision, but I believe that the wages of shepherds and agricultural servants average more than 20*l.* a year, with rations; the wages of good stonemasons, carpenters, joiners or plasterers about 7*s.* per diem, without rations.

3.—Yes.

4.—I think that 100 overseers, 50 gardeners, 2,000 shepherds, and 1,000 agricultural labourers, might speedily get employment if they would accept of moderate terms; but the present rate of wages is so high that the settlers cannot afford it. Individuals not possessing establishments of their own have recently experienced much difficulty in procuring trust-worthy persons to take their sheep on thirds as formerly.

5.—I believe that single persons are generally preferred; but my opinion is, and always has been, that newly-married couples are the most desirable immigrants. I would not, however, recommend that even young parents having more than two children should be brought to the colony at the expense of Government, unless they paid for the passage of their children.

6.—I do not think that the introduction of large families would be desirable in any case, unless they consisted entirely of females fit to go into service. In large families, in which there are children sufficiently advanced to perform light labour towards their maintenance, there are generally several young children incapable of any labour, and consequently a heavy expense will be entailed on the employer.

7.—For the reason I have just stated, the services of persons having large families will not be much sought after.

8.—I consider that it is exceedingly desirable that well-conducted young women, particularly housemaids and cooks, should be brought to the colony in numbers not exceeding 100 per month; but it cannot be denied that there is a great difficulty attending this; for it is believed that very few young women of unblemished character are disposed to emigrate without the protection of some relation. Undoubtedly young women introduced under the care of their parents are therefore the most desirable; but the expense of bringing out an aged couple is not compensated by the advantage to be derived by the introduction of one or even two daughters, who after all may prove to be utterly worthless, as we know from experience.

9.—The demand for mechanics is certainly not so urgent as that for servants and labourers, especially in the towns; but some hundreds of country blacksmiths, coarse carpenters and wheelwrights might still get ample employment.

10.—I am not aware of any great objection to the plan suggested for raising money in England at a low rate of interest, on the security of the land sales, for the purpose of promoting immigration, but the amount of money so to be raised ought to be limited so as not to exceed the probable amount of four or five years' land sales, as it might prove inconvenient to mortgage those sales for an indefinite period; and while the transportation system continues it may not be necessary to increase the expenditure for the introduction of free labour much beyond the present amount, provided due care be taken to introduce only useful persons.

11.—It is generally understood that the number of useful persons hitherto introduced under the present system bears but a small proportion to the number of persons brought out who are utterly unavailable as servants. With proper management there is no doubt that twice the number of useful immigrants might have been brought out for the sum already expended. Besides limiting the number of young children, I would recommend that no male person be brought out at the expense of Government who does not engage to enter into service immediately on his arrival in the colony; and if any such male person should cease to be a servant, or should employ himself on his own account, excepting as a mechanic. before the expiration of three years after his arrival, he ought to be obliged to refund the whole amount expended by Government for the passage of himself and family, and in the meantime to be allowed no convict servant.

There is another point connected with the existing system of immigration which appears to

Replies to
Circular Letter.

A. K. Mackenzie,
Esq.

A. M'Leay, Esq.

Replies to
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—
A. M'Leay, Esq.

me to be highly worthy of consideration. It is well known that all convicts transported from Ireland are, without exception, sent direct to this colony, and that since Van Diemen's Land was made a separate government, no Irish convicts have been transferred from hence to that island, as was before the practice. It is also well known that many of the wives and families of Irish convicts are brought hither at the expense of Government, and that very few of the Irish after they become free have any desire of returning to their own country; whereas a considerable proportion of the English who become free leave the colony whenever they can procure the means of doing so; the consequence is, that, independently of the effect of immigration, the proportion of Irish to the English inhabitants of this hitherto essential colony is daily increasing, and the result, unhappily, is already too visible in all our courts of justice. Now, although the colonial government may not be able to remedy this state of things during the continuance of the transportation system, I humbly submit that there can be no necessity for continuing to import Irish paupers at the expense of our colonial funds.

THOMAS MOORE, Esq., J. P., Liverpool.

T. Moore, Esq.

- 1.—YES.
- 2.—From 25*l.* to 70*l.* per annum. Scale of rations; viz., ten pounds of flour, seven pounds of beef, a quarter of a pound of tea, and one pound of sugar for a single man.
- 3.—Yes.
- 4.—For district of Liverpool, 100 domestic servants, 50 mechanics, and 300 agricultural labourers.
- 5.—Single persons.
- 6.—Yes.
- 7.—Yes.
- 8.—I think it would be beneficial to the colony generally.
- 9.—Not in this district.
- 10.—No.
- 11.—I do not think any beneficial alteration can be made in the system.

J. T. MORRISSET, Esq., Police Magistrate, Bathurst.

J. T. Morrisset, Esq.

- 1.—THE demand is increasingly urgent.
 - 2.—Female domestic servants from 12*l.* to 16*l.*

Mechanics as follows:—		£.	Mechanics— <i>continued.</i>		£.
Bricklayers	-	-	-	Bakers	- 40
Sawyers	-	-	-	Tailors	- 60
Carpenters	-	-	-	Millwrights	- 75
Blacksmiths	-	-	-	Overseers	- 50
Butchers	-	-	-	Shepherds and agricultural labourers	-
				from 20 <i>l.</i> to 25 <i>l.</i>	
 - 3.—I should be desirous of employing an additional number of domestic servants; my present circumstances do not require others.
 - 4.—Female domestic servants, 50.

Mechanics:—			Mechanics— <i>continued.</i>		
Bricklayers	-	- 45	Bakers	-	- 10
Sawyers	-	- 72	Tailors	-	- 40
Carpenters	-	- 77	Shoemakers	-	- 45
Cabinet-makers	-	- 20	Millwrights	-	- 4
Painters and Glaziers	-	- 10	Overseers	-	- 67
Wheelwrights	-	- 40	Shepherds	-	- 500
Blacksmiths	-	- 25	Labourers	-	- 350
Butchers	-	- 10			
- This statement is limited to the demand of the current year. The supply would require to be annual.
- 5.—Unmarried persons are preferable, or married without young children, or having children of an age to be useful.
 - 6.—I am.
 - 7.—They would. Wages are high, but provisions are very dear. Parents with large families of young children would find a difficulty in obtaining employment were the competition in the labour-market greater. This difficulty however, would, diminish as the children became of an age to be serviceable.
 - 8.—There can be no doubt of this, but they might avail themselves of the protection of married persons not their parents.
 - 9.—Quite as urgent in this district.
 - 10.—I think it would, if the proceeds of the land sales prove inadequate to satisfy the urgent wants of the colony.
 - 11.—I am not prepared with opinions formed on this subject.

TERENCE AUBREY MURRAY, Esq., J. P., Ajamatong, Goulburn.

T. A. Murray, Esq.

- 1.—YES; but mechanics are not so much required as domestic servants, shepherds and agricultural labourers.
- 2.—Domestic servants receive from 30*l.* to 40*l.* per annum, mechanics from 40*l.* to 50*l.* per annum, labourers and shepherds from 22*l.* to 26*l.*

3.—I would

3.—I would readily employ a much greater number if they could be had at a cheaper rate.

4.—I think that 300 labourers and shepherds, 50 mechanics and 50 domestic servants would meet with immediate employment in this neighbourhood, and that about 10,000 persons in the same proportion with regard to their respective callings would be readily employed throughout the colony.

5.—Single persons are generally preferred to married, but there is no great objection to the latter, if unencumbered with children.

6.—So far from considering the introduction of large families into the colony desirable, I am of opinion that it must be, and that it has already been injurious so far as it has been practised. In the interior of this colony we have no employment for children, and generally consider them useless encumbrances, who make no return for the food they consume, either to the individual who supports them, or to the country at large, which, not having as yet a superabundance, a fact not generally taken into consideration, can but ill afford its unnecessary expenditure. For my own part, I strongly object to the employment of parents with large families, and am well aware that many others are equally reluctant to take persons thus encumbered into their service.

7.—

8.—My opinion in answer to the 8th query is, that if young women be required in the colony, of course the best mode of introducing them would be under the care of their parents, but it seems doubtful whether the disproportion between the sexes be so great as is commonly supposed. Men of all classes disposed to marry need not at present look beyond the colony for suitable wives.

9.—

10.—I think that it might be highly advantageous to the colony to promote immigration by raising money in the manner proposed, but the success must altogether depend upon the system pursued. For the reasons before stated, I am of opinion that the introduction of large families must be injurious—that it might cause the complete failure of the scheme, and by lessening instead of increasing the value of Crown lands, throw a load of debt upon the colony, for which it would have no means of providing. If, on the other hand, young and newly married men and women be introduced, we may reasonably entertain sanguine expectations of success. In them we shall have at the same time, at the least expense, the greatest mass of labour and the germ of population.

11.—With respect to the last question, I have only to express an opinion that the colony has been injured rather than benefited by immigration as hitherto conducted. Numbers of helpless, and many idle and even profligate persons have been brought to our shores; they have consumed vast quantities of food, and have been supported in idleness for weeks, even months after their arrival, at an expense little short perhaps of that incurred in their passage.

To guard against the recurrence of such expenditure, might not arrangements be made for the assignment of immigration labourers immediately upon their arrival?

LAURENCE MYLES, Esq., J. P., Dungog.

1.—HAVING removed from Dungog, I am not personally acquainted with the particular wants of that district.

2.—

3.—I would.

4.—

5.—Single persons are generally preferred.

6.—I am of opinion that the introduction of such families would be desirable.

7.—I am of opinion that persons so situated have to encounter very serious difficulties.

8.—I consider young women so introduced the most desirable.

9.—I am of opinion that labourers are most required at this time.

10.—I am of opinion that such an arrangement would be attended with the most beneficial results.

11.—I have nothing to suggest in reply to this query.

SAMUEL NORTH, Esq., Police Magistrate, Windsor.

1.—Yes, a very urgent demand.

2.—See Return hereunto annexed.

3.—Yes.

4.—See Return hereunto annexed.

5.—Single persons are generally preferred, but settlers are glad to procure even the married, and with families.

6.—Yes.

7.—I have not known any instance of this kind, and I am of opinion that where the parents are sober and industrious there can be but little difficulty in providing for themselves and families.

8.—Yes; but better introduced in any way than not at all, the sexes being so unequal.

9.—No; servants and labourers are more in demand.

10.—I am of opinion that it would be highly advantageous to the interests of the colony

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Replies to
Circular Letter.

T. A. Murray, Esq

L. Myles, Esq.

S. North, Esq.

Replies to
Circular Letter.
—
S. North, Esq.

colony to carry this suggestion into effect, provided the funds so raised be carefully and economically expended for the purposes of immigration only.

11.—I have no observations to offer in reply to this question.

RETURN referred to in the foregoing.

AVERAGE RATE of WAGES of MECHANICS, LABOURERS and SERVANTS, with the probable Number who could find Employment in the District of Windsor, August 1838.

TRADE OR CALLING.	Average Wages per Diem, with Board and Lodging.	Average Wages per Annum, with Board and Lodging.	Probable Number required.
	s. d.	£.	
Bakers - - - - -	2 6	25 to 30	4
Blacksmiths - - - - -	5 6	- - -	6
Bricklayers - - - - -	5 6	- - -	10
Brickmakers - - - - -	5 6	- - -	10
Butchers - - - - -	2 6	- - -	4
Carpenters - - - - -	5 6	35	9
Cabinet-makers - - - - -	5 6	- - -	6
Carters - - - - -	2 -	- - -	14
Chairmakers - - - - -	5 6	- - -	2
Cooks - - - - -	- -	18 to 25	14
Coopers - - - - -	4 6	- - -	2
Engineers (steam) - - - - -	6 6	- - -	2
Fencers - - - - -	3 6	- - -	8
Gardeners - - - - -	4 6	30 to 50	5
House servants (general) - - - - -	- -	40	14
Labourers - - - - -	2 -	20	250
Lime-burners - - - - -	2 6	- - -	4
Millers - - - - -	3 6	- - -	2
Millwrights - - - - -	5 6	- - -	2
Nailors - - - - -	3 6	- - -	4
Overseers - - - - -	- -	30 to 100	8
Painters - - - - -	4 6	- - -	2
Plasterers - - - - -	5 6	- - -	5
Ploughmen - - - - -	2 -	25	25
Saddlers - - - - -	5 -	- - -	1
Sawyers - - - - -	4 6	- - -	10
Servants (Butlers) - - - - -	- -	25	7
— (Grooms) - - - - -	- -	25	8
— (Coachmen) - - - - -	- -	30	5
Shepherds - - - - -	- -	20 to 25	35
Shoemakers - - - - -	4 6	- - -	22
Stockmen - - - - -	- -	20	10
Stonecutters - - - - -	6 -	- - -	4
Stonemasons - - - - -	6 -	- - -	4
Tanners and curriers - - - - -	5 6	- - -	4
Tailors - - - - -	4 6	- - -	6
Tinmen - - - - -	4 6	- - -	1
Turners - - - - -	4 6	- - -	3
Upholsterers - - - - -	6 -	- - -	2
Wheelwrights - - - - -	5 6	- - -	4
Whitesmiths - - - - -	4 6	- - -	1
Dairymen - - - - -	- -	20 to 25	6
Harness-makers - - - - -	4 6	- - -	1
Tallow-chandlers - - - - -	3 6	- - -	1
		TOTAL - -	547

CORNELIUS O'BRIEN, Esq., J. P., Yass.

C. O'Brien, Esq.

1.—THERE is a very urgent demand for servants of the above description in this neighbourhood.

2.—The average rate of wages for labourers is 25 l. per annum, with a large allowance of wheat, beef, tea and sugar; for mechanics, 50 l. to 75 l. per annum, with the same allowance of rations; and 14 l. to 16 l. for female servants.

3.—I myself would be desirous to employ a large number of each description of servants, and am confident that hundreds of individuals besides would do the same in this district.

4.—I am of opinion that 1,000 persons would find ready employment in this district in the course of the year; and from the number which this district would employ, I am induced to believe that 12,000 would be required for the colony generally.

5.—For shepherds and labourers, single persons are preferred; for house servants and mechanics, married persons.

6.—I am

6.—I am of opinion that the introduction of families with children from seven years and upwards is desirable; the children would do sufficient light labour to defray their maintenance.

7.—From the little knowledge I have had of such people, I am convinced that parents having large families of small children have difficulty in providing for their children and themselves.

8.—I am most decidedly of opinion that young women should be introduced under the care of their parents or near relations.

9.—I am also of opinion that the demand for mechanics is not equally urgent with that for other classes of servants.

10.—I am of opinion that it would be advantageous to raise money in England in the above way for more extensive immigration, provided the proceeds were entirely appropriated to that purpose, and the colonists had the control of the money raised.

11.—I am of opinion that the progress of immigration has not kept pace with either the wishes or the wants of the colonists, and that the present system works very badly; and no doubt can be entertained that it might be materially improved; yet I have never given sufficient consideration to the subject to enable me to point out the best way in which the improvement might be carried into effect.

Replies to
Circular Letter.
C. O'Brien, Esq.

(Extract.)

HENRY O'BRIEN, Esq., J. P., Yass.

1.—THE demand for the various descriptions of persons mentioned here could not possibly be greater or more urgent than it is at present. H. O'Brien, Esq.

2.—To unmarried immigrants, females, from 12*l.* to 16*l.*; to an immigrant and his wife, having from one to two children, from 25*l.* to 30*l.* per annum, with the usual ration of meat, wheat, tea and sugar; to shepherds, 20*l.* to 30*l.*; to agricultural labourers, from 18*l.* to 20*l.*; to mechanics, I cannot say. Rations of meat, wheat, tea and sugar, to the shepherds and labourers as above.

3.—I would. I am at this moment much in want of many of them, particularly of shepherds, watchmen, stockmen and agricultural labourers.

4.—Three hundred, I doubt not, of each of the classes mentioned above, would meet with immediate employment in the Yass district; but male and female domestic servants, shepherds, stockmen, sheep watchmen and agricultural labourers are most in demand.

5.—The single persons, if a choice could be had, would be preferred, as they become at once available.

6.—Most certainly. Parents with families should be allowed to emigrate to this colony at the advanced age of even 60 years. Their children would then be able to make themselves useful according to their various ages, and the old people might make themselves so much so as to enable them to pass the evening of life in ease and comfort. It is not so with parents who emigrate with young and consequently helpless children. The children require the constant care and attention of the parents, and consequently prevent them from making themselves useful on establishments.

7.—I have heard that such has been the case in some, but not in many instances, hitherto. Such, I believe, with few exceptions, up to the present time, have found employment on the agricultural establishments not far inland; but so soon as the agricultural parts within 50 miles of the coast become supplied with labour, the demand for persons with helpless families will naturally cease, as they would be perfectly useless on stock establishments in the interior, where all employed are required to be of active habits, and able to perform some part at least of the work of the establishment on which they happen to be employed. It is in the care and management of stock that the great body of our working or rather labouring class is employed, and for which 10,000 at least are now required.

8.—I consider that the greater proportion of female immigrants should be unmarried, and introduced either under the care of their parents or some other equally proper protection. So much is the want of female servants felt at present in the interior that many families are compelled to employ men to perform certain domestic duties which belong to the other sex, or avail themselves of the dreadful alternative of introducing among their daughters the convict women from that cradle of sin, the factory at Parramatta. Such is the case, I believe, more or less, even in our towns.

9.—I do not; the great change in the affairs of all classes here has equally changed the ideas of the people. Expensive buildings are consequently not much thought of now. About one mechanic to 20 labourers would, I think, be sufficient for the next three years. The state of our affairs then would enable us to look further into futurity than we may now venture to do.

10.—(*Reply in objectionable terms, and therefore omitted.*)

11.—The present system of immigration is not at all suited to the wants of the colony. Families with helpless children are sent to us; whereas we require unencumbered men and women in the present great and daily increasing scarcity of labour, or parents far advanced in years, having families from the age of five to 20 years, many of whom would be able to take the field on their arrival here.

Replies to
Circular Letter.

W. Ogilvie, Esq.

WILLIAM OGILVIE, Esq., J. P., Merton.

1.—THE demand for all these descriptions of servants is more urgent now than at any former period, the demand, particularly for mechanics, agricultural labourers and shepherds having increased in a much larger ratio than the supply.

2.—Twenty pounds per annum with rations, including tea, sugar and tobacco, for agricultural labourers and shepherds. Mechanical labour is so scarce that it is difficult to fix any rate of wages at present, nearly all operations that require it being at a stand. A short time since I hired a house carpenter for some work that could not well be deferred, and had to pay him 2*l.* per week wages.

3.—I would employ a much larger number of each of the enumerated classes of servants if I could obtain them at reasonable wages. Some branches of rural industry have been wholly discontinued by myself and others in this neighbourhood, for want of the labourers necessary to carry them on.

4.—When it was proposed a short time since by an individual to import Chinese labourers, 22 were subscribed for by this farm and one adjoining, and others in the neighbourhood have subscribed for Indian coolies in like proportion. I am of opinion that if 10,000 labourers were to be annually imported for some years to come they would all readily find employment in the colony.

5.—It has not been customary hitherto to put women (I presume on account of their scarcity) to any out-door work, or to employ them otherwise than as domestic servants, very few therefore can be employed on a farm in proportion to the number of men; single men consequently are preferred, and I conclude will be, so long as this state of things continues; but married women are preferred to single.

6.—I am not aware of any way in which children can be employed here, beyond a very limited extent.

7.—I have no experience to guide me in answering this question.

8.—I think it highly dangerous to introduce young women in any other way than under the care of parents or near relatives; there appears to be no safeguard so effectual or guarantee for their good conduct so good as that afforded by family ties.

9.—The demand for mechanics is not so urgent as that for shepherds and agriculturists, inasmuch as the labour of the former may be deferred, but that of the latter cannot; but houses and other buildings are required in all directions, and would be built if the requisite mechanical labour could be obtained; there is also a great want of blacksmiths, wheelwrights and some coopers.

10.—I am of opinion that immigration to the extent essential to maintain the colony in its present prosperous state cannot be carried on by any annual amount the land sales are likely to produce under present circumstances, and therefore that it would be desirable to raise money for that purpose in England at low interest, on the security of the land sales.

11.—I am of opinion that, in addition to the regular emigrant ships, every ship coming to the colony from England should be encouraged to bring labouring emigrants by bounties as heretofore; and that the business of emigration may be greatly assisted by this means, under proper regulations.

JOHN PIPER, Esq., J. P., Bathurst.

John Piper, Esq.

1.—A VERY great demand.

2.—Not less than 20*l.* per annum; and according to the value of the services of the male servants their wages are increased. Ten pounds or 12*l.* per annum would I think be equal to the services of any female servant.

3.—Certainly.

4.—Fifty mechanics, 200 shepherds, 300 labourers, 50 female domestic servants; throughout the colony, 500 mechanics, 1,000 shepherds, 2,000 labourers and 300 female servants.

5.—Single persons.

6.—Very desirable, and of great advantage.

7.—I think they have.

8.—Certainly.

9.—Not equal to the demand for shepherds and labourers.

10.—In my opinion it would be highly advantageous.

11.—The progress of immigration has been very great, but I would recommend that all ships in that employment on the voyage to these colonies should touch at intermediate ports for refreshments, and that much care should be taken in the selection of masters, officers and surgeons for the different ships, cleanliness of berths and exercise upon the decks twice a day.

DAVID REID, Esq., J. P., Inverary.

David Reid, Esq.

1.—THERE is a great demand for shepherds and good ploughmen.

2.—I have one as an overseer at 40*l.*, but he has every thing to learn about the management of sheep. I should think for ploughmen 20*l.* a year sufficient.

3.—I would.

4.—I should

4.—I should think a large number of shepherds will be wanted every year, but I cannot tell how many.

5.—I have not the smallest doubt that single men would be preferred. I have several married men, with wives and families, and I am obliged to give them a sufficiency of provisions to keep them; and in case of a failure of the crop it becomes very expensive, as we have to send to Sydney for flour. I have paid this year 10s. per 100 lbs. for carriage alone.

6.—It is very seldom that we can get any of them to work.

7.—Very great difficulty.

8.—Certainly.

9.—I think not.

10.—I have no doubt it would if the whole of the sales of land was devoted to that purpose and no other.

11.—I am of opinion that emigrants sent out in private ships can be introduced much cheaper than when sent by Government vessels.

Replies to
Circular Letter.

David Reid, Esq.

FRANCIS N. ROSSI, Esq., J. P., Rossiville, Goulburn.

1.—In my humble opinion, shepherds and agricultural labourers are much more wanted than mechanics, although these are yet required. I do not think many female servants are required in this district.

F. N. Rossi, Esq.

2.—My mechanics have received 60*l.* and 65*l.* per annum, with rations for their wives and children. My carpenter has a wife and four children, fed by me, yet they are discontented, and demand an advance of wages; my free shepherds receive 20*l.* per annum, with rations for selves, wives and children; and the four immigrant shepherds have given me notice that they intend quitting my service at the end of the term of agreement.

3.—I regret to say that the shepherds have proved very careless and disobedient, and through their wilful neglect have allowed their flocks to be greatly injured by the native dogs, having lost about 40 ewes within a short time; and it would be my interest to employ unmarried ticket-of-leave men as shepherds, at a higher rate of wages than is paid now by me to free immigrants with families.

4.—It is not in my power to reply to this query. I am certain, however, that individuals such as I have had in my service since September and November last would find it difficult to be employed for any length of time.

5.—There is no doubt that single persons would be preferred, for the settlers cannot afford to maintain women and children who cannot and will not do the least thing for their support.

6.—If I am to judge from past experience, I would say that nothing like a small remuneration would be made to the settler by the light labour performed by such children.

7.—I believe that such parents as have large families will find it difficult to obtain situations after they leave their present employment; and I have heard several gentlemen of respectability say that they will not again hire immigrants with families.

8.—If the parent has an establishment of his own, no mischief would arise by the introduction of young women; but if the parent happens to be employed on a farm of a settler, or as a shepherd, the young women would have to be supported by the employer, and they would be likely to go astray unless they were employed in the master's family.

9.—I have already stated that I do not think that the demand for mechanics is any thing like that for farming men and shepherds, particularly the last class of men.

10.—I do not see how this can be done. The sales for land this year will produce but half the sum received in the year preceding, and I am of opinion that their amount will greatly decrease every succeeding year. It is true the amount arising from this source was considerable for two years, but it ought to be recollected that at that period the great sheep-holders had many advantages, assigned servants in unlimited numbers, high price of wool, and propitious seasons; now labour is very high, and indeed not to be procured, the price of wool is low, the seasons so bad that well-grounded apprehensions are entertained that the grain crop will be a complete failure, moreover great losses have been sustained by the catarrh among sheep; and I confess that I do not comprehend from whence funds are to be procured for the purchase of land. How and in what manner therefore is the interest to be paid for any money raised in England for this colony? I will take the liberty of adding, that any comparison between Australia and America appears to me to be very fallacious. In this country four-fifths of the land is of no service whatever, and the frequent and general droughts prevent the other fifth part from giving returns proportionably large with the sums expended upon it. America abounds in rivers, rivulets and good land, therefore the produce of the sales of land in this country cannot in any way be compared with that effected in the United States.

11.—I have not studied the subject sufficiently to venture any opinion; and indeed the question involves so many difficulties that I do not feel competent to answer this query.

Replies to
Circular Letter.

H. T. Shadforth,
Esq.

HENRY T. SHADFORTH, Esq., J. P., Mulgoa, Penrith.

- 1.—THERE is.
- 3.—From 25 *l.* to 30 *l.* for shepherds and agricultural labourers; good mechanics, from 50 *l.* to 60 *l.*; and female domestic servants from 8 *l.* to 12 *l.* per annum, with a good ration.
- 3.—I should; and my neighbours with whom I have spoken on the subject would gladly do so likewise.
- 4.—I cannot say the exact number that might find employment in my immediate neighbourhood, but I should say 5,000 annually for some years might find employment throughout the colony.
- 5.—Single.
- 6.—I think large families very desirable, provided the children are not under 12 years of age.
- 7.—I cannot speak from experience, but I should not think parents would find any difficulty in maintaining a family if the husband was a good mechanic or agriculturist.
- 8.—I do. Those who have been in my service that came out with their parents have behaved very well; those without any protector have in most cases turned out very immoral characters.
- 9.—I do not; the average I think may be taken at one mechanic for every 15 farm labourers.
- 10.—I think this plan would be equally advantageous to both countries, as it is important to us that immigration should be carried on as speedily as possible, while in England they must be glad to provide for so many families who are unable to obtain employment.
- 11.—At present the demand being so very great for servants, many settlers feel little or no benefit from immigration, as few of the smaller settlers can afford to give the enormous wages that are generally expected on their arrival. With regard to the system, I have not had an opportunity of judging, therefore can give no opinion on the subject.

WATSON AUGUSTUS STEEL, Esq., J. P., Bathurst.

W. A. Steel, Esq.

- 1.—A VERY great demand for both male and female domestic servants, and men of every description.
- 2.—From 25 *l.* to 30 *l.*, with rations, lodgings, &c.; to mechanics, say 40 *l.*
- 3.—Most certainly, I would employ more; so much so, that I cannot venture to put in more than 60 acres of wheat; could I hire people to secure the harvest, I would put in from 120 to 150 acres of wheat alone.
- 4.—The number it is difficult to ascertain, but all in my neighbourhood are similarly situated with myself; they cannot procure men for money.
- 5.—Single men; the women will not work after they have been a short time in the country.
- 6.—Large families I am of opinion do not answer; they expect the same wages as single men, and are not willing to allow the master for the heavy rations given to the family.
- 7.—Large families with young children do not answer, for the same reason given in No. 6 query.
- 8.—Were the master and the family living on the establishment, if engaged by the family, I should think it desirable.
- 9.—A very great demand for mechanics of every description; they are at present most exorbitant in their demands, and will seldom hire.
- 10.—I should think it would answer well.
- 11.—Agricultural labourers are in greater demand than ever. Immigration has not relieved this demand in the most trifling degree, but on the contrary the free women are living with the freed men, squatted in every part of the bush, drinking and grog-selling. A man on obtaining his ticket immediately goes and lives in one of these grog-selling huts, instead of engaging on an establishment where he would be well looked after.

GEORGE STEWART, Esq., Police Magistrate, Goulburn.

G. Stewart, Esq.

- 1.—THERE is an urgent demand for shepherds and agricultural labourers. A limited number of active and honest domestic servants, both male and female, would also readily find employment; but the demand for mechanics is less urgent, and were many of them to be sent to this district at once, I think they would find a difficulty in procuring employment at their trades.
- 2.—Shepherds, farm labourers, ploughmen and male domestic servants from 20 *l.* to 25 *l.* per annum; female domestic servants from 10 *l.* to 20 *l.* per annum.
- 3.—Having neither agricultural nor grazing establishments, I require few servants; but almost every settler of the district would employ a greater number of labourers could he procure them at moderate wages.

4.—I am



4.—I am not prepared to say what number would find ready employment throughout the colony; but in this district I think the following could readily be provided for, viz.:

Replies to
Circular Letter.

G. Stewart, Esq.

I. MECHANICS.

1. Blacksmiths	-	-	-	-	-	-	-	-	3	to	4
2. Bricklayers	-	-	-	-	-	-	-	-	5	to	6
3. Carpenters	-	-	-	-	-	-	-	-	8	to	10
4. Coopers, questionable whether there would be constant work for any.											
5. Gardeners	-	-	-	-	-	-	-	-	10	to	12
6. Nailors	-	-	-	-	-	-	-	-	1	to	2
7. Plasterers	-	-	-	-	-	-	-	-	3	to	4
8. Sawyers	-	-	-	-	-	-	-	-	5	to	6 pairs.
9. Shoemakers	-	-	-	-	-	-	-	-	3	to	4

Good workmen. But there are a good many indifferent workmen now in the district who do not find employment at their trades.

II. LABOURERS, including,

1. Shepherds, farm labourers and ploughmen, about - - - 200

N. B.—It is found that an attentive labourer soon makes a good shepherd; and should emigrant shepherds without colonial experience expect higher wages than labourers, I do not think many of them would be readily engaged.

2. Male domestic servants - - - 30 to 40
3. Female domestic servants - - - 40 to 50
4. A few good dairy-maids would find employment at dairy establishments.

5.—Single persons.

6.—I am of opinion that settlers generally would prefer engaging young unmarried men, but the introduction of those specified in the query might ultimately be more beneficial to the colony.

7.—In this district, where provisions are so high, parents with large families of young children would find difficulty in procuring employment in private service, should the employer be required to ration the whole family.

8.—I do; but so few can be expected to be brought out in this manner, that I consider one or two ship-loads yearly of properly selected females would be of infinite advantage to the colony.

9.—I should think that in the interior it is not. No convict mechanic being now assigned in any of the large towns necessarily throws a considerable portion of this class into the country districts, where they must remain until they become free, as no tickets of leave are now granted for the towns.

10.—My local experience is too limited to warrant me to offer any opinion or remark upon this or the next query.

11.—

BENJAMIN SULLIVAN, Esq., J. P., Raymond Terrace.

1.—In the police districts of Raymond Terrace, Seaham and Butterwick, under my superintendence, I consider that both mechanics and agricultural labourers are in urgent demand; but male and female domestic servants and shepherds are not so much wanted, although a few of them would not fail to find employment.

2.—Mechanics are generally paid by the job; but if hired as yearly servants they would receive from 40*l.* to 60*l.*, with board and lodging, according to personal ability and the nature of the trade. Agricultural and farm servants hired by the year would receive, in like manner, from 20*l.* to 40*l.*, with board and lodging. Male domestic servants would receive similar rates of wages. Female domestic servants, and female servants for dairy, poultry, and other farm services, would receive, with board and lodging, from 8*l.* to 20*l.* per annum. The average rates of daily and weekly wages for the above classes of servants, without board and lodging, would be difficult at the present time to calculate, as the demand for such services is very precarious.

3.—Most undoubtedly, if they could be hired for the same rate of wages as is given in the mother country; they would in that case be preferable to convicts.

4.—In round numbers I should say, 50 male and female domestic servants; 100 mechanics and tradesmen; 150 farm labourers, male and female; total, about 300; and throughout the colony generally about 15,000.

5.—Both would find employment, but the former would have the preference, on account of the facility of the latter becoming occupiers of land, and consequently of becoming employers of farm labour, instead of hiring themselves to such service.

6.—Most undoubtedly. The earnings from the labour of the children, during the collections of the different kinds of harvests, would greatly contribute towards the maintenance and comfort of themselves and their parents, while the ability of procuring such labour would be considered, as in the mother country, a blessing to the farmer.

7.—Most certainly not. There are no poor families to be seen.

8.—Most undoubtedly.

9.—The demand for mechanics I consider to be in the proportion of two-thirds of that for agricultural labour; and for domestic servants, one-third.

536.—II.

N 3

10.—To

B. Sullivan, Esq.

Replies to
Circular Letter.
—
B. Sullivan, Esq.

10.—To raise a colonial debt for the purpose of encouraging immigration at a time when the revenue of the colony has been shown to be minus the estimates for the current expenses for 1839 by the sum of 80,000*l.* would be, in my humble opinion, an imprudent measure. However low the interest upon borrowed money might be, the council would yearly have to provide for the payment of it; and if the ordinary revenue would not meet it, as well as the expenses of the numerous and necessarily increasing establishments required for the carrying on of the public business of the colony, the colonists would have to be taxed for that purpose, the which would cause very great dissatisfaction, while they would naturally expect that for every subsequent year an increased debt would be formed in proportion to the increased demand for labour, from an increased number of land, stock and sheep-holders.

11.—The progress of immigration has not kept pace with the increased demand for labour, which will necessarily augment as the assignment system of convicts to private service is withdrawn. The want of free labour will be then distressingly felt by almost every colonist; consequently it becomes a paramount duty to encourage immigration as much as possible. The attempt to supply the deficiency of labour by the introduction of Asiatics will no doubt for a time assist in remedying a portion of the evil; but as they emigrate only for short periods without their families, a prospective establishment through them of a numerous yeomanry for the future supply of labour cannot be reckoned upon. Her Majesty's Home Government, through his Excellency the Governor, has already warned the colony, as shown in the published proceedings of the Legislative Council, that it will have very shortly to defray the whole of its expenses without the assistance of the Home Treasury, including in them those for the maintenance of the transported felons. Such having been avowed, the colony has a right to expect that the three United Kingdoms will contribute their mites towards providing the colonists with the means of raising the necessary funds for the defraying of those expenses, by supplying them with sufficient manual labour, which might be done by parishes sending out to the colony their overplus population free of expense, and by so doing diminish the future amount of their respective poor's rates. A parent can send his child from his home to a foreign country for its future benefit and prosperity through life; so the overseers of a parish, as guardians of the poor, could, without infringing upon the liberty of the British subject, tell the poor of their parish, "We cannot afford to maintain you in the parish; however, if you will emigrate to New South Wales we will defray the expenses of your passages thither; but if you will not do so, you must support yourselves." Such a measure, together with a contribution from the Home Government of 100,000*l.* per annum for premiums to emigrants from the United Kingdoms, in consideration of the colony bearing the expenses of maintaining the transported felons, and with contributions from charitably disposed persons, would furnish ample resources for promoting emigration sufficiently extensive for supplying the wants of the colonists with manual labour; while the burthen of maintaining the prison population might be alleviated by exacting the payment of a moderate sum from the assignees of convicts for the temporary services of the convicts in their respective employ; say at the rate per annum of 3*l.* for every female, 6*l.* for every male labourer, not being a mechanic, and 12*l.* for every mechanic.

GEORGE TOWNSHEND, Esq., J. P., Patterson.

G. Townshend, Esq.

1.—THERE is a very urgent demand for all sorts of country mechanics, labourers and domestic servants in my neighbourhood.

2.—For wheelwrights, carpenters, blacksmiths, coopers, stonemasons, bricklayers, from 30*s.* to 40*s.* per week, and a good ration; for farm labourers, 12*s.* a week, and rations; for domestic servants, male, 25*l.* per annum; for female, from 12*l.* to 20*l.* per annum, and rations.

3.—I should employ many more, even at the present rates, if I could get them, and a great many more at lower rates.

4.—From 50 to 60 mechanics, and 150 to 200 labourers, could get immediate employment within 10 miles of this place; and I should think from 12,000 to 15,000 throughout the colony annually.

5.—Single very much more sought after.

6.—Not to any great extent; the children cannot often be made to do much, unless most of them are stout boys from 10 to 14 years old. The parents generally discourage the children from working.

7.—I do not think they would have any difficulty if they were not very young and in great numbers; even then the father can earn without difficulty sufficient for their support.

8.—I do.

9.—No; I think that farm labourers and shepherds are most wanted.

10.—I think it would be most desirable to do so. If something of the kind is not soon done, I do not see how people are to be brought into the colony in sufficient numbers to supply the very pressing demand there is already for them. The benefit which would arise from it would, I consider, be immense; and on the contrary, if some plan is not soon hit upon for supplying the wants of the colony in this respect, it will retrograde instead of advance.

11.—I do not consider that the present system works well; there is too great a proportion of women and children brought for the men, too much money spent under Government system.

system. The bounty system is both cheaper and better in almost every respect, I think. I am of opinion that one-third at least of single men should be brought out, for the country's wants never can be supplied by married people, there are so many situations where none but single men can be placed. If this is not allowed, the settlers will be compelled to import Indian or other eastern labourers in large numbers. I would allow people to come out in any ship they like.

Replies to
Circular Letter.
—
G. Townshend, Esq.

CHARLES WILLIAM WALL, Esq., J. P., Bathurst.

- 1.—I HEAR a general complaint in this neighbourhood of the want of servants, particularly shepherds and labourers.
- 2.—From 20*l.* to 30*l.* per annum ; many demand much higher wages, in consequence of the scarcity of labourers and servants.
- 3.—I certainly would.
- 4.—I am of opinion that from 8,000 to 10,000 annually, for four or five successive years, would meet with ready employment.
- 5.—Most decidedly I consider single persons preferable.
- 6.—I am of opinion that large families are rather an encumbrance, and more expensive, unless they had grown-up boys to take a share in the labour.
- 7.—I should say most assuredly not ; they can live comfortably, though they cannot lay by a sufficiency to make them independent.
- 8.—Young women would be very desirable as domestic servants.
- 9.—I think there is a much greater demand for shepherds and labourers than mechanics.
- 10.—I perfectly coincide in opinion with Mr. Walker on this subject.
- 11.—It is my opinion that as the money derived from the sale of Crown lands is not adequate to bring out emigrants in sufficient number to supply the great demand for labour, that the emigrants, and more particularly the mechanics, should be compelled to repay by yearly instalments to Government the amount of their passage-money.

C. W. Wall, Esq.

JONATHAN WARNER, Esq., J. P., Brisbane Water.

- 1.—THERE is still an urgent demand.
- 2.—There are no emigrants employed in my neighbourhood. The rates of wages of mechanics and labourers are too high generally in this colony at present. In Bedfordshire the first class of agricultural farming men can be had at from 8*l.* to 12*l.* per annum.
- 3.—Yes.
- 4.—Three carpenters, one wheelwright, one blacksmith, one bricklayer and plasterer, three shoemakers, 12 labourers and three females, would find employment in my neighbourhood annually. The number throughout the colony I cannot take upon myself to state.
- 5.—Married.
- 6.—I am of opinion that large families would be desirable where the children are sufficiently advanced to perform light labour, but not otherwise.
- 7.—I cannot say whether or not.
- 8.—Most undoubtedly.
- 9.—I do not.
- 10.—I am of opinion that it would be advantageous.
- 11.—Living in a retired situation, and very seldom absent from my family, I am not prepared to answer this question satisfactorily.

J. Warner, Esq.

ALEXANDER WARREN, Esq., J. P., William's River.

- 1.—THERE is, particularly for agricultural labourers. There are no *sheep* farms in this neighbourhood.
- 2.—To female domestic servants, from 10*l.* to 15*l.* per annum, with food, lodgings, &c. ; to mechanics, 5*s.* to 7*s.* 6*d.* per day, without rations ; to agricultural labourers, from 8*s.* to 12*s.* per week, with a weekly ration of flour 10*lbs.*, beef 10*lbs.*, tea $\frac{1}{4}$ *lb.*, sugar 2*lbs.* and tobacco 2*oz.*
- 3.—I would, especially agricultural labourers.
- 4.—That depends greatly upon the final arrangement made by the Government as to the assignment of convicts ; but, under any circumstances, I think that 300 well-selected farm labourers and their families could find profitable employment in this neighbourhood within the next 12 months. I should imagine the colony generally would require at least 5,000 shepherds and labourers alone during the next year.
- 5.—Single persons have hitherto been preferred, because our farm arrangements as yet have been made with a view to the discipline of unmarried men only ; besides, generally speaking, we have had little or no experience or means of comparing the two plans. The general celibacy of our farm labourers has rendered the introduction of an occasional family troublesome and even dangerous, but this state of things ought and must give place to one of a more natural kind.
- 6.—Certainly ; I believe that no scheme of immigration will be permanently beneficial to the colony which does not provide for the introduction of families. Every properly selected emigrant labourer's family would in time become a school or pattern for the cultivation of the decencies of domestic life, operating most favourably upon the whole mass of our

A. Warren, Esq.

Replies to
Circular Letter.

A. Warren, Esq.

present male labourers, who are now so much addicted to restless, unsettled, vagabond habits of life.

7.—Not at all; when the parents are well-behaved, the children are a source of positive profit to them; the employer also is a gainer. Children (even among our freed-men and women) bring with them a most humanizing influence: the man remains contentedly at home, and feels indeed, for the first time, that he has one; the woman attends more sedulously to her domestic duties. We observe that children bring increased domestic comfort and decency of conduct.

8.—I do, decidedly.

9.—I do not think they are by any means so urgently wanted; and I believe they would now voluntarily follow the stream of general immigration in sufficient numbers to supply the wants of the colony.

10.—I think very favourably of this plan; and, provided the control of the arrangements and expenditure was confined to a board *in the colony*, composed of Government officers and colonists, and empowered to nominate *resident* district committees all over the territory, I believe that it would lead to an economical and efficient plan of immigration.

11.—The great objection to the system, as hitherto managed, is, that sufficient attention has not been paid to the proper selection of the emigrants. It ought to be made imperative upon the intending emigrants (male and female) to produce, before embarkation, certificates of having been *bred* to agricultural or pastoral pursuits, stating the sort of country work to which they have been accustomed. We do not want the broken-down and improvident outcasts of large towns, but a race of healthy married farm labourers and shepherds, who will set themselves down here for life, and attach themselves to the soil. On nearly every estate in this colony (even those essentially pastoral) there are portions of rich brush and alluvial land, capable of supporting a dense population, and these are the spots upon which proprietors ought, in the first instance, to locate the immigrant families they may hire. Let each family be provided with a patch of land for cultivation, and a cow or two for milk. It is in this way alone that we can hope to obtain a race of practical farmers, herdsmen and shepherds. The introduction of *unmarried* labourers and shepherds is a mere palliative measure. Let us at all events have a considerable proportion of families, not only for the sake of their own labour, but also on account of the beneficial influence their example will undoubtedly have upon the conduct and character of our present population.

THOMAS B. WILSON, Esq., M.D., J. P., Braidwood.

T. B. Wilson, Esq.

1.—THE demand is principally for shepherds and agricultural labourers.

2.—Twenty-five pounds per annum, with a weekly ration of ten pounds of flour, nine pounds of beef, two pounds of sugar, quarter of a pound of tea, and two ounces of tobacco, for shepherds, and the same for good agriculturists.

3.—Yes, I should be glad to employ a considerable number of shepherds and agricultural labourers.

4.—Fifty shepherds could very readily find employment, and an equal number of farm-servants; a few useful mechanics (*i. e.* blacksmiths, millers, wheelwrights and country carpenters) would also find ready employment.

5.—Single persons are generally preferred.

6.—Certainly; I am of decided opinion that the introduction of families, where the children are sufficiently advanced to perform light labour, would be very desirable.

7.—No instance of this kind has come within my knowledge.

8.—Most undoubtedly.

9.—No; I do not think there is such a demand in the interior for mechanics as for shepherds, &c.

10.—As far as I am capable of judging, I agree with the suggestions of Mr. Thomas Walker relative to this subject.

11.—This question requires more consideration than I can bestow on it at the present moment.

GEORGE WYNDHAM, Esq., J. P., Maitland.

G. Wyndham, Esq.

1.—Yes.

2.—Twenty pounds per annum.

3.—Certainly.

4.—Have no conception.

5.—Married, for occupations on the farm; but unmarried, if liable to be sent to a distance, as drivers of drays, &c.

6.—Highly so.

7.—None whatever; indeed the recklessness the settlers have shown in giving away meat and wheat has much surprised me.

8.—I do not understand the question; perhaps their husbands might take as good care of them.

9.—Perhaps not.

10.—I fear it would prove a job.

11.—I prefer the bounty system. Let the bounty equal the expense; let not the limitations be too strict, particularly as to age. A father of 50 years, with a dozen grown-up children, would be a most valuable acquisition to a farm. A well-regulated bounty system might, I think,

think, be trusted to entirely; under it there would be little fear of importing too many; it would be the settlers' fault if they imported too few; and we could calculate the cost to a penny.

Replies to
Circular Letter.

G. Wyndham, Esq.

CYRUS M. DOYLE, Esq., Portland Head, Windsor.

- 1.—I CONCEIVE there is a want of all the descriptions of persons alluded to.
- 2.—The rate of wages at present given in this neighbourhood is from 10*l.* to 40*l.* per annum.
- 3.—I certainly would employ a larger number of emigrants if they could be obtained of good character and at a cheaper rate.
- 4.—I presume constant employment would be found during the year in the neighbourhood of my estate for 20 male and female domestic servants, three blacksmiths, four general carpenters, three tailors, 20 agricultural labourers, eight good dairymen, and 20 shepherds. Throughout the colony, I am of opinion 6,000 persons of the above descriptions would find constant employment at moderate wages.
- 5.—Single persons are generally preferred, except domestic servants, mechanics, and dairymen.
- 6.—I am decidedly of opinion that the introduction of large families would be most desirable, particularly where the children would be sufficiently advanced to become useful on country establishments.
- 7.—I have made the observation, and the cause appears to me to originate in the parents demanding too high a rate of wages.
- 8.—I am most decidedly of opinion that young women should be introduced under the care of their parents or relatives if possible.
- 9.—I do; with the exception of domestic servants, dairymen, and shepherds.
- 10.—My opinion is, that the colony, if possible, should be kept *free of debt*, and left to depend on her own resources with respect to immigration, if not afforded by the mother country on very liberal terms.
- 11.—Having had but little experience in the management of immigrants, I do not feel myself competent to give an opinion on the subject, further than to suggest the great necessity of selecting emigrants for this colony of sober, *religious*, and industrious habits.

C. M. Doyle, Esq.

Mr. JOHN GRONO, Grono Park, Windsor.

- 1.—THERE is still a demand for male and female domestic and agricultural servants in this neighbourhood, and a few mechanics, blacksmiths, and wheelwrights, &c.; but as this part of the colony is not well adapted for grazing, there are no shepherds required about here, but I am of opinion they are very much in demand all through the interior.
- 2.—According to the rate of our markets with regard to wool and agricultural produce, I would say that from 15*l.* to 25*l.*, with a ration, is as much as the farmer or grazier can afford to pay yearly for good labourers or shepherds, the rate of wages to be according to their abilities; and female servants about half that sum. But not having employed any free mechanics latterly, I cannot speak as to the rate of wages they demand.
- 3.—I have never employed any emigrants yet; in fact, I have seen but a very few seeking employment, and they demanded such a rate of wages that I could not afford to hire them; but I would be very willing to engage a few if I could obtain them at a cheaper rate of wages than they in general demand.
- 4.—I could not say exactly how many would find employment either in this neighbourhood or throughout the colony. It would take me some time to inquire and ascertain correctly; but for myself I could now find employment for about six labourers and one shepherd on my establishment.
- 5.—Single men are preferred in general, as a number of the wives of the emigrant labourers are too proud to be industrious, and thereby prove rather an annoyance than otherwise to the employer; but the man that looks forward to the future state of the colony must naturally conclude that the industrious married emigrant will prove the greatest blessing and benefit to the colony at large.
- 6.—I am of opinion the introduction of this class of emigrants would be more beneficial than any other, for the children would then be brought up to understand the labour of the colony better than the men reared in Europe, as agricultural labour differs widely here in many points from the system carried on in the mother country.
- 7.—Very few cases of this description have come under my notice, and in those few indolence and pride were the chief causes of their calamity.
- 8.—Where the parents are of steady and industrious habits they would be very desirable, and in the course of a little time would be the means of raising a respectable population.
- 9.—In the interior they are not so much in demand as domestic servants and labourers, but in the towns I am of opinion they are rather more in demand than the last-mentioned servants.
- 10.—I am of opinion it would be very advantageous to the interests of the colony; in the first place, the arrival of a large body of immigrants would tend to increase the sale of Crown lands; and, secondly, many of the Crown lands would be improved that are already disposed of, and now lying idle for the want of labourers to cultivate and improve them.

Mr. John Grono.

Replies to
Circular Letter.

Mr. John Grono

11.—I am of opinion the progress of immigration has increased within the last four years to a wonderful extent, and that it is likely still further to increase. With regard to points tending to improve the system, I am of opinion that the proposal involved in the sixth query will, if put in practice, be as great an improvement as the system is capable of; and I would humbly suggest, that if the Government should think fit to allow a small bounty to captains and owners of vessels trading to these colonies to convey, say from 20 to 50 emigrants, according to the size of the vessel, and the comfort and convenience it might afford, I think it would also tend to improve the system, and be much better than crowding so many into one vessel. It would also be the means of preventing many contagious diseases from arriving in the colony that would hereafter become injurious to the inhabitants. And with regard to the extent to which immigration should be carried, I am of opinion there cannot be too great a number imported into this colony.

WILLIAM HILTON HOVELL, Esq., Goulburn.

W. H. Hovell, Esq.

1.—Yes.

2.—Carpenters and joiners, 2*l.* 8*s.* per week; wheelwrights, 2*l.* 8*s.* per week; bricklayers, 2*l.* 5*s.* per week; plasterers, 2*l.* 5*s.* per week; stonemasons, 2*l.* 5*s.* per week; blacksmiths, 2*l.* 2*s.* per week; tanners, 1*l.* 10*s.* per week; curriers, 1*l.* 16*s.* per week; sawyers, 12*s.* per 100 feet; gardeners, 35*l.* per annum, and rations; farm labourers, 25*l.* per annum, and rations; shepherds, 25*l.* per annum, and rations; stockmen, 30*l.* per annum, and rations. Domestic servants:—men, 20*l.*; women, 15*l.*; men cooks, 30*l.*; women cooks, 20*l.*

3.—Yes.

4.—In this quarter for the present all that appear to be required are, seven carpenters and joiners, six bricklayers, three plasterers, two blacksmiths, three stonemasons, four pair of sawyers, a large supply of farm labourers and shepherds, with 50 or 60 domestic servants. I cannot answer the last part of this question with any degree of accuracy, but if I were to judge the wants of other districts by this, a large number are required.

5.—Single persons are preferred to married couples.

6.—The experiment, where it has been tried, was not found to answer, and determined the disappointed employers not to engage other families for their establishments; there may however be a few exceptions, although I have not heard of them. Such persons have been observed to become indolent from habits contracted very probably on their passage out, and in consequence their introduction has hitherto failed to give satisfaction. The lower classes of emigrants ought, in my opinion, to be excluded from the use of spirits while on their passage to this colony, and this one restriction might do much to obviate the above objectionable habit. I offer this opinion from personal observation.

7.—No difficulty whatever, provided the parents are commonly industrious and avoid intemperance.

8.—I should think so; but it must depend on the character and habits of the parents.

9.—All descriptions of servants and labourers are more in demand here than mechanics.

10.—The proposed scheme of raising money on the security of the land sales is, in my opinion, uncalled for, and highly objectionable; and I am further of opinion that all means ought to be fairly tried before a measure so obviously violent should be adopted.

11.—I am of opinion, from consideration of the climate, and the circumstances of the colony as connected with the furnishing of food for its present inhabitants, and immediate suitable occupation for the different classes of the emigrants who may arrive—considerations of the utmost importance both to the emigrants and to the colony—that immigration ought to take place slowly, and that if rapidly it would be attended with much distress and every kind of mischief both to the colony and to the new comers. I am also of opinion, as to the improvement of the system, that the plan of giving bounties for the introduction of immigrants is the best that has been proposed. An auxiliary and a powerful means of promoting immigration would be to continue the transportation of convicts, even much more extensively than heretofore. It is, indeed, indispensable to the prosperity of the colony; it would enable the colonists to purchase land largely, and this would create a fund, every farthing of which they would willingly appropriate to the promotion of immigration, and particularly to the introduction of the class of small landed proprietors to form a tenantry upon their lands, from whom by-and-by the future labouring classes of the colony might readily be supplied. Immigrants for the most part are at first indolent, and have to become acquainted with the colony, its agriculture, grazing, and other matters; and as they are also but too generally strongly prejudiced in favour of their old habits, they make on the whole but indifferent labourers, insomuch so that it is commonly observed that *two convicts* are equal to *three emigrants* as labourers.

Mr. THOMAS HYNDES, Sussex-street, Sydney.

Mr. T. Hyndes.

1.—THERE is, I believe, at present, an urgent demand for suitable male and female servants of a domestic description. Mechanics find ready employment if sober good workmen, and are more in demand in the interior than near Sydney; for shepherds there is a demand, nay, an urgent demand, Mr. Boyde, a gentleman who arrived per ship "Bencoolen,"

“Bencoolen,” after having purchased his sheep, was compelled to retire to his station short of his number of agricultural labourers. Such as can drive a team of horses are in urgent demand.

2.—I must here beg leave to state that my female servants have always been native girls articled to me for a term, who have generally married from my family; but from information I understand that from 12*l.* to 20*l.* per annum is given for servants of all work. Male domestic servants I have none. Mr. Dutton employs the son of an immigrant as groom at 15*l.* per annum; the general sum is from 26*l.* to 30*l.* Mechanics generally vary; joiners 2*l.* per week, smiths 36*s.* per week; shepherds and agricultural labourers about 30*l.* per annum, and rations.

3.—I should wish to employ four or five agricultural labourers, men who understand driving horses or bullocks, as well as ploughing; they should be young men of sober habits, and their wages ought not to exceed 20*l.* per annum.

4.—The demand for good male and female domestic servants, who understand well their business, I consider to be as great as ever in Sydney; but I would not presume to state any given number as being required. Mechanics are to be obtained in Sydney when required; the other classes, I beg to say, are required, but I cannot state to what extent.

5.—Most assuredly married persons.

6.—The introduction of large families into the colony, so far as I have had opportunity of observing, and I have had to do with several families, I consider injudicious, especially when the immigrant resides in Sydney, where rent is high and fuel dear. And further, the burthen of a large family is felt more by the unwillingness of parents generally to let those who are able to go to service and earn their own bread; and if they are willing to part with any of their females, they ask so much wages, and the children are so incapable of doing almost any thing, that they seldom obtain situations. On this principle I consider large families objectionable.

7.—I have found that parents who have large families of young children have difficulty in providing for themselves.

8.—I consider young women introduced under the care of their parents desirable, not from any impression on my mind that they will on that account be the more readily obtained as servants on their arrival, for I have found the reverse of this to be the case, as stated in my reply to query No. 6, but because they would be better protected during the voyage than they could be if introduced in any other way.

9.—I do not think the demand for mechanics equally urgent with that for all classes of servants and labourers, inasmuch as mechanics are daily rising from among our native youths and the sons of immigrants, every father being desirous of giving his son a trade rather than he should be either shepherd or farm labourer; and on this account I consider the demand for servants and labourers exceeds that for mechanics.

10.—I am not sufficiently acquainted with financial matters to dive into the latent advantages or the probable disadvantages to the colony from raising money in England, on the security of the land sales, at a low interest; but as I am decidedly against borrowing money on any terms, and as I conceive that to borrow money for the purpose of promoting immigration on a more extended scale would be a bad speculation, I beg leave to enter my protest against the proposal.

11.—I consider myself quite incompetent to give any very decided opinion on the progress of immigration, a subject of infinite importance to the mutual interests of this colony and the mother country. I beg leave, however, to offer the following remarks:

I consider the progress of immigration, taken generally, and since its commencement, when viewed, as it must be by every judicious person in the colony, as intended to meet the increasing yearly demands of the colonists for servants and labourers of every description, as trivial indeed. This might appear as incorrect, looking at the many ship-loads, nay, many thousands of immigrants who have been landed on our shores within the last two or three years, and the great numbers now landing daily; but such would seem to be the case, at least in Sydney, as it is a fact that I am unable to obtain labourers when I require them to unload my vessels as they arrive with coals, or to do any other similarly hard work, although to such as I can obtain I give from 4*s.* to 5*s.* per day as wages.

This scarcity of labour arises, in a great measure, from the cessation of assigning labourers to individuals in this and other towns, as well as from the granting of tickets of leave for the country districts alone, and none for Sydney, as formerly. It is to these causes, in part, that I ascribe the deficiency. And with respect to the relief afforded by immigration, hitherto I have found none myself, owing to the immigrants who are desirous of remaining in Sydney being burthened, in common with the others, with such very large families, and house rent and firing being so high, that it is impossible for them to remain in Sydney upon any moderate rate of wages. So that from the circumstance of the two great sources from whence labour was formerly drawn having been diverted from Sydney, the town is now but very indifferently supplied; and I represented this fact in a statement which I had the honour to lay before the late Governor, Sir Richard Bourke. I am aware that the colony generally suffers from the want of servants, from the extreme disproportion in the numbers of immigrant women and children to the number of available men, scarcely any immigrant ship having brought out more than 70 men out of 250 souls, which is little more than one man to three women and children.

Replies to
Circular Letter.
—
Mr. T. Hyndes.

The want of female domestic servants in Sydney would not be so great were the parents who had female children fit to go out willing to let them go to service, which ought to be the case, and the condition on which alone they should be permitted to embark; so that on their arrival here the parents of young immigrant males and females could not object to allow them to be apprenticed out to respectable housekeepers and farmers for the term of four years, or until they attained the age of 18 years, the parties receiving them supplying them with all necessary comfortable clothing during that period. And in order that the end for which the money has been expended may be fully served, I beg leave to suggest in such case that some of our philanthropic ladies should be requested to become the protectors of the apprenticed females, and to see that they be morally as well as domestically brought up, so that when their apprenticeship is served they may be fit to fill or take any situation that may offer itself; and in like manner I would recommend the lads should be dealt with.

I therefore beg leave to recommend that the persons introduced in future be young persons, whether married or single; if married, having not more than two children; and if their families should increase after their arrival, they will have learned the ways and customs of the colony, and thereby be better able to provide for them than those who arrive here with large families; as, in the case of the latter, many of the parents are nearly worn out before they arrive here through excessive hard work at home, which the present state of England compels them to endure, and that too at a very low rate of wages, or their families must starve.

I consider further, that relief might be afforded to persons having large families in England without the parents embarking at all, by allowing females about 14 years and not 15 years old, and lads of the same age, to be brought out under the care of the married people, on condition that on their arrival they shall be willing to become apprentices (as before recommended), if females, to such persons as the ladies their protectors shall consider proper persons; and in like manner, if males, to such masters as shall be approved of by the police magistrate, or the magistrates of the district to which they may be sent. I recommend this system particularly with reference to the females, as I have in no instance had any female house servants except native girls, and I have had several of this description articulated in the way I have recommended, and brought up under the fostering care of Mrs. Hyndes, and all have married well from the family, and have been capable of making their own clothes, even their bonnets, as well as every thing else required by a family. In fact, I have a very fine young woman, 18 years of age, whose apprenticeship expired last month, but who will not leave the family. I offered her a salary, but this she refused, and required only to be clothed and fed as formerly. This to me is gratifying, and I hope will be received by the honourable committee, not as being presented to them with any wish on my part to eulogize myself or partner, but to show what has been and may be done by the heads of families in this way. And in time this will prove a preventive against being compelled, as at present many persons are, to employ convict women as servants, a necessity which has proved a curse to many families.

And lastly, in reference to the loan, or as to the practicability of borrowing money for the purpose of promoting immigration on a more extended scale, against this proposition I have already entered my protest, and do consider it injudicious to raise money on any other principle than the present one, as the funds raised for the purposes of immigration by our land sales are already sufficient, if judiciously expended, to meet the demands of the colony. And if the emigrants brought out be young efficient persons, fit for any kind of labour, and having, as before recommended, if married, not more than two children, this description of emigrants, with the increase of young persons, natives of the colony, and the number of these must be considerable, together with those convicts whose times are expiring daily, will I think amply meet the demands of the colonists. And I consider it would be to our advantage rather to want a few labourers than be overstocked with families incapable of supporting themselves, and who would only fill the place with paupers, which must ultimately be the case if the present system of immigration is persisted in.

ROBERT JENKINS, Esq., Eagle Vale, Campbelltown.

R. Jenkins, Esq.

- 1.—Yes.
- 2.—Male domestic servants 25 *l.* per annum, mechanics 30 *l.* per annum, female domestic servants 12 *l.* to 15 *l.* per annum, shepherds and agricultural labourers 25 *l.* per annum.
- 3.—Yes.
- 4.—One hundred agricultural labourers, 40 female domestic servants, 30 mechanics of different trades.
- 5.—Single.
- 6.—Yes.
- 7.—Yes.
- 8.—Yes.
- 9.—No.
- 10.—I think it would be advantageous to the interests of the colony.
- 11.—I think the supply is not sufficient to meet the demands of the colonists, particularly that of agricultural labourers and shepherds; that more care should be taken in their selection; that a less number should be sent in each vessel, by which means there would be less

less probability of disease, and we should be more likely to have a better description of immigrants. I think that no young women should be brought out, except under the care of their parents; and that no families should be introduced when the children are under 10 years of age.

Replies to
Circular Letter.
—
R. Jenkins, Esq.

WILLIAM JOHNSTON, Esq., Charlotte Vale, Bathurst.

1.—THERE certainly is, for shepherds and agricultural labourers, and especially for females of good character.

2.—For female domestic servants I should say from 12*l.* to 15*l.* per annum; shepherds and agricultural labourers from 25*l.* to 30*l.* per annum; mechanics I should suppose about 2*l.* per week.

3.—I would employ more if I could obtain them of good character.

4.—I cannot say positively, but I should suppose that Mr. Walker's statement is pretty correct. I see that he proposes 8,000 for the first year throughout the colony; and as Bathurst is not behind any of the other districts in its flocks of sheep and herds of cattle, I have no doubt the inhabitants would gladly receive their proportion.

5.—I should say our choice at present is very confined. For shepherds and stockmen single emigrants would be preferred, as they are often sent to distant stations; but for agricultural labourers and mechanics, I should say married people would suit equally well.

6.—The green crop husbandry, such as turnips, potatoes and hay, is not cultivated to the same extent here as in Britain; on that account there is not so much employment for young people. I have no doubt, in the districts where the vine and tobacco are cultivated, that they would be found serviceable.

7.—If they are industrious, I should conceive that they can find no difficulty, the wages being considerably higher than at home, and employment readily obtained.

8.—They certainly are; but as it is evident to all that females of good character are much wanted, young married people should be allowed to bring their sisters and near connexions with them, down to the age of 12 or 14, having the same encouragement as themselves, with a free passage. I would further propose, that young girls, for the first two or three years, should receive no wages, but merely sufficient to provide their clothes, and that their masters be bound to teach them to read and write, if they have not acquired that before.

9.—They may be much wanted in the towns, but I should consider the demand not so urgent in the interior.

10.—I certainly approve of the plan, if money can be got at a low interest on the security of the land sales; for unless servants can be procured by immigration, and the price of labour kept at a reasonable rate, I should presume it would be found impossible to sell land at all. At the same time I should suppose it necessary to come to some resolution respecting the minimum price of land, as I see it is proposed by some to raise it; I shall therefore beg leave to offer a few remarks on that head in the course of my reply to the 11th query.

11.—As I am not in possession of the report under which the immigration system is conducted, my observations must therefore be limited. It is no doubt absolutely necessary that agents should be employed to receive the emigrants, and to see them on board, and that they should be found for the voyage some way similar to the method adopted for prison ships; but in making the selection, I think a great deal might be done by those who are in want of them, especially such as have connexions in the farming line. We may naturally suppose that they would do more for us than those who have no interest in our welfare; and I should consider them to be much better judges in selecting ploughmen, shepherds, wheelwrights, blacksmiths and house-servants for settlers, classes of persons they are every day employing themselves, than a surgeon who has perhaps been most of his time in the navy. If I were to apply for people of any of the above descriptions, I should request my friends to select them, no doubt of the best character, but of the poor and hard-working class, who could not themselves be expected to pay any part of the expense incurred, and who would be satisfied with reasonable wages; but if they were selected from such as would be expected to pay a part of the expense themselves, I should greatly fear I would receive only ambitious, speculating, discontented and unsettled characters, extravagant in their demands, in order that they may become settlers themselves. I admit that both classes may be serviceable to the colony, though not equally so to the settlers. With regard to the minimum price of land, it is not a question that I am required to give my opinion upon, but as the land sales are considered the source the colony has to look to for liquidating the expense incurred by immigration, and as the security to be held out for borrowing money, I should conceive it a question of the utmost importance, and at the same time a most intricate one. I certainly think the fairest and most expeditious way of disposing of it will be by appointing commissioners to value the land, according to the quality of the soil, and its local situation. In the inland counties, I should not suppose the land to be of more value for grazing than what it is estimated at at present, taking into consideration the uncertainty of climate, and the want of markets. I cannot say that I have seen a crop of wheat on the fine plains of Bathurst, for some years back, that would pay the expense of cultivation, unless upon some partial spots; but if the commissioners, or those appointed to value the land, or fix the minimum price, should have their eye

W. Johnston, Esq.

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upon the United States of America or the Canadas for a precedent, they should take into account the advantages those countries possess over us, such as a command of markets by means of water-carriage, and a climate that enables them to improve their soil, and increase the food both of man and beast by artificial grasses, and other green crops. If we put our land into the highest state of cultivation, we find our crops most uncertain, whilst, for the most part, we have more grass on the forest land, where no improvements can be made, than on the open plains. It is therefore evident, if we wish to turn the tide of emigration from those countries to this, that we must hold out some advantages to counter-balance those they possess naturally over us. The disagreeable and expensive passage to this colony should likewise be kept in view. In conclusion, I have only to observe, that in my opinion the quantity of land which it will be necessary to sell to enable us to refund the money proposed to be borrowed cannot be found, without extending the limits of the colony, as almost all the valuable runs are already taken in the inland counties.

JACOB JOSEPHSON, Esq., Pitt-street, Sydney.

J. Josephson, Esq.

- 1.—YES.
- 2.—Domestic servants: males from 20*l.* to 30*l.*, and females from 10*l.* to 16*l.* per annum; mechanics from 1*l.* 10*s.* to 2*l.* 2*s.* per week.
- 3.—I have not occasion for more.
- 4.—
- 5.—
- 6.—By all means.
- 7.—By no means.
- 8.—Undoubtedly.
- 9.—Not exactly.

10.—My opinion, based on 20 years' experience and observation, is, that it would not be advantageous but ruinous to the colony to raise money in England on security of the land sales, at any rate of interest, however low. But I am of opinion, that extensive immigration of shepherds, stockmen, agricultural labourers, mechanics, and male and female domestic servants is highly necessary, and that of large or small capitalists is also extremely desirable, and (the former especially) of the greatest importance to the welfare of the colony. This object, however, may be effected by other means more legitimate and free from objection.

One mode by which those persons who have the greatest occasion for and will benefit most materially by the accession of labour to the colony, so much desired and so urgently demanded as to have elicited the proposition of even mortgaging the Crown lands to obtain it, would be this: to let a small contribution be demanded by Government of the assignee of every convict in private service, say 2*l.* on each mechanic, and 1*l.* for each servant or labourer, and 10*s.* for each female convict, per annum, and the same amount as a fee on their first assignment. This would in itself form no inconsiderable fund to be applied to the purposes of immigration, which, together with the proceeds of the land sales, if judiciously and economically applied, would, in my opinion, be sufficient for the purposes of the colony.

In order to make this immigration fund cumulative, and at the same time to effect the introduction of a better class of free persons than have yet arrived in emigrant ships generally, I would respectfully suggest that no persons whatsoever should be brought hither from the United Kingdom, at the charge of the colonial immigration fund, until they shall have entered into a bond to the colonial government to this effect; viz. that if they shall so far improve their circumstances in the colony, as, instead of remaining in hired service, to become themselves the employers of servants or mechanics, they will refund by fixed moderate instalments the amount of their passage to this country; which payments will of course defray the expense of the passage of other persons as their substitutes, to add to the supply of labour which they will have diminished, not only by their own withdrawal, but by themselves adding to the demand. Persons will not object to enter into this stipulation, because it cannot take effect unless they be prosperous, it being a consequence only of their prosperity.

11.—I disapprove of the present system altogether; there is, in my opinion, great room for improvement.

THOMAS KITE, Esq., Bathurst.

Thomas Kite, Esq.

1.—I SHOULD say that the demand for manual labour is at present much more urgent than it has been at any period within my knowledge, and is daily becoming more so; and great inconvenience will be experienced at the approaching shearing and harvest, from the extreme scarcity of hands in this district.

2.—The average rates of wages are, for female domestic servants, 12*l.* to 15*l.* per annum, mechanics 40*l.* to 50*l.* per annum, shepherds and agricultural labourers from 25*l.* to 30*l.* per annum, in all cases including rations; or mechanics 7*s.* 6*d.* per day without rations.

3.—I am very desirous to employ an additional number of persons at present; indeed, my views

views and intentions are at a complete stand-still, and I am wholly unable to improve recent extensive purchases of land for want of hands.

4.—I am of opinion, that 100 domestic servants (each), male and female, would at present readily meet with employment, and 800 shepherds and agricultural labourers, annually; it would be desirable that the latter should be single men; and at least 4,000 more for the other parts of the colony.

5.—Single persons are generally preferred in the country, and particularly shepherds, hutkeepers, and stockmen for the bush.

8.—On this subject I cannot give an opinion from experience; but from others who have engaged such families, I am led to think them by no means desirable, as I have heard many complain that the expense of maintaining families much more than counterbalances any advantage derivable from their labour.

7.—I think so, generally.

8.—I consider young female servants might be employed to relieve other servants that could be disposed of to advantage in other ways.

9.—I do not think that the demand for mechanics is by any means so urgent as the demand for labourers. I consider there is a greater proportion of convicts mechanics—crime being more prevalent in large towns in England, from whence these people generally come—than agricultural labourers. The great improvements now going forward in the several townships in the colony have been the means of diverting a great deal of labour, much to the inconvenience of the pastoral and agricultural portion of the community; and this evil is daily increasing.

10.—My opinion is, that almost any plan that should promote an extensive scale of immigration would be desirable; but I am at the same time of opinion, that the necessity for the proposed measure may be in a great degree obviated if earlier attention were paid to the measuring off land when applied for to be put up. The very great delay which has, I may say, always existed in this respect has operated greatly against the sale of land. Many individuals, myself amongst the number, having applied to have land put up to sale, have become wearied at the delay that has taken place in measuring the same, and rather than have our money lie by us idle and unproductive, have devoted it to other speculations; and the land applied for, when at last put up by auction, is frequently unsold. I beg leave further to observe, that throwing open the boundaries around the colony, say for 20 miles, would soon show that at the present moment the demand for land is great. Such a measure would soon amply replenish the immigration funds.

11.—I would suggest that such shepherds and agricultural labourers as may be sent to this colony should for some time to come be selected from single men.

JOHN LAMB, Esq., Darling Harbour.

1.—YES.

2.—The wages of male domestic servants are from 20 *l.* to 30 *l.* per annum, and of females about 14 *l.* I do not know what is paid to other servants.

3.—I have experienced great difficulty in getting servants; but I should not employ more than I do at present, even were their wages lower.

4.—My residence being in Sydney, I cannot speak of the wants of any particular neighbourhood, nor have I formed an opinion as to the supply required for the colony at large.

5.—In some situations married persons would be preferred, but generally speaking single people would more readily meet with engagements.

6.—I think it would, although I am not aware that there are in the country many kinds of light labour in which children could be employed.

7.—I should think that parents with large families of young children would have a difficulty in obtaining employment in towns or estates, but I am not personally cognizant of the circumstance.

8.—I consider young women thus introduced preferable to all others.

9.—I think not, as building in Sydney is at a stand.

10.—I am of opinion, that the present and future prosperity of the colony would be greatly promoted by a loan of this description, provided the money thus raised was economically disbursed and judiciously applied to the purposes of immigration.

11.—It appears to me that immigration can be conducted at much less expense to the colony (and with equal comfort to the immigrant) by the bounty system than by any other, especially if a proper scale of rations and necessary rules to be observed by the masters of merchant ships bringing passengers to the colony were framed, and delivered by the emigration agent in England to the commanders and owners of all vessels receiving passengers for these colonies; a strict attention to these rules and to the victualling scale being requisite to ensure the receipt of the bounty.

JOHN LARNACK, Esq., Castle Forbes, Darlington.

1.—THE demand for people of these callings is still very urgent in the neighbourhood of Hunter's River, where I am satisfied that several ship-loads would find ready employment.

536.—II.

P 3

2.—I am

Replies to
Circular Letter.

Thomas Kite, Esq.

John Lamb, Esq.

John Larnack, Esq.

Replies to
Circular Letter.

John Larnack, Esq.

2.—I am now paying to male and female domestic servants at the rate of from 15*l.* to 25*l.*; to mechanics, such as carpenters, blacksmiths and wheelwrights, from 50*l.* to 75*l.*; to shepherds from 18*l.* to 25*l.*, and to farming men from 20*l.* to 30*l.* per annum, with rations.

3.—My wants are great, particularly in shepherds and farm servants, and I would willingly employ, in addition to what I have already got, from 20 to 30 of that class, could I get them at a more reasonable rate; and I should consider from 12*l.* to 15*l.* to be fair wages.

4.—This is a question which I do not consider myself perfectly competent to answer, but I think that at present this district (Hunter's River) would employ at least 1,500 persons in addition to what we have already got; say 50 carpenters, 50 blacksmiths, 25 wheelwrights, 30 brickmakers, 25 bricklayers, 50 sawyers; 100 useful men, or rough carpenters, for putting up post and rail fences; 100 quarry-men, stone-cutters and masons; 10 plasterers; 150 dairy-maids, chamber-maids and other female servants; 50 shoemakers; 10 tailors; 50 grooms and horse-breakers; 50 male domestic servants; 500 shepherds; and 250 farming men.

5.—Single persons are preferred in this district, from the circumstance that rationing large families, and finding them houses, is attended with very great expense and inconvenience.

6.—I should even prefer large families, where their children are so far advanced as to be able to make themselves useful at light work, such as tending sheep, &c.

7.—At present, from the great scarcity of labour, it is not at all difficult for persons who have large families of young children to procure employment; but at the same time I beg to remark, that employing such persons is attended with great expense, and when labour becomes more plentiful, I consider it will be very difficult for such persons to find ready employment.

8.—Certainly.

9.—Decidedly not; shepherds are most wanted, and next to them we require agricultural labourers.

10.—I think there can be no question as to the advantages which this colony would derive by raising money in England on the security of the land sales here, from the very circumstance that it can be got at the low interest of three-and-a-half or four per cent. in England, whereas in this colony the money that would be raised by the land sales could be put out at the rate of eight or ten per cent. interest, which would raise a fund of itself for promoting immigration; and in the present state of things I should say that no better plan could be adopted.

11.—The progress of immigration has latterly been rapid, for which the Government deserves much credit, and the thanks of the colonists; but at the same time I cannot help remarking that the fund has been saddled with much unnecessary expense. The appointment of an emigration agent in this colony, with a salary of, I believe, 600*l.* or 700*l.* a year, seems to me to be highly extravagant, and should at once be put a stop to by the legislative council. The appointment of an agent to this office might very well be done for 150*l.* per annum, which might be given to one of the second-rate clerks in the superintendent of convicts' office, who I would recommend should take charge of it under the head of his department. In addition to the salary now given to Mr. Pinnock being so extremely absurd, at a time when the funds are so low, the fact of our only having an average of one ship in two months should of itself have pointed out the impropriety of appointing an agent with such a salary, and whose only duty it was to attend to this and this alone. The person who held the appointment before the arrival of Mr. Pinnock only received the sum of 150*l.*, and was employed in some other way after the immigrants had been engaged. And now that a department is to be wholly organised for this purpose, the present state of our immigration fund calls loudly on his Excellency the Governor and the Honourable Council to expunge without delay such a monstrous expense from the estimates for the ensuing year.

WILLIAM LEE, Esq., Clarendon, Bathurst.

William Lee, Esq.

1.—YES.

2.—Female domestic servants from 12*l.* to 15*l.* per annum; mechanics about 50*l.* per annum; shepherds, single men, 25*l.* to 30*l.* per annum; labourers same as shepherds.

3.—I should feel inclined to employ from 15 to 20 of these classes.

4.—I have no doubt 1,000 would find immediate employment in this district, and am of opinion that 5,000 more could be disposed of in the other parts of the colony. I would suggest that at least 2,000 of this number should be single men, as I am decidedly of opinion that married men are objectionable to be employed as shepherds or stockmen in the bush.

5.—Single.

6.—A small portion of such families might perhaps be employed to advantage; but I would beg leave to suggest that but a limited number should be sent in the first instance, until a trial may be made.

7.—I consider they have.

8.—I do,

8.—I do, providing they go into service.

9.—I do not.

10.—I consider such a step would be highly beneficial to the interest of the colony; and I am further of opinion that if the present boundary lines of the colony were extended, say for 20 miles beyond their present limits, that such a demand for the purchase of land would result from the measure as would contribute greatly to replenish these funds.

11.—I have to observe, that the immigration that has already taken place must have greatly benefited the colony, and a continuation would be highly serviceable, having in view that the greatest proportion should be single men for shepherds and stockmen in the bush.

Replies to
Circular Letter.

William Lee, Esq.

SIMEON LORD, Esq., Macquarie Place, Sydney.

1.—THERE is a demand for all descriptions, in proportion to the number of settlers in my neighbourhood, which may be estimated at 20. *Simeon Lord, Esq.*

2.—To labourers from 6s. to 10s. per week, and rations; females from 4s. to 6s. per week, and rations; mechanics from 10s. to 15s. per week, and rations.

3.—I would certainly employ many more if they were procurable at moderate wages.

4.—One hundred or more would find ready employment in my neighbourhood; I would engage from 30 to 50. I think that from 8,000 to 10,000 persons would find employment annually if Government continue the transportation and assignment system, but if discontinued, of course that number would be too small.

5.—Single men are preferable, but the exclusive importation of such would not be to the general benefit of the colony.

6.—I am of opinion that large families would be most beneficial to the colony, but the parents would find difficulty in obtaining employment on account of their families.

7.—I have mentioned the difficulty in my reply to question No. 6.

8.—I believe that single women, brought out under proper protection, are most useful and much wanted.

9.—I believe mechanics are particularly wanted to effect the improvements in a rising colony, as well as to reduce the very high prices paid to this particular class.

10.—I am of opinion it would be injurious to mortgage the land revenues. Such an important measure could be better discussed when the colony possesses a more extended legislative assembly, and when it is ascertained what are the intentions of the Home Government respecting the transportation and assignment systems.

11.—I am of opinion that under the present system of emigration a large number of improper persons have been imported. I believe that if proper regulations were published throughout the United Kingdom, intimating that a certain bounty would be allowed to merchants, masters of vessels, &c. for any number of persons they landed in the colony consistently with the prescribed regulations, such measure would be beneficial. Men of property might then take advantage of such bounties, and bring out their own servants.

EMIGRATION.

A P P E N D I X
TO
REPORTS AND CORRESPONDENCE
RESPECTING
EMIGRATION.

APPENDIX to the REPORT of a COMMITTEE of
COUNCIL on NEW SOUTH WALES.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
15 August 1839.

[*Price 1s. 3d.*]

536.—II.

EMIGRATION.

RETURN to an ADDRESS of the Honourable The House of Commons,
dated 7 May 1838;—for,

C O P Y

OF

A R E P O R T

TO THE

SECRETARY OF STATE FOR THE COLONIES,

FROM THE

AGENT-GENERAL FOR EMIGRATION FROM THE UNITED KINGDOM,

DATED 28 APRIL 1838.

(*Sir George Grey.*)

Ordered, by The House of Commons, to be Printed,
14 May 1838.

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REPORT from Mr. *Elliot*, AGENT-GENERAL for EMIGRATION from the UNITED KINGDOM, to the SECRETARY of STATE for the COLONIES.

MY LORD,

Government Emigration-office,
2 Middle Scotland-yard, 28 April 1838.

I N presenting to your Lordship my First Report in the capacity of Agent General for Emigration, it may be convenient that I should briefly refer to the principal Parliamentary and administrative proceedings on the subject for some years past.

Two Committees of the House of Commons sat in 1826 and 1827, of which Mr. Wilmot Horton was chairman. The first reported, generally, the facts and principles from which it deduced the conclusion, that there was a greater amount of labouring population in the United Kingdom than could be profitably employed, and that the British Colonies afforded a field where the excess could be disposed of with advantage to all parties concerned. The next Committee entered further into detail, and in confirming the opinions of the other, pointed out more specifically the nature and extent of the assistance which it would recommend to be given to emigration from national resources. The information collected by these Committees was various and extensive, and their Reports were more than commonly elaborate. If the reason were sought why inquiries, so ably and perseveringly conducted, were not productive of more immediate practical fruit, it might perhaps be found in the assumption, which pervaded these reports, that in order to the welfare of the people assisted to emigrate, it was necessary to establish them upon land, and (almost a necessary corollary from an opinion so fraught with expense) that repayment should be required of the funds laid out for their benefit. The first condition was too burthensome, the second too precarious, to be generally well received. In point of fact, in the case of a few settlements of people which have been made at the public charge by way of experiment, the result has been very gratifying as regarded the well-being of the parties, but it has also demonstrated the great costliness of the operation. On the other hand, various examples in America and in Australia have shown at once the vexatiousness and the futility of trying to obtain repayment of large amounts of money, advanced in small sums, to poor emigrants.

Commons' Committees, 1826 and 1827.

In 1831 a Government Commission was formed upon Emigration, consisting of the Duke of Richmond, Lord Howick, Mr. Francis Baring, Mr. Hay, and Mr. Henry Ellis. The Commissioners found that, from an annual average of about 9,000 during the first ten years after the Peace, the Emigration to Canada had increased, in the five years ending with 1831, to an annual average of more than 20,000; that the number of people who had passed through Quebec in the single year 1831 exceeded 50,000; and that these great multitudes had gone out by their own means, and disposed of themselves through their own efforts, without any serious or lasting inconvenience. The Commissioners did not propose to interfere by a direct grant of money with a practice which appeared to thrive so well spontaneously. They felt probably how vast an outlay would be necessary to carry on the business to a corresponding extent through public funds, while it must always have remained to be seen whether any immediate interposition of the Government could have provided for such multifarious bodies so well as individual judgment and energy, stimulated by the sense of self-dependence. The Commissioners contented themselves, therefore, in regard to the North American Colonies, with collecting, publishing, and diffusing as widely as possible, correct accounts of prices and wages; and with pointing out in the same notices the impositions against which Emigrants to those Colonies should be most on their guard. Officers were at the same time appointed both there and in this country to watch over the interests of Emigrants, to advocate their rights gratuitously before the magistrates, and to furnish them with every information that might seem conducive to their welfare. And, at the instance of the Government, a small tax of 5 s. per head was imposed by the Provincial Legislatures upon Emigrants, the proceeds being appropriated to maintain hospitals for the sick,

Government Commission, 1831.

Its measures on Emigration to the North American Colonies.

and to provide a conveyance for the indigent to those places where their labour appeared most in request. With these auxiliary and precautionary measures, designed to give facility and security to Emigration, the expense of the transit itself was left to be defrayed, as before, from private resources.

Measures of the Commissioners in respect to Emigration to the Australian Colonies.

While such was the course adopted in regard to the British Provinces in North America, the Commissioners took a different view of Emigration to New South Wales and Van Diemen's Land. They observed that, partly from the greater expense of conveyance, and partly perhaps from the want of that original impulse which this Board may claim the honour of having been the first to give, there could not be said to exist any voluntary emigration of labouring people to the Australian Colonies. The merchants did not even think it worth while to provide accommodation in their ships for persons in that class of society. Great evils were also found to arise from the disproportion between the sexes in New South Wales and Van Diemen's Land. Under these circumstances, the Commissioners warmly concurred in the plan, which was at that time introduced, of not disposing of the public lands in the Colonies, except by sale, and of applying the proceeds, in Australia, to the encouragement of Emigration. They obtained an advance for the purpose from the English Treasury, and they set on foot a scheme for its application to the proposed object, by allowing loans of 20*l.* towards the passage-money of suitable families of mechanics or agricultural labourers, and bounties of 8*l.* towards the conveyance of young unmarried females. Simultaneously with these proceedings, they succeeded in inducing several shipowners, both in London and Liverpool, to make arrangements for conveying passengers on an entirely new scale, which caused an immediate reduction of the price from 30*l.*, or 35*l.*, and upwards, to about 18*l.* From that time to this, there has been an uninterrupted resort of free working people to New South Wales and Van Diemen's Land, both with and without public assistance.

Proceedings from dissolution of the Commissioners in 1832, to the end of 1836.

The Commission for Emigration was dissolved in 1832, and the practical working of its recommendations left to the Colonial Department. It is not necessary to dwell at length on the succeeding period up to the end of 1836. Various additions were made to the number of agents stationed at the out-ports of the United Kingdom, for the protection and assistance of people going to the Colonies. An amended Passengers' Act was passed in 1835, in which were included some improvements suggested by the advice to Emigrants that had been circulated by the Commissioners. With respect to Australia, it was before long found advisable to convert the loan to working people who went out with their families, into a gift, and to raise its amount to 30*l.*; and likewise to raise the amount of the bounty to single females to 12*l.* A great proportion also of the latter class were sent out separately in ships expressly provided for their conveyance. And as the selection of women with this view was hardly an operation to which an ordinary department of the Government was fitted, the Secretary of State was glad to accept the services for that purpose of a charitable committee of gentlemen in London. The following is a statement, as far as I can make it out from the documents laid before Parliament, and from a continuation of them which I have seen in the Colonial Office, of the whole numbers assisted to Emigrate to New South Wales and Van Diemen's Land, during the five years from the commencement of the system in 1831 to the end of the year 1836.

	New South Wales.	Van Diemen's Land.	Total.
Men, women, and children in families - - - -	2,228	2,051	4,279
Single females - - -	2,008	1,562	3,570
Total in Five Years - -	4,236	3,613	7,849

From this statement it follows, that the annual average of people assisted to go to New South Wales, was 847; to Van Diemen's Land, 722; and to the two together, 1,569. By degrees dissatisfaction arose with the manner in which the selections of people were made. Irregularities and disease broke out in some of the vessels, which seemed traceable in great measure to the want of sufficiently effective and experienced superintendence on board; and the result was, the recommendation

recommendation of Sir Richard Bourke and the Council of New South Wales (included amongst the papers laid before Parliament last year*), that the Emigrants who were to receive the benefit of assistance from Government should be chosen for each vessel by a surgeon of the Royal Navy, who should go out with them, and be responsible for his selections; and that the shipping should either be provided by the transport department of the Admiralty, or, in situations where that could not be done, by the proposed surgeon superintendent of each expedition. This mode of proceeding, with such modifications as will appear presently, took effect from the commencement of 1837. The two first ships sailed in March, and, on the 17th of April in that year, I had the honour to enter on my present office of Agent-general for Emigration.

* Commons,
No. 358, 1 June
1838.

Having completed this summary retrospect up to the date of my appointment, I will endeavour, without troubling your Lordship with a statement of each difficulty as it arose, or of each successive change as experience dictated it, to present a general view of the spirit of the proceedings that have since taken place.

Appointment of
Agent-general.

If any proof were needed of the remarkable resources of New South Wales, it might be well derived from the history of the plan for applying its land revenues to the encouragement of Emigration. The Secretary of State did not venture, in 1831, to ask for an advance of more than 10,000*l.* on the faith of that fund; nor did the whole revenue from land in 1832, the first year in which sales began to be made, amount to more than 13,683*l.* In the next year, it was 26,272*l.* In 1834, 43,482*l.* In 1835, it was 89,380*l.*; and the amount in 1836, being five years from the commencement, was no less than 132,396*l.* It is scarcely surprising that so extraordinary a fruit of the rapid developement of wealth in this flourishing Colony far outstripped the arrangements which had been instituted at home for its beneficial application; neither were the demands for labour quite so urgently pressed then as since. But in entering on my duties, I felt very desirous, in conformity with what I knew also to be your Lordship's wish, to extend the Emigration in some proportion to the increased funds, and the increased wants of the Colony.

Great increase of
the land revenue in
New South Wales.

In the year 1837, therefore, there were despatched to New South Wales and Van Diemen's Land 10 ships, hired, fitted, and provisioned by the Government, containing, within a few, 3,000 men, women, and children. Of these people 300 sailed for Van Diemen's Land; but no more have been sent there since, in consequence of Sir. J. Franklin's despatch to your Lordship, dated the 12th of April 1837, which seems to show that there is not any longer, in that Colony, a demand for the introduction of large bodies of labouring people. The remaining 2,700 Emigrants were destined to New South Wales.

Emigrants sent by
Government in
1837.

In 1838 five ships have gone up to the present date of the 28th of April, and arrangements are made for seven more to sail before the end of June, all 12 to New South Wales; which, even though the average number in each be estimated so low as 260, will take from hence upwards of 3,100 souls in the first six months of this year. Of these ships four have been filled from England, four from Scotland, and the remaining four from Ireland. A more detailed statement of the ships, and of the number and description of the passengers, sent in 1837, will be found in the Appendix.

Emigrants sent in
1838.

The average annual number of Emigrants sent to New South Wales, previously to the present system, has been mentioned above to have been 800; more than three times as many, therefore, were sent to the Colony last year; and about four times as many are to be sent in the first half of this year, being at the rate of eight times as many per annum. The people may be said to be now going as fast as is required for the complete expenditure of the fund applicable to the object. Further advices may show a fresh augmentation of this remarkable branch of revenue; but by the Report of a Committee of Council which accompanied Sir Richard Bourke's despatch of the 8th of September 1837, the proceeds of the lands, for two years to come, seem estimated at 120,000*l.* per annum, of which one-third is reserved for the bounties, payable in the Colony, on account of Emigrants introduced by resident settlers. The remainder is 80,000*l.*, which is not a sum that would admit of more than 20 ships being sent in the year. In leaving this part of the subject, it is gratifying to state, that while the number of people sent out in public vessels has been so largely extended, there does

View of the in-
crease.

not appear to have been any diminution, but, on the contrary, an increase, of Emigration through other channels.

Not much disposition at first to emigrate from England.

There was not at first much alacrity to emigrate from England in the public vessels. Dr. Galloway stated that he had to travel over a considerable part of Wiltshire, Dorsetshire, and Hampshire, and also to visit the eastern part of Sussex, in order to provide a sufficient number of passengers for the small ship *Augusta Jessie*, which sailed from Portsmouth in June 1837; and in July I found it expedient to take the occasion of a temporary pressure in the weaving districts of Gloucestershire, to send a ship from Bristol with people taken from that part of the country. In the autumn a vessel was allotted to the county of Norfolk; but, although the measure had been settled for some months, and expressly to meet the convenience of the parties, the whole of them changed their minds at the last moment; and, within a fortnight of the time appointed for the ships' sailing, with a certain expenditure of between 4,000*l.* and 5,000*l.* incurred, we found ourselves with just three families who remained willing to go. This is a specimen of the difficulties to which the service is exposed. I did not hesitate, however, what course to pursue. Late as the time had become, I immediately issued advertisements, and opened a rendezvous at Lieutenant Lean's office in London; and I declined listening to any intimations of a fresh change of disposition in Norfolk; for it seemed to me of paramount importance to the interests of all concerned, that people should be led to understand that the benefits so liberally held out through the funds supplied from the Colony, are not to be trifled with. I am happy to say, that the vessel was filled from other quarters by the time appointed; and that, owing to the efforts which were made, I have every reason to hope that the passengers selected for her will prove as useful an acquisition to the Colony as any that have sailed.

Change in that respect.

Circumstances are much changed this year. We have found no difficulty in filling four ships already from the county of Kent alone, and have numbers of candidates there besides, whom we have been obliged to reject for want of room. I also look forward to an opportunity of sending from Wiltshire and Hampshire later in the year; in fact, we may be said to have more need of exertion, just at present, in preventing ourselves from being overflowed with applications, than in obtaining all that our resources could possibly satisfy.

From Scotland and Ireland the supply of Emigrants has never been scanty since the first months of 1837.

Project in the Colony to introduce Indian labourers.

Having offered this view of the recent course and increase of Emigration to New South Wales, I may remark, that so urgent had in the meanwhile become the scarcity of hands, as to induce the colonists even to think of supplying the want with labourers from the East Indies. If I may express an opinion, I must confess that I am glad the Governor did not try the scheme. It would hardly have failed without much suffering and oppression of individuals. And on the other hand, I do not see how it could have succeeded to such an extent as to exercise an important influence on the Colony, without superseding the labour of Englishmen. It is in vain to suppose that the European labourer and the Indian could go on working in the same place, each after his own fashion, and for his own rate of wages. Either the former must have been reduced to the level of the latter, which may be stated to be little short of an impossibility, or, in conformity with universal experience in similar circumstances elsewhere, the white man would soon have come to have scorned the work done by the black, and the labour of the country would have fallen into the hands of an inferior race, marked out by a distinct hue. Instead of the inestimable advantage it has hitherto enjoyed, of having the same vigorous and enterprising race in every rank of society, the favoured Colony of New South Wales might have found itself reduced to a condition more analogous to that of a slave community.

Independently of these objections of a more general nature, it may be observed, that the computed expense of the importation of an Indian labourer bears a much larger proportion, than could have been anticipated, to the expense of bringing an Emigrant from England. And even in point of numbers, it is to be remembered, that whatever might be the original importations of Chinese, who only come to go away, or of Indian coolies, who bring a scanty proportion of women, and likewise stipulate to be returned to their own country, there could

not fail in the end to be a great advantage on the side of our well-assorted parties of European settlers, including a well-secured equality of women, and content to dwell from thenceforward, both themselves and their children, in the land they have chosen for themselves. This is a consideration which it is of great moment to bear in mind in weighing the permanent effect, were it merely with regard to numbers, of the Emigration effected from this country. I have already, in addressing your Lordship on another occasion, remarked, that it is impossible to read the late accounts from the Colony without much sympathy in the inconveniences they show to be felt from the scarcity of labour, and that my attention is far more occupied in considering how best to relieve the wants of the colonists, than in dwelling upon what we may have been able to do already. But without at all overrating what has been accomplished, and still less underrating the extent of the need, I must repeat, that it will be a matter of sincere congratulation to me, if such progress as has been made should appear sufficient to show that the inhabitants of New South Wales may have a better opportunity of supplying their wants of labour than by introducing Indian blood into their population, or Indian habits into their industry.

It may be convenient that I should notice some deviations that have become necessary, from the modes of proceeding contemplated in the Colony, and described in the papers presented to Parliament last year.

Modifications of the modes of proceeding contemplated last year.

Commons' Paper, No. 358, June 1837.

The original proposal was, that the surgeon-superintendent of each ship should procure his own party of Emigrants; and there certainly were some advantages in having the people accompanied to the Colony, and presented there, by the same officer who selected them here. But there were also considerable disadvantages. In the first place, there was the loss of time. The first two ships that went under the new system did not sail till nine months from the date of the surgeon's appointment in this country. More than six months elapsed before the third was despatched. After I entered on my office, I reduced the time spent by the surgeons in this duty, but they have generally been employed three months. When on the contrary one person selects the passengers for several ships, and the other surgeons need only be appointed to take charge at the period of embarkation, a great saving may be made both of time and expense. Besides this is to be noted, the obvious benefit of accumulating experience in the same hands, and of giving occasion to more extensive and lasting connexions in different parts of the country, than can be formed when each ship is filled by a different person, who goes away with her. Considerations of this nature have led to the employment of Dr. Boyter, R. N., from the commencement of the system, in the selection and despatch of all the emigrants from Scotland. And latterly, as your Lordship is aware, I have found it necessary to recommend that in like manner, in England, Dr. Inches's services should be devoted exclusively to the business of visiting and selecting candidates in the districts from whence ships have been filled. If some such measure had not been adopted, there is reason to doubt whether we should have been able to keep up a constantly renewed supply of officers, required not merely to take charge of the people during the voyage, but likewise to have the advantage of a personal acquaintance with the Colony, and to be competent to act as its agent and representative in distributing information and collecting Emigrants.

1. As to the Officers who are to select Emigrants.

Another subject which I found to demand revision, was the manner of providing for the engagement and victualling of the ships that it was necessary to despatch from the more distant of the outports of the United Kingdom. For such places as could be conveniently served with ships taken and provisioned in the Thames, the business has been conducted through the intervention of the Board of Admiralty; but there were many ports from whence Emigrants required to be sent far too remote to admit of their being conveniently supplied in this manner. The Colonial Government proposed to meet such cases by requiring that the naval surgeons who were to select and accompany the Emigrants, should also discharge the duty of providing the ships for their conveyance; but it is not surprising that very few of that valuable class of officers, competent as they were to the variety of other functions already assigned them in this service, were willing, or could with prudence have been called on, to undertake a business so wide of all the proper objects of their professional experience.

2. As to the officers employed in hiring ships.

The first expedient to which I had recourse under these circumstances, was to procure the ships wanted at distant places, through the resident agent for Emigrants at the port from whence the people were going. All the agents are lieutenants of Her Majesty's Navy. There were also special circumstances in each case, too minute to require mention here, which seemed to add to the security and expediency of this mode of proceeding. And it was accompanied at times with the most detailed and solicitous directions as to the manner of its execution. But when the demand for shipping continued to increase, it appeared a waste of experience, and an occasion of needless trouble and anxiety, to change the individual who was to engage the vessel with every change in the port of embarkation. I have latterly, therefore, adopted the rule of confining the duty as much as possible to the same officer, who had been principally employed in the same manner before. In Scotland, the constant presence of Dr. Boyter, who is charged with all the details of emigration from that kingdom, gives another security to this branch of the service.

3. As to diet.

I am sorry that in some of the earlier ships of 1837, there appears to have been much sickness and mortality amongst the youngest class of children. The suffering of the mothers on first going to sea, is naturally very adverse to the health of infants. With a view of meeting the evil, the dietary has been extended at a considerable expense; sago, and arrow-root, and other articles of light food, have been provided in liberal quantities; and a moderate supply of milk has also been secured, and porter shipped for the use of the sick or of nursing mothers. Since I entered on the office, I have very materially reduced the whole number of people admitted into each ship. And the selecting officers have been instructed to keep down, as much as possible, the numbers they accept of families comprising children under two years of age. I trust that the beneficial effect of these measures will soon be felt.

4. As to the age of the parties admitted.

In respect to the last point just mentioned, I may observe, that experience has led me to a conclusion on the best age of emigrants, different from that with which I commenced the service. The original proposal was, to obtain as many young couples as could be procured; but inasmuch as these are precisely the couples of which the families are the youngest, and therefore the least fit to encounter the voyage, and the longest in attaining an age to be useful to the Colony, it seems to me that, on the whole, no families are better suited to our purpose than those of which the parents, being 45 or even 50 years of age, have still power of work themselves, and at the same time can take out with them strong and healthy sons and daughters, of a proper age to endure the mode of life at sea, and to render themselves serviceable shortly after arrival.

In the Appendix will be found copies of two notices which have been printed for distribution in answer to general inquiries; the first describing the nature and conditions of the assistance allowed to Emigrants to New South Wales and Van Diemen's Land, the other containing a statement of current prices, and wages, in those Colonies.

Conclusion of review of Australian Emigration.

I conclude here the review I have to offer of Emigration to New South Wales and Van Diemen's Land, merely observing, that people are likewise being actively sent to South Australia by the Commissioners for that Colony, and that there appears to be much disposition to resort to the new settlement of Port Philip, on the southern coast of New Holland.

Emigration to North America.

The other great branch of Emigration, and by far larger in amount than to Australia, is that to the British Colonies in North America, and the United States. The number who went in that direction last year appears to have been rather more than 66,000.

Extent of Emigration generally.

I append the usual Annual Return for 1837 of Emigration from Great Britain and Ireland to all parts of the world. And to this statement I have added another, of the numbers who have gone for 12 years ending with the same period. The average numbers who have left the United Kingdom during that period, appears to have been upwards of 57,000 in the year; and there was one year in which it exceeded 100,000. Last year it was 72,000.

Passengers' Act.

Whatever enactments existed for the protection of the large bodies of people thus sailing from the mother country, were dispersed through different clauses of

of the Customs' Act until 1825, when they were collected into one statute, commonly called the Passengers' Act. In 1827 this law was repealed, at the recommendation of the Committee of the House of Commons on Emigration. The evils, however, which immediately sprung up, and the loud complaints from various Colonies and places abroad, led to its speedy re-enactment in 1828. In 1835 it was passed again, with several amendments and additions. And as recent legal opinions have seemed to show, that, contrary to the general supposition before, and to the presumed intentions of the Legislature, foreign vessels cannot be made amenable to the regulations of the Act, an early revision of it is called for to remedy this defect.

This statute could not be expected to be of much effect without an active agency to attend to its enforcement. I found that ten officers were established for this purpose at the principal ports of the Kingdom, when I had the honour to receive charge of the general superintendence of the service. They were stationed at London, Liverpool, and Bristol; at Leith and Greenock; and at Dublin, Cork, Limerick, Belfast, and Sligo. To these your Lordship has been pleased, at my recommendation, to add one at Londonderry; and at the same time to decline some further additions to their number which had been wished for at other ports. As the grounds on which I submitted those recommendations may afford some general illustration of the course of Emigration, I have inserted the Report which contained them in the Appendix. A list is also placed there of the several agents, and their stations.

Emigration agents
at the ports.

Appendix, No. 2.
Appendix, No. 6.

They are all, as I have already had occasion to observe, officers of Her Majesty's Navy. Their duty is to do their best to give ease and security to the resort to the Colonies, and to promote the observance of the salutary provisions of the Passengers' Act. In all that relates to Emigration, they constitute, as it were, in every port, the appointed poor man's friend. They take notice whether the ship offered for his conveyance is safe, and fit for its purpose; they see to the sufficiency of the provisions on board; they prohibit over-crowding; and they make every effort to avert, or to frustrate, those numerous and heartless frauds which are but too constantly attempted, at the moment of departure, upon the humbler class of Emigrants.

Their duties.

I am persuaded that, both as centres of information, and also as the instruments of a standing and systematic resistance against imposition, this class of officers have been most useful. In a visit which I made last year to nearly all their stations, I found everywhere the indications of their presence being valued, and of its having conduced to the repression of evil. By an official return from the agent at Liverpool, I observe that in that port alone 133*l.* was recovered last year in small sums for poor Emigrants. And as another example of the vigilance and utility of the establishment, I may mention, that a rumour having arisen that a ship which had sailed with Emigrants from the Thames, although she was furnished with certificates which might have supported an opposite conclusion, was not seaworthy, the circumstance was immediately reported to me by Lieutenant Lean, the agent for the port of London; and no sooner did it appear that this vessel actually put into Portsmouth in consequence of being leaky, than he was despatched there, and took measures for attending to the rights and interests of the passengers until they were sent forward to their destination by the owners in a different vessel. The passengers in this case were mostly foreigners, and the ship was one with which the Government had no concern whatever, further than in the exercise of the paternal protection which it is enabled by the law to hold out to all persons proceeding by sea to the Colonies and distant places abroad. With respect to the unseaworthiness of the ship, the owners will of course offer their defence, and I should be very happy to find that they could exculpate themselves; but it would be doing less than justice to the earnestness with which the public end in view is pursued not to mention, that the subject will be a matter of judicial inquiry, as a suit has been instituted in the proper court for the penalty of 1,000*l.*, under the 19th clause of the Passengers' Act, on account of the unseaworthiness of the ship.

Result.

While such are the indirect aids and supports to Emigration, it is to be observed, that there would be much difficulty in giving any direct assistance to it, when it is already carried on spontaneously upon so vast a scale as to Canada and the United States. Where an original impulse is wanting, or where the

No direct aid to
Emigration to
North America.

This question raised
in reference to
Highland distress
in 1837.

Appendix, No. 1.

Conclusion.

price must be artificially lowered to give a chance of competition with places less remote, both of which circumstances have existed as regards the Australian settlements, it seems highly desirable, if there be any Colonial revenue applicable to the purpose, to give Emigration some direct stimulus. But the case would be very different in regard to North America. The funds would have to be taken from a different kind of source ; there is not the same need for any adventitious aid ; and, owing to the extent of the practice concerned, the principles involved in an interference with it would no longer relate only to the manner of acting most advantageously for the advancement of rising Colonies, but would also introduce more complicated and doubtful questions respecting the proper mode, and sphere, and apportionment, of a system of national relief. In reference to this point I may observe, that one of the most important inquiries referred to me by your Lordship at an early stage of my duties, was the applicability of Emigration, promoted by public funds, to the relief of the distress in the Western Isles and Highlands of Scotland ; and as the Report I had the honour to submit on that occasion necessarily led me to some of the more general considerations connected with Emigration, I have placed it, instead of repeating the same remarks here, in the Appendix. Without wishing to offer an opinion, at a time when it is not called for, on the whole question of carrying on Emigration by the aid of national resources, I will merely observe, that if ever the principle of granting such assistance were established, it would be a difficulty which must be disposed of at the outset, to settle what rules should limit its amount or govern its distribution.

I am not aware that there are any further observations with which it is necessary to trouble your Lordship. I have in the foregoing pages taken a retrospect of the principal proceedings in regard to Emigration prior to the commencement of last year. I have shown what has been effected subsequently in regard to the Australian Colonies ; and I have described the course followed in regard to Emigration to North America. I hope that it may appear, with respect to the former, that there has been the proper activity in enlarging the sphere of Emigration, and doing justice to the means supplied from the thriving Colony of New South Wales ; and with respect to the latter, that although no direct aid is given to the resort of people to North America, every effort is made for the ease and safety of their transit, so that while the Emigration to that quarter is left to flow from natural springs, no pains are spared to keep the channels free through which it takes its course.

I have, &c.

(signed) *Thos. F. Elliot.*

To Lord Glenelg, &c.

A P P E N D I X.

— No. 1. —

REPORT on Applicability of Emigration to Relief of Distress in the Highlands.

Sir,

Colonial Office, 29 July 1837.

No. 1.
Report on
Highland Distress.

IN pursuance of your directions, I have perused and attentively considered Mr. Spearman's letter of the 21st ultimo, accompanied by a report from Mr. Graham on the distress in the Western Isles and Highlands of Scotland, and I have now the honour to submit my Report for Lord Glenelg's information, on the suggestion that recourse should be had to an extensive emigration, especially with reference to the considerable sums which, Mr. Spearman remarks, are disposable for defraying the expenses of such emigration to New South Wales and Van Diemen's Land. It must be admitted that few cases could arise to which the remedy of emigration on a great scale would appear more appropriate than to this of the distress in the Hebrides. Owing to a change in the processes of the manufactures, in which kelp used to be employed, and to the decline of the fisheries, a majority of the population is represented to have become a clear superfluity in the country which it inhabits. What is described is not a mere diminution of employment, which might be of longer or shorter duration, and the people be afterwards restored to as good a condition as before, but an absolute cessation of the only occupations by which the bulk of the population lived, without a prospect of their revival. The breaking up of the kelp trade must be regarded as final. And the reduced profitableness of the fisheries is partly owing to natural causes, which cannot be controlled, and partly to an abolition of bounties, of which the renewal cannot be expected consistently with the policy of the times. Seventy thousand people are reported to be brought to a condition in which, long before the commencement of next crop, they will be without a supply of food at home; and unprovided as they are with the means of paying for importations, will yet have to look to foreign sources to avoid starvation. And though this effect may have been enhanced by the character of the seasons for the two last years, the more remote causes of it are said to be permanent.

Certainly no resource could suggest itself more naturally, under these circumstances, than a removal of the people, bodily, from a land which is no longer adequate to support them. It is necessary, however, frankly to contemplate the difficulties which stand in the way of this expedient; not with a view of describing them as insurmountable (that being a question involving general principles of policy, upon which I have not been called to report on this occasion, and which are too important to render it fitting to attempt to dispose of them incidentally); but in order at least to show what it is that must be provided for before this remedy will be applicable.

In the first place, in order to be effectual, the removal of the people must really be in a body. Whether or not a partial and selected emigration, such as I shall presently have occasion to describe as in progress to Australia, may be serviceable as a palliative, it cannot be denied, that, as several of the proprietors have already urged in reference to that undertaking, it can afford no radical cure. To make a deep impression on the case, not merely the active and the enterprising, but the weak, the aged, and the sickly, must accompany the general migration. And in throwing a body of people so composed upon the shores of the colonies, it would be indispensable to guard against the unfair burthen which it might otherwise produce there, in its transit to the place fixed upon for its ultimate settlement. Provision must be made, at the chief towns through which they pass, for the support of persons disabled by accident or by sickness; for their accommodation in hospitals; and for the care of the widows and orphans who, in the journey of such large numbers, would become so during the course of the expedition.

It would be an error to suppose that, as the colonies must benefit, on the whole, by the addition of fresh settlers to their population, it is equitable that the cities on their coasts should bear any inconvenience inherent in their introduction. This can only be true when the community is so new, and so limited in extent, that the benefit of one district must be felt sensibly by all the rest. But in America, to which Continent alone I apprehend can emigration on any very grand scale be conducted, the people often have to be pushed vast distances into the interior before they reach the spot where their presence is an advantage. The towns where they land, or through which they first pass, reap no benefit from them, and generally do not even belong to the territories where they finally settle: the useful and the capable pass on, and it is only those who are detained by misfortune (or, what is worse, by intemperate habits) who remain behind to be a burden to the cities near the places of disembarkation.

These cases have as yet been provided for in Lower Canada by a small capitation tax on all passengers, which goes to support hospitals and other useful institutions for their accommodation, and, in fact, constitutes a sort of benefit fund for the whole body. It is doubtful, however, whether, in the present state of political affairs in Lower Canada, there

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will be an opportunity to renew this tax, which is about to expire. And at any rate it is probable that if the number of emigrants were very largely increased by Government funds, and moreover with a much larger admixture of persons likely to fall into distress than in spontaneous emigration composed of those only who had vigor to effect their own removal, a demand would loudly arise for some security from the British Government against the misery with which the places of transit would become liable to be charged.

It is not, however, only in a provision for casualties that more would be required than the mere conveyance of the people, if Government undertook to conduct a great Emigration by its own means, and on its own responsibility. The nature of a voluntary Emigration, as I have just hinted, is to be composed principally of persons who can shift for themselves. That very circumstance brings them there. They have, therefore, been left hitherto, and successfully, to the general resources of the country and demand for labour in the places whither they have gone, and have been merely aided by Government with the best information as to the abundance of lands, or of employment, in different directions. But when persons should be enabled to emigrate, not so much from their aptitude to better their fortunes elsewhere, as from their being burthens where they actually were, and when likewise they should be assisted in great masses taken from the same parts of this country, and likely to remain congregated in the same districts in the colony instead of scattering in search of employment, it would become quite indispensable, I should apprehend, to take some more decided precautions against their falling into want; in short, it would be necessary to provide, not merely for their conveyance, but for their settlement. This last condition is just the one which was always contemplated as indispensable in the proceedings before the Emigration Committees in 1826 and 1827, and of which the gigantic expensiveness and responsibility may probably have constituted one of the principal reasons that no practical measure was founded on those elaborate inquiries. The estimate which the last Committee adopted of the charge for settlement amounted to no less than 60*l.* for each family.

I would by no means wish, as I have already said, to represent the preceding difficulties as conclusive objections to emigration on a great scale, and by aid of public resources. Many more topics must be reviewed than could be conveniently brought within the compass of this Report, or than, perhaps, it would be becoming in me to offer my views upon without their being specially required, before that large question could be considered to have been adequately treated of. But I fear it follows, from what has been said, that very comprehensive arrangements must be decided on, and Parliamentary funds be voted, and the determination of the Government be taken on the general principle it would be willing to act upon in similar cases, before an extensive emigration to America, by public aid, could be resorted to as a remedy for the present distress in the Highlands.

The next question is the applicability to the same purpose of the funds yielded by the Australian Colonies. You are aware that the sums derived from sales of Crown lands in New South Wales and Van Diemen's Land are at present expended in giving free passages to young married people and their relatives, belonging to the class of agricultural labourers or mechanics, and found to be of a description for which there is some demand in the colony. This course of proceeding is recommended by the Colonial authorities at New South Wales, and appears to be cordially assented to by the community there. It has received the sanction of Her Majesty's Government; and it is in accordance with the views of the Committee of the House of Commons which sat on wild lands last year. It certainly has the merit of at once providing for the advantage of the colony in the kind of emigrants taken out, and also affording the best security for the welfare of the people themselves. But if, instead of adhering to this plan, it were attempted to apply the funds directly to the discharge of extensive and over-peopled districts in this country from their surplus population, I fear that disappointment would be the result. The distance of the Australian Colonies, and consequent cost of conveyance, present one obvious obstacle to any such project; and even if they did not, the limited numbers, as yet, of their inhabitants, would present another still more formidable. However adequate to receive a gradual and regulated emigration, carefully suited to their wants, it could not be expected that such comparatively new communities should be able to sustain the simultaneous influx of large bodies of people, without discrimination of age or occupation. They would soon be glutted, and the old settlers find themselves burthened, and the new reduced to want. It was on such considerations as these that I hazarded the observation, that North America seemed the only field at present available for a very large and comprehensive emigration; and on the same grounds I apprehend that the Australian funds cannot be rendered conducive to relief of the distress in the Highlands, further than in the mode which has already been adopted for that purpose.

Dr. Boyter has already been employed for some time in the distressed districts, with authority to send out as many ships, containing persons of the description required by the colonies, as he might find wished for on the spot, and likely to be beneficial there; and he has power, within moderate limits, not to object to the reception of aged relatives of such emigrants, provided the cost of the passage of these individuals, beyond the prescribed years, be paid for by their friends or landlords. The second ship sent under this arrangement is about to sail; and a third will go in August. Dr. Boyter is then to report how much further there seems an opportunity of carrying the plan with advantage.

If this measure professed to be aimed directly at the relief of the Highlands, there can be no question that it would be very inefficient; but I think proprietors are beginning to understand that the primary object being a benefit to the colony, and to the individuals removed, the wish is to render it subservient, as far as it will go, to the convenience of the distressed

distressed district here; and that if this order were reversed, and the preference given to the last-mentioned purpose, it is probable that all the ends in view would be frustrated; that the Australian funds would, after all, be unequal to carry out any very great numbers to that distance; while, from being taken indiscriminately, the individuals removed would miss their advantage, and the colonies incur a heavy burthen.

Accordingly it is gratifying to receive the accounts, which now arrive from the Highlands, of satisfaction with the details of the arrangements for the emigration to New South Wales and Van Diemen's Land; while those who desire a more comprehensive mode of removing the people, turn their attention principally to the American colonies. On that subject I have already submitted what views I have to offer in the first part of this Report.

I have, &c.

(signed) *Thomas Frederick Elliot.*

No. 1.
Report on
Highland Distress.

— No. 2. —

REPORT on the Distribution of Emigration Agents at the principal Ports of the United Kingdom.

Sir,

Colonial Office, 17 October 1837.

HAVING collected in Ireland some information which seemed requisite to a satisfactory answer to the question, I have now the honour to offer a reply to your letter of the 11th of July, stating, that in reference to certain applications for an increase in the number of Emigration agents at the outports, Lord Glenelg desired me to report, what ports in the United Kingdom appeared to stand most in need of the services of such an officer.

Although my conclusion is, that only one requires the appointment, yet, considering the importance of the inquiry, as well as the general light which it is calculated to throw on the course that emigration usually takes at present, it may not be superfluous to offer rather an extensive review of the grounds of the opinion I have to submit.

I do not apprehend that in England any new station is requisite. The wants of the west coast appear to be satisfied by the officers already existing at Liverpool and at Bristol. On the southern shores of England the emigration is too variable, and too much scattered along the different ports, to admit conveniently of the employment of a resident agent; and the absence of one is less likely to be felt on this coast, where the large naval establishments in the principal harbours, as well as the constant resort of officers of the navy, afford a security which does not exist elsewhere against the growth of abuses in passenger ships. On the east side of England the case of Yarmouth deserves especial notice. Several applications have been addressed to Lord Glenelg by the magistrates of this borough and its vicinity for the appointment of an agent; and had the emigration from thence continued at the same rate which it reached last year, there would probably have been little doubt of the propriety of complying with the wishes thus expressed; but I have ascertained that it suddenly attained an amount last year seven or eight times as great as was common before, and that this extraordinary increase was owing to peculiar causes which are not likely to recur, and that this year the emigration has already subsided within its usual limits. By a return which I have obtained from the custom-house at Yarmouth, it appears that not many more than 400 passengers to the colonies had embarked up to 22d of July last. Under these circumstances, I cannot report that there are sufficient grounds for allotting an agent to this place. Hull is another port on the east coast, at which the shipping employed in the American trade is far more extensive than at Yarmouth, but the amount of emigration from it is not of commensurate importance, and no signs of the want of an agent have been manifested. On the whole, therefore, I came to the result I have already mentioned, that no new officers are called for in England.

Neither do I find that any are wanted in Scotland. Leith and Greenock are already provided. Aberdeen is the place which, next to Greenock, sends forth the most numerous emigration from Scotland. The amount, however, is not very great in all; and I have never heard of any complaints of irregularities at this port. It may be added, that when Lieutenant Forrest was appointed to Leith he wrote to the civic authorities of Aberdeen, in common with those of all the other ports on the east coast of Scotland, offering any services in his power, and that he also has not had notice of any complaints. The emigration from Inverness, though not very large, is greater than might be supposed from the extent of its trade. No demand appears here for an agent. It is worth remarking, however, that the number of emigrants in the returns from Inverness must be much swollen by the number of detached stations and lochs comprised within the same custom-house; so that even were a call to arise for the services of an agent, it would be still a question whether such an officer would be able to exercise a really efficient control over so extensive a district. This is an observation that would apply to more than one of the more remote outports. The flourishing port of Dundee appears to have little intercourse with the North American Colonies, and the emigration from it is insignificant. On the west coast of Scotland there is no place except Greenock which could lay any claim to the presence of an agent.

It now remains to consider the wants of Ireland; and in doing so I shall be able to speak from knowledge which I collected on the spot. The only two additional ports here at which there has been a question of placing an agent, are Waterford and Londonderry.

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Distribution of
Government
Agents.

No. 2.
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Distribution of
Government
Agents.

There is not any other from which the emigration is sufficiently numerous to afford any reason for such an appointment. At Waterford I neither found that the opinions of the mayor, nor of the officers of customs, were in favour of the necessity of such an appointment; nor could I myself see that it was wanted. The number of emigrants was comparatively moderate; the business of carrying them remained in the hands of resident and long-established houses; and the whole amount of this trade was not too great for the observation of the Customs' establishment, which seemed to devote a considerable share of attention to it. I could not recommend the allotment of an officer to Waterford. But at Londonderry the case is far otherwise. There are more emigrants than from any port in Ireland; frauds prevail to a larger extent; brokers are said to have been attracted thither from remote places to prosecute this traffic in a manner which the presence of Government agents has discouraged at other ports; and amongst the officers of the customs, the magistrates, and the respectable portion of the shipping interest, there appeared to be one unanimous opinion of the great demand for the services of an officer of the navy to watch over emigration. I cannot hesitate, therefore, to express a decided opinion, that it would be of public advantage that an agent should be appointed at Londonderry before the commencement of the next season. How soon in the intervening period the appointment may be made, and in what manner the expense should be provided for until it can be included in the votes for the fresh financial year, are questions which I would beg leave to point out for Lord Glenelg's consideration, but am not myself competent to form an opinion upon. I regret to say, that from the information communicated to me by the mayor of Londonderry, there seemed no prospect of the corporation's being able to supply office-room; but I do not know whether the Custom-house might not afford the accommodation.

Such are the grounds on which I submit the conclusion, that it is advisable to create a new station at Londonderry, but that no other addition is requisite to the agencies for emigration already existing. In further illustration of the subject, a table is annexed, showing the average number of emigrants for three years, ending 1836, from the principal emigrating ports in the United Kingdom, distinguishing those which have resident agents from those which have not.

James Stephen, Esq.
&c. &c. &c.

I have, &c.
(signed) Thomas Frederick Elliot.

RETURN of the Average Number of EMIGRANTS per Annum, for Three Years, ending 31st December 1836, from the principal Emigrating Ports of the United Kingdom; distinguishing those Ports which have Agents for Emigration from those which have not; compiled from the Annual Returns furnished by the Commissioners of Customs.

ENGLAND.

Ports with Agents :

London	-	-	-	-	-	-	-	-	-	8,836
Liverpool	-	-	-	-	-	-	-	-	-	21,815
Bristol	-	-	-	-	-	-	-	-	-	874

Ports without Agents :

Yarmouth	-	-	-	-	-	-	-	-	-	1,237*
Hull	-	-	-	-	-	-	-	-	-	979
Plymouth	-	-	-	-	-	-	-	-	-	847
Portsmouth	-	-	-	-	-	-	-	-	-	297

* N. B.—The ordinary Emigration from Yarmouth, for four years before 1836, averaged less than 400. The high average above stated is entirely produced by the Emigration of 1836, which amounted to 3,198.

SCOTLAND.

Ports with Agents :

Leith	-	-	-	-	-	-	-	-	-	500
Greenock	-	-	-	-	-	-	-	-	-	2,864

Ports without Agents :

Aberdeen	-	-	-	-	-	-	-	-	-	950
Inverness	-	-	-	-	-	-	-	-	-	527

IRELAND.

IRELAND.

Ports with Agents :										
Dublin	-	-	-	-	-	-	-	-	-	3,928
Cork	-	-	-	-	-	-	-	-	-	4,538
Belfast	-	-	-	-	-	-	-	-	-	3,353
Sligo	-	-	-	-	-	-	-	-	-	2,479
Limerick	-	-	-	-	-	-	-	-	-	1,498
Ports without Agents :										
Londonderry	-	-	-	-	-	-	-	-	-	4,709
Waterford	-	-	-	-	-	-	-	-	-	1,367
Galway	-	-	-	-	-	-	-	-	-	487

— No. 3. —

A RETURN of all EMIGRANTS who left the United Kingdom during the Year 1837; specifying the Port from which they sailed, and the Colony to which they may have proceeded.

No. 3.
Emigrants to the
British Colonies
and the United
States of America,
1837.

PORTS from which the Emigrants have sailed.	Colony to which they have Proceeded.			
	Colonies in North America.	United States of America.	Cape of Good Hope.	Australian Colonies.
GREAT BRITAIN :				
London	1,295	4,366	310	2,973
Beaumaris	-	6	-	-
Berwick	185	-	-	-
Bideford	64	122	-	-
Bristol	-	14	-	-
Cardiff	-	8	5	-
Exeter	9	-	-	-
Falmouth	-	114	-	17
Hull	383	393	-	-
Liverpool	2,090	26,746	10	391
Lynn	154	-	-	-
Plymouth	4	-	-	-
Portsmouth	198	-	-	-
Whitby	67	-	-	-
Whitehaven	8	-	-	-
Yarmouth	570	-	-	-
Aberdeen	373	265	-	-
Dundee	31	6	-	327
Glasgow	7	-	-	-
Greenock	1,439	840	1	830
Inverness	402	-	-	-
Leith	137	5	-	97
Port Glasgow	5	14	-	-
GREAT BRITAIN	7,421	32,899	326	4,635
IRELAND :				
Belfast	2,026	832	-	-
Cork	6,574	255	-	-
Dublin	3,114	177	-	-
Galway	125	49	-	-
Limerick	1,749	-	-	-
Londonderry	3,731	2,377	-	419
Sligo	2,916	181	-	-
Waterford	1,917	-	-	-
Westport	311	-	-	-
IRELAND	22,463	3,871	-	419
GREAT BRITAIN	7,421	32,899	326	4,635
TOTAL, UNITED KINGDOM	29,884	36,770	326	5,054

(signed) W. Noss,
pro Registrar-General for Shipping.

— No. 4. —

RETURN of PERSONS who have EMIGRATED from the United Kingdom to the British Colonies and the United States of America during Twelve Years, from 1825 to 1837, both inclusive.

YEAR.	British Colonies in North America.	United States of America.	TOTAL to AMERICA.	Cape of Good Hope.	Australian Colonies.	TOTAL.
1825 - -	8,741	5,551	14,292	114	485	14,891
1826 - -	12,818	7,063	19,881	116	903	20,900
1827 - -	12,648	14,526	27,174	114	715	28,003
1828 - -	12,084	12,817	24,901	135	1,056	26,092
1829 - -	13,307	15,678	28,985	197	2,016	31,198
1830 - -	30,574	24,887	55,461	204	1,242	56,907
1831 - -	58,067	23,418	81,485	114	1,561	83,160
1832 - -	66,339	22,872	99,211	196	3,733	103,140
1833 - -	28,808	29,109	57,917	517	4,093	62,527
1834 - -	40,060	33,074	73,134	288	2,800	76,222
1835 - -	15,573	26,720	42,293	325	1,860	44,478
1836 - -	34,226	37,774	72,000	293	3,124	75,417
1837 - -	29,884	36,770	66,654	326	5,054	72,034
TOTALS -	363,129	300,259	663,388	2,939	28,642	694,969

— No. 5. —

RETURN of SHIPS and PASSENGERS sent by Government to *New South Wales* and *Van Diemen's Land*, in the Year 1837.

No.	Name of Ship.	Place of Departure.	Date.	Destination.	Tonnage.	Number of Adult Passengers.	Number of Children under 14 Years.	Total Number of Passengers.
1	John Barry - -	Dundee -	24 March	{ New South Wales - }	524	182	141	323
2	Adam Lodge -	Londonderry	—	—	567	197	208	405
3	Augusta Jessie -	Portsmouth	13 June -	—	380	107	119	226
4	William Nicoll -	Hebrides	6 July -	—	408	161	160	321
5	Mid Lothian -	—	7 August	—	414	136	146	282
6	Bussorah Merchant	Cork -	24 August	{ Van Diemen's Land - }	530	166	137	303
7	Layton - -	Bristol -	8 Sept. -	{ New South Wales - }	513	133	167	300
8	Strathfieldsay -	Limerick	11 Sept.	—	476	154	137	291
9	Brilliant - -	Hebrides	27 Sept.	—	429	156	164	320
10	Orontes - -	London -	23 Nov.	—	452	112	108	220
TOTAL - - - -					4,693	1,504	1,487	2,991

— No. 6. —

LIST of the GOVERNMENT AGENTS for EMIGRATION.

Port of London	-	-	-	-	-	Lieutenant Lean, R. N.
— Liverpool	-	-	-	-	-	Lieutenant Low, R. N.
— Bristol	-	-	-	-	-	Lieutenant Henry, R. N.
— Leith	-	-	-	-	-	Lieutenant Forrest, R. N.
— Greenock	-	-	-	-	-	Lieutenant Hemmans, R. N.
— Dublin	-	-	-	-	-	Lieutenant Hodder, R. N.
— Cork	-	-	-	-	-	Lieutenant Friend, R. N.
— Limerick	-	-	-	-	-	Lieutenant Lynch, R. N.
— Belfast	-	-	-	-	-	Lieutenant Miller, R. N.
— Sligo	-	-	-	-	-	Lieutenant Shuttleworth, R. N.
— Londonderry	-	-	-	-	-	Lieutenant Ramsay, R. N.

No. 6.
Government
Agents.

T. Frederick Elliot, Agent-General.

— No. 7. —

NOTICES for general circulation on EMIGRATION to *Australia*.

Government Emigration Office,
2, Middle Scotland-yard, 20 October 1837.

No. 7.
Notices on
Emigration.

THE present paper is printed for the use of persons who may wish to know what assistance is obtainable from Her Majesty's Government by parties emigrating to New South Wales or Van Diemen's Land. The practice of giving, or of advancing on loan, sums of money in aid of the private means of individuals desirous to emigrate, has been discontinued. And the plan, which prevailed for some time, of sending out unmarried women separately, at the expense of the public, has also been abandoned. There is no longer any sort of assistance which can be claimed indiscriminately at all places, or at all times. But for the encouragement of the emigration of useful settlers, Government will occasionally send, from different parts of the United Kingdom, ships provided expressly for the purpose, in which free passages will be allowed to a limited number of persons, who must fall within the following description:

They must belong to the class of mechanics and handicraftsmen, or of farm servants.

They must be married, and be accompanied to the colony by their wives.

They will generally be taken under 35 years of age, and must not exceed 50.

They must be able to establish their character for industry, sobriety, and good moral conduct.

Although young women are no longer sent out separately, yet unmarried female relatives of married couples going out under the above description, and not below 15, nor above 30 years of age, will be allowed a passage with their friends, provided they go out as forming part of the same family, and destined to remain under its protection until otherwise provided for in the colony.

The number of ships despatched in the course of the year cannot be very great, and as they will be sent from different parts of Great Britain and Ireland, and must be filled with persons who have an easy access to the Port whence they are to sail, it will be seen that candidates, who may be perfectly eligible in other respects, cannot be accepted except when an opportunity presents itself within convenient reach of their residence. Whenever a vessel may thus become available for any particular district of country, due notice will be given by public advertisement, and through other channels fit for the purpose.

It is very seldom that there will be an opportunity of sending a ship to Van Diemen's Land. Almost all the vessels despatched by Government for some time to come will go to New South Wales.

During the voyage the people will be under the care and superintendence of a surgeon, usually taken from the list of surgeons of the Royal Navy who have already been in the colony. Except when another person is specially appointed for the purpose, the responsibility of the selection of the emigrants will rest with the same officer. He will therefore be sent beforehand to visit the part of country from whence they are to be taken, and it will be his duty to investigate separately every case, and to decide upon every claim. After once his appointment and address are announced, all applications should be made to him, and his decision will be considered in all cases to be final.

The condition upon which the emigrants are to be taken, is a free passage for themselves and their families; but they must defray out of their own means any expenses previous to joining the ship, and must come supplied with a sufficient quantity of clothes for the voyage. Only provisions, bedding, and cooking-utensils will be found for them.

A scale of the provisions which have hitherto been issued daily in ships sailing from England, may be seen at the end of this notice. There have been some difference in the victualling of ships proceeding from Scotland. And alterations may possibly take place here. But for each ship that sails, the surgeon will be able to state finally what will be allowed.

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Notices on
Emigration.

The following is a list of clothing which may be considered indispensable for the voyage :

Two suits of clothes, including two hats or bonnets, and two pair of shoes.

Two flannel petticoats for the women.

From six to twelve shirts or shifts. From six to twelve pair of dark hose.

Two pair of duck trowsers, and two neck-kerchiefs for the men

For the women, dark gowns would be preferable to light.

The preceding is given as a list of the very smallest quantities which would suffice ; but as a general rule it may be stated, that the more abundant the stock of good clothing, the better for health and comfort during the passage.

On the subject of clothing, and on any other details, when persons find that they are actually going, they will be able to obtain more full and more particular information than could be afforded in this paper, from the officer who may have accepted them as passengers to proceed in one of the Government vessels.

Every security will be taken for the convenience of the emigrants on their first landing, and information will be provided for them of the demand for employment in different directions, so that the people may know what opportunities are open to them. They will be entirely free to work for whom they please, and will in no respect be bound to Government, nor be liable to be called upon for repayment of the cost of their passage.

In order to afford some view of current rates of wages, and market-prices, in New South Wales and Van Diemen's Land, a paper is distributed herewith, giving such information as is attainable on those points.

Any letters in reference to the subject of the present notice, should be addressed to T. Frederick Elliot, esq., Agent-General for Emigration, 2, Middle Scotland-yard ; and, if by general post, should be placed under cover to the Under Secretary of State, Colonial Office, London.

T. Frederick Elliot.

SCHEME of Victualling for Emigrants on the Voyage from *London to Australia.*

DAYS.	Biscuit.	Beef.	Pork.	Sugar.	Tea.	Flour.	Peas.	Oatmeal.	Vinegar.
Female Emigrants :	<i>lb.</i>	<i>lb.</i>	<i>lb.</i>	<i>oz.</i>	<i>oz.</i>	<i>lb.</i>	<i>pt.</i>	<i>pt.</i>	<i>pts.</i>
Sunday - - -	$\frac{1}{2}$	$\frac{1}{2}$	—	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	—	$\frac{1}{2}$	$\frac{1}{3}$ weekly.
Monday - - -	$\frac{1}{2}$	—	$\frac{1}{3}$	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	
Tuesday - - -	$\frac{1}{2}$	$\frac{1}{2}$	—	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	—	$\frac{1}{2}$	
Wednesday - - -	$\frac{1}{2}$	—	$\frac{1}{3}$	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	
Thursday - - -	$\frac{1}{2}$	$\frac{1}{2}$	—	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	—	$\frac{1}{2}$	
Friday - - -	$\frac{1}{2}$	—	$\frac{1}{3}$	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	
Saturday - - -	$\frac{1}{2}$	$\frac{1}{2}$	—	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	—	$\frac{1}{2}$	
Sunday - - -	$\frac{1}{2}$	—	$\frac{1}{3}$	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	
Male Emigrants :									
Sunday - - -	1	$\frac{1}{2}$	—	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	—	$\frac{1}{2}$	$\frac{1}{3}$ weekly.
Monday - - -	1	—	$\frac{1}{3}$	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	
Tuesday - - -	1	$\frac{1}{2}$	—	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	—	$\frac{1}{2}$	
Wednesday - - -	1	—	$\frac{1}{3}$	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	
Thursday - - -	1	$\frac{1}{2}$	—	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	—	$\frac{1}{2}$	
Friday - - -	1	—	$\frac{1}{3}$	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	
Saturday - - -	1	$\frac{1}{2}$	—	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	—	$\frac{1}{2}$	
Sunday - - -	1	—	$\frac{1}{3}$	$1\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	

And so in regular succession on alternate days during the voyage.

Children not exceeding 10 years of age to have two-thirds of the allowance above stated for females ; and if 10 years and upwards, to be victualled as adults, viz.—The boys as men, and the girls as women.

Substitutions of one article for another, as for instance, exchanges of rice, flour, biscuit, and oatmeal, to be made according to the proportions usual in Government transports.

PRICES and WAGES in *New South Wales and Van Diemen's Land.*

Government Emigration-office, Middle Scotland-yard,
5 April 1838.

THE object of the Tables printed at the end of this Paper, is to give a view of current rates of wages, and market prices, in New South Wales and Van Diemen's Land.

All

All statements of this kind must of course be taken with an allowance. The wages of labour are necessarily liable to vary with the relative supply and demand. They will also differ according to the capacity of the workman. Again, prices in New South Wales are exceedingly fluctuating. The price of food is affected in this colony more than in most countries, by the badness or favourableness of the seasons. And in respect to the manufactured goods, both in New South Wales and Van Diemen's Land, the prices depend so much on arrivals from England that they cannot be very steady. Nevertheless it is believed that the information contained in the present notice will be found sufficiently accurate to enable any man to form a sound judgment of what he may expect in the particulars to which they relate. The authority for the several statements is given, as well as the dates to which they refer.

It would be unjust to the colony of New South Wales, not to add a few explanatory remarks, which might not occur to persons who have lived entirely in England. In the first place, the climate is much finer, and less warm clothing is wanted, as well as much less fuel for mere purposes of heat. Moreover, the building trades, and others requiring open weather, can be carried on all the year round; an advantage which working-men will know how to appreciate. Neither is the husbandman or the gardener liable to be interrupted by frost. It is also so much the custom in country situations for employers to find provisions, that labourers and workmen are much less affected by a change in the prices of food than they would be here. The climate of Van Diemen's Land bears more resemblance to that of England.

Thus much has been said, because it seemed necessary in illustration of the value of the figures in the Tables below. But it is by no means intended here to set forth all the advantages of the countries referred to, or to use any persuasion. Although the Government would not offer, as it does from time to time, a free conveyance thither to working people, unless believing it to be generally for their benefit to go, yet the prudence of the step in each case must depend on the individual's own sense, and just comprehension of his own situation and prospects. All that is wished here is to supply correct information, and then leave people to judge for themselves.

Besides the Tables affixed below, another means has been taken to render the grounds of the information in this Paper as comprehensive and as sure as circumstances will admit. In September 1835, the Legislative Council of New South Wales formed a committee on the subject of Emigration, and examined upon it several of the leading proprietors and best-informed inhabitants of the colony. The following particulars have been compiled from a careful and general comparison of all the evidence collected on that occasion.

The mechanics in most demand, are, carpenters, joiners, cabinetmakers, stonemasons, stonecutters, bricklayers, brickmakers, blacksmiths (particularly if they can shoe horses), wheelwrights, and coopers. There likewise seems to be a considerable demand in the colony for boot and shoemakers, bootclosers, tailors, dyers and scourers, and woollsorters.

Good mechanics appear to earn from 30 s. to 40 s. a week in Sidney, without lodgings or rations. Common labourers 14 s. a week without rations, or 5 s. 6 d. a week with rations.

The wages of mechanics in the country may be estimated at from 20 l. to 40 l. per annum, with house and rations. Country tradespeople, acquainted with making and repairing agricultural implements, and the erection of buildings necessary for agricultural purposes, are described as never in want of employment.

The wages given to farm servants vary so much according to their qualifications, that it is difficult to name an average rate. A good ploughman will earn from 15 l. to 20 l. per annum, with a house and rations. Shepherds and stackmen the same. Mere agricultural labourers from 12 l. to 15 l. The fact of their being married or single does not seem to make any difference in the rate of wages; but it is mentioned, that couples recently united, and without children, will more readily find employment than if they are encumbered with a young family, in consequence of the expense of maintaining the same without adequate benefit for their services. There is, however, always employment, it is said, for women as domestic servants, at from 7 l. to 15 l. per annum, with board or rations and lodgings suitable to their avocations. The servants mostly in requisition seem to be general house servants, who will also undertake washing and laundry work, or plain cooking; or girls to take care of children and perform needlework.

The rations issued by settlers is not quite uniform, but it seems generally to consist of about the following allowances per week:

- 10 lbs. of seconds flour.
- 8 lbs. of fresh beef or mutton, or 5 lbs. of salt pork.
- 1 lb. of sugar } or seven quarts of new milk.
- 2 oz. of tea - }
- 2 oz. of soap.
- 2 oz. of tobacco (in some instances).

To women about two-thirds, and to children about one-third or half of these rations are allowed. In some cases only the meat and flour are given.

The more humble class of settlers usually victual labourers at home at their own table, and in the same manner as they live themselves, instead of issuing to them separately the above rations.

House-rent is very dear in Sydney, but a married couple of emigrants might easily find a small house containing two rooms to accommodate them on their arrival, for a weekly rent of from 5 s. to 10 s., and an unmarried man may lodge and board for half a guinea. A cottage, with four apartments, would be rented at about 10 s. a week.

7.
Notices on
Emigration.

Having presented this extract of the evidence before the Council in 1835, it now only remains to subjoin the Tables alluded to at the commencement of this notice.

They consist of returns of wages and prices which have been sent home by the Governors of New South Wales and Van Diemen's Land, and they have the advantage both of being official statements, and also of constituting the latest information received.

T. Frederick Elliot,
Agent General for Emigration.

RETURN showing the AVERAGE WAGES of MECHANICS and Others, in the Town of *Sydney*, for the Six Months ended 30th July 1836, obtained from Returns transmitted by the First Magistrate to the Colonial Secretary's Office at *Sydney*.

TRADE or CALLING.	Average Wages per Diem, without Board or Lodging.			Average Wages per Diem, with Board & Lodging.			Average Wages per Annum, with Board & Lodging.			Highest and Lowest Rates per Diem without Board or Lodging.					
										Highest.			Lowest.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Bread and biscuit baker	-	4	6	-	2	3	20	-	-	-	7	-	-	3	6
Butchers - - -	-	4	-	-	2	2	52	-	-	-	5	-	-	3	-
Brewers and maltsters -	-	6	8	-	4	10	-	-	-	-	6	8	-	-	-
Brickmakers - - -	-	4	6	-	-	-	-	-	-	-	5	-	-	4	-
Bricklayers - - -	-	7	3	-	-	-	-	-	-	-	8	-	-	6	8
Blacksmiths - - -	-	6	8	-	4	3	50	-	-	-	8	4	-	4	7
Brass-founders - - -	-	5	-	-	-	-	-	-	-	-	6	-	-	4	-
Bell-hangers - - -	-	6	-	-	2	8	-	-	-	-	6	-	-	-	-
Boiler-makers for engines	-	8	4	-	-	-	-	-	-	-	8	4	-	-	-
Bedstead-makers - -	-	6	-	-	-	-	-	-	-	-	6	-	-	-	-
Boat-builders - - -	-	7	3	-	-	-	-	-	-	-	7	6	-	6	8
Block-makers (cabinet work) - - -	-	6	-	-	-	-	-	-	-	-	6	-	-	-	-
Bookbinders - - -	-	5	-	-	2	8	-	-	-	-	5	6	-	4	7
Boot and shoemakers -	-	5	10	-	3	6	-	-	-	-	7	-	-	4	-
Boot-closers - - -	-	6	8	-	-	-	-	-	-	-	6	8	-	-	-
Carpenters - - -	-	6	4	-	2	8	-	-	-	-	7	-	-	5	6
Cabinet-makers - - -	-	6	4	-	3	8	-	-	-	-	7	-	-	5	6
Coffin-makers - - -	-	6	-	-	-	-	-	-	-	-	6	-	-	-	-
Chair-makers - - -	-	6	-	-	4	-	-	-	-	-	6	-	-	4	6
Chair-caners - - -	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-
Cane-workers - - -	-	7	-	-	5	-	-	-	-	-	7	-	-	-	-
Carvers - - -	-	8	2	-	-	-	-	-	-	-	10	-	-	6	8
Clockmakers - - -	-	5	10	-	-	-	-	-	-	-	5	10	-	-	-
Copper-plate printers -	-	5	-	-	3	-	-	-	-	-	5	-	-	-	-
Coppersmiths and braziers	-	6	4	-	-	-	-	-	-	-	8	-	-	4	6
Cutlers - - -	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-
Curriers - - -	-	7	6	-	5	2	80	-	-	-	10	-	-	6	8
Comb-makers - - -	-	6	-	-	3	-	-	-	-	-	8	-	-	4	-
Collar-makers - - -	-	5	6	-	-	-	-	-	-	-	5	10	-	5	-
Coopers* - - -	-	6	6	-	3	9	-	-	-	-	7	-	-	6	-
Coach Makers - - -	-	7	6	-	-	-	-	-	-	-	8	-	-	7	6
Painters - - -	-	6	8	-	-	-	-	-	-	-	7	6	-	5	10
Trimmers - - -	-	7	6	-	-	-	-	-	-	-	7	6	-	-	-
Smiths - - -	-	6	8	-	-	-	-	-	-	-	7	6	-	5	10
Hammermen to ditto	-	4	-	-	-	-	-	-	-	-	4	-	-	-	-
Harness-platers - -	-	6	8	-	-	-	-	-	-	-	6	8	-	-	-
Confectioners - - -	-	6	-	-	3	1	-	-	-	-	6	-	-	-	-
Cooks - - -	-	-	-	-	1	4	-	-	-	-	-	-	-	-	-
Carters - - -	-	3	6	-	1	8	-	-	-	-	3	6	-	-	-
Dyers and scourers -	-	5	-	-	3	-	-	-	-	-	5	-	-	-	-
Dress-makers and milliners	-	-	-	-	2	6	10	-	-	-	-	-	-	-	-
Engineers - - -	-	8	2	-	-	-	-	-	-	-	10	-	-	7	-
Engravers - - -	-	6	9	-	-	-	-	-	-	-	7	6	-	6	-
Farriers - - -	-	5	5	-	-	-	-	-	-	-	5	5	-	-	-
File-cutters - - -	-	6	-	-	-	-	-	-	-	-	6	-	-	-	-
French-polishers - -	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-
Fishermen - - -	-	3	-	-	2	3	-	-	-	-	3	-	-	-	-
Fellmongers - - -	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-

* Note.—In respect to Coopers, it is mentioned in some evidence by Dr. Lang, whose publications on New South Wales are so well known in England, that the branch of making Herring Barrels is not wanted in the Colony.

T. F. E.

AGENT FOR EMIGRATION.

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No. 7.
Notices on
Emigration.

TRADE or CALLING.	Average Wages per Diem without Board or Lodging			Average Wages per Diem with Board & Lodging.			Average Wages per Annum, with Board & Lodging.			Highest and Lowest Rates per Diem without Board or Lodging.					
										Highest.			Lowest.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Gardeners - - -	-	3	-	-	1	4	24	14	-	-	3	-	-	-	-
Grooms and coachmen -	-	4	-	-	-	-	20	-	-	-	4	-	-	-	-
Gunsmiths - - -	-	7	-	-	5	-	-	-	-	-	7	6	-	4	-
Hatters - - -	-	6	6	-	-	-	-	-	-	-	7	-	-	5	6
Hair-dressers - - -	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-
Harness-makers - - -	-	5	6	-	-	-	-	-	-	-	6	-	-	4	6
Iron-founders - - -	-	6	3	-	-	-	-	-	-	-	7	-	-	5	10
Joiners - - -	-	6	3	-	-	-	-	-	-	-	6	6	-	6	-
Jewellers - - -	-	5	8	-	6	-	-	-	-	-	5	10	-	5	6
Labourers - - -	-	3	3	-	1	8	-	-	-	-	3	6	-	3	-
Lapidary - - -	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-
Millwrights - - -	-	8	-	-	-	-	-	-	-	-	10	-	-	7	-
Model-makers (ditto)	-	7	6	-	-	-	-	-	-	-	8	-	-	7	-
Millers - - -	-	6	2	-	3	10	20	-	-	-	7	6	-	4	2
Meat-salters - - -	-	3	6	-	-	-	-	-	-	-	3	6	-	-	-
Nailers - - -	-	4	10	-	4	3	-	-	-	-	5	6	-	-	-
Overseers - - -	-	-	-	-	2	-	55	-	-	-	-	-	-	-	-
Painters and glaziers -	-	5	4	-	3	-	-	-	-	-	6	-	-	4	7
Plumbers and ditto -	-	6	2	-	-	-	-	-	-	-	7	-	-	5	6
Pump-makers - - -	-	4	-	-	1	6	-	-	-	-	4	-	-	-	-
Pipe-makers - - -	-	3	6	-	-	-	-	-	-	-	3	6	-	-	-
Printers - - -	-	6	-	-	-	-	-	-	-	-	6	6	-	5	-
Pressmen - - -	-	5	6	-	-	-	-	-	-	-	5	6	-	-	-
Parchment-makers - -	-	6	-	-	-	-	-	-	-	-	6	-	-	-	-
Plasterers - - -	-	6	6	-	-	-	-	-	-	-	6	8	-	6	6
Quarrymen - - -	-	5	6	-	-	-	-	-	-	-	5	6	-	-	-
Rope-makers - - -	-	4	6	-	2	6	-	-	-	-	5	-	-	4	-
Saddlers - - -	-	5	-	-	-	-	-	-	-	-	5	6	-	4	6
Shoemakers - - -	-	5	7	-	3	3	-	-	-	-	8	-	-	4	-
Straw-bonnet-makers -	-	3	6	-	-	-	12	-	-	-	4	6	-	2	-
Sail-makers - - -	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-
Stay-makers - - -	-	4	2	-	-	-	-	-	-	-	4	2	-	-	-
Soap-boilers - - -	-	7	6	-	3	3	-	-	-	-	10	-	-	5	-
Silversmiths - - -	-	5	6	-	-	-	-	-	-	-	5	6	-	-	-
Shinglers and slaters -	-	6	6	-	-	-	-	-	-	-	6	6	-	-	-
Stone-masons - - -	-	7	6	-	-	-	-	-	-	-	8	-	-	6	8
Shipwrights, carpenters, and joiners - - -	-	8	-	-	-	-	-	-	-	-	8	-	-	6	6
Shipsmiths - - -	-	7	6	-	-	-	-	-	-	-	8	-	-	7	-
Sawyers - - -	-	7	2	-	-	-	-	-	-	-	9	-	-	6	-
Tailors - - -	-	6	6	-	3	9	-	-	-	-	7	-	-	4	-
Tallow-chandlers - - -	-	5	3	-	2	-	-	-	-	-	6	-	-	4	6
Tanners - - -	-	4	1	-	2	-	-	-	-	-	5	-	-	3	4
Turners - - -	-	6	6	-	3	-	-	-	-	-	7	-	-	5	-
Tinmen - - -	-	5	5	-	3	6	-	-	-	-	5	10	-	5	-
Upholsterers - - -	-	7	2	-	3	6	-	-	-	-	7	8	-	6	6
Weavers - - -	-	-	-	-	1	4	-	-	-	-	-	-	-	-	-
Woolspinners - - -	-	-	-	-	2	1	-	-	-	-	-	-	-	-	-
Watchmakers - - -	-	5	8	-	5	6	-	-	-	-	5	10	-	5	6
Wheelwrights - - -	-	6	-	-	-	-	63	-	-	-	7	6	-	4	2
Whitesmiths - - -	-	6	6	-	-	-	-	-	-	-	6	8	-	6	3
Wireworkers - - -	-	5	6	-	-	-	-	-	-	-	5	6	-	-	-

Note.—Sir R. Bourke, the Governor, remarks on this Return, that “although confined to Sydney, it may be considered applicable to the whole Colony, Servants of all kinds being engaged by the Settlers in Sydney, and taken from thence to their property in the interior, while provisions of all descriptions, varying as they may in price in different districts, may reasonably be taken at the average of the Sydney Market.”

T. F. E.

RETURN showing the AVERAGE PRICES of PROVISIONS, &c. for the Six Months ended 30 June 1836, obtained from Returns transmitted to the Colonial Secretary's Office, by the first Police Magistrate, *Sydney*.

ARTICLES.							Average Prices.		
							£.	s.	d.
Wheat	-	-	-	-	-	per bushel	-	10	-
Maize	-	-	-	-	-	ditto	-	8	6
Oats	-	-	-	-	-	ditto	-	5	6
Barley	-	-	-	-	-	ditto	-	6	6
Potatoes	-	-	-	-	-	per cwt.	-	10	-
Butter, fresh	-	-	-	-	-	per lb.	-	2	6
— salt	-	-	-	-	-	ditto	-	1	6
Eggs	-	-	-	-	-	per dozen	-	2	-
Ducks	-	-	-	-	-	per pair	-	5	-
Fowls	-	-	-	-	-	ditto	-	4	6
Geese	-	-	-	-	-	ditto	-	9	-
Turkeys	-	-	-	-	-	ditto	-	11	6
Hay	-	-	-	-	-	per ton	17	-	-
Straw	-	-	-	-	-	per load	1	5	-
Bread	-	-	-	-	-	per 4lb. loaf	-	1	-
Beef	-	-	-	-	-	per stone of 14lb.	-	4	8
Mutton	-	-	-	-	-	ditto	-	4	2
Pork	-	-	-	-	-	ditto	-	9	11
Veal	-	-	-	-	-	ditto	-	9	11
Flour, fine	-	-	-	-	-	per 100lbs.	1	7	-
seconds	-	-	-	-	-	ditto	1	5	-
Vegetables:									
Carrots	-	-	-	-	-	per bundle	-	-	2½
Turnips	-	-	-	-	-	ditto	-	-	2½
Cabbages	-	-	-	-	-	per head	-	-	1½
Greens	-	-	-	-	-	per bundle	-	-	2
Green Peas	-	-	-	-	-	per peck	-	2	6

A RETURN showing the AVERAGE WAGES of MECHANICS and Others in the Island of *Van Diemen's Land*, in the Month of June 1836.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging.			Average Wages per Diem, with Board and Lodging.			Average Wages per Annum, with Board and Lodging.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Bread and biscuit bakers	-	5	-	-	3	-	30	-	-
Butchers	-	5	-	-	3	-	30	-	-
Boat-builders	-	6	6	-	4	-	40	-	-
Brickmakers	-	6	6	-	4	-	35	-	-
Bricklayers	-	7	6	-	5	-	45	-	-
Bellows-makers	-	-	-	-	-	-	-	-	-
Blacksmiths	-	7	-	-	4	6	45	-	-
Bell-hangers	-	6	-	-	-	-	-	-	-
Brass-founders	-	6	6	-	-	-	-	-	-
Brewers and maltsters	-	7	-	-	5	-	45	-	-
Collarmakers	-	6	-	-	4	-	35	-	-
Confectioners	-	4	6	-	3	6	30	-	-
Chairmakers	-	6	-	-	4	-	40	-	-
Curriers	-	6	6	-	4	-	45	-	-
Carpenters	-	6	6	-	4	-	45	-	-
Caulkers	-	7	-	-	4	6	46	-	-
Coopers	-	7	-	-	4	6	46	-	-
Cartmakers	-	7	-	-	4	6	50	-	-
Coachmakers	-	8	6	-	6	-	55	-	-

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging.	Average Wages per Diem, with Board and Lodging.	Average Wages per Annum, with Board and Lodging.
	£. s. d.	£. s. d.	£. s. d.
Compositors - - - - -	- 7 -	- - -	50 - -
Candlemakers - - - - -	- 6 -	- 4 6	35 - -
Cabinetmakers - - - - -	- 8 -	- 5 6	55 - -
Cheesemakers - - - - -	- 7 -	- 5 -	40 - -
Coach-spring-makers - - - - -	- 8 6	- 6 -	55 - -
Cooks (men) - - - - -	- 3 6	- 2 -	25 - -
Cooks (women) - - - - -	- 3 -	- 1 6	17 - -
Colliers - - - - -	- - -	- - -	- - -
Coppersmiths - - - - -	- 7 -	- - -	- - -
Cutlers - - - - -	- 4 9	- 3 -	35 - -
Dyers - - - - -	- 5 -	- - -	- - -
Dairywomen - - - - -	- 3 -	- 1 6	17 - -
Distillers - - - - -	- 5 -	- - -	60 - -
Engineers - - - - -	- 10 -	- - -	- - -
Farmers - - - - -	- 4 6	- 2 6	30 - -
Farriers - - - - -	- 5 -	- 3 -	45 - -
Flax-dressers - - - - -	- - -	- - -	- - -
Fellmongers - - - - -	- 6 -	- 4 -	45 - -
Gardeners - - - - -	- 6 -	- 3 6	35 - -
Glaziers - - - - -	- 6 -	- 4 -	40 - -
Glumakers - - - - -	- 6 -	- 4 6	40 - -
Gilders - - - - -	- 6 -	- - -	- - -
Gunsmiths - - - - -	- 7 -	- 4 6	45 - -
Hairdressers - - - - -	- 3 6	- 2 -	30 - -
Hat-finishers - - - - -	- 5 -	- 4 -	40 - -
Harness-makers - - - - -	- 6 6	- 4 6	40 - -
Hoopbinders - - - - -	- - -	- - -	- - -
Joiners - - - - -	- 7 -	- 5 -	45 - -
Japanners - - - - -	- - -	- - -	- - -
Leather-dressers - - - - -	- 7 -	- 5 -	45 - -
Limeburners - - - - -	- 5 6	- 3 -	35 - -
Locksmiths - - - - -	- 6 6	- 4 6	40 - -
Labourers - - - - -	- 4 -	- 2 -	20 - -
Millers - - - - -	- 5 6	- 3 -	42 - -
Millwrights - - - - -	- 8 6	- 5 -	55 - -
Milliners - - - - -	- 3 9	- 2 6	25 - -
Mustard-makers - - - - -	- - -	- - -	- - -
Milkmen - - - - -	- 3 6	- 2 -	20 - -
Nurserymen - - - - -	- 4 6	- 2 6	25 - -
Nailors - - - - -	- 5 6	- 3 6	40 - -
Painters - - - - -	- 6 6	- 4 6	45 - -
Parchment-makers - - - - -	- 6 -	- - -	- - -
Pump-makers - - - - -	- 6 6	- 4 6	40 - -
Plough-makers - - - - -	- 7 -	- 5 -	45 - -
Potters - - - - -	- 8 -	- 6 -	40 - -
Paper-makers - - - - -	- - -	- - -	- - -
Plasterers - - - - -	- 7 -	- 5 -	45 - -
Ploughmen - - - - -	- 5 -	- 3 -	40 - -
Provision-curers - - - - -	- - -	- - -	- - -
Plumbers - - - - -	- 6 6	- 4 6	40 - -
Printers and Pressmen - - - - -	- 5 9	- - -	- - -
Quarrymen - - - - -	- 5 6	- 3 6	30 - -
Quill-preparers - - - - -	- - -	- - -	- - -
Rope-makers - - - - -	- 5 9	- - -	- - -
Saddlers - - - - -	- 6 -	- 4 6	36 - -
Shoemakers - - - - -	- 6 -	- 4 6	35 - -
Sawyers - - - - -	- 7 -	- 5 -	35 - -
Shipwrights - - - - -	- 9 -	- - -	- - -
Stone-masons - - - - -	- 7 6	- 5 -	40 - -
Stone-cutters - - - - -	- 7 6	- 5 -	40 - -
Sail-makers - - - - -	- 6 6	- - -	- - -
Slaters and Shinglers - - - - -	- 6 6	- 4 -	38 - -
Shepherds - - - - -	- 4 6	- 3 -	30 - -
Sheep-shearers - - - - -	- 6 -	- 4 -	32 - -
Soap-makers - - - - -	- 4 6	- - -	- - -
Sailors - - - - -	- - -	- - -	- - -

APPENDIX TO ANNUAL REPORT FROM THE

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging.	Average Wages per Diem, with Board and Lodging.	Average Wages per Annum, with Board and Lodging.
	£. s. d.	£. s. d.	£. s. d.
Sail-cloth-makers - - - -	- - - -	- - - -	30 - -
Sieve-makers - - - -	- 4 9	- 2 -	- - -
Starch-makers - - - -	- - - -	- 1 6	15 - -
Straw-plaiters - - - -	- 3 -	- 1 6	15 - -
Straw-hat-makers - - - -	- 3 -	- 3 6	35 - -
Turners - - - -	- 5 6	- 4 -	38 - -
Tanners - - - -	- 6 -	- 4 6	40 - -
Tailors - - - -	- 6 6	- 3 -	30 - -
Tin-plate-workers - - - -	- 5 -	- - -	- - -
Tobacco-pipe-makers - - - -	- - - -	- - -	- - -
Tobacco-growers - - - -	- - - -	- - -	- - -
Tallow-melters - - - -	- 5 -	- - -	- - -
Vine-dressers - - - -	- - - -	- 5 -	40 - -
Upholsterers - - - -	- 7 -	- 5 -	45 - -
Wheelwrights - - - -	- 7 -	- 5 6	45 - -
Wool-sorters - - - -	- 7 6	- - -	- - -
Whalers - - - -	- - - -	- - -	- - -
Weavers of blankets - - - -	- - - -	- - -	- - -
Wire-dressers - - - -	- 6 -	- 5 -	30 - -
Wood-splitters - - - -	- 7 -	- 5 -	50 - -
Watchmakers - - - -	- 7 -	- - -	- - -

Note.—The rates of wages here stated are to be obtained by good workmen only; in fact, indifferent and bad workmen find a great difficulty in procuring employment at any rate.

Colonial Secretary's Office,
Van Diemen's Land. }

(signed) *John Montagu,*
Colonial Secretary.

A RETURN showing the AVERAGE PRICE OF PROVISIONS, &c. in the Island of *Van Diemen's Land*, in the Month of June 1836.

ARTICLES.	Average Prices.
	£. s. d.
Wheat - - - - - per bushel	- 8 2
Maize - - - - - ditto	none in the market.
Oats - - - - - ditto	- 5 9
Barley - - - - - ditto	- 6 4
Potatoes - - - - - per cwt.	- 5 -
Butter, fresh - - - - - per lb.	- 2 4
— salt - - - - - ditto	- 1 10
Eggs - - - - - per doz.	- 2 -
Ducks - - - - - per pair	- 5 -
Fowls - - - - - ditto	- 4 -
Geese - - - - - ditto	- 11 -
Turkeys - - - - - ditto	- 14 -
Hay - - - - - per ton	7 10 -
Straw - - - - - per load	1 15 -
Bread - - - - - per 4 lb. loaf	- - 10
Beef - - - - - per stone of 14 lb.	- 9 -
Mutton - - - - - ditto	- 8 2
Pork - - - - - ditto	- 10 5
Veal - - - - - ditto	- 11 -
Flour, fine - - - - - per 100 lbs.	1 4 -
— seconds - - - - - ditto	1 2 -
Vegetables: Carrots - - - - - per bundle	- - 3
Turnips - - - - - ditto	- - 2
Cabbages - - - - - per head	- - 1
Greens - - - - - per bundle	- - 2
Green peas - - - - - per peck	none in the market, and out of season.

— No. 8. —

EXTRACT of a DESPATCH from Sir *John Franklin* to Lord *Glenelg*; dated Van Diemen's Land, Government House, 12 April 1837. No. 47.

No. 8.
Sir J. Franklin's
Despatch,
12 April 1837.

THERE seems to me to have existed a considerable misapprehension in the minds of the Emigration Committee, as to the real wants of the colony, and its means of providing for free emigrants; so that its operations have been founded on a wrong principle, as well as apparently conducted, in some quarter or other, with bad faith.

This colony has been considered in its general character to resemble New South Wales, than which there cannot be a greater mistake. New South Wales has a vast outlet for a new population; this colony has scarcely any now remaining. New South Wales is rich; this colony can scarcely meet its current expenditure. New South Wales, from its great population, and the secluded character of its principal districts, has a number of interior townships all rapidly increasing, and requiring especially mechanical labour: this colony has scarcely any, excepting the two capitals, Hobart Town and Launceston, and its demand is accordingly more limited, even in proportion. There is, also, another distinction to which I scarcely know how to advert, but which causes a great difference between the two colonies, as regards the introduction of free emigrants. The convict system seems to have been carried out with greater rigour here, than, as far as I can learn, it has been in New South Wales; and one effect of this, a most important one in relation to the interests of free emigrants, is, that the labouring population is thus habitually distributed here under the roofs of individual masters, and the growth of villages in the interior, and the construction of small cottages, unless in the immediate vicinity of the principal towns, have been proportionably prevented. There is thus no existing accommodation for free emigrants with large families in the interior of this colony; and masters are unwilling even to take them into their service if so encumbered. Lastly, the necessaries of life are very dear here, while, in New South Wales, they are comparatively cheap; and children whose maintenance would neither be felt nor objected to, were they lodged in separate cottages, with abundant means of subsistence about them, and who would thus also be in a good school for their own future growth and improvement, are rejected altogether here, where, if received at all, they must be brought close to a proprietor, maintained at great expense, lodged under one roof, and subject to all the contamination of such accommodation. These statements, then, will probably satisfy your Lordship, that there is a great mistake, even in the object contemplated by the Emigration Committee, in their late exportations; and that thus, perhaps, no pursuit of it, however otherwise unexceptionable, could have given satisfaction. Married men with large helpless families, cannot, at present, be received here at all; and to illustrate the extent to which this exists, I may mention, that a young man, who came out with myself, and in whom I took considerable interest, from his excellent recommendations and good conduct on board ship, had the greatest difficulty in obtaining an engagement, not because he had a family, but because, having a young wife, he possibly might have one.

EMIGRATION.

REPORT from Mr. *Elliot*, AGENT-GENERAL
for EMIGRATION from the UNITED KINGDOM,
to the SECRETARY of STATE for the COLONIES.

(Sir George Grey.)

Ordered, by The House of Commons, to be Printed,
14 May 1838.

EMIGRATION.

RETURN to an Address of the Honourable The House of Commons,
dated 9 July 1839 ;—*for*,

COPIES of any GENERAL REPORT, since the last laid before this House, from
the AGENT GENERAL for EMIGRATION :

Of any REPORT from the AGENT for EMIGRATION in *Canada* :

COPIES or EXTRACTS of any CORRESPONDENCE between the Secretary of State
for the Colonies and the Governors of the *Australian* Colonies, respecting
Emigration, since the Papers presented to The House on the 14th day of
May 1838.—(Nos. 388 & 389.)

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
15 August 1839.

[*Price 1s.*]

SCHEDULE.

ANNUAL EMIGRATION REPORT.

- No. 1.—Annual Report from Agent General for Emigration; dated 15th August 1839. (Six Enclosures) - - - - - p. 3

CANADA.

- No. 2.—Copy of a Despatch from Lieutenant General Sir J. Colborne, Bart., G.C.B., to the Marquess of Normanby; with Annual Report of Mr. Buchanan, Chief Agent for Emigration in Canada; dated 12th April 1839. (One Enclosure) - - p. 30
- No. 3.—Copy of a Despatch from the Marquess of Normanby to Lieutenant General Sir John Colborne, Bart., G.C.B.; dated 15th August 1839. (One Enclosure) - - p. 37

NEW SOUTH WALES.

- No. 4.—Copy of a Despatch from Governor Sir G. Gipps to Lord Glenelg; dated Government House, Sydney, 28th July 1838 - - - - - p. 39
- No. 5.—Copy of a Despatch from Lord Glenelg to Governor Sir G. Gipps; dated Downing-street, 25th January 1839 - - - - - p. 39
- No. 6.—Copy of a Despatch from Lord Glenelg to Governor Sir G. Gipps; dated Downing-street, 9th August 1838 - - - - - p. 39
- No. 7.—Copy of a Despatch from Governor Sir G. Gipps to Lord Glenelg; dated Government House, Sydney, 1st October 1838. (One Enclosure) - - - p. 40
- No. 8.—Copy of a Despatch from the Marquess of Normanby to Governor Sir G. Gipps; dated Downing-street, 9th March 1839. (One Enclosure) - - - p. 41
- No. 9.—Copy of a Despatch from Governor Sir G. Gipps to Lord Glenelg; dated Government House, Sydney, 31st October 1838. (One Enclosure) - - - p. 42
- No. 10.—Copy of a Despatch from the Marquess of Normanby to Governor Sir G. Gipps; dated Downing-street, 13th August 1839, containing Agent General's Principal Report on Australian Emigration. (One Enclosure) - - - p. 52
- No. 11.—Copy of a Despatch from Governor Sir G. Gipps to Lord Glenelg; dated Government House, Sydney, 27th February 1839. (One Enclosure) - - - p. 61
- No. 12.—Copy of a Despatch from the Marquess of Normanby to Governor Sir G. Gipps; dated Downing-street, 14th August 1839. (One Enclosure) - - - p. 65
- No. 13.—Copy of a Despatch from Governor Sir G. Gipps to Lord Glenelg; dated Government House, Sydney, 14th March 1839. (One Enclosure) - - - p. 70
- No. 14.—Copy of a Despatch from the Marquess of Normanby to Governor Sir G. Gipps; dated Downing-street, 14th August 1839. (One Enclosure) - - - p. 71
- No. 15.—Copy of a Despatch from the Marquess of Normanby to Governor Sir G. Gipps; dated Downing-street, 28th May 1839. (One Enclosure) - - - p. 72

VAN DIEMEN'S LAND.

- No. 16.—Extract of a Despatch from Lieutenant Governor Sir John Franklin to Lord Glenelg; dated Van Diemen's Land, Government House, 4th April 1838 - - - p. 74
- No. 17.—Copy of a Despatch from Lord Glenelg to Lieutenant Governor Sir John Franklin; dated Downing-street, 11th January 1839. (One Enclosure) - - - p. 75
- No. 18.—Copy of a Despatch from Lord Glenelg to Lieutenant Governor Sir John Franklin; dated Downing-street, 13th August 1838 - - - p. 76

WESTERN AUSTRALIA.

- No. 19.—Extract of a Despatch from Governor Stirling to Lord Glenelg; dated Western Australia, Perth, 1st September 1838. (One Enclosure) - - - p. 77
- No. 20.—Copy of a Despatch from the Marquess of Normanby to Governor Hutt; dated Downing-street, 2d May 1839. (One Enclosure) - - - p. 79
- Copy of a Report from the Agent General for Emigration to Mr. Under Secretary Stephen on Juvenile Emigration to the Cape; dated Middle Scotland Yard, 15th March 1838; referred to in the preceding Despatch - - - p. 80

REPORTS AND CORRESPONDENCE

RESPECTING

EMIGRATION TO THE COLONIES.

— No. 1.—

ANNUAL REPORT from *T. Frederick Elliot*, Esquire, Agent General for Emigration, to the Marquess of *Normanby*.

No. 1.
Agent General
for Emigration
to the Marquess
of *Normanby*.
15 August 1839.

My Lord,

2, Middle Scotland Yard, 15 August 1839.

I HAVE the honour to present to your Lordship the usual annual return from the Custom-house of the number of persons who have emigrated from the United Kingdom during the year 1838; and, in illustration of this return, I also enclose a statement of the average number of emigrants from all parts of the United Kingdom during the six preceding years, from 1832 to 1837 inclusive, and likewise a return of the numbers who have emigrated in the two first quarters of 1839, from such ports as have resident Government agents.

*Annual Returns
of Emigration.*

In any general use which may be made of these returns, it will be desirable to bear in mind, first, that any estimate of the increase or diminution of emigration from Ireland cannot be complete without having regard also to Liverpool, from which great emigrating port a large proportion of the people who proceed—perhaps two-thirds—consists of Irish passengers who come there to embark; and, secondly, that in the emigration to North America the numbers embarked respectively for the British Colonies and for the United States do not afford an accurate test of the numbers ultimately destined to those two quarters, as persons who can afford it generally prefer in either case the passage by New York, and the route by that port is likewise the most direct to all the western parts of Canada.

Explanatory
Remarks on these
returns.

It will be seen that the emigration from the United Kingdom to North America fell off in the year 1838, from the average in the preceding six years of about 35,800 to the British Colonies, to 4,500, and from the average of about 32,700 to the United States to 14,300, making a general decline from 68,500 to 18,800; but that in the year 1839 the numbers have increased within the first half of the year, and exclusively of all ports except those which have resident Government agents, to 9,600 to the British Colonies, and 22,400 to the United States, or 32,000 in all.

Decline of emi-
gration to North
America in 1838,
and partial revival
in 1839.

The most obvious cause for the great decline in the year 1838, and the one to which it appears to be most commonly attributed, is the Canadian insurrection, which had occurred in the previous winter. Some influence has also been ascribed to the stimulus which has been given to emigration from this country to the Australian settlements.

Favourable report from Mr. Buchanan on the North American Emigration of 1838.

It is gratifying to perceive by Mr. Buchanan's report on the emigration to Canada in 1838, that he states the people to have been generally supplied with ample stores and sufficient pecuniary means; and further, that he is able to report that no disease whatever had been noticed amongst the emigrants of that year.

I have offered elsewhere any other observations which suggested themselves to me upon a perusal of Mr. Buchanan's report.

Increase of Australian emigration in 1838.

The emigration to the Australian settlements in 1838 exhibits a remarkable increase. It had reached a greater number in the preceding year than at any previous time, and amounted to 5,054; but in 1838 the number of emigrants was 14,021 to these colonies generally, and 10,189 to Sydney, being twice as many to that place alone as had ever been known before to all the Australian settlements together.

Proportion of that increase effected by public aid from the colony.

Of this accession of numbers in the emigration to New South Wales, nearly 6,500 were embarked under the direct superintendence of the Government, while, through the separate encouragement afforded to private persons by the bounty paid in the colony, one ship-owner alone has published that he sent out so many as 2,280, so that it may perhaps be reasonably assumed that the number of persons who departed for that colony by means of aid from its public resources, either direct or indirect, cannot have fallen short of 9,000.

Some remarks on the degree of its importance.

The total population of the colony at the last census, taken in July 1836, was 77,096. After making every allowance then for the increase of population in the interval between that time and 1838, and on the other hand for the casualties which may have occurred amongst the people embarked from this country, it may be assumed that the addition effected by the assisted emigration of 1838 must at the least have amounted to one-tenth of the whole population.

Now from the effect of this influx of emigrants on the scarcity of labour the proportion of children must of course for the present constitute a material deduction; but with regard to their influence on the moral condition of the colony, which has lately excited so much attention, it is to be observed, first, that the emigrants by public aid are made to consist as far as possible of an equality of the sexes, favourable therefore to a rapid progress of their number, while the convict population is composed in the most unfavourable manner possible for that purpose; and, secondly, that with respect to the moral character of the colony, there is not the youngest child amongst the emigrants which, if it belongs to honest parents and connexions and is likely to be brought up in honest habits, is not as much entitled as any adult to be reckoned on the side of the gain to the community. And I may here observe that, especially with reference to the present consideration, and not, as has been erroneously supposed in the colony, for the sake of relieving particular tracts of country, pains have been taken, not merely to obtain people of fair character, but people known to one another, and neighbours at home, so that the character they had borne here they might be the more anxious and the more likely to sustain abroad. Some allowance then may require, in one point of view, to be made for the admixture of young children; but when the circumstances I have just mentioned are taken into account, it will probably be admitted that an addition of one-tenth to the whole population of a colony, effected within a single year, is no contemptible operation.

Reduced proportion of young children.

With respect, however, to the proportion of young children just alluded to, there is one statement which I ought perhaps to make. I have always kept an account of the numbers per cent. in each ship of adults, of children between seven and fourteen, and of children under seven; and since taking the management more into the care of this office in 1838, it has been made a constant object to increase the rate of adults, and to diminish the rate of the youngest children, who are the most liable to sickness and mortality on the voyage, and of course the longest in becoming useful after reaching the colony. The children between seven and fourteen may be considered comparatively unobjectionable.

With

With this explanatory remark, I have to present the following statement of the per-centage of passengers of the three classes of age, beginning with 1837 and continued to 1839 :

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				Adults.	Children over Seven.	Children under Seven.	
1837	-	-	10 ships	-	51	15	34
1838	-	-	1st six ships	-	55	16	29
”	-	-	2d ditto	-	56	18	26
”	-	-	3d ditto	-	58	21	21
”	-	-	4th ditto	-	62	20	18
1839	-	-	1st six ships	-	68	20	12

From this statement it appears that the adults have been increased from 51 to 68 per cent. and the youngest children reduced from 34 to 12 per cent., or from more than one-third to less than an eighth of the whole number ; and that this change, as I have said elsewhere, has not been sudden or accidental, or intermixed with reverses, but that from the beginning up to the present time, and both as regards the numbers of adults and of the younger children, there has been one unbroken progress of improvement.

I enclose a return, in the same form as last year, of the ships and passengers despatched to New South Wales under the direct management of Government. It will be seen that the number of large vessels sent in this manner, which used to be four, and in 1837 was increased to 10, amounted to no less last year than 24.

Return of ships
sent under the
direct care of Go-
vernment.

I regret to say, however, that of this list the "Asia" did not finally quit the shores of England till after the close of the year 1838. This ship was engaged in the Thames for the conveyance of a party of emigrants from Cromarty in Scotland, and, in common with all other emigrant ships hired in the river, was procured through the Board of Admiralty. She underwent the usual survey in dry dock required by the standing practice of the Admiralty, and in the autumn she sailed from Cromarty with her passengers ; but having met with bad weather and become leaky, she put into Plymouth, and on being put into dry dock there, and further examined, it was found that, although in all other respects a sound and good vessel, the fastenings termed Tree-nails were extensively defective. The Admiralty sent immediate orders that the ship should be given up, and stated that another should be procured in her stead ; but, at that time of the year, every delay which could be avoided was much to be deprecated, both on account of the health of the passengers while detained, and of the season at which the voyage could be completed. The loss of time which might be incurred in advertising for and preparing a fresh ship to call at Plymouth was uncertain, and it was reported by high and entirely disinterested authority that the vessel then at Plymouth could be made quite as good as a new ship. It was determined, therefore, that the "Asia" should proceed. She was repaired in the royal dock-yard, under the immediate eye of the public officers. During her detention the passengers were liberally maintained, and their health carefully attended to ; and there was not one of them who did not acknowledge their good treatment in these respects. They, not unnaturally, felt some alarm as to going on in a vessel in which the commencement of their voyage had been so unprosperous ; but the ship was not suffered to proceed until not merely the officers of Her Majesty's dock-yard had reported in the most unqualified and emphatic terms that she was perfectly safe and fit for her destined voyage, but until also Mr. Bayley, Lloyd's principal surveyor for the port of London, whose services were obligingly rendered available by the committee to Lloyd's Registry, had repaired to Devonport, and in concurrence with the committee's resident surveyor on the spot, expressed a similar opinion. The whole of the passengers then embarked, and the ship sailed again on the 22d of January in this year.

Cases of the "Asia"
and "Juliana."

The "Juliana" is another vessel of which I regret to have to give an unfavourable account. This ship was likewise engaged in the river, through the intervention

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intervention of the Board of Admiralty. The masters and officers of these ships, it is scarcely necessary to say, are not selected by the Government, the business of navigating them being provided for, according to the established custom, by the owners of whom they are hired. The "Juliana" sailed with a party of emigrants from Kent in October 1838; but in going into the Cape of Good Hope in the following month of January, by daylight, and in fine weather, with the wind off the shore, as is stated in the report of the surgeon superintendent, she was run on rocks within 120 yards of the beach, and lost, through what cannot appear otherwise than gross neglect and misconduct on the part of the master and some of the officers of the ship. The emigrants were landed as quickly as possible by large boats from the shore, without accident, and were lodged in one wing of the military barracks; and the great majority of them have since been forwarded to New South Wales, by two opportunities engaged for their conveyance, the rest of them having settled at the Cape.

Change in the
mode of managing
the Government
emigration.

Having entered very fully into the details of the duties connected with the Government ships to New South Wales, in a separate letter, dated the 10th instant*, upon the report of a committee of council in the colony upon emigration, and having prepared a Return for Parliament which will exhibit every particular as to the expenses of these vessels, the mortality on the voyage, the length of passage, and other points of statistical information, I need not enlarge on the subject here. I will merely observe, that throughout 1837, and during part of 1838, the interference and the responsibility of this office must be understood to have been much more limited than they have since become, for that during that period the idea prevailed, which had been suggested from the colony, of throwing as much as possible of the management of each party of emigrants, and the ship they were embarked in, upon its own surgeon superintendent; and although in the progress of the greatly augmented emigration of 1838, it became evident that more and more of the charge must be taken into the hands of the central and superintending department, the fact that all the arrangements had been made with reference to the other plan caused some time to elapse before the more direct control of one office could be accompanied by as many measures as I could have wished for giving system and uniformity to the whole business. As an example of my meaning, I may observe that there was a great deficiency of the reports on past voyages, which were of course the first requisite towards new improvements. Each surgeon superintendent having been deemed almost exclusively answerable for his own expedition, as soon as he had concluded his voyage and delivered his people in the colony his function appeared closed, and it was not to be expected that he should take particular pains to supply an ample body of information to the departments in England. Thus the advantages which might have been drawn from an accumulated experience were to a considerable degree wasted.

Measures with a
view to its improve-
ment.

After the close of the season of 1838, however, I was enabled to call together the three medical officers of the navy who had been appointed to the duty of selecting emigrants in the three portions of the United Kingdom, and with their presence and assistance, as well as aided by some excellent practical advice from more than one of the Government agents stationed for the general protection of emigrants at London and other ports, a thorough revision was made of every branch of the service. The dietary, the medicines, the various descriptions of stores, down to the minutest article, were all reconsidered and remodelled. I had previously drawn up a code of regulations for a vessel that happened to fall more immediately under my own eye, which was now extended to all the Government ships, for the good order of the emigrants; and I afterwards prepared a short volume of instructions for the guidance of the surgeons superintendent, which most of those officers have appeared to find useful and acceptable. Having offered this sketch of the course of the measures adopted for the improvement of the Government emigration, I beg leave to refer to the other report, and the return already adverted to, for further details. But, as the instructions to the surgeons superintendent comprise, in fact, a general view of almost

almost the whole system of proceeding, a copy of that document has been appended to the present report.

Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.

I look forward with anxiety to the result of the emigration of 1839, to see what may be the effect of the various changes which have just been recapitulated.

With regard to the proceedings next year, I think it will be desirable, in so far as people may continue to be sent under the direct charge of Government, to try at the port of London the plan of making a contract with private ship-owners at a certain rate for each passenger ; but I do not yet know how far this experiment would suit the course of business at the out-ports. With respect, on the other hand, to emigration by bounty, it appears to be generally agreed that some regulations should be established with a view to throwing it open, under proper precautions, to all respectable ship-owners who may be disposed to embark in the business. To what extent these two methods of promoting emigration to New South Wales are to be carried, and in what proportion each is to be employed, are questions which will remain to be decided by Her Majesty's Government, and which will depend, I presume, in great measure upon the nature of the reports that may arrive from the colony in the interval between this time and the preparation for the emigration of next spring.

Proceedings next
year.

In conformity with the wishes of several gentlemen connected with that settlement, I have submitted to Her Majesty's Government for approval the details of a plan for facilitating emigration to Western Australia, which I understand to be at present under the consideration of the Lords Commissioners of the Treasury. Governor Stirling sent home at the end of 1838 the outline of a scheme drawn up in the colony for introducing Indian labourers, and a certain number of juvenile emigrants from this country, which will, I presume, be laid before Parliament amongst the other emigration papers of the year, together with the report I had the honour to offer upon it, stating some of the objections to that proposal ; and as those objections are so nearly allied to others which I had occasion to point out nearly a year and a half ago, in regard to an application for a juvenile emigration to the Cape of Good Hope, it may perhaps be thought convenient to annex the report made at that time to the more recent documents connected with the similar proposal from Western Australia.

Western Australia.

I have, &c.

The Marquess of Normanby,
&c. &c. &c.

T Fred^k Elliot.

First Enclosure in No. 1.

A RETURN of the Number of EMIGRANTS who have EMBARKED from the various PORTS of the UNITED KINGDOM during the Year 1838.

PORTS OF EMBARKATION.	North American Colonies.	United States.	Cape of Good Hope.	AUSTRALIAN COLONIES.					
				Swan River.	South Australia.	Van Diemen's Land.	Port Philip.	Sydney.	Total Australian Colonies.
London - - - - -	597	2,119	286	115	2,598	363	3	4,883	7,962
Bideford - - - - -	36	47	—	—	—	—	—	—	—
Falmouth - - - - -	17	- - -	- - -	- - -	82	- - -	- - -	- - -	82
Hull - - - - -	102	105	—	—	—	—	—	—	—
Liverpool - - - - -	594	10,295	6	- - -	202	99	- - -	725	1,026
Milford - - - - -	3	—	—	—	—	—	—	—	—
Plymouth - - - - -	115	- - -	- - -	- - -	155	10	- - -	511	676
Poole - - - - -	49	—	—	—	—	—	—	—	—
Whitehaven - - - - -	13	—	—	—	—	—	—	—	—
Yarmouth - - - - -	46	—	—	—	—	—	—	—	—
Aberdeen - - - - -	192	—	—	—	—	—	—	—	—
Dundee - - - - -	- - -	55	- - -	- - -	46	- - -	- - -	27	73
Glasgow - - - - -	- - -	65	—	—	—	—	—	—	—
Greenock - - - - -	451	477	- - -	- - -	40	44	- - -	1,849	1,933
Inverness - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	767	767
Leith - - - - -	78	- - -	- - -	- - -	20	55	- - -	367	442
Belfast - - - - -	520	164	- - -	- - -	- - -	- - -	- - -	510	510
Cork - - - - -	220	—	—	—	—	—	—	—	—
Dublin - - - - -	94	—	—	—	—	—	—	—	—
Limerick - - - - -	105	—	—	—	—	—	—	—	—
Londonderry - - - - -	590	1,005	- - -	- - -	- - -	- - -	- - -	550	550
Sligo - - - - -	452	—	—	—	—	—	—	—	—
Waterford - - - - -	303	—	—	—	—	—	—	—	—
	4,577	14,332	292	115	3,143	571	3	10,189	14,021

RECAPITULATION.

	North American Colonies.	United States.	Cape of Good Hope.	Australian Colonies.	TOTAL.
ENGLAND - - - - -	1,572	12,566	292	9,746	24,176
SCOTLAND - - - - -	721	597	- - -	3,215	4,533
IRELAND - - - - -	2,284	1,169	- - -	1,060	4,513
UNITED KINGDOM - - -	4,577	14,332	292	14,021	33,222

Custom-house, London, }
22 July 1837.

(signed) John Covey,
Registrar General of Shipping.

Second Enclosure in No. 1.

RETURN of the AVERAGE ANNUAL EMIGRATION for the Six Years from 1832 to 1837 inclusive,
from the various PORTS of the UNITED KINGDOM.

No. 1.
Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.

Enclosure No. 2.

PORTS.	North American Colonies.	United States.	Cape of Good Hope.	Australian Colonies.
London - - - - -	1,984	5,228	300	2,176
Berwick - - - - -	176	—	—	—
Bideford - - - - -	110	129	—	—
Bristol - - - - -	421	988	—	—
Hull - - - - -	781	428	—	—
Liverpool - - - - -	1,889	19,224	- - -	603
Lynn - - - - -	170	—	—	—
Newport - - - - -	- - -	241	—	—
Plymouth - - - - -	541	178	—	—
Portsmouth - - - - -	342	—	—	—
Rye - - - - -	- - -	161	—	—
Whitby - - - - -	161	—	—	—
Whitehaven - - - - -	525	—	—	—
Yarmouth - - - - -	884	—	—	—
Ports under 100 per annum - - -	846	272	18	29
Leith - - - - -	460	141	- - -	128
Aberdeen - - - - -	598	205	—	—
Campbeltown - - - - -	388	—	—	—
Dumfries - - - - -	159	—	—	—
Dundee - - - - -	120	101	—	—
Glasgow - - - - -	156	—	—	—
Greenock - - - - -	1,748	1,444	- - -	156
Inverness - - - - -	671	—	—	—
Ports under 100 per annum - - -	286	86	7	58
Dublin - - - - -	4,323	236	—	—
Belfast - - - - -	3,652	993	—	—
Cork - - - - -	4,103	- - -	- - -	136
Galway - - - - -	342	102	—	—
Limerick - - - - -	1,535	—	—	—
Londonderry - - - - -	3,134	2,345	—	—
Newry - - - - -	463	—	—	—
Sligo - - - - -	2,520	105	—	—
Waterford - - - - -	1,963	—	—	—
Westport - - - - -	218	—	—	—
Ports under 100 per annum - - -	146	112	- - -	158
	35,815	32,719	325	3,444

RECAPITULATION.

	North American Colonies.	United States.	Cape of Good Hope.	Australian Colonies.	TOTAL.
ENGLAND - - -	8,830	26,849	318	2,808	38,805
SCOTLAND - - -	4,586	1,977	7	342	6,912
IRELAND - - -	22,399	3,893	- - -	294	26,586
UNITED KINGDOM	35,815	32,719	325	3,444	72,303

No. 1.
Agent General
for Emigration
to the Marquess
of Normandy,
15 August 1839.
Enclosure No. 3.

Third Enclosure in No. 1.

A RETURN of EMIGRANTS who have embarked from those PORTS of the UNITED KINGDOM at which there is a GOVERNMENT AGENT, between the 1st January and 30th June 1839.

PORTS OF EMBARKATION.	North American Colonies.	United States.	Cape of Good Hope.	AUSTRALIAN COLONIES.					
				Swan River.	South Australia.	Van Diemen's Land.	Port Philip.	Sydney.	Total Australian Colonies.
London - - - - -	474	1,360	143	15	1,427	121	10	2,207	3,780
Bristol - - - - -	4	560	-	-	-	17	-	241	258
Liverpool - - - - -	1,352	17,775	19	-	598	-	-	542	1,140
Greenock - - - - -	362	339	-	-	199	-	230	109	538
Leith - - - - -	46	-	-	-	-	-	-	329	329
Belfast - - - - -	1,733	330	-	-	-	-	-	216	216
Cork - - - - -	1,608	199	-	-	-	-	-	-	-
Dublin - - - - -	634	75	-	-	-	-	-	-	-
Limerick - - - - -	556	-	-	-	-	-	-	-	-
Londonderry - - - - -	1,300	1,813	-	-	-	-	-	-	-
Sligo - - - - -	1,538	-	-	-	-	-	-	-	-
TOTAL - - - - -	9,607	22,451	162	15	2,224	138	240	3,644	6,261

RECAPITULATION.

	North American Colonies.	United States.	Cape of Good Hope.	Austr'ian Colonies.	TOTAL.
ENGLAND - - - - -	1,830	19,695	162	5,178	26,865
SCOTLAND - - - - -	408	339	-	867	1,614
IRELAND - - - - -	7,369	2,417	-	216	10,002
UNITED KINGDOM - - -	9,607	22,451	162	6,261	38,481

Fourth Enclosure in No. 1.

RETURN of SHIPS and PASSENGERS despatched for *New South Wales* by Government in the Year 1838.

No. 1.
Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.

Enclosure No. 4

No.	Name of Ship.	Place of Departure.	Date of Sailing.	Destina- tion.	Tonnage.	Number of Adult Passengers.	Number of Children between 14 and 7 Years.	Number of Children under 7 Years.	Total Number of Passengers.
1	Duncan - -	Greenock -	11 Jan. -	Sydney	542	123	62	75	260
2	Magistrate -	Cork -	8 March-		518	183	31	58	272
3	Westminster -	Gravesend -	25 March	"	513	141	29	80	250
4	Lady Kennaway	Leith -	18 April -	"	583	146	45	92	283
5	Woodbridge -	Gravesend -	25 April -	"	516	147	45	75	267
6	Palmyra - -	Gravesend -	13 May -	"	602	153	54	84	291
7	William Roger -	Greenock -	13 May -	"	497	136	68	92	296
8	Parland - -	Londonderry	26 May -	"	483	151	52	86	289
9	Mandarin - -	Belfast -	10 June -	"	424	145	36	97	278
10	Maitland - -	Gravesend -	24 June -	"	648	169	72	74	315
11	Calcutta - -	Cork -	29 June -	"	706	205	48	57	310
12	St. George -	Oban -	4 July -	"	593	205	51	70	326
13	Lady Nugent -	Gravesend -	23 July -	"	535	134	47	57	238
14	Boyne - -	Cromarty -	31 Aug. -	"	619	158	60	67	285
15	Charles Kerr -	Limerick -	15 Sept.	"	463	124	50	52	226
16	Asia - -	Cromarty -	18 Sept.	"	536	151	53	66	270
17	Lady M'Naghten	Cromarty -	26 Sept.	"	558	145	30	30	205
18	Susan - -	Londonderry	13 Oct. -	"	514	147	75	39	261
19	James Moran -	Loch Broom	13 Oct. -	"	538	136	34	40	210
20	Juliana - -	Gravesend -	20 Oct. -	"	549	142	48	53	243
21	British King -	Tobermory	Oct. -	"	630	205	54	67	326
22	Prince Regent -	Gravesend -	2 Nov. -	"	527	129	57	48	234
23	Garrow - -	Belfast -	9 Nov. -	"	475	151	52	29	232
24	Aliquis - -	Cork - -	7 Dec. -	"	671	197	53	46	296
TOTALS - -					13,240	3,723	1,206	1,534	6,463

Fifth Enclosure in No. 1.

Enclosure No. 5.

RETURN of the Number of EMIGRANTS arrived in *New South Wales* from 1829 to 1837 ; extracted from the Blue Book for 1837.

YEAR.	MEN.	WOMEN.	CHILDREN.	TOTAL.
1829 - -	306	113	145	564
1830 - -	166	70	73	309
1831 - -	185	98	174	457
1832 - -	819	706	481	2,006
1833 - -	838	1,146	701	2,685
1834 - -	571	596	397	1,564
1835 - -	551	644	233	1,428
1836 - -	524	807	290	1,621
1837 - -	- Not yet rendered.			

No. 1.
Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.
Enclosure No. 5.

NUMBER of CONVICTS arrived from 1829 to 1837; also extracted from the Blue Book for 1837.

YEAR.	TOTAL CONVICTS.	YEAR.	TOTAL CONVICTS.
1829 - -	3,664	1834 - -	3,161
1830 - -	3,225	1835 - -	3,602
1831 - -	2,633	1836 - -	3,823
1832 - -	3,119	1837 - -	3,425
1833 - -	4,151		

Enclosure No. 6.

Sixth Enclosure in No. 1.

INSTRUCTIONS for the SURGEONS SUPERINTENDENT of GOVERNMENT EMIGRANT SHIPS
going to *New South Wales*.

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INSTRUCTIONS.

Preliminary Remarks: THE services to be rendered by the surgeon superintendent may be divided into his duties,—1st, on joining the ship; 2d, at the time of the people’s embarkation; 3d, during the voyage; and 4th, after the voyage is over. The following instructions will be divided into heads corresponding with these periods, and each will be rendered as complete as circumstances admit; but it will not the less be the business of the surgeon superintendent to make himself acquainted with the whole, and to apply to any defective or doubtful point in one part of the instructions whatever light can be derived from another.

Terms of remuneration. It may be observed that the terms of the surgeon superintendent’s remuneration are stated in a separate paper, and that in the same place it is explained that he is to be provided by the master with a suitable mess, according to the regulations therein laid down.

All the surgeon superintendent's letters on service are to be addressed to T. F. Elliot, Esq., the agent general for emigration, and, if sent by general post or from abroad, they are to be placed under cover to "The Under Secretary of State, Colonial Department, London."

Address of the surgeon superintendent's letters upon service.

JOINING THE SHIP.

1. The surgeon superintendent will hold himself in readiness to join his ship as soon as so directed, at the place where she is fitting, and previously to her being despatched to take her passengers on board.

To join at the place where the ship is fitted.

2. If it be at Deptford that he is to join, he will report himself personally at the office of the agent general for emigration in London, and will wait on the captain superintendent of the Royal Naval Yard as soon as he reaches Deptford; or if it be at an outport, he will communicate his arrival there by letter to the agent general, and will make it known forthwith to the officer of the emigration department under whose superintendence the vessel is being fitted.

To report himself.

3. He will make himself well acquainted with the conditions of the charter-party, of which a blank form is hereunto annexed, and will take care that they are strictly complied with, from the time of his entering on his duties to the end of the service, reporting any deviation from them to the agent general for emigration and to the governor of the colony, and noting the circumstances of the case in his journal. It will be the duty of the master to submit to his inspection the attested copy of the charter-party at all times when he may desire to refer to it.

Charter-party.

4. The master will furnish him with any information he may desire on the quantities of the stores and provisions shipped for the use of the emigrants, and will produce, if required, the bills of lading or any other documents best suited to exhibit the description and amount of the different supplies on board.

Master to give information.

5. The surgeon superintendent will see that the medicines and midwifery instruments are supplied to him according to the list No. 2, referred to in the Appendix to these instructions, and will arrange them in proper order, and secure them for going to sea.

Stores to be complete, viz. medicines;

6. He will take notice that the medical comforts, the hospital furniture, and the various articles for the use of the emigrants enumerated in lists Nos. 3, 4 and 5, in the Appendix, are all put on board.

Medical comforts and messing utensils, &c.;

7. He will ascertain that the several stores to be found by the owner are forthcoming, according to list No. 6; and he will also inspect the cooking apparatus, to see that it is complete.

Shipowner's stores for the emigrants;

8. He will inquire whether the books have been received; but the list of them will be supplied to him separately, as the collection is not considered sufficiently settled to admit of a catalogue's being printed in the Appendix to these instructions.

Books.

9. He is to observe that the berths are numbered from one end of the ship to the other, and that the beds are rolled up and lashed, with the bedding inside of them, and marked; for which purpose stencil plates and marking ink are to be furnished to the master or mates of the ship by the officers under whose charge she is fitted.

Berths and bedding to be numbered.

10. The surgeon superintendent will report any deficiency which he may observe under any of the foregoing heads of these instructions to the officer acting on the spot, or, if necessary, to the agent general for emigration.

Deficiencies to be reported.

11. He will be careful to sign any documents which may require his signature for supplies from the victualling or medical establishment at Deptford, or from any other source there or at the outports, and will deliver the receipt to the proper officer.

Receipts.

12. He is on no account to suffer the master or any person to ship goods on private account; and no articles or packages of any description not belonging to the emigrants or to the surgeon himself, or else forming part of the ship's stores, are to be received on board without a written order from the agent general for emigration, or from the proper officer authorized to superintend the fitting of the ship.

Baggage and private goods.

13. The surgeon will be allowed to ship baggage, &c., exclusive of cabin furniture and necessaries for the voyage, to the extent of one ton; he is not, however, to abuse this privilege by availing himself of it for the purposes of trade. On his arrival in the colony he is to deliver to the colonial government, with his journal, a written declaration, in the following words:—

Surgeon's baggage.

"I do declare, on my honour as an officer and a gentleman, that I did not land in the colony any article whatever for sale."

Surgeon Superintendent
on board the Emigrant Ship

14. If the provisions are properly stowed, and the preceding limitations duly complied with, ample room ought to remain after all the stores are on board for putting away the emigrants' luggage. The allowance is at the rate of about half a ton measurement for every married couple with one or two children, and a moderate addition for any children beyond that number.

Emigrant's luggage.

15. The surgeon superintendent (assisted by the Government agent for emigrants, if there be one present at the proper opportunity) is to muster the crew, and make a return to the agent general for emigration of their numbers and qualities, bearing in mind that

Muster of the crew.

there is to be one man, duly qualified, to have no other employment than cooking for the emigrants. In sailing from the Thames, this muster is to take place before the ship finally leaves the river; and at the outports before she puts to sea.

EMBARKATION.

Division of duties
between the surgeon
superintendent and
selecting officer.

16. On reaching the place of embarkation the surgeon superintendent will immediately put himself in communication with the selecting officer, and he will of course render his best co-operation to that officer in any way in which he can contribute to the advancement of the service; but it is to be distinctly understood that the whole power and responsibility, previously to the emigrants being on board, rests with the selecting officer, or officer acting for him on shore, and the whole power and responsibility afterwards with the surgeon superintendent.

Same subject.

17. No person, however, is to be set on shore by the surgeon superintendent for misconduct, sudden illness or discontent, without taking the opinion of the selecting officer, if he be still on the spot.*

Co-operation of the
resident agent for
emigrants.

18. The resident Government agent for emigrants, at those ports where there is such an appointment, is to succeed to the charge of the emigrants up to the time of embarkation, in case the officer by whom they have been selected is obliged to quit the place before they can be put on board. And as the advice and assistance of the agent for emigrants (who is always an officer of the Royal Navy) must, at any rate, be of much value on various points of the service, he has instructions to afford any co-operation in his power in the case of all Government emigrant ships which receive their passengers at his station; and it will be the duty of the surgeon superintendent to enter into communication with the resident agent immediately on calling at any port where there is such an officer.

Berthing list.

19. It is an instruction to the selecting officer that a list of the berths, with the names of the parties by whom they are to be occupied, is to be prepared beforehand, so that each emigrant on coming on board can be directed at once to the number of his own berth. The people ought to be berthed according to their natural connexions, and so as to place in the neighbourhood of one another those whose relative circumstances and habits render it most likely that they will agree. On this subject a Report in the Appendix (No. 16.) shows more particularly the practice observed in such Government ships as sail from the Thames.

Lists of the messes.

20. Lists of the messes are also to be settled before the emigrants embark, and in the same manner.

But although the selecting officer, as having the best means of knowing the people beforehand, is made more immediately responsible for the preparation of these two kinds of lists, he is not precluded from requesting any aid he may find himself in want of from the agent for emigrants, where there is one; and the surgeon superintendent will also understand the present to be amongst the objects in which, as stated in article 16, he ought to be ready to offer every assistance in his power previously to the emigrants coming directly under his own charge.

The list of each mess should contain the names and ages of all the persons in it, and at the bottom should appear the number of male and of female rations to which the mess is daily entitled. Care should be taken that children less than 10 years of age are not represented as above that age, and thus virtualled as adults improperly.

Size of messes.

21. Owing to the various sizes of families, and the mixture of children of different ages, it is impossible to fix the same number for every mess in an emigrant ship; it can only be said, in general terms, that no mess ought, if possible, to consist of persons less than equal to six adults, nor of more than equal to 12.

Manner in which the
messes should be
constituted.

22. The order of the messes ought to follow that of the berths, so that each mess may consist of a certain number of contiguous berths.

Serving out and mark-
ing of the mess utensils.

23. As soon as possible after the people are on board, their mess utensils should be served out to them according to the Schedule in the Appendix (No. 7.), and they should be instructed to mark them with the number of their respective messes. It has already been remarked that no fixed number can be established for each mess; but the surgeon superintendent must serve out the articles, rateably, according to the best of his judgment, observing that the quantity in the Schedule is calculated for from six to eight adults, and that double of it may be allowed to a mess of 12, and that he must settle the wants of intermediate numbers according to experience and his own opinion of what is reasonable. The supply on board consists of three dozens of each of the principal articles, which, assuming that no ordinary ships

* It may be observed here, in reference to the relative duties of the officers, that in Ireland it is the practice to take deposits of the persons accepted as emigrants, to be forfeited in case they do not embark, or if they misconduct themselves on the passage, but otherwise to be returned to them on their arrival in the colony. The joint amount of the deposits of all the persons who embark, with a list of the parties to whom they are returnable, is to be handed to the surgeon superintendent by the selecting officer, and the surgeon superintendent will give him a stamped receipt for the same. He will take the directions of the governor, on arrival, as to the manner in which to make the repayments, so as to prevent complaint or question, and also as to the disposal of the deposits forfeited for misconduct, if any such forfeitures be found indispensable.

ships will contain more than 30 messes of from six to eight persons in each, leaves one-sixth to spare to replace losses or provide for special cases. In ships much larger than ordinary an extra supply will be given.

24. An early opportunity should be taken of naming a head man to each mess, with whom the surgeon superintendent can more immediately communicate on all matters relating to it. On the manner of choosing the head man, see the subsequent article of these instructions, No. 39.

A head man to each mess.

25. The swing stoves should be used frequently before the emigrants come on board, and their sleeping places and bedding be ascertained to be dry and wholesome.

Swing stoves before embarkation.

26. The emigrants receive at the time of being selected "certificates of acceptance," to which they are required to affix a signed declaration by themselves that they will abide by the established regulations in Government emigrant ships; and each of them, on coming on board, should be called upon to produce this document, of which the surgeon superintendent will then take charge, as a memorial of the party's consent to observe the necessary rules for the common welfare.

Certificates to be delivered by the emigrants upon coming on board.

27. The luggage is to be put away into the hold, but in such manner that it may be accessible once in every three or four weeks.

Luggage to be put away into the hold.

28. At the first convenient opportunity after embarkation, the surgeon superintendent, in company with the selecting officer, should muster all the emigrants, and give the selecting officer a receipt for the total number of souls found to be embarked, distinguishing adults from children, according to the form in the Appendix (No. 8.), and accompanied by a certificate that there is no sickness among them, or a note of any which may appear to exist.

Muster of the emigrants.

29. No person with an infectious disorder, capable of proving dangerous to the passengers, is to be suffered to proceed; and if an emigrant is taken ill of any such disorder before the ship leaves the coast, the surgeon superintendent is to report the case to the agent general for emigration, and to detain the ship for orders.

No ship to sail with an infectious disorder of a dangerous character.

30. A supply of fresh vaccine matter will be furnished to the surgeon superintendent from the agent general's office, at the latest moment before sailing. Measures are taken, in the course of selecting the people, to secure their vaccination; but it will be proper that the surgeon superintendent should examine their arms, or see their certificates that the operation has been performed, and that he should perform it anew in any case that may seem to him doubtful.

Vaccine matter.

31. The emigrants are to be maintained on fresh meat and vegetables while in port; and at the time of sailing, fresh meat should be laid in for as many days as it seems likely to last without being spoiled. The master is to purchase these provisions at the requisition of the surgeon superintendent, and to procure the certificates of two respectable merchants or tradesmen that they are bought at the fair market price; and upon the occasion of making the last purchases, the surgeon superintendent may draw for the whole amount at 10 days' sight, on the agent for the colony, Edward Barnard, Esq., No. 2, Parliament-street, London, giving him immediate advice of the same. He is, at the same time, to forward to the agent general for emigration the bills and receipts for the different supplies, accompanied by certificates as above-mentioned, to the justness of the price; and by his own certificate, that the articles were purchased at his requisition, and were wholesome and of proper quality, and that he had no ground to suppose their price other than correct and reasonable.

Fresh provisions in port, and at the time of sailing; and mode of defraying the purchases.

32. The surgeon superintendent may defray in like manner any other unavoidable contingent expenses of the service, by drawing bills on Mr. Barnard, and transmitting the vouchers to the agent general for emigration. Or if any payment is required of too trifling a nature to render a bill appropriate or necessary, the surgeon superintendent may find it more convenient to make such small disbursements himself, in which case he will be able to obtain credit for the same in the colony, on producing proper vouchers.

Mode of defraying other incidental expenses.

33. The surgeon superintendent will see, by the scale of victualling printed for the information of the passengers, that he is at liberty, if circumstances appear favourable, to cause the master to lay in a stock of potatoes for the commencement of the voyage. In case this article be provided, it will be necessary that the master should at the same time purchase cheap nets for cooking the separate allowances of the messes; and the surgeon superintendent will make it his duty to take especial care that the potatoes are so stowed, and the means of taking them out for use so arranged, that none can escape and decay in the hold, to the injury of the health of the people.

Potatoes.

34. In case of any considerable detention after the ship's first departure, the surgeon superintendent is to take the directions of the agent general for emigration on the propriety of completing the provisions; and the water should be completed at every available opportunity.

Completion of provisions, and water, in case of detention after the people are on board.

35. The passengers ought to have slept at least two nights on board before the ship puts finally to sea; and the master is not to sail without the orders of the surgeon superintendent to that effect.

Sailing orders.

36. The surgeon superintendent is not to interfere in any way with the navigation of the ship, but he is expected to give the crew the benefit of his medical assistance, if required.

Navigation of the ship, and medical attendance on the crew.

THE VOYAGE.

- Principal subjects of the surgeon superintendent's duty during the voyage.** 37. The principal objects of the surgeon superintendent's attention during the voyage will be the maintenance of good order and regularity among the people; the management of the dietary, and checking of the accounts connected with it; the important question of touching at an intermediate port; the care of the sick; and the keeping of a journal which shall constitute a sufficient record of the proceedings on all these subjects.
- Discipline of the people.** 38. For the maintenance of good order during the voyage, the surgeon superintendent will do his best to carry into effect the regulations contained in the Appendix (No. 1.), of which a printed copy will be exhibited in every Government ship. He is not precluded from any modification of their details which his own experience may suggest as preferable in itself, or better suited to the people under his charge; but he is to adhere to their spirit, and he will remember that these are the regulations which the emigrants themselves have signed a declaration that they will observe.
- Appointment of constables, and head men of messes.** 39. It will be for the surgeon superintendent to decide, according to circumstances, whether to appoint the constables and the head men of messes himself, or whether to allow them to be chosen by the emigrants, subject to his approval. With a well-disposed party of people the latter is, probably, the preferable course; but it must at any rate be understood that, once approved, none are to be put out of office except by the surgeon superintendent alone. Single men appear the most eligible for constables, the heads of families having enough to do in attending to their wives and children.
- Cleanliness.** 40. The surgeon superintendent will perceive that several of the regulations are devoted to the object of enforcing cleanliness amongst the emigrants in their persons, their decks, their sleeping-places, and their clothing.
- Clean linen.** 41. With reference especially to the latter purpose, a muster is appointed for Sunday. It would be well, however, that the surgeon should endeavour to establish a practice of putting on clean linen upon some other fixed day in the week besides; as, for example, Thursday, which is the day kept for the purpose on board of Her Majesty's ships of war.
- Ventilation.** 42. He will pay attention to securing a proper degree of ventilation. In running through the fine weather it will be desirable to open out a few of the ports in such ships as have ports, taking care that when closed again for the ulterior part of the voyage they are made thoroughly tight.
- Dryness between decks.** 43. Great care should be taken to preserve dryness between decks. For this purpose, all washing must be strictly prohibited there (as is laid down in the regulations); the swing stoves should be used frequently, and holy stones and dry-rubbing should be used to clean the deck.
- Air and exercise.** 44. The emigrants should have every encouragement to take the air on deck. The surgeon superintendent is to consider it his duty to promote music and dancing, and every harmless means of combining exercise and amusement. In the hot latitudes, the people should have the benefit of the awnings, and should as much as possible be sheltered from the sun in all parts of the deck; and it will probably be found desirable likewise in those latitudes, although it has not been thought fit to be enjoined as a regulation, that the men should agree amongst themselves to keep large watches on deck at night, so as to leave the sleeping places below more airy.
- Crossing the Line.** 45. The emigrants are not to be molested on crossing the Line.
- Useful employments.** 46. The more the people can be led to engage themselves in useful employments, the better it will be for their morals and their health.
- No gambling.** 47. Gambling must not be permitted.
- School.** 48. The surgeon superintendent will establish a school, selecting the fittest person he can for the office of teacher, and exempting him, as is mentioned in the regulations, from the ordinary duties of the emigrants.
- Books.** 49. The books which are supplied to every ship for the benefit of the emigrants are to be distributed, according to the demand for them, under the charge of the head men of the respective messes, for whose use they are given out. They should be produced to the surgeon superintendent by the several head men at stated intervals (say every Saturday, or every alternate Saturday), to show that they are not lost or injured; and at the end of the voyage they may be disposed of in gifts to such of the emigrants as the surgeon superintendent may consider most deserving of the indulgence. The surgeon superintendent will probably be able to make use of the services of the teacher in the management of the books; and the school books will remain under the teacher's charge during the voyage.
- Divine Service.** 50. Divine Service should be read every Sunday, weather permitting, by the surgeon superintendent, unless there is a clergyman on board who can undertake the office for him. And in case there be any persons who absent themselves from the assembly of the people for this purpose on the plea of difference of persuasion, or for any other cause, care is to be taken to prevent the commission of irregularities and improprieties by them at the time the attention of the remainder of the passengers is engaged at church.
- Conclusion on discipline.** 51. Throughout the treatment of the people it will be the aim of the surgeon superintendent to maintain good moral conduct, cheerfulness and regular habits, establishing fixed days and certain hours for as many purposes as he can; and endeavouring to bring the whole

whole of his system into a settled routine, capable of insensibly uniting itself with the daily life of the emigrants as a matter of course.

52. With regard to the dietary, the surgeon superintendent will find in the Appendix (No. 9.) a copy of the scale of victualling according to which the supplies for the ship are laid in, and likewise (No. 10.) the substance of a scale, with explanatory remarks, which is exhibited in every Government vessel for the information of the passengers. To these documents are added (No. 11.) a few hints as to the management of some of the articles left to the surgeon's discretion. Dietary.

53. The surgeon superintendent is to take care that the emigrants have their due allowance of provisions and of water, without any deduction whatever (unless as ordered by himself under any of the following clauses of these instructions); that convenient times are appointed for serving out to them their daily and weekly rations; that their victuals are properly cooked, and in the manner to turn them to the best account for themselves, without any artifice to increase the cook's perquisites; and especially that the meals are served with punctuality,—in which respect any habitual failure is to be reported to the governor on arrival, with reference to its bearing on the master's claim for gratuity. Serving out and cooking of provisions.

54. If the surgeon superintendent finds that the attendance of the constables only at the serving out of the provisions gives rise to jealousies, he may try the other plan of taking two men daily (one from each of every two messes in rotation) to be present at the issuing; but so frequent a change of persons is not in itself desirable, and is by no means equally convenient with the continued employment of the same parties, who become familiarized with the weights and measures and methods of proceeding. Persons to be present on behalf of the emigrants at the serving out of provisions.

55. Upon the opening of every cask of provisions (which is to be brought on deck for the purpose) the surgeon superintendent is to note in his journal its condition, mark, number and contents. There are placed on board of every ship two harness casks with padlocks—one for beef and one for pork—into which the contents of each cask of provisions are to be put, and the keys given in charge to the mates. Opening of fresh casks of provisions.

56. The sick will be victualled according to the discretion of the surgeon superintendent, who is at liberty to cause to be issued to them, in addition to the medical comforts required for their use, the whole or any part of their regular rations, or any other of the articles furnished by the scale of victualling, as he may deem best. Diet of the sick.

57. But in case of any such stoppage of part of the full ration of the sick, or of allowing articles out of the established order or rate of issue, the proper course, with reference to the subsequent audit of the accounts, is to check the parties of the whole of their established rations while dieted in this manner, and to grant the master at the end of the voyage a certificate of the provisions actually issued to them during that time, and of the correctness of his list of the persons checked, and of the periods, according to the form in use for this purpose in the convict service, of which a copy is contained in the Appendix, No. 15 c. Accounts connected with sick diet.

58. He is also, in accordance with the practice in the convict service, to furnish the master with a general certificate for all the medical comforts, including lemon juice, received by him during the voyage, specifying therein the extreme periods in which these supplies were made, with a declaration that the said articles were supplied to the sick, or for the preservation of the health of the passengers during the voyage. He is also to grant to the master separate receipts for the articles of bedding and hospital furniture supplied to him, in order that credit for all such expenditures may be allowed on the master's accounts. Receipts for medical comforts, and for stores under the master's charge.

59. He is to keep such an account, as is usual on board of Her Majesty's ships, of the receipt, expenditure and return of all medicines, utensils and necessaries with which he may be supplied, and is to verify the same by declaration to be delivered to the Colonial Secretary, or such other officer as he finds appointed by the governor for the examination of his accounts. Account of medicines and of stores under the surgeon's charge.

60. The surgeon superintendent will exercise his own discretion on touching; but, generally speaking, it is considered most advisable to stop at some intermediate port; and he should never neglect this if the ship be long in accomplishing the first part of the voyage. The purchases of fresh provisions are to be made, and the vouchers transmitted to the agent general for emigration, in the same manner as pointed out in article 31; with this difference, that the bills on Mr. Barnard are to be drawn at thirty days' sight instead of ten days, and that, at a foreign port, the additional certificate of the consul, or of any other resident British authority, is to be obtained as to the correctness of the prices. Touching.

61. The surgeon superintendent is not to suffer any of the emigrants to land at an intermediate port with a view to settling in the country, inasmuch as the whole expense of passage is defrayed from the funds of New South Wales, with the exaction of no other consideration from the emigrants in return than the benefit expected from increasing the number of honest and useful labourers in the colony. Landing at intermediate ports.

62. The surgeon superintendent is expected, without fail, to take advantage of every favourable opportunity of reporting the progress of the ship, and the state of the people on board; and to furnish a return of any deaths which may have occurred, with the dates, the names and ages of the parties, and the cause of death. This duty has not been attended to on former occasions as strictly as it ought to be, and henceforward any neglect of it which cannot be satisfactorily accounted for will be deemed a reason for withholding part of the surgeon's gratuity. Reports of progress the ship.

Prevention and cure of disease.	63. For the prevention and cure of disease, the main reliance must be placed on the general skill and knowledge of the surgeon superintendent; but a few directions are subjoined, taken, with very little alteration, from clauses in the naval instructions to surgeons of the fleet and surgeons employed in convict ships.
Visiting the sick.	64. The surgeon superintendent will keep a watchful eye on the health of the emigrants, with a view to discover the earliest symptoms of fever, flux, scurvy or any other complaint, and in order that he may take the most prompt means to stop the progress of disease amongst them.
Their medicines and drink.	65. He is to visit the sick at least twice a day, and oftener if necessary, paying every attention to their nursing, medical treatment and general comfort, and assigning to them the most suitable diet, as provided for in articles 56 and 57.
Use of the hospital.	66. He is to take particular care that medicines and proper drink be provided for the sick every evening in sufficient quantities to serve until morning.
Infection.	67. The hospital being intended chiefly for patients labouring under infectious complaints, or such diseases as render confinement to bed necessary, he is not to admit into it persons affected with slight complaints, but is to attend to them in their own berths.
Attendance upon the sick.	68. When patients with infectious disorders have been received into hospital, their persons are to be thoroughly cleansed, and their clothing washed in boiling water or fumigated before it is stowed away, to prevent possibility of infection; and it will be for the surgeon superintendent to consider whether their hair should be cut off.
Co-operation of master and officers.	69. It has already been observed that the surgeon superintendent will appoint a hospital man, if required, but this will be more immediately for his own assistance; and in cases of extensive illness as many persons as are necessary must be taken out of the emigrants who are in health to attend upon those who are sick.
Journal of the voyage.	70. The surgeon superintendent is to use his best endeavours to secure the cordial co-operation of the master and officers, in order that by their united exertions the service may be performed in the most efficient manner possible.
Medical journal.	71. In reference to all the preceding duties on the voyage, the surgeon superintendent is to keep a daily journal of his proceedings, noting every occurrence of moment. He is to particularize the times when the decks are scraped, the ship fumigated, the bottom boards of the berths scrubbed and taken on deck, the bedding shaken and aired, washing days allowed, and the luggage brought up. He is also to notice the Sunday musters, and is to state every day the latitude and longitude at noon, and the nature of the weather. He will enter in this journal any remarkable instances of the good or bad conduct of the people, or of the working of the regulations for their discipline; and at the end he will place together all his general observations on the voyage, expressing every objection he may see reason to form to the regulations, or to the victualling, or any other part of the arrangements, and taking care to name the remedy he would propose. A return is to be made on the concluding page of the journal, in the form contained in Appendix, No. 12, of the principal dates of the voyage, and of the number of emigrants embarked and disembarked.
	72. Independently of the preceding general diary, the surgeon superintendent should keep a proper medical journal. If a surgeon of the Royal Navy, it is required by the Lords Commissioners of the Admiralty that he should keep a journal of this kind in the same form as if he were employed in one of Her Majesty's ships or in a convict ship (for which purpose the usual blank form will be included in the contents of the medicine chests supplied from Deptford), and immediately on such journals being received at the office of the agent general for emigration, it will be forwarded to the physician general of the navy. If not an officer of the navy, the surgeon in charge of the emigrants will equally keep a full and distinct medical journal, showing on what day each patient is entered for treatment, and on what day discharged; and whether cured, transferred to other hands, or dead; stating also the nature of the disease, and the method of treatment; and if there be any causes connected with the voyage which appear likely to have occasioned the disease, he is to assign them, and point out whether there seems to him any practicable method of obviating them for the future, more especially if the complaint be of an infectious nature.

ARRIVAL.

Report arrival in the colony to Colonial Secretary at Sydney.	73. Immediately on reaching his destination, the surgeon superintendent will report his arrival to the Colonial Secretary, and apply for instructions upon the disembarkation and disposal of the emigrants.
Report ditto to the agent general for emigration.	74. He is to take the very first opportunity of writing to the agent general for emigration, however briefly, to announce the arrival of the ship, and mention any fact of more immediate interest, such as the state of the emigrants, the prospect of their speedy employment, and the number of deaths on the passage; and if it be impossible to insert in this first communication a full return, as described in article 62, of the names and ages of any parties who may have died, this information should follow at the earliest opportunity afterwards. The important duty of reporting to England has been too much neglected on former occasions; and in order to ensure proper attention to the subject, the surgeon superintendent is hereby desired to deliver the above-mentioned notification of the ship's arrival, and of the particulars of any deaths on board, into the Colonial Secretary's office, for transmission to England, and to take a receipt for the same; and he will be subject to an

an abatement of his gratuity unless it shall appear that he has punctually complied with the present regulation.

75. The surgeon superintendent will also deliver into the Colonial Secretary's office his journal of the voyage and medical journal, described in articles 71 and 72, and will take a receipt for them, without which he cannot pass his accounts or receive his gratuity. Transmission of journals.

76. The surgeon superintendent, with the master and chief mate, is to survey the remains of provisions and other public stores in the master's charge, previously to their being landed; and is to join in a report of survey, according to the practice in similar cases in the convict service. Survey of remains of provisions and other stores in the master's charge.

77. He is further to deliver the remains of medicines and other stores in his charge to the Commissariat Department, unless otherwise ordered by the governor, and will hand the receipt for them into the same office into which he finds himself required by the regulations in the colony to deliver his account (under article 59) of the receipt and expenditure of these stores. Disposal of remains of medicines and of other stores under the surgeon's charge.

78. With regard, however, to the midwifery instruments, if he is returning to England he is to bring them back with him, and deliver them at the office of the agent general for emigration, where he will be held responsible, as is the practice in the convict service, for restoring them in good condition; and, if on the other hand he is remaining in the colony, he is to dispose of them according to such rules as he may find established in the colony on the subject. Midwifery instruments.

79. The surgeon superintendent will be able to recommend the constables, and the man who assists him in the hospital, for gratuities not exceeding 2*l.* to each of them; and also the teacher, for any gratuity he thinks fit, from 2*l.* to 5*l.*; understanding, however, that the whole amount of such gratuities to emigrants cannot be allowed to exceed the sum of 15*l.* in all, unless in peculiar cases of very large ships requiring an unusual number of persons in the above-mentioned employments. Gratuities to emigrants who discharge useful offices on board the ship.

80. In order to encourage attention to the welfare and comfort of the emigrants, a gratuity is allowable to the master amounting to 30*l.*, and a gratuity of 15*l.* to the first mate, and 10*l.* to the second and third mates respectively, but subject to the colonial authorities being entirely satisfied of their deserving it, and to a certificate of their conduct from the surgeon superintendent, of which the tenor that will be required, as far as regards the master, is more particularly set forth in the 12th article of the master's instructions, a copy of which will be found in the Appendix, No. 13. Gratuities to the master and mates.

81. A list is placed in the Appendix, No. 14, of the principal documents necessary to pass the surgeon superintendent's accounts in the colony. Documents necessary to pass the surgeon superintendent's accounts.

82. And for his information and guidance during the voyage, a description is added (Appendix, No. 15) of the chief certificates which it will be requisite for the passing of the master's accounts, that the surgeon superintendent should be prepared to sign, upon the completion of the service. Certificates from the surgeon necessary to pass the master's accounts.

83. If the surgeon superintendent remains in the colony he can be finally settled with there, with the exception of a balance, not less than 30*l.*, which must be reserved until an authenticated copy of his personal account shall have been transmitted to England, and an answer received; in framing which reply, notice will be taken whether the surgeon has complied with his instructions as to communicating with the office at home. Mode of settling with the surgeon superintendent:
1st. If he stays in the colony;

If, on the other hand, the surgeon superintendent returns to England within a limited time, he will be allowed (as explained in the memorandum on the terms of his remuneration), a sum of 100*l.* for his expenses, but subject, in this case, to the reservation of a balance of not less than 50*l.* to be paid to him after his arrival in London; and it will be necessary that he should bear with him an authenticated copy of his personal account, as closed in the colony, in order to entitle him to receive the remainder due to him. 2d. If he returns.

84. He will be expected to take the earliest opportunity of personally reporting his arrival at the office of the agent general for emigration, in order to afford any information that may be required of him; and upon its appearing that his accounts are correct, and that he has properly complied with his instructions, the balance due to him will be immediately paid, and his duties on the present service will then be closed. Report arrival on his return to England at the office of the agent general for emigration.

T. Frederick Elliot,

Agent General for Emigration.

2, Middle Scotland Yard,
30th March 1839.

DOCUMENTS to accompany the present Instructions, in addition to the Contents of the Appendix.

List of medicines.

List of books.

Form of return on stores, &c., to be filled up and sent in with the journal of the voyage.

Terms of the surgeon's remuneration.

No. 1.
Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.

Enclosure No. 6.

APPENDIX.

CONTENTS OF APPENDIX.

- No. 1.—Regulations for the good order of the people.
- No. 2.—List of medicines.
- No. 3.—List of medical comforts.
- No. 4.—List of hospital furniture.
- No. 5.—List of emigrant's stores and utensils,—supplied by the Government.
- No. 6.—Ditto - - ditto - - supplied by the ship-owner.
- No. 7.—List of allowance of utensils to each mess.
- No. 8.—Form of return of numbers embarked.
- No. 9.—Victualling scale used for the guidance of the officers who provide the supplies.
- No. 10.—Victualling scale used for the information of the passengers.
- No. 11.—Hints on the management of parts of the dietary.
- No. 12.—Form of return of numbers disembarked.
- No. 13.—Extract of master's instructions on subject of gratuities.
- No. 14.—Some of the principal documents required by the surgeon superintendent to pass his own accounts.
- No. 15.—Some of the principal documents which require the surgeon superintendent's signature in order to pass the master's accounts.
- No. 16.—Report on method of berthing in Government emigrant ships which sail from the Thames.

No. 1.

REGULATIONS to be observed on board GOVERNMENT EMIGRANT SHIPS.

To be hung up in at least one conspicuous place between decks.

- | | |
|--|--|
| Rising. | 1. The emigrants are to be out of bed at seven; the children to be washed and dressed, and the decks swept, including the space under the bottom boards of the berths, which are to be lifted for the purpose every morning. |
| Beds to go on deck. | 2. The beds are to be rolled up, and, weather permitting, carried on deck. |
| Breakfast. | 3. Breakfast at eight. |
| Cleaning decks. | 4. The decks to be cleaned at nine by dry holy-stoning or scraping, each mess being answerable that their sleeping berths are well brushed out, and the space in front kept clean. |
| Party of cleaners. | 5. A party of six or more is to be formed from all the males above fifteen, taken in rotation, to clean such parts of the deck as do not belong to any particular mess, and also the ladders, the hospitals and the water-closets, and to be sweepers for the day. The decks to be swept after every meal. |
| Cleaning women's part of the deck. | 6. The single women are to keep their part of the deck and their berths clean, and if they need assistance their male relatives must give it them. |
| Female hospital. | 7. One or more women, as may be necessary, will be taken in rotation to attend any sick in the female hospital. |
| Children to be seen to be clean, and sent to school. | 8. Immediately after breakfast all the children, weather permitting, are to be sent on deck to be inspected by the surgeon or the teacher, and seen to be clean, and then sent to school. |
| Cleaning bedplaces and bedding. | 9. The bottom boards of the berths should be removed, and dry scrubbed, and taken on deck, weather permitting, once or twice a week, as the surgeon superintendent may direct. The bedding should also be well shaken and aired on deck at least twice a week, if the weather permits. |
| Head men of messes. | 10. Every mess is to have a head man, to be responsible for the order and regularity of it, and whose duty it will be to report to the surgeon any misconduct or neglect requiring correction. |
| Constables. | 11. For the general enforcement of the present regulations and of cleanliness and good order, from two to four constables are to be appointed, in such manner as the surgeon superintendent may think proper. |
| Serving out of provisions. | 12. The constables will attend daily at the serving out of the provisions to see that each mess receives its proper allowance, and that justice is done; and a scale of the victualling will be affixed in some conspicuous part of the ship, for the information of all concerned. |
| Coppers to be kept clean. | 13. The coppers are to be cleaned daily, and the constables will inspect them every morning, and report to the surgeon superintendent whether or not they are clean. |
| No smoking. | 14. No smoking is permitted between decks. |
| No spirits. | 15. Spirits are not allowed to be brought on board. |
| Dinner. | 16. Dinner at one. |
| Tea. | 17. Tea at six. |

18. A lamp

18. A lamp is to be kept burning all night at each of the three hatchways, and is not to be removed, and a lamp in each hospital, when occupied. No other lights are to be allowed after eight P.M. Lights.

19. The married men, in rotation, will keep a watch in their part of the 'tween decks during the night. There should be two or three in each watch, and the night should be divided into three watches; the first from eight P. M. to midnight, the second from midnight till four o'clock, and the morning watch from four to seven A. M. The business of the watch will be to prevent irregularities, to assist any persons taken ill, to attend to the hatchways, deck ventilators and scuttles, seeing that they are open or shut, according to the weather and the surgeon's directions, and to make any complaint that may be necessary to the surgeon superintendent. Watch at night.

20. Washing days every Monday and Friday, or on such other days as the surgeon superintendent may appoint, having regard to weather and other circumstances; but no washing or drying of wet clothes is, on any pretence whatever, to be suffered between decks. Washing.

21. On every Sunday at half-past ten the emigrants are to be mustered, in the order of their berths, the surgeon superintendent passing along and inspecting them, to see that they are personally clean, and have on clean linen and clean and decent apparel. Afterwards, divine service is to be performed, and the Lord's Day to be as religiously observed as circumstances will admit. Sunday muster.

22. The heavy luggage is to be put in the hold; but the emigrants, as stated to them at the time of selection, ought to come on board furnished with canvas bags; and they are to have access to their boxes at intervals of three or four weeks, as the surgeon superintendent may direct. Luggage.

23. One man may be taken in rotation, if necessary, to act as the cook's assistant. Cook's assistant.

24. The surgeon superintendent is to appoint one man, if he thinks proper, to be his assistant in the hospital, or generally in the attendance on the sick. Hospital man.

25. The surgeon superintendent will select one person to act as teacher to the children. Teacher.

26. The teacher and the constables are to be exempt from the duty of cleaning decks amongst the messes, or from taking their turn in the party of general cleaners and sweepers. The man acting as cook's assistant for the day, if there be one, and the hospital man, will also be exempt from those duties. Exemption of the above, and of constables, from cleaning decks.

The foregoing rules being adapted to ordinary emigrant ships of about 500 tons, it will be for the surgeon superintendent to consider, in unusually large ships, whether to add to the number of general cleaners and of constables, and also whether or not to make any addition in the case of the teacher, the cook's assistant, and the hospital man.

27. All questions that may arise on the preceding regulations are to be decided conclusively by the authority of the surgeon superintendent, who is entirely responsible for the care and good management of the emigrants, and whose authority is to be respected in all cases accordingly. Doubts to be settled by the surgeon.

28. The surgeon superintendent is enjoined to refuse the allowance of wine, when wine is in course of issue, and to deny any other indulgence he may think proper, to any persons who wilfully neglect or obstruct the established rules, and in case of gross misconduct and insubordination, he will report it to the governor on arrival, with the name of the offender. Refusal of wine to the insubordinate.

29. Finally, there are two remarks which it is desirable the emigrants should bear in mind: Concluding remarks.

First,—That it must very much depend on the attention they pay to the rules provided for cleanliness and airiness, whether they reach their destination in high health and spirits, as many do, or, on the contrary, suffering under some of the infectious disorders which proceed from dirt and negligence at sea;

Secondly,—That on landing in the colony their conduct during the voyage is sure to become known, and that while persons who arrive in a happy and orderly ship may expect the best offers of employment, those who bear the character of having been quarrelsome and refractory will naturally be avoided.

Hence it is not only essential to the comfort, and even to the safety, of the emigrants while on the passage itself, to observe the regulations established for the common benefit, but parties who perversely thwart them will be liable to feel the consequences seriously in their prospects afterwards.

T. Frederick Elliot,
Agent General for Emigration.

2, Middle Scotland Yard,
30th March 1839.

No. 2.

MEDICINES.

The list of medicines is furnished to the surgeon superintendent on a separate sheet, Medicines. and another copy of it will be found in the medicine chest.

REPORTS AND CORRESPONDENCE

No. 3.

MEDICAL COMFORTS.

Medical comforts.	Preserved meats and soups	-	-	-	-	-	-	150 lbs. per 100 persons.
	Lemon juice	-	-	-	-	-	-	648 lbs. - "
	Sugar to mix with lemon juice	-	-	-	-	-	-	486 lbs. - "
	Scotch barley	-	-	-	-	-	-	64 lbs. - "
	Tea	-	-	-	-	-	-	8 lbs. - "
	Sugar	-	-	-	-	-	-	48 lbs. - "
	Vinegar	-	-	-	-	-	-	8 gallons "
	Oatmeal	-	-	-	-	-	-	4 bushels "
	Arrow root	-	-	-	-	-	-	8 lbs. per 100 persons.
	Sago	-	-	-	-	-	-	8 lbs. - "
	Rice	-	-	-	-	-	-	32 lbs. - "
	Pearl barley	-	-	-	-	-	-	16 lbs. - "
	Whole ginger	-	-	-	-	-	-	4 oz. - "
	Port wine	-	-	-	-	-	-	5 doz. per ship.
	Preserved milk (pint cases)	-	-	-	-	-	-	12 doz. - "
	Bottled porter	-	-	-	-	-	-	24 doz. - "

N.B.—Some of the latter portion of this list of comforts is supplied at Deptford, from the medical department separately, under the name of necessaries.

In regard to such of the articles in this and the three following lists as are stated at a certain rate per ship, it is to be understood that the rate applies to emigrant ships of ordinary size; but in vessels much larger than usual a proportionate increase will be made in these supplies, of which the surgeon superintendent will in each case receive notice.

No. 4.

HOSPITAL FURNITURE.

Hospital furniture.	Towels	-	-	-	-	-	-	24 number per ship.*
	Sheets	-	-	-	-	-	-	12 - "
	Pillow-cases	-	-	-	-	-	-	12 - "
	Cots	-	-	-	-	-	-	6 - "
	Child-bed linen	-	-	-	-	-	-	6 sets "
	Flannel waistcoats	-	-	-	-	-	-	6 number "
	Flannel trousers	-	-	-	-	-	-	6 - "
	Drinking mug (half-pint)	-	-	-	-	-	-	12 - "
	Tea kettles (three-pint)	-	-	-	-	-	-	4 - "
	Sea boilers (six-quart)	-	-	-	-	-	-	4 - "
	Ditto - (four-quart)	-	-	-	-	-	-	4 - "
	Saucepans (one-quart)	-	-	-	-	-	-	6 - "
	Ditto - (one-pint)	-	-	-	-	-	-	6 - "
	Night chair	-	-	-	-	-	-	1 - "
	Close stool pans	-	-	-	-	-	-	2 - "
	Bed pans	-	-	-	-	-	-	2 - "
	Urinals	-	-	-	-	-	-	2 - "
	Spitting pots	-	-	-	-	-	-	2 - "
	Bath	-	-	-	-	-	-	1 - "

No. 5.

STORES and UTENSILS for the use of the EMIGRANTS.

Stores and utensils.	Bedding (same improved quality as for troops)	-	-	-	-	-	-	200 sets per ship.*
	Ditto, spare (20 per cent.)	-	-	-	-	-	-	40 - "
	Extra blankets	-	-	-	-	-	-	100 number per ship.
	Mess kits	-	-	-	-	-	-	36 - "
	Kegs (three-gallon)	-	-	-	-	-	-	36 - "
	Ditto (small) for vinegar	-	-	-	-	-	-	36 - "
	Kettles, to serve as tea-pots (three-quart)	-	-	-	-	-	-	36 - "
	Knives and forks, of each (spare)	-	-	-	-	-	-	36 - "
	Drinking mugs (half-pint)	-	-	-	-	-	-	200 - "
	Bread bags	-	-	-	-	-	-	36 - "
	Canvas for pudding bags (yards)	-	-	-	-	-	-	30 - "
	Washing tubs	-	-	-	-	-	-	15 - "
	Water pails (large, rope handles)	-	-	-	-	-	-	5 - "
	Ditto - (small - ditto)	-	-	-	-	-	-	5 - "

Scrubbing

* Vide Remark, at end of list of comforts, on rate per ship.

Scrubbing brushes	-	-	-	-	-	-	-	-	36	number per ship.	
Chambers (covered and painted)	-	-	-	-	-	-	-	-	48	-	"
Airing stoves, with chains for swinging them	-	-	-	-	-	-	-	-	4	-	"
Harness casks, with padlocks	-	-	-	-	-	-	-	-	2	-	"
Calico, glazed, for curtains.											
Tape.											
Sewing cotton.											
Curtain rings.											
Illuminators.											
Air tubes.											
Stencil plates.											
Marking ink.											

No. 1.
Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.

Enclosure No. 6.

No. 6.

A LIST of some of the PRINCIPAL STORES to be found by the Ship-owner for the use of the EMIGRANTS.

Tin plates or dishes, not flat	-	-	-	-	-	-	-	-	72	number per ship.*		Stores found by ship-owner.
Hookpots (quart), with covers	-	-	-	-	-	-	-	-	36	-	"	
Spoons for every adult, say	-	-	-	-	-	-	-	-	200	-	"	
Clothes line (fathoms)	-	-	-	-	-	-	-	-	120	-	"	
Lamps for hanging in each hatchway	-	-	-	-	-	-	-	-	3	-	"	
Lamps for hospital	-	-	-	-	-	-	-	-	2	-	"	
Oil, cotton, &c.												
Scrapers	-	-	-	-	-	-	-	-	24	-	"	
Stones	-	-	-	-	-	-	-	-	48	-	"	
Birch brooms	-	-	-	-	-	-	-	-	96	-	"	
Hair brooms (long-handled)	-	-	-	-	-	-	-	-	6	-	"	
Hand brooms	-	-	-	-	-	-	-	-	6	-	"	
Weights, scales and measures for serving out the provisions.												
Coke, to air 'tween decks (tons)	-	-	-	-	-	-	-	-	2	-	"	
Coals.												
Wood.												
Winchester's cooking apparatus.												
Tarpaulins, to form a convenient shelter over the hatchways in bad weather.												
Covering for the bedding within the hammock stantions.												

No. 7.

SCHEDULE of UTENSILS for each MESS of from Six to Eight Adults.

1 Wooden mess kit.	1 Tea kettle (three quarts).	Utensils.
1 Bread bag.	1 Tin quart pot.†	
1 Water keg (three gallon).	2 Tin platters or dishes.†	
1 Small keg for vinegar.		

Besides the above, there are, as stated in the preceding lists, spoons and drinking mugs, which the surgeon superintendent will distribute as he finds them wanted.

There is also a supply for general use of washing tubs, buckets and scrubbing brushes.

No. 8.

SPECIMEN of FORM to be used on mustering the EMIGRANTS after Embarkation.

Form of return of numbers embarked.

NUMBER OF EMIGRANTS EMBARKED:			
Married adults, fourteen years and upwards	-	{ Male -	40
		{ Female -	40
Single adults, fourteen years and upwards	-	{ Male -	35
		{ Female -	35
Children between seven and fourteen years	-	-	45
Children under seven years	-	-	25
Total souls			220

I certify the above-mentioned to be the number of emigrants delivered into my charge on board the _____, and that there is not apparent among them any sickness of consequence, or any infectious disorder capable of proving dangerous to the passengers.

Surgeon Superintendent.

[Date.]

No. 9.

* Vide Remark, at end of list of comforts, on rate per ship.
† To be supplied from the articles found by the owner, list No. 6.

Scale of victualling.

COPY of the SCALE of VICTUALLING used for the Guidance of Officers who supply the Emigrant Ships which sail from *England* and *Ireland*.

MALE EMIGRANTS.

Days.	Biscuit.	Beef.	Pork.	Flour.	Suet.	Raisins.	Split Peas.	Tea.	Sugar.	Water.	Oatmeal.	Vinegar.	Soap.
	lb.	lb.	lb.	lb.	oz.	oz.	pint.	oz.	oz.	qts.			
Sunday -	$\frac{3}{4}$	$\frac{3}{4}$	-	$\frac{1}{4}$	1	2	-	$\frac{1}{4}$	$1\frac{1}{2}$	3	1 pint weekly.	$\frac{1}{3}$ pint weekly.	1 lb. per lunar month.
Monday -	$\frac{3}{4}$	-	$\frac{3}{4}$	$\frac{1}{4}$	-	-	$\frac{1}{3}$	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Tuesday -	$\frac{3}{4}$	$\frac{3}{4}$	-	$\frac{1}{4}$	1	2	-	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Wednesday	$\frac{3}{4}$	-	$\frac{3}{4}$	$\frac{1}{4}$	-	-	$\frac{1}{3}$	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Thursday -	$\frac{3}{4}$	$\frac{3}{4}$	-	$\frac{1}{4}$	1	2	-	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Friday -	$\frac{3}{4}$	-	$\frac{3}{4}$	$\frac{1}{4}$	-	-	$\frac{1}{3}$	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Saturday -	$\frac{3}{4}$	$\frac{3}{4}$	-	$\frac{1}{4}$	1	2	-	$\frac{1}{4}$	$1\frac{1}{2}$	3			

FEMALE EMIGRANTS.

Sunday -	$\frac{2}{3}$	$\frac{1}{2}$	-	$\frac{1}{4}$	1	2	-	$\frac{1}{4}$	$1\frac{1}{2}$	3	$\frac{1}{4}$ pint weekly.	$\frac{1}{3}$ pint weekly.	1 lb. per lunar month.
Monday -	$\frac{2}{3}$	-	$\frac{1}{2}$	$\frac{1}{4}$	-	-	$\frac{1}{3}$	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Tuesday -	$\frac{2}{3}$	$\frac{1}{2}$	-	$\frac{1}{4}$	1	2	-	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Wednesday	$\frac{2}{3}$	-	$\frac{1}{2}$	$\frac{1}{4}$	-	-	$\frac{1}{3}$	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Thursday -	$\frac{2}{3}$	$\frac{1}{2}$	-	$\frac{1}{4}$	1	2	-	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Friday -	$\frac{2}{3}$	-	$\frac{1}{2}$	$\frac{1}{4}$	-	-	$\frac{1}{3}$	$\frac{1}{4}$	$1\frac{1}{2}$	3			
Saturday -	$\frac{2}{3}$	$\frac{1}{2}$	-	$\frac{1}{4}$	1	2	-	$\frac{1}{4}$	$1\frac{1}{2}$	3			

And so on in regular succession throughout the voyage, issuing beef and pork on alternate days.

Children of ten years of age and upwards are to be victualled as adults.

Children under ten years of age, whether male or female, are to have half of men's allowance, excepting in the article of water, of which they are to have full allowance.

There is also to be provided for each one of such children, fifteen pounds of rice, three pounds of sago, and four and a half pounds of sugar.

The medical comforts are to be as follows :—

Preserved meats and soups	-	-	150 lbs.	} for every 100 persons.
Lemon juice	-	-	648 "	
Sugar to mix with lemon juice	-	-	486 "	
Scotch barley	-	-	64 "	
Tea	-	-	8 "	
Sugar	-	-	48 "	
Vinegar	-	-	8 galls.	
Oatmeal	-	-	4 bush.	

To the above-mentioned medical comforts will be added the following, which in the case of ships fitted at Deptford will be supplied from the medical department, under the separate name of "Necessaries."

Arrow root	-	-	-	8 lbs.	} for every 100 persons.
Sago	-	-	-	8 "	
Rice	-	-	-	32 "	
Pearl barley	-	-	-	16 "	
Whole ginger	-	-	-	4 oz	

There is also to be on board each ship, five dozen of port wine, twelve dozen pint cases of preserved milk, twenty-four dozen of bottled porter, or a substitution of part of the supply in cask, if specially ordered, and a quantity of wine in cask, not less than two gallons for every person above ten years of age.

The only difference in the scale for Scotch ships is, that the allowance of oatmeal is half a pint daily to men and to women, and that molasses may, if convenient, be substituted for part of the allowance of sugar, by issuing one ounce of molasses and one ounce of sugar daily, in lieu of one and a half of sugar.

No. 10.

For the information of the passengers, a printed scale of victualling is hung up in every Government ship, which, after the weekly tables printed above in No. 9, contains the following explanatory remarks:—

Rice and Sago.

The surgeon superintendent may, at his discretion, substitute a quarter of a pound of rice or sago, and one ounce of sugar, three times a week, for the salt meat of each of the children under ten; and it shall be determined by him whether to make this substitution for all the children under ten years of age, or only for those under some earlier year, as, for example, seven.

Medical Comforts.

An ample supply of medical comforts is placed on board, none of which can be claimed by any person as a right, but the whole is under the direction of the surgeon superintendent, who will manage it in such way as he thinks best for the passengers, and will account for the discretion he exercises in this respect on his arrival in the colony.

Wine.

The wine is also under the entire control of the surgeon superintendent, by whom its issue will be regulated according to the health and good order of the passengers, and may be stopped from any individual or mess for misconduct. It will generally not begin to be issued until after the first month or six weeks at sea, and will then be served at the average rate of three or four times a week; but probably seldomer in the hot latitudes, and oftener in the cold, according to the discretion of the surgeon. The quantity used during the voyage is not to exceed two gallons for every passenger above ten years of age; and no wine is to be allowed to children under ten. The amount of each issue is not to exceed a gill to each person.

Water.

The surgeon superintendent will, if circumstances admit, endeavour to make some increase in the allowance of water while between the tropics.

Fresh Meat.

When fresh provisions can be issued, one pound of fresh meat to each man, and two-thirds of a pound to each woman, with half a pound of vegetables, is to be issued instead of the allowance of salt pork, flour and pease, or of salt beef, flour, suet and raisins. Half the men's allowance to children under ten years of age.

Potatoes.

The surgeon superintendent is at liberty, if he think proper, to lay in a sufficient stock of potatoes for the first month of the voyage, to be issued, instead of the flour, suet, and raisins, on the same day as the beef; but the providing of this article must depend entirely on the markets and seasons. If it be used, the allowance is to be two pounds to each man, and one pound and a half to each woman.

Substitutions.

In case the surgeon superintendent should deem it expedient, or any other circumstance should render it necessary, the following is the scale according to which one article of diet may be substituted for another:—

1½ lb. of soft bread	-	-	-	-	} are equivalent to and may be substituted for 1 lb. of biscuit.
1 „ flour	-	-	-	-	
1 „ rice	-	-	-	-	
1 „ sago	-	-	-	-	
1 „ scotch pot or pearl barley	-	-	-	-	} are equivalent to and may be substituted for 1 lb. of flour.
1 „ pease	-	-	-	-	
½ „ suet	-	-	-	-	
½ „ currants	-	-	-	-	
1 „ raisins	-	-	-	-	} are equivalent to and may be substituted for 1 pint of pease.
1 „ rice	-	-	-	-	
1 quart of oatmeal	-	-	-	-	
¼ lb. of onions or leeks equal to 1 lb. of any other kind of vegetable.					

HINTS ON THE DIETARY.

Hints on the dietary.
General remarks.

No subject has been found more liable to excite distrust in the emigrants than their allowances under the scale of victualling. The scale now drawn up, and required to be exhibited for their information, has therefore been rendered very plain and explicit, in the hope that it may be of use in repressing this evil; and as the medical comforts more especially were found to call forth the suspicions of the people, under the mistaken idea that they were to be entitled to those articles as a matter of regular issue like the ordinary dietary, no list at all of the comforts has been printed in the present scale for the passengers' information, but they are merely apprized that there is a sufficient supply of such articles, which the surgeon alone is to control while on board, and for his use of which he will have to account when he reaches the colony.

Rice and sago.

The surgeon superintendent will observe that there is provision for an allowance of rice or sago to the children three times a week in lieu of their salt meat, and that the quantity laid in (under the scale No. 9) is in the proportion of five times the quantity of rice to one of sago. The reason of this is that rice has been found more generally palatable, while nevertheless some sago is retained with a view to the important object of variety.

How often one should be substituted for the other.

In order to consume the two articles equably, the surgeon should substitute sago for rice once in every six times of issue.

On what days they should be issued.

It is left to the surgeon's discretion whether to issue the rice and sago on beef or on pork days; but in either case, as the number of issues is to be six in a fortnight, and not seven, one day in the fortnight must be dropped; and since it is of consequence to have the plainest and most intelligible rules on all points of allowance, some fixed day should be taken for this purpose, as well as for the preceding one of substituting sago.

Manner of effecting these substitutions and issues with regularity.

Thus, let the surgeon say that on all beef days, except when they fall on a Friday, or on all pork days, except when they fall on a Friday, rice or sago is to be substituted for the children's salt meat. As it is only once a fortnight that either the beef or pork day falls on the same day of the week, this arrangement would effect the desired object of dropping one day in fourteen as to the allowance of rice and sago. In like manner the surgeon might state, that whenever the beef day (or pork, as the case might be) should fall on a Saturday, sago should be substituted for the rice allowed on other days of the same kind. This would give the required issue of sago once in two weeks.

Importance of method.

Contrivances of this kind, for making every detail as methodical and as readily recollected as possible, are of great consequence to the contentment and confidence of the people, and to the easy working of the whole system, and they are on no account to be neglected by the surgeon superintendent.

Lemon juice and sugar: quantity of each issue.

The issue of lemon juice to each person is to be one ounce, with three-quarters of an ounce of sugar. An equal quantity of sugar used to be allowed, but it is found that three-quarters makes a better proportion.

Whole quantity on board, and number of issues it will admit of on the voyage, and rate per week.

The quantity to be placed on board is 648 pounds of lemon juice for every 100 people, or about six pounds and a half for each person, constituting therefore 104 issues at one ounce. It is, generally speaking, not considered necessary to commence the use of the lemon juice until after the first three or four weeks at sea. Taking, then, the longest estimate of six months for the whole period of the voyage, and deducting one month during which this article, with the proportionate provision of sugar, is not expected to be required, there remains rather more than enough for an allowance at the rate of five times a week.

Wine.

The quantity of wine allowed for the voyage is two gallons for every person over ten years of age. The amount of each issue is a gill; this admits of sixty-four issues in all. The use of the wine, like that of lemon juice, is not generally thought necessary within the first three or four weeks, and assuming therefore, in like manner, that the period for which it will be wanted will not exceed five lunar months in all, there is rather more than sufficient for an allowance at the rate of three times a week.

The preceding only average rates of issues per week; variations in the particular rates not objected to.

It is by no means intended in these remarks to confine the surgeon to an unvarying number of issues per week. More frequent issues of lemon juice will probably be advisable in the hot latitudes, more frequent issues of wine in the cold; and if the people are found to be in low health at the outset of the voyage, it is possible that an immediate commencement of the wine may be deemed expedient, employing a corresponding economy in its use on getting into a warmer climate. Again, the surgeon will naturally expend the stores more liberally in a passage of which the commencement has been favourable, more carefully in one which has begun tediously. The only object in the foregoing observations has been to approximate to an average rate of allowances, and to point out to the surgeon the use of framing to himself some definite rules by which to compute and govern the consumption of the articles of which the employment is left to his discretion.

It will also be desirable here, as in other cases, to introduce as much method as possible. Thus, the surgeon may announce that he will issue lemon juice so many times per week within

within the tropics, and so many times (less) when beyond them ; and the same with regard to the wine, only fixing the smaller number of issues within the tropics, and the larger afterwards. When either of these articles is to be issued two or three times a week, the days should always be the same, and be named, or if they are to be issued five or six times a week, the days to be omitted should be named. In short, there is no objection at all to varying the proceedings according to circumstances and expediency ; but each variation should, to the utmost extent which is practicable, be made to manifest system and previous arrangement.

The bottled porter is principally intended for nursing mothers, and persons in feeble health. There are to be twenty-four dozens in every ordinary-sized ship, which, allowing as much as one-fourth for breakages, would still leave at the rate of nine bottles a week available.

The preserved milk in ships of ordinary size is provided to the extent of twelve dozen pints, which would admit of its use at the average rate of a pint a day for more than five lunar months.

The provision of water in Government emigrant ships is usually very liberal, much exceeding the mere quantity stipulated for by charter-party. If, therefore, the surgeon superintendent, in consultation with the master, comes to the opinion, that under the circumstances of the early part of the passage the allowance to the emigrants can be increased between the tropics, it would doubtless be of advantage to raise it to four quarts a day within those limits. But the subject of the management of the water of course requires great caution and prudence, and the surgeon superintendent and master must both pay particular attention to the circumstance that the butts in which the water is laid in are old measure, while the daily allowance is served at the new imperial measure, which is larger by one-fifth than the former.

Throughout the preceding remarks there is no desire to fetter the surgeon's discretion in the articles alluded to, but only to guide him to the formation of some definite rules by which to measure the effects of its exercise, and also to inculcate the advantage, so far as the passengers are concerned, of making every variation, in which the case admits of it, assume the shape of system and forethought, instead of coming on the people suddenly, and without any apparent regularity.

T. Frederick Elliot.

No. 1.
Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.
Enclosure No. 6.

Bottled porter.

Preserved milk.

Water.

No. 12.

SPECIMEN of FORM of RETURN to be made on the last Page of the JOURNAL.

Ports at which the Emigrants were embarked.				Ports put into after sailing Orders.				Arrival.	
Port.	Date of Arrival.	Date of Emigrants' Embarkation.	Date of Sailing.	Port.	Cause.	When.	When left.	Port of Desti- nation.	Date of Arrival.
Gravesend	10 July 1838.	11 July 1838.	13 July 1838.	Cape of Good Hope.	For water and fresh provisions.	12 Sept. 1838.	19 Sept. 1838.	Sydney.	15 Nov. 1838.

	Adults.	Children over Seven.	Children under Seven.	Adults.	Children over Seven.	Children under Seven.	TOTAL.
Number of emigrants embarked	-	-	-	150	45	25	220
Deaths, if any, before touching at the Cape.	-	-	3				
Deaths after touching at the Cape	1	2	2	1	2	5	8
				149	43	20	212
Births on the voyage	-	-	-	-	-	5	5
Number of emigrants landed	-	-	-	149	43	25	217

No. 1.
Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.

Enclosure No. 6.

No. 13.

COPY of the TWELFTH ARTICLE of the MASTER'S INSTRUCTIONS on his GRATUITY.

In order to encourage attention to the welfare and comfort of the emigrants, a gratuity is allowable to the master of an emigrant ship amounting to 30*l.*, and a gratuity of 15*l.* to the first mate, and of 10*l.* to the second and third mates respectively. Previously, however, to the master receiving this gratuity, he is to produce to the Colonial Secretary, or other officer appointed for the purpose, a certificate from the surgeon superintendent to his having treated the emigrants during the voyage with the most careful attention as regarded their comfort and the preservation of their health; to his having supplied them with their due rations of provisions, and provided for those rations being cooked and served with due punctuality; to the several stores shipped for their use having been faithfully appropriated; and to his having complied with the several recommendations made by the surgeon superintendent as to the treatment of the emigrants. The granting of the gratuities to the master and officers will entirely depend on their conduct being considered by the authorities in the colony to have been in all respects satisfactory.

No. 14.

PRINCIPAL DOCUMENTS necessary to pass the SURGEON SUPERINTENDENT'S
ACCOUNTS.

The following are the documents which it is necessary the surgeon superintendent should hand in to pass his accounts in the colony :

Nothing landed nor sale. *a.* Declaration that he has landed nothing for sale. Required by article 13 of the instructions.

Account and return into store of medicines. *b.* Account of medicines and other stores under his charge, and a receipt for the return into store of the remains of the same; also, if he is not returning to England, a receipt for the midwifery instruments. Required by articles 59 and 77.

Receipts for his journals and his letters, notifying the ship's arrival.

c. Receipts for a proper notification to the office in London of the arrival of his ship, and of any deaths on board; and also for his journal of the voyage and medical journal. Required by articles 74 and 75.

d. In case he brought emigrants from Ireland, an account, with vouchers or certificates, in such manner as may be prescribed in the colony, of his disposal of the deposits alluded to in the note to article 17 of his instructions.

Personal account.

e. A declaration whether he received any and what advance before leaving England; and an account showing on the one hand the amount of any such advance, as well as of all bills drawn by him upon the colonial agent, and on the other hand, the amount of any disbursements made by him for the service, with the vouchers annexed.

Copy of personal
account to be brought
to England.

N.B.—If the surgeon superintendent is returning to England, it is required that he shall bring with him a certified copy of the preceding personal account, and of the whole settlement made with him in the colony, in order to entitle him to receive the balance due to him on his arriving in London.

He must also bear with him a certificate from the governor that he has not delayed in the colony unnecessarily or unreasonably, but has remained with the governor's instruction and approval.

No. 15.

CERTIFICATES required from the **SURGEON** in order to pass the **MASTER's ACCOUNTS**.

Number of emigrants victualled.

a. Certificate by the surgeon superintendent, upon the face of the master's victualling accounts, that the number of emigrants victualled on board the _____ were, as is stated in those accounts, _____ men, _____ women, _____ children; and the total number of days did, in conformity with the said accounts, amount to—

For men	-	-	-	-	-	days.
„ women	-	-	-	-	-	„
„ children	-	-	-	-	-	„

Consumption of fresh meat.

b. Certificate by the surgeon superintendent and master together, that the total amount of fresh meat received on board the _____, between the _____ and _____ amounted to _____ pounds, and that the same was issued in the following manner:—

Male emigrants	-	-	-	-	-	pounds.
Female ditto	-	-	-	-	-	"
Children	-	-	-	-	-	"

Stoppages of ordinary rations to the sick, and special issues of provisions to the same.

c. Certificate by the surgeon superintendent and master together, that the following are correct lists of the persons whose rations have been stopped, between the and the , on account of sickness, and correct accounts of the provisions actually issued to those persons between the same periods.

Then should follow lists, in the forms of which specimens are here annexed.

STOPPAGES

RESPECTING EMIGRATION TO THE COLONIES.

29

STOPPAGES.

NAMES.	Period checked, both Days inclusive.		Number of Days at the Allowance for		
	From	To	Male Emigrants.	Female Emigrants.	Children.
	183 : January - 1	183 : January - 15			
John Styles - -	January - 1	January - 15	15	-	-
Jane Noakes - -	January - 10	January - 19	- - -	10	-
Thomas Cary - -	January - 12	January - 16	- - -	- - -	5
			15	10	5

No. 1.
Agent General
for Emigration
to the Marquess
of Normanby,
15 August 1839.
Enclosure No. 6.

PROVISIONS actually issued to the SICK.

	Biscuit.	Wine.	Beef.	Pork.	Flour.	Suet.	Raisins, &c.
	lbs.	Gal.	lbs.	lbs.	lbs.	lbs.	lbs.
Total Issues	90	- -	- -	- -	28	3	6

d. Certificate by the surgeon superintendent, on the face of the master's account of lemon juice and sugar, stating that the number of persons therein expressed were, on his requisition, supplied with one ounce* of lemon juice and three-quarters of an ounce* of sugar on each day named in the account, amounting in all to pounds of lemon juice, and pounds of sugar.

Consumption of lemon
juice and sugar.

The form of the master's account of these articles should be as follows :—

Date.	Number of Persons. 1	Date.	Number of Persons. 2	Date.	Number of Persons. 3	Date.	Number of Persons. 4
						Total -	4
						" -	1
						" -	2
						" -	3
Totals -						Final Total	

* If the rates of issue were different, it must be stated accordingly.

No. 16.

EXTRACT of a LETTER from Lieutenant *Lean*, Government Emigration Agent at the Port of *London*, reporting the method observed in berthing people who sail in Government Emigrant Ships from the *Thames*.

Berthing in Government
emigrant ships from the
Thames.

I draw out a plan of the between decks, with the berths properly numbered. With this plan before me, previous to the emigrants embarking, I take the list of the persons selected, and insert the names and ages of every individual in the berths they are to occupy, so that the moment they go on board they are directed without confusion to the numbers of their berths. I consider the retention of this plan by the surgeon superintendent a very convenient reference for him. All the single women and girls above fourteen are placed in the after berths on the side of the ship next the female hospital, which is usually on the starboard side, two in each berth; adjoining to them, and next to their daughters, I berth (as a kind of safeguard to the whole) the oldest and most respectable married couple.

The married people I place in the upper berths, taking great care to put relatives, friends and persons from the same neighbourhood alongside of and near each other, which is an advantage also in messing them. Their children are put in the berths immediately under them, observing to separate boys and girls above seven years of age, and avoiding, if possible, putting more than three children in each berth, who have two beds and two blankets the same as two adults, although not equal to them in calculation. The single men and boys above fourteen are berthed in the forepart of the ship, in the space partitioned off for the purpose of separating them from the rest of the people, two in each berth; but as I have been in the habit of contemplating this distinct separation as being necessary only by night, I have in messing them allowed young men who have parents on board to mess with their own families; but the other single men, whether relations or friends, I have messed by themselves.

Single women mess with their families or friends.

CANADAS.

—No. 2.—

(No. 53.)

No. 2.
Sir J. Colborne
to the Marquess
of Normanby,
12 April 1839.

COPY of a DESPATCH from Lieutenant General Sir *J. Colborne*, Bart., G.C.B.,
to the Marquess of *Normanby*; with Annual Report of Mr. *Buchanan*.

My Lord,

Government House, Montreal, 12 April 1839.

I HAVE the honour to transmit the annual report on emigration to the Canadas for the year 1838, which has been forwarded to me by Mr. A. C. Buchanan, junior, the chief emigrant agent in this country.

With reference to that part of the report (page 31), which relates to the capitation tax levied on emigrants arriving by sea, I beg to observe, that the Act has been renewed by the Special Council for six months longer from the 1st of May, as any Ordinance passed for the discontinuance of the Act could not be known at the ports in Great Britain in sufficient time to prevent the collection of the duty.

I have, &c.
(signed) *J. Colborne*.

Enclosure in No. 2.

ANNUAL REPORT ON EMIGRATION to the *Canadas* for the year 1838.

Office for Superintendence of Emigrants,
Quebec, 20 January 1839.

Sir,

Enclosure.

I HAVE the honour to submit to your Excellency, for the information of Her Majesty's Government, the annexed report of this department on the emigration to these provinces from the mother country and elsewhere, during the year 1838.

I regret to have to report a much larger decrease in the comparative amount of the emigration than has occurred of late years; to account for which it is only necessary to refer to the unfavourable condition for the reception of the immigrant in which these provinces were placed in consequence of the rebellious outbreak of 1837. The circumstances of the Canadas having become known, and perhaps not without exaggeration, throughout the emigrating districts of Great Britain and Ireland in the spring of 1838, necessarily had a most detrimental effect, and the encouragement given to emigration to Australia must have enhanced the unfavourable impressions which were entertained as to the condition of these provinces.

On reference to Paper No. 1, p. 32, of the Appendix, it will appear that the total number of immigrants recorded at this office, during 1838, amounts only to 3,266 souls, showing a diminution, as compared with the number last year, of no less than 18,635 souls.

According to the custom of former years, I have added in Paper No. 2, p. 33, in the Appendix, a detailed statement of the country and ports of embarkation, with the number from each respectively.

The decrease in the number of emigrants from England in 1838 is 4,590; from Scotland, 962; from Ireland, 13,082; and from Lower Ports, 1: Total number, 18,635 souls.

In Paper No. 3, p. 35, of the Appendix, will be found the comparative statement of the general immigration into these provinces during the last and nine preceding years. The aggregate amount is 264,054 souls.

A melancholy

A melancholy loss of life occurred in the shipwreck of a fine new vessel, the "Colborne," from London, at Port Daniel, Bay of Chaleurs, in the month of October last, on which occasion forty-two persons, many of them most respectable emigrants, met a watery grave. The cause of this disaster was the misconduct of the captain, who was totally unfit for his responsible situation.

No. 2.
Sir J. Colborne
to the Marquess
of Normanby,
12 April 1839.

Enclosure.

It is satisfactory to assure your Excellency that the few immigrants who arrived during the last season were generally supplied with ample stores and sufficient pecuniary means. It may be remarked that most of these emigrants came out from home to join friends who have preceded them, and who, having advantageously established themselves in these provinces, had remitted money to Europe to enable their relatives to join them here. Your Excellency will observe that this may be considered the very best kind of emigration, and it is in itself a practical proof of the benefits which industry in another country will bestow on those who exercise it with steadiness and perseverance.

I am also happy in being able to report to your Excellency that no disease whatever has been noticed among the immigrants of last year.

I experienced great satisfaction during my visit to the eastern townships last summer in receiving favourable accounts of the new settlers established there during the last two years. All who have been satisfied with their location, and have had steadiness to remain on their land, are now in a state of comparative comfort and independence. The great scarcity of labourers, however, and the high price of wages which farmers are obliged to pay for the necessary assistance required on their land, continue to weigh heavily on the new settler, who has not sufficient physical aid amongst the members of his own family. Thus, strong inducements are held out to immigrants on their arrival to proceed to this part of the country for employment, where good out-door labourers can earn from 40 s. to 50 s. currency per month, with board and lodging found.

During the season of 1838, about sixty Highland families, numbering 200 souls, arrived in the eastern townships, under the auspices of the British American Land Company, and established themselves in the township of Brampton.

The emigrant tax, frequently noticed in the annual report of this department, which expired on the 1st May 1838, was renewed by the Special Council for one year, ending 1st May 1839; and during the present session it is probable it will be continued until 1st May 1840.

I have already stated, that the very diminished immigration of 1838 into these provinces must be attributed to the political troubles of the previous winter. Contrary to all reasonable and just expectation, a second insurrection broke out in the district of Montreal in November last, which was instantaneously quelled. Under such circumstances, it becomes me to be cautious in expressing any sanguine hopes of an immediate reaction in the emigrating principle; but I think I am justified in stating my conviction that after peace and constitutional tranquillity shall have been re-established in the province on a permanent foundation, the field presented to enterprise and employment in the Lower and Upper Provinces of Canada will not be lost sight of by industrious persons from the mother country, whose means enable them to emigrate, and to push their fortunes in another hemisphere. The political state of the Lower Province seems to point out that the gradual infusion of a British emigrant population, with the aid and under the authority of the Imperial Government, would materially conduce to perpetuate the connexion between Canada and Great Britain; that such encouragement on the part of the Government would re-establish general confidence in the emigrating districts at home; and that, under such auspices, emigration into the Canadas would again raise her head, and progressively advance, so as to render any renewal of the events of the last two winters equally improbable and hopeless. It is to be expected that the inquiry into immigration, instituted by the Commission appointed under the administration of the Earl of Durham, will lead to practical results beneficial to the cause. The loyalty of Upper Canada has stood the test unmoved: the marauders who invaded the soil were not joined by a single resident in that province. The British population of Lower Canada is loyal to a man; and the eastern townships devoted to the mother country still present the same opening for the industrious population of the British Isles. In the eastern section of this province, from the best information I can obtain since my visit last summer, there is at the present moment a very great want of farm labourers and servants throughout; and this is a demand which cannot be affected in any way by the troubles which have disturbed the tranquillity of other portions of the Lower Province.

I conceive myself, therefore, justified in expressing a hope that my next report to your Excellency on this interesting subject will be made under circumstances much more favourable to the prosperity of the Canadas generally, and to the interest of immigration.

The restrictions on emigrants from Europe, to which I alluded in my last report as having been adopted by the authorities of New York, have since been confirmed by an Act of Congress,
536.—I.

No. 2.
Sir J. Colborne
to the Marquess
of Normanby,
12 April 1839.

Enclosure.

Congress, and are now the law of the United States. Your Excellency will find in No. 6, page 37 of the Appendix, a Précis of the Act in question. There cannot be a doubt that these restrictions will entirely put a stop to the emigration to the port of New York from the British Isles, and whenever tranquillity is re-established in the Canadas, it is reasonable to expect that the natural route of the River St. Lawrence will once more be traversed by the British emigrant, exchanging the land of his forefathers for settlement and employment in the Canadian provinces.

Soliciting that your Excellency will be pleased to transmit this report to Her Majesty's Principal Secretary of State for the Colonies,

I have the honour to be,
Sir,
Your Excellency's most obedient humble servant,
A. C. Buchanan, jun.
Chief Agent.

To his Excellency
Lieut. Gen. Sir John Colborne, G. C. B. and G. C. H.,
Governor General, &c. &c. &c.

(APPENDIX to Enclosure in No. 2.)

No. 1.—STATEMENT showing the Weekly Arrival of EMIGRANTS at *Quebec* and *Montreal* during the Year 1838; specifying the Number of Males, Females and Children under Fourteen Years; also the Number of Voluntary Emigrants and those that received Parochial Aid.

Week ending	Males.	Females.	Children under 14 Years.	Parochial Aid.	Voluntary.	Total each Week.
May - - - 12	81	36	31	- -	148	148
" - - - 19	99	61	62	- -	222	222
" - - - 26	101	58	42	- -	201	201
June - - - 2	61	33	29	- -	123	123
" - - - 9	8	2	2	- -	12	12
" - - - 16	5	3	4	- -	12	12
" - - - 23	276	200	122	- -	598	598
" - - - 30	51	30	26	12	95	107
July - - - 7	134	89	55	- -	278	278
" - - - 14	6	2	3	- -	11	11
" - - - 21	61	43	29	96	37	133
August - - 4	108	74	60	- -	242	242
" - - 11	34	24	15	- -	73	73
" - - 18	47	25	22	- -	94	94
" - - 25	80	59	46	11	174	185
September - 1	40	20	12	- -	72	72
" - 8	104	56	31	18	173	191
" - 15	16	13	13	- -	42	42
" - 22	54	20	16	- -	90	90
" - 29	125	54	21	200	-	200
October - - 13	26	7	4	- -	37	37
" - - 20	102	39	27	- -	168	168
November - 3	27	-	-	-	27	27
	1,646	948	672	337	2,929	3,266

No. 2.—NAMES of PORTS from whence EMIGRANTS came during the Year 1838, with comparative Statement of the Numbers arrived at *Quebec* and *Montreal* during the Seven preceding Years.

No. 2.
Sir J. Colborne
to the Marquess
of Normanby,
12 April 1839.

Enclosure.

ENGLAND.

NAMES OF PORTS.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
London - -	194	987	1,666	762	1,051	1,287	4,150	1,125
Chatham - -	-	-	-	-	22	17	-	-
Shoreham - -	-	-	-	-	62	-	99	-
Portsmouth - -	123	201	778	247	163	251	932	-
Southampton - -	-	-	-	-	1	20	-	4
Newport - -	-	-	-	4	20	2	156	1
Dartmouth - -	-	14	76	30	82	81	196	9
Poole - -	52	73	74	6	1	84	150	106
Plymouth - -	35	403	88	211	850	440	1,398	474
Torquay - -	-	-	-	10	-	-	48	-
Exeter - -	-	9	-	1	-	-	6	-
Falmouth - -	17	3	11	-	59	31	107	77
Penzance - -	-	1	-	13	12	-	28	19
Jersey - -	-	-	27	2	17	2	-	-
Padstow - -	1	1	8	13	29	53	335	5
Bideford - -	8	-	16	-	-	-	60	51
Bridgewater - -	-	6	-	2	37	16	306	280
Bristol - -	4	159	283	129	64	107	1,836	764
Gloucester and Frome - -	-	-	22	3	10	7	-	6
Milford - -	3	3	7	1	5	35	133	15
Caermarthen - -	-	-	-	6	-	22	-	45
Swansea - -	18	-	-	-	32	-	63	-
Aberystwith Llanelly - -	-	-	-	2	37	42	27	-
Liverpool - -	367	2,247	3,748	388	1,060	551	2,217	2,261
Lancaster - -	-	-	-	-	-	61	45	43
Whitehaven - -	-	-	110	-	72	413	795	138
Maryport - -	-	39	15	182	538	315	884	421
Workington - -	-	-	-	-	29	-	246	399
Berwick and Newcastle - -	7	94	16	210	459	208	340	239
Sunderland - -	7	36	155	16	57	40	206	86
Scarbro' and Shields - -	-	21	14	1	49	1	12	-
Stackston - -	-	-	-	18	192	233	132	-
Whitby - -	-	71	71	59	273	46	236	471
Brant - -	-	-	8	-	-	-	-	-
Hull - -	86	367	465	462	1,171	655	1,288	2,780
Ipswich - -	-	-	555	-	-	-	-	-
Yarmouth - -	49	617	3,025	203	345	171	793	514
Lowestoft - -	-	-	119	-	-	-	-	-
Colchester - -	-	-	-	-	-	-	145	-
Tynemouth and Wighton - -	6	-	21	-	-	-	-	-
Lynn - -	12	1,546	810	86	-	7	86	-
Portaferry - -	-	12	-	-	-	-	-	-
Stornaway - -	1	62	-	-	-	-	-	-
	990	5,580	12,188	3,067	6,799	5,198	17,481	10,343

No. 2.
Sir J. Colborne
to the Marquess
of Normanby,
12 April 1839.

Enclosure.

No. 2.—Names of Ports from whence Emigrants came during the Years 1838, &c.—*continued.*

IRELAND.

NAMES OF PORTS.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
Dublin - -	135	2,535	2,438	912	5,879	3,571	6,595	7,157
Wexford - -	-	-	18	6	23	21	157	229
Ross - -	12	180	208	259	278	325	926	1,159
Waterford - -	14	859	629	205	1,008	197	877	1,216
Youghal - -	-	246	249	65	203	53	159	210
Cork - -	149	2,699	2,588	861	2,261	925	1,987	2,735
Baltimore - -	-	360	166	99	-	-	184	-
Tralee - -	17	286	250	42	217	67	133	114
Limerick - -	96	1,055	906	641	1,097	602	1,689	2,759
Clare - -	-	-	-	-	-	19	-	-
Galway - -	4	-	83	-	79	190	425	452
Westport - -	-	-	-	194	221	-	529	720
Killala - -	-	223	288	-	-	-	-	514
Sligo - -	187	1,813	1,687	893	2,114	657	2,961	4,079
Ballyshannon - -	-	-	122	-	154	71	86	200
Donegall - -	73	113	66	-	2	-	113	-
Londonderry - -	204	1,424	1,427	1,041	1,580	1,852	2,582	2,888
Larne - -	-	-	-	-	-	-	137	-
Belfast - -	548	1,999	1,209	1,350	3,024	2,637	6,851	7,943
Newry - -	17	282	144	537	945	725	1,374	1,591
Strangford - -	-	-	-	-	117	41	349	169
Drogheda - -	-	-	-	-	-	60	90	-
Kilrush - -	-	-	-	-	4	-	-	-
Kinsale - -	-	86	118	3	2	-	-	-
Newport - -	-	378	-	-	-	-	-	-
	1,456	14,538	12,596	7,108	19,208	12,013	28,204	34,135

SCOTLAND.

NAMES OF PORTS.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
Dumfries - -	-	-	-	26	-	137	-	-
Ayr - -	-	11	-	-	221	24	-	40
Kirkwall - -	-	-	-	-	-	-	-	-
and	-	-	149	-	-	-	-	-
Thurso - -	-	-	-	-	-	-	-	-
Inverness - -	-	-	-	183	-	138	-	361
Cromarty - -	-	215	545	181	276	298	638	460
Greenock - -	145	698	519	597	1,140	1,458	1,716	2,988
Campbell Town - -	-	-	-	-	-	192	110	-
Glasgow - -	12	45	32	80	462	168	160	176
Stranraer - -	-	-	-	-	-	-	-	-
and	-	2	19	16	87	75	60	-
Montrose - -	-	-	-	-	-	-	-	-
Peterhead - -	-	-	-	42	29	41	18	13
Dundee - -	1	20	11	37	99	194	439	249
Grangemouth - -	-	-	6	1	-	-	-	196
Leith - -	41	253	45	247	661	622	1,145	664
Aberdeen - -	147	252	696	545	647	116	478	158
Islay - -	-	-	-	123	358	601	181	-
Lochinbar - -	-	-	28	-	-	-	-	-
Annan - -	-	-	-	30	391	-	175	-
Lochindoe - -	-	-	174	-	-	-	-	-
Alloa - -	1	9	-	13	87	-	231	-
Leven - -	-	-	-	-	-	39	112	-
Irvine - -	-	-	-	6	-	6	37	-
Kirkaldy - -	-	4	-	-	33	47	-	-
Tobermory - -	-	-	-	-	99	40	-	-
Troon - -	-	-	-	-	1	-	-	-
Stornaway - -	200	-	-	-	-	-	-	-
	547	1,509	2,224	2,127	4,591	4,196	5,500	5,305

No. 2.—Names of Ports from whence Emigrants came during the Years 1838, &c.—continued.

LOWER PORTS.								
Names of Ports.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
Newfoundland -	273	274	235	225	339	359	561	424
Nova Scotia -								
Cape Breton -								
West Indies -								
&c. &c. -								
Continent.								
Havre de Grâce -	- -	- -	485	—	—	—	—	—

Emigrant Department, Quebec, }
20 January 1839.

A. C. Buchanan, jun.
Chief Agent.

No. 2.
Sir J. Colborne
to the Marquess
of Normanby,
12 April 1839.
Enclosure.

No. 3.—COMPARATIVE STATEMENT of the NUMBER of EMIGRANTS arrived at Quebec since the Year 1829, inclusive.

	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.
England and Wales -	3,565	6,799	10,343	17,481	5,198	6,799	3,067	12,188	5,580	990
Ireland - - -	9,614	18,300	34,133	28,204	12,013	19,206	7,108	12,590	14,538	1,456
Scotland - - -	2,643	2,450	5,354	5,500	4,196	4,591	2,127	2,224	1,509	547
Hamburgh - - -	-	-	-	15	—	—	—	—	—	—
and										
Gibraltar - - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Nova Scotia - -	123	451	424	546	345	339	225	235	274	273
Newfoundland -										
West Indies, &c. -										
Havre de Grâce -	- -	- -	- -	- -	- -	- -	- -	485	—	—
	15,945	28,000	50,254	51,746	21,752	30,935	12,527	27,728	21,901	3,266

GRAND TOTAL - - - 264,054

Emigrant Department, Quebec, }
20 January 1839.

A. C. Buchanan, jun.
Chief Agent.

No. 4.—RETURN of the NUMBER of EMIGRANTS arrived at New York from the United Kingdom, for the last Ten Years.

				ENGLAND.	IRELAND.	SCOTLAND.	TOTAL.
In the year -	1829 - - -	-	-	8,110	2,443	948	11,501
	1830 - - -	-	-	16,350	3,499	1,584	21,433
	1831 - - -	-	-	13,808	6,721	2,078	22,607
	1832 - - -	-	-	18,947	6,050	3,286	28,283
	1833 - - -	-	-	- -	- -	- -	16,100
	1834 - - -	-	-	- -	- -	- -	26,540
	1835 - - -	-	-	- -	- -	- -	16,749
	1836 - - -	-	-	- -	- -	- -	59,075
	1837 - - -	-	-	- -	- -	- -	34,000
	1838 - - -	-	-	- -	- -	- -	1,359
				TOTAL - - -			237,647

Emigrant Department, Quebec, }
20 January 1839.

A. C. Buchanan, jun.
Chief Agent.

No. 2.
Sir J. Colborne
to the Marquess
of Normanby,
12 April 1839.

Enclosure.

No. 5.--EXTRACTS from a portion of the Weekly Reports of the Chief Agent for Emigration.

Week ending 23d June.

The emigrants during the past week have in general proceeded to Upper Canada; a few of the labourers, servants and trades have obtained employment in Quebec. They apparently are all well able to pay their way, and a few possessed of considerable capital. The great demand for labourers here and in Montreal prevents the necessity of any applications being made to the emigrant society for assistance, as all who are disposed and willing to accept of employment can obtain it without difficulty, and with good wages.

Week ending 7th July.

The arrivals during the past week are very respectable, and all in good health, and well supplied with means; they all proceeded to Upper Canada, and a few families went to join their friends in the United States. These people informed me that a great many of their friends are making preparation to emigrate in course of the fall. Labourers of all classes are in great demand in Upper Canada, and in the townships at high wages.

Week ending 21st July.

The emigrants arrived during the past week are principally paupers, sent out by the parishes of Northiam and Berkley in Sussex, and from the house of industry, Isle of Wight. They are mostly young men, and all landed in good health. These people were forwarded to Montreal at the expense of their respective parishes, and were paid the sum of one pound sterling previous to leaving the vessel. The two families per Joseph have resided ten years in Cape Breton, and are now proceeding to join their friends in the township of Burford, London district. They are in very good circumstances.

Week ending 4th August.

The emigrants arrived during the past week are all in good health, and with the exception of a few families from Liverpool are well provided with means; their destination is Upper Canada, where most of them have relations, who assisted them to emigrate. The families from the Bay of Chaleur have considerable prospects with them, and are going to settle up the Bay of Quente; they were furnished with every advice necessary for their future guidance, and the best route to proceed, from this office.

Week ending 25th August.

The emigrants arrived last week are all in comfortable circumstances, and with the exception of a few tradesmen (who have obtained employment in town) have proceeded to Upper Canada. The Scotch emigrants in the Eliza from Greenock have brought out considerable capital with them; they have all gone to Upper Canada. In the Nereid from London were two families, eleven in number, sent out by the overseers of the parish of Edenbridge, Kent; their passages were paid to Montreal. There have been very few inquiries among the passengers arrived lately for employment.

Week ending 8th September.

The arrivals during the last week are of a very respectable class, particularly those from Belfast; they have all gone to Upper Canada, and with a few exceptions they have friends and relations settled in the country. Their destination is principally in the Midland and Western districts, and are all in possession of sufficient means to pay their way to their respective destinations.

Week ending 29th September.

The only arrivals during the past week were 200 Highlanders, brought out by the British American Land Company; they were all in good health, and proceeded immediately to Port St. Francis, on the route to the company's lands in the Eastern townships; they will prove a valuable acquisition to that part of the country.

Week ending 28th October.

The emigrants arrived this week consist principally of tradesmen, farmers and labourers, of whom very few remained in Quebec. They have gone to Toronto, Hamilton, and the London district, where many of them have friends.

Navigation closed 3d November.

No. 6.—NEW YORK LAW for ALIEN PASSENGERS.

AN ACT relative to Alien Passengers arriving in this State, passed 10th February 1838.

Section 1. The authorities of any town are authorized to tax the master, owner, agent or consignee of any vessel arriving there from any foreign country from one to ten dollars for every alien passenger.

Section 2. Makes it the duty of the master of the ship so arriving to furnish the town authorities with a list of his passengers, their respective ages, occupations and places of birth, within twenty-four hours, under a penalty of 500 dollars.

Section 3. Provides that no passenger shall be landed unless permitted from the city or township authorities, under fifty dollars penalty for each passenger so landing without permission.

Section 4. Enacts that the town so giving permission shall support any passenger who is or shall become sick, infirm, or otherwise incapable of providing for his or her maintenance, so long as the inability continues.

Section 5. Provides that the aforesaid penalties shall be sued for in any competent court, in the corporate name of the town where the forfeiture may have accrued; that the defendant may be held to special bail; and that the town may compound for the penalties either before or after suit, at its discretion.

The remaining Sections provide that this Act shall in no respect impair the existing powers of corporate towns.

No. 2.
Sir J. Colborne
to the Marquess
of Normanby,
12 April 1839.
—
Enclosure.

— No. 3.—

(No. 68.)

COPY of a DESPATCH from the Marquess of *Normanby* to Lieutenant General
Sir John Colborne, Bart., G. C. B.

Sir,

Downing-street, 15 August 1839.

IN reference to your Despatch of the 12th April, No. 53, enclosing Mr. Buchanan's annual report on the emigration of 1838 to Canada, I beg leave to acquaint you that I referred this report to the agent general for emigration, for such observations as he might have to offer; and I have now the honour to enclose for your information his reply.

You will perceive that Mr. Elliot's letter contains some remarks that appear of importance on the subject of the emigrant tax, which observations, however, I think it enough to refer you to, as the question is one which I should wish to be decided upon by yourself and by the council on the spot.

I have, &c.

(signed) *Normanby.*

No. 3.
The Marquess of
Normanby to
Sir J. Colborne,
15 August 1839.

27th July.

Sir,

2, Middle Scotland Yard, 27th July 1839.

I HAVE the honour to return herewith Mr. Buchanan's report on the emigration from this country in the year 1838.

Enclosure.

It is satisfactory to observe that Mr. Buchanan is able to give a good account in all respects of the emigrants of 1838, both as to the supplies with which they were provided and the state of health in which they arrived.

Mr. Buchanan's impression, that in the unfavourable tendency of the insurrection of 1837 may be found the explanation of the great decrease of the emigration of the ensuing season, appears to be supported by the fact that there is known to be a considerable revival of emigration to North America in the present year. It has been further suggested, however, that the stimulus which has been given to Australian emigration must probably, to a certain degree, operate to the diminution of the resort to Canada.

The loss of a fine new vessel, the *Colborne*, with the death of forty-two persons, owing, as Mr. Buchanan states, to the misconduct and total unfitness of the captain for his situation, is an event that cannot be read without great regret. It is to be lamented that the alleged cause of the disaster is by no means rare or confined to this particular trade, but that twice during the last three years it has been mentioned by experienced witnesses, before Committees of the House of Commons, as a frequent source of destruction to British life and property, and as an occasion of injury to British in competition with foreign shipping. At this moment the Government has before it the case of a fine ship, in fair weather, run ashore and totally lost in entering no less well known a port than the Cape of Good Hope, through what appears almost beyond doubt the neglect of the master and the intoxication of the chief officer, to whom he improperly delegated his own duty.

I observe that the emigrant tax has been renewed by the Special Council of Lower Canada for the present season. This is a duty upon which I am aware that there has been a difference of opinion, and it might be out of place to enter at any length into the discussion

No. 3.
The Marquess of
Normanby to
Sir J. Colborne,
15 August 1839.

—
Enclosure.

of it on the present occasion; but I cannot refrain from annexing the accompanying copy of a brief incidental examination upon the subject before the Canada Commissioners in 1836, which seems to me to meet some of the ordinary exceptions taken to the tax, and I will candidly confess my apprehension that the withdrawal of the resources which it confers may be seriously injurious to emigration.

The only other subject in Mr. Buchanan's report which suggests to me any remark is the Passengers Act he mentions to have been passed in the Congress of the United States. The provisions of this Act certainly appear very stringent, but they have not yet produced the effect which Mr. Buchanan anticipated upon the course of emigration to the ports of that country. I find that the numbers already sailed for the United States this year are much larger than those of the whole of last year; and that, taking those places only which have resident emigrant agents, the returns of passengers from Great Britain and Ireland to the United States for the two first quarters of the year amount to 22,451.

I have, &c.

T. Frederick Elliot.

EXTRACT of Evidence taken by the Canada Commissioners at Sherbrooke,
10th September 1836.

Do you believe that the emigrant tax has been imposed with a view hostile to emigration?
—That is our impression.

Are you aware that it was imposed at the instance of the Government at home?—
We are.

Do you then think that the object of the Government at home was hostile to emigration?
—Not so; but we speak of the part that the assembly took in it.

Being then of opinion that the law proposed by the Government for the benefit of emigration was passed by the assembly, because they believed it would injure emigration, which in your opinion will really be the effect of the law?—Most of us think it will injure emigration.

Are you of opinion that the cause of emigration would be promoted if there were no provision for emigrants on their arrival?—There ought to be a provincial grant.

Would you prefer that the accommodation of emigrants should depend on the annual bounty of the assembly, which you represent as hostile to the influx of British settlers, or rather on a lasting law?—We would prefer it by a lasting law if the money were derived from some other source than the emigrants themselves.

But supposing that no appropriation could be obtained, either by permanent law or annual grant, from any other sources than the emigrants, would you have the existing provision, or none?—Seeing the disadvantage that must accrue from the entire absence of a fund, we may somewhat differ on that point; the majority of us would be against the tax, but would rather trust to voluntary contributions when a public grant should be wanting.

You doubtless remember that occasions have been known when 50,000 emigrants have passed through Quebec in a season, 10,000 have landed in a week, and 2,000 in a morning. These people do not remain at Quebec, nor many of them at Montreal, but they proceed to the townships, to Upper Canada, and often to the United States. Under these circumstances, do you conceive it likely that either the means or the charitable disposition of the two cities would long sustain private individuals in making adequate provision for the sick or the indigent among such multitudes as pass through them on their way to other places?—Emigration reached that great extent suddenly. If the tax had not been imposed, the people might have organised themselves better, and established societies on a more systematic mode. We are not, however, unanimous on this point.

Does it occur to you, that for the encouragement of emigration it is as important, or more so, that people should be able to have some feeling of security when they leave the other shore as that in case of need the relief should actually be given; and if so, do you think that this object could be accomplished as effectually by trusting to the chances of private charity, as by a certain and legal provision known to the emigrants before they start?—That is a consideration, no doubt, in favour of a provision by law.

NEW SOUTH WALES.

— No. 4. —

(No. 117.)

COPY of a DESPATCH from Governor Sir *George Gipps* to Lord *Glenelg*.

My Lord,

Government House, Sydney, 28 July 1838.

WITH reference to the latter part of your Lordship's Despatch, No. 46, of the 14th December 1837, I have the honour to report to your Lordship that Mr. J. D. Pinnock arrived in Port Jackson on the 1st of July, but as the vessel in which he came, the "*Amelia Thompson*," had to perform quarantine, he did not reach Sydney until the 23d of July.

I have appointed Mr. Pinnock agent for emigration, agreeably to your Lordship's intentions, and have assigned to him a salary of 500 *l.* a year, subject, however, to your Lordship's approval, and on the understanding that the appointment may not possibly prove a permanent one.

I have, &c.
(signed) *George Gipps*.

No. 4.
Sir *George Gipps*
to Lord *Glenelg*,
28 July 1838.

— No. 5. —

(No. 16.)

COPY of a DESPATCH from Lord *Glenelg* to Governor Sir *George Gipps*.

Sir,

Downing-street, 25 January 1839.

I HAVE received your Despatch, No. 117, of the 28th of July last ; and I have to convey to you the approval of Her Majesty's Government of the appointment of Mr. J. D. Pinnock to the office of agent for emigration at New South Wales, with a salary of 500*l.* per annum.

I have, &c.
(signed) *Glenelg*.

No. 5.
Lord *Glenelg* to
Sir *George Gipps*,
25 January 1839.

— No. 6. —

(No. 176.)

COPY of a DESPATCH from Lord *Glenelg* to Governor Sir *George Gipps*.

Sir

Downing-street, 9 August 1838.

WITH reference to the correspondence which has taken place between your predecessor and myself, as to the expediency of raising the minimum price of Crown lands in New South Wales, I have to acquaint you that Her Majesty's Government are of opinion that the time has arrived when the interests of the colony require that a considerably higher price should be affixed to land than that which was named by Lord Ripon as the minimum price in 1831, and which was clearly intended to be merely experimental. The object of the change of system introduced by Lord Ripon was to remedy the great want of labour which was at that time complained of in the colony, by providing the pecuniary means of assisting emigration, and at the same time preventing the undue dispersion of the emigrants. The result has been to refute the arguments with which the change of system was originally opposed, and completely to justify the principle on which Lord Ripon's regulations were based. In order, however, to give full effect to that principle, it is indispensable that the price of land should now be considerably raised.

So far as regards the encouragement of emigration, the measure has to a considerable degree succeeded ; but the extent of land which has been sold, and the increasing want of labour, affords decisive proof that the check which it was

No. 6.
Lord *Glenelg* to
Sir *George Gipps*,
9 August 1838.

No. 6.
Lord Glenelg to
Sir George Gipps,
9 August 1838.

intended to impose on the undue dispersion of the inhabitants of the colony has not been sufficient. It is only by raising the minimum price of land, or by restricting the quantity offered for sale, that the end in view can be obtained, because in the present circumstances of the colony, though competition may determine the relative value of different allotments of land while no more is offered for sale than can be profitably occupied, it is obvious that the minimum price demanded by the Government will determine the saleable value of land, which has no peculiar advantages, either from its neighbourhood to a market, or from its natural fertility.

I have therefore to instruct you forthwith to substitute 12s. for 5s. as the upset price of land of ordinary quality. I have at the same time to desire that you will closely watch the effects produced by this enhancement of the price, with a view of ascertaining whether it may not be necessary to carry it still higher, in order to accomplish the purpose for which the measure is intended. If you should perceive that the extension of the population into the unsettled districts should still proceed with a rapidity beyond what is desirable, and that the want of labour still continues to be seriously felt, or if you should have reason to believe that large purchases are made on speculation, you will, without waiting for further instructions from me, take measures for checking the sale of land even at the price of 12s. an acre. But as inconvenience would arise from the frequent announcements of changes in the upset price of land, it will be expedient to impose this check, not in the first instance by declaring such a further change in the minimum upset price, but by restricting the extent of land offered for sale only to lands of a quality inferior to that which is likely to be in demand for cultivation, putting a proportionally higher price upon good land. In this manner a considerable augmentation might by degrees be made in the price which land would fetch, and the upset price might be again ultimately raised with less difficulty than would probably be experienced if this rise were to precede instead of following that which would take place in the market.

I am, &c.
(signed) *Glenelg.*

— No. 7. —

No. 7.
Sir George Gipps
to Lord Glenelg,
1 October 1838.

(No. 154.)

COPY of a DESPATCH from Governor Sir *George Gipps* to Lord *Glenelg*.

My Lord,

Government House, Sydney, 1 October 1838.

I BEG leave to recommend to your Lordship, that a Government emigrant ship should, as soon as possible, be sent to Port Philip, and that another should follow after a lapse of four or five months.

A mixed company of emigrants, partly mechanics and partly farm labourers, would be most acceptable; and the mechanics should consist principally of carpenters, bricklayers (not masons), and smiths.

The settlement of Port Philip is, I am happy to say, rapidly advancing; the first sale of land for agricultural purposes took place on the 12th instant, when the prices realized far exceeded my expectations.

1 October 1838.

I enclose for your Lordship's information a return of all the land that has been sold since the settlement was first established.

The number of inhabitants of all descriptions is supposed now to exceed 3,000, of whom, however, a considerable number are convicts, as it has been found impossible to prevent prisoners being taken there, notwithstanding the desire expressed by your Lordship to limit the number as much as possible; and I must respectfully express an opinion, that if it had been intended to prevent altogether the assignment of convicts in that part of the territory, it would have been better to have made it a separate government.

I have, &c.
(signed) *George Gipps.*

Enclosure

Enclosure in No. 7.

ABSTRACT RETURN of LANDS and TOWN ALLOTMENTS at *Port Philip* sold under the Regulations of 1st August 1831, in the Years 1837 and 1838.

No. 7.
Sir George Gipps
to Lord Glenelg,
1 October 1838.
Enclosure.

County or Town.	No. of Lots.	Extent of Land.	Date of Sale.	Amount.	TOTAL.
		A. R. P.		£. s. d.	£. s. d.
LAND.					
Bourke - -	42	39,748 - -	12th Sept. 1838 -	25,957 9 -	25,957 9 -
TOWN ALLOTMENTS.					
Melbourne - -	178	84 2 8	{ 1st June 1837 1st Nov. " }	6,791 - -	
Ditto - -	73	34 2 28	13th Sept. 1838	8,542 8 -	
William's Town -	7	3 1 12	{ 1st June 1837 1st Nov. " }	325 - -	
Ditto - -	20	9 2 -	13th Sept. 1838	862 12 -	
					16,521 - -
	Acres	39,880 - 8		£.	42,478 9 -

Colonial Treasury,
1st Oct. 1838. }

C. D. Riddell.

— No. 8. —

(No. 19.)

COPY of a DESPATCH from the Marquess of *Normanby* to Sir *George Gipps*.

No. 8.

Sir,

Downing-street, 9 March 1839.

Marquess of
Normanby to
Sir George Gipps,
9 March 1839.

I HAVE the honour to acknowledge the receipt of your Despatch (No. 154.) of the 1st of October last, with a report on the progress of the settlement of Port Philip, and recommending that two emigrant ships should be sent to that quarter.

I enclose for your information the copy of a letter from the agent general for emigration, stating that the necessary arrangements will be made for complying with your recommendation. 9 March 1839

I have, &c.
(signed) *Normanby*.

Enclosure in No. 8.

Sir,

2, Middle Scotland Yard, 7 March 1839.

Enclosure.

I HAVE the honour to acknowledge your letter of the 2d instant, enclosing a report from Sir George Gipps on the progress of the settlement of Port Philip, in which it is recommended that two emigrant ships should be sent to that quarter; the first to sail as soon as possible, and the second to follow after a lapse of four or five months.

I beg leave to state, for the information of the Marquess of *Normanby*, that all the earlier ships which it is proposed to despatch in April, are already engaged for Sydney; but that I have taken measures for effecting an arrangement by which a party of emigrants will be enabled to start from Greenock on their voyage to Port Philip in the latter part of May, and that I shall have it in my power to despatch a second vessel to the same place in the autumn, in conformity with the recommendation of Sir George Gipps.

I would suggest that the present information should be communicated to the Governor in reply to his despatch.

I have, &c.
T. Frederick Elliot.

James Stephen, Esq., &c. &c. &c.

— No. 9.—

(No. 177.)

No. 9.
Sir George Gipps
to Lord Glenelg,
31 October 1838.

COPY of a DESPATCH from Governor Sir *George Gipps* to Lord *Glenelg*.

12 October 1838.

My Lord,
IN a former Despatch on the subject of emigration, I had the honour to inform your Lordship that I expected shortly to receive the report of a Committee of the Legislative Council which had been appointed to consider the subject. This report having been made on the 12th instant, I have now the honour to enclose a copy of it to your Lordship.

The observations which I feel it my duty to make on the report, and on the subject generally of emigration, may be divided into three heads:

1st.—The extent to which emigration is required.

2d.—The best way of conducting it.

3d.—The funds from which the expense of it is to be defrayed.

1st.—Upon the extent to which emigrants are required.

I have no reason to suppose that the wants of the country are exaggerated in the report, or that in ordinary seasons employment might not be found for emigrants, arriving as fast as they have come into the colony during the last six months. At the present moment it is true that we have more than we can dispose of; but the country has long been suffering under a most oppressive drought, and communication throughout it is rendered so difficult (horses and cattle dying everywhere on the road) that few persons can come to Sydney to engage servants, nor can the emigrants themselves find means of proceeding to the interior; the demand therefore for labour during the last three or four months is not to be taken as a fair measure of the wants of the colony.

2d.—As to the best means of conducting emigration.

The opinion throughout the colony is decidedly (and I am bound to acknowledge not altogether without reason) in favour of the bounty system, on account of its superior cheapness, and of fewer children being introduced in proportion to adults under it than by Government immigration. It may, however, be doubted whether, if the Government immigration were to be given up, a sufficient supply for the wants of the country could be procured without raising the bounties.

Vide page 45.

The Committee, in their report, recommend that persons who may be disposed to fit out vessels on the bounty system should be enabled to obtain in England an authority so to do without waiting for the permission of this Government; and in this recommendation I am disposed to concur, provided only that a limited time be specified within which the emigrants should be embarked. The principal reasons which I am able to assign for Government emigration being dearer than that conducted on the bounty system are, that the Government vessels take neither freight nor cabin passengers, and that the allowances made to naval surgeons are higher than those usually paid in other ships to surgeons who themselves are emigrants. Cases too do occur in which emigrants by private ships pay a portion of the expense of their passage themselves; but I have no reason to believe that this is universally or even generally the case. I am not prepared to recommend that Government vessels should take freight or merchandize not the property of Government; but when stores which are to be sent from England for the use of the colony can be put conveniently on board them, I think it should be done; also that persons whose passages are to be defrayed out of colonial funds should be ordered to embark in them. But even if this were done, I still should not expect to see Government emigration conducted so economically as that by private enterprise, nor, by a reference to Sir Richard Bourke's Despatch of the 14th October 1835 (No. 102.), do I find that he ever expected it would be; its adoption was recommended by him because he thought the immigration conducted by private enterprise would be insufficient for the wants of the colony; and it is upon the same grounds that I would now recommend a continuance of it, at any rate till the end of the year 1839.

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page 3.

It might reasonably perhaps have been expected, that the sickness and mortality on board Government ships would have been less than on board private ones,
and

and the risk also of expense in the performance of quarantine after arrival in New South Wales, but I regret to say there has been no marked difference in this respect, and certainly none in favour of Government vessels.

3d.—As to the funds out of which the expenses of emigration are to be defrayed.

It is very generally asserted in the colony, and as generally perhaps believed in England, that the whole produce of the territorial revenue of the country is to be spent exclusively on emigration; but I cannot find that any positive orders have been given to this effect, nor do I think it desirable that they should. There are at least two charges which I would submit should take precedence of it. The first is the charge for collecting the revenue; the second is that which we annually incur for the protection, civilization and improvement of the aborigines, the first possessors of the soil from which the wealth of the colony has been derived. Up also to the close of the year 1836 the whole unexpended balance of the land fund has been transferred to the general fund of the colony, under the authority of the Treasury letter of the 23d September 1834 (transmitted to my predecessor with Mr. Spring Rice's Despatch of the 15th November 1834), in which it was stated, that, in order to enable the colony to take upon itself the maintenance of the police and gaols, "the Lords of the Treasury were prepared to acquiesce in the local treasury's continuing in the receipt of any surplus of the land revenues beyond the sums appropriated to the assistance of emigrants, and of the other casual revenues of the Crown."

This arrangement respecting the surplus of the land fund was not altered by your Lordship's Despatch of the 18th September 1836, for though emigration was therein declared to be the primary charge on the land fund, it was expressly stated in the Treasury letter of the 2d September 1836, transmitted with that Despatch, that the Lords of the Treasury "were not aware of any engagement or understanding that the whole proceeds of the sale of Crown lands in the Australian colonies should be devoted to the furtherance of emigration." By your Lordship's Despatch, however, of the 23d March 1837, it was directed that thenceforth the surplus of the funds applicable to emigration in any one year should be carried forward in aid of the emigration of the next; thus leaving (if rigidly interpreted) nothing transferable to the general revenue, nor even anything to bear the expense of collecting the revenue itself, or of the expenses incurred on account of the aborigines. I am certainly in some doubt whether this was your Lordship's intention, and perhaps I am wrong in supposing that it will bear such a construction; it is, moreover, not perhaps sufficiently understood what funds are applicable to emigration; whether the whole of the territorial revenue of the colony, or only the funds derived from the sale of wild lands, leaving the revenue derived from quit-rents, leases, depasturing licenses and the sale of improved lands, to other purposes. The original intention of Lord Ripon, expressed in Lord Howick's letter to the Secretary of the Treasury of the 16th February 1831, extended only, I think, to the money derived from the sale of wild lands, or of those lands which it had theretofore been the custom to grant gratuitously; and the same distinction is, I think, to be observed in many other, though perhaps not in all, official documents on the subject.

I hope I may be excused for further remarking to your Lordship, that though a Committee of the Legislative Council of this colony in 1835 (as noticed in your Lordship's Despatch of the 16th September 1836) recommended that the proceeds of the funds arising from the sale of land should be appropriated exclusively to the purposes of immigration, it may be surmised that one object which the Council had in view in making this recommendation was to induce the Home Government to take back upon itself the charge for maintaining the police establishments and gaols, which charge was in that year first thrown on the colony, and made partly payable out of the land fund; a measure against which every unofficial and two official members entered protests on the proceedings of the Council.

As the subject of emigration, and the appropriation to it of the proper funds, is one of intense interest in the colony, I shall be happy to receive from your Lordship explicit instructions in respect to it.

Your Lordship will perceive that the question has been raised of providing funds for carrying on emigration on a large scale by means of a loan, and that the Committee is not disposed to view the proposal with disfavour. I must confess

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to Lord Glenelg,
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fess it would be with regret that I should see any thing like a perpetual debt entailed on the colony ; and although the Committee has proposed to redeem the amount of it in a certain number of years, experience has, I think, taught us, not to put much faith in calculations of that sort, or in the contrivances of sinking funds. I cannot also but apprehend that it would be extremely difficult to administer the government of this colony with proper economy in the midst of the fictitious wealth which would be produced by a loan. Already the reputation of having a well-filled treasury has caused demands upon the Government which it is extremely difficult to withstand, but which, if not checked, will lead us to bankruptcy.

All I can myself undertake at present to recommend is, that immigration should be kept up for another year or two at its present rate ; and that if our funds prove insufficient to meet it, we should rather have recourse to a loan than put a stop to it. I am disposed, however, to think, that we should even in that case measure the sum to be borrowed by the demand for immigration, rather than fix the amount of the loan (which it has been proposed to do at 2,000,000), and regulate our importation of immigrants in such a manner as to spend the amount of it in a given number of years.

I have, &c.
(signed) *Geo. Gipps.*

Enclosure in No. 9.

IMMIGRATION COMMITTEE.

Enclosure.

REPORT from the Committee appointed to consider the question of Immigration generally with the view of ascertaining the present and prospective demands of the Colonists for labour, and how the same may be most effectually and economically met ; with Instructions to examine Evidence and Report.

YOUR Committee have the honour to report, that in discharge of the duty confided to them by the Council, they have made very extensive inquiry ; first, into the want of mechanical and agricultural labourers prevailing in the colony ; and secondly, into the most certain and economical means by which that want may be supplied. The evidence accompanying this report consists of the oral replies of witnesses personally examined by the Committee, and of written answers to a series of questions addressed by the Clerk of the Council to proprietors of land or stock and other employers of labour in the different districts of the colony, with an Appendix containing official documents and returns.

It is now the duty of your Committee to direct attention to the facts established by these several communications. They deem themselves justified in attributing great weight to a concurrence of opinion prevailing among individuals, who both represent a great variety of interests, and are far removed from intercourse or communication with each other. Their unanimity cannot be regarded as the result of concert or previous understanding, but must be taken as the expression of the view generally entertained by well-informed and impartial men of the true interests of the community.

As the foundation of every other inquiry, your Committee naturally directed their first attention to ascertain, as nearly as in the nature of things might be possible, the actual demand for labour of various descriptions at this time prevailing in the colony. Their own private sources of information had sufficed to satisfy them that such demand was certainly urgent, and the supply highly insufficient to meet it ; and that, generally speaking, every resident in the colony who had occasion to employ the services of others was exposed to difficulties in conducting his pursuits, of whatever nature they might be, as well as in providing for the service of his domestic establishments. But until their inquiries were directed, in the course of this examination, to an actual investigation of individual wants, and of the losses, inconveniences and disappointments to which entire classes are reduced through inability to obtain the extent of labour which their various operations require, your Committee had not a due or distinct conception of the urgency of the prevailing distress. They deem it unnecessary to descend to particulars, as they are certain that the details of evidence will be read with interest ; and that neither the members of this council nor the public at large would be satisfied with a mere analysis or abridgment of the contents. It appears that among the entire number of persons consulted there is not a dissentient voice as to the want of additional labourers in every department ; and the imperative necessity of introducing an immediate and copious supply, if we would avert the most serious evils, has been urged most forcibly upon the attention of your Committee. The only hesitation which can be felt by them in recommending the introduction of the full numbers required to supply the vacancy which is thus proved to exist, arises from the continued prevalence of an afflictive drought, by which a gloom is cast over the prospect of the

the approaching harvest, and in some degree, though your Committee are persuaded it will be but temporarily, over the general prospects of the colony. Your Committee see no reason whatever to doubt that mercantile enterprise will secure a supply of grain to meet the demands of the colony under the apprehended failure of its own produce, even though the number of consumers be greatly increased. But the heavy losses to which the agricultural and pastoral interests of the colony must be subjected, will for a time deter the settlers, it is reasonable to believe, from engaging in many of those improvements, with a view to the completion of which the future demands for labour may have been calculated. At the same time, as it is proposed still to confine the introduction of immigrants at the public expense to such numbers as may be authorized by the Executive Government, your Committee cannot doubt that in the issue of those authorities such caution will be used as the circumstances of the colony may from time to time dictate, and as will guard against any danger to be apprehended from the introduction of immigrants more rapidly than employment can be provided for them.

It should, however, be added, that there are many obvious reasons why individuals in the United Kingdom, who may be disposed to fit out vessels for the conveyance of emigrants under the bounty system, should be enabled to obtain from some appointed officer in London the necessary permission to qualify them to claim the bounties on their arrival. It would be imposing serious obstacles upon the proceedings of such parties if they must await the arrival of an authority issued in this colony before they could commence their operations, and the supply of the wants of the colony itself would be proportionably retarded. In issuing such licenses it would be only necessary to take the precaution of not granting, during any one year, authority for the conveyance of a greater number of emigrants than it should have been decided that the colony was in a condition to receive and employ.

The actual excess of a demand for labour beyond the supply at present attainable having been thus established, the attention of your Committee has been directed to ascertain the nature and extent of the means arising within the colony for rectifying this disproportion. The due appropriation to this purpose of the entire surplus of the produce arising from sales and leases of the Crown lands, after certain recognized charges have been defrayed, is the object upon which the first degree of solicitude is felt and expressed by the public. Your Committee deem the prevailing desire and expectation of such an appropriation to be but the natural result of the communications received from the Secretary of State, at the time when the system of granting land was superseded by the present practice of sale. Subsequent declarations on the part of Government have tended to confirm the expectation that the entire surplus of the land revenues would be devoted exclusively to defray the charges of immigration. But in practice there have been many deviations allowed from the understanding thus created; and the want of some invariable principle of proceeding, in a case of such vital importance to the welfare of the colony, appears to have given rise to some dissatisfaction.

In the Minute of Sir Richard Bourke, submitted to this Council on the 4th July 1837, "explanatory of the several heads of expenditure, and of ways and means as estimated for 1838," it is admitted that "the expense of immigration is the first charge upon the revenue arising from the sale of Crown lands;" but it is added, "the balance (at the close of the year), after defraying that charge, is paid into the Colonial Treasury for general purposes." This arrangement, according to which, after deducting a sum, of which the magnitude is not defined, for meeting the expense of introducing immigrants, the entire surplus is transferred to the general revenue, or to purposes altogether alien from the promotion of immigration, has occasioned disappointment. And it would appear to be not consistent altogether with the arrangements directed in the "Despatch on the subject of immigration into New South Wales," addressed by Lord Glenelg to Sir Richard Bourke, on 23d March 1837, of the terms of which of course the latter could not have been cognizant at the time of placing upon the table of the Council the Minute above referred to. His Lordship observes, "I have to request, that, in furtherance of the proposal contained in the enclosed letter,* you will at the commencement of each financial year transmit to the Secretary of State a statement of the balance (if any) of the fund applicable to emigration remaining unexpended at the close of the preceding year, together with an estimate of the probable amount of the funds to be derived from the sale of Crown lands within the colony, and applicable to the service, during the ensuing year. You will consider yourself at liberty to appropriate one-third of this sum to the payment of bounties on emigrants introduced by private settlers on the terms of your Government Notice of 28th October 1835, and the remaining two-thirds will be expended under the direction of the chief agent for emigration in this country." These expressions appear to convey the understanding and expectation of the Secretary of State, that the surplus or balance remaining at the close of each year, after the expenses attendant on immigration during such year should have been paid, were not to be transferred to the revenue for general purposes, but to be incorporated with the produce of the land revenue in the succeeding year, for the purpose of immigration only. The same admission appears to prevail in the letter which forms the Enclosure of Lord Glenelg's Despatch, and which is stated to have been written by his Lordship's direction. Your Committee, therefore, advert to the terms of the Minute on Finance, submitted to the Legislative Council during

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to Lord Glenelg,
31 October 1838.

Enclosure.

Vide Parliamentary
Paper, No. 358,
Session 1837, page
65.

* From James Stephen, Esquire, to the Secretary of the Treasury, 9th January 1837.

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to Lord Glenelg,
31 October 1838.

Enclosure.

during its present session,* by his Excellency the Governor, have obtained and included in their Appendix† an account drawn up upon the principle which his Excellency in that minute has suggested. The document in question shows the whole revenue arising from Crown lands from 1831 to 1837 inclusive, and the balance remaining applicable to immigration at the commencement of the present year, after the charges upon that revenue have been defrayed. The balance, according to this account, which his Excellency states to be the sum that might now be claimed as fairly applicable to the expenses of immigration, would exceed 200,000*l.* In addition to this, your Committee beg to notice, that from financial appearances subsisting at the date of his Excellency's minute‡, it was apprehended that the produce of the land sales for the present year, as compared with the preceding, would be so much diminished as to occasion a deficiency of 37,000*l.* in the funds for emigration, and the same deficiency it was calculated would extend to 1839; subsequently, however, the productiveness of the land revenue has so much increased as to remove every apprehension, for the present year at least, of the expenditure exceeding the income. The high prices of the land sold near Port Philip have operated principally in retrieving the prior deficiency; but it must, on the other hand, be borne in mind, that a considerable charge for the establishments in that district has been thrown upon the produce of the land revenue. Your Committee are not prepared to express an opinion to what extent such a mode of meeting the expenditure of the new settlement may be reconcileable with the implied condition that the entire proceeds of such sales should be applied to the introduction of useful labour into the colony; nor can they do more than suggest, as a subject for further consideration, whether, as a general principle, upon the formation of any new settlement, the funds derivable from the sale of Crown lands within its limits might be applied, to a partial extent and for a limited time, to provide the fixed establishments which every such settlement must unavoidably require; but they recommend that it should be respectfully submitted to the consideration of Her Majesty's Government, how desirable it would be that all ambiguity should be removed as to the correct application, for the future, of the revenue arising from Crown lands. They conceive it would not be difficult to make a final arrangement as to the charges which shall be sustained by the land revenue, which, as being founded upon equitable principles, would be received without objection; while the security thus afforded, of the appropriation to purposes of emigration of the surplus remaining after such charges had been met, could not fail to inspire the colony at large with confidence and satisfaction.

To manifest the working of the system of emigration as at present conducted, your Committee have inserted a return§ of all arrivals in the colony from 1st January 1837 to 30th June 1838; distinguishing the Government ships from those on the bounty system and others; and among the passengers, those who receive Government aid from those who have not been so assisted, as well as adults from children. The respective numbers of each who have died during the voyage are inserted, together with a statement of the expenses incurred on account of each ship. To elucidate the sufficiency of the resources of the land fund, there will be found in the Appendix|| an abstract of sales, under the regulations of 1st August 1831, from January 1832 to 30th June 1838 inclusive, showing the number of acres sold and the amount of purchase money.

These returns afford valuable statistical information, and are necessary for the elucidation of many particulars connected with the produce and application of the land fund. It is therefore recommended, that they should be made the subject of official record for the future, according to the form in which they have been prepared for the years 1837 and 1838.

With reference to the Government orders at present in force for the encouragement of immigration, and to the terms and conditions of the system of bounties therein established, your Committee do not design to propose any fundamental change, but to suggest such modifications only as will readily be collected from their subsequent remarks. It appears to be the prevailing impression, of which they are not disposed to question the accuracy, that the system, with slight exceptions, works well for the interest of the colony, both as it secures the introduction of a useful class of inhabitants, and as it offers a sufficient rate of remuneration to cover the expenses of their transit. There is ground for recommending, that in deciding on the qualifications of parties to receive the benefit of the bounties, attention should be paid rather to the equity of each case than to a rigid literal application of the regulations. Under such an application the most unobjectionable candidates are sometimes rejected in consequence of some mere technical difficulty, with not less injustice towards themselves than injury to the interests of the colony. For example, it is understood that, according to the present practice, females between the ages of 10 and 15, in every other respect eligible, may be refused the bounty if they emigrate under the charge of any other than their own parents, or under the charge of parents who are beyond the prescribed age for obtaining it. Your Committee are not disposed to recommend the concession of the bounty to such young females unless they arrive according to the prescribed regulations, under charge of some suitable trustworthy persons, who will engage to retain them under their protection until securely placed in service. It may very probably happen, that many who make that engagement will fulfil it very insufficiently; still the Govern-
ment,

* 7th August 1838.

† Appendix (B.), p. 4.

‡ Appendix (A.), Sessional Paper, No. 536.—II., p. 3.

§ Appendix (C.), p. 6.

|| Appendix (D.), p. 9.

ment, in requiring such a pledge, which in some cases will be faithfully redeemed, does all that lies in its power to insure proper protection for those young females who are through its agency removed from their native home and natural guardians. It is not in character for young women of virtue and prudence to agree to undertake such a voyage, unless assured of such protection; and, therefore, in proportion as the introduction of females of that class is desirable, it must be expedient to maintain the spirit of that regulation. Your Committee design only to notice that near relatives may, in the absence of the parents, supply a very safe and becoming protection; while the circumstance of either relatives or parents having themselves passed the age to which the bounties are confined does not furnish ground for thinking that they must be inadequate guardians for a young female, but in many respects the contrary conclusion would be more reasonable. In this respect, therefore, your Committee are of opinion some modification of the terms or of the execution of the order of 25th September 1837 would be desirable. The first principle would appear to be, that the colony should not hesitate to pay the bounty for every individual who in his or her own person unites the qualifications which, in framing the Government regulations, it was assumed would afford a recompense for the cost incurred in providing a free passage.

A subject of prominent interest has been of course the inquiry as to the comparative cheapness and efficiency of the two modes which have been adopted for the introduction of emigrants. The first of these consists in the hire of ships, on the part of Government, for the conveyance of families or single persons selected by agents in the public employ, and placed during the voyage under the superintendence of surgeons of the Royal Navy. The other mode is that of granting bounties, according to a fixed scale, for such emigrants as on their arrival here may give satisfactory proof that they are within certain limited ages, and that with regard to character and the nature of their occupations they correspond with the published regulations. The bounties are affirmed to be, and it is believed are, sufficiently high to afford a due provision for the welfare of the passengers on the voyage, and a reasonable profit to those by whom the vessels for such adventures are affreighted. In proceeding to compare the expenses incurred by the colony by these respective modes of introducing emigrants, your Committee are of opinion, so far as the returns before them enable them to judge, that the advantage in point of expense preponderates very considerably in favour of the bounty system. They have before them an official return of the expenses attending the outfit and voyage of one Government ship, the "Magistrate."* This vessel appears to have been as judiciously and successfully provided and brought to her destination as any in the management of which the Government agents have been employed, yet from the official statement it appears that the expense of introducing the same number of emigrants under the bounty system would have been considerably less. The notice of this fact has induced your Committee to extend the comparison still farther. They have prepared and inserted in the Appendix† a table showing the expenses incurred in the outfit and victualling of 11 Government emigration ships, from 1st January 1837 to 30th June 1838; showing the numbers of adults, children and infants embarked and landed, with the total cost. Combined with this is a statement of what the cost would have been in conveying the same individuals to the colony under the bounty system, and the result arrived at shows that upon the latter principle the saving to the colony would have exceeded 10,000*l.* on the introduction of 3,033 persons.

Your Committee are aware that other elements than the mere expense must be taken into the account before it can be possible to arrive at a fair conclusion as to the comparative recommendations of the two systems. Upon the closest investigation, however, nothing has been presented to them by which they have been satisfied that the health, comfort, security or morals of the passengers by ships freighted on account of Government are provided for in so superior a degree as to account for the marked difference of expense. The chief superiority on the part of the Government ships appears to arise from the employment of surgeons of the Royal Navy in their superintendence. These gentlemen, from their nautical experience and habits of discipline and command, must enjoy great advantages in providing for the emergencies of such a voyage, and in maintaining due control over a mass of persons unaccustomed so the sea, and exposed to all the irritating and incommodious circumstances inseparable from their confined position. The naval surgeons have also great discretionary power in selecting the emigrants for admission on board the ships chartered by Government; and their thus acting upon the responsibility of their professional character must afford a very strong guarantee that their proceedings will be faithfully directed for the welfare of the colony. Your Committee also deem it an act of justice to observe, that in the case of all the naval surgeons who have been examined before them, and of others of whose management in charge of emigrants they have received accounts, there is every reason to acknowledge that the duties of their employment have been discharged with a degree of zeal and diligence which entitles them to the highest approbation. On the other hand, it should be observed, that vessels under this skilful treatment have not performed the voyage in all instances without the occurrence of disease, and among the children especially a considerable loss of life. The same casualties have befallen ships on the bounty system; and it would be difficult, perhaps unjust, to say whether the greater number of such cases have happened on board one or the other description of ships. Your Committee, forming their judgment according to the evidence, are inclined to think, that some alterations for the improvement

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31 October 1838.

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* Appendix (E.), p. 13.

† Appendix (F.), p. 14.

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improvement of ventilation, the promotion of cleanliness, and the more effectual separation of the sick, might be introduced on board the ships under the bounty system, which, if pointed out by competent authority, the self-interest of the owners of such ships, independently of higher considerations, would induce them to adopt.

It is a necessary consequence of the conditions under which they engage in such adventures, that they must for their own sakes be anxious to adopt every resource that is practicable for preserving the health of their passengers, inasmuch as they can claim the bounty for such of them only as are landed alive. It must be no less obvious that the private ship-owner has the strongest inducement to admit such emigrants only as in their moral and personal qualifications conform strictly to the Government regulations. Those emigrants, he is well aware, will be subject to the inspection of a board on their arrival; and should they be disapproved, the bounties are not paid. Consequently any adventurer in the speculation of bringing out emigrants for the bounties must be sensible that he is exposed to the risk of too severe a penalty not to make him employ due caution in selecting his complement. Instances of inattention in this respect cannot but be rare; and under any circumstances the colony cannot be made liable to pay for the passage of any, except such as upon a scrutiny shall be satisfactorily shown not to fall short of the prescribed standard. Your Committee sensibly feel that these are important safeguards and recommendations on the part of the bounty system. They advise therefore that the existing rate of encouragement should continue to be held out to parties who may be disposed to charter ships on their private account for the conveyance of emigrants; the latter being subject, as at present, on their arrival in the colony, to such inspection as may furnish proof of their having been suitably provided for and attended to during the voyage, and of their being such persons as according to the regulations are proper objects for the receipt of bounty.

Your Committee are not sufficiently provided with the means of information to be able to offer any satisfactory explanation of the causes which have occasioned the expense of emigration by the Government ships so far to exceed that which attends the bounty system. A rigid investigation of the question would lead to a disclosure of those causes, as it should also lead to a discontinuance of that excess of expenditure; otherwise there can be no hesitation as to the course which should be adopted to ensure the most advantageous application of the public funds. It has come to the knowledge of your Committee that Government stores are sent out upon freight in private ships, while there is sufficient vacant space on board their own emigration ships to convey such articles to the colony free of expense, and without interfering with the due accommodation of the emigrants. In this manner a reduction of expense would occur; and it can scarcely be doubted that other similar resources would present themselves if the subject were carefully investigated.

The occurrence of disease on board the emigration ships of either class, evinced by the number that have been placed in quarantine, has attracted the careful attention of your Committee. These occurrences appear to show that some additional regulations or precautions are still required to ensure the preservation of health among such numbers of passengers during so long a voyage. The questions to which your Committee's attention has been chiefly directed are the following:—Whether the number of passengers now allowed be not too great in proportion to the tonnage of the ship? Whether the supply of nutritious sustenance and of medical comforts, especially for the women and children, be sufficiently liberal? Whether the use of stoves for the dispersion of moisture between decks should not be in all cases enforced? Whether any restriction should be introduced as to the numbers and ages of children embarked, it being among them that the mortality has principally occurred? Whether ships with emigrants should be required to touch at some intermediate port? and, whether such as carry many children should be allowed to sail during those months in which unfavourable weather may be expected on the coast of England? These, and some other questions of the same nature, involve so many points of naval and medical experience, that your Committee do not feel competent to offer a decision upon them, but are anxious, for the sake of the interests of humanity, as well as for the credit of the colony, that they should be duly investigated, and defects, if any are detected, be diligently remedied.

In the course of their investigations a modification, as it may be termed, of the practices now prevailing, has been brought under notice of your Committee, and favourably recommended. It is deemed advisable by many persons well versed in such affairs, that instead of the conveyance of emigrants being effected, as it at present generally is, by ships appropriated exclusively to their accommodation, it would be preferable that limited numbers should be embarked on board general merchant ships, which, with a view to give room for a small proportion of passengers, might be induced to sail with lighter cargoes of goods. It does not appear that there is in the present regulations any thing to prohibit or discourage such a proceeding. Your Committee therefore can but express a wish, as the practice itself appears to be attended with advantages, that measures should be adopted to remind the masters of merchantmen trading to this port, that upon obtaining the necessary authority they are entitled to the bounties for emigrants thus introduced into the colony, if the same shall be found eligible under the regulations. It is strongly in favour of the expediency of encouraging the practice here spoken of, that it is likely to contribute to the prevention of disease among emigrants, which arises generally from the over-crowded state of the vessels. At the same time, the limitation of numbers would facilitate the immigration of young and respectable females, who may naturally feel indisposed to the more extended and promiscuous association which they must encounter on board emigration ships properly so called.

Another

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 to Lord Glenelg,
 31 October 1838.

—
 Enclosure.

Another suggestion, which they consider deserving attention, relates to juvenile immigration; upon which subject they annex a paper,* submitted to them by J. D. Pinnock, Esq., the resident immigration agent. It has been represented, that in different unions under the poor laws, there are in many parts of England great numbers of boys and girls, from 12 to 15 years of age, of whom it is found difficult to dispose beneficially at home, and who, with their own free consent, might be induced to emigrate in considerable numbers to this colony, where industrious boys and girls of the ages above mentioned might readily obtain employment, and their services be occupied with advantage to them and to the public. The information which has reached your Committee upon this subject is not sufficiently explicit or matured to enable them to offer any decided opinion as to the advantages of the proposal, or any suggestions as to the mode in which, if determined upon, it might be most advantageously carried into effect. They anxiously hope that it may receive closer attention; and on the first consideration no serious obstacle presents itself to them, except the risks to which females of that age might be exposed if on their arrival they should fail of obtaining immediate and respectable employment. Cases of that nature must undoubtedly be expected to occur, and would require to be provided against by the establishment of an asylum in which such females might receive protection until settled in suitable services. It is not too much to expect that an institution, designed for so important and praiseworthy a purpose, might be intrusted for its support and management to the charitable disposition of the community.

This appears to be the suitable place for introducing a remark upon the propriety of attempting to limit, on board emigrant ships of either class, the numbers of very young children, in proportion to children of more advanced age and to adults. The objection to the practice of bringing out numerous families, including many mere infants, is twofold. There is, first, the danger of disease and suffering to which children under seven years of age appear to be liable from the voyage itself; and, secondly, the burden which is entailed upon settlers, who engage persons having such numerous families, both in conveying them to their destination and in maintaining them when there. Those children, it is very true, will in process of time become serviceable to the country, but at the present moment the necessity of supplying food for so many unproductive consumers presses heavily upon the employers, and would induce most persons, if they had any other resource, to decline entering into engagement with the parents of such a numerous offspring. If it be the burden of a large family experienced at home which can alone impel the labouring classes seriously to contemplate emigration to the colonies, it will certainly be preferable to obtain their services, even with the incumbrance now attached to them, rather than fail of them altogether. Your Committee, however, are persuaded that the general feeling is favourable to the introduction, if such can be obtained, of single men and women in equal proportions, or of young married couples not having more than one or two children, or of persons with large families of 10 years of age and upwards, when their labour may begin to be worth their support. It appears not difficult, by a slight variation of the scale of bounties, to discourage the embarkation of children under seven years of age, and contrariwise to hold out greater advantages to persons who are not incumbered with such numerous families. At the same time it must not be forgotten that the greatest caution is necessary in introducing any change, lest in attempting to diminish the proportion of children a check should be given to adult emigration, which, for the benefit of the colony, it is necessary to maintain upon almost any conditions.

There is a point very closely connected with the welfare of the emigrants under the bounty system, to which your Committee deem it necessary to invite attention. There is, it is well known, a distinction drawn as to the mode of treatment of such emigrants and of those by the Government ships on their respectively arriving in the colony. The latter are received into a place of security, and lodged and maintained at the public expense, during one month, or until they have suited themselves with employment. The emigrants under the bounty system do not enjoy that privilege, but are, immediately on landing from the ship, left to depend upon their own resources. Your Committee are satisfied, that, according to the original conception and intention of the bounty system, this distinction was reasonable, as the latter was understood to apply to such emigrants only as were actually sent for by some of the settlers, who would therefore be prepared to take them into their service immediately on their reaching the colony. But whatever may have been the original intention or practice, it subsists no longer. Individuals now arrive in great numbers under the bounty system who have entered into no pre-engagements, and consequently have no employer waiting their arrival, and ready to give them shelter and protection in a strange land. It is in evidence that such persons too often come on shore in a state of much destitution, and are exposed to great hazards in the course of their inquiries for employment. Circumstances having thus changed with regard to emigrants on the bounty system, your Committee can no longer discern any justifiable grounds for placing them, as to the advantages of their reception in the colony, upon any different footing from the emigrants by the Government ships. Each class has an equal claim to be maintained and protected at the charge of Government, until placed in a condition to earn their own support. The interval of a month, which is now conceded to emigrants by the Government ships, appears to be more extended than is necessary or advisable.

* Appendix (G.), p. 15.

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advisable. Your Committee would recommend its reduction by one half, which would still afford to diligent persons ample time to provide themselves with employment; and it might thus become practicable, without any increase of expense, to extend a similar indulgence to emigrants arriving under the bounty system.

To return, however, to the main question, which involves the consideration of what amount of funds it will be advantageous to devote to the service of immigration, and of the most desirable mode of providing them,—if it could be anticipated with certainty that the returns from the land fund would be sufficiently ample and regular to provide for the service of each year, the most simple, and probably in every point of view the best mode of proceeding, would be to apply them directly to the introduction of as many mechanics and labourers, with their families, as the amount disposable would admit of, and there was proved to be a demand for. There can be no doubt that such an extension of the employment of labour in the general service of the colony must cause the Crown lands, yet remaining unsold, to realize higher and constantly improving prices; and thus the very expenditure of the land fund in the manner here proposed would occasion it to be continually replenished. It is, however, a disputed point among persons whose opinions are entitled to the highest respect, whether the returns from the sale of land would prove so invariable from year to year as always to supply exactly the amount which it might be thought desirable at any particular time to devote to the promotion of immigration. Considerable doubt is also entertained whether it would be politically expedient, if it were possible, to force continually such extensive sales of land as would be necessary if, as is contemplated in this plan, the whole amount devoted to purposes of immigration must be raised within the year. Under the influence, probably, of such doubts, a design has been submitted to your Committee for accomplishing the intended purpose of introducing labour upon as extensive a scale as may be required, and also of securing a regular supply of the funds for that purpose, without having recourse to those immediate heavy sales of land which would be necessary under the other plan. The expedient proposed is that of raising money by loan, secured upon the unsold Crown lands, or, if they be deemed insufficient, upon the general revenues of the colony. The suggestion, it will be readily perceived, is not now for the first time offered; but the recommendations which it has been said to possess have induced your Committee to bestow upon it a very careful examination, both with respect to its practicability and its probable financial effects. It must, however, be premised, that whatever advantages may be proved to belong to such a proposition, its execution cannot be contemplated without the concurrence of the Home Government, and perhaps the authority of an Act of the British Parliament. In all the observations which they have to offer, your Committee, therefore, request it may be understood that they speak conditionally, and under a tacit assumption, that, if the measure be deemed worthy of adoption by the Governor and Council, the sanction and concurrence to which they now refer would not be withheld.

Taking for their guidance the opinion of persons best acquainted with the subject, your Committee cannot assume that the want of labour in the colony can be supplied by the introduction of a smaller number than 3,000 adult males every year. Allowance being made for an equality of females, and for the ordinary proportion of children, the actual annual introduction of emigrants is required to exceed 12,500 souls. Assuming for facility of calculation (although the rate is too high) that these would entail a charge, one with another, of 20*l.* per head, the introduction of 12,500 persons would cost the colony 250,000*l.* In order to afford the Council means of forming more readily a judgment upon the comparative recommendations of the two different plans which have been suggested,* your Committee subjoin to this report two detailed schemes for introducing into the colony 100,000 individuals at a charge, agreeably to the assumed rate of expense, of 2,000,000*l.* According to the first of these schemes, the surplus of the land fund applicable to immigration is taken at 90,000*l.* for the first year, and is supposed to increase nearly in the ratio of 10,000*l.* per annum. According to this arrangement the proposed number of immigrants would be attained, and the given sum expended, in fourteen years. According to the second scheme, the sum of 2,000,000*l.* would be raised by annual loans of 250,000*l.* during a period of eight years, at the expiration of which time the same number of 100,000 emigrants would have been introduced into the colony. Supposing that money could be raised in England upon the proposed security at five per cent., and that with a view to the redemption within a limited period of the debt thus incurred, a sinking fund of one per cent. for twenty-five years should be established, the rate of annual expenditure is exhibited in the appropriate column. The produce of the sinking fund, it is assumed, might be invested in the colony at ten per cent., and accumulating at that rate after the expiration of thirty-two years, the entire debt of 2,000,000*l.* would have been redeemed, with a surplus of about 160,000*l.* remaining to the credit of the colony. At the same time it appears, that in the shape of principal, interest and sinking fund, the sum actually drawn from the colony will have been 3,350,900*l.*, diminished by the before-mentioned surplus of 160,000*l.* or 3,190,000*l.* The question for determination, it appears to your Committee, is, whether, if the necessary sanction of Government were obtained, the balance of advantage in favour of this proposal is so great as to compensate for this additional expenditure of 1,190,000*l.* beyond the sum actually borrowed? On the one hand, there must be always some

* Appendix H., p. 17.

some hazard attendant on a system of borrowing; and very naturally the establishment of a public debt appears *prima facie* objectionable. On the other hand, it may be urged, that it is one thing to borrow indefinitely upon the credit of the general resources of a country, but altogether a different thing to borrow a fixed sum upon the credit of real property which is known to be of much more than commensurate value. It is one thing to borrow for the military or political service of a nation, from which no direct return of wealth is to be derived; but a widely different thing to borrow for the purpose of expenditure upon territorial improvements, wherein every pound that is expended must almost unavoidably be returned with ample increase. With regard to the excess of charge (amounting as has been shown to 1,190,000*l.*) which will be occasioned by having recourse to a system of loans, it should be observed that the debt itself may produce the means of its own extinction. By means of borrowing, the entire number of 100,000 persons may be introduced into the colony during the time which, upon the opposite system, would be required to bring in half that number; and it may be reasonably thought that the accelerated introduction into the colony of 50,000 additional inhabitants will in itself afford compensation for the additional expense. But there is a suggestion which, if it prove to be in reality as well founded as it now is in appearance reasonable, would demonstrate that the increase of expense is no more than nominal. Upon reference to the table of calculations, it will be seen, that under the system of borrowing, the sum total to be raised in any one year for the purposes of immigration is much less than it must necessarily be under the other system; and that the latter allows, for raising 2,000,000*l.*, not above half the number of years within which the outlay of 3,350,000*l.* will be called for, according to the other plan. It is therefore by no means a groundless supposition, that, as the increased amount of labour will have been operative during the longer interval in enhancing the value of the Crown lands, the same number of acres may in the one case yield 3,190,000*l.* which would have produced no more than 2,000,000*l.* if brought prematurely to sale before the augmentation of value had occurred. Upon some such considerations as the foregoing it is probable that the proposal to raise a loan, according to the terms just stated, has received considerable public approbation and encouragement. In proof of the prevalence of that disposition, your Committee annex the copy of a letter* which has been addressed to them, giving the sanction and approbation of numerous persons of property and intelligence to the proposal in question. Your Committee are so well aware of the importance of that measure, regarded in all its consequences, that they would consider it an act of presumption on their part, either to pronounce a positive opinion favourable to its adoption, or to express a decided sentiment of disapprobation. It has appeared to them more decorous, and more likely to lead to the establishment of a sound and well-digested system, that the mode of proceeding should be left to the unbiassed discussion of the Council, and to await the decision which the public at large will unquestionably pronounce upon it. Your Committee, however, having anxiously deliberated upon one topic, are in so perfect accordance of sentiment with respect to it, that it might be deemed a culpable omission if they failed to express their opinion. The most formidable objection, as they conceive, to the reception of such measures as have been suggested, would arise from uncertainty prevailing as to the exact application to purposes of immigration of such sums as might be raised immediately from the sale of Crown lands, or by borrowing upon the credit of such sales. The want of labour is so serious an evil, and so universally interferes with the success and extension of the settler's operations, that there exists, as your Committee have had occasion to perceive, a general sensitiveness, as to the diversion to any other purposes whatever of any portion of the funds which it is understood should be devoted exclusively to promote immigration. Your Committee therefore recommend, with a view to remove injurious suspicions on this behalf, that a final determination should be made as to the actual charges which are to be cast upon the produce of the land revenue, and that an explicit assurance should be given of the appropriation of the entire surplus, after payment of such charges, to the sole purpose of introducing emigrants of a suitable character and description. In the event of any loan being raised, they further advise that *the gross produce* should be paid over to the fund for emigration, and made exclusively applicable to its particular object; and that, to prevent all jealousy as to the appropriation of too considerable a proportion of that produce to defray the expenses of management, those expenses should not be charged upon the funds arising from such a loan, but should be provided for annually, by a vote of council, out of the ordinary revenues of the colony.

There remains but one topic to which your Committee have to direct the attention of the Council, and with which they purpose to conclude their report. They would deem themselves culpably remiss, if, in recapitulating the various modes in which our system of immigration may be improved, and in suggesting measures to promote the welfare of the emigrants themselves, they omitted to bestow due attention upon the most important of all interests—that of religion. The Council will not fail to remember, that, in encouraging the transit of any part of the population of the United Kingdom to this colony, they are accessory to their removal from a situation in which few indeed, if they have the proper disposition, may not enjoy the benefit of religious instruction and communion. Not so among ourselves; these persons will be brought to a totally different state of circumstances, in which, ordinarily speaking,

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* Appendix K., p. 18.

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31 October 1838.

Enclosure.

speaking, they cannot enjoy that benefit, how much soever it may be desired by them. Your Committee have not felt it necessary to consume much time in inquiring into the state of the religious resources of the country, the fact of their deficiency being notorious to all observers. Its existence has been confirmed by every witness to whom a question relating to the subject has been addressed. Your Committee are sensible that to place hordes of people in the wilderness without any means of religious worship or education provided for them, and to trust to their voluntary efforts for supplying themselves with those blessings, would be tantamount to dooming them to the worst of evils—fanaticism or infidelity. It is impossible to believe that any permanent blessing could attend a society, the foundations of which shall have been thus laid. Your Committee are most anxious to impress upon the consideration of the Council, that the evils of deficient religious instruction, however aggravated, are not yet beyond remedy, but that a few years of inattention and neglect must lead to so confirmed a prevalence of irreligion, that no subsequent efforts could arrest the growth and continuance of the evil. All persons who are anxious for the welfare of this country, looking to the future advance of immigration as the great resource for promoting it, appear to agree in anticipating from the introduction of a new and virtuous population a great moral reformation in this community. But is it reasonable to expect the attainment of such an end if there be a neglect of the proper means to secure it? The emigrants, be they, on their first arrival here, as moral and religious a class of persons as are to be found upon the earth, cannot be expected to retain that desirable character, without some support or provision made for the continuance of the public exercise of religion. They must gradually sink down to that very low standard of morals, which it was among the chief purposes of bringing them to this country that they might help to elevate. Your Committee, therefore, in expressing their persuasion, that under the contemplated increase of its population the means of religious instruction in this colony are totally insufficient, declare their apprehension that the fruits of this deficiency, if it be permitted to continue, will manifest themselves in the growth of ignorance, and a lamentable decline in the public morals.

12 October 1838.

W. G. Australia, Chairman.

N.B.—The Appendix to the preceding Report forms a separate volume. *Vide* Parliamentary Paper, No. 536.—II.

— No. 10. —

(No. 124.)

No. 10.
The Marquess of
Normanby to
Sir George Gipps,
13 August 1839.

COPY of a DESPATCH from the Marquess of *Normanby* to Governor
Sir George Gipps.

Sir,

Downing-street, 13 August 1839.

10 August 1839.

WITH reference to your despatch, No. 177, of the 31st October last, enclosing the report of a Committee of Council on Emigration, I transmit for your information the copy of a report which I have received from the agent general for emigration, containing his observations on the various topics connected with his duties embraced in that document.

The important questions involved in these papers will not fail to receive every consideration, and to be decided upon before the time when it will be proper to prepare for the opening of the next season for emigration.

I have, &c.

(signed) *Normanby*.

Enclosure in No. 10.

Report on report
of Council, dated
October 1838, on
emigration.

Sir,

2, Middle Scotland-yard, 10 August 1839.

I HAVE the honour to return herewith the report of a Committee of Council of New South Wales on Emigration, dated the 12th of October 1838, which was transmitted to me by the Marquess of *Normanby*'s directions, together with the despatch from the Governor by which it was accompanied.

The appendix to the report has unfortunately not been forwarded to the Government. Seeing therefore that the opinion of Sir George Gipps was that the Government emigration should

should at any rate be continued on its existing footing during the year 1839, and that the same conclusion had been previously arrived at in this country, upon my report dated the 23d of April 1839, I thought it better for a time to suspend my reply to this communication, and to confine my attention to the practical measures for carrying into effect the emigration of the present season. But further despatches have since arrived without the expected documents, and I am unwilling any longer to delay offering some remarks upon a report proceeding from such high authority, and embracing so many views of importance.

The report of the Council is divided into the two heads, of the number of emigrants which will be required in the colony, and the best manner of sending those emigrants out.

With regard to the numbers, I think it appears quite plain that there will be an ample field in all ordinary seasons for as many people as can be sent out by ordinary means. I will not deny that I feel it difficult to attach much faith to precise numerical calculations of the additional labouring people who will be required in the colony from year to year; and if those calculations be based, as I have sometimes seen them, upon a comparison of the increase of men with the fecundity of sheep, it may be apprehended that, whether we look to the natural progress of population, or to the practicable extent of importations from the most distant point on the globe, the result can hardly be otherwise than productive of disappointment. The main fact, however, appears, as I have already said, sufficiently certain; viz. that there will be sure employment at any, except very uncommon times, for as many people as common exertion can introduce; and this seems enough for all immediate practical purposes. The evidence offered to the Council on the present subject will doubtless be found, when received, to afford much information of interest on the condition of the colony generally.

With respect to the best manner of effecting emigration by public aid, the committee's report may be considered under the two heads of their remarks upon the emigration under the direct management of Government, and the emigration in private ships, defrayed by a bounty upon each properly qualified person who is landed in the colony. Several of their suggestions on the former point are very judicious: but so many changes have taken place since the time when they wrote, that it might be unprofitable to dwell at any length on the details of their remarks upon the essays then making towards the establishment of the present system. What may be found more useful will be to review the manner in which that system has been successively modified, and I hope improved, and then to consider the bearing of those general modifications upon the particulars adverted to by the committee of Council.

The first assisted emigration to New South Wales consisted chiefly of the female emigration, carried on under a charitable committee in London, which experiment, as you are aware, was eventually condemned. There was at the same time tried, a small emigration of labouring families, who were allowed first a loan, and afterwards a gift, in aid of the expense of their conveyance, but this part of the experiment also was pronounced to have failed.

The next mode of proceeding was suggested from the colony, and was to the effect that single women should no longer be taken out in separate ships, but that experienced surgeons of the navy should be employed, each to select his own party of married people and their connexions, and to provide shipping for them, and to take them out to the colony. The great object appears to have been to concentrate the responsibility as much as possible upon the individual who was to arrive in the colony with the emigrants. This was the system which I found in force when, upon my return from Canada in the middle of the year 1837, I was instructed to assume the superintendence of the agency for emigration generally, and at the same time to attend, as far as necessary, to the new Australian emigration.

It very soon indeed became apparent that medical officers of the navy, valuable as I have at all times stated their services to be, could not reasonably, or with any advantage to the public, be called upon to conduct the hiring and victualling of ships. Sir Richard Bourke, to whom the first proposal of the plans by which emigration to New South Wales has been so largely increased is due, thought that the surgeons would have the resource of the transport departments of the Admiralty for the engagement of their ships, if they found themselves unequal to it; but at the out-ports the Admiralty has not establishments on foot available for the purpose. It became immediately requisite, therefore, that I should take upon myself to provide for the execution of this part of the duty; but in other respects I rigidly abstained from interfering, in England and Ireland, with the course of proceeding suggested from the colony, which seemed to promise so much benefit by fixing a special responsibility on the surgeon superintendent of each ship. Accidental circumstances placed Dr. Boyter at once in the position of a permanent agent in Scotland, from whence he filled three ships in 1837, subsequently to my appointment here; but every where else each surgeon had the entire selecting of the people for his own ship throughout the year 1837, and until after the first ships of 1838.

I do not hesitate to say that this plan decidedly failed to produce the advantages that were expected. Amongst the vessels that were filled by their own surgeons are to be sought those of the Government ships, which contained the largest number of young children, those of which the mortality was the greatest, and those, moreover, for which the expense of agency was by far the highest; this may be verified, if wished, from some statistical returns just prepared for Parliament. Having found that a board of officers in the colony has

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Question of the
number of emi-
grants required
annually.

Question of the
best mode of se-
lecting and sending
them out.

Modes hitherto
tried.

Mode of imposing
the whole manage-
ment on the
surgeon super-
intendent of each
ship.

Unsuitableness of
that mode when
number of ships
was largely in-
creased.

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lately shown a disposition to recommend a recurrence to the former practice in this respect, I have thought it indispensable to state these facts, though without the least wish to cast any imputation on the gentlemen who discharged the duty of superintendent at that time, or to impugn the view on this subject originated in the colony. If only three or four ships had gone out in a year, as used to be the case, it might have been desirable that they should be filled by three or four of the ablest of the naval surgeons who had visited New South Wales, selected by the colonial government for their talents and competency. But it is necessary to observe that this department extended the Government emigration to New South Wales, within a very short period, from 800 persons in the year to nearly 7,000; that it augmented the number of ships employed in their conveyance from four to four-and-twenty; and that thus, in the next season after my appointment, I had the gratification of seeing the number of people sent out by this office amount to two-thirds of the whole emigration to Sydney, in a year in which the emigration to that place alone had been increased to double the extent ever known before to all the Australian settlements together. The greatest number ever known before to all the Australian settlements was 5,000 within one year; in 1838, the number of people who sailed for these countries generally was 15,000, of whom 10,000 were destined to Sydney, and 6,500 of the latter collected and embarked exclusively by this department. It can hardly be surprising that an increase so great, and by no means foreseen, should have been found to require a different machinery from the more limited emigration previously known to New South Wales.

Mode of selecting
by resident officers
at home; and of
undertaking a larger
share of duty at the
Agent General's
Office.

Dr. Inches and Dr. Hall were accordingly appointed, in March and July 1838, to discharge the same functions of permanent selecting officers in England and Ireland, subject to the orders of this office, which had already been allotted in Scotland to Dr. Boyter; the surgeons superintendent were confined to the duty of taking the people out; and from this time a more direct control and responsibility must be considered to have devolved upon the principal emigration office.

Improvements
since that time.

It remains to recapitulate some of the leading attempts which were thereupon made to systematize and improve the methods of proceeding.

Regulations for
the home service
remodelled.

One of the first steps was to revise and publish anew the regulations under which emigrants were selected, adding two or three clauses which, by the mere operation of general rules, and independently of the judgment which the officers were directed to exercise on individual cases, rendered certain a reduction in the number of young children.

Instructions to
selecting officers.

Very full instructions were addressed to Dr. Hall, of which, as they may serve to throw light on the principles on which the selecting branch of the service is conducted, the substance is annexed to this letter. Similar principles for their guidance were communicated to the other officers employed in the same manner.

Revision of the
scales of medicines,
provisions and
stores.

The notion that had prevailed of throwing the whole management and responsibility upon the surgeon of each ship, obstructed in one way the improvements that were aimed at in this country, for it had led to some neglect of the agent general's office, and to its being left without a regular supply of those reports from the several surgeons superintendent, which would have been so valuable in reviewing the various details of the business. This evil, I may observe in passing, has been effectually guarded against for the future. In the mean while, however, some of those officers had written home very sensible and useful letters; amendments also naturally suggested themselves in the progress of the business at home. Without entering upon frequent changes of detail in the middle of the season, which must have been productive of confusion, the course which it seemed to me best to adopt was to note every apparently reasonable suggestion that reached me from any quarter, or that offered itself to my own observation; and at the close of the year I requested the three selecting officers from the different divisions of the United Kingdom to assemble and form a board with myself for the consideration of every point of the service which had in any manner come into consideration. The scale of medicines was revised; the dietary was minutely scrutinized and reformed; every article of the supplies to the emigrants for their own use, such as bedding, eating utensils, &c., was separately examined, and the quality and quantity to be allowed for the future settled.

Regulations
established for the
emigrants at sea.

I was enabled to draw some advantage from our misfortunes; for the "Asia" having put into Plymouth in difficulties, I found it advisable, on visiting her, to frame a set of regulations for the internal discipline of the ship, which has subsequently been established, with a few modifications, as a standing code to be observed on board all Government emigrant ships. These regulations promised to work well, as far as I could ascertain, in the ships that have sailed since their establishment, and they appear to have given satisfaction to the surgeons placed in charge. I observe that the substance of them has been adopted into some of the private ships which are sent out to Sydney with passengers upon bounty.

A code of instruc-
tions for the sur-
geons superinten-
dent.

But the change from which I am the most induced to hope some advantage in the conduct of Government emigration, is the use of the volume of instructions that has been drawn up and printed for the guidance of the surgeons superintendent of the ships. No distinct epitome of their duties existed before. They have now a manual, which will supply them with rules of action at each successive stage of their employment, and which affords them a view of the principle and object of each of the arrangements on board. This document must avail, I trust, to impress a useful steadiness and uniformity upon the service, and at the same time to ensure every surgeon's having the benefit of the hints and the warnings derivable from the collective experience of all, as deposited in the central office.

The hire and

In the present summer a complete remodelling has been accomplished in the mode of engaging

engaging and supplying ships at the out-ports, into which, however, it would be out of place to enter further in this communication.

It would be difficult yet to pronounce the effect of these several measures, for most of them could not be brought into operation until 1839, which year, I will add, is the first that I think will afford any fair test of the operation of a business so extensive and so suddenly created.

One effect, however, which can be stated now, is that the revision of the dietary at the close of 1838 has been productive of a saving in that branch of expense, without any diminution, and in some instances with an increase, of the more nutritive and palatable articles of food. And in regard to the number of young children, the result of part of the earlier of the measures above described has been so remarkable that I must beg permission shortly to mention them. It will be borne in mind that the worst class of children for purposes of emigration are those under seven years, as they are found to be the class most liable to sickness and mortality during the voyage, and of course are those also of the passengers who will be the longest before they become useful in the colony; the children between seven and fourteen are by no means so objectionable, for many of them are soon serviceable in the colony, and their health does not suffer like the others. Having made this preliminary remark, I would request attention to the following statement of the average numbers per cent. of adults, children between seven and fourteen, and children under seven, embarked in the ships sent out by Government in the years 1837, in 1838 and 1839.

		Adults.	Children over Seven.	Children under Seven.
1837	- - - - -	51	15	34
1838	- 1st six ships - - - - -	55	16	29
—	- 2d ditto - - - - -	56	18	26
—	- 3d ditto - - - - -	58	21	21
—	- 4th ditto - - - - -	62	20	18
1839	- 1st six ships - - - - -	68	20	12

Thus it appears that the proportion of adults in 100 passengers has been increased from 50 to 70, and that the number of the youngest class of children, which is the class that is chiefly objectionable, has been reduced from 34 per cent. to 12 per cent., or from more than one-third to less than an eighth of the whole number; and further, that this change has not been sudden or accidental, or liable to reverses, but that from the beginning up to the present moment, and in both the particulars referred to, there has been one unceasing progress of improvement.

I am very far indeed from wishing to claim a peculiar merit for any of the measures detailed in the preceding recapitulation. The result, I am aware, is the test that must be looked to; and if the system does not succeed in practice, or if another is proved, upon sufficient experience, likely to be more advantageous, no means that had been taken for the improvement of one plan could constitute a reason for continuing it to the exclusion of a better. The history of emigration to the colony certainly does afford some striking examples that it might be advisable not to condemn any undertaking of so much extent too speedily. It has not been my wish, however, as I have already said, to advocate any one system in particular in the preceding remarks. But what I confess I have felt some solicitude to show, for I know how liable it is, and perhaps not unnaturally, to be doubted in distant societies, is, that there has been no want of laborious and anxious endeavours to do justice to the present experiment,—that whatever may be the event (which I think still remains to be seen), the pains to try at least to give this method of emigration the successive improvements of which it seemed susceptible have not been spared.

After the foregoing review of the general measures pursued on the Government emigration to New South Wales, I now turn to some of the particulars more especially pointed to by the Committee of Council, whose observations, I may perhaps be permitted to add, are throughout characterized by great moderation and caution, and considerateness for those engaged in the practical execution of the service.

The Committee advert to the expenses, compared with the expenses of emigrants introduced on bounty.

I have not the means of entering into an examination of the calculations made on that subject. I may observe, however, that the greater part of the ships which the Committee had before them sailed at the time when each was filled by her own surgeon, according to the plan proposed from the colony, and that the expense of agency was much higher by that mode than afterwards, though the subsequent rise of freights may have counterbalanced the saving.

My own impression is, that it would be advisable in another season to try, in the river, the plan which has been suggested of making contracts with private ship-owners for the conveyance of the emigrants at a rate per head; but at the out-ports, where the practice has been less known, there might be found reasons for adhering to the present course of fitting out and victualling the ships under this office.

I have long been endeavouring to introduce into the service a proportion of private surgeons, some of them brought in for the first voyage as assistant-surgeons, for the sake of the training; and this, I trust, will lead to a future saving in the charges of superintendence.

One point I would wish to state before quitting the subject of expense. The charge to the New South Wales land fund of my own department in Middle Scotland Yard, including the portion of salary which I derive from the land fund myself, and all other salaries, emoluments,

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13 August 1839.

Enclosure.

Reduction of num-
ber of children.
Further questions
thrown out by the
Council.

Limitation of the
whole number of
passengers.

Dietary.

Touching.

Stoves.

ments and contingencies of this establishment payable from the same source, amounted in the year 1838,—during which the whole of the general measures above recapitulated were settled here, and an expenditure of upwards of 80,000*l.* at home was regulated and audited within the walls of this office, independently of a balance of more than 30,000*l.* contracted for in this country, though left to be paid after arrival,—the total charge of the department to the colony for the period in which those services were rendered amounted to 667*l.* 1*s.* 5*d.* This is a fact which I think I may venture to leave to speak for itself. The particulars appear in a return that has been prepared for Parliament.

The Committee very judiciously suggest an endeavour to reduce the proportion of young children. On this point I need not add any thing to what I have said before.

The Committee further throw out the following questions:—Whether the number of passengers used to be too great in proportion to the tonnage? Whether the dietary for women and children should be modified? Whether touching at an intermediate port ought to be made compulsory? and, Whether the vessels should be restricted from sailing during the months in which unfavourable weather may be expected on the coast of England?

The first question renders it necessary that I should advert to a defect in the enforcement of the Passengers Act, which used to prevail until I commenced my present duties. Up to the spring of 1837 it had been the custom, for what reason I know not, to regulate the number of emigrants under the Passengers Act in proportion only to the tonnage, instead of in proportion also to the superficial extent of the lower deck, which latter check is decidedly established by law, in concurrence with the other. Now the appointed rate of tonnage is uniform for all parts of the globe, while the rate of the superficial measurement varies with the length of the voyage. In ships going to North America the proportion is only ten superficial feet to each adult, which often pretty nearly coincides with the limit by tonnage; but in ships which have to cross the Line, the space prescribed is no less than fifteen feet for each adult, which operates much more strictly than the other check, and constitutes a greater advantage to the passengers. From the time of my having the honour to enter on this office I have insisted on the due observance of the latter rule in vessels bound to Australia; and the benefit of this does not extend only to persons going by Government ships (which I think it my duty to require to conform to the provisions of this Act, though it has been doubted whether they are not legally exempt), but also to the passengers by all private vessels as well, for the same rule is enforced in all by the resident emigrant agents at the principal ports. No one doubts, I believe, that with the proper allowance of fifteen feet per adult the most ample space is given for the passengers on this voyage.

The dietary has been repeatedly a subject of reconsideration. It was originally settled for the Government emigrant ships, at the beginning of 1837, by one of the naval surgeons deputed from the colony, whose scheme was submitted to the physician-general of the navy for approval. In January 1838 it was modified, with the advice of the physician-general of the navy, to meet the case of the greater number of young children and mothers necessarily comprised in ships which were for the first time exclusively devoted to the conveyance of married people and their families. It was revised again, as I have already explained, at the close of 1838. I am aware that a recent board of officers has suggested the establishment of an entirely distinct dietary for the youngest class of children (though they have not proposed the details), and I have sometimes been inclined to think that such an arrangement might be advantageous; but it is one for which there is not, as far as I am informed, any precedent, and it is by no means so simple as might at first sight appear; for as the people are fed in messes, and not separately, a rate of allowance to adults which has proved sufficient and healthy when the old and the young partake of the same general scale together, might be found quite inadequate and unsuitable when the children's ration was made to consist of a totally different description of food; in altering one part of the scale, therefore, every other part would probably require to be reconsidered.

I may perhaps be permitted to observe here, that the business of touching the dietary, though it has by no means been shrunk from when necessary, involves far greater hazards and responsibilities than might be anticipated by persons not familiar with the consideration of the subject. Partial suggestions are often received from detached officers, which, even if good in themselves, would be quite inadmissible without a remodelling of the entire scheme of victualling. In order to provide for such cases, the course adopted at this office last year, as I have mentioned, was to collect all such proposals, and give a general consideration to the whole at the end of a season. And I have now furnished each surgeon superintendent with a very short and simple form of return, so framed as to exhibit at one view his impression, after experience, respecting each separate item of the dietary, and each article in the supplies of stores; and as soon as there shall have been time for the receipt of these returns from the officers employed in the course of 1839, I trust there will be such a body of information collected as will afford the means of efficient and well-grounded improvements in those points which are found to require alteration.

With regard to touching, it will be found that an opinion is intimated in the instructions to surgeons superintendent in favour of that course, more especially if the ship has been long in accomplishing the first part of the voyage; but as several of the most successful and experienced of these officers expressed themselves averse to it as a fixed rule, and moreover some of the healthiest of the ships had gone out without touching, I did not think it advisable to make the direction imperative. The terms of the present instructions will be quite enough materially to enhance a surgeon's responsibility, if, after omitting without some sufficient reason to call at an intermediate port, he brings in his people in bad health.

The Council advert to the advantage of enforcing an employment of stoves for the dispersion

persion, of moisture. No Government ship sails without swing-stoves on board, and the surgeon is ordered to make a proper and frequent use of them.

It is unquestionably desirable not to sail during the season at which the people would be most exposed to bad weather in the Channel. The rule which it has from the beginning of this year been proposed to aim at in this respect, though a perfect punctuality may not be attainable, is not to sail earlier than the end of March, or later than the end of October.

The time during which the emigrants ought to be lodged and subsisted at the public expense after arrival is adverted to by the Committee, who think that a fortnight would be long enough. I should be inclined to think the same; but this is entirely a matter for regulation by the colonial authorities, who must be better enabled to form a judgment upon it than any one here; and I need only state that no pledge whatever is made upon the subject before the people leave this country.

With regard to juvenile emigration, I have so often had occasion to point out the objections to it, and those objections have latterly become so well known in this country, that I need not detain Lord Normanby with any remarks on the proposal submitted to the Council upon that subject.

From these observations of the Committee of Council on the detail of the service, it remains to turn to some suggestions made by the governor on the same subject. He suggests that, with a view to somewhat diminishing the expense, all stores of a suitable description going out for the use of the colonial government should be sent in the public emigrant ships; and further, that persons whose passages in the cabin are to be defrayed out of colonial funds should be ordered to embark in them.

With regard to the former point, I have already offered my recommendation that Lord Normanby should cause the necessary steps to be taken for complying with the Governor's suggestion.

It has always been my endeavour, on other grounds besides economy, to obtain the presence of clergymen as cabin passengers, when I have been aware that any were proceeding to New South Wales under the sanction of Government; and I would suggest, with a view of further attending to the Governor's recommendation, that it would be desirable to give me official notice from the colonial department when gentlemen are appointed to go out to the colony in this capacity. I am not aware that there is any other class of cabin passengers whose expenses are defrayed by the colonial government.

But with regard to cabin passengers generally, of whom the admission is not recommended by the Governor, but has, I understand, been subsequently suggested in the colony, I must take this opportunity of observing, that I do not believe any moderate number would sensibly affect the general cost of the vessels, while in every other point of view I apprehend they would be a very undesirable addition to an emigrant ship. They would occupy parts of the ship which are better appropriated to the air and exercise of the people for whom the vessel is principally engaged; their luggage would fill up space in the hold, which otherwise is available for a more liberal supply of water and for the chests of the poor people; and as to the discipline, my own persuasion is that they might be productive of much evil, and are very little likely to do any good. The great majority of cabin passengers pay no attention at all to the steerage passengers. With respect to the few who adopt a different course, the risk would remain to be run, whether they fortunately happened to be men of a judicious benevolence, or whether their activity should rather spring from a spirit of rash interference, which it is obvious might be most seriously prejudicial to the important, but delicate, bond of the surgeon superintendent's authority over a large body of people, free from any legal powers of control. The present practice is steadily to resist the admission of cabin passengers, except sometimes friends or connexions of the surgeon superintendent himself, vouched for by him, who are not likely to obstruct his measures for the general welfare.

I have now gone through all the remarks which are noticed in these documents, bearing upon the ships sent out under the direct authority of Government; and at the present stage of a communication which has extended to so much length, I would gladly refrain from enlarging upon any further topics; but I feel that I could not with propriety omit offering some remarks on the subject of the emigration on bounty, which is alluded to in the report of Council, and the despatch accompanying it.

That the emigration on bounty has been a very useful addition to that carried on in Government ships I have no doubt. In fact it might be said that while the demand in the colony continued so great, and the disposition in this country to go to it so extensive, the more channels that were open the better; and if it could be shown that as large a number of people upon the whole, and of an equally eligible description, were likely to be sent out in this manner as by the Government vessels, at a smaller expense, there would of course be established sufficient grounds for preferring this method to the entire exclusion of the other.

There are some considerations, however, which would appear worthy of attention before adopting so wide a conclusion.

If the bounty were to be made the only source of furnishing the colony with its whole supply of emigrants, it would remain to be seen whether so much greater a number of people could be procured by the private ships of as good a quality as hitherto.

The effect too of withdrawing the concurrent progress, and, if I may so express it, the competition, of the Government selections and shipping arrangements, would remain to be ascertained.

And in case of the universal establishment of the bounty system, it could not be expected that any class of persons (unless disqualified by age or other circumstances, which would

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render them at any rate no acquisition) would continue to pay for steerage passages by their own means, after it had become generally known that a ship-owner had only to show a man to be of probably useful and respectable character in order to obtain the value of his conveyance. I do not know at what amount this inconvenience may be estimated, but the tendency of the change would certainly be, that with trifling exceptions, the whole emigration to the colony of people below the degree of cabin passengers should be carried on at the public expense.

These I merely throw out as points deserving to be considered before the bounty system should be made the only mode of supplying emigrants to the colony. There are some further difficulties to be noticed relating to the manner of carrying the system into effect.

The original invention of the plan, as you are aware, was, that private proprietors in the colony should be enabled to introduce labourers free of charge, by submitting a description of them to the Government at Sydney, and obtaining permission to bring them out with a claim to a certain bounty, payable upon the landing of the parties; but it appears that, in point of fact, proprietors did not enter into this detail and trouble. The real practice soon became, as far as I can collect, that the correspondents of some extensive ship-owner in England should apply at Sydney for large orders, without any particular proprietors requiring the labour, and that the ship-owner should then send out the numbers sanctioned, trusting to the general fitness of the people for enabling him to obtain the bounty.

The change was very natural, and perhaps indispensable to the success of the scheme; for it could hardly be supposed that it would have been worked to any extent by the private exertions of proprietors resident so far off as New South Wales. But both the Committee of Council and the Governor concur in the expression of an opinion, that the bounty having ceased to be a boon to individual proprietors, and become a privilege of the ship-owner, measures should be taken for putting an end to the forms belonging to the original but discarded idea of the system, and for throwing the business effectually open to the shipping trade at large, which cannot be said to have been hitherto done. This is an opinion from which there can hardly be a dissent. The difficulties in the way of giving it effect, however, are greater than might at first sight be conceived. What appears to be proposed by the Committee and by the Governor is simply, that instead of continuing to confine the whole management of the business to the colony, it should be transferred to England, where the ship-owners reside, and licenses be granted to them here for taking out the people on bounty.

Some sort of license would of course be required, in order to prevent the emigration on bounty from outrunning the funds for its payment, and this part of the business would be sufficiently easy. It would only be necessary that a communication should be despatched from the colony every year in time to arrive in this country before the 1st of January, declaring the estimated amount applicable to bounties in the ensuing year in England, and stating the opinion of the proper authorities whether the corresponding number of people could be conveniently received and find profitable employment.

But what is to regulate the extent of the license to be granted to each ship-owner? I do not know whether it is expected that there should be by means of the license any check in regard to character, but I would submit that it would be quite impracticable. It would be due, in justice to any individual charged with the duty of distributing these licenses, that this point should be clearly understood. No public officer could upon any sound principle be called upon to discriminate in the distribution of an expected source of pecuniary profit, between the abilities and the general character of private merchants; and the colony must be content to take its chance of the average skill, competence and pains which the shipping trade at large would be able to afford to the business of selecting people for its use, and taking them out. If indeed it could be supposed that any person of notoriously bad character would be likely to offer himself as an applicant for such a purpose as the present, there might be a moral support which would enable a public functionary to refuse him. But the only reasonable expectation is, that all the parties who would apply would be in the fair and creditable discharge of business; and there can be no doubt, I think, that many more emigrants would be so applied for than there would be funds to carry; and the question therefore recurs, what is to be the test to regulate the choice between conflicting applications?

Should parties be required to tender for different rates of bounty, and be preferred according to the lowness of the rate per head at which they offered to procure and send out eligible emigrants? The principle of this mode of meeting the difficulty is one that was loudly and generally condemned in the colony two years ago, and will hardly be denied to be abundantly hazardous.

Another mode that occurred to me was that there should not be general licenses granted to any specified ship-owner by name, but that every ship, as she entered at the Custom-house for the voyage, might be applied for separately, and leave be granted for her to take passengers on bounty. One evil in this method would be, that ship-owners desirous of the present kind of business would have a motive, foreseeing the probable exhaustion of the funds before the year could be nearly over, to force forward every ship they could make available, and thus crowd all the emigration into the commencement of the season, to the inconvenience of the colony and probable detriment of the parties taken out. But another objection, which appears to me of still greater consequence, is, that I cannot suppose that any person would be able to make efficient arrangements for collecting and embarking eligible people on a large scale, unless he had far longer notice beforehand than could be afforded by waiting till each ship, in its turn, was actually in the port, ready to start for the colony.

colony. It would, I should think, be a ground of complaint amongst persons of activity and intelligence taking a part in this business, if they were kept in the dark as to whether or not they would be allowed bounty for passengers, to whom they were obliged to pledge themselves, or at any rate to employ agents in treating with them, until the very moment when the ship they proposed for their conveyance could be brought forward for despatch; yet they must be refused any pledge whatever beforehand, or else the principle of the question now under consideration falls to the ground. The license would no longer be given to a ship at a time, but to the ship-owner for ships prospectively; all would wish the prospective licenses; and the original difficulty would recur, viz. what is to decide between the competing applications?

Yet upon the whole I believe that it would be by some modification of this last expedient, of according the privilege to successive ships, that the plan of granting bounty licenses in England would have to be carried into effect. It would require a considerable adjustment of detail, both in order to make some reasonable conditions for the efficiency of the ship, and also to preclude all doubts of impartiality in the distribution of the benefit. A few plain rules ought, I think, to be laid down for the former purpose. But the main security would have to remain as it is now, that only those who are landed alive, and appear to have been properly brought out, are to constitute a valid claim to bounty.

Upon this species of security, I observe that the greatest reliance appears to be placed in the colony, and I presume therefore that no difficulty has been experienced in enforcing it with the necessary degree of vigour. When a larger number of persons are brought into the business, and a variety of capitalists shall embark in the undertaking on the credit of the public expectations held out by the colonial government, it can only be hoped that this check may equally be found available without exciting such complaints in doubtful cases, and such appeals to the good faith of the colony, as may compel its efficiency to be materially relaxed. This is part of the experiment that will remain to be tried.

I have offered the foregoing remarks upon the bounty, by no means in any spirit of upholding one scheme against another, for of course the single object to be considered is what course of proceeding is the best for the public, but because I could not without a neglect of duty omit to state the difficulties which appeared to me to surround the subject; and I shall be very glad if the mention I have thus been led to make of them should enable those who may be friendly to the scheme, to point out the means by which they can best be obviated in any remodelling or extension of this kind of emigration.

With regard to the Government emigration, I have explained my reasons for thinking that the first year which can afford any fair test of it as to general efficiency is the year 1839.

I will only say, in conclusion, that there are not wanting other resources, which, if neither one nor the other of the existing plans were upon sufficient experience found satisfactory, might I apprehend be rendered available for keeping up a large share of the general emigration to New South Wales; but it is unnecessary to enter upon the subject now.

I have, &c.

T. F. Elliot.

EXTRACT OF INSTRUCTIONS to Dr. Hall, R. N., Selecting Surgeon for *Ireland*, dated 27th July 1838.

WITH respect to the kind of people to be selected, the views to be entertained on the subject are so frankly stated in the printed notices of this date which I enclose, and I have so fully explained myself in conversation with you, that comparatively little requires to be said here. You will observe that the great object, with due regard to the health and qualification of the parents, is to keep down the number of young children under seven years of age, and to avoid, as far as possible, taking any who are younger than three years. Knowing the necessity of a discretion on these matters, and the plain expediency in some cases of waiving any single ground of exclusion, however strong, I have not attempted a *prohibition* of this class of children under three years of age; but I would request of you always to consider them as in themselves an objection requiring to be outweighed by some special inducement, and I hope that you will be able to restrain the number accepted within the limits of five to every hundred passengers.

The number of women likely to be confined during the voyage should be kept within moderate limits in making your selections. In some of the earlier ships last year no less than twelve births took place on board, and although we were very fortunate in the result of the cases, it is evident how various are the objections to a number of confinements on board of a crowded ship, and where the calls upon the time and care of the surgeon superintendent are at any rate so numerous.

For the principles applicable to the admission of single men and women, and to the preference to be given to applicants according to their age, and the description of their families, I would refer you to the printed notice of to-day, paragraphs sixteen to twenty-two, which you will take for your guide on these points.

You will pay particular attention to the subject of vaccination, which is adverted to in paragraph twenty-four of the notice. You will observe which of the candidates you accept, or of their children, have not the marks of the operation, and will enjoin them to get it performed; or if you find that you could command sufficient opportunities for the purpose, you will consider whether it would be of advantage that you should perform the operation yourself. I am not aware whether the National Vaccine Establishment has any branches

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in Ireland ; but if not, I would be ready, upon your application, to procure and transmit to you a supply of the lymph from hence.

In respect of clothing and baggage, you will govern yourself by paragraphs twenty-six to twenty-eight of the same printed notice, above referred to, which you will in fact consider to form your rule of proceeding on all the topics which it treats of.

I have placed you in possession, for your information and guidance, of a copy of the Passengers Act. You will observe, that besides limiting the number of passengers and crew combined to three persons for every five tons, it also requires that the number of passengers taken on board should not be greater than after the number of one for every fifteen superficial feet of the lower deck ; two children between seven and fourteen years of age, and three under seven, being reckoned as one passenger. You must strictly adhere to this regulation in computing the number of persons you can receive on board.

The chance of defaulters at the last moment has to be provided against.

One plan for this purpose which it might be convenient to adopt in all cases is, after you have completed the number for any particular ship, to enter a certain proportion of supernumeraries on your list, distinctly informing them that you have no room, and cannot promise them a passage, but that you note them in order to apprise them of any vacancies that may occur, if they are willing to have their addresses taken down on that chance.

It will also be in your discretion, if you think proper, after an opportunity of personal observation in Ireland, to exact a deposit of 1*l.* from each head of a family whom you accept, as a security for his being in earnest in his intention to embark, only observing that whatever course is taken in this respect with regard to one must be equally applied to all who emigrate by the same ship. I will in a separate communication acquaint you with my views on the rules under which this plan, if adopted, should be carried into effect.

Before leaving the subject of the mode of proceeding in making selections, what I am exceedingly anxious to impress upon you is the necessity of as much as possible repressing instead of stimulating or extending excitement. With our limited means, and the strictness with which their application must be confined to particular classes, not perhaps those who feel the most pressure at home, any large expectations, or any hopes at all beyond the sphere of the districts in which we are actually prepared to act, could not but lead to disappointment and complaints. With this view I could almost wish that we could dispense altogether with advertisements in the newspapers, which are likely to carry the invitation to applicants far out of the moderate tracts of country within which our selections have to be made. The objection appears to be the possibility of imputations of partiality if the most public method of all is not resorted to in announcing a ship. On the other side, the objection is, that poor people are liable to come in from great distances, with imperfect conceptions of what is offered to them, and to find their journey fruitless ; and that they may sometimes do themselves serious injury by rashly parting beforehand with their employments or holdings of land, on the chance of obtaining the benefit of a free passage. Between these conflicting considerations I should wish you to endeavour to judge on the spot what is best to be done, and after you have communicated on the subject with the resident agents for emigration whom you meet, and have had time to mature your own opinion, to inform me of the course of proceeding you would suggest.

I have sent to you to-day an adequate supply of the returns you have seen at this office, styled respectively a nominal return of emigrants, a description return, and a parish return.

The nominal return, filled up with the names of the parents and of each child, should be transmitted to me upon the departure of every ship. The surgeon superintendent should take a copy for his own use on board, and should have a blank form likewise with him, for a second copy will be required in the colony. As a means of answering complaints hereafter, it would be desirable in the return to me to state at the end the names of any persons who, having been accepted, and granted a certificate, had not embarked, with the reason ; but for this purpose the names of the children will not be required separately, and each family may be entered on a single line.

With respect to the description return, I would request you to send me by every Saturday's post, while the filling of a ship is in progress, a return in this form of the whole of the selections made up to the date of the return ; but from this I would except the compartments marked C. and D., which it would be unnecessary to fill up until rendering the final return of this nature upon the actual departure of the ship. You will perceive that the successive description returns should exhibit, each of them, an analysis of all the selections up to their respective dates, and not be mere continuations one of another.

The parish return was prepared more particularly for use in England, but as it may be available in every case where large numbers of people are likely to be proposed through any single channel, I have sent some copies to you, and will be ready to furnish you with more, if you find them of service to you.

The printed emigration certificate, being a certificate of your having accepted the family described upon the face of it, speaks its own use. The people must distinctly understand that it will only be available for the particular ship for which it is granted. As you may not always be in possession at a sufficiently early time of the name of the vessel engaged for any given party, I have preferred identifying her by a statement of the proposed time and place of her departure.

If any defaulters are easily accessible after the departure of the ship, it would seem desirable to endeavour to recover from them their certificates, in order the more effectually to guard against complaints after the lapse of a time that might render the answer more difficult.

The

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The people should be warned when accepted, that if they change their mind without sufficient reason they will never be taken in a subsequent Government ship; but if they hold back on account of any serious illness, which is confirmed by inquiry, and give proper notice, this would constitute a merit instead of a fault, and the parties should without fail be noted for a passage by some future opportunity.

Another purpose which should be provided for at the time of acceptance is, through what channel each emigrant should receive notice of the exact day that he is to appear at the appointed place of embarkation. This day cannot be precisely fixed, generally speaking, till within about ten days of the time; and as a circular letter to all the heads of families would occupy much time, and be liable to accident, it is preferable, if possible, to consider the passengers as divided into distinct parties, each of which can be referred to some gentleman who has taken an interest in them as their medium of communication from you.

The decision of all individual cases must rest exclusively with you; but if ever there be any general rule of proceeding on which you feel a doubt, I shall be very happy to endeavour to solve it.

You will exercise your discretion in keeping me informed of the general tenor of your proceedings, and letting me know any particular events which seem of sufficient consequence to require notice.

I shall endeavour to make some satisfactory arrangement for your receiving your letters free, through the Secretary of the Post-office at Dublin; meanwhile you will charge against the public your postage, on the service in which you are engaged.

Your communications to me should be under cover to the Under Secretary of State, Colonial Office, London.

I am, &c.
(signed) *T. F. Elliot.*

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13 August 1839.

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— No. 11. —

(No. 37.)

COPY of a DESPATCH from Governor Sir *George Gipps* to Lord *Glenelg*.

My Lord,

Government House, Sydney, 27 February 1839.

No. 11.

I HAVE the honour to forward herewith a copy of the report which I have received from the board of officers, which in a previous despatch I stated I had ordered to assemble for the purpose of inquiring into the causes which had produced so much sickness on board vessels chartered during the last year by Government to bring out emigrants to New South Wales.

Sir George Gipps
to Lord Glenelg,
27 Feb. 1839.

I concur with the board in thinking that the sickness is principally to be attributed to the excessive number of children embarked, to the want of proper authority on the part of the surgeon superintendent, and to his being generally unacquainted with the previous habits or dispositions of the people.

18 Jan. 1839.

I concur also in the remark made by the board, that when emigrants are taken from a district labouring under any peculiar pressure of poverty or distress, there must be an increased chance of disease being engendered on their passage.

The suggestions of the board for alterations in the diet of the emigrants, and for varying it according to their previous habits (so different in different parts of the United Kingdom), appear to me to be judicious.

The advantage of having cabin passengers in emigrant ships seems to be rather of a more questionable nature, as the support which they would afford to the authority of the surgeon might be balanced by other probable disadvantages.

I have, however, in a former despatch offered my opinion to your Lordship, that cabin passengers whose passages are to be paid for by the colony should, as far as possible, be sent out in emigrant ships; this is particularly desirable with respect to clergymen and schoolmasters.

The most important recommendation, however, of the board is, that the victualling as well as the conveyance of the emigrants should in future be submitted to public competition, and made the subject of contracts. If the expenses of Government emigration can be reduced by no other means, I am disposed to think that this should be tried; but it is in England rather than in New South Wales that the chances of its proving successful can be estimated. The bounty system, however, has been found so far superior to that of Government emigration, both as to the description of persons supplied by it, and the cost of their passage, that in the present state of the finances of the colony it appears to me very doubtful whether any other should be persevered in.

I have, &c.
(signed) *Geo. Gipps.*

No. 11.
Sir George Gipps
to Lord Glenelg,
27 Feb. 1839.

Enclosure.

Enclosure in No. 11.

Immigration Office, 18th January 1839.

Sir,

WE do ourselves the honour to acknowledge the receipt of the Colonial Secretary's letter of the 5th December 1838, conveying to us the desire of your Excellency that we should constitute a board for the purpose of inquiring into and reporting on the probable causes which have produced, during the present year, a greater degree of sickness on board of immigrant ships freighted by the Government than in those fitted out under the bounty system.

We regret that our report has been so long delayed; but it must be evident to your Excellency, that in entering upon a range of inquiry so extensive and important as that pointed out in our instructions, it was absolutely necessary to avail ourselves of much documentary evidence, calculated to throw a light upon the various subjects brought under our consideration. Some unavoidable delay was incurred in procuring those papers, but we have now the honour, after much anxious inquiry and deliberation, to submit our report to your Excellency; and we sincerely trust that our recommendations and suggestions may prove useful in perfecting the future conduct of a branch of the public service of such vast importance as immigration must be to this colony and to the mother country.

The first subject referred to in our instructions is, "Whether in the selection of immigrants a sufficient attention has been paid to their state of health, and their ability to bear a sea voyage and a sudden change of diet."

In order to acquire as correct information as possible on this point, we deemed it of the utmost importance to examine any of those surgeons who might still be in the colony who had brought out immigrants; and we have come to the conclusion, that with the exception of the medical officers who had been sent home from this colony to select and bring out their own immigrants, we possess no means of ascertaining the degree of caution exercised by the home agents in their selection. With respect to those surgeons who have had the privilege of exercising their own judgment in selecting and bringing out their people, we are not aware that there is an instance of one of their ships arriving in a sickly state, unless it might be urged that the "John Barry" came under that denomination. We beg, however, to observe, that although Doctor Boyter was in that instance sent home for the purpose of selecting and bringing them out, he was obliged by indisposition to relinquish at the last moment their superintendence during the voyage; and however unexceptionable their selection might have been, yet, from the fact of the surgeon who brought them out joining the ship at the time of sailing, it was impossible for him to possess that intimate acquaintance with their respective constitutions as he would have done had he been brought into daily contact with them whilst engaged in the task of selection.

In reference also to the case of the "Layton," which sailed from Bristol, and whose people were selected by the surgeon who brought them out, mortality to a great extent certainly appears to have existed amongst the children, 70 of whom died out of 178; but this we may venture to assert arose from the measles having been imported into the ship, and was a circumstance which it must be apparent to your Excellency is not at all times under human control.

It may, however, be presumed that the disease showed itself early in the voyage, and that in other respects no sickness existed, from the fact of the ship having arrived in a perfectly healthy state.

We also deem it proper, in reference to this ship, to draw your Excellency's attention to the circumstance stated in the agent general's first report to the Secretary of State (*vide* page 4), which led that officer to choose the immigrants from those districts where local pressure existed; for, notwithstanding the "Layton" having, with the exception of the loss of the children before alluded to, arrived in a healthy state, yet if this principle continues to be acted on, sickness may be expected to prevail amongst a class of people who, from the want of previous employment in their respective occupations, have been perhaps for some time in a comparative state of poverty both in diet and clothing; and whatever judgment and discernment the selecting officers may exercise, yet they must be, collectively speaking, a class of people by no means calculated to undertake a long voyage with the same impunity as if they had been chosen from a population where distress did not exist.

We are led to dwell further on this point from the circumstance of having observed in the directions recently issued by the immigration agent general in London (*vide* page 4), an injunction confining the selecting officers to a particular district for each ship, and forbidding them to receive any others, no matter how eligible. The tendency of such an order, however calculated to relieve local poverty, must circumscribe the operations of those officers in this important duty, and may compel them to receive in many instances individuals quite unsuitable to undergo the physical hardships of a long voyage, or likely to prove serviceable to the colony on their first arrival.

In further illustration of our conviction of the absolute necessity which exists for a previous acquaintance on the part of the surgeon superintendent with the constitutions and habits of the people confided to his care during the passage, we beg to bring under your Excellency's notice some of the leading features connected with the ships "Palmyra," "William Rodgers," and "Maitland," the disastrous result of whose voyages have, we presume, given rise to the appointment of this board.

Owing to the departure of the surgeon superintendent of the "Palmyra," previous to the commencement of our inquiries, we have been unable to receive any personal information from

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from that officer; but it appears from his returns that scarlet fever broke out amongst the children early in the voyage, carrying off twenty-six.

In reference to the "Maitland," it appears from the evidence of Surgeon Smith, R.N., that he was totally unacquainted with the people committed to his charge, that he, along with them, embarked on the 21st June, and the ship sailed on the 24th, and that until the day of embarkation he had not seen one emigrant. Upon examining his sick journal it appears that scarlet fever made its appearance so early as the 26th June, being only two days after sailing; and further, that sixty-three cases occurred during the voyage, sixty-two of which were children. The effects of this disease were, dropsy in some cases, and general emaciation in others, causing thirty-five deaths during the passage, which doubtless produced a tendency to sickness amongst the remaining passengers.

It is evident, therefore, that this epidemic must have been imported into the ship, and was not the result of the non-adoption of any precautionary measures for the preservation of health.

As regards the "William Rodgers," it appears from the statement of Mr. Reid that he was similarly circumstanced in having no personal communication with his charge previous to their embarkation, which was on the 11th May, the ship sailing on the 13th.

With respect to the comparative state of health which has existed on board the Government ships and those sent out on the bounty system, it undoubtedly appears much in favour of the latter; but that circumstance may in our opinion have arisen principally from the excessive number of children embarked in the former. In twenty-three ships sent out by Government there were on board 3,640 adults and 3,068 children, or nearly equal, whereas in the bounty ships—in (10) ten of Mr. Marshall's there were 1,644 adults and 697 children, and in (4) four by the London Emigration Committee there were 936 adults and 368 children, which in both instances will give but about one child to three adults.

It will we presume be admitted, that in proportion to the number of children embarked on board ship, sickness or health must prevail in a long voyage; they are more liable to disease, and more susceptible to the evils arising from change of diet and temperature.

In reference to this point we beg to draw your Excellency's attention to the present "Passengers Act," which calculates three children under seven as equal to one adult. Those officers who have had charge of emigrant ships are too well aware how injurious this clause is; for the habits and infirmities of infants soon point out that they require as much room as an adult, and hence a serious evil arises from excessive numbers. The difficulty also of at all times obtaining a suitable diet on board ship is another evil; and to this may be added the danger of their bringing disease on board, as instanced in the case of the three ships ("Layton," "Maitland," and "Palmyra,") before alluded to.

In support of this view we again beg to advert to the comparative number of adults and children on board those vessels; "Layton," 122 adults, 178 children; "Palmyra," 151 adults, 141 children; "Maitland," 223 adults, 127 children.

With respect to the second article, relative to the sufficiency of clothing, we beg leave to observe that the supplies originally ordered by the Government were certainly inadequate; but we perceive by a late order promulgated by Mr. Elliot that a considerable and efficient increase has been insisted on.

With reference to the third point submitted to our consideration, "as to the sufficiency of authority invested in the hands of the surgeon superintendent," we have to state to your Excellency that we are not aware the officer possesses any,—not even the power of stopping the daily rations of those who may behave themselves in a disorderly manner. It is a complaint almost universally made of the great difficulty experienced in controlling the people efficiently, and in enforcing a fulfilment of the necessary regulations for the preservation of order and health; and this must be still more evident in those cases where the surgeons superintendent may not have had an opportunity of becoming acquainted with the people under their charge previous to embarkation.

It is equally evident that the surgeons superintendent of ships fitted out under the bounty system possess no greater power of control than that assumed power exercised by the surgeons superintendent of Government vessels; but we are desirous of drawing your Excellency's attention to the circumstance, that in the former or bounty ships the assumed authority of the surgeon in enforcing regulations for the health and comfort of all on board is backed by the moral and physical force of a large body of respectable cabin passengers, whose support cannot fail to have a considerable influence over the minds of a class of people by no means at any time easily controlled, more particularly on ship-board.

We now beg to advert to the two succeeding clauses relating to diet, which from their intimate connexion with each other, we deem it most conducive to the object your Excellency has in view to offer our conclusions on jointly. We are then of opinion that sufficient attention has not been paid to the dieting, consistent with the previous habits of the people, either from England, Ireland, or Scotland; for it appears that the same quantity of oatmeal has been put on board ships from England as in those from Scotland and Ireland; whilst on the other hand, the same quantity of biscuit has been supplied to ships from Scotland and Ireland as to those from England. From the evidence of all the medical officers it unquestionably appears that the allowance of biscuit in all the ships is more than sufficient for health or for actual consumption. In the ships from England it would no doubt be a great saving to the Government, and equally beneficial to the immigrants, if the allowance of oatmeal was altogether stopped, except for medical purposes, and the daily ration of biscuit reduced one-fourth, and to issue to them in lieu thereof a moderate allowance of cheese, an article

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of diet to which the English people, and more especially those from the southern counties, are much accustomed.

With respect to the ships from Scotland and Ireland, the daily allowance of biscuit may very properly be reduced one-fourth, but continuing to issue the same quantity of oatmeal. It appears also, that the quantity of flour daily issued is more than necessary, and may be discontinued altogether on days on which pork and pea soup are served out.

With respect to the victualling of children under (2) two years, we cannot but consider it rather inconsistent that infants should be supplied with the same articles of diet as those issued to adults, and which it is impossible they can consume; we therefore conceive that their present description of food should be totally changed, and that they should be supplied with such quantities of rice, arrow-root and preserved milk as the surgeon superintendent may think necessary. The reduction above alluded to will cause a considerable saving to the Government, and enable us to recommend an issue of preserved meat twice a week on beef days (checking of course the salt beef on such occasions), to the extent of half a pound to adults, and a proportionate quantity to children.

The extra expense attendant on the supply of this article would by no means amount to the reduction which would be judiciously effected by the adoption of the change we have recommended.

Having now alluded to most of the points submitted to our consideration, it only remains for us, in conclusion, to offer to your Excellency any suggestions which may appear practicable, with a view to reduce the expense of Government immigration.

It must be evident to your Excellency that there are various items of outlay incurred in the present system of engaging ships, which, so long as that is in force, cannot, we conceive, be reduced. Indeed the only one which, on reference to the accounts of the auditor general, appears to us at all susceptible of reduction, is the sums paid under the head of allowance money for surplus provisions. There has been paid to the captains of the first twenty vessels fitted out by Government (exclusive of the "John Barry" and "Adam Lodge," and ending with the "Saint George"), on that account, inclusive of necessary money, no less a sum than 3,259*l.* 12*s.* 4½*d.*, independent of their usual gratuities, amounting to 50*l.* for the officers of each ship. Calculating necessary money on an average at 80*l.* for each ship, there will still remain, on the score of allowance for surplus provisions alone, a sum of 1,600*l.*, averaging about 83*l.* to each captain. In two ships (the "Parland" and "Mandarine") the respective sums paid under that head, taking the foregoing data of 80*l.* necessary money for our calculation, were, to the former 273*l.*, and to the latter 240*l.*, being nearly equal to the balance of a frigate's twelve months victualling account. We think this allowance might be abolished, by inserting a clause in the charter-party, holding the masters responsible for their victualling accounts, but at the same time allowing them a fair proportion for wastage.

But this is a trifling reduction on so large an annual expenditure; and the only mode by which, in our opinion, both a saving can be effected in, and the efficiency promoted of, this important branch of the public service, is by totally abolishing the present mode of engaging ships, and substituting in lieu of it that system recommended and adopted by the late London Emigration Committee; namely, the chartering of vessels for the conveyance of immigrants selected through the agency of Government direct from private individuals, at a certain sum per head for males, females and children; half of which should be payable on departure for all embarked, and the remainder on arrival for those disembarked, subject, of course, to the approval of the local authorities, as to the manner in which the spirit of the charter-party may have been observed. Such ships should be fitted up at the owner's cost, and find provisions, water, bedding, medical stores, and comforts, &c. &c. on a fixed scale, and under the direction of the naval emigration agents, either in London or at the outports. The advantages of such an arrangement are obvious. It would be the means of entirely superseding the existence of various contingent expenses and allowances, the amounts of which are not frequently rendered in until long after the arrival of ships in the colony, thereby causing an intricacy in the accounts, and much inconvenience. It would also effect a great saving in the balance returned on account of surplus provisions, stores, and fittings; which after being landed at the expense of the Government, are invariably sold by auction at a very low price; indeed we know of an instance where bread of an excellent quality, which may be presumed to have cost 17*s.* 6*d.* to 18*s.* 6*d.* per cwt. in England, has been sold at 5*s.* and 6*s.* The same remark may be considered as applying generally to other articles of provisions.

We consider that ships in every way eligible for the service, and well provisioned and equipped, could to any extent be found to convey immigrants from England to this colony, and on terms corresponding with the sums now granted for the passages of immigrants brought out on bounty.

The whole of the between decks should be expressly and exclusively devoted to the accommodation of the Government immigrants. A six months supply of provisions and water should be put on board, the quality of which should be subject to the approval of the naval emigration agent stationed at the port where the ship might be fitted out; and they should be allowed to carry no general cargo. But with a view to enable the ship owner to undertake the service on terms of mutual advantage, the whole of the poop cabins (merely reserving one for the surgeon superintendent, who would of course be appointed by the Government), might be appropriated to his emolument, together with a specified allowance, say thirty tons, for the reception of his passengers' luggage.

It

RESPECTING EMIGRATION TO THE COLONIES.

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It will be evident to your Excellency that one principal cause of the greater expense incurred in the present system of chartering Government immigrant ships than in those bringing out people on bounty arises from the circumstance of the poop cabins, which generally afford the most valuable remuneration to the owners, being unoccupied, and consequently lost to the service. By the adoption of the system which we now recommend, not only would the reservation by the ship-owner of those cabins considerably decrease the expense of engaging vessels for the purpose of conveying immigrants hither, but what is of still more importance, and our views on which we have had the honour to bring under your Excellency's notice in another part of this report, it would procure a body of respectable passengers, whose presence would tend much to check any opposition on the part of the immigrants to the exercise of the surgeon's authority in enforcing his regulations for the health and comfort of all.

We have now, sir, fully and fairly stated our opinions on the various points submitted to us; they have been considered most carefully, and are the result of the most anxious desire to arrive at just conclusions; and in transmitting this our report, we must again repeat to your Excellency our sincere hope that our recommendations may be instrumental in averting a future loss of life, and in giving increased efficiency to immigration to this colony.

We have, &c.

(signed) *J. Denham Pinnock*, Chairman, Agent for Immigration.
John Dobie, Surgeon, R.N., Health Officer, Port Jackson.
James Laurence, Surgeon, R.N.
A. G. Montgomery, Major 50th Regiment.
John Nicholson, R.N., Harbour Master, Port Jackson.

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 to Lord Glenelg,
 27 Feb. 1839.

Enclosure.

— No. 12. —

COPY of a DESPATCH from the Marquess of *Normanby* to Governor
Sir George Gipps.

No. 12.

Sir,

Downing Street, 14 August 1839.

The Marquess of
Normanby to
 Sir George Gipps,
 14 August 1839.

I HAVE received your despatch, No. 37, of the 27th of February last, enclosing the report of a board of officers appointed to inquire into the causes of the sickness which has occurred on board vessels chartered during the last year by Government to convey emigrants to New South Wales.

Having referred that despatch and its enclosure to the agent general for emigration, I enclose, for your information, a copy of a communication which I have received in reply.

14 August 1839.

In that letter the agent general has entered in detail, on the various points to which the local board have adverted, and it is therefore unnecessary for me to trouble you with any observations on the subject.

I have, &c.

(signed) *Normanby*.

Enclosure in No. 12.

Enclosure.

Sir,

2, Middle Scotland Yard, 14 August 1839.

I HAVE the honour to return herewith Sir George Gipps's despatch, dated 27th February 1839, accompanied by the report of a board of officers which had been assembled for the purpose of inquiring into the causes of such sickness as had occurred in vessels chartered by Government to carry out emigrants to New South Wales.

Report of board
 of officers on
 causes of sickness
 in Government
 emigrant ships.

Having in my communication of the 10th instant endeavoured to exhibit in a connected view the principal questions relating to the management of emigration by public aid to New South Wales, I would beg leave to refer to that letter,* rather than to any detached discussions, for general information on the subject; but there are some parts of the present documents which seem to require a separate reply. As the Governor has, with the exception of the subject of cabin passengers, on which he expresses a doubt, merely adopted the opinions of the board of officers, it may be the most convenient way that I should review their conclusions in the order in which they are recapitulated in the Governor's despatch, although I may have occasionally to add a few rather more detailed remarks on some of the statements in the report itself.

The Governor says that he agrees with the board, that the sickness is principally to be attributed to the excessive number of children embarked; to the want of proper authority

Number of
 children.
 on

* Printed at page 52 of this paper.

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on the part of the surgeon superintendent; and to his being generally unacquainted with the previous habits or dispositions of the people.

I have had the satisfaction already of explaining that the numbers of the youngest class of children, amongst whom alone the mortality in these ships has generally taken place, has never ceased to be diminished from the beginning of 1838 up to the present time; and that it has thus been reduced from 34 per cent. to 12 per cent.; and that in the last ships which sailed, I find the proportion of the whole number of children to adults to be identical with that which the Governor has noticed in the bounty emigrants of 1838, as a proof of their superiority in this respect over the selections sent in Government ships. But I may further observe, that it is probable this statement does less than justice to the Government selections; for the efforts of the officers having been chiefly directed to the reduction of the youngest class of children, without paying much regard to the others, and the parents, moreover, being admitted into the Government ships, expressly with a view to this object, at rather a more advanced age than is allowed upon bounty, it seems very likely that in an equal number of children altogether, the proportion of children under seven is less in the Government vessels than the others; while the nature of the returns, which are furnished from the colony, of bounty passengers affords only the means of making the comparison of children in the aggregate. I would take this opportunity of suggesting, that the Governor should be requested, in the future returns of bounty passengers, to order them to be distinguished into the three established classes of adults, children between seven and fourteen, and children under seven, including, in the latter, infants under twelve months of age.

Defective authority
of the surgeon.

With regard to the "want of proper authority on the part of the surgeon superintendent," I hope I am not to understand the expression as implying that there was an improper omission to furnish him with more than he had. If so, I must at once plead the sufficient answer, that the law of the land did not admit of it. There were no legal means of giving the surgeon superintendent a direct control over the emigrants. Whether or not it is desirable that the law were otherwise is a different question, on which it may not be requisite to enter at much length here. There are undoubtedly many reasons why it might be wished that persons exercising the functions of superintendent of large bodies of emigrants could be invested with some direct authority over them; but the want of such an authority is, to say the least, not less likely to be felt in private ships than in public, nor less in ships carrying emigrants to North America, or from any part of the British dominions to the West Indies, than in ships trading to Australia: and in any measure which was to be generally useful on the subject, it would be necessary that the Legislature should be able to determine what powers of coercion it would be fitting to intrust to persons so various in station, character and habits of life, as the preceding review of the extent of the field implies. Leaving that question, I am happy to say, that so far as regards the Government vessels proceeding to New South Wales, I am led by observation to believe, that, with the regulations and the system now established, a surgeon superintendent of appropriate experience and ability ought to find sufficient means to maintain good order during the voyage. And I know this opinion to be shared by officers of high credit, who have themselves borne the burthen of the responsibility before, and will have to bear it again.

Surgeon's want of
previous acquaint-
ance with the
people.

In the next topic, of the surgeon's being generally unacquainted with the previous habits or disposition of the people, the Governor appears to allude to the observation of the committee of officers, that a surgeon who had not chosen his own emigrants "cannot possess that intimate knowledge of their respective constitutions as he would have done, had he been brought into daily contact with them whilst engaged in the task of selection." I must confess that I feel a good deal embarrassed as to the manner of replying to this remark. Every advantage that could be conceived in these proceedings would of course be worth having, if it could be attained without the surrender of some other of more value. But if, in sending between twenty and thirty ships in a year, wherein the chief qualifications of the surgeon superintendent must be that he possesses maritime experience, and also an aptitude for the maintenance of discipline amongst large parties of people, it is further supposed that the circumstance can be commanded of his having an intimate previous acquaintance with the habits, dispositions and personal constitutions of the emigrants he is to take out, I must openly declare that the expectation is not one which can be satisfied. I have, indeed, in some few cases, ventured to choose surgeons in great measure on account of their knowledge of the habits of the passengers, when those passengers have come from districts of rather peculiar character, such as the Highlands and Western Isles of Scotland, but I have always done it with considerable doubts and fears as to the comparative sacrifice which it necessarily involved of other points of importance. And as to the idea that the mere fact of selecting the people must confer the peculiar advantage which the board allude to, I cannot too strongly convey the assurance that no such consequence is to be looked to. It is the duty of the officers who select the emigrants to exercise their judgment on their apparent health and strength; but the hardy peasants and mechanics who come before our selecting officers are not apt to fall at once into circumstances which should afford the medical man who attends to inspect them any special light on their constitutions, nor can large parties of people be kept assembled that he may make the study. They present themselves to be looked at and judged of once for all, and then go back to their work. And this must inevitably be the case in every sort of emigrant vessel, without distinction. I will only therefore say, in conclusion, on this point, that, as the main drift of the report I am examining is to exhibit a comparison between different systems, I hope it is not assumed

assumed that in one kind of Government ships more than another, nor yet in private vessels with emigrants on bounty, there can be afforded the supposed opportunities of enabling the surgeon to gain an "intimate acquaintance with the respective constitutions of the passengers."

But in reference to this point of a comparison between different systems, I must now enter a little more into the detail of the board's report.

After observing that they did not possess the means of ascertaining the degree of caution exercised by the agents at home in their selections, they proceed to the following remarks on the parties, made up by their own separate surgeons:—"With respect to those surgeons who have had the privilege of exercising their own judgment in selecting and bringing out their people, we are not aware that there is an instance of one of their ships arriving in a sickly state, unless it might be urged that the 'John Barry' came under that denomination."

Erroneous statement of the board as to the healthiness of ships fitted by their own surgeons.

I must confess that I read with no inconsiderable surprise this statement of the board of officers, until by carefully collating the context, and adverting to the actual facts, I discovered that the observation of the board was directed, not, as might have been expected, to the healthiness or unhealthiness of the passengers during the voyage, nor to the mortality, however great, which might have occurred amongst them since they left home, but to the single, and as it were accidental, and comparatively insignificant, circumstance, whether or not, on the day the ship cast anchor at Sydney, she was deemed to be in a sickly state. I shall therefore supply some of the facts which the point of view chosen by the board of officers excludes from notice.

Whatever else may be argued respecting the "John Barry," it is certain that she sailed long before the institution of this office, or the adoption of any of the rules which have been established by it for the good of the service. The deaths of her passengers were nearly *thirty*. But the board propose to set aside the case of this ship, because, although filled by the officer selected for the purpose in the colony (and to the excellence of that selection I beg to offer my cordial testimony), he was at the last moment prevented by indisposition from taking the people out. I am willing then to omit the "John Barry," as wished; and the case in regard to the ships filled by their own surgeons will stand as follows:

The first ship had *twenty-six* deaths on board; the third ship had *fifty-eight*; the fourth ship ("Layton") had *seventy-two* deaths; the fifth ship, *thirty-five* deaths; the sixth ship had *thirteen* deaths; and the seventh ship, *twenty-three*. Of twenty-four ships in all (excluding "John Barry"), of which from the beginning of 1837 up to the present time the arrival in the colony has been heard of, I find that twelve were filled by their own surgeons, and twelve by selecting officers at home. The proportion of deaths in the ships filled by their own surgeons was $8\frac{2}{3}$ ths per cent., and the proportion in the others $5\frac{1}{3}$ ths per cent. The numbers of deaths in this statement are taken from the official returns made, as agent for emigrants, by the same gentleman who acted as chairman of the present board of officers. I enclose an abstract I have prepared on the subject.

I have not mentioned these facts to draw any general inference from them; still less do I mention them for the purpose of casting any imputation on the officers who superintended the vessels adverted to. But it seemed to me not altogether immaterial to the prevention of error, to supply some of the foregoing particulars respecting ships, on which the board have observed, in their report, that they do not know an instance of *one* which arrived in a sickly state.

It should be added, however, that the board do proceed to notice the deaths in the "Layton," although I cannot say that I find the smallest allusion to the mortality in any of the others of this class of ships, the "John Barry" excepted. They state that there certainly were seventy deaths in the "Layton," but that this they may venture to assert arose from the measles having been imported into the ship; a circumstance which they add that it must be apparent is not at all times under human control. I quote the words of the report, and I beg leave entirely to subscribe to the justice of the last remark. There is no doubt that the difficulty of conveying in safety parties of emigrants consisting of married people and their families must be much enhanced by the fact that children are liable to infectious disorders which cannot be detected till they actually break forth, but then are liable to spread to the passengers of all ages, and commit great destruction. But when I find the board go on from this consideration to mention respecting two of the ships filled by the agents at home, that in the "Palmyra" scarlet fever broke out early in the voyage, and in the "Maitland" almost immediately on departure, and to point to these instances as proofs of the "absolute necessity which exists for a previous acquaintance, on the part of the surgeon superintendent, with the constitution and habits of the people," I cannot but feel at a loss to understand how the same circumstance can with justice be adverted to at one moment as beyond human control, and a sufficient exculpation of the officer whom it concerned from all its consequences, and at the next moment be brought forward as indicative of a radical defect in the system under which it happened, and as a proof of the absolute necessity of recurring to the other practice under which the very same misfortune had been just before (though so leniently) mentioned to have taken place.

Argument of the board as to inferences to be drawn from infectious disorders among the children.

The board remark upon a supposed practice on my part of confining the selections of people exclusively to distressed districts. The explanation I have to offer on this point is very simple.

When it was determined in the colony to employ naval surgeons in selecting and bringing out useful labourers, each officer had some district pointed out to him within which he was to make up his party. It was thought of great consequence that there should be the means

Supposed practice of confining selections to distressed districts.

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Enclosure.

of a personal inspection of the people he was to accept, and of inquiring into their characters in their own neighbourhood. This method of proceeding had the further advantage of rendering it more likely that the people should agree on the voyage, and also more likely that the deserving amongst them should carry with them to their new homes a pride in sustaining any good character they might have borne in this country. In the mere ordinary execution of this wholesome rule,—no innovation, but a rule prescribed to me from the colony from the moment my duties commenced, and subsequently approved of by every one whom I had ever heard mention the subject,—I proceeded to insert, in the course of a notice for public information, a statement that persons who did not reside in the part of the country from whence a ship was to be filled, must, although eligible in other respects, be rejected. Without some such intimation, there would have been endless disappointment of detached applicants. This notification, it is to be observed, was a mere subsidiary part of the universally approved plan of selecting the people from *given* districts, without any regulation whatever as to the *nature* of those districts.

But it appears, that in a report which had been laid before Parliament last year, I had mentioned incidentally that in one particular ship, about two years ago, as there was not at the time much disposition to emigrate from England to New South Wales, I found it expedient to take advantage of a temporary pressure in Gloucestershire, to fill a vessel from thence. The board of officers having noticed the mention of this occurrence in my former report, lay particular stress upon it, and bring it into immediate juxtaposition with the public notice issued a twelvemonth afterwards, and argue upon it, as follows:—

“ We are led to dwell further on this point from the circumstance of having observed in the directions recently issued by the emigration agent general in London (*vide par. 6*) an injunction confining the selecting officers to a particular district for each ship, and forbidding them to receive any other, no matter how eligible. The tendency of such an order, however calculated to relieve local poverty, must circumscribe the operations of those officers in this important duty, and may compel them to receive in many instances individuals quite unsuitable to undergo the physical hardships of a long voyage, or likely to prove serviceable to the colony on their first arrival.” I believe I have said enough to dispense with the necessity of any extended comment on these observations. It will be seen that the constructive interpretation placed by the board on the notice addressed to candidates for a free passage has not any correct foundation. That order, as I find it has been termed, was not issued for the sake of confining selections to districts which were distressed, but because by universal consent it was deemed best, with a view to good order on the passage, to good conduct afterwards in the colony, and to the effecting of good selections here, that the people should be neighbours before they started.

Dietary.

The Governor states that he thinks the remarks of the board on the diet judicious, and I have much pleasure in expressing my entire concurrence in that opinion on this part of their report; although, having collected a greater variety of data than probably they were in possession of, I cannot subscribe to all their conclusions.

They recommend that the biscuit should be reduced one-fourth, and I am happy to say that this recommendation has been anticipated to precisely the degree they propose, in the revision of the dietary which was made last winter.

They advise that oatmeal should be discontinued in the English ships. Oatmeal in large quantities appears to have been introduced into the English and Irish ships at the suggestion of one of the first surgeons sent home from the colony for the management of an emigrant vessel; but I found sufficient grounds, in the information collected for the general revision of the dietary above cited, to reduce the allowance in both these classes of ships to the limited amount formerly in use. To have stopped the issue altogether would, I believe, have deprived the people of some comforts which they know how to derive from a small quantity of this article, though they cannot consume it as a main part of their food.

The introduction of cheese for vessels sailing from England was discussed on the occasion I have before mentioned, but was rejected because it was not thought that the cheese, shipped in such manner as could be done for large numbers of people, would keep; and, if I am not mistaken, the use of this article has been discarded from the navy for the same reason.

The recommendation of the disuse of flour on alternate days is, I think, rather based on the habits in vessels of war, where there are not facilities for cooking flour on the same day that pease are served out, than suited to the circumstances of emigrant ships. In these latter vessels an apparatus is employed which admits of cooking a moderate quantity of flour every day; and I am assured that the daily issue of it is of great comfort to the people with children; besides which I may observe, as a proof that it can hardly be a waste, that in all the victualling scales I possess of private emigrant ships from the port of London, I find the same practice to be established.

I cannot doubt that preserved meats would constitute a great indulgence to the emigrants at sea; but the result of calculations of prices at home did not, I am sorry to say, show that this article could be added to the dietary without more expense than I should apprehend that the board, from their remarks on that point, would anticipate.

With respect to an entirely distinct dietary for the children, I have explained myself in my letter of the 10th instant, on the report of a Committee of Council upon Emigration.

Pecuniary allow-
ances to the masters
of ships for surplus
provisions.

The pecuniary allowances for stores found by the ship, and for surplus provisions, are derived from the established practice of the transport department. I quite agree in the opinion of the board, that every endeavour should be made to reduce the expenditure under

under this head. Some of the excessive amounts however which are mentioned in their report have arisen, I believe, from the colonial authorities not being aware of an amended system at the Admiralty for settling the accounts, which has since become known at Sydney, and will, I should anticipate, prevent any such heavy payments of this kind in future.

No. 12.

The Marquess of
Normanby to
Sir George Gipps,
14 August 1839.

Enclosure.

The next topic to be alluded to is that of cabin passengers. After remarking on the defective authority of the surgeon, which subject I have disposed of already, the board state that the surgeons superintendent of ships, fitted out under the bounty system, possessed no greater power of control than exists in the other ships, but then, that in the former the authority of the surgeon is "backed by the moral and physical force of a large body of respectable cabin passengers, whose support cannot fail to have a considerable influence over the minds of a class of people by no means at any time easily controlled, more particularly on shipboard." The want of support from physical force has, I am happy to state, never been felt in any of the Government ships. But with regard to the moral influence which is spoken of, I must say, that, seeing amongst the names attached to this report the signatures of some naval gentlemen who have a practical knowledge of these subjects, and for whose judgment individually I entertain every respect, I have read with great surprise the expression of a view so different from any I had ever heard before from persons of actual experience at sea. The grounds for my own conviction, that cabin passengers may do much serious injury to discipline, and are very little likely to do any good, are adverted to in my letter of the 10th instant. The great majority of cabin passengers, as I there observed, pay no attention at all to the steerage passengers. In regard to any who would adopt a different course, I can only repeat the remark I made before, that a gentleman who interfered from a judicious benevolence might be of great value to every one on board; but that the chance must be run, whether the person who should feel himself inclined to take that part were not more officious than wise; interfering perhaps from mere self-conceit; in which case a passenger in such a station might become a firebrand amongst the emigrants, and a torment to the individual on board the ship, whom of all others it would be most desirable to preserve undisturbed in the discharge of his arduous duties.

Cabin passengers.

Setting aside the question of discipline, I presume it will not be disputed that in every other point of view the presence of cabin passengers would be a disadvantage to the other class of emigrants. It would confine them to a restricted part of the deck; it would keep them away from those portions of the vessel in which they can best enjoy the shelter of the awnings in the hot latitudes; it would fill the hold with other people's baggage, and produce a double cause of reduction in the quantity of water which could be allowed.

One observation is thrown out by the board at this part of their report which I cannot refrain from noticing. In expressing their sense of the deficiency of the authority intrusted to the surgeon superintendent in the Government vessels, they say, "We have to state to your Excellency, that we are not aware that the officer possesses any,—not even the power of stopping the daily rations of those who may behave themselves in a disorderly manner." The power of stopping rations has been thought of; the reason it has not been attempted is, that I never met with a surgeon who did not anxiously deprecate it, on the ground of the heavy responsibility it would lay him under, and the risks it would involve as to the effect on the people's health. The practice is, if I am not much mistaken, entirely discountenanced in the navy. Spirits are stopped in the navy. In emigrant ships there are no spirits, but there is wine; and wine accordingly is ordered to be stopped whenever there has been misconduct.

Stopping rations.

It only remains to notice the proposal of sending out emigrants at a price per head, contracted for with private ship-owners. This is a course which was loudly and generally condemned in the colony two years ago, and is certainly not unattended with hazard; but I confess I think that upon the whole the experiment is worth making. I would propose that the plan should be tried at the commencement of the next season. The arrangements for the present season are complete.

Sending out emigrants by contract.

Here I beg to conclude this long letter. I have been compelled to enter into details that I would willingly have spared, but I think it will appear that I had very little option. It is of consequence to the welfare of any extensive system of business that its defects should be reported, with a view to giving the means of amendment. It is of importance to the public, that the merits of different systems for accomplishing the same end should be freely compared, with a view to the adoption of the best; but it will probably be admitted that it is no less important that the whole should be considered with a single and calm regard to the public interest; and that if there seemed grounds for apprehending that a zeal to advocate one particular method of proceeding, rather than another, had happened to go so far as to introduce some little bias into a public document, it would not have been justifiable to forbear from so much of an examination of its details as appeared necessary to correct the error.

I have, &c.

(signed) T. Fred. Elliot.

No. 12.
Sir George Gipps
to Lord Glenelg,
27 February 1829.

Enclosure.

RETURN of Twenty-four Ships (exclusive of the "John Barry"), being all, since the beginning of 1837, of which the particulars on arrival in the colony are yet reported; distinguishing those which have been filled by their own Surgeons Superintendent from those which have been filled by Selecting Officers at home, and showing the Numbers embarked, and the Mortality in both classes.

SHIPS for which Selections were made by their own SURGEONS SUPERINTENDENT.

	NAMES OF SHIPS.	EMBARKED.	DEATHS.
Year 1837	Adam Lodge - - - - -	405	26
	Augusta Jessie - - - - -	226	8
	Bussorah Merchant - - - - -	293	58
	Layton - - - - -	300	72
	Strathfieldsaye - - - - -	295	35
	Orontes - - - - -	220	13
Year 1838	Duncan - - - - -	260	23
	Magistrate - - - - -	272	11
	Westminster - - - - -	250	10
	Parland - - - - -	289	3
	Mandarin - - - - -	278	11
	Calcutta - - - - -	310	8
	TOTALS - - -	3,398	278
Average number of Deaths per cent. - - - 8.2.			

SHIPS for which Selections were made by a SELECTING OFFICER.

	NAMES OF SHIPS.	EMBARKED.	DEATHS.
Year 1837	William Nicoll - - - - -	321	10
	Mid Lothian - - - - -	282	24
	Brilliant - - - - -	320	1
Year 1838	Lady Kennaway - - - - -	283	7
	Woodbridge - - - - -	267	10
	Palmyra - - - - -	291	32
	William Roger - - - - -	296	60
	Maitland - - - - -	315	39
	St. George - - - - -	326	10
	Lady Nugent - - - - -	238	2
	Charles Kerr - - - - -	226	6
	Susan - - - - -	261	4
	TOTALS - - -	3,426	205
Average number of Deaths per cent. - - - 5.9.			

Total average of deaths per cent., without distinction of }
the officers by whom selections were made - - - } In 1837 - 9.3.
In 1838 - 5.6.

N.B.—In this return the numbers embarked are taken from the official returns by the surgeon superintendent at the time of sailing; the numbers of deaths are taken from the returns made in the colony, by J. D. Pinnock, Esq., the agent for emigrants.

No. 13.
Sir George Gipps
to Lord Glenelg,
14 March 1839.

5 February 1839.

— No. 13. —

(No. 51.)

COPY of a DESPATCH from Governor Sir George Gipps to Lord Glenelg.

My Lord,

Government House, Sydney, 14 March 1839.

I HAVE the honour to enclose herewith, for your Lordship's information, a return of the number of immigrants introduced into this colony on the bounty system during the year 1838, by which your Lordship will perceive that 557 men, 567 women, and 468 children have been introduced for the total sum of 22,071.

For

RESPECTING EMIGRATION TO THE COLONIES.

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For every 100 adults 41 children only have been introduced; whereas, in ships fitted out by the Government the corresponding number is 101 children for every 100 adults.

I have, &c.
(signed) *Geo. Gipps.*

No. 13.
Sir George Gipps
to Lord Glenelg,
14 March 1839.

Enclosure in No. 13.

A RETURN of IMMIGRANTS who arrived in the Colony of *New South Wales* on Government Bounty during the year 1838.

Enclosure.

Name of Ship.	Date of Arrival.	Men.	Women.	Children.	Total.	Amount of Bounty.
						£. s. d.
Duchess of Kent - - -	5 January	1	1	- -	2	30 - -
Augusta Jessie - - -	19 "	2	2	- -	4	60 - -
Minerva - - - - -	23 "	45	42	34	121	1,410 - -
Spartan - - - - -	31 "	7	5	4	16	175 - -
Siam - - - - -	1 February	2	2	3	7	75 - -
Upton Castle - - -	24 "	17	19	5	41	550 - -
Duchess of Northumberland -	22 April -	57	62	59	178	2,010 - -
Kinnear - - - - -	23 " -	8	8	19	35	357 - -
Amelia Thompson - - -	1 July -	55	52	39	146	2,151 - -
Florentia - - - - -	3 August	3	7	1	11	145 - -
William Metcalfe - - -	31 "	53	53	59	165	2,273 - -
Coromandel - - - - -	2 October	85	91	89	265	3,683 - -
John M'Lellan - - - -	3 " -	12	14	15	41	536 - -
Fairlie - - - - -	6 December	84	72	15	171	2,913 - -
James Pattison - - - -	9 " -	60	71	59	190	2,748 - -
Portland - - - - -	22 " -	75	75	77	227	3,262 - -
Laura - - - - -	- - -	-	1	1	2	28 - -
TOTAL -		566	577	479	1,622	22,406 - -

Immigration Office, Sydney, }
5 February 1839. }

J. Denham Pinnock,
Agent for Immigration.

— No. 14. —

(No. 125.)

COPY of a DESPATCH from the Marquess of *Normanby* to Governor
Sir George Gipps.

Sir,

Downing-street, 14 August 1839.

I HAVE received your despatch, No. 51, of the 14th March, enclosing a return of the number of immigrants introduced into New South Wales on the bounty system during the year 1838, by which it appears that the proportion of children as compared with adults was much smaller than the corresponding number in ships fitted out by Government.

I enclose for your information the copy of a letter from the agent general for emigration on this subject, by which you will perceive that in the four last ships despatched by the Government the relative number of children and adults corresponds with those conveyed under the bounty system.

I have, &c.
(signed) *Normanby.*

No. 14.
The Marquess of
Normanby to
Sir George Gipps,
14 August 1839.

14 August 1839.

Enclosure in No. 14.

Sir,

2, Middle Scotland Yard, 14 August 1839.

I DO myself the honour to return herewith a despatch from Sir George Gipps, dated 14th March 1839, enclosing a return of the persons who have been introduced into that colony on the bounty system during the year 1838.

Sir George Gipps remarks in this despatch, that 557 men, 567 women, and 468 children have been thus brought into the colony at the total cost of 22,071 *l.*, and that for every 100 adults, 41 children only have been introduced; whereas by referring to some former returns it would be seen that in ships fitted out by Government the corresponding numbers had been 101 children to every 100 adults.

I am happy to perceive that the above-mentioned number of persons was introduced for 22,071 *l.*, which seems very moderate.

With regard to the proportion of children to adults, it will doubtless be satisfactory to the Governor to learn that in the four last ships which have sailed for the colony with emigrants

536.—I.

I 4

Enclosure.

REPORTS AND CORRESPONDENCE

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No. 14.
The Marquess of
Normanby to
Sir George Gipps,
14 August 1839.

Enclosure.

emigrants under the superintendence of the Government, the proportion was identical with that which he mentions in the vessels conveying people on bounty. The particulars of the four ships alluded to are annexed, and it will be seen that for every 41 children embarked there were 100 adults.

James Stephen, Esquire,
&c. &c. &c.

I have, &c.

T. Fred. Elliot.

RETURN of Four last GOVERNMENT SHIPS which have sailed for *New South Wales*.

Name of Ship.	Adults.	Children over Seven.	Children under Seven.	TOTAL.
David Clarke - - -	166	45	18	229
China - - - -	188	43	28	259
Florist - - - -	148	30	30	208
North Britain - - -	191	54	39	284
Totals - -	693	172	115	980

14 August 1839.

— No. 15. —

(No. 59.)

COPY of a DESPATCH from the Marquess of *Normanby* to Governor
Sir *George Gipps*.

No. 15.
The Marquess of
Normanby to
Sir George Gipps,
28 May 1839.

22 April 1839.

21 May 1839.

Sir,

Downing-street, 28 May 1839.

IN consequence of recent despatches received from you relating to the amount of emigration of the labouring class required in the colony of New South Wales, and the means of the land revenue to defray the cost of such emigration, and in consequence also of deputations of persons connected with the colony having called my attention to the same subject, I thought it right to instruct the agent general for emigration to furnish me with his opinion and report on that point. I enclose for your information a copy of the communication which I have received from him in reply, together with a copy of a letter from the secretary to the Board of Treasury, from which you will perceive it to be the intention of Her Majesty's Government that emigration to New South Wales should be carried on by the agent general for the present year to the same extent as the preceding year.

I take this opportunity of acquainting you that I have received your despatch, No. 177, of the 31st October last, with a printed copy of the Report of the Committee of the Legislative Council on Emigration, but unaccompanied by the Appendix, to which frequent reference is made in the body of that report. That document shall not fail to receive the attentive consideration of Her Majesty's Government; in the meantime I have referred it to the agent general for emigration, for any observations and suggestions which he may have to offer.

I am, &c.
(signed) *Normanby*.

Enclosure in No. 15.

Enclosure.

Sir,

2, Middle Scotland Yard, 22 April 1839.

IN reference to your letter of the 22d ultimo, accompanied by some recent despatches from Sir George Gipps on emigration and finance, and adverting also to the deputations which have waited upon the Marquess of Normanby on the same subject, I have the honour to submit the following report for his Lordship's consideration.

It appears by the Governor's communications that the land revenues had fallen off considerably, and that, assuming the expenditure on emigration at 100,000*l.* per annum, Sir George Gipps estimated that nearly the whole accumulated balance in New South Wales would be exhausted by the end of the present year, and that the accruing revenues afterwards would be unequal to the expenditure at that rate. But in point of fact the outlay on emigration to New South Wales by this department alone, amounted to about 116,000*l.* last year, and although some deduction is to be made for the proceeds of the remains of stores and provisions sold in the colony, it must be more than counterbalanced by the demands on the public funds for bounties on emigrants arriving in private ships. These cannot, I apprehend,

I apprehend, be assumed at less than 30,000*l.* last year. There has been no notice yet that I am acquainted with, of the renewal this year of the allowance of bounties; but it appears from the preceding statement that the continuance of the expenditure under this department alone will be enough, according to the data of the Governor's calculation, to absorb by the end of this year the accumulated balance of former periods, and to leave the revenues afterwards deficient.

It is proper to observe, however, that there are not wanting reasons to hope that the general decline of the revenue in New South Wales may have been, at any rate to the extent to which it had gone, temporary. I have understood that a law was in contemplation, at the latest dates, to check illicit distillation, which had materially impaired the spirit duties. Again, the depression of the wool market at home in 1837, is pointed out by the Governor as one probable cause of diminution in the sales of land in the colony in 1838; and so far as a judgment may be formed from the unexampled numbers of settlers who have been setting out of late for New South Wales, with the view of buying land, it can hardly be anticipated that the receipts from that source will not be as high this year as they have been at any period before.

Making every allowance, however, for these considerations, the state of affairs at the time when the Governor wrote has brought distinctly into view the possibility of a deficiency in the revenue, and the question of the measures which in that case would become advisable in regard to emigration.

Under these circumstances, great uneasiness, as Lord Normanby is aware, has been excited amongst gentlemen interested in the welfare of the colony. Several deputations have waited upon his Lordship, and have deprecated a stoppage in the supply of labour, at a moment when an annual course of emigration has just been set into steady operation, and when capital is proceeding into the colony faster than ever; and they suggest that, instead of having recourse to that alternative, the Government should rather raise whatever funds might be wanted upon the credit of the land revenue, on which security, it is stated, money could be procured in the city of London without difficulty, and on moderate terms.

So far as my opinion may be required on this proposal, I would state that I entirely concur in the inconvenience of putting a check to the newly-created flow of emigration to New South Wales, and in the event of the proper funds proving inadequate to its maintenance at its present rate, I feel no doubt that the best remedy, both in regard to the interest of the colony, and to the ultimate good of the revenue itself, would be, not to curtail the amount of emigration, but to borrow the necessary funds for its continuance on the credit of the future receipts from land. But having submitted this opinion in general terms, I am unwilling to proceed further at present, because I believe a report of the Council on the whole subject of emigration, probably including this topic, may be daily expected from the colony.

In the meanwhile it may be observed, that whether or not the revenue should prove ultimately defective, and whatever may be the decision taken on the project of a loan, there seems sufficient reason not to diminish the rate of emigration this year; for the excess of expenditure would only, on the most unfavourable assumption yet considered, accrue towards the end of the year, and could be very easily balanced, even if the plan of borrowing funds should not be adopted, out of the first proceeds of the land revenue next year. Postponing then, for the further information expected from the colony, the question of a loan, I beg leave to apply at once, very earnestly, for authority to carry on the emigration of this season to the full extent of that of last year; so that, while time is taken to deliberate on the larger proposal raised by the highly respectable deputations which have waited on Lord Normanby, the supply of labour to the colony will not in the interval undergo any abatement, and thus their chief object will for the present be secured.

I have, &c.

T. Fred. Elliot.

Sir,

Treasury Chambers, 21 May 1839.

WITH reference to your letter of 30th ultimo, and the report from the agent general for emigration therein enclosed, urging the expediency of encouraging emigration to New South Wales this year, to the same extent as during the last year, I have it in command, from the Lords Commissioners of Her Majesty's Treasury, to request you will acquaint the Marquess of Normanby that, adverting to the representations against any present diminution of the expenditure for promoting emigration, which are stated to have been submitted to his Lordship, and to the consideration that from the large accumulation which had occurred of funds applicable to that purpose the means of meeting emigration expenditure during the greater part of the present year, to the same extent as last year, are already provided, My Lords conceive that it may be advisable that emigration to that extent should be continued for the present year; but I am to request you will further observe to his Lordship, that this concurrence of My Lords in the suggestion of the agent general is given without any reference to the loan which has been suggested for this object, any proposition respecting which must necessarily be accompanied by very explicit information as to the arrangements the local government would feel enabled to make for securing a due payment of interest, and liquidation of the principle.

I am, &c.

(signed) *G. J. Pennington*, Pro. Sec.

No. 15.
The Marquess of
Normanby to
Sir George Gipps,
28 May 1839.

Enclosure.

VAN DIEMEN'S LAND.

— No. 16.—

No. 16.
Governor Sir
J. Franklin to
Lord Glenelg,
4 April 1838.

(No. 27.)

EXTRACT of a DESPATCH from Lieutenant Governor Sir *John Franklin* to Lord *Glenelg*, dated Van Diemen's Land, Government House, 4 April 1838.

I AM glad to perceive, from your Lordship's despatches, that it is not likely that any emigrant ships will, for a considerable period, be sent to this colony. The want of farm labourers is not strongly indicated by the present circumstances of the colony; and although additional mechanics of good character, could they be induced to remain in the colony, and not proceed to Port Philip or South Australia, might be desirable, yet the hope of inducing them to settle here is so slight that to continue their immigration would be, I fear, a very unprofitable expenditure of the land revenue of this colony.

In his letter to Mr. Stephen of the 27th September last, Mr. Elliot observes, "On the scheme of appointing an officer from Van Diemen's Land to reside in England, on behalf of the colony, to select emigrants for it, I do not know whether it might be premature to submit an opinion, until it be seen whether the idea be adopted, when the contemplated inquiry on the spot shall have been completed." Upon this subject I may observe, for your Lordship's information, that the result of the inquiries which were instituted in the colony, after the date of my despatch of April 1837, was, as your Lordship is already aware, unfavourable to emigration as a general measure, and that accordingly very little interest was excited by the notice inviting suggestions which was at that time promulgated in the Government Gazette; and, as your Lordship will have perceived from the minute of the Executive Council of the 15th November last, it was suggested, after considering the probable effect of the arrangements then announced to be in contemplation by your Lordship, not to bring any scheme into operation in this colony which might possibly interfere with the one which has been confirmed by Her Majesty's Government.

The very conclusive evidence which has been afforded of the result of the experiment by the "Bussorah Merchant," that general emigration is by no means desirable at present, of course relieves me from the necessity of submitting to your Lordship any observations as to the best mode of conducting it; I shall therefore only confine myself, in conclusion, to strongly but respectfully drawing your Lordship's attention to the great advantage of encouraging by every possible means the emigration of free females; the importance of this was very strongly expressed in the minute of the Executive Council (which I had the honour to forward in my despatch of April last), and has been pressed upon my attention in every quarter during my last tour of inspection through the colony.

In making this suggestion, I do not know that I can recommend a better arrangement for carrying it into effect than was then submitted by the members of the Executive Council, namely, that from 200 to 300 single females should be selected by the officers of emigration in England, and sent out annually in parties of about thirty, under the charge of the masters of such merchant vessels as are regular traders to this port and that of Launceston, and carry a surgeon, of which there are several to both ports, whose commanders are well known and respected.

It would of course be necessary not to intrust the care of females to masters who are not of good moral character, and as an inducement to zealous conduct on their parts, as well as on that of the surgeons, special gratuities might be paid to these individuals for every female under their charge landed in the colony, whose treatment shall have been satisfactory, or payment of part of the passage-money might be made specially contingent on the manner in which the conveyance of the females may have been effected. I trust that the comparative success and advantage with which the emigration of respectable female servants has generally been conducted, even in the case of the "William Metcalfe," will induce your Lordship to acquiesce in its continuance, under the improved arrangements which I have recommended, with such further modification as your Lordship may consider to be most expedient.

In

RESPECTING EMIGRATION TO THE COLONIES.

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In further evidence of the important benefits that would attend well-conducted female emigration, I may state, that not only is social intercourse at present very much restricted, especially in the interior, in consequence of the difficulty felt, even by the wealthiest families, to obtain female attendants for their children, and the additional domestic duties thereby imposed upon parents, but it has recently been found impossible even to procure in cases of sickness the requisite number of attendants of sufficiently good character, however deficient in skill.

I am quite sure that the importation of respectable female servants here, in the manner I have recommended, with the least possible delay, would be a great boon to the community.

Should settlers in this colony, which may sometimes be the case, be anxious to have particular persons (not females) engaged by them in England, brought out to their service, perhaps your Lordship may be of opinion, that the assistance of the agent general might be rendered available in taking charge of the arrangements for their embarkation under the bounty, and generally in giving them his own protection, or that of some officer of his establishment, from the time of their arrival at the seaport until the period of their final departure.

No. 16.
Governor Sir
J. Franklin to
Lord Glenelg,
4 April 1838.

—No. 17.—

(No. 4.)

COPY of a DESPATCH from Lord Glenelg to Lieutenant Governor
Sir John Franklin.

No. 17.
Lord Glenelg to
Sir J. Franklin,
11 January 1839.

Sir,

Downing-street, 11 January 1839.

I HAVE received your despatch, No. 27, of the 4th April last, respecting emigration to Van Diemen's Land.

I enclose for your information the copy of a correspondence on the subject between the agent general for emigration and this department. You will perceive by Mr. Elliot's observations, in which I concur, that it would be impracticable for Her Majesty's Government to adopt any successful plan for the introduction of respectable females into the colony under your government, except as part of a larger system of emigration, consisting chiefly of families for which there is at present no opening in Van Diemen's Land.

Mr. Stephen,
16 August 1838.

Mr. Elliot,
3 January 1839.

I have, &c.
(signed) Glenelg.

Enclosure in No. 17.

Sir,

Downing-street, 16th August 1838.

I AM directed by Lord Glenelg to transmit to you the enclosed despatch from the Lieutenant Governor of Van Diemen's Land on the subject of emigration to that colony.

His Lordship would be glad to receive any observations and suggestions which you may wish to offer on this subject.

Enclosure.

No. 27.
4 April 1838.

T. F. Elliot, Esq.
&c. &c. &c.

I have, &c.
(signed) James Stephen.

Sir,

2, Middle Scotland Yard, 3d January 1839.

I HAVE the honour herewith to return Sir J. Franklin's despatch of the 4th of April last.

The earlier part of this despatch confirms the propriety of having discontinued, in conformity with the Lieutenant Governor's recommendation of the previous year, any general emigration at the public expense to Van Diemen's Land.

With respect, however, to females, Sir J. Franklin points out strongly the want still felt of industrious women of good character in the colony, and suggests that two or three hundred single females of that description should be selected annually, and sent out in portions of about thirty at a time, under the charge of the masters of such regular traders to the colony as are known to be commanded by men of respectability, fit for the proposed trust.

I hope I need not say that it is with reluctance I submit to Lord Glenelg's consideration the existence of obstacles to a course which the Lieutenant Governor has described as so desirable for the colony; but I fear that after the new principles of action determined upon in 1837, in consequence of the experience of the London Committee, it must be a matter of very serious deliberation whether the Government should again consent to become mixed up in any way with an exclusively female emigration.

Whatever may have been the disappointment felt in regard to that Committee, there can be no doubt that it was composed of gentlemen of high character, entertaining the best intentions,

No. 17.
Lord Glenelg to
Sir J. Franklin,
11 January 1839.

Enclosure.

intentions, and yet that with all their pains they entirely failed to make such selections as would satisfy the expectations held in the colonies. The fact perhaps is, that the very circumstance of a young woman's being prepared to quit the country alone, and separated from all her friends, is in itself, though I should be very sorry to say a conclusive objection, yet an occasion of additional difficulty in obtaining a perfect assurance of the respectability and correct views of the party. The end was, that the operations of the Committee became decidedly unpopular, both in New South Wales and Van Diemen's Land, and that it was determined to have recourse, instead, to a general emigration carried on in families, which I am happy to say, has as yet been conducted without any instance of those complaints as to character that used to be so frequent.

To send out the women in smaller parties might doubtless mitigate some evils attendant on their conveyance in bodies large enough to fill entire ships; but it would deprive them of the advantage of having a superintendent of their own on board, responsible for nothing else than their conduct and welfare. It would seem very doubtful how far the demands on the time of a commander of a ship could allow of his supplying this defect, and exercising the watchfulness desirable over such a description of emigrants. And adverting to the competition in London, I apprehend that it would hardly be practicable for any public department, without exciting great jealousies and complaints, to undertake to make a selection among the vessels of different ship-owners, on the principle of choosing those of which the masters' characters were most deserving.

It is to be observed also, that if the single women were to be sent in sufficient quantities to produce any sensible effect on the proportion of the sexes in the colony, however reduced might be the numbers embarked in each vessel, the difficulties of selection would remain where they were. There would likewise be the same risk as before of the bad effects, even on those whose conduct had been previously good, of removing them from the restraint of the presence of those relatives and friends amongst whom their character had been earned. The experiment has been tried already, and failed. It was for that reason determined that any infusion of a greater proportion of single women into the colonies could only take place as part of a larger system of emigration, consisting chiefly of families. But in the case of Van Diemen's Land it has been shown on sufficient grounds that there is no field for such larger emigration. I fear that the inference is, that there is no method of satisfactorily supplying, through a public agency, the want which is felt of unmarried females of good character.

I have not reported this result without pausing to make inquiries which strongly confirm me in the extreme difficulty of making extensive selections, that can be relied on, of unmarried female emigrants of unexceptionable character. On the other hand, if only a few are to go, whom accident may enable us to know to be truly deserving, the effect becomes so small as to cease to be a public object.

With regard to emigrants going out on bounty, to which subject Sir John Franklin alludes at the end of his despatch, I have the honour to state that the agents for emigration at the several ports of the United Kingdom would always be ready to give their best assistance at the embarkation of such persons, or in the choice of opportunities for them, which assistance indeed it is their duty to render to all persons of the industrious classes possessed of the means, from whatever source derived, of defraying their passage to the colonies.

I have, &c.

T. F. Elliot.

—No. 18.—

(No. 340.)

COPY of a DESPATCH from Lord Glenelg to Lieutenant Governor
Sir John Franklin.

No. 18.
Lord Glenelg to
Sir J. Franklin,
13 August 1838.

Despatch to
Sir George Gipps,
9 August 1838,
No. 176 (No. 6,
of this Paper),
page 39.

Sir,

Downing-street, 13 August 1838.

I TRANSMIT, for your information and guidance, the copy of a despatch which I have addressed to the Governor of New South Wales, instructing him to raise the minimum price of Crown lands in that colony from 5s. to 12s. per acre.

As the general principle on which I have sanctioned this measure is applicable to both colonies, notwithstanding some points of local difference, and as it is desirable that an uniformity of system in regard to the disposal of the Crown lands should be observed in both, you will consider the instructions contained in that despatch as addressed to yourself.

You will perceive by the enclosed papers, which have been recently printed, for the information of officers and others proposing to settle in the Australian colonies, that no minimum price is stated, but that the lands are to be disposed of at an upset price fixed by the Government.

I am, &c.

(signed) Glenelg.

WESTERN AUSTRALIA.

— No. 19. —

EXTRACT of a DESPATCH from Governor *Stirling* to Lord *Glenelg*, dated Western Australia, Perth, 1st September 1838.

No. 19.
Governor Stirling
to Lord Glenelg,
1 September 1838.

YOUR Lordship will perceive in the course of the proceedings, that the question relating to the introduction of labour was brought forward, and the concurrence of the Council pledged to a limited extent to any future measures tending to procure a supply. On this subject, however, I shall have to address your Lordship on a future occasion.

Enclosure in No. 19.

THE memoir upon the subject of labour having been read, and the subject discussed, the Council came to the following resolution :

Enclosure.

The Council, having taken into consideration the memoir submitted upon the subject of labour, is unanimously of opinion, that there is an urgent and immediate necessity for procuring a supply of labour ; that it would be conducive in a very great degree to the public benefit to adopt some such plan as that which has been submitted to its notice ; and the Council is therefore disposed to concur in a vote to the amount of 1,000 £. upon the estimate for the ensuing year, with the view of bringing to trial the proposed experiment, under such modifications as the Governor in executive Council may adopt, for bringing into the colony labourers or apprentices from the mother country upon the arrangements referred to in the plan ; and the Council is further of opinion, that it will be expedient for the executive branch to give its aid and countenance to the early introduction of Indian labourers to a reasonable extent, which it considers may be accomplished without any considerable charge upon the public funds, within the current year.

The minutes of the meeting having been read and confirmed,
The Council adjourned until the 15th June.

MEMOIR on the Subject of LABOUR.

IN the present state of the colony there is such a deficiency of labour as to impede its advancement.

The prudent portion of the workmen have saved means, and are now in condition to extend their business, and to hire assistance, if they could procure it ; but they cannot venture to undertake works in the existing scarcity of workmen, and the consequent high rate of wages. Under these circumstances the price of every product has risen ; improvement is discouraged ; capital, prevented from finding investment here, must go elsewhere, and the colony is menaced with a return to its former state of unproductiveness, in the midst of every natural convenience for producing abundance.

The only remedy for these evils is a steady and well-regulated supply of labour from abroad, in proportion to the growth of capital within the settlement. Every capitalist and every workman, as his means increase, will then have opportunity to procure assistance, and extend his operations, and gradually as new comers acquire experience and means in the country they in their turn also will become employers of imported labour. To procure for a colony a well-regulated supply of labour, at rates which admit of its profitable employment, is well worthy of the earnest attention of the colonial government. In fact, there is not a question of greater moment to the general welfare than this, nor perhaps is there any mode of arriving at the proper remedies, unless the Government assume the charge and management of this vital subject. All private managements are defective and inefficient, and have been found to fail ; but it seems that by the interposition of the Government the object may be accomplished in a satisfactory manner.

To effect this end, certain arrangements are necessary, which are now to be explained.

1st. It is proposed that the Government should open a communication with some association or agent in those places which can furnish the requisite supply.

2d. Proper arrangements must be made for selecting the description of workmen required, and for equipping them with sufficient clothes and bedding, and for providing them with every reasonable comfort for the voyage. The expense of all this has hitherto been in such cases defrayed by the parties sent out, or their connexions, or by associations interested in their

No. 19.
Governor Stirling
to Lord Glenelg,
1 September 1838.

Enclosure.

their removal. The persons to be embarked ought to be consigned and indentured to the local government, and certain wages and advantages secured to them, under its sanction and responsibility.

3d. On the arrival of the workmen or apprentices in the colony, and after an inspection into the state of their health, ages and qualifications, the passage-money made payable by the agent on arrival should be paid by the local government, provided the treatment and accommodation of the passenger on the voyage shall have been conformable to agreement.

4th. Immediately on reception the emigrant should be transferred to the immediate care of an officer appointed by the Government as inspector and guardian, who, having made previous arrangements for hiring out or assigning to private individuals such workmen or apprentices as may have been written for, will take immediate steps for forwarding them to their intended homes.

5th. It will be the duty of the inspector to keep exact registers of all workmen or apprentices arriving in the settlement, containing their names and descriptions, places of birth, references to their connexions, their qualifications, rates of wages promised to them, length and nature of service engaged for, the names of the employers to whom assigned, the rate of remuneration which the latter is to pay for the labour hired out or assigned, and the sums becoming due or paid to the labourer. The inspector, moreover, ought to make a quarterly personal inspection into the condition of every assigned workman or apprentice, examining into his or her health, comfort, treatment, food, work, lodging and clothing; his or her general character and progressive attainments, and receive from each master the quarterly sum in full for their services; mulcting such as are found to have been idle, disobedient or vicious, and rewarding, within certain limitations, those who have done well; but with these variations making payment to each workman or apprentice of such sum as may have been secured to them quarterly, out of their wages payable by the employer. The inspector must also maintain a regular correspondence with the foreign agents or associations, furnishing them, under the control of the local government, with every information for the friends of the apprentices, and also with descriptions of the workmen for whom employment may have been assured in the colony.

6th. On application for the importation of any description of labourer or apprentice, the intending employer should be required to give assurance of his ability to maintain such persons, and on their arrival and assignment a premium should be required to be paid down, not less than one-third nor more than two-thirds of the passage-money; and formal agreements should be entered into with the inspector to pay the wages agreed for quarterly, and to answer truly and exactly all the questions to be inquired into by the inspector at his periodical inspection.

7th. But although it is intended, with the view of creating a just confidence in the fulfilment of the condition proposed to intending emigrants, that they shall actually be apprenticed or hired out to the local government, and consigned to its guardianship, it will be found that these duties will be executed under the immediate eye of the Government by the inspector; and although it is intended to secure the ship-owner the instantaneous payment of passage-money on arrival out of the public chest, and thereby to relieve the associations or persons sending out the emigrants from this serious charge, this payment is not nevertheless a final disbursement, but an advance; it being further intended to reclaim a portion of it at once from the employer in the shape of premium, and the remainder by degrees, out of the sums payable to the Government by the employers; the Government having one agreement with the apprentice or workman for their remuneration, and another with the employer for such payments as will not only repay the Government the cost of passage out, the expenses of inspection and other casualties, but accumulate, moreover, a fund at the end of the time sufficient to set the apprentice up in business, or removing him, if he desire it, to his former home.

8th. Every reasonable accommodation should be afforded to employers to return upon the inspector's hands any workman or apprentice of a sickly constitution or decidedly vicious habits; and even in ordinary cases indulgence in respect to change of masters or servants should be permitted, for mutual benefit, and under proper restrictions.

9th. By zealous and vigilant adherence to these regulations it is conceived that the Government may provide for the colony, without any eventual charge to the public, such a supply of every sort of labour as shall at all times accord with the wants of the settlement; capital will meet with full employment; wages will be steady in amount; intemperance will cease; the prudent workman will become a master and a capitalist, and be able to employ his savings in the extension of his business. On the other hand, the most perfect system of protection and guardianship will be secured to the apprentice or workman, whatever may be his age or colour, or state of information, and salutary provision be made for their comfort and future independence, or return home.

10th. In order to combine the interest of the agents and inspectors with the proper fulfilment of their offices, their remuneration should be in the ratio of the numbers sent out by the former, and annually employed under the direction of the latter in the colony. These expenses will form deductions from the sums earned by the workmen or apprentices.

11th. There appear to be two places from which supplies of labour are procurable. The first is London; from thence it may consist of either grown persons, masters and proficients in certain trades, in which case the expense of passage-money, in whole or in part, might be advanced as a loan to themselves, without any assignment; or it may consist of boys and girls not more than fourteen years nor less than twelve years, to be bound for four years to particular trades, as in the case of the children sent out by the juvenile emigration society. The other source of supply is Calcutta; from thence two descriptions of labour are procurable;

curable; the first consists of scholars from the lower orphan school, who may be procured on very favourable terms, under the guidance and guardianship of the local government; the second of Coolies from Hindostan. The latter may be brought in unlimited numbers to these shores, at an expense not exceeding 5 *l.* per man, and engaged for five years, at a rate of wages and ration not exceeding 12 *l.*, provided protection be assured to them by the local government, and their homeward passage secured on expiration of their indentures. It may still be doubted how far the latter are suitable to agriculture, but this point is determinable by experience.

12th. Such are the means which present themselves for providing the colony with that which is now its greatest want. If the plan should work well, it will confer inestimable benefits on all classes; if it do not work well, it can be easily abandoned, but it cannot be tried unless the executive branch of government be empowered to enter upon the necessary engagements with agents or associations in London and Calcutta, and be empowered to pledge itself to these parties to provide employment for a given number of workmen or apprentices, and to pay, to an extent to be decided on, the passage money of such persons immediately on arrival, as well as to appoint a proper inspector for their reception and guardianship. I propose, therefore, to refer the subject of this memoir to the consideration of a committee of the whole council, in order to have its purposes examined and discussed; and, if it be subsequently deemed expedient, it is my intention to submit the following resolution to the vote of the council; viz.

It is the opinion of this council that there is an urgent and immediate necessity for procuring a supply of labour. That the plan sketched out in the memoir submitted to the council on the 16th instant is calculated to effect the object in a satisfactory manner; and the council pledges itself to the extent of its competency to support any measures which the governor, with the advice of the executive council, may find it expedient to adopt for trying the experiment proposed, provided the charge contingent thereon upon the colonial funds do not exceed for the passage money of labourers or apprentices from England the sum of *l.*, for the passage of Bengalese labourers the sum of *l.*, within the next two years.

Presented to the legislative council on the 15th May 1838.

(signed) *James Stirling,*
Governor.

No. 19.
Governor Stirling
to Lord Glenelg,
1 September 1838.

Enclosure.

—No. 20.—

(No. 8.)

COPY of a DESPATCH from the Marquess of *Normanby* to Governor
John Hutt, Esquire.

Sir,

Downing-street, 2 May 1839.

I HAVE the honour to transmit to you the copy of a report from the agent general for emigration on the introduction of labourers into Western Australia.

I concur in Mr. Elliot's views on this subject.

I have, &c.
(signed) *Normanby.*

No. 20.
The Marquess of
Normanby to
Governor *Hutt*.
2 May 1839.

30 April.

Enclosure in No. 20.

Sir,

2, Middle Scotland Yard, 30 April 1839.

I HAVE the honour to acknowledge the receipt of your letter of the 2d instant, enclosing an extract of a despatch from the governor of Western Australia, together with other papers, containing an outline of a scheme for the introduction of Indian labourers and juvenile emigrants from the mother country.

Until the arrival of the further report, which I perceive by the concluding paragraph in Governor Stirling's communication may be expected on this subject, it may probably not be thought necessary to enter into the question at any considerable length.

I will only observe, that the introduction of Indian labourers into Western Australia seems open to the objections which I had the honour of pointing out in my report laid before Parliament last session, as applicable to the same proposal in regard to New South Wales, where, I may add, the plan has not eventually been adopted.

On the other hand, with respect to the introduction of apprenticed labourers from England, I apprehend there are the strongest reasons against that course, so far as regards children. I dwelt so much on the consideration bearing on this subject in my report of the 13th of March 1838, in reference to a similar project suggested from the Cape of Good Hope, that it may not be requisite that I should enlarge upon them here. It is scarcely possible to provide any machinery which shall be adequate to the effectual protection of such apprentices in thinly inhabited countries, while the mere attempt, on any scale sufficient to justify the experiment, would be found attended with more expense than the benefit of the children's introduction would be worth. To this must be added the difficulty of getting complete evidence that the children themselves go out with their proper knowledge and consent, as well as the consent of their natural guardians. The experience

Enclosure.

No. 20.
The Marquess
of Normanby
to Governor Hutt,
2 May 1839.

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experience of the children's friend society, as it is now daily coming forward in magistrates' offices in London, seems to me conclusive on this point.

Such being the objections to juvenile apprentices from England, I may remark that the plan of having indentured labourers of mature age, after being tried in every shape, has been abandoned, as far as I am aware, by the inhabitants of all colonies where the attempt has been made. Such labourers always find means to render it the interest of the master to whom they are bound not to continue to retain them at a lower rate of wages than others can command in the same country.

My impression is, that the settlement of Western Australia can spare any portion of its revenue, whether from land or any other source, to carry out honest and industrious labourers from this country, to be free, on arrival, to work on the best terms they can obtain, the result could not but be beneficial to all concerned; but that this, which is the method now adopted in the colonies on the other side of Australia, is the only safe mode of attaining the object by the instrumentality of public funds. The memoir enclosed in Governor Stirling's despatch is carefully drawn, and throws out various suggestions with a view of meeting some of the objections I have above alluded to, but the experience of the impracticability of effectually encountering those objections is so wide and so general that I have felt bound distinctly to point them out, and to state my own apprehension that they do not admit of being overcome.

I have, &c.
(signed) T. Fred. Elliot.

Agent General
for Emigration
to Mr. Under Sec.
Stephen.
13 March 1838.

COPY of a REPORT from the Agent General for Emigration to Mr. Under Secretary Stephen, referred to in the preceding Letter.

Sir,

2, Middle Scotland Yard, 13 March 1838.

In obedience to Lord Glenelg's desire, I have perused and considered a correspondence between the colonial government and a committee of the agricultural society at the Cape of Good Hope, transmitted in Sir Benjamin D'Urban's despatch of the 12th of August, on the subject of procuring farmers' apprentices from England.

It is proposed that a commission should be formed in the colony, on the model of the children's friend society in this country, for the purpose of conducting a system of emigration of boys between the ages of ten and fourteen, to be indentured on their arrival to the farmers, and to be placed during their apprenticeship (which is to continue until they severally obtain the age of twenty-one) under the protection and guardianship of the clerks of the peace. The expense of outfit and voyage is estimated at 12*l.* per head; 8*l.* to be paid by the parish of the boy in this country, and the remaining 4*l.* by his future master. No less than 15,000 or 20,000 is stated as the number which the colonists would wish to have constantly under indenture.

On the estimated cost of conveyance under this plan, and the mode of defraying it, I have not much to remark; 12*l.* appears a fair estimate of the expense of outfit and passage, and it is not improbable that the payment of 8*l.* from this country would be agreed to if the measure were in other respects approved of.

With respect, however, to numbers, far from its being practicable to keep up in the colony a permanent supply of 15,000 or 20,000, I am led to believe, from the best information I can obtain, that it is very doubtful whether more than 300 in the year could be procured. It seems plain, therefore, that the projected practice could not be carried so far as to exercise any material influence to the advantage of the colony. This leaves the greater freedom to consider the other question, which at any rate must have been deemed the paramount one in agreeing to such a proposal, of the advantage that might be expected for the boys themselves.

In the first place, I must observe that in England, with all the advantages of a dense population and a vigilant public opinion, the plan of apprenticing parish boys by authority has been discontinued, on account of the evils which it was found to create. Children are left to be apprenticed by their own parents to parties personally known to them, and remaining within the reach of their own observation. In the case of the Cape, not merely could no very effective choice be said to be exercised beforehand by children or parents, who, from their situation in life, could hardly have any distinct knowledge of so remote and different a country from their own, but the difficulty of superintendence afterwards would be much greater. There would be a more scattered population, fewer means of transferring the apprentice, if ill-used, to more favourable circumstances, a less
various

various instrumentality applicable to their guardianship ; the impracticability of employing the special justices for this purpose has been acknowledged ; and I think that, after the above reference to experience in England, it will be admitted that the clerks of the peace at the Cape could hardly be expected (as it is proposed they should do, without remuneration) to perform efficiently the arduous duties of control and supervision in the thinly-inhabited districts of that colony.

Agent General
for Emigration
to Mr. Under Sec.
Stephen,
13 March 1838.

These would be serious objections, even if the ulterior prospects of the proposed emigrants were very favourable ; for it is in the first years and during youth that an effectual care of them would be of most vital consequence ; but I do not see that there are any such ulterior prospects of advantage to look to. I have availed myself of my access to the Colonial Office to refer to all the documents that seemed calculated to bear on this part of the subject. It appears from them that the facility of hiring land on very low rents, and the ease with which the first wants of nature may be satisfied, together with the indisposition which attaches to service for hire in a slave colony, has always rendered it far more eligible for a settler to work on his own account in the Cape than to let out his labour at such wages as the farmers could afford. No European, as far as I can judge from these sources of information, could be expected to remain contentedly there as a labourer ; and if bound to do so by an obligation into which he was led by the Government at home, he would feel aggrieved, and most likely become useless to his employer, at the same time that he would himself suffer the sense of wrong. I find that the introduction of Government blacks from the Mauritius was refused at the Cape a few years ago because the inhabitants did not feel equal to their remuneration. Still more, therefore, does it appear that the country could not afford such wages as should be a ground for bringing into it children from England.

On these grounds I could not venture to recommend the adoption of the proposed measure ; and I am glad that the extent to which it could have been carried appears to be so limited as probably to remove any disappointment which its rejection might otherwise occasion in the colony.

I have, &c.

(signed) *Thos. Fred. Elliot.*
