

hmt 10/12/13
7/7/13
p. 381

GODWIN'S
EMIGRANT'S GUIDE
TO
VAN DIEMEN'S LAND,

MORE PROPERLY CALLED

TASMANIA,

CONTAINING

A Description
OF ITS CLIMATE, SOIL, AND PRODUCTIONS;

A Form of Application

FOR

FREE GRANTS OF LAND;

WITH A SCALE

ENABLING PERSONS IN INLAND TOWNS, TO ESTIMATE THE
EXPENSE OF A PASSAGE FOR ANY GIVEN NUMBER
OF MEN, WOMEN, OR CHILDREN,

A List of the most necessary Articles to take out,

AND OTHER INFORMATION

USEFUL TO EMIGRANTS.

London:

PUBLISHED BY SHERWOOD, JONES, AND Co.
PATERNOSTER ROW.

1823.

Printed by G. SIDNEY,
Northumberland Street, Strand.

PREFACE.

THE Colony of Van Diemen's Land was brought into particular notice by the publication of Mr. Wentworth, and by that of Lieutenant Jefferys, of the Royal Navy, since which another publication has appeared from the pen of Mr. Evans, whose official situation (as Surveyor General of the Colony,) has enabled him to give a more correct topographical description of the island, than any that has hitherto been published ; but, in each of these works, there is a scarcity of that sort of information which every body requires previous to resolving on so serious an undertaking as that of emigrating to this distant Land of Promise.

To point out a mode of application for free grants of land, in such a clear manner as may be understood by the meanest capacity—to enable people in inland towns to estimate the expense of the passage, and to advise people, generally, in every step that is necessary under all the circumstances attending such a long voyage—is the object of this little work, which is respectfully dedicated to all persons intending to emigrate,

BY THE AUTHOR.

CONTENTS.

	PAGE.
Description of TASMANIA, its Soil, Climate, Har- bours, Rivers, Lakes, and Mountains	1 to 7
Principal Towns and Villages	8
Minerals	16
Aborigines of the Country	ib.
Fish and Birds	17
Wild and Domestic Animals	18
Botany	ib.
Breeding of Sheep	22
Estimate of the Profits of a Sheep Farm	24
Superior advantages to be derived from Emigration to this Colony rather than America	30
Estimate of the Expense of Clearing, Cultivating, and Cropping the Land	38
Price of Labour	39
Mode of paying Convict Servants, and their relative situation with their Employers	40
Price of Cattle and Provisions	43
Commerce of Van Diemen's Land	45
Population of Ditto	ib.
Manufactures	47
Roads and Bridges	49
Court of Justice	50
Military Establishment	51
State of Society	53
A Weekly Gazette published at Hobart Town by Mr. A. Bent	54
Field Sports	ib.
The Emigrant's Guide to Van Diemen's Land	57
A Mode of Application to the Colonial Department for free Grants of Land	58
A mode of Estimating the expense of the Passage for any given number of Persons	60
Caution to pack in the securest manner all Goods that are liable to Damage	70
Custom House Entries	71
Articles adviseable to take out to the Colony	85
List of Fees and Duties	86
List of respectable Ship Brokers in the Van Diemen's Land Trade	88
Civil Establishment	89

VAN DIEMEN'S LAND,

MORE PROPERLY CALLED

TASMANIA,

IS an island of nearly the same extent as Ireland, situated between the 39th and 44th degrees of south latitude, and 144th and 149th degrees of east longitude; it is divided from New Holland, or Australia, by a strait about 90 miles wide, called Bass's Strait, containing a chain of small islands.

This island has to boast of, perhaps, the most salubrious and congenial climate of any in the known world, for an European constitution: It has been ascertained by the thermometer to be similar to that of the south of France; the general temperature being about 60 degrees of Fahrenheit, and the extremes from 43 to 80 degrees. The spring commences early in August, the summer in November, the autumn in March, and the winter in May; the winter, therefore, is not of more than three months' duration, and the severest part only six weeks. The face of the country exhibits a rich variety of scenery: it is chiefly composed of low sloping hills, and gently undulating valleys; the ridges of the hills are well wooded, from whose summits are seen extensive tracts of level pasture land, very thinly studded with clumps of trees. The luxuriance of the grass on these sloping hills is surprising; while the cinquefoil and trefoil, with which the valleys abound, intermixed with wild flowers, give a brilliancy to the scene which is truly delightful. The soil is almost every where rich, and the plains plenti-

fully watered with streams and ponds ; the whole forming a picture not less captivating to the eye of the farmer than to that of the painter : indeed, any farmer ascending one of these hills must acknowledge, that nothing can be more inviting to the hand of the cultivator, than the beautiful plains of rich and valuable land exposed to his view ; each, perhaps, of 50,000 acres in extent ; and this is descriptive of the general face of the country throughout the island.

To the westward is a range of high hills, called the Western Mountains, about 3500 feet in height, which terminates a luxuriant plain of sixty miles in length. North-west of Hobart Town there is a lake on their summit, of about fifty miles in circumference ; it abounds with a great variety of fish, and is supposed to be the source of the river Derwent, and several others that empty themselves into Macquarie harbour and port Davy.

To the westward of Launceston, the northern settlement, there is a range of high hills, called the Asbestos mountains, so named from abounding with that fossil : these, together with Mount Wellington, or Table Mount, as it is sometimes called, from its similarity to the Table Mountain at the Cape of Good Hope, and Ben Lomond, are the only hills deserving of the name of mountains.

It cannot, therefore, be called mountainous, and the reader will be better able to judge for himself when he is informed, that Lieutenant Jeffreys, of the Royal Navy, drove a *barouche, four-in-hand*, from Hobart Town to Launceston, a distance of 125 miles, being nearly the whole extent of the island, out of which there was not more than twenty miles of what could be termed a road ; the whole being a level country, consisting of luxuriant pasture, with but few trees to impede his progress.

This island has numerous ports, harbours, bays, and creeks; the harbours are far superior to those of the coast of New Holland, Port Jackson excepted; the principal ones are the following, Derwent Harbour, Port Davy, Macquarie's Harbour, and Port Dalrymple.*

DERWENT HARBOUR is formed by the River Derwent; it yields to none, and perhaps is superior to any in the known world: it is thought to be sufficiently capacious to hold all the fleets of Europe;—is completely sheltered from the winds;—the depth of the water is from three to thirty fathoms:—and it affords plenty of wood, water, and provisions at a cheap rate.

ADVENTURE BAY, on the east side of Bruny Island, affords abundance of wood, water, and craw-fish, weighing from ten to twelve pounds; there are likewise numerous bays and coves, affording good anchorage, such as George's Rocks, Waterhouse, Hunter's Island, &c. &c.

OYSTER BAY is situated between Oyster Island and the main land; the anchorage is very good, and wood, water, game, fish, and oysters, are to be procured in great plenty.

PORT DAVY is situated in latitude 43 degrees 30 minutes south, and longitude 146 degrees east. This port has a bold entrance, and safe anchorage in any part; three rivers empty themselves into it, and pines are found in great plenty, fit for spars.

MACQUARIE'S HARBOUR, which is in latitude 42 degrees south, and longitude 145 degrees east, is well sheltered and very safe; the depth of water is twelve fathoms; but there is a bar at the entrance which makes it difficult of access for vessels that draw more than eight feet water.

* It has been observed that the tides do not rise above four or five feet in most of the harbours, but that at Port Dalrymple it rises ten feet.

PORT DALRYMPLE is formed by the River Tamar: it is in 41 degrees south latitude, and 146 degrees east longitude. Wood, water, and provisions, are to be procured in great plenty; but, from the reefs, sunken rocks, and shoals, that are situated near the mouth of the port, it is dangerous to enter in boisterous weather.

The Rivers in this country are numerous, but none that have been yet discovered are of great magnitude, except the Derwent and Tamar; the others are, the Huon River, Kangaroo River, Supply River, Coal River, the North Esk and South Esk, First and Second Western Rivers, Lake River, New River, River Jordan, the Black Doe, and Shannon, the two Relief Rivers, Blackman's River, Cataract River, the Gordon, and five others not yet named, three of which flow into Port Davy.

The River Derwent has two mouths, occasioned by the situation of Bruny's, or Pitt's Island. The two entrances thus formed, are called Storm Bay, and D'Entrecasteaux's Channel; the latter is a continued line of harbours for thirty-eight miles, varying from three to eight miles in breadth, and completely land-locked. Storm Bay, the other entrance to the Derwent, does not possess the same advantages as D'Entrecasteaux's Channel; it, however, leads into another good harbour, called North Bay, which is partly land-locked; it is very capacious, and has excellent anchorage from two to sixteen fathoms. The River Derwent itself has three fathoms of water, twenty miles above Hobart Town, and is, therefore, navigable so far for ships of large burthen; but it has not been traversed further than ninety-five miles. It runs northerly and westerly from its mouth, and in its course forms various harbours and coves, affording excellent shelter and safe anchorage. The scenery on the banks of this fine river is truly beautiful;

lofty rocks rising perpendicular from the water, rich waving foliage blended with evergreen groves, luxuriant meadows, and pasture land, interspersed with neat farm-houses and farms, in a respectable state of cultivation, present to the eye prospects at once highly picturesque and delightful ; and when the reader considers that, in the midst of this enchanting scene, ships of the largest burthen are seen riding at anchor, or gliding on the stream with swelling sails, he will not accuse the author of exaggerating, but admit that the Derwent holds out ample inducement to the industrious emigrant to settle on its banks.

The Tamar is about eighty miles in length, and rather serpentine ; it is said to bear some resemblance to the Essex side of the river Thames : some are of opinion that it is wider, while others affirm it is not so wide a stream. It is seldom that ships of more than 200 tons go up to Launceston, owing to the intricacy of the navigation ; the banks are diversified with rich level lands, occasionally marshy, and gradually rising hills, profusely clothed with wood and verdure, and abounding with kangaroos and other game : the soil is rich clay, loam, and vegetable mould. This river is admirably adapted for ship-building, not only from the nature of the river itself, but from the quantity and quality of the materials afforded by the surrounding country, such as iron, copper, coal, timber, and hemp. The iron ore in particular is astonishingly rich, having been found to yield 70 per cent. of pure metal ; and within a few miles of Launceston, literally speaking, there are whole mountains of this ore. The different sorts of timber growing on its banks are black-wood, a species of oak, very durable and hard, but by no means difficult to work ; stringy-bark, iron-bark, red-wood, blue and red gum, pine of different sorts,

and various other kinds of useful timber. It does not require much penetration to foresee that the Tamar will become a river of the first importance in course of time : the tide reaches ten miles up the river, and the produce of the farms may be sent down to the town in boats.

The South Esk and North Esk rivers fall into the Tamar at Launceston ; the source of the latter is at the foot of Ben Lomond ; it is about forty miles long, and passes through a very fine country of rich pasture land ; it is only navigable for barges and boats, for it is but a continuation of the Tamar itself. The South Esk takes its rise at Tasman's Peak, from whence it runs westerly through the beautiful plains of Norfolk, until it discharges itself into the Tamar, with a fall of about forty feet : it is somewhat more than seventy miles long.

The Lake River has its source somewhere near the Great Lake Mountain : in its course it forms numerous lakes, from which it takes its name, and passing through Norfolk plains, falls into the South Esk : it is a beautiful stream, abounding with fish and water-fowl.

The River Gordon flows into Macquarie Harbour, and is supposed to take its rise in the great lake on the Western Mountains ; it is a fine stream of some magnitude ; majestic trees of great height adorn its banks, which consist of rich soil. Amidst the various beauties with which nature has embellished this river, the Huon pine shines conspicuous ; its immense height, with branches growing out first horizontally, and then falling by their own weight, has a fine effect ; the lower ones are generally from thirty to thirty-five feet from the ground, and the trunk measures from twelve to fourteen feet in circumference. There is another river, not yet named, that runs into Macquarie Harbour, said to be not inferior to the Gordon. Nothing can be finer than the coun-

try through which these rivers flow ; indeed, the scenery altogether is grand.

The Huon River rises at the foot of Table Mountain, or Mount Wellington ; it is from two to four miles broad, and falls into D'Entrecasteaux's Channel ; the banks are very fertile, and abound with Huon pine, so named after the person who first discovered this river.

The River Jordan has its source in a Lake called Lemman's Lagoon, which is said to be ten miles in circumference. It is not remarkable for any thing in particular, excepting that of passing through a great extent of very fine country, and watering the rich and beautiful plains of Jericho, Bagdad, and Jerusalem.

The Coal River rises at the foot of some hills adjoining Jerusalem plains, and falls into Pitt Water, an arm of the sea, and in its progress thither enriches that highly productive country, called Coal River district ; and another equally fertile tract, called Sweet-water hills. The three unnamed rivers that fall into Port Davy are little known, and were it not for the singularity of their rising in the great lake on the western mountains, already alluded to, they would have been omitted altogether. It is not necessary to tire the reader with a description of the inferior rivers ; it is sufficient for him to know, that they are such as enhance the value of the lands through which they flow.

The LAKES and PONDS are very numerous : there are, however, few that are generally known or named. The principal one is the GREAT LAKE on the western mountains ; it is said to exceed fifty miles in circumference, and is an astonishing sheet of water ; for, besides giving rise to six large rivers, it has a constant overflowing of its waters, and in wet weather it is really terrific. The rivers that are supposed to have their sources in this lake,

are the two that fall into Macquarie's Harbour : the three that fall into Port Davy, and the River Derwent ; its depth of water is unknown, but it abounds with a great variety of fish.

Leman's Lake, or Lagoon, is twenty-five miles from Hobart Town ; it is ten miles in circumference, encompassed by high hills, and gives rise to the River Jordan ; it abounds with a variety of water-fowls, and the hills with great quantities of game.

Macquarie's springs consist of a line of ponds in the plains of Jericho, about the same distance from Hobart Town as Leman's Lake. Tin-Dish Holes is a continuation of ponds about thirty-six miles from Hobart Town, on the road to Port Dalrymple. The lakes on Salt-Pan Plains are seven in number, three of which yield great quantities of salt annually ; the others are fresh water lakes of considerable dimensions. Antill Ponds are also situated on these plains, nearly at the southern extremity of them. The limits of the present work will not admit of the enumeration of all the ponds and lakes hitherto discovered : those that have been brought to the notice of the reader will suffice to show, that every part of this beautiful island abounds with good water, either by means of its navigable rivers, or its numerous springs, rivulets, lakes, and lagoons.

TOWNS and VILLAGES.—It is, perhaps, necessary to point out, in the beginning, that the island is divided, by a line drawn from east to west, into two counties, the northern one is called Cornwall, and the southern one Buckingham.

Hobart Town, the seat of government, is in the county of Buckingham, situated on the western bank of the river Derwent, on a beautiful plain at the foot of Table Mountain. The town is a mile long and above half a mile broad, and through it runs a delightful stream on which four

mills are erected for grinding corn.* There is at present only one square, consisting of the public buildings; but the streets are regular, and lined off at right angles. In July, 1821, the number of houses amounted to 430, which, in the principal streets, consist of a ground-floor, first-floor, and attic, and stand at some distance apart, owing to the quantity of garden ground attached to each: the soil being a rich loam, fruits and vegetables grow to the greatest perfection.

The church is not large, but neat, and may be called handsome. The public buildings are; the government-house, hall of justice, gaol, military barracks, government storehouses, and a fine Hospital, &c.; besides these, there are many good houses belonging to individuals that contribute to embellish the town, which, by the census of 1821, contains 2700 inhabitants.

Within the distance of a mile are to be found every material requisite for building, such as lime-stone, free-stone, brick-earth,† and timber. Fish and oysters are to be had in abundance.

Two miles and a half north-west of Hobart Town, stands the beautiful village of New Town; it is an assemblage of neat farm-houses, and the land attached to each is in so high a state of cultivation as not to be surpassed in any part of England: among the principal of them are the farms of Messrs. Cockerill, Collins, Smith, Lutterill, Evans, Gunning, and Jones. Mr. Whitehead's farm, at this place, has never been manured for the thirteen years that he has cultivated it, and yet the average produce per acre, has always been twenty-four bushels of wheat. The western bank of this river is a continuation of well cultivated farms as far as the falls near New Nor-

* Corn is ground into flour for 1s. 3d. per bushel, or 8lbs. of wheat, which is considered an equivalent.

† Bricks are sold in Hobart Town for 18s. to 20s. per thousand, and lime at 1s. 3d. per bushel.

folk. The settlers from Norfolk island established themselves here, and their farms are very valuable, not only from the richness of the soil, but the great extent of pasture-land.

At Ralph's Bay, on the opposite side of the river, are Clarence Plains, where many industrious farmers have formed a settlement, and have succeeded far beyond their expectations; for they possess in abundance whatever nature can give them.

There is a small village opposite to Hobart Town, called Kangaroo point,* five miles from Clarence Plains; it contains a good inn, and has many respectable farms round it. About 5 miles from this place are the estates of Colonel Geils; they are supposed to be the finest in the neighbourhood, and are called Geilston and Risdon; near these are the farms of E. Abbot, Esq. the Judge Advocate, and Mr. Miller; the latter, in 1816, had a crop of 400 bushels of wheat from ten acres. It is but right, however, to inform the reader, that the land had been previously used as stock-yards for cattle and sheep.

At Herdsman's cove are the estates of Doctor Noble, Lieutenant Foster, Mr. Beaumont, and E. Lord, Esq.; this place possesses every requisite for farming and grazing.

Not far from the cove are situated the rich and beautiful plains of Bagdad and Tea-tree Brush; the former are about fourteen, and the latter about seven miles in extent. These tracts are particularly fertile, and hold out great inducement to settlers; for, exclusive of their being thinly covered with timber, they are plentifully watered: in every part the finest grass growing upwards of three feet high.

* Between this village and Hobart Town a Ferry is established, by which means the colonists are enabled to cross the Derwent every hour punctually as the clock strikes, at 9d. each person.

From the summit of the Oven hills, the Coal river district is seen in all its beauty ; it would be difficult to do justice to this rich and charming place ; I shall, therefore, not attempt to describe it, but simply state, that the Coal river flows through the centre of about 40,000 acres of the finest verdure, bounded on all sides by beautiful rising ground.

It is here that two industrious farmers, of the name of Troy and Stains, had land given to them, about the year 1810, for their good and exemplary conduct : they did not at the time possess twenty shillings in the world ; but by their own exertions, and the fertility of the soil, they soon were enabled to purchase a cow and some sheep, and in 1817 their stock amounted to 300 head of cattle, and upwards of 2000 sheep!! together with 200 acres of land, in a fine state of cultivation. Besides these, are the farms of Dr. Luttrell, Messrs. Williams, Lord, Underwood, Walkinshaw, Stalker, Murry, Luttrell, Hogan, Col. Davy, E. Lord, and George Weston Gunning,* Esquires ; in short, the whole of the Coal river district is equally fertile, a proportion of which is yet unappropriated.

After passing over a great extent of very fine pasture land, the traveller arrives at the Pitt-water district : near the Sweet-water hills is the fine estate of Lieut. Jeffreys, of the royal navy, to whose work I refer the reader for a more complete account of Van Diemen's Island than this little work admits of. This gentleman has travelled over the whole of the island, and has made many valuable discoveries ; indeed, the public at large are much indebted to him for his zeal, exertions, and information, respecting this interesting country. I believe I may add,

* George Weston Gunning, Esq. is magistrate of this district ; he has also been successful in cultivating hops, of which he has now a very fine garden of some extent.

that he was the first person that planted a vineyard on the island, and which is now in a most flourishing state. Near this is Orielson Park, a beautiful place, the property of E. Lord, Esq. the principal merchant, and largest stock-holder on the island. At Pitt-water there are about thirty-five farms, well cultivated; this place is frequently called the granary of Van Diemen's Island, from the quantity of corn grown there, but the fertility of the soil throughout the greater part of the island is such, that it is difficult to say which portion of it is the most productive. Mr. Reardon has a fine estate here, and J. Gordon,* and Thomas Allan Lascelles, Esqrs. have very extensive grazing farms. From this place the colonist can ship the produce of the land and industry to any part of the world, as Pitt-water is capable of admitting ships of large burthen: it only requires people of enterprize to render it a flourishing place, and there can be little doubt, but that the period of its prosperity is fast approaching.

It is not to be supposed that, in a slight sketch like the present, a minute description of every inhabited place in this luxuriant island can be given; for where almost every part of a country is equally inviting to emigrants, and where they are not restricted as to the choice, numerous settlements are formed, each person going where his fancy or inclination leads him. I will, therefore, briefly mention such places as have been explored on the road passing through from Hobart Town to Launceston, and proceed with other observations that will interest the reader.

The traveller in going from Hobart Town to Launce-

* James Gordon is a magistrate. He sends weekly to Hobart Town a considerable quantity of butter, and cures annually several tons of bacon.

ton, had better take the following route ; cross the Derwent at Roseneath ferry, 10 miles from Hobart Town, from thence through the fertile plains of Bagdad to Stony-hut valley, at the back of which lies Cress marsh, a fine country ; the next place is Fourteen-tree plain, which consists of a rich soil, and then the plains of Jericho, which are only thinly covered with timber : the pasturage is excellent, and the river Jordan flows through the centre of this delightful place.

The traveller will now arrive at Scantlin's and York plains ; this quarter is one of Nature's master-pieces, nothing can exceed it in beauty ; it is a perfect paradise. Tin-dish-holes is about twelve miles in extent, and is only surpassed by Scantlin's plains in the beauty of its scenery.

Salt-pan plains is a very extensive district ; this place is not only famous for the salt which its lakes produce annually, but is said to resemble Salisbury-plain in Wiltshire, than which it is much more beautiful and picturesque ; the pasturage is extremely rich, and interspersed with fine trefoil and cinquefoil.

Not far from Salt-pan plains is a remarkable sugar-loaf hill, called Mount Grimes, from the summit of which the eye wanders to the distance of thirty or forty miles, over extensive tracts of the richest land, *only requiring the grass to be burned to prepare it for the immediate reception of the plough.*

This leads to Macquarie River, which forms the Northern extremity of the county of Buckingham.

The county of Cornwall now presents itself on crossing this river, which, taking a North-westerly course, falls into the Lake River. Why it should be called Cornwall I am at a loss to guess, for it surpasses the beautiful Buckingham in soil and productions ; the land also lays

much lower, and is better watered. Proceeding further on through Argyle plains, Ant-hill plains, and Mack-laine's plains, the traveller will arrive at Elizabeth River, (which runs due West, and falls into Macquarie River,) and passing further on through Macquarie plains is a place called Epping Forest, from its being pretty thickly covered with wood, the easternmost end of which borders on the South Esk, and extends North-westerly to the Lake River. Henrietta plains lay a little further North, and with New plains form a fine level fertile country.

There are many settlers here; I will mention one in particular, Mr. Gibson, an industrious grazier, at whose house the traveller may always ensure a friendly reception and accommodation. Not far from this is a fine country, called Forked Springs; there are few, if any, in the island superior to this place: great quantities of cattle and sheep are bred here, of a superior kind, and are said to rival any that are sold in London Smithfield-market. Some distance from the road are the fine Emu plains, occupied chiefly by the government cattle; consequently there are but few settlers here. The next place is Corra Lin, called so from a place of the same name in Scotland; it is a singularly romantic place, and would be a fine subject for the painter; westward of the road are Breadalbane plains, which are said to surpass York plains in richness of soil and verdure: from this place to *Launceston*, the road passes through Quamby-plains; the farms here are numerous, and of a superior kind; the butter is excellent. Mr. Bromley, of this place, was the first who attempted to make cheese, and very fine it is; which in time will, no doubt, form a considerable article of export; for no country can be more rich and productive, particularly along the banks



of the North Esk, which is lined with farms for many miles, giving life to the natural beauties of the place.

We now arrive at *Launceston*, situated on a fine plain on the banks of the Tamar, and containing about 800 inhabitants. Ships of 200 tons can come close to the town, but not larger; and government are forming another settlement, called *George Town*, lower down the river, where vessels of the largest burthen can ride at anchor in safety. It is, therefore, admirably adapted for all the purposes of trade; being situated in York Cove, about four miles from the entrance of Port Dalrymple. A fine run of water passes through the site of the town; and, as the banks of the Tamar furnish some of the finest timber in the island, together with hemp, flax, iron, and copper, *George Town* has all the requisites for a naval arsenal in its immediate neighbourhood.

In April, 1821, Governor Macquarie visited this island, and proceeded on an excursion from the Derwent to Port Dalrymple, and in his route back from Launceston to Hobart Town, from local circumstances, was induced to mark out four townships, first, Perth, on the left bank of the South Esk, fourteen miles from Launceston; second, Cambletown, on the north bank of the river Elizabeth, twenty-eight miles from Perth; third, Oatlands, on the bank of Jericho Lagoon, in Westmorland Plains, thirty miles from Cambletown; fourth, Brighton, on that part of Bagdad Plains formed by the river Jordan and Strath-allan-creek, thirty miles from Oatlands, and fifteen miles from Hobart Town; and thus forming a regular chain of communication between the two principal towns and ports.*

* By the month of January, 1822, it was expected that the bridge across Macquarie river would be completed.

Mineralogy.—Coal, alum, limestone, slate, asbestos, and basalt, are abundant; to which may be added cornelian, crystal, chrysolite, jasper, marble, a variety of petrifications, copper, lead, and, within a few miles of Launceston, there are entire mountains of iron ore, that yield 70 per cent. of pure metal. Labillardier observed an horizontal bed of coal, three feet and a half thick, extending for a distance of more than 200 fathoms, resting on free stone.

Of the *Aborigines of the Country* it may be expected that something should be said; but they are so very few in number, and so timorous, that they need hardly be mentioned; two Englishmen with muskets might traverse the whole country in perfect safety, as they are unacquainted with the use of fire-arms.* They felt the effects of them severely some years ago, perhaps through mistake rather than from any intention to do them mischief;—the officer on duty seeing several of them approaching one of the settlements with a green bough, (which is commonly the emblem of peace,) but not being quite sure of their friendly disposition, discharged a volley of grape and canister shot, which killed many, and wounded others; since this, few of them have ventured to visit any of the British settlers, and they always fly at their approach. Their skins are black, their hair woolly, and in their features and appearance they resemble the Negro; they mostly go naked, but some of them have a kangaroo skin slung over their shoulders; they have no houses, and lead a wandering life, depending upon hunting and fishing for sustenance, and are perpetually at war with each other.

The women are sometimes known to run away from

* People now go from Hobart Town to Launceston, unarmed, without the least apprehension.

their husbands, owing to the harshness and tyranny they exercise over them, and attach themselves to the English sailors, who are frequently collecting seals, (with which the coasts of this island abound ;) and, they say they find their situation greatly improved by so connecting themselves with the sealing gangs, for their native husbands made them carry all their lumber, and perform all kinds of hard work. They have always proved faithful and affectionate to their new husbands, and seem extremely jealous of a rival ; the children produced by an intercourse with the natives and Europeans are handsome, of a light copper colour, with rosy cheeks, large black eyes, and well-formed limbs.

Fish are caught in abundance in all the harbours, and the angler will find ample diversion on the banks of the rivers, lakes, and ponds ; those most known are skate, mullet, cod, sole, mackerel, whiting, smelt, John Dory, oysters, crabs, shrimps, and craw-fish. Most of the bays and harbours abound with right whale. These monsters of the ocean, about the month of November, when they are on the point of calving, take shelter in these harbours, where they remain with their young between two and three months, and the inhabitants of Hobart Town have frequently witnessed the whole method of killing them, from their windows. Seals are also found in such quantities, that the skins (being of that fine silky description so much admired for children's caps,) are now become a staple article of commerce.

The Birds are the emu, (a species of ostrich,) black swans, pelicans, black ducks, mountain ducks, teal, widgeons, coots, moor hens, curlews, herons, pigeons, plovers, snipes, quails, and a variety of other birds not known in Europe ; to which may now be added pheasants

and partridges, which have been imported by the settlers, and are slowly but gradually increasing.

The principal *wild animals* are otters, opossums of various sorts, squirrels, bandy-coots, kangaroos, kangaroo rats, an animal of the panther tribe, but very cowardly, and, lastly, that very curious animal called the duck-billed platypus : it somewhat resembles the otter in bodily shape, is covered with a thick and soft fur, of a dark brown above, and feruginous white beneath ; instead of a snout, it has a duck's bill, and very small eyes, like a mole, the legs are short, terminating with a broad web, which, on the fore feet, extends to a considerable distance beyond the claws, but, on the hind feet, reaches no further than the roots of the claws ; it digs and burrows in the banks of rivers, and lives on aquatic plants.

The *domestic animals* were imported by the settlers ; the cattle are, for the most part, a cross breed, between the Bengal cow and the English bull ; the sheep between the Teeswater and the Merino ; the horse between the Arab stallion and English mare : They are beautiful animals, strong, and usually clean and well made, and commonly run from fifteen hands and a half to sixteen hands high, and sometimes they reach seventeen hands. A gentleman has been known to ride his mare on a summer's day, from Herdsman's Cove to Launceston, a distance of 112 miles, between daylight and dark !! Asses, goats, pigs, dogs, cats, and rabbits, thrive abundantly, as well as poultry of every description ; the fowls are particularly fine and well-grown, being a cross between the Malay and English breed.

Botany.—The trees of the forest, which are mostly of gigantic growth, are not materially different from those of New Holland ; there is no mahogany, nor rose wood, as there is there, but Van Diemen's Land furnishes good

substitutes, such as black-wood or hard oak, beef-wood or forest oak, cedar, blue and red gum, stringy bark, black wattle, (the bark of which is superior to that of oak,) various sorts of pine, and the Huon pine (a species of the yew tree) is particularly useful, being soft and easy to work ; the wood has a very pleasant spicy smell, which has the effect of destroying insects, and renders it impervious to water worms, on which account it is admirably adapted for the construction of boats, and is in general use for that purpose ; for the same reason, it seems well adapted for ship-sheathing, chests of drawers, and boxes for the preservation of woollens, as it excludes that destructive insect the moth. In appearance, it somewhat resembles the common pine both in shape and colour, but the leaf is different ; it is, however, very lofty ; the lowest branches, which are generally thirty feet from the ground, grow out first horizontally, and then bending down by their own weight to the ground, form a bower beneath round a trunk of ten or twelve feet in girth. Some of the trees instead of shedding their leaves in winter, have the singular property of casting off their bark, leaving the trunk white and uncovered, which naturally strikes all new comers with astonishment.

Monsieur Labillardier, the French naturalist, after having visited this country, observed that, notwithstanding the enormous size of the *Eucalyptus globosus*, other trees of a moderate height grew vigorously under its shade. *Leptospermum*, which is in general a shrub, grows here in the low and humid places to the size of a large tree. On the shores he discovered many new species of *caledolaria*, and *drossera* ; and on the declivity of the hills, he found *embrothrium*, the *eucalyptus resinifera* of White, which yields a fine and reddish gum ; many sorts of *Philadelphi*, a new species of *epacris*, the *Bank-*

sia integrifolia and gibbosa ; the exocarpus expansa et cupressiformis, a new genus of the class of terebintines ; thesium with narrow leaves, which form very pretty groves ; diplarrena morrea, a new genus of the class of Irises ; also meloleuca, aster, casuarina, and a singular species of limodorum, and another of glycina, remarkable for its flowers being of a beautiful red ; ptolea ; the richea glauca, a composite plant, which forms a new genus ; polipodium ; the sensitive plant ; the scheffleria repens ; a new species of parsley, fit to eat, called apium prostratum ; several species of ancistrum ; two shrubs of a new genus, called mazeutoxeuron rufum and reflexum ; the plantago trienspedita, good to eat in salad, is found on the middle of the sands, and is a most useful plant ; a new species of ficoide, the fruit of which the natives eat ; a new genus of the class millepertuis of Jussieu ; the carpodontos lucida, the branches of which are covered with beautiful white flowers ; several new species of festuca geranium lobelia, and one of utricularia, which displays its charming flowers on the surface of the water ; the segaria evoda, remarkable for its beautiful leaves ; two species of rosalis, or drossera ; the drossera bifurca ; mimosa ; a new aletris, with magnificent flowers, and several kinds of orchis.

All the Fruits of England or France attain to great perfection in the open air ; such as grapes,* peaches, nectarines, apricots, apples, pears, plums, quinces, cherries, gooseberries, currants, raspberries, strawberries, and melons. The vegetables are of surprising growth ; they consist of cauliflowers, brocoli, cabbages, peas, beans of various sorts, artichokes, onions, lettuce, celery, all

* Grapes should be planted in sheltered situations, as the nights are rather cold. Peaches, nectarines, and apricots, however, grow on standard trees, without the shelter of a wall.

kinds of pot-herbs, together with carrots, which commonly grow here eighteen inches long and ten inches round the top; parsnips, turnips, and potatoes, which will keep from one season to the other, often weighing from one to two, and sometimes five pounds weight each, and averaging 350 bushels per acre.

Wheat, barley, oats, beans, and peas, thrive as well here as in any country; in fact, the quantity and quality produced per acre, surpasses the average crop produced in England considerably, when well managed, as will be seen hereafter. Since the commencement of the English settlement on this island, *the harvest has never once failed*; and that useful, but tender plant, the hop, thrives amazingly, so that there ought to be no scarcity of good beer among the farmers.

If wheat be sown in May or June, it may be reaped the following January; and a gentleman who resided many years at Port Dalrymple, estimates the average produce of the crops at that settlement as follows: wheat thirty-six bushels per acre, barley forty-five, oats sixty. The fertility of the soil would certainly warrant a more favourable estimate than the above; but if a Scotch or English farmer only saw the slovenly mode of tillage practised here by *some of the farmers*, he would be surprised that the average produce is so great. A good Berwickshire or Norfolk farmer, with the system of agriculture that prevails in those counties, in all probability would double the produce, for forty bushels, weighing sixty-three to sixty-four pounds per bushel, have already been produced, under good management, from an acre.

For the rearing and fattening of Cattle, the natural grasses afford an abundance of pasturage at all seasons of the year, *without any provision of hay, or artificial food.*

Oxen from three to four years old here average about 700 pounds, and wethers from two to three years old, from eighty to ninety pounds; while at Port Jackson oxen of the same age do not average more than 500 pounds, and wethers not more than 40 pounds; but at Port Dalrymple, yearling lambs often weigh from 60 to 70 pounds; and three-year old wethers 100 pounds and upwards. This great disproportion of weight arises in some measure, from the greater part of the sheep at this settlement having become from constant crossing, nearly of the pure Teeswater breed; add to which, the natural pastures are richer, and the superior adaption of the colder climate for the rearing and fattening of stock, is quite unquestionable.

The breeding of fine-woolled Sheep presents an extensive opening for the profitable investment of money, surpassing, perhaps, any other in the world. The proof of this assertion rests on a calculation annexed, which, I trust, is so clear and intelligible as to convince any reader. First, let the plan be understood on which the calculation is made, viz. the value of the wool, the weight of the fleece, and the number of sheep to be kept in a flock; next, with regard to the value of the best quality of wool grown in this colony, the last importation of which averaged five shillings and sixpence per pound, when sold in the London market in March, 1819; at which time the market was overcharged; besides which, the best wool, hitherto produced in this colony, has not yet attained the perfection of which it is capable, and which a few more crosses with the pure breed will undoubtedly effect. The gradual rise in the value of wool from Mr. M'Arthur's flocks of Paramatta, New South Wales, proves to demonstration how rapidly the wool is meliorated by the climate, and by crossing the

breed : for in 1816 it was sold (in London) for two shillings and sixpence per pound in the fleece ; in March, 1818, for three shillings and sixpence per pound ; in July for four shillings and four-pence per pound ; and in March, 1819, for five shillings and sixpence per pound, and for some of it that had been properly sorted and washed, Mr. Hurst, of Leeds, was offered nine shillings per pound ! The above estimate was given in evidence before a committee of the House of Commons, while enquiring into the state of this colony : but that the emigrant may have his views fully realized, and that this statement may not be looked upon as an exaggeration ; but on the contrary prove, as I expect it will, far short of the truth, I shall estimate the whole fleece at only four shillings per pound, and allowing two and a half pounds for each fleece, which is certainly less than the average weight, and two shillings and nine pence per pound for the yearling fleeces, which I will estimate at one pound each, it will be easy to proceed with a calculation for any number of ewes. The best breeders commonly have 330 in a flock, which, with a requisite number of tups, may be bought for 1000l., or less ; I will therefore proceed with a calculation upon a flock of this size.

First Year's Profit on the Finer sort of Sheep.

	£	s.	d.
*330 two year old ewes of the most improved breed will cost	1000	0	0
We may fairly suppose they will produce 165 } wethers, worth 20s. per head.....	165	0	0
And 165 ewes worth 40s.....	330	0	0
	<u>495</u>	<u>0</u>	<u>0</u>
	1495	0	0
At the end of this year the ewes will be worse than they were at the beginning, therefore deduct 10s. per head for decrease in their value, say.....	165	0	0
	<u>1330</u>	<u>0</u>	<u>0</u>
Deduct 5 per cent. for casualties	66	10	0
Net value of stock at the end of this year	1263	10	0
†The 330 ewes this year will produce 2½lb. of wool each, making 825lb. at 4s. per lb.	165	0	0
333 Lambs do. 1lb. do. 330 at 2s. 9d.	45	7	6
	<u>210</u>	<u>7</u>	<u>6</u>
It has been ascertained by experience, that all freight, commission, insurance, and duties, will be covered by allowing on 1155lb. 9d. per lb.	43	6	3
	<u>167</u>	<u>1</u>	<u>3</u>
Deduct 5 per cent. for casualties.....	8	7	0
Net value of this year's shearing	150	14	3
Deduct expense of shepherd .. 50 0 0			
Do. hurdles 40 0 0			
Do. shearing 33 score at 5s. per sc. 8 5 0			
	<u>90</u>	<u>5</u>	<u>0</u>
Net profit on wool this year	60	9	3
	<u>1323</u>	<u>19</u>	<u>3</u>

* Ewes of the first cross were selling, in 1821, at 25 to 30 shillings each, which is much lower than the above calculation.

† A great part of the New South Wales wool was sold, in 1821, as low as 3s. to 3s. 8d.; but I saw some bales of Mr. McArthur's sold as high as 5s. 6d. at the same sale, and one bale, (through the opposition of the brokers,) absolutely sold for 10s. 3d.; but under any other circumstance its extreme value might be rated at 6s.

Second Year's profit on the finer sort of Sheep.

	£	s.	d.
Value of stock at the end of the 1st year brought forward	1263	10	0
The original flock of ewes (5 per cent. being allowed for the casualties of the last year) will only produce this year 157 wethers at 20s. each... ..	157	0	0
157 ewes at 40s.	314	0	0
Increase in the value of the first year's lambs, 10s. per head for the wethers, and 20s. per head for the ewes..	235	2	11
	1969	12	11
At the end of this year the ewes will be less valuable than they were at the end of the 1st year, by 10s. per head...	157	0	0
	1812	12	11
Deduct 5 per cent for casualties.....	90	12	1½
Net value of stock at the end of this year	1722	9	9½
The shearing this year of 314 ewes and the 314 first year's lambs will produce 628 fleeces, or 1570lb. at 4s. per lb... ..	314	0	0
The shearing of this second year's lambs will produce 314lb. at 2s. 9d. per lb.	43	3	6
	357	3	6
Deduct freight, insurance, duties and commission on 1884lb. at 9d. per lb.	70	13	0
	286	10	6
Deduct 5 per cent. for casualties	14	6	6
Net value of this year's shearing	272	4	0
Deduct expense of 2 shepherds	100	0	0
Additional hurdles	40	0	0
Expense of shearing 47 score and 2 at 5s. per score	11	15	6
	151	15	6
Net profit on second year's wool	121	8	6
Ditto first, brought forward	60	9	3
	181	17	9
Net value of stock at the end of this year, brought forward	1722	0	9½
	1903	18	6½

Third Year's Profit on the finer sort of Sheep.

	£	s.	d.
Value of stock at the end of the second year, brought forward	1722	0	9½
To the original flock may now be added the ewe lambs dropped the first year, and allowing 10 per cent for the casualties of the two former years, the flock will be increased to 446, which will produce 223 wethers at 20 shillings	223	0	0
223 ewes at 40s.	446	0	0
Increase in the value of the 165 whether lambs produced the first year, 5s. per head	41	5	0
Deduct 5 per cent. for casualties	4	2	6
	37	2	6
Increase in the value of the 157 wether lambs produced the 2d year, 10s. per head.. ..	78	10	0
Ditto for the value of the 157 ewe lambs, 20s.	157	0	0
	235	10	0
Deduct 5 per cent. for casualties.....	11	13	6
	223	14	6
	2651	17	9½
At the end of this year the ewes will be less valuable than they were at the end of the second year; therefore, for the 446 ewes deduct 10s. per head.....	223	0	0
	2428	17	9½
Deduct 5 per cent. for casualties.....	121	8	10½
	2307	8	11
Net value of stock this year			
The shearing of this year will produce 895 fleeces, or 2237½lb. of wool at 4s. per lb.	447	10	0
The 446 lambs a pound each, at 2s. 9d. per lb. will produce	61	6	6
	508	16	6
Deduct freight, insurance, duties, and commission on 2683½ at 9d. per pound.....	100	12	7
	408	3	11
Deduct 5 per cent. for casualties	20	8	2
	387	15	9
Deduct expense of shepherds.. 150 0 0	}	206	0 0
Additional hurdles 40 0 0			
Expense of shearing 67 score and 1 at 5s. per score..... 16 15 3			
Net profit on the third year's wool	181	15	9
Ditto — second — brought forward	121	8	6
Ditto — first ditto	60	9	3
	£2671	2	5

Thus it will appear, that after making the most liberal allowances for expenses, casualties, and decrease in the value of the ewes as they become aged, capital thus invested will yield 166 per cent. in the course of three years, and the progressive increase (if the calculations are prosecuted still farther) will be quite astonishing ! I shall therefore leave that task for the reader. The profits to be derived from breeding the coarser woolled sheep are not so great : breeding for the sake of the carcass, has not proved so profitable as breeding for the sake of the wool, but they still are sufficiently considerable, yielding full twenty-five per cent. profit per annum ; add to which it may be safely calculated that in each cross with the pure Spanish breed, the inferior wools increase in value full twenty per cent. Whatever may be the extent of emigration, there will for ages to come be more land than can possibly be required ; and although the breeder may not possess as much land of his own as he may require for his flocks, if he is a large stock-holder, still the Wilderness is so immense, that he has only to desire his shepherds to remove the hurdles to the Common, beyond the Farmers' boundaries, and he will have pasturage in abundance, let his flocks be ever so great ; besides, the climate is so fine in Van Diemen's Land, as well as New Holland, that no kind of shelter is requisite ; sheds are not only useless but injurious, so mild are the winters ; while on the other hand, the summer heats do not exceed those of England. The freight of wool from this colony has been reduced to three-pence per pound, and is permitted into England duty free ;* the freight of Spanish wool is estimated by the reports of the House of Commons at two-pence per pound, with an English duty of sixpence per pound ; and the freight of Saxon wool, in-

* There is now a duty on the importation of wool into England of one penny per pound.

cluding land and water carriage to Hamburgh, at from five-pence to sixpence per pound, besides three per cent. for passing through the Prussian States, and an English duty of sixpence per pound.

There is nothing to be feared on the score of competition from foreign wools, since all other charges for commission, warehousing, &c. are precisely the same, excepting the insurance, which is trifling : we may therefore fairly surmise that there will be no checks to the growth of fine wool, for a great number of years to come, for want of pasturage, a market, or from foreign competition ; as it is well known that Saxon wool at the *present prices* is a losing concern to the growers. The foregoing estimate and information is, I think, quite sufficient to convince any calculating man, that a large fortune may be made in this way, and is a strong allurements for emigrating to this fine country, in preference to America, or the Cape of Good Hope. The skilful dairyman would also be amply rewarded for his trouble, butter being still as high as from 6s. to 7s. per pound, and good cheese 2s. wholesale.* The following letter from a Farmer in the colony to his friend, dated 20th July, 1819, will enable the reader to form some idea of his condition.

“ I have just packed up sixteen bales of fine wool, the produce of our last shearing ; my flocks are increased to two thousand one hundred and fifty, including six hundred and thirty-seven lambs of this season. I have been very fortunate, having scarcely lost any ; they are all in good condition, and free from scab or disease of any kind.

* The very high price at which butter now sells has induced some people to doubt whether the pasturage is so good as it has been represented, but the want of proper dairy people is the only cause. After calving, the cows of the best cross give plenty of milk ; but not being milked regularly, and being sometimes left without milking for two or three days, the milk dries up :—with similar bad management, in the very best grazing counties in England, cows would go dry likewise.

My cattle, of which I now muster nearly one hundred head, are also doing as well as possible, so much so, that my dairy will bring me in 400l. this year : our cheese is quite as good as Cheshire, and we shall make nearly a ton annually ; and if this market should be glutted, the Indian market will be open for us. I shall feed next year sixty hogs, and our hams, I assure you, are excellent. I mean to sow forty acres of rape and turnip to feed off old ewes ; for experience has shown me the benefit of it ;— my boys are now becoming very useful, and I think my situation will soon be very independent.”

A letter like this from a farmer who went out to the colony only four years ago, with a capital short of two thousand pounds, is well calculated to attract the notice of such emigrants as are wavering in their choice between America, the Cape, or Van Diemen’s Island. Much has been said by Mr. Birkbeck, respecting the advantages of emigrating to his favourite and adopted country, the Illinois, in America, possessing neither game laws, tithes, nor taxes of any consequence ; but it must be recollected the British colonies are equally free from these evils, and the climate of the Illinois is far from being so favourable as it has been represented, for fevers and agues are very prevalent from the vast extent of uncleared land ; add to which, the Emigrant labours under the disadvantage of being obliged to *purchase the land he intends for a settlement* ; whereas in Van Diemen’s Island, or New South Wales, he obtains it free ; and, notwithstanding the greater distance of the latter, it will be found less fatiguing, and less expensive, from the following calculation. A family, consisting of a gentleman, his wife, five children, and a female servant, sailed from the river Thames in December last, for Van Diemen’s Island ; the passage money was 300l. and a good table was agreed to be kept up by the captain,

until they arrived at Hobart Town, Van Diemen's Island, wine and spirits included ; and whatever tools, agricultural implements, or stores, he took out with him, were charged at the rate of six pounds per ton freight. If an Emigrant, with the same number in family, intends to settle in the Illinois Country, in the United States, he must first go to Baltimore, and a cabin passage for himself and wife would be eighty pounds, and twenty pounds for the servant, and ten pounds for each of the children, which makes one hundred and fifty pounds expenses to Baltimore. Here it will perhaps be necessary to stop a week, and then proceed over the Alleghany Mountains to Pittsburg, say about two hundred and fifty miles ; here he will probably be obliged to stop another week, and then go down the Ohio River to the mouth of the Wabash, *nine hundred and ten miles*, and from thence full one hundred miles farther to the Illinois. A wearying journey like this, through a wild country, including the expense of a week's stay at Baltimore and Pittsburg, could not cost less than one hundred and fifty pounds more, making in the whole three hundred pounds, and that too, not only without any degree of comfort, but attended with considerable fatigue and risk, where there is a large family.

Suppose each settler left England with one thousand pounds, in both cases they would arrive at their point of destination, with their capital reduced to seven hundred pounds ; the one at Van Diemen's Island, with such a capital, would, on making the usual application to the Governor, receive a grant of eight hundred acres of land, *free of expense*, except a small fee ; and consequently have his capital of seven hundred pounds to commence farming with. The settler in America, on the contrary, will have to purchase his eight hundred acres at the rate of one dollar sixty-four cents per acre, which will come to nearly three hundred pounds, leaving only

four hundred pounds to begin with. Independent of this great advantage, there are many other inducements which the United States do not possess ; first, such as going the whole distance by water (which is much less fatiguing), with all the settler's baggage and implements* secure from damage, except sea risk, and being landed at Hobart Town, the seat of Government, on the banks of the Derwent, where there are good lodgings, with every comfort and convenience, as in an English town, a very neat church for Divine service, and schools for the education of children.

Secondly, any person of respectability, on his arrival at Van Diemen's Land, receives a free grant of as much land as would cost 4 or 500*l.* in the United States of America, and he is allowed as many convicts for servants as he may require, to inclose his farm, and build his house, and clear his land, which is but thinly wooded,† (otherwise Lieut. Jeffries could not have driven 120 miles through the island without a road,) whereas America is almost a thicket. It is true, the labourers are convicts ; but on their arrival in this colony, want, which is the main incitement to vice, ceases to operate ; they have no longer the same opportunity of pursuing those evil practices into which they have been led by bad company in large towns, where, having plunged into the abyss of guilt, they are unable to retract, after having once lost their characters. Many thoughtless youths who have been brought up in the paths of virtue, have been sacrificed in this way, for the want of an opportunity of returning to honest labour ; and many poor distressed mothers have been prompted, from the cravings of their

* The carriage of implements or furniture to the back settlements of America is quite impracticable.

† Throughout Van Diemen's Land it has been observed, that there is very little underwood to be seen ; the woods consisting principally of forest trees.

half-starved babes, to shoplifting or other crimes, and suffered the penalty of transportation : and are we, who call ourselves Christians, to suppose that such people can never repent and return to the paths of virtue? the idea is altogether repugnant to christianity. When want is out of the question, the choice between virtue and vice will be comparatively easy, and is certainly much facilitated by the parental care of Government, which with mercy tempers justice, having always the convict's amendment in view, in the punishment inflicted. The industrious and well disposed are encouraged by being allowed to go out as servants to respectable settlers ; and if, after a certain period of good conduct, they have maintained such a character in the neighbourhood where they have resided, as to warrant the Governor in making them free, he not only confers that favour on them, but allows them a grant of land ! thus those who are virtuously and industriously disposed are emancipated from bondage : while, on the other hand, the daring offender, the incurable villain, (when such he is found to be,) is sent off to Newcastle to work at the mines ; there he is led in chains to his daily labour, and back again in like manner to his resting place.* With such an alternative, may we not fairly suppose that the servants selected for the respectable and free settlers, are as good as the back-woods men of America? The attachment of servants to their employers, in all countries, depends on the treatment they receive. Here it is evidently their interest to behave well, where there is such a prospect of reward after a certain period of service ; and with a little kindness, it is fair to presume that masters will be well served.

* There is now established at Macquarie harbour, a military station, and a commandant to controul and punish the delinquents that are sent there, to endure a sort of second transportation, for offences committed in the colony.

Thirdly, the settler and his family on arrival, together with the convict servants allotted them by the Governor, are all victualled at the expense of Government for six months! during this period it is to be presumed that the Emigrant is busy, enclosing his garden for domestic use, and paddock for his cows, and erecting his house and barn, and as a vertical and circular SAW-MILL, upon the celebrated Mr. Rennie's plan, of large dimensions, has been sent out by some merchants for cutting balk timber into boards, (which will be readily had for a moderate price,) it will not be a tedious job to erect such a cottage as will render a family comfortable; to which additions may be afterwards made as leisure from other pursuits may permit.

Neither the British States of America, the Cape of Good Hope, nor the United States, afford any advantages like these, which are *peculiar to this colony*; even Mr. Birkbeck's New Elysium of which he has written so much, will bear no comparison, for the price of labour there is at least double, while the produce of the land is not worth so much by two-thirds, as at Van Diemen's Island, where agricultural produce, in fact, meets as good a market as in England, and cheese and butter a still better; where the winters are mild, snow never remaining in the valleys more than a few hours,* and the summer heats never exceeding those of England or France; while in the Illinois, they have scorching summers, and winters buried in almost impassable snow.

What I have stated previously, in the shape of calcula-

* Some persons, when writing home to their friends, just after their arrival, have described the climate as exceedingly cold: and the Editors of Newspapers have frequently inserted letters which seldom contain such information as can be relied upon, and which is sufficiently controverted by the fact, that peaches arrive at great perfection on standard trees, without shelter.

tion, more particularly interests such capitalists as possess 1000l. or upwards; but people with much less capital, may in a little time become independent; therefore, I will suppose, that a man (with his wife and three children,) contemplates emigrating to Van Diemen's Island, with the view of securing that independence for his family, which his small capital would not enable him to accomplish in this country. Supposing he has 220l. exclusive of furniture and wearing apparel, it will be necessary to expend it in the following manner, or at least the annexed statement will be some guide to the Emigrant.

	£.	s.	d.
A steerage passage, for himself, wife, and three children.....	104	12	0
Carpenters' tools	9	0	0
Agricultural implements	11	0	0
English goods, consisting of all kinds of necessary articles to barter for stock, &c. with the old settlers.....	50	0	0
Cash in Spanish Dollars.....	45	8	0
Total.....	220	0	0

*Farming Utensils.**

	£	s.	d.
1 Plough	4	15	0
4 Spades, 3s. 6d. each	0	14	0
4 Hoes, different sizes	0	7	3
2 Sets of Iron work for harrows	1	10	0
6 Reaping hooks, 2s. 6d. each	0	15	0
2 Rakes	0	8	6
3 Sieves	0	12	0
2 Shovels, 3s. each	0	6	0
3 Pair of sheep shears, 2s. 6d. each	0	7	6

* Very good agricultural implements of all kinds are now manufactured in the colony, particularly the ploughs and harrows, which are stronger, and better adapted for breaking up the new ground than those usually sent from England, and the freight of a plough costs nearly as much as its value, which is another important consideration.

1 Bullock chain, 42lb. at 5d.	0	17	6
1 Bill hook	0	2	9
1 Hay fork	0	1	6
1 Dung fork	0	2	0
1 Potatoe fork	0	4	0
	<hr/>		
	£11	0	0
	<hr/>		

Carpenter's Tools.

	£	s.	d.
1 Pit saw	1	4	0
1 Cross-cut ditto	1	4	0
1 Hand ditto	0	12	0
24 Saw-files, 6d. each	0	12	0
2 Broad axes, 5s. 3d. each	0	10	6
4 Felling ditto, 6s. each	1	4	0
2 Small ditto, 1s. 6d. each	0	3	0
1 Splitting ditto	0	5	0
1 Adze	0	5	0
4 Augers	0	5	0
1 Spokeshave	0	1	0
24 Gimblets of sizes	0	3	0
4 Hammers of sizes	0	5	0
8 Chissels of sorts	0	5	9
4 Planes	0	13	0
6000 Nails assorted	1	0	0
8 Pairs of hinges assorted, and screws	0	7	9
	<hr/>		
	£9	0	0
	<hr/>		

The above articles can be increased according to the emigrant's capital; and with industrious habits, without any extraordinary exertion, he is sure to possess every comfort which the small farmers of England enjoy, and with a much clearer prospect before him for his children.

The houses that are built for farm-houses in the first instance, are very commonly composed of logs of wood split, and placed upright like posts as close together as possible: and all the vacant spaces are closely plastered up with mud, or else they are composed of posts two or three feet asunder, and the intervals closed up with lath and plaster, and covered with thatch or shingles. This kind of house, which is very comfortable, and has a neat appearance, can be constructed for a very small sum of money, and when the emigrant's means are small,

care should be taken to sink as little as possible in building in the first instance : let him cultivate his farm, and purchase stock, and the returns from them will soon enable him to build a more substantial house ; let him be cautious how he lays his money out in goods, and more particularly in having too much of his money invested in one article, for if there should happen to be a surplus in the market, it might chance to lay on his hands two or three years before sales could be effected, and the loss by the delay that would in consequence arise from frittering away his time in a town, for the purpose of effecting sales, instead of immediately commencing his farming operations, would more than counterbalance the profits that could be derived from any speculation in goods. The surest way is to depend entirely on farming, if such is the ultimate object ; and to avoid losing any time on first arrival, Spanish dollars are perhaps the best investment, for they will yield at least twenty per cent. profit, on account of the difference of exchange, and are immediately convertible.

As to the facility with which emigrants may settle in this island, some idea may be formed by the account Lieut. Jeffreys gives of the formation and establishment of his own farm in his book, page 68 ; it is such a plain, ungarnished tale, that I cannot do better than give it in his own words. "The Lieutenant having fixed upon his ground, was supplied by the Governor with four convicts, (labourers,) to whom were added a ploughman, and an overseer, both freemen ; they were all provided with three weeks' provisions, and such tools and implements as were necessary for their labour. Having a cart to carry their tools, &c. they arrived at the spot about four o'clock in the afternoon ; it was out of the Lieutenant's power to accompany them ; but as they themselves relate

the story, the ploughman was appointed cook ; and while he was making the necessary arrangements for refreshment, the rest with their axes cut down such timber as was requisite to erect a temporary hut. This they completed, and rendered perfectly water tight before sun-set, when they all sat down to such a repast as the cook had provided for them. Their meal consisted of the hind quarters of a kangaroo, cut into mince-meat, stewed in its own gravy, with a few rashers of salt pork, plenty of potatoes, and a large cake baked on the spot. These people often declared they never in their lives ate a meal with a greater relish than they did this supper ; the grog went merrily round, and the plains and valleys rang, with three times three, and success to the captain's farm !!!

A small fire having been made at the foot of the hut, they retired to rest, and after a refreshing sleep arose at day-light, to renew their labours. In a few days the plan and foundation of a garden were laid out and planted ; after which they all set to work, to build a more commodious house for themselves and their master ; this house consisted of two rooms, occupied by the overseer when the master was not there, and a large kitchen and sleeping place for themselves.

In a very short time the Lieutenant had the satisfaction to see twenty acres of land broken up, and about two hundred acres fit for the plough. In doing this it was not necessary to cut down more than five hundred trees.

In this manner, it is possible for thousands of settlers at a very moderate expense, to establish themselves in this delightful part of the globe ; the abode of peace, plenty, and rural happiness.

Converting land from a state of nature into cultivation, materially depends on whether it is covered with

forest-trees or brush-wood;* the current price of labour for clearing forest land, by order of the Governor, is 1l. 8s. per acre; but if the roots are grubbed up, and burnt after the trees are felled, there is a further charge of 1l. 10s. more, making in the whole 2l. 18s. per acre. To clear brush-wood land, the price of labour is 2l. 2s. and grubbing and burning the roots, 1l. 17s. 6d. more; but grubbing and burning is an optional expense, and seldom incurred but by those who study ornament. A number of stumps of trees, standing two or three feet above the surface of the ground, certainly do not appear very agreeable to a new-comer; but the eye soon gets habituated to them, and not one in a hundred thinks it worth while to be at 30s. expense per acre to clear them; they are seldom or never so close together as to prevent ploughing, and if the emigrant has teams of his own, the ploughing will not stand him in more than 10s. the acre; which, added to the clearing, makes 1l. 18s. per acre, for preparing forest-land for seed-corn, while the brush-land is 3l. 2s. on account of the additional expense of hoeing to get rid of the numerous small roots. The best seed wheat may be had for ten shillings per bushel; and a bushel and a half being the usual quantity sown, I shall make a statement on these grounds.

20 Bushels of Wheat at 8s. per bushel, supposed produce of an acre of newly-cleared Forest land (the stumps left standing)	8	0	0
Deduct expense of clearing	1	8	0
Ploughing with Emigrant's own team	0	10	0
A bushel and a half of seed wheat, at 10s. per bushl.	0	15	0
Harrowing per acre	0	5	0
Reaping per acre	0	10	0
Carrying to market 6d. per bushel	0	10	0
Threshing and cleaning it, 8d. per bushel	0	13	4
	<hr/>		
	4	11	4
Clear profit per acre for the first year, on cleared forest land	£3	8	8

* There is very little brush-wood.

20 Bushels of Wheat from an acre of cleared brush land (stumps left standing)	8	0	0
Deduct expense of clearing	2	2	0
Hoeing, which is indispensable with brush land the first year, 20s. per acre	1	0	0
Ploughing	0	10	0
A bushel and a half of seed wheat, at 10s. per bushel	0	15	0
Chipping the seed in with the hoe per acre	0	6	0
Reaping ditto ditto	0	10	0
Carrying to market 6d. per bushel	0	10	0
Threshing and cleaning it, 8d. per bushel	0	13	4
	<hr/>		
	6	6	4

Clear profit per acre for the first year, on cleared brush land £1 13 8

The second year will be more productive after it has been exposed to the sun and atmosphere, besides which there will be a saving of the entire charge for clearing the ground.

PRICE OF LABOUR.—No country affords better prospects for mechanics than this; wages are 50 per cent. higher than at Port Jackson; blacksmiths, carpenters, coopers, masons, bricklayers, brick-makers, cabinet-makers, shipwrights, wheelwrights, and many other useful handicraft men, cannot fail to become independent, if they have the prudence to take care of the money they may earn; and they are sure to fall into immediate employment at the rate of from 7 to 15s. per day.

The price of convict labour is at present very low, and still farther declining, in consequence of the demand for it not equalling the supply. His excellency the Governor has deemed it expedient to settle and regulate the price of convict labour as follows :

List of Prices for different sorts of Labour.

	£	s.	d.
For felling forest timber per acre	0	8	0
Burning off ditto per acre	1	0	0
Rooting out and burning stumps on forest ground per acre	1	10	0
Felling timber on brush ground per acre	0	12	0
Burning off ditto per ditto	1	10	0
Rooting out and burning stumps on ditto	1	17	6
Breaking up new ground per ditto	1	0	0
Ditto, Stubble in corn ground per ditto	0	10	0
Chipping in wheat per ditto	0	6	0
Reaping ditto, per ditto	0	10	0
Threshing and cleaning wheat per bushel	0	0	8
Hoeing and planting corn per acre	0	5	0
Chipping and shelling corn	0	6	8
Pulling and husking ditto, per bushel	0	0	4
Splitting pales (six feet long per hundred)	0	3	0
Ditto ditto five ditto	0	2	6
Shingle splitting per thousand	0	7	6
Preparing and putting up mortice railing, five bars with two pannels to a rod, and posts sunk two feet in the ground	0	3	0
Ditto Ditto Ditto 4 bars	0	2	6
Ditto Ditto Ditto 3 ditto	0	2	0
Ditto Ditto Ditto 2 ditto	0	1	9

The foregoing list relates to convict labour only; free husbandmen are paid from 20l. to 30l. a year, and sometimes more, according to their qualifications.—Free women receive from 10l. to 15l. a year as household servants.

In December, 1816, the amount of the annual wages payable to every male convict employed by a settler, was fixed at 10l. sterling; and if the regular allowance of clothing was found by the master, he was entitled to deduct from this amount the sum of 3l.

To every female convict, the annual amount of wages was fixed at 7l., and the deduction for clothing was fixed at 1l. 10s. This adjustment of prices was agreed to by Governor Macquarie and the Magistrates of the colony; and such are the conditions upon which the convicts in New South Wales and Van Diemen's Land are at present assigned to free settlers; and although they have ceased

for some time to be secured by any written stipulation, yet they are considered to be established by custom, and to form a guide for the decisions of the magistrates in all disputes.

The regulated weekly allowance to a convict in the employ of a settler in New South Wales and Van Diemen's Land, consists of seven pounds of fresh or salt meat, or four pounds of pork and eight pounds of wheat; but latterly it has been usual to increase the allowance of wheat to fourteen pounds. This is usually ground into flour by the convicts themselves by means of steel hand-mills, and is made into heavy cakes, baked in the embers of their own fires, and frequently afterwards fried in the fat of pork. Milk and vegetables are also served out to the convict servants, but only by the higher classes, the lower classes of settlers admit them to their tables, they inhabit the same houses, and frequently the same apartments as their masters; but on the larger estates the convict servants are generally lodged in separate huts, built of wood and covered by the bark of the gum tree.

Mr. Bigg, in his report to Parliament, observes, that the convicts in Van Diemen's Land are frequently clothed in jackets and trowsers of kangaroo skin, and sometimes caps of the same material, owing to the price of slop clothing, which is much dearer there than at Sydney; the price of a winter and summer suit for a convict being estimated at 6*l.* 7*s.* 7*d.*; and as the rations are generally increased by the settlers to ten pounds of meat and one peck of wheat per week, the cost of maintenance is raised to 17*l.* 17*s.* 6*d.* per man, making, with his wages and clothing, an annual charge of 31*l.* 5*s.*

It was never permitted at any period in the colony, to a master to inflict corporal punishment upon his convict labourer; and reference to a magistrate was always and

is now enjoined for the purpose of substantiating the mutual complaints that arise between them.

The work required from a convict is to labour for ten hours throughout the year, for five days in the week, and six hours on Saturdays.

The payment of wages for the regulated labour of the convicts, or for their earnings by their extra labour, is generally made to them in articles of consumption, such as tea, sugar, and tobacco, and on the larger estates an account is kept by the owner or his overseer of the quantities of work performed, and of the articles issued in payment, the prices of which vary from 40 to 70 per cent. above the wholesale ready-money prices, and from 25 to 35 per cent. above the retail prices of Hobart Town. If, however, the convict servant has reason to complain of the prices of the articles charged to him, the dispute is left to the final adjustment of the magistrates. Spirits (although strictly prohibited) are frequently given by the more opulent and respectable settlers in remuneration or encouragement for extraordinary exertion.

The convicts assigned to settlers are not allowed to travel from one district to another without a pass, signed by a magistrate; and a pass signed by the master of a convict, is requisite to enable him to travel to any part of his own district on his master's business.

The constables of districts are required, every Sunday morning by ten o'clock, to muster all convict servants within their limits, and to report to the magistrates, on the following day, the absence of any convict without a just excuse, his disorderly conduct, or his uncleanly appearance, and if the place of muster is within three miles of any church, the convicts are ordered to attend divine service, but if it happens to be at a greater distance, they are dismissed to their own homes after an-

swering to their own names, and such other enquiries as the constables choose to make.

The rations issued by Government in 1820 were found to cost 16l. 8s. per annum for each convict.

PRICE OF CATTLE.—A very good horse for the cart or plough may be had at from 70l. to 80l., and a saddle, or gig-horse, from 90l. to 100l.* Good milch cows from 10l. to 15l., and working oxen about the same price; fine two-year old breeding ewes from 1l. to 1l. 10s., according to the quality of the fleece; but at auction sales they frequently do not fetch half so much; and there is every prospect of their falling in price, as they are rapidly increasing in number.

PRICE OF MEAT AND PROVISIONS.—The price of meat is experiencing a gradual diminution; by the last accounts, good mutton and beef were to be had at 6d., veal 8d., and pork 9d. per lb. Wheat was selling in the market at 8s 8d., oats at 4s., and barley at 5s. per bushel, Winchester measure; potatoes at 5s. per cwt.; fowls 3s. 6d. and ducks 6s. the couple, geese 5s. and turkeys at 7s. 6d. each; eggs at 2s. 7d. per dozen, butter at 6s. and cheese 2s. per pound. The price of the best wheaten bread was fixed by the assize at 5d. for the loaf of two pounds weight.

For an account of the quantity of land in cultivation, horses, cattle, &c. now on this island, reference may be

* The great influx of emigrants has caused the prices of horses to rise considerably, and trained bullocks also; a pair of the latter have been sold as high as fifty pounds, but some entire horses of the Suffolk breed have been sent out, and the rise in the price of horses has induced the captains of some ships to go to Spanish America for some. They are from twenty to thirty per cent. cheaper at Sydney; from whence they are, on that account, brought to Hobart Town whenever opportunity offers; so that it may be expected that the prices will fluctuate.

made to the following tables, which are from the last official return, since which the increase has been very considerable.

Acres in Cultivation.

	Wheat.	Barley.	Peas.	Potatoes.	Total.	Garden.
Hobart Town, or Bucking- hamshire. }	4973	840	150	800	6763	Uncer- tain.
Launceston in Cornwall. }	2842	660	76	341	3920	
Total.	7815	1500	226	1142	10683	

Stock.

	Horses.	Horned Cattle.	Sheep.	Swine.	Goats.
Hobart Town.	300	22,764	112,320	2360	1000
Launceston.	121	6074	70,148	1442	
Total.	421	28,838	182,468	3802	1000

POPULATION.—The number of inhabitants in Van Diemen's island by the census of 1817 was as follows :

Free persons 2336 | Soldiers 230 | Convicts 723

Of the above 2555 were in the district of the Derwent,
and 560 ————— Port Dalrymple.

3115

But since 1817 no less than forty-six ships full of free settlers have gone out, besides many convict ships, and with the addition of births, the population is more than

* By the census taken in October, 1821, it appeared, that there were 14,940 acres in cultivation, (exclusive of garden ground) of which 12,966 were in wheat. Horned cattle 35,000, sheep 170,000, horses 550, and swine 5000.

doubled ; for Governor Macquarie ascertained that the number of British in July, 1821, amounted to 7372 souls,* exclusive of civil and military officers. And it is thought that in five years, the population of this island will rival New South Wales in number, as the superiority of the climate is universally admitted. All those who have gone out, I believe, I may say without exception are delighted with the country, the climate, and their future prospects ; none have repented and returned, but many are the instances of fathers and mothers of advanced age crossing the water to join their sons (who had gone out but a few years before) after being encouraged to follow them, and share their happy condition. I could also particularize some convicts, who, having conducted themselves well, have been made free of the colony, and are now men of property. A young man who was transported some years back, commissioned the captain of a merchant vessel to find his mother out in London ; at length she was found in Cripplegate workhouse, and at the age of seventy-two returned with the captain to Port Jackson, to end her days with her son, who is now in prosperous circumstances, and with her returned also an elderly woman of sixty-five years of age, who had been under the operation of the law, and who had returned to England with 3000*l.* which she had scraped together for the purpose of purchasing goods and returning with them. How different has the speculation to America turned out : whole ship loads of emigrants have left England to settle there, and after experiencing nothing but trouble and disappointment, have returned home ruined and broken-hearted.

The COMMERCE of Van Diemen's Island and New

* In October, 1821, the population exceeded 8000, exclusive of civil and military officers.

South Wales, has been pretty considerable to England, the East Indies, and China; but the colony has scarcely had sufficient articles of export to offer in return for the various commodities supplied by those countries. The convicts, and the pay and subsistence of the civil and military establishments, are the main sources from which they have hitherto derived the means of purchasing such articles of foreign growth and manufacture as are necessary; but as the flocks of fine-woolled sheep are rapidly increasing, a staple article of export is coming forward, which will supply an exchange for all the foreign articles they may want.

Many of the Colonial vessels go to the Fidjee islands and purchase sandal wood in exchange for beads, toys, axes, adzes, knives, pieces of iron hoops, whale's teeth, and other trifling articles of ornament or dress. From the Marquesas and Society Islands, (where English Missionaries are established), Cocoa-nut oil is obtained in such quantities as to load ships of considerable burden, together with the hogs which they slaughter, and are salted down for exportation,* in exchange for English articles. From New Zealand, hogs are also procured, and spars for ship's masts and yards, of the best quality.

The seal skins which are collected in most of the neighbouring islands and bays of the main land, are of the fur kind, for the most part, and meet with a ready market both in England and in China, from whence the colonial traders in exchange, receive teas, silks, nankeens, &c. Vessels, however small, are allowed, with a colonial licence, to trade to every part of India, China, and the Isle of France, and back again to the colony;

* When these Islanders salt their pork they extract all the bone, by which means the meat is cured pretty well, notwithstanding the heat of the climate.

but they are not allowed to trade between England and those countries within the limits of the East India company's charter. From the coast of Chili, and Peru, corn and cattle have been imported in times of scarcity; sugar and tobacco from the Brazils, and arrack, sugar, rice, and bale-goods from Bengal, for which they take whale-oil, sandal-wood, and spars in exchange; and to the Isle of France, there is a very constant trade in spars, cattle, and salt provisions, in exchange for sugar and coffee. The parent colony of New South Wales, is a good market for corn and potatoes, particularly as those grown on this island are of an excellent quality, and keep from season to season; whereas those grown at Port Jackson are waxy, and will not keep more than six weeks. The barley which is grown on this island is equal to any in the world, and as hops thrive remarkably well, we may infer that in course of time, India will be supplied from hence with beer.*

Manufactures, considering the infant state of the colony, have made considerable progress; carts, ploughs, and agricultural implements in general, are made according to the latest improvements; also chairs, tables, and other articles of household furniture, all kinds of cart and plough harness. With the bark of many of the trees, excellent leather is tanned, with which boots and shoes are made, equal to those from England.† There is also an establishment for extracting the virtue of the Black-

* Mr. Gatehouse has established a brewery at Hobart Town, where strong beer is now to be had at 4s. per gallon, table beer at 1s. 6d. per gallon, and yeast at 1s. per quart, from which 25 per cent. discount is allowed to licensed retailers.

† Mr. Blackwell, of Newtown, tans good crop leather, which he sells in the hide at 12d. to 13d. per lb.; and the Kangaroo skin, when tanned and curried, makes upper-leathers equal to calf-skin: he also makes glue (quite equal to that which is made in England) at 3s. per lb.

wattle bark, which will form another article of export, the bark itself being too bulky to pay for the transport. From the sea-weed kelp has been made, and with it and the suet from the sheep, and whale-oil, soap is now manufactured. The proprietors of the sawing mills are forming an extensive establishment, which is likely to be very useful to the colony :—three circular sawing benches, and three vertical sawing frames, are nearly completed, one of which is of large dimensions, and capable of admitting a log three feet eight inches in diameter ; it is also capable of cutting circular work for ship building ; to these have been added a heavy millwright's turning-lathé, cutting-press, shears for cutting bar iron, a forge, and a cylinder and blast for a small iron-foundry, by which means the rich iron ore of this island, is now about to be smelted and turned to useful purposes : when the whole is completed, this establishment will be a sort of minor Solio.

The metallic currency of the colony for some time consisted principally of Spanish dollars, but the different ships that arrived with merchandise so completely drained the Settlements of New South Wales and Van Diemen's Land of all specie, that considerable inconvenience in trade was felt for want of a circulating medium, and the colonists were obliged to issue their own promissory notes for different sums, even down so low as sixpenny notes. In order therefore to remedy this inconvenience, and to retain in the country sufficient specie for the purposes of trade, the Governor found it expedient to cause a piece to be cut out of the centre of a great number of dollars, and after stamping on each piece the Government mark ; he proclaimed that the centre piece, (commonly called a dump,) should pass for 1s. 3d. and the outer circle for 5s. ; thus the dollars that have been divided into two pieces have remained in the Colony, because they were

made to pass current for 6s. 3d., which exceeded their value as bullion. This was found the only way of retaining a metallic currency in the colony; and in Van Diemen's Land it is still so scarce that the settlers are obliged either to exchange in barter their different commodities, or resort to the issue of promissory notes, as a medium of circulation. The Proprietors of the Saw Mills, however, have it in contemplation to issue six-penny, shilling, and half-crown tokens, of standard silver, that are to be worth their current value as bullion, within 15 per cent, which reserve is very necessary, in order to retain them in the colony.

Taking Van Diemen's Island separately, the annual income may be taken as follows :

Money expended by the government for the support of officers and convicts	£ 30,000
Money expended for foreign shipping	3,500
Wheat, potatoes, &c. exported to Port Jackson	5,000
Articles of export collected by the merchants at the Settlement, viz. hides, tallow, seal-skins, wool, and oil	6,000
Sundries	2,000
	<hr/>
	£ 46,500

THE DUTIES are the same as at Port Jackson, and amount to full 5000*l.* per annum, and a list of them is annexed; but this amount is expended for the benefit of the colonists, one-eighth is solely devoted to the education of youth, and the remaining seven-eighths to various useful purposes, such as the construction and repair of roads and bridges, &c.

The Roads and Bridges are various and well constructed, under the superintendence of Major Bell, of the 48th regiment, acting Engineer and Inspector of Public Works at Hobart Town. The great line of road from Hobart Town to Port Dalrymple is completed as far as Constitution Hill, and is in rapid progress from both extremities; another line extends as far as the Coal

River and Pitt Water districts ; and a third leads to the Macquarie district, through New Norfolk, including the settlements there on both sides the Derwent.

Mr. Wentworth says, " That cross-roads are made in the following manner :—they mark the trees in the direction it should take, and these marks serve as a guide to all such as require to travel on it ; in a short time the tracks of the horses and carts which have passed along it become visible, the grass is trodden down, and finally disappears. Thus a road is formed, which answers all the purposes of those who have occasion to frequent it. Whenever there happens to be a stream or river which is not fordable, it is customary to cut down two or three trees on its banks, where it is seen that they will reach the other side ; across these the boughs are cut, and laid close together, and the whole are covered with a sufficient quantity of earth ; but it is well observed, that one of the great advantages which this island possesses over Port Jackson is, the facility of transporting all kinds of agricultural produce to market by means of its fine navigable rivers, on the banks of which most of the settlers have established their farms.

A Court of Justice is established at Hobart Town by charter, called the Lieutenant-Governor's Court, at which the Deputy Judge-Advocate presides, along with two of the respectable inhabitants, appointed from time to time by the Lieutenant-Governor. It is only a civil court for the recovery of sums not exceeding fifty pounds ; but no appeal lies from its decision. The power of this court being so limited has been found very detrimental to the welfare of the inhabitants, and it is to be hoped that a speedy remedy will be applied ; for as the law now stands, if a man finds it necessary to appeal to a court of law for

the recovery of any sum above fifty pounds,* he must proceed to Port Jackson, a distance of six hundred miles, and apply to the supreme court there for redress, which is so troublesome and expensive, that people often forego their rights rather than resort to a remedy that is in some cases worse than the disease. Criminals frequently go unpunished from the same cause, for all criminal offences, beyond the cognizance of the bench of magistrates, must go before the supreme court likewise. England, so enlightened in jurisprudence, will not suffer so glaring an evil to remain much longer without a remedy, and when the labours of Mr. Commissioner Bigg (who was sent out by Government to enquire into the state of the colony,) come before Parliament, it is confidently expected that there will be some amendment in the administration of justice, as it is reported that he has recommended separate Courts of Justice for this Island.

The Military Establishment consists of only two companies, which is amply sufficient for the garrison and protection of this island.

Bush-Rangers are runaway convicts, who, absenting themselves from the settlements, resort to the woods, where there is plenty of game, which enables them to subsist, and renders them independent so long as they have a supply of ammunition. From 1808 to 1817 they increased in numbers, and were guilty of robberies, murders, and every species of atrocity. Every measure that could be devised was taken for the capture and punishment of these wretches: alluring rewards were set upon their heads, and martial law proclaimed throughout the island.

* The inconvenience of not being able to recover above 50l. in the Deputy Judge Advocate's Court, is in some measure obviated by a precaution which the settlers always adopt, (if the credit given exceeds 50l.) of taking bills, or promisory notes, *under that amount*, and thus 500l. may be recovered in this court, by drawing 10 bills for 50l. each.

The respectable inhabitants joined the military in pursuit of them, the ringleaders were taken, tried, and hung in chains, and a proclamation issued, offering a general amnesty to all the rest of those delinquents who should surrender themselves before a certain day, *excepting such as had been guilty of murder*. All who were not excluded by the crime of murder availed themselves of the pardon thus offered them, and the peaceable inhabitants returned to their homes. Michael How, Peter Geary, and a few more desperadoes, eleven in number, still remained in the woods; but were at length hunted down by Serjeant M'Carty and a party of soldiers, and, after a good deal of firing in the woods, near Tea-Tree brush, Geary was killed, and two others were wounded; Currie and Kiegan surrendered, and Jones was afterwards killed at Swan Port. A native woman conducted Serjeant M'Carty and his party to the haunts of the rest of them, upon which occasion White and Johnson were apprehended. By the 6th of September the whole of the remainder surrendered, except Michael How and four of his associates, who at length became disheartened; and, in order to obtain their own pardon, resolved to deliver him into the hands of justice. In the attempt to take him alive, one of them was shot dead by him, and another dangerously wounded; but the other two at length overpowered him and cut off his head, which they delivered to the Lieutenant-Governor. The Sydney Gazette, of October 4, 1817, contains the above particulars; but since that period little has been heard of Bush-ranging, and Governor Macquarie, in his details of his last visit to this island, does not even mention them. The quantity of respectable settlers that have lately gone to this island, and the still greater quantity that are now going, will so far improve the state of society, that in

all probability, Bush-ranging has been entirely suppressed. That cattle stealing and robberies should sometimes occur, will not surprise any one. Even in England people would be robbed if they did not bolt their doors, and are sometimes robbed notwithstanding that precaution ; but in this fine island, where land is so plentiful, nobody of industrious habits need want (which is usually the main inducement to plunder) ; and therefore it is fair to presume, that the farmers of this colony will be as exempt from depredation as those of other countries.*

Lieut. Governor Sorell's great anxiety for the general welfare of the colony is plainly evinced by his unceasing exertion for the public good. The Police of Hobart Town is managed in such a superior manner, that Mr. Commissioner Bigg has taken particular notice of it in his Report to Parliament ; and now that a coercive Establishment is formed at Macquarie Harbour, all delinquents are removed from their sphere of action, who prove a pest to the community, with greater facility than heretofore, and are made to undergo the punishment due to their misconduct.

The state of Society has thus been gradually meliorating, and is now rapidly improving by the accession of a great number of respectable settlers, some of whom are people of considerable property, and have taken out with them some well-bred horses, cattle, and Spanish sheep, which will tend to improve the stock of the country.

An Agricultural Society has also been formed, which is likely to excite emulation among the farmers, and improve the present mode of culture.

* Many people, on their first arrival in the colony, have written home to their friends about the Bush Rangers, without explaining that it was old news. The free settlers are now so numerous that Bush Rangers would have little chance in their desperate undertaking, but that of being hunted down like mad dogs.

A Gazette is published at Hobart Town weekly, by Mr. A. Bain, which serves as a medium of intelligence. All the Foreign News, and the arrival and departure of ships and passengers is duly noted, as well as all sales by auction or private contract; thus, whatever any of the colonists have for sale, or wish to purchase, is made known to the whole colony at once for a very moderate expense, the usual charge for a common advertisement being about 3s. 6d.

Field Sports.—The coursing of the emu and kangaroo furnishes sport and exercise equal to stag-hunting in Europe. The meat of the latter is equal to venison, and the tail makes excellent soup, superior to ox-tail soup. The general weight of the kangaroo is from forty to one hundred pounds, but some have been killed weighing one hundred and forty pounds; the flesh is brown and full of gravy, but it has no fat: on which account some fat pork is generally cooked along with it; the form of this singular animal is well described in the plate annexed; but its mode of propagation has hitherto baffled the enquiry of naturalists; the female has an abdominal pouch, with two teats, in which the young take shelter in time of danger; and when the aperture is closed it cannot be opened by the hand but with great difficulty, or absolute force. In this way the mother protects its young, and hops away, or rather takes vast bounds, often to the extent of ten yards at a time, by which means it goes so fast, that it requires a good dog to come up with it; strange as it may appear, the young are first perceived adhering to the teat, like a wart, in a very minute state, not larger than a pea; they get larger by degrees, and finally drop off the teat into the pouch, where the mother suckles them. The flesh of the emu is like young beef, and is considered wholesome and

nutritive: in form it resembles the ostrich, and is nearly as large; when standing upright they are commonly seven feet high; the bill is not materially different from that of the common cassowary, but the horny appendage, or helmet, on the top of the head of the latter, is entirely wanting in the emu, whose head and neck are covered with feathers; whereas, in the common cassowary, the head and neck are carunculated like the turkey: the plumage in general consists of a mixture of brown and grey, and the feathers are curled or bent at the ends in the natural state; the wings are so very short as to be useless for flight, and can scarcely be distinguished from the rest of the plumage, and, when stripped of the feathers, do not measure above three or four inches; the feathers that adorn the rump are very thick, but not materially different from the others, except in being longer; the legs, which are very strong, and about three feet long, are jagged or sawed the whole of their length at the back part, with two toes on each foot, the largest of which is commonly five inches long, including the claw, so that they are admirably formed for running, and often outstrip in speed the swiftest dogs. Its weight is usually from sixty to one hundred and twenty pounds, and though in general the most gentle animal in nature, he will sometimes defend himself with his beak and feet, and such is the force of his motion, that a man cannot withstand the shock. They are, however, easily tamed, and Mrs. Reiby, of Sydney, assured me that she had a pair of emus that used to range her yard, protect her premises, and perform the office usually allotted to a house-dog. If a stranger intruded himself, the emu interposed, and if he did not quickly retire, the emu never failed to throw him down by a push with his foot against the head or breast, and continued to hold him down with

his foot until he was called off by some of the inmates of the house, when he would quickly release his prisoner, and allow him to pass. In order to enjoy the sports of the field, it is necessary to go beyond the limits of colonization, and pitch a tent over night on some spot that the game is known to frequent. Early in the morning the sport commences, and it is not unusual for the dogs to start flocks of birds and kangaroos, consisting of seventy or eighty of each kind. Lieutenant Jeffreys observes, however, that their numbers rather diminish the idea of sport, flock succeeds flock so rapidly, that twenty-six kangaroos have been killed in one morning, and before nine o'clock two bullock-carts have been filled with these animals and emus; this lavish system of butchering ought to be prohibited, otherwise the extinction of these valuable animals will be the consequence. Although there are none of the birds, called game in England, still there is an infinite number of others, many of which are not known in Europe. The wattle-bird is considered a great delicacy; quails are in great abundance, and are an excellent substitute for the partridge; there are also snipes, widgeons, moorhens, teals, and mountain-ducks, wild-ducks, black swans, and a variety of other birds, to which no name has yet been given. The bandicoot and kangaroo-rat are very plentiful, and afford about the same diversion as the hare and rabbit.

THE
EMIGRANT'S GUIDE
TO
Van Diemen's Land.

THE first step to be taken by the person intending to emigrate either to Van Diemen's Island or New South Wales, is to write a respectful letter to Earl Bathurst, Secretary of State for the Colonies, begging for a grant of land, and stating the amount of his capital; as it must be understood that, in future, *all grants of lands are to be proportioned to the emigrant's means of cultivation.** To this application he will receive such an answer as is usually made from the Under Secretary of State, whose letter will merely say, that his request is complied with; but the quantity of land will not be specified, as it is usual to leave that point wholly to the Governor; the grant, however, to the ordinary class of emigrants, is usually from 300 to 800 acres, and the Secretary of State's answer is all the proof that is required of the emigrant's having received the sanction of Government.

However, as there are many worthy farmers who are not much accustomed to writing letters, and may be diffident about the proper mode of addressing a Secretary of State, the following letter may, perhaps, be serviceable to them, as a form of application for a grant of land.

* By a recent colonial regulation, no grant to any emigrant is to exceed 1200 acres, let his capital be ever so large, without a special order from the colonial department in England.

No. 21, High Street, Derby, Jan. 1, 1822.

MY LORD,

BEING desirous of settling in Van Diemen's Land with my wife and three children, I take the liberty of soliciting from your Lordship the favor of a grant of land in proportion to my property (which consists of 500l.), and the usual indulgencies afforded to free settlers.

I respectfully beg leave to refer to Mr. Thomas Jenkins, Miller, of Hertford, and Mr. William Jones, Tanner, of York, for such information as may be required respecting my character and property, and have the honour to be

Your Lordship's

Most obedient, humble Servant,

THOMAS GORDON.

To

*The Right Hon. Earl Bathurst, Secretary
of State for the Colonial Department,
Downing Street, Westminster.*

On receipt of this letter, Earl Bathurst will send a printed letter to Mr. Jenkins and Mr. Jones, requesting information as to the character and property of Mr. Thomas Gordon; and if the answers are satisfactory, the following printed letter will be sent in reply in about nine or ten days.

*Colonial Department, Downing Street,
January 10, 1822.*

SIR,

In reply to your application of the 1st instant, for a grant of land in Van Diemen's Land, I am directed by Lord Bathurst to transmit to you herewith a Letter to the Governor of that Colony, for a grant of land upon your arrival, in proportion to the means you may possess of bringing the same into cultivation.

I am, Sir,

Your most obedient Servant,

J. R. WILMOT.

To

*Mr. Thomas Gordon,
21, High Street, Derby.*

The emigrant being thus in possession of his sealed letter of introduction to Lieutenant-Governor Sorell, is often desirous of knowing its contents, and how much land he is to have, and it may be satisfactory to know that its contents, which are printed, are as follows :—*

Downing Street, January 10th, 1822.

SIR,

I AM directed by Lord Bathurst to acquaint you, that he has given permission to the bearer, Mr. Thomas Gordon, to proceed as a Free Settler to the Settlement of Van Diemen's Land; and I am to desire that you will make to him, upon his arrival, a grant of land, in proportion to the means which he may possess of bringing the same into cultivation.

I am, Sir,

Your most obedient, humble Servant,

J. R. WILMOT.

To

*Lieut.-governor Sorell, Officer administering
the Government of Van Diemen's Land.*

There is a regulation of some standing, that no encouragement is given to emigrants who do not possess 500l. or upwards; but whether it is in money, or goods, is not material; and it might so happen, that goods which cost 250l. in England, might be worth 500l. in the colony. This hint may be useful to Emigrants whose means are circumscribed; but this impolitic restraint, it is to be hoped, will soon be removed, as it causes many of those whose means are scanty, to betake themselves to the United States of America, and which certainly cannot be the object of the British Government; neither have they the power to prevent emigration to Van Diemen's Land or New South Wales; for, by the 53d of George the III^d. chap. 155, sec. 39, it is expressly enacted, that it shall be law-

* The author had an opportunity of seeing the contents of one of letters, authorizing a grant of land, which was left unsealed.

ful for any of his Majesty's subjects to proceed to, and reside at any place, situated more to the southward than 11° of south latitude, or more to the westward than 64° , or more to the eastward than 150° east longitude from London, for any lawful purpose, *without any license whatever*, so that supposing the Emigrant should not have obtained the Secretary of State's permission to settle there, and on his arrival in these colonies, the customary encouragements are withheld from him in consequence, (but which is not at all probable,) still it will be an easy matter for him to purchase freehold land, twenty miles from Hobart Town, for five shillings the statute acre. But it does not appear that the regulation before mentioned is acted upon in the colony, for the Governor is in the habit of making grants of land, from fifty to one thousand acres, to respectable individuals, without any recommendation from the Secretary of State for the Colonies whatever.

Formerly Government used to allow a free passage to Emigrants, in the transport ships, with rations for themselves and families; but this has been discontinued, and free Traders are the only vessels in which a passage can be procured.

THE EXPENSE OF THE PASSAGE AND FREIGHT, is of so much importance to emigrants, and more particularly to those who have large families, that I have devoted much time and attention to the subject; I have been on board almost every ship that has taken its departure from London bound for Van Diemen's Land and New South Wales for the last two years, and having witnessed numerous bargains and contracts between persons intending to emigrate and captains of ships, I trust I shall be able to lay before my readers such satisfactory information as will enable them to estimate the expense of a passage for

any given number of individuals, whether grown persons or children, according to their respective ages, and thereby save even those who live in London the trouble of making enquiries, and those who live in the country from writing long letters, which, from being oftentimes not sufficiently explicit, and in consequence not thoroughly understood by the Ship Brokers, are answered in a manner alike unsatisfactory.

The result is frequently a protracted correspondence, which in some cases has proved exceedingly troublesome to the Ship Brokers, as well as expensive in postage.

The sum required for a passage seems, at first sight, so considerable to persons unacquainted with the nature of such a voyage, that it sometimes excites suspicion of a design to impose on them, when in fact only fair and equitable terms are demanded. It is therefore desirable that emigrants should be enabled to treat for a passage with that confidence in their own judgment which people usually possess in the more ordinary affairs of life, and that they should be enabled to reason fairly and correctly on the subject.

FREIGHT signifies the sum charged per ton for the carriage of any thing by water, and which charge varies in proportion to the quantity of ships waiting for cargoes and passengers.

There are different modes of estimating a ton of freight; for instance, iron, lead, copper, and some other (as they are termed) *heavy goods* are charged per ton, consisting of twenty hundred weight; but two butts, or four hogsheads are, by custom, reckoned as a ton, and so are two puncheons of rum, or two pieces of brandy, or two pipes of wine, or 252 gallons of oil.

A ton of *measurement goods* consists of forty solid feet; according to custom, and all sorts of baggage, cases,

trunks, boxes, bales, crates, agricultural implements, household furniture, and what are termed *dry goods*, in general, are of this denomination, and charged according to the number of solid feet each package contains, taking measure from the outside: but when ironmongery is packed so close that the freight would amount to more by weight than by measurement, then in such case the captain claims the right of charging by weight.

To estimate the probable freight of any package, it is first necessary to ascertain the charge per ton, and supposing it be six pounds per ton, or 120 shillings, which is the same thing, divide that amount by 40 (which is the number of solid feet in a ton) and it shows the price per solid foot to be three shillings. If the charge is five pounds per ton, the solid foot, by the same rule, will be half-a-crown, and thus by measuring the number of solid feet in any trunk or package, the freight may be ascertained.

The charge for a passage is much influenced by the current rate of freight for measurement goods, as it will in every case materially depend upon the quantity of room or space required for personal accommodation. It has also been noticed, that when ships are much less than six feet high between the decks, the space cannot be profitably occupied, so as to admit of having one bed above another in each berth; and it is certain that two persons in a berth, that is six feet high, occupying two beds one above the other, will find themselves much more comfortable than a single person can be, with a whole berth to himself, that is only five feet high or less; because, if he should be driven to his cabin by the state of the weather, or by sickness, or if while dressing and undressing he should always be obliged to assume a crooked posture, he would find it a great inconvenience

during a voyage of four months or more, and the difference in expense between half a berth and a whole berth, (even supposing it to be a foot lower,) must of course be considerable.

In laying down a plan to estimate the value of the space occupied by a single person or a family in the *cabin*, I shall proceed on the supposition that the between decks of the vessel are six feet high, and that the berths are six feet long and six feet wide, which, multiplied together, will be found to admeasure

216 solid feet.

An equal share of the dining-cabin, into which the sleeping-berth opens, and which must of necessity be kept clear from all goods and merchandize to accommodate the passengers during their meals, and shelter them during bad weather, say 216 more solid feet.

Total solid feet 432 in each sleeping berth.

Add the space required for the stowage of water and provisions for two single persons, say a ton and a half, or 60 feet each 120 solid feet.

552

Six pounds per Ton freight, is equal to three shillings for each solid foot of space, therefore multiply by 3 shillings,

Amounts to . 1656 shil. which is 82l. 16s. for the mere space occupied by one sleeping berth capable of accommodating two single individuals in separate beds, and thus establishing the price of each *cabin bed* at 41l. 8s., to which is to be added the victualling expenses, which will be explained separately.

The steerage is not usually fitted up so handsomely as the cabin, neither is there the same extent of space left for a mess-room, so that a steerage berth may be rated at about 50l. which brings the value of each steerage-

bed to 25l., to which is to be added the victualling expenses.

It has been usual, in Government and private contracts, to charge all children above thirteen years old as grown persons, and all under that age at half price, but by such a regulation the charge is often much out of proportion, for instance, half price is too much for a child of five, six, or seven years old, and upon those who have large families the expense falls so heavy as to preclude altogether the possibility of emigrating, therefore when a man and his wife engage a berth, all idea of profit upon their children should be relinquished: the charge in such case ought be as low as possible, and experience has proved that the victualling of children with every necessary comfort has been accomplished in the steerage for one guinea per head for every year old, viz. five guineas for a child five years old, ten guineas for a child ten years old, and so on in proportion to their age; and the victualling of children in the cabin may be estimated at twenty-five shillings per head for every year old in like manner.

The victualling of gentlemen in the cabin may be accomplished for thirty guineas each, and ladies at twenty-five guineas.

In the steerage men can be victualled for about twenty guineas, and women for about seventeen guineas.*

With these particulars it will be easy to estimate the expense of a passage for a single gentleman or lady, or

* If a passenger wishes to victual himself, under the idea that he can do it cheaper, he must recollect that the freight of a bag of biscuit exceeds its original value considerably; and the mode of cooking on board ship is but ill adapted for separate victualling; he must also lay in seven months' provision, to bar all delays and accidents, and with the waste that takes place, he will probably find himself out of pocket by the undertaking.

a family consisting of any number of persons, of whatever age or sex, either in the cabin or steerage, viz.

Estimate of the Passage for a single Person.

An entire Cabin-berth six feet square.....	£ 82	16	0
Victualling for a single Gentleman.....	31	10	0

Total expense for the passage...114 6 0

From this sum something may be deducted, because a single gentleman, having no companion in the same berth, will be enabled to stow away in his room a great many small packages, and thereby save something considerable in freight, which he would otherwise have to pay for at the rate of 2s. 6d. or 3s. per foot, if stowed away in the ship's hold.

Estimate of the Passage for Two single Gentlemen, supposing them to be brothers or friends, with a Cabin-berth between them, containing two beds, one above the other.

Expense of each Gentleman's half Berth or Bed-place.....	£ 41	8	0
Expense of Victualling each Gentleman.....	31	10	0

Total expense of a cabin passage for a single Gentleman .. 72' 18 0

Estimate of the Passage of a Family.

An entire Cabin-berth with two Bed-places	£ 82	16	0
Expense of Victualling a Gentleman	31	10	0
Ditto a Lady.....	26	5	0
Ditto a Child at 3 years old, at 25s. per year old	3	15	0
Ditto ditto 5 ditto 25s. ditto.....	6	5	0
Ditto ditto 9 ditto 25s. ditto.....	11	5	0

Total expense of a cabin passage.....161 16 0

With the foregoing estimate it must be understood, that the upper bed in the berth must be made wide enough for a married couple, and the lower one for three children.

*Estimate of a Passage in the Steerage for Two single Persons
in a Berth, with Two Beds, one above the other.*

Expense of each Person's half Berth or Bed-place.....	25	0	0
Victualling a Man	21	0	0
Total expense of a steerage passage for a single man*...	46	0	0

Estimate of a Steerage Passage for a Family.

An entire Steerage Berth with Two Bed-places.....	50	0	0
Victualling for a Man.....	21	0	0
Ditto a Woman	17	17	0
Ditto a Child 3 years old at 21s. per year old	3	3	0
Ditto ditto 5 ditto 21s. ditto	5	5	0
Ditto ditto 7 ditto 21s. ditto	7	7	0
Total expense of a steerage passage for a family....	104	12	0

Note.—The 43d of Geo. III., commonly called the Passenger Act, having been found defective and unintelligible, Government surveyors were directed to ascertain the quantity of space requisite for the good and wholesome accommodation of a passenger; and, after due investigation, they reported, that the least that ought to be allowed, was six feet long by two feet broad, of the whole height between decks: and all the foregoing estimates, for the conveyance of single persons or families, will be found within the limits of the proposed regulation.

The victualling in the cabin for the money before stated will consist of every thing requisite for the voyage, such as tea, coffee, sugar, butter, and biscuit, wine, spirits, and beer; corned beef, hams, tongues, tripe, and fresh meat as long as the live stock lasts. If the vessel happens to go direct without touching at any port to refresh, they are obliged to have recourse to their rice and plum puddings, and their hams, tongues, tripe, and preserved meats and soups, in tin-cases, to relieve them

* A steerage passage has been offered for £35, when the individual has messed and slept as the sailors do.

from the standing dishes of Irish salt beef and pork; and peas-soup, and peas-pudding, to which they are at last generally obliged to resort, if the voyage happens to be protracted.

The victualling in the steerage will consist of a sufficiency of the best Irish salt beef and pork, peas-soup, and peas-pudding, and if potatoes are in season, they are generally served out as long as they last good; rice and plum puddings form an occasional relief from salt provision, and (if agreed for,) tea and sugar, with half a pint of rum, are included in the daily allowance.

Those passengers who are subject to a delicate state of health, or violent sea-sickness, will do well to lay in a small private stock of preserved meat and soup, and some groats or oatmeal for gruel. A ship's galley, however, is, even in fine weather, but a very inconvenient kitchen, and as the kettles are large, and generally made to fit the fire-place, the cook has enough to do to cook for the ship's company and passengers in the regular way, without being troubled with extra kettles and saucepans; and in bad weather it is almost, and sometimes quite impossible to warm a basin of soup or gruel, or even to make a cup of tea, at any other than the regular hour for preparing hot water for the rest of the persons on board.

To remedy this inconvenience, an admirable cooking apparatus on a small scale has been invented, which packs up all complete in a tin case, not larger than twice the size of a gentleman's hat, it contains a saucepan for making gruel or soup, or for stewing, with a moveable steamer over it that will serve to cook potatoes or other vegetables, a fryingpan, that will dress a rasher of bacon or a slice of ham, and a very flat tea-kettle that will hold three pints of water: either the fryingpan, saucepan, or

kettle, can alternately be placed on the stand over an Argand-lamp, which is fixed below, and boils the water in ten or twelve minutes. In other respects it cooks as speedily as a good fire, consuming only about a penny-worth of oil during each hour it is in use. The stand has a bale handle, (like that of a common pail,) and can be moved about at pleasure while boiling or cooking, and by being hung up by the handle is not impeded in its operation by the rolling of a ship in stormy weather.

Thus passengers who are provided with preserved meats or soups, or other comforts, will be able at all times to cook whatever they require, when it is, perhaps, impossible to place a kettle or saucepan on the galley fire. Messrs. Adams and Morris, 32, Parliament Street, Westminster, are the inventors of this useful machine, which costs about two pounds, and after it has rendered services on the voyage, (that will never be forgot,) it will be found a very convenient portable kitchen upon any hunting, shooting, or fishing excursion.

The meats and soups, (previously referred to,) that are preserved by being hermetically sealed up in tin-cases, are now to be depended on, they have so often been sent to the East Indies, and, even after returning home again, have uniformly opened in such good condition, that the meat in appearance and flavour seemed as if it had only been cooked on the previous day, and when fresh warmed up, could not be distinguished from other meat that had been recently killed and fresh cooked. If, however, any scepticism remains on the subject, it ought to be removed by the very respectable attestations that are annexed to this little volume, together with the names and residences of the different patentees who prepare this excellent article of food, which is now getting into such very general use.

Passengers should know that they each have to find their own bed and bedding, pewter wash-hand basin, water-bottle and chamber-pot, towels and sheets; a hair or wool mattress is, perhaps, preferable to a feather-bed, as it is more conveniently brought upon deck to air.

All other cabin-furniture is furnished by the captain of the ship, such as crockery, glass, knives, forks, spoons, and table-linen. About five pints of water are usually allowed to each individual per day on East India and New South Wales voyages, which is drank in tea, coffee, soup, or grog; the captain estimates every gallon of water as equal to sixpence in value, and as only a certain quantity is laid in, nobody is allowed to waste a single glass. The passengers, as well as the crew, generally wash themselves in sea-water, and there is a sort of soap sold at Gravesend, close to the water side, that serves the purpose of washing in sea-water, and is but a trifle dearer than common soap.

The washing of linen, however, is but inconveniently performed on board ship, and therefore those who can afford it will do well to take three dozen of shirts, and if one half of them are slop shirts, which cost only three shillings each, they will answer every purpose of cleanliness on the voyage, and be fit for convict servants afterwards. Where economy is the object of emigrants, I can strongly recommend them to Messrs. Early, No. 75, Minories, (respectable slop-sellers,) who always keep a large stock of blankets, ready-made linen, and clothing of all sorts and sizes, suitable for emigrants and their servants; I had a frock-coat, waistcoat, and trowsers made by them of drab nankeen, of excellent quality, for the moderate sum of twenty-nine shillings, whereas if I had bought the cloth myself, the mere making of the suit would probably have cost as much.

The greatest care should be observed in packing in the securest manner all goods that are liable to damage; a ship's hold is always more or less damp, and it is a great disappointment on opening a package or trunk at the end of so long a voyage to find the contents all covered with blue mould, which is very commonly the case;* for which reason, all bright steel goods that are liable to rust, plated goods that tarnish, haberdashery, silks, and coloured cottons, which are liable to fade or mildew, musical instruments, looking-glasses, and various other goods requiring great care, are frequently packed in cases lined with tin, or thin milled sheet lead, and after being carefully soldered up, the lid of the outer wooden case is well screwed or nailed on, and the case entirely bound round at both ends with iron-hoop, and clamped with iron-plates at the corners. This mode is rather expensive in the first instance, but the metal is always worth its cost in the colony, and the goods, if so packed, are sure to arrive in good condition. But good trunks, strong boxes, or cases, will do very well, if made of seasoned wood, close jointed, and clamped with iron-plates at the corners; particularly if well painted on the outside, which is a good precaution against the damp of the ship's hold: good handles are frequently the means of saving packages from rough usage, but strength is indispensable, as the packages frequently, and sometimes unavoidably, get very roughly handled during the stowage of the ship, and also by the porters on the quays.

Every passenger should note down in a memorandum book the mark and number of each package and its contents, &c. The broker for the ship should also be fur-

* It has been remarked by experienced persons, that slop clothing that has been merely packed in bales, has been found covered with spots when opened.

nished with a list, not only containing the mark and number of each package, but the particulars of its contents and value, and whether it consists of baggage or merchandize, which it will hereafter be seen is absolutely necessary to enable him to transact the necessary Custom-house business, and at the same time it may be as well for the passenger to entrust the broker with his keys, unless he is sure that he can attend in person at the time of shipping his baggage and goods, for if some one is not in attendance with the keys when the custom-house searchers come to inspect them, they will not allow them to be shipped, and they remain on the quays liable to a charge of two shillings each night for watching them.

Custom-house Entries have been sometimes made by the passengers themselves, or they have employed such of their private friends as were used to transact such business, to do it for them : but I recommend the broker of the ship in preference to trusting to themselves, or to any other person, for this reason, if there happens to be any mistake in the cockets or entries, it is quite easy for him to rectify them while he is clearing the ship ; but if they are made by other people, it is exceedingly difficult to rectify such mistakes ; the passenger will frequently experience the mortification of being obliged to return from Gravesend to London to rectify his own blunders, or those of his broker, or half-experienced acquaintance, who may have transacted his Custom-house business ; and therefore the surest way of avoiding these Custom-house difficulties, from which passengers do not frequently know how to extricate themselves, (when any irregularity occurs,) is *invariably to employ the broker for the ship* : even if passengers are competent to transact the business themselves, the saving is not worth consi-

deration, as the broker's charge for the cocket, entry, and clearing, is usually no more than from twelve shillings and sixpence, to seventeen shillings and sixpence, according to the trouble the business gives him.

Passengers' baggage and apparel *necessary for their use during the voyage* is allowed to be shipped free of duty; but a regular baggage entry must be made at the Custom-house.

The Duty upon such British manufactured goods as are allowed to be exported, is ten shillings upon every hundred pounds value; but British manufactured piece-goods of cotton and linen, are allowed to be exported free of duty, unless made up into wearing-apparel, in which case the duty of ten shillings becomes payable.

The exportation of worsted is forbidden, and there is no clause in the act of prohibition, that even admits of so small a quantity as four or five pounds weight being exported. If, therefore, passengers take a little to mend their stockings, it may be well to apprise them that if the Custom-house officer sees it, it is liable to seizure.

There are many kinds of merchandize upon which, after exportation, a drawback of the duties may be claimed, viz. silks, ribbons, window and all other sorts of glass, wine and spirits, all kinds of printed cottons, soap, beer in casks, leather, shoes, and many other articles; but as the cost of the drawback-bond and debenture is usually from thirty-five to forty shillings, it is not worth while incurring that expence and trouble, unless the drawback amounts at least to double the sum.

Every ship that carries more than fifty persons including the crew, is obliged, by act of parliament, to carry a surgeon, who is required to exhibit his diploma, to make oath that he has a proper medicine-chest on board, and

to deliver in a list of its contents to the proper officer of customs.

The captain of every ship is bound to deliver in to the Customs a list of all the provisions and water on board, and to make oath to the same. It is then the business of the searching officer of Customs at Gravesend, to ascertain that the quantity is sufficient for the number of persons on board, of which the captain gives in a list, containing the names of the passengers and crew.

After the vessel proceeds to sea, the comfort of the passengers will very materially depend upon their own conduct: more or less, bustle and confusion is always to be expected while the vessel is at Gravesend, as all the boxes and lumber seldom get judiciously stowed away in suitable places until the vessel gets clear of the land. During this interval (which often proves very trying to some tempers) the captain and other officers of the ship have such a variety of business to attend to, that it is incumbent on the passengers not to plague or importune them unnecessarily; the greatest spirit of accommodation should prevail on all sides, and after a few days some of the water casks are generally shook up into bundles; and so much of the bread and provisions consumed, that more room is afforded by degrees, both for the accommodation of the passengers, and the stowage of their luggage; thus all persons on board will gradually find themselves more comfortable than at first setting out.

As passengers have no other opportunity of absenting themselves from each others company than by retiring to their respective berths, the greatest decorum should be observed, for if any of them indulge in boisterous jokes or familiarity, some disagreeable misunderstanding is almost sure to ensue. It has also been observed that the formation of parties has generally been productive of

quarrels and disorder, for among a variety of dispositions, so associated into what is called a *party*, it has frequently happened that the most officious and quarrelsome person of the whole has taken the lead, and by some petty slander, or other undue influence, has contrived to draw the rest into cabals, which, in several instances, has destroyed all harmony for the rest of the voyage.

It will at all times be extremely difficult, if not almost impossible, for a number of families forming a party of friendly acquaintance to wind up their several affairs, so as to be all ready for departure at the same time, and there is a recent proof of the folly of such an undertaking exemplified by the Wesleyan methodists, that were to have sailed on board the ship *Hope*.

This party will, no doubt, be long remembered by the Hon. Board of Customs, and the other departments of Government, not for their piety, but for the wicked malevolence they displayed in the course of an inquiry into their supposed grievances against the owners of that ship, whom they nearly contrived to ruin, by their cabals, into which they drew a Lieutenant in the Navy, who was induced to take upon himself the odious office of informer; and a *ci-devant* clerk of the Bank of England, (remarkable for his egotism) who also became their tool, and drew up those fulminating charges against the owners, which seem to have burst like so many bubbles upon due enquiry before the Hon. Board of Customs, exciting no other feeling than contempt for the authors of falsehoods so selfish and atrocious.

Many people have been induced to form very erroneous opinions relative to the seizure of this ship, and the conduct of the owners, in consequence of the garbled *ex-parte* statements, that were so improperly inserted in

several of the newspapers before the Hon. Commissioners of Customs had concluded their enquiry.

The following narrative of the proceeding, down to its final issue, will serve to shew that those imputations against the ship and owners, which originated from selfish views, instead of truth and justice, might have subjected the authors of them to a prosecution for conspiracy, if the owners had been disposed to bring them to justice.

It may, therefore, operate as a caution to passengers, against heedlessly joining in quarrels and cabals : against the owners, or the captain in command of the ship, they embark in, which is but too frequently the case.

The character of a ship is similar to the character of a lady, and should be as cautiously spoken of. To sign allegations, and make complaints upon the mere representations of other persons (as many of these passengers appear to have done against the *Hope*, without knowing whether they were true or false,) will not be deemed excusable in a court of law, upon the plea of having been *persuaded*, as several of these people said they were, by the methodist party, to join in their complaints.

Narrative of the Circumstances that led to the Seizure of the ship Hope.

It was arranged among these people, that fifteen families should go to Van Diemen's Land, and build a chapel, and by residing in its immediate neighbourhood, form a society of their own : They at length agreed for their passage on board the *Hope*, and were to wind up all their affairs by the 20th August, which was the time fixed by mutual agreement for their departure : but, when the day arrived, some had not sold the leases of their houses, others had not collected in their debts ; and, thirteen out

of the fifteen families were either unprepared, or had entirely changed their minds, and relinquished the voyage.

After the ship had thus waited for them a considerable time, which subjected the owners to great expense, they found themselves under the unpleasant necessity of again advertising their ship for methodist passengers, when they ought to have been ready to sail.

At length every berth was engaged, and by the end of October, the vessel proceeded on her voyage, but unfortunately encountering a severe gale of wind in the Downs, on the 5th November, which broke her anchors and windlass, the captain put back to Ramsgate to refit, where, by the carelessness of the harbour-master the ship received such further and considerable damage, as rendered it absolutely necessary to place her in a dry dock for repair.

While the owners were waiting for directions from the underwriters about docking the ship, which seemed likely to require some considerable time to repair, this self-styled religious party, instigated by their leader, became so very impatient and quarrelsome, as to excite a doubt whether they possessed any religious feeling at all; for, regardless of the consequences that might result to the owners, (and without any consideration for their families, who were all passengers on board; and at least as much if not more disappointed, and unfortunate than themselves,) they secretly and artfully drew up a long list of complaints against them and their ship, which were calculated to procure its seizure and condemnation, and also to excite the commiseration of Government, and thus, if possible, procure a free passage in a Government ship, through the influence of Sir W. Curtis, who undertook to advocate their cause.

The owners, it appears, immediately after the accident, had threatened to bring an action against the worthy Baronet, as one of the Trustees of Ramsgate harbour, together with the harbour master (a protégé of Sir William's) for the ruinous consequences resulting from his negligence in placing a sharp ship like the *Hope* on the hard ground, in spite of the earnest remonstrances of the captain and owners; so that when the passengers laid before Sir W., their grievances and allegations against the owners, he in his turn seemed nothing loath to forward to Government any complaints that were made against them, however incredible or extraordinary.

Had the harbour-master not been implicated in the disaster before-mentioned, it would only have been charitable to suppose that in the eagerness and warmth of his philanthropy, Sir William entirely forgot to enquire into the truth or falsehood of the allegations of the passengers, (which he might easily have done) and merely committed one of those good-natured blunders, for which he has been so often remarkable, when he thus hastily and inconsiderately laid complaints before Government, that afterwards proved to be utterly untrue.

Presuming, however, from the representations of Sir William Curtis, that their complaints were well founded, the Lords of the Treasury, from the most praise-worthy and benevolent motives, were induced to order the ship *Hope* to be seized; and the captain and owners to be exchequered for penalties to a very considerable amount, which they directed should be applied towards defraying the expense of conveying these deluded passengers (as they were supposed to be,) to their place of destination in some other ship.

The ruin of the owners now seemed inevitable, and while the officers of customs were taking possession of

the ship and cargo, and thus bereaving them and their families of all they possessed, these people (who previously professed to have a more than ordinary share of christian feeling) had the inhumanity in their presence, to shout in brutal exultation over their ruin on the one hand, and the apparent successful result of their wicked machinations on the other, by which means their selfish views seemed likely to be soon accomplished.

Their charges were altogether so extraordinary and serious in their nature, and the owners having prosecuted the editors of those newspapers who were induced to insert only a small part of them in their columns, under the head of "*Caution to Emigrants*," it may, therefore, be improper to mention them here; but in justice it should be known, that *this caution*, which appears to have emanated from the pen of Joshua Eynon Drabble, (a journeyman cabinet-maker, of the methodist persuasion,) was inserted *just previous to an investigation*, which the Lords of the Treasury had directed should take place; in consequence of a petition from the owners for the restoration of their ship and property, on the score of the whole of the allegations against them being false.

This, it must be allowed, was rather unfair. "*Auct alteram partem*," should be the motto of every editor, as well as of every just man; and it remains for him to explain, why he thus unfairly excited prejudice against the owners at *that critical period*, by the insertion of an article, which was evidently intended to reflect such a shade upon their conduct and character, as suited the purposes of Drabble and his party. Perhaps, the somewhat evangelical sound of the very name of Joshua Eynon Drabble operated like a charm upon the incautious editor; and exciting some particular predilection for his truth,

(like that of-holy writ,) thus led him, like a will-o-the-wisp, into a troublesome law-suit.

Hitherto, the investigation of this quarrel had been entrusted to *the very officers of customs who were interested in the condemnation of the vessel*, and they, as might be naturally expected, under such circumstances, elicited from the passengers, and reported to the Honourable Commissioners of Customs, *such facts and circumstances only as were likely to confirm the seizure of the prize*; upon which event the friends of the seizing officer had been actually promised a dinner! In this stage of the business, the owners were not even allowed a hearing, when they presented themselves for the purpose of giving explanations; while the passengers, unrestrained in their complaints by the legal consequences or solemnity of an oath, seem to have felt themselves at liberty to state with impunity whatever they thought was most likely to hold up the ship and owners for public execration, and thus excite such a feeling of commiseration for themselves, as might induce government to send them out free of expense, (which, it was understood, would be the case) if the ship Hope was condemned.

But when the passengers found, contrary to their expectations, that during a further investigation *the whole of their depositions were to be taken on oath*, by direction of their Lordships, all was confusion and dismay: to have repeated, under such circumstances, what they had previously stated, would have rendered them liable to the consequences of perjury and conspiracy, as they were well aware that the agent for the underwriters at Lloyd's, as well as some of the most respectable of the passengers, had already contradicted their statements, and given evidence in favour of the owners; so that when all the serious charges, before alluded to, were repeated

over again, with that circumspection that now seemed necessary to avoid a prosecution, (with which the owners had threatened them,) the whole affair assumed such a different complexion, as to bring forcibly to mind *the fable of the mountain in labour that was delivered of a mouse.*

The owners, on the other hand, proved most satisfactorily that the ship was well and sufficiently victualled and appointed in every respect for the voyage; that she had been placed in dry dock, newly coppered, and repaired at a great expense, under the direction and inspection of Lloyd's surveyors; that every precaution had been taken for the safety of the passengers; that they, as well as the captain, had given a convincing proof of their entire confidence in the seaworthiness of the vessel, by embarking with all their families and property on board; and that they had victualled at the same table, and in common with the rest of the cabin passengers, over whom, and the steerage passengers likewise, there was no restraint as to the quantity of food they might chuse to consume; the whole of which, it was proved, had been purchased at the highest price in the market. The passengers being unable to single out (when required to do so by the commissioner,) any provisions of the inferior quality they had represented in their allegations, all the charges were disproved.

The Honourable Board of Customs therefore reported, "that they could not withhold a suspicion that in all the statements that had been made, the passengers were actuated by a desire to procure a free passage for themselves, and to get rid of the owners' claim on them for the balance of their passage-money, as well as their share of the general average, due in consequence of the

“ accident ; for all their allegations bore the complexion
 “ of gross exaggerations or entire falsehoods.

“ That, on the other hand, a very high character had
 “ been given of the owners by people of the greatest re-
 “ spectability ; that it did not appear that they had shewn
 “ any disposition to withhold from any of the passengers
 “ necessary food or accommodation, and consequently,
 “ that they could not recommend a prosecution.

“ The Lords of the Treasury concurring in this opinion,
 “ ordered the ship to be restored, and the prosecutions
 “ against the captain and owners to be discontinued, and
 “ deeming the passengers, from their misconduct, unwor-
 “ thy of the free passage that had been promised them ;
 “ the ship *Heroine*, which had been chartered for that
 “ purpose, was directed to be employed on other of his
 “ Majesty’s service.”

The owners, however, petitioned that the free passage
 which had been promised, might be granted, (notwith-
 standing the misconduct of these passengers,) as the
 ship *Hope* was now rendered unfit for the voyage, until
 she had undergone a thorough repair, and upon *their*
petition, and in order to relieve them, the request was
 complied with, and these people finally sailed in the
Heroine, victualled and regulated somewhat like con-
 victs.

The owners ultimately received compensation for the
 detention of their ship, and their consequent losses ; the
 whole of which may be said to have originated in the ca-
 bals of a party, from whose assumed religious character
 more truth, and a very different result, was naturally
 expected.

The circumstance is to be lamented, on account of the
 consequent delay in the erection of the Saw-mills, which
 were on board the *Hope*, and might by this time have

proved a valuable acquisition to the colony: and also on account of the anxiety, persecution, and loss to which the owners seem to have been so unnecessarily subjected. It will also require some time to remove the vulgar prejudice that has been excited against the ship, notwithstanding it is now rebuilt, and such a fine model for fast sailing as renders it admirably adapted for a packet, and for keeping up a quick communication with the colony.

Every person about to proceed on a long journey, and anxious for dispatch, readily perceives the advantage of conveyance by a mail-coach rather than a waggon; but not so with a ship; the internal accommodation which a ship affords is the main consideration of passengers, who are generally inexperienced in nautical affairs, and that which is cheapest and most roomy is often preferred, without reflecting that heavy burthensome ships are frequently six or seven months on the voyage to Van Diemen's land, which is thus rendered twice as tedious as it need be; whereas vessels of *sharp construction* are in the habit of completing the same voyage in about one hundred days, which ought to be a greater object of consideration with those who regard the comfort of their families, than the difference of a few pounds in freight or passage money; and in justice it should be observed, that a sharp ship, which perhaps is not capable of carrying goods to the full amount of her register tonnage, cannot be navigated at so low a price per ton, as a heavy burthensome ship that carries nearly twice as many tons as the amount of her register. It is therefore always worth while to pay a little more to go in a sharp ship than a burthensome dull-sailing vessel, and emigrants will do well to make particular enquiry on this subject previous to engaging their passage.

Emigrants, immediately on their arrival in the colony, should apply for their grants of land and get settled on

their farms as soon as possible, for Hobart Town will be found full as expensive as London for a new comer. Those from large cities and towns who have been accustomed to be waited upon by their bakers, butchers, brewers, and other tradesmen of every description, frequently experience much disappointment and hardship on their arrival, for want of experience in rural habits and proper forecast in providing such things as are necessary for the formation of a new agricultural establishment; they should, therefore, reflect that *every thing will be wanting just the same as if they were about to establish themselves on a Common in England.*

In Hobart Town the houses have been rapidly increasing in number, and lodgings are generally to be had; but should two or three ships arrive at the same time, there might not be sufficient accommodation for all the passengers on board, in which case tents will be found very serviceable.

In order to make sure of a lodging on arrival, a gentleman lately took out with him an iron house, which he would be able to erect in three days; it consisted of two rooms, twelve feet long by ten feet broad, the cost of which was estimated at fifty pounds: the roof and sides were composed of thin sheet iron, and the freight altogether amounted to six pounds only.

Some others have taken out all the doors and sash windows requisite for a house; with the former they made cases to contain the latter, and that no room might be lost, rye, grass seed, or clover was shot into all the intervals; by this means the freight of the doors and windows would not be very expensive, and in a country where seasoned timber and joiners are not always to be had, such a precaution would no doubt greatly expedite the building of a house.

Emigrants with families (and who have the means) will do well to purchase, in the first instance, a small farm which has undergone some improvement, and with a cottage already built on it; some of the emancipated convicts frequently offer to sell their little farms, thus improved, from fifty to one hundred pounds; and when emigrants have such an opportunity of establishing their families, they can proceed to explore the country, and make a deliberate choice of their land in whatever part of the island pleases them most; they can then build a proper house, and carry on improvements at their leisure; and whenever a resale of such a small farm, as before described, becomes desirable, it can always be effected to some new comer.

It has been before observed, that the agricultural implements of the colony are better adapted for encountering the roots of trees, and breaking up new ground, than those brought from England, and when it is considered that they are exempt from freight, they will be found cheaper. If the emigrant is provided with wheel tire, cart arms, and boxes, and cast iron wheels for wheel-barrows, he will be able to get them made up in the colony upon moderate terms, and a good and suitable construction for bullocks;—it may be well to provide himself with saddles and gig harness, if he intends to keep one, but those for his carts and teams will be better procured in the colony and cheaper; some white lead, linseed oil, and turpentine, some sheet lead for ridges and gutters, with some lead pipe and a pump or two, will be found useful in building; together with the necessary quantity of locks, bolts, and hinges for doors and gates: he will want scythes, sickles, spades, shovels, felling axes, potatoe forks, dung forks, pitch forks, and hoes of sizes; some sieves for sifting flour and corn; some sacks, some

mattresses, churns, dishes, pans, and cheese cloth for his dairy; together with a washing copper and irons, all kinds of cooking utensils, fenders and fire-irons, and a cottage or camp oven; but wood being the general fuel of the country, English grates are not recommended; a clock, some knives, forks, spoons, plates, dishes, glass, and all kinds of household linen and blankets, are of course necessary, but chairs and tables are cheap enough in the colony and not worth taking.

English flooring nails are not generally stout enough for hard wood, and those made in the colony are preferred, unless they are imported stouter than usual, for batten paling and weather-boarding, short eightpenny rose, for shingles long stout fourpenny rose, for laths common fourpenny rose, tacks of sizes, and twopenny, fourpenny, and sixpenny brads.

If the emigrant, however, should forget to furnish himself with any of these articles, he need feel no great disappointment, if he has only taken care to provide himself with money; for there are warehouses at Hobart Town well stocked with ironmongery and other goods of every description, and the market is not unfrequently overstocked and glutted with merchandize.

People without accurate information as to the state of the market, will do very wrong to speculate, and merchants recently returned from the colony, are always beset with a number of enquiries as to the state of the market, and what it will be adviseable to take out;—one moment's reflection will serve to show that such questions are improper and unreasonable, for if a merchant was to give correct information on the subject, he would in all probability defeat his own speculations.

FEES AND DUES IN THE VARIOUS OFFICES.

Secretary's Office.—Governor's Fees.

	£	s.	d.
For the great seal to every grant of land, not exceeding 1000 acres	0	5	0
For all grants exceeding 1000 acres, for every 1000 each grant contains	0	2	6

SECRETARY'S FEES.

For a licence of occupation	0	5	0
For every grant and passing the seal of the province, if under 100 acres	0	5	0
Between 100 and 500	0	10	0
All above 500	0	15	0
In grants of land, where the number of proprietors shall exceed 20, each right	0	2	6
In grants where the number of proprietors shall exceed 20, the same as for grants in proportion to the quantity of land	0	2	6
For every grant of land from 1000 to 20,000 acres, take for the first 1000 acres 15s. and for every 1000 acres more 2s. 6d.			

Fees to be taken by the Surveyor-General of Lands.

For each grant not exceeding 40 acres	0	7	6
Ditto ——— 90 —	0	10	0
Ditto ——— 190 —	0	15	0
Ditto ——— 250 —	1	0	0
Ditto ——— 350 —	1	10	0
Ditto ——— 400 —	2	0	0
Ditto ——— 750 —	2	12	6
Ditto ——— 1000 —	3	5	0
Ditto on town leases, per foot on street front, and on all grants exceeding 1000 acres	0	0	1
For each 100 acres so exceeding	0	4	0

AUDITOR'S FEES.

For auditing every grant	0	3	4
------------------------------------	---	---	---

REGISTRAR'S FEES.

For recording a grant of land for or under 500 acres	0	1	3
For ditto from 500 to 1000	0	2	6
For every 100 acres to the amount of 20,000	0	10	6
For recording a grant of a township	1	0	0

DUTIES AT NEW SOUTH WALES AND VAN DIEMEN'S ISLAND.

Ships from any part of the world importing cargoes, (the manufactures of Great Britain excepted,) to pay a duty of five per cent. ad valorem on the amount of their respective invoices.—

	£	s.	d.
On every gallon of spirits landed	0	10	0
Ditto wine —	0	0	9
On every pound of tobacco	0	0	6
Wharfage on each bale, cask, or package	0	0	6
The Naval Officer to receive five per cent. on all duties collected at these ports.			

WHARFINGER'S FEES.

On each bale, cask, or package, landed or shipped	0	0	3
Meetage per ton on coals	0	2	6
Measure of timber, per 1000 feet	0	2	0

The following Duties to be levied and collected by the Naval Officer on the articles hereunder named, upon their arrival and landing, whether for colonial consumption or re-shipment.

	£	s.	d.
On each ton of Sandal wood	2	10	0
Ditto Pearl shells	2	10	0
Ditto Beech lamer	5	0	0
Ditto Sperm oil of 252 gallons	2	10	0
Ditto Black whale or other oil	2	0	0
On each fur Seal-skin	0	0	1½
Ditto hair Ditto	0	0	0½
Ditto Kangaroo Ditto	0	0	0½
On Cedar or other timber from Shoal Haven, or any other part of the coast, when not supplied by Government labourers, for each solid foot	0	1	0
For every 20 spars from New Zealand, or elsewhere	1	0	0
On timber, in log or plank, from New Zealand, or elsewhere, for each solid foot	0	1	0

Charges for cattle slaughtering at the Government slaughtering-house.

	£	s.	d.
For each head of horned cattle	0	3	0
Each score of sheep	0	4	0
Pigs per cwt.	0	1	0

Exclusive of the Fees payable to the Inspector of Stock, for inspection as fixed by existing regulations.

A list of the common Names of the Trees of most general growth in the Colony, with their height, diameter, and the uses to which they are generally applied.

	Height.	Diameter.	Use.
White and yellow pine	40 feet	4 feet	Inside work-building
Black Wattle ...	120	2	Do. the bark good for tanning
Silver ditto ...	120	2	Inside work & spars for ships
Pale Lightwood ...	30	2	Ditto
Dark ditto ...	30	3	Ditto, and furniture
Pencil Cedar ...	30	3	Ditto
Cotton-tree ...	10	1	Ditto
Musk ...	10	1	Ditto
Silver wood ...	10	1	Inlaying furniture
Myrtle ...	10	1	Ditto
Sassafras ...	20	2	Flooring
Adventure Bay Pine ...	40	3	Ditto
Lignum Vitæ ...	20	16 inches	Mill work
White & red honey-suckle	12	2 feet	Boat timbers
Gum ...	100	6	Heavy buildings
Stringy bark ...	100	6	Ditto flooring, &c.
Peppermint ...	50	5	Ditto, and Shingles
Cherry-tree ...	10	1	Furniture
Pink wood ...	10	1	Ditto
Forest Oak ...	20	2	Ditto firewood
Swamp ditto ...	20	2	Ditto

A list of respectable Ship-Brokers in the Van Diemen's Land and New South Wales' Trade ; either of whom will give information respecting the Ships that are about to sail, on being addressed, post paid.

✂ The custom is, to pay one half the passage-money as a deposit, and the remaining half when the ship is ready for departure, when all freight becomes payable likewise.

Messrs. Buckles, Bagster, and Buchanan, 33, Mark Lane.
 Mr. John Marshall, 3, East India Chambers, Leadenhall Street.
 Messrs. Jackson and Maude, 11, Water Lane, Tower Street.
 Messrs. Whiston and Hewitt, 38, Crutched Friars.
 Mr. John George Marzetti, Langbourne Chambers, Fenchurch Street.
 Mr. Edward Rule, 24, Lime Street.

CIVIL ESTABLISHMENT

AT

HOBART TOWN.

Lieut.-Governor of the Settlements on Van Diemen's Land. }	William Sorrel, Esq.
Second in Command and Acting Engineer	Major Bell, C. B. 48th regt.
Deputy Judge Advocate	Edward Abbot, Esq.
Chaplain	Rev. R. Knopwood.
Assist. Commissary Gen.	Afleck Moodie, Esq.
Deputy Assist. Commissary Gen.	George Hull, Esq.
Provost Marshal	John Beamont, Esq.
Surgeon	James Scott, Esq.
Assistant Surgeon	R. R. Priest, Esq.
Deputy Surveyor General	Mr. G. W. Evans.
Naval Officer and Treasurer of the Police Fund	E. F. Bromley, Esq.
Secretary to his Honor the Lieut. Governor..... }	Lieut. H. E. Robinson, 48th regt.
Storekeeper	Mr. Raynor.
Government Printer	Andrew Bent.
Principal Superintendent	Mr. John Lakeland.
Superintendent of Carpenters....	Mr. George Read.
Auctioneers	Mr. R. W. Fryett.
	Mr. R. Lewis.
Harbour Master	Mr. James Kelly.
Harbour Pilots..... }	Mr. James Kelly.
	Mr. Michael Mansfield.

MAGISTRATES.

Major Bell, 48th regt.	James Gordon, Esq.
Rev. R. Knopwood	A. W. H. Humphrey, Esq.
Edward Lord, Esq.	G. Weston Gunning, Esq.
Superintendent of Police	A. W. H. Humphrey, Esq.
Clerk to the Magistrates.....	Mr. Emmet.

CIVIL ESTABLISHMENT

AT

PORT DALRYMPLE.

Commandant	Lt.-Col. Cimitiere, 48 reg.
Chaplain	Rev. John Youl.
Deputy Assist. Commissary Gen.	Peter Roberts.
Surgeon	
Assistant Surgeon	Mr. R. W. Owen,
Naval Officer and Inspector of } Public Works	Lt. W. Kenworthy 48 reg.
Superintendent of Stock	Mr. John Scott.
Storekeeper	Mr. William Boney.
Master Boat-Builders	Mr. George Hubbard.
Superintendent of Carpenters	Mr. John Mould.
Master of the Public School	Mr. William Brown.
Pilot	Mr. John Thomas.

MAGISTRATES.

Lieut.-Col. Cimitiere, 48th regt.	James Cox, Esq.
Thomas Archer, Esq.	Andrew Barclay, Esq.

The MILITARY FORCES at Hobart Town and Port Dalrymple consist of a Company of the 48th regiment at each place

THE END.

Original Patent Provision Office,

ESTABLISHED IN 1812.

APPLY TO JOHN GAMBLE, PATENTEE,

(Late Donkin and Gamble,)

BLUE ANCHOR ROAD, BERMONDSEY, SOUTHWARK,

OR AT HIS

Office, No. 39, Clement's Lane, Lombard Street,

Where Samples may be seen, and Copies of Official Reports, &c. &c.

TO BE HAD ALSO OF

Mr. JOSEPH GIBSON, Agent, 88, High Street, Portsmouth ;

Mr. HENRY WHEELER, jun. Liverpool ;

Mrs. JANE BURDETT, Chatham.

List of Prices from 1st August, 1822.

Fresh boiled Beef.....	1s. 3d. per lb.
Ditto Harbour.....	1s. 2d.
Boiled Mutton.....	1s. 9d.
Mock Turtle Soup.....	2s. 0d.
Soup and Bouilli.....	1s. 9d.
Gravy Soup, for Quarts,.....	20s. 0d. per dozen.
Ditto, for Pints,.....	10s. 0d.
Vegetable Soup, for Quarts,.....	36s. 0d.
Ditto, for Pints,.....	20s. 0d.
Green Pea, for Quarts,.....	42s. 0d.
Ditto, for Pints,.....	24s. 0d.
Milk, for Quarts,.....	20s. 0d. per dozen.
Ditto, for Pints,.....	12s. 0d.
Ditto, for Half Pints,.....	8s. 9d.

With a variety of other Articles, at Reduced Prices.

Orders executed on the shortest Notice, for Ready Money.

N.B. Canisters under 4lb. weight, 3d. per lb. extra.

The obvious Advantages of these Provisions are,

- First,* That they entirely supersede the Necessity of taking out LIVE STOCK to Sea, which, exclusive of its own Incumbrance, must be accompanied with that of its Provender and fresh Water. Much Room, Trouble, and Expence, will be saved, besides the Loss sustained by bad Weather, Disease, and Wasting.
- Secondly,* That, being ready dressed, they may be eaten cold ; or, if preferred, heated in a few Minutes ; by which Fuel will be saved ; and the Difficulty of COOKING at Sea in bad Weather rendered of little Importance. They are well calculated for all Expeditions of Boats' Crews, Landing Parties, &c. &c.
- Thirdly,* The salutary Effect which even an occasional Supply of fresh PROVISIONS must have on the NAVY and ARMY, cannot be too highly appreciated ; particularly as they would most essentially contribute to the Restoration of the Health and Services of the Sick and Wounded ; and eventually save to the State the valuable Lives of many of our Sailors and Soldiers.

* * * *Meats of all Kinds in Canisters of 4lbs. to 20lbs. Weight each.*
MILK and SOUPS in QUARTS and PINTS.

The above prices are charged for meats which are *ready cooked*, and *without bone*. It should be particularly noticed, that the *waste* in cooking, and the weight of bone, being about one *half*, it renders every pound of these provisions nearly equivalent to *two* pounds of meat in the *raw* state, and consequently *doubles the value*.

Those who have made a correct estimate of the real cost of their *live stock*, will be fully competent to appreciate the advantages of the preserved provisions. It has been proved, that the cost of *live stock* (when all its attendant expenses, and losses by death, &c. are taken into consideration) is from 2s. 6d. to 5s. per lb. and even more for long voyages. But taking it at the lowest, say 2s. 6d. it would make the absolute cost of the meat when *cooked*, nearly 5s. per lb. and so in proportion. Instances have been adduced, from the most respectable authorities, of its having amounted to 8s. or 9s. and even higher, in the *raw state*; of course, when cooked, the cost would be enormous.

The following are Copies of Official Reports received by Messrs. Donkin and Gamble, relative to their Patent Preserved Provisions.

*From the Right Hon. Sir Joseph Banks, Bart. K. B. P. R. S.
&c. &c.*

GENTLEMEN,

Soho Square, July 15, 1815.

I have the pleasure to inform you that the canister of Roasted Fillet of Veal you sent me on the 15th of January, 1813, and which appeared to have been put up on the 5th December, 1812, after remaining in my possession two years and six months, was yesterday opened, and declared by the unanimous voice of the party present, who partook of it, consisting of six gentlemen, besides myself, to be in a perfect state of preservation, and had not lost any of its nutritious qualities.

The small bottle you sent of Concentrated Consomme was boiled in a pint of soft water, (agreeably to the directions on the bottle,) and was also declared excellent.

I feel much pleasure in communicating so favourable a result after so long a trial, which, in my opinion, fully establishes the efficacy of your process; and I should be much gratified to hear that your Provisions are allowed to the crews of His Majesty's ships, as I conceive it would be the means of promoting their general healths and adding to their comforts, without any increase of public expenditure.

For the sick and convalescent it must be considered as a most valuable store on board ships, and would be the means of saving the lives of many of His Majesty's valuable subjects.

I consider the process you employ as one of the most important discoveries of the age we live in; it has, in the experiment described above, entirely prevented even the first stage of putrefaction for two years and a half. That the same principle will continue to act longer, cannot be a matter of doubt; where then can be the difficulty of supplying all the seamen and soldiers, who now eat salted provisions, with fresh meat? We know by the experience of our own families, that the time which salt preserves provisions from the commencement of putrefaction is very short.

I request you will send me some of your Concentrated Consomme for my own use, as I consider it better Soup than I generally meet with either at home or abroad.

I am, Gentlemen,

Your very humble Servant,

JOSEPH BANKS.

*H. M. Sloop Lyra, Portsmouth,
5th November, 1819.*

Messrs. DONKIN and GAMBLE,

I beg leave to acquaint you, that the Meats, Soups, and Milk, which were prepared by you for me two years ago, and which I carried with me to China and the East Indies, all turned out most excellent. During this voyage we were exposed to a great variety of Climates, and many of the Cases were stowed in such a manner as to be freely exposed to these vicissitudes of Temperature, but not a single one, out of the whole number, was found in the least degree injured.

On such long voyages as that we have just concluded, your Meats will be found greatly cheaper than live Stock: I found it so; and not only cheaper, but much superior in quality, and much more readily and economically kept.

I remain your most obedient Servant,

BASIL HALL, Captain.

H. M. Ship Hecla, 9th December, 1820.

GENTLEMEN,

In reply to your Letter of the 28th Ultimo, I beg leave to acquaint you, that I feel it impossible to speak too highly of the Preserved Meat and Soups prepared by Messrs. DONKIN and GAMBLE, and supplied to H. M. Ships, *Hecla* and *Griper*, employed under my orders on the late Expedition for the Discovery of a North West Passage.

Of the very large supply we obtained, not a single instance occurred of opening a bad Canister of Meat; four or five Bottles of Vegetable Soup, and two or three of the Concentrated Gravy Soup, were found unfit for use.* With these few exceptions, they were excellent, and proved a most invaluable acquisition to us in the absence of all other fresh supplies.

I have the honor to enclose the opinions of the Surgeons of the *Hecla* and *Griper*, and am,

Gentlemen,

Your very humble servant,

(Copy.) W. GOSLING.

W. E. PARRY, Captain.

To the Commissioners for Victualling H. M. Navy, London.

* A recurrence of this inconvenience is now wholly prevented, by the Soups being put in Tin Canisters, the same as the Meats.—D. & G.

H. M. Ship Hecla, at Deptford, 9th December, 1820.

GENTLEMEN.

In reply to a desire conveyed to me through Captain PARRY, for my opinion of the Preserved Meats and Soups supplied by Messrs. DONKIN, and Co. to His Majesty's Vessels employed upon the late Voyage of Discovery, I beg leave to state to you, that I consider them to have been acquisitions of the highest value to the Provisional Stores for that Service; and I cannot hesitate in saying, that I believe the substitution of those articles for a considerable portion of the Salt Meat usually allowed in the Service, was one of the principal causes of the general good state of health which prevailed among the Crews of both Vessels during the Voyage.

I am also happy in testifying to the general good quality of those Provisions, as well as to the perfection of the antiseptic process employed by Messrs. DONKIN and Co. by which their Meats and Soups continued in an unimpaired state of preservation to the end of the Voyage.

The only exceptions to the above were a few bottles of the unconcentrated Vegetable Soup, which (probably from an imperfection in corking) fermented, and were rendered rather unfit for use.

I have the honor to remain,

Gentlemen, your most obedient Servant,

(Copy.) W. GOSLING.

JOHN EDWARDS, Surgeon.

The Commissioners for Victualling H. M. Navy.

From Rear Admiral Viscount Torrington, D.C.L. and F.R.S.

GENTLEMEN,

Yoke's Court, Tonbridge, 28th March, 1821.

In 1813, I bought (going to the West Indies in H. M. Ship *Warrior*), a considerable quantity of your meat.

Amongst the articles landed from my Ship, in 1814, I this day discovered two tin cases containing preserved Veal, which I affirm to be in as high a state of preservation, as the day it was put into your case. Indeed, it had a preference to many dishes served up with it at my table. Also the Vegetable Parts were in flavor excellent.

Gentlemen, your obedient Servant,
TORRINGTON.

Messrs. Donkin and Gamble.

*From Rear Admiral the Honourable Sir Henry Blackwood,
 Bart. K. C. B.*

GENTLEMEN,

Leander, Trincomali, May 20, 1821.

I approve so much of your preserved Meats, Soups and Carrots, that I request that you will find out, whether any man of war is coming out to join me, (which you will ascertain at the Admiralty;) and if, on application from you, her Captain will be so good as to bring me some more out, I beg you will forward what is noted on the other side, and the bill: and that on their reception on board you procure a receipt, which you will forward to me by letter.

You will also forward to me the same quantity by the Admiral who comes out to relieve me, who will sail in the close of next year, and I am,

Gentlemen, your most obedient Servant,
HENRY BLACKWOOD.

From Sir Gilbert Blane, Bart. F. R. S. Physician to the King.

Messrs. DONKIN and GAMBLE;

Sackville Street, March 13, 1822.

I beg to certify to you, that, in the year 1816, I received some specimens of Meat, prepared according to your peculiar method; with a view to ascertain to what degree of perfection, and to what period of time, these articles of food could be preserved in a sound state.

I have the greatest satisfaction of declaring, that having opened the above specimens, at different intervals of time, I have found them in the most sweet and palatable state; the last was only opened yesterday, and I found it not only in a state free from any sort of decay, but possessed of the perfect flavor of the soundest and richest provision in its most recent state. It had been eight years in the tin case, having been prepared two years before it came into my hands.

From my professional connexion with the Royal Navy, both at home and abroad, I am of opinion that the various articles of provision, preserved according to your method, would have the most beneficial and salutary effect; not only for the officers of His Majesty's fleet, on long voyages and remote service in foreign stations, but that the serving of them in due proportions for the sick and convalescent seamen, would prove of incalculable benefit to the national interest.

GIL. BLANE, Physician to the King.

The Patent Provisions being cooked and without bone, render them nearly equivalent to double the quantity of Meat in the raw state; for it should be particularly noticed, that the waste in cooking and the weight of bone, are about *one half*. Thus the Patent Boiled Beef, which is perfectly fresh, charged at 1s. 6d. per lb. is, when calculated in the raw state, only about 9d. per lb. including the expense of the canister, which is not weighed in with the Meat.

HENRY AND THOMAS EARLY,

Wholesale Slopellers,

75, MINORIES.

Men's.

Youth's.

	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
White cotton shirts.....	0	2	0	0	3	0	0	1	9	0	2	6
Ditto ditto, with frills	0	2	3	0	3	6	0	2	0	0	3	0
White flannel ditto	0	3	0	0	6	0						
Millwright's fustian frocks	0	3	0	0	4	6						
Fustian trousers	0	2	9	0	4	0	0	1	9	0	2	9
Barragon ditto	0	4	0	0	5	9	0	2	3	0	3	6
Moleskin ditto	0	4	0	0	6	0	0	2	3	0	3	6
Jean, ditto, (various colours)	0	3	9	0	4	6	0	3	0	0	3	6
White drill ditto	0	5	0	0	7	0						
Blue cloth ditto.....	0	5	0	1	1	0						
Mixture ditto ditto	0	10	0	1	0	0						
Ditto kerseymere ditto.....	0	16	0	1	1	0						
Fustian overalls	0	4	6	0	6	0						
Cotton cord trousers	0	6	0	0	8	0	0	4	6	0	5	9
Velveteen ditto	0	8	0	0	9	6	0	6	0	0	7	0
Cotton cord Breeches	0	5	0	0	6	6	0	4	0	0	4	9
Velveteen ditto	0	7	0	0	8	6	0	5	6	0	6	6
Plush cord ditto (best).....	0	10	0	0	10	6	0	6	6	0	8	0
Patent woollen cord ditto.....	0	10	0	0	12	0						
Cotton drawers, twilled & plain	0	1	1	0	1	9						
Flannel ditto.....	0	1	9	0	2	6						
Quilting waistcoats	0	3	0	0	4	6						
Mock ditto	0	2	0	0	3	0						
Superfine Valencia ditto	0	4	0	0	6	0						
Buff kerseynette ditto	0	4	9	0	6	0						
Swansdown ditto	0	2	8	0	4	6						
Scarlet plush waistcoats	0	5	9	0	6	6						
Ditto (sleeves).....	0	7	0	0	8	6						

Men's.

Youth's.

	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Orange and white ditto.....	0	5	6	0	6	0						
Ditto (sleeves).....	0	6	6	0	7	6						
Flannel jackets.....	0	3	6	0	5	0						
Serge ditto	0	3	0	0	3	6						
Fustian ditto.....	0	4	0	0	5	6						
Barragon and Moleskin ditto ..	0	5	0	0	6	0						
Velveteen ditto	0	8	6	0	10	0						
Cord ditto.....	0	6	0	0	8	0						
Duck banians	0	3	0	0	4	0						
Ditto trowsers	0	2	4	0	2	7						
Ditto frocks	0	2	9	0	3	3						
Olive and drab duffil coats	0	13	0	0	14	6						
Flushing surtouts.....	0	14	0	0	16	0						
Drab Witney ditto	0	18	0	1	4	0						
Ditto gig coats.....	0	19	0	1	10	0						
Fustian frock coats	0	8	0	0	11	0						
Ditto coatces	0	8	0	0	10	0						
Barragon and Moleskin ditto ..	0	9	0	0	12	0						
Ditto ditto shooting jackets....	0	13	0	0	16	0						
Cloth surtouts, various.....												
Coating ditto												
Fustian dresses, various							0	5	0	0	6	6
Cord ditto.....							0	7	0	0	8	0
Velveteen ditto							0	9	0	0	10	0
Jean ditto.....							0	5	0	0	6	6
Cloth ditto							0	12	0	1	0	0
Striped cotton shirts.....	0	2	3	0	3	0	0	2	0	0	0	0
Red baize ditto.....	0	2	9	0	3	0						
Red flannel ditto	0	3	6	0	4	6						
Blue baize ditto	0	2	9	0	3	0						
Duck trowsers	0	2	4	0	2	6						
Ditto frocks	0	2	9	0	3	3						
Canvas trowsers	0	2	4	0	2	6						
Kersey drawers	0	2	9	0	3	3						
Olive Flushing trowsers	0	4	8	0	5	0						
Blue ditto ditto	0	5	0	0	5	6						
Olive monkey jackets	0	8	6	0	10	0						
Blue ditto	0	9	3	0	10	6						
Olive and blue pea jackets	0	11	0	0	12	0						
Blue honley settees	0	8	0	0	10	0						
Ditto trowsers	0	4	6	0	6	0						
Blue cloth cuff and collar settees	0	14	0	1	0	0						
Blue cloth trowsers	0	8	0	0	18	0						
Flushing coats	0	18	0	1	1	0						
Guernsey frocks	0	2	4	0	3	6						

PRESERVED FRESH PROVISIONS,

BY A VERY SUPERIOR PROCESS,

At Reduced Prices, by

JAMES COOPER,

No. 7, St. JOHN STREET, CLERKENWELL, LONDON.

PARTICULARLY recommended to the notice of persons in the Sea Service, as retaining all the original qualities of Fresh Provisions, with a proportion of Vegetables, and by the concentration of the essential qualities of the Meat. There will be *double the quantity for use than what is charged for*, and these Provisions are warranted for any voyage or climate.

In Tin Cases, from One to Eight Pounds each.

The prices here stated is for Meat ready cooked and without bone : no additional charge made for the Tin Cases, and their weight is always deducted.

Cases less than 4lb. weight, 3d. per lb. extra.

		s.	d.	
Fresh boiled Beef		1	3	} per lb.
Alamode Beef		1	6	
Soup and Bouilli		1	9	
Mutton		1	9	
Veal		2	0	
Mock Turtle		2	0	} per lb.
Ragout of Beef	For Quarts	21	0	
———— Mutton	Ditto	24	0	
———— Veal	Ditto	27	0	
Mock Turtle	Ditto	27	0	
Concentrated Gravy Soup	{ For Pints	10	0	} per Doz.
	{ For Quarts	20	0	
Vegetable Soup	{ For Pints	20	0	
	{ For Quarts	36	0	
	{ Half Pints	8	0	
Milk	{ Pints	12	0	} per Doz.
	{ Quarts	20	0	
Custards	{ Half Pints	14	0	
	{ Pints	26	0	} Each
Portable Soup in Cases	{ Beef	3	6	
	{ Beef and Mutton	4	0	
	{ Beef and Veal ..	4	6	

PICKLED TRIPE, IN KEGS, 9s. 6d. EACH.

* * Orders immediately executed for Ready Money.

J. C. gratefully acknowledges the favours already received, and is happy in having the opportunity of adding several respectable testimonials in favour of the Preserved Fresh Provisions furnished by him for distant voyages, and which have been highly approved of by Passengers, as well as by the Commanders of Vessels.—J. C. hopes by a careful attention to the arduous undertaking of supplying Meat perfectly fresh for Foreign Voyages, he shall be able, by excellence of quality, and moderation of price, to merit the patronage of those persons who may honour him with their commands.

SIR,

City Canal, London, 22d August, 1822.

I now have to inform you that I took out to the *EAST INDIES* on my last Voyage, an assortment of your *Preserved Fresh Provisions*, and also another assortment from another House, for which I paid more than for your's—I instituted a Comparison between them, and found both equally good in every respect—I shall in a few days give you an order for a quantity for using on my present intended Voyage.

To Mr. James Cooper,
No. 7, St. John Street,
Clerkenwell, London.

And am, Sir, your's obediently,
J. CHAS. ROSS,
Master—Ship *Borneo*.

SIR,

The *Preserved Fresh Provisions* received from you I took in the Ship *Brixton*, to *VAN DEIMEN'S LAND*, in April, 1821, and found them to answer very well. I have brought several cases back with me, and find them to be as good as ever. Being bound on the same voyage, I purpose taking them again by way of further experiment.

London, 8th August, 1822.

I am, your humble Servant,
JOHN LUSK,
Master of the Ship *Brixton*.

SIR,

East India Docks, London, 30th Jan.

I feel it much pleasure to inform you that the whole of your *Preserved Fresh Provisions* received from you before I sailed to the *CAR of GOOD HOPE*, answered my expectations, and is an excellent stand-by at the latter end of the voyage, when the Live Stock is expended or dead. I likewise am of opinion that the *Preserved Provisions* become cheaper than carrying all Live Stock.

I am Sir, your's, &c.
GEORGE LAMB,
Master of the Ship *Sappho*.

SIR,

London, 31st July.

I am happy to inform you I found the *Preserved Fresh Provisions* received from you on my outward-bound voyage to *INDIA*, in the Ship *Jupiter*, last year, to answer my expectations, being of a good quality, and was much approved of by the Passengers.

I am, your obliged, &c.
WM. SWAN, late of the *Jupiter*.

SIR,

*Ship Elizabeth, London Docks,
London, 22nd July, 1822.*

Having found the *Preserved Fresh Provisions* received from you in January last year, on my voyage to *NEW YORK*, in the Ship *RADUS*, to answer my wishes, I am induced to request you will send me a further supply, as per enclosed list, being convinced they will be found an article of great utility on board of Vessels generally. I can with pleasure add the Passengers highly approved of them.

I remain your's, &c.
THOMAS DELANO,
Master of the American Ship *Elizabeth*.

SIR,

Shadwell, London, 10th October, 1821.

I feel much pleasure in informing you that I found the whole of the *Preserved Fresh Provisions* received from you on my outward-bound voyage to the *WEST INDIES* in April last, to answer my expectation completely; particularly the *Soup* and *Bouilli*, which I consider as an excellent Fresh Meat, and well adapted for Vessels on long Voyages; indeed, in my opinion, is much better than having all Live Stock on board, it taking so small a space of room, and is so readily cooked.

I remain, your humble Servant,
GEORGE PARRY,
Master of the Ship *Melantho*, from *Trinidad*.