

and Adelaide); New Zealand Shipping Co., India House, Alderman's Walk, New Broad Street (New Zealand); Ogilby, Moore & Co., 6a, Austin Friars (Adelaide); Potter, Parrell & Co., 15, Great St. Helens (Sydney and Melbourne); Shaw, Savill & Co., 34, Leadenhall Street (New Zealand); Taylor, Bethell & Roberts, 110, Fenchurch Street (Queensland, Melbourne, Sydney and Adelaide); B. Thompson & Co., 27, Leadenhall Street (Sydney and Melbourne); Geo. Thompson, Jun. & Co., 24, Leadenhall Street (Melbourne and Sydney). On application to any of these firms, either personally or by letter, full particulars can be obtained of vessels about leaving, the rates of passage, dietary scale, and any further information that may be required. The vessels themselves lie for inspection in the London, East India, West India, or South West India Docks.

LENGTH OF VOYAGE.—The usual length of the voyage to the Australian Colonies in sailing ships averages about ninety-five days, and to New Zealand a little longer; though occasional passages are made under seventy, and more frequently from eighty to ninety. The steamers to Melbourne make the voyage in from fifty-two to sixty-five days.

COST OF PASSAGE.—The average cost of passage from London to any of the Colonies is—sailing ship, cabin, £50 to £60; second cabin £30 to £35; intermediate, £25; steerage, £14 to £16. From Liverpool: cabin, £50; intermediate, £21 to £30; steerage, £18. From Plymouth: cabin, £50; intermediate, £21. By steamer, cabin, £50 to £75; second cabin, £35 to £40; intermediate, £25 to £30; steerage, £15 to £20. From Glasgow: cabin, £40 to £50; intermediate, £18 to £20; steerage, £16. To West Australia the charges are higher in consequence of the limited number of vessels in the trade. Where a family is going, special arrangements can generally be made. Half fares are generally charged for children between the ages of one and eight in steamers, and between the ages of one and twelve in sailing ships. Steerage passengers, both in sailing ships and steamers, have to provide their own bedding and mess utensils. In the second cabin, stewards' attendance is found for the passengers. In the cabin, bedding and table necessities are generally found, but not in ships where a few passengers only are taken.

EMIGRANT PASSAGES.—In engaging their passages, emigrants should take care to obtain in return for any money they may pay, either for deposit or in full, the printed contract tickets prescribed by the Passengers' Act, 1855, signed by the owners, charterers, or masters of the ships, or by some authorized person in their name or on their behalf. The contract tickets should be carefully preserved as the best evidence and means of enforcing the rights conferred on emigrants by the Passengers' Acts. These rights are: (1) a return of passage money with compensation not exceeding £10 if a passage is not provided according to the terms of the contract ticket; (2) subsistence money if the vessel in which the passage is engaged is delayed beyond the day after the one fixed in the contract ticket for embarkation; (3) the right, in case of wreck or damage to the ship, to be sent on to the specified destination at the owners' or charterers' expense; (4) and maintenance in the ship for 48 hours after arrival, unless the ship quits the port, in further prosecution of her voyage. The latter two rights, however, belong only to emigrants who proceed in what is called a "passenger ship," that is, a vessel carrying more than 50 passengers in all, or more than one statute adult to every 33 tons of a sailing ship, or more than one to every 20 tons of a steamer.

Although passengers should not part with their contract tickets, they are bound, under a penalty not exceeding £10 to produce them on the demand of any Emigration Officer. Emigrants must bear in mind that if they are not at the port of embarkation before 6 o'clock, p.m., of the day named in their contract tickets, and ready to pay the balance, if any, of their passage-money, they may forfeit their passage and all claim on the ship-owners.

LUGGAGE.—The quantity of luggage allowed to each steerage passenger is usually from 10 to 20 cubic feet, according to the arrangement made with the shipowner at the time of engaging the passage. All luggage should be securely packed in strong boxes or cases, or it will very likely be spoiled during the voyage. The name of the owner should always be legibly painted on each box, and also whether "WANTED on the voyage," or "NOT WANTED on the voyage."

OUTFITS FOR AUSTRALIAN EMIGRANTS.—A list of the principal articles required is appended; but it should be borne in mind, as a general rule, that the more abundant the stock of clothing each person can afford to take, the better for health and comfort during the passage; and, as clothing is dearer in the Colonies than in England, a considerable saving will be effected by having a good supply at starting. *Single Man's Outfit*—one moleskin jacket (warm-lined); one moleskin waistcoat with sleeves; one pair moleskin trousers (warm-lined); one duck ditto; one coloured drill jacket; one pair coloured drill

trousers; one coloured drill waistcoat; one blue pilot overcoat or jacket or one oil-skin coat; two blue serge shirts or Jersey frocks; one felt hat; one tweed or Scotch cap; six blue-striped cotton shirts; one pair of strong boots; one pair of light shoes; four coloured pocket-handkerchiefs; four pairs of worsted hose; two pairs of cotton half-hose; one pair braces or belt; four towels, razor, shaving-brush, and glass in box.

Single Woman's Outfit—One warm cloak, with hood; one bonnet, trimmed; one sun hat, not trimmed; one stuff dress; two cotton print dresses; six shifts; two coloured flannel petticoats; one stuff over petticoat; two twill cotton over petticoats; one pair of flannel petticoats; four pocket handkerchiefs; four night caps; four sleeping jackets; two pairs worsted stays; four cotton ditto; one pair of leather shoes; one pair boots; six towels; assortment of needles, buttons, thread, etc.

Two or three coloured flannel shirts for men, and an extra supply of flannel for women and children are desirable. The wear and tear of clothes during the voyage is very considerable, and passengers should therefore supply themselves with as large a stock of clean clothes, woollen and other, as their circumstances will permit. The clothing need not necessarily be all new.

Each person would also require one bowl and bottle; knife, fork, deep tin plate; one tin mug, table-spoon and tea-spoon; two pounds of the best yellow soap; one hair brush and comb; three pairs of brown cotton sheets; two tins blacking; two shoe brushes; one pair of blankets; one coloured counterpane; one strong chest, with lock; one soiled linen clothes bag; and one bed and pillow. All these articles can be procured at respectable outfitters in the neighbourhood of the docks.

COST OF OUTFIT.—The cost for a Single Man would be about £5 10s.; for a Single Woman, £5 15s.; for a Married Couple, £10 10s. The cost of an outfit for children varies with their size. Generally speaking, three children under seven, or two between that age and fourteen, may be clothed for about £5, but a well-grown girl or boy of thirteen years of age will cost nearly as much as an adult.

DIETARY SCALE.—The scale of diet usually adopted, with slight variation, for steerage passengers on board ships proceeding to Australia is as follows: Each person over twelve years of age receives weekly: 3½ lbs. of meat, 6 ozs. of suet, 6 ozs. of butter, 2½ lbs. of biscuit, 3½ lbs. of flour, 1 lb. of oatmeal, ½ lb. of rice, 2 lbs. of potatoes, or ½ lb. of preserved ditto, peas and other vegetables, 8 ozs. of raisins, 1 oz. of tea, and 2 ozs. of coffee, ½ lb. of sugar, and ½ lb. of West Indian molasses, with salt, pepper, mustard, and pickles, and 3 quarts of water daily. Children between one and two years of age receive half-rations. Where means will allow, second and third-class passengers are advised to provide themselves with hams, preserves, essence of meat, marmalade, extra tea, coffee, and sugar, preserved milk, and other articles that are not easily dispensed with on shore. A small stock of medicine, too, will frequently come in useful.

GENERAL HINTS.—The following notes have been epitomised from the various Passengers' Acts passed for the protection of emigrants and others, and will be found worth perusal:

Breach of Contract.—In case of failure to comply with the stipulations in the contract ticket, cabin and other passengers may recover, in a summary way before a justice of the peace, damages not exceeding, with costs, the amount of their passage money, and £20. **Detention of Ship.**—In case of delay of sailing, passengers can claim to be maintained on board, or can recover from the owner or charterers of the ship subsistence money at the rate of 1s. 6d. per day for the first ten days, and afterwards of 3s. per day till the ship sails.

Wreck or Damage.—If, through carelessness or stress of weather, the vessel should be injured or lost, the master is bound to give to the nearest Emigration Officers a written undertaking to send on the passengers within six weeks in the same ship made seaworthy, or some other eligible vessel; and in the meantime the passengers are to be maintained on board, or allowed 1s. 6d. per day for maintenance.

Arrival at Port.—Passengers are entitled to sleep and be maintained on board for forty-eight hours after the ship reaches her destination, unless the ship has not completed her voyage and quits the port earlier for the terminal one.

Sale of Spirit.—This is prohibited on board to the passengers under heavy penalties. **Regulations for the Preservation of Order and Health.**—These are presented by the Act, and are enforced by the surgeon or captain. Refusal to comply with these rules renders the emigrant liable to fine and to imprisonment at the end of the voyage. They are as follows:

1. Every passenger in health to rise at 7 a.m.
2. Breakfast from 8 to 9 a.m., dinner at 1 p.m., supper at 6 p.m.