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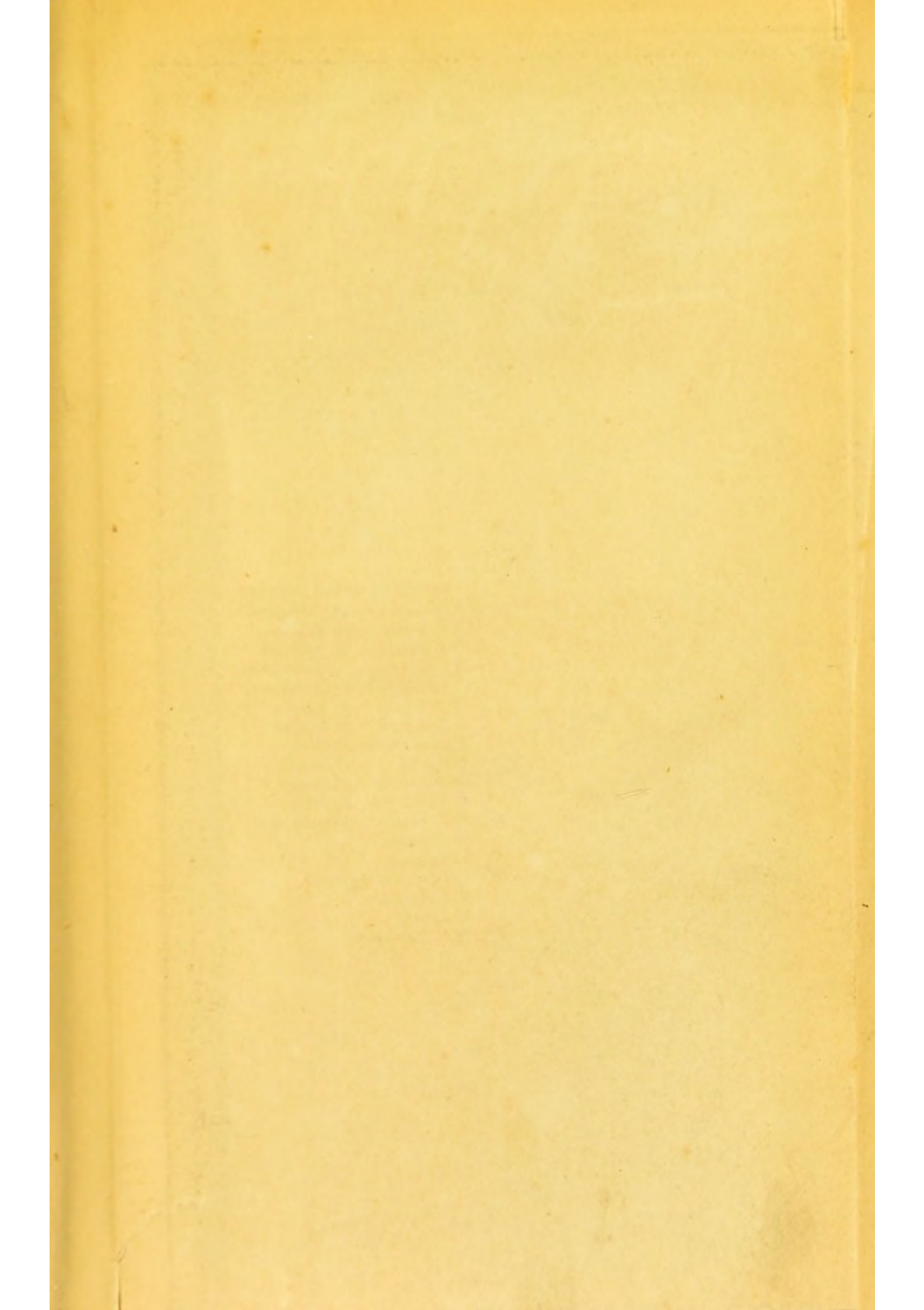


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MAP OF AUSTRALIA

TO ACCOMPANY

"AUSTRALIA FOR THE CONSUMPTIVE INVALID"

BY

ISAAC BAKER BROWN JUNR

*A. B. B. - Capt. R. B. B. - Lieut. L. B. B. -
M. B. B. - P. B. B. - R. B. B. - S. B. B. -
T. B. B. - V. B. B. - W. B. B. - X. B. B. -
Y. B. B. - Z. B. B. -*

COUNTIES IN SOUTH AUSTRALIA

1. Adelaide
2. Light
3. Glenelg
4. Gawler
5. Adelaide
6. Adelaide
7. Adelaide
8. Adelaide
9. Adelaide
10. Adelaide
11. Adelaide
12. Adelaide
13. Adelaide
14. Adelaide
15. Adelaide
16. Adelaide
17. Adelaide
18. Adelaide
19. Adelaide
20. Adelaide
21. Adelaide
22. Adelaide
23. Adelaide
24. Adelaide
25. Adelaide

COUNTIES IN NEW SOUTH WALES

26. Sydney
27. Sydney
28. Sydney
29. Sydney
30. Sydney
31. Sydney
32. Sydney
33. Sydney
34. Sydney
35. Sydney
36. Sydney
37. Sydney
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39. Sydney
40. Sydney
41. Sydney
42. Sydney
43. Sydney
44. Sydney
45. Sydney
46. Sydney
47. Sydney
48. Sydney
49. Sydney
50. Sydney

COUNTIES IN QUEENSLAND

1. Brisbane
2. Brisbane
3. Brisbane
4. Brisbane
5. Brisbane
6. Brisbane
7. Brisbane
8. Brisbane
9. Brisbane
10. Brisbane
11. Brisbane
12. Brisbane
13. Brisbane
14. Brisbane
15. Brisbane
16. Brisbane
17. Brisbane
18. Brisbane

COUNTIES IN VICTORIA

1. Melbourne
2. Melbourne
3. Melbourne
4. Melbourne
5. Melbourne
6. Melbourne
7. Melbourne
8. Melbourne
9. Melbourne
10. Melbourne
11. Melbourne
12. Melbourne
13. Melbourne
14. Melbourne
15. Melbourne
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18. Melbourne
19. Melbourne
20. Melbourne
21. Melbourne
22. Melbourne
23. Melbourne
24. Melbourne
25. Melbourne

AUSTRALIA

FOR THE

CONSUMPTIVE INVALID:

THE VOYAGE, CLIMATES, AND PROSPECTS
FOR RESIDENCE.

BY

ISAAC BAKER BROWN, JUNIOR,

LATE SURGEON-SUPERINTENDENT H. M. EMIGRATION SERVICE ; ASSISTANT-SURGEON
TO THE LONDON SURGICAL HOME.



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TO
THOMAS WILLIAM CLINTON MURDOCH, ESQ.,
AND
STEPHEN WALCOTT, ESQ.,
HER MAJESTY'S EMIGRATION COMMISSIONERS,
THIS LITTLE VOLUME,
IS, WITH THEIR PERMISSION,
Respectfully Dedicated.



CONTENTS.



	PAGE
INTRODUCTION	1
CHAPTER I.	
ON CLIMATE AND CHANGE—THEIR ADVANTAGES AND DIS- ADVANTAGES	3
CHAPTER II.	
ON A VOYAGE TO MADEIRA—CANARIES, WEST INDIES AND CAPE OF GOOD HOPE	11
CHAPTER III.	
ON THE AUSTRALIAN VOYAGE GENERALLY	18
CHAPTER IV.	
ON THE VARIOUS TYPES OF CONSUMPTION WITH REFERENCE TO CHANGE OF CLIMATE	25
CHAPTER V.	
AN AUSTRALIA AND ITS CLIMATE GENERALLY	30
CHAPTER VI.	
THE CLIMATES OF NEW SOUTH WALES AND QUEENSLAND ..	38
CHAPTER VII.	
VICTORIA, SOUTH AUSTRALIA AND WESTERN AUSTRALIA ..	47

CHAPTER VIII.

	PAGE
TASMANIA AND ITS CLIMATE—NEW ZEALAND	56

CHAPTER IX.

SUMMARY OF CLIMATES ; AND PROSPECTS IN THE DIFFERENT PORTIONS OF AUSTRALIA	68
---	----

CHAPTER X.

AUSTRALIAN SOCIETY, AND AMUSEMENTS	82
--	----

CHAPTER XI.

ON THE VOYAGE TO AUSTRALIA—TIME TO LEAVE ENGLAND — CHOICE OF A SHIP AND CABIN — FURNITURE AND OUTFIT — MEDICAL COMFORTS — JOINING SHIP — THE VOYAGE — EXERCISE, DIET, TREATMENT, AND AMUSE- MENT DURING THE PASSAGE	92
---	----

CHAPTER XII.

ARRIVAL IN MELBOURNE—HOTELS IN VARIOUS COLONIES— RETURN HOME BY CAPE HORN OR OVERLAND—ADAP- TABILITY OF SEA VOYAGES AND CLIMATE TO ALL REQUIRING CHANGE — CONCLUSION	130
---	-----

INTRODUCTION.

It is now more than forty years since Sir James Clark drew attention to the previously comparatively neglected matter of the Sanative Influence of Climate, especially on consumption and disorders with a consumptive tendency. Since that time numberless books have been written on various climates, each climate being vaunted as superior to all others. Australia has not been neglected, but I am unaware that there is any book setting forth impartially the great and diversified advantages to be gained by residence in the various parts of this vast territory.

The information I shall endeavour to impart in the following small volume, has been gained by personal observation; going as a visitor to the various colonies, and not as an invalid in search of health, I have been able to form totally unbiassed opinions. If my views differ from those of other observers, it may be, that the differences are due to this cause. He who gains restored health in one particular climate, will, out of gratitude, naturally have an inclination to exaggerate its advantages.

Taking it for granted as an established fact that for consumptive invalids, and indeed for all with failing health, there is no medicine so good as change of scene, and change of air, I shall not in the following pages advance any new arguments on the question; nor shall I enter into long statistics of variations of temperature, rainy days and the like, but endeavour as concisely as possible to give the result of my experience of the Australian climate, the varieties of that climate, and such practical directions for the voyage and arrival as may I trust be of use to the inexperienced.

I make no apology for writing of what may appear to those who have never travelled by sea, trifling and insignificant details; it is only by attention to such matters that the full benefit of a sea voyage is gained, by ensuring comfort, and by avoiding *ennui*, the great drawback to invalids.

This book is written for the laity—for invalids. I am not without hope, however, that as a practical guide it may be of service to my professional brethren.

14, Cambridge Street, Connaught Square, W.

November, 1865.

AUSTRALIA

FOR THE

CONSUMPTIVE INVALID.

CHAPTER I.

ON CLIMATE AND CHANGE—THEIR ADVANTAGES AND DIS- ADVANTAGES.

STARTING with the words of the great Humboldt, let us receive as an axiom his definition of climate. “The expression *climate*, taken in its most general sense, signifies all those states and changes of the atmosphere which sensibly affect our organs; temperature, humidity, variation of barometric pressure, a calm state of the air, or the effects of different winds, the amount of electric tension, the purity of the atmosphere, or its admixture with more or less deleterious exhalations, and lastly, the degree of habitual transparency of the air, and the serenity of the sky which has an important influence not only on the organic development of plants, and the ripening of fruits, but also on the feelings and whole mental disposition of man.” *

* General Sabine’s translation of Humboldt’s ‘Cosmos,’ vol. i. p. 313.

So diverse a series of conditions, if of importance to the health and well being of all vegetable and animal creation, must obviously have an especial interest to those whose vital powers evidence symptoms of failure. It is therefore necessary in choosing a climate to bear the above remarks well in mind, and it is for this reason that I have opened my chapter with them.

It will be well, however, before going into the question of climate, to consider the question of change with especial reference to persons of a consumptive tendency, in whom the disease is still dormant.

Arguing from small things to great, do not all of us know the relief it gives to the invalid, to be moved from the bed to the sofa, from one part of the room to the other, aye, and from one side of the bed to the other?

What a benefit even one day in the country will prove to a man continually at work in London, and that even if to get to the country he has to go a considerable railway journey. How it enlivens and invigorates a young person living a monotonous rural life to pay a short visit to the excitement and bustle of the metropolis. We may say, without multiplying instances, that change, *per se*, is of enormous advantage, to almost every chronic or sub-acute disease. Even on ague, dyspepsia, hooping-cough, and the long list of nervous and hysterical disorders, change has a marked effect, and frequently cures when medicine has failed. Neither is it always necessary in such cases, that the place to

which the patient goes be healthier than the place from which he has come. I have known a person with ague derive benefit by going from one aguish district to another quite as bad.

Change, then, so often is the thing needed—change of scene, change of occupation, change of air.

This fact has, however, led to many mistakes, and consequently the patient has not derived benefit, but has diminished his prospects of ultimate restoration to health. These mistakes have arisen from people, knowing the great good of change, having depended on change, independently of the climate to which they have gone.

For example, patients are recommended by friends to go to the South of France; they think all places are alike, whereas many portions of this country are bleak and unprotected, and quite unfit for invalids to reside in.

Again—invalids too frequently when recommended change of air, scene, and occupation, immediately think it will be quite well to go a round of country visits, and do all manner of things that they would not dream of when at home, even in ordinary health.

The mistakes made by people who go to mineral waters are often very ridiculous. Too frequently the dictum of some one knowing nothing of the patient's complaint decides the choice, because the hotels are good, the company agreeable, and the scenery beautiful. How absurd it is for a gouty gentleman who has derived

benefit from a course of the waters of Ems or Karlsbad to recommend them—aye to lay down the law—to a delicate lady, who requires to go to a chalybeate spring, like those of Schwalbach or Pyrmont.

While on this subject, I cannot help expressing my belief, that, very often, the advantage of the sojourn at mineral waters, is more due to change than medicinal effects of the waters, for almost all the principal waters may be had in England, and a patient who has been through all the pharmacopæial preparations of steel and a variety of factitious waters will find restored health after the first week at a foreign watering place.

Even Doctors differ. I was lately informed on reliable authority that a gentleman who consulted two eminent physicians on the benefit which he might gain by a visit to Vichy, got two exactly opposite opinions. The moral here plainly is—*solum experto crede*.

Having then decided that change of air and change of scene is needed, and determined what climate is the most advantageous, there is another point of importance in considering the question of change—namely—occupation.

It is change of occupation that is useful to the hard-worked, professional, or mercantile man, when he goes away to shoot, to hunt, to yacht, to climb. What change of scene is to a delicate young lady, who has been confined to a sofa for many weeks or months, change of occupation is to the man who has gone

through a weary monotony of desk work, close reading, or application to the daily routine of his profession.

So many places, otherwise eligible, give no scope for young men in the matter of employment; it is then essentially necessary in choosing a climate for the invalided young man, to choose a country in which manly exercise for the rich, and work for him of moderate means, may be obtained.

I shall presently enter more at length into the nature of the occupations to be found in Australia; but Australia differs from all other countries for the invalid in this important respect, that people who have been used to an *in-door* life may readily find *out-door* occupation. The nature of the occupation will, of course, depend on many matters for individual consideration, but even if employment is taken requiring attendance in doors, exercise is so easily attained, that one can in any Australian metropolis gain pure air in a few minutes after leaving the city; not only pure air, but pure scenery—scenery of the wildest and most picturesque nature. Who, living in London, can have his horse brought to his door and attend a hunt-meet within half an hour, as in Melbourne? or can walk from his office or club and step into his yacht in a few minutes for a delightful sail, as in Sydney? or, engaged in the city, can at once get the grandest mountain scenery and the most extensive views by a short walk, as in Adelaide or Tasmania?

These are advantages that can be obtained, even at great expense, in no other country, and are of paramount benefit to the man of only moderate wealth, who cannot sacrifice his profession.

Further, for invalids it is really a matter of importance that the passage from the climate in which they are suffering to the one to which they are going for renewed health should be by sea. Without entering at length into theories of the influence of ozone and iodine on the health, we know that to these agents sea air owes some of its most health-giving properties, and that nowhere are the conditions which Humboldt considers necessary for our well-being found in such perfection as at the sea-side, *except* in a *sea voyage*. We send poor strumous children to Margate, simply because they breathe sea air with the other elements of change, which, however, they could obtain elsewhere—change of scene and change of occupation; that is, change of play.

But what the sea-side does to a certain extent, a sea voyage does ten-fold.

In my first trip, in the service of Her Majesty's Emigration Commissioners, to Sydney, there was on board a little fellow about 18 months old. He was rickety, had a curvature of the spine, but was plump and well fed. He had been nursed by his mother till within the last few months, and had never fallen off in flesh. I made a pair of stays for him, and with the exception

of giving him an extra proportion of milk, did little more. The curvature of the spine was cured, and in the latter part of the voyage he began to show evidence of soon being able to use his legs, which were now straight. When I first saw the child, I made a drawing representing his deformed condition, and on my arrival in Sydney showed him to Dr. Alleyne, the health officer, and senior member of the Immigration Board. Dr. A. was surprised that so great benefit could have arisen in so short a time.

Almost all physicians agree that it is not by coddling the consumptive patient that he gets well, but by giving him bracing air and exercise in the early stages. A gentleman with whom I was once acquainted used to say to his consumptive patients, "Go out every day, except when there is actual rain; live in the open air as much as you can." Professor Bennett, of Edinburgh,* strongly insists on fresh air. He believes that dry, cold weather is far more beneficial to persons labouring under tubercular disease of the lungs than very warm summer weather. Dr. Henry Bennet, of London, agreeing with this view, has proved the great superiority of Mentone in North Italy—with an English autumn or spring temperature, and clear atmosphere—over such places as Malta, Gibraltar, or any having a tropical climate. The late Dr. Theophilus Thompson was strongly

* On 'Pulmonary Consumption,' by Professor Bennett. Second edition. 1860. Edinburgh.

opposed to heating the wards of the Brompton Hospital for consumption, and succeeded in having his wards ventilated with pure fresh air: hot air ventilation is now abolished in the hospital.

On board ship one literally lives in the open air, and soon learns to dread only the weather which will not allow him to sleep with an open port. The saloon is always ventilated with a free current of pure air. People sit on deck as long as they can; write, read, sketch, or work, always *sub alto*, and think it a bore to have to go below for any but the all important object of meals.

The effect is soon manifest. Sleep and appetite come to those to whom they have long been strangers, and instead of increased cough and liability to cold, the former generally soon ceases, and the latter sailors do not suffer from. For whereas after a sea voyage a cold is the first visitor on landing, it is very rare, in spite of all the changes of temperature and exposure to fresh air, to see any one with a cold on board ship, even if he has been accustomed for many months previously to embarking to closed windows and baized doors.

CHAPTER II.

MADEIRA --- CANARIES --- WEST INDIES --- CAPE OF GOOD HOPE.

LETTING it then be supposed that a sea voyage is determined on, the question is, where shall one go? If for a sea voyage only, I know of no voyage like that to Australia, and for the following reasons:—

It is a long voyage. To be beneficial, treatment must frequently be persevered in.

A short passage, as to Madeira, will hardly be sufficient for the patient to “find his sea legs,” and Funchal will be hailed, not as the termination of a pleasant health-giving holiday, but as a welcome haven for a sea-sick voyager, who has had all the discomforts, and found out none of the enjoyments or benefits of life on board ship.

Besides this, Madeira has, like the Canaries, many disadvantages from the simple fact that it is an island. It is limited in its scenery, in its accommodation, and the invalid, when restored to health, can find no occupation. The consequence is, that few can remain there, unless rich. Again, if the consumptive seeks change, he must seek a permanent change. I doubt if a few months in Madeira does ever so far arrest disease as

to enable a patient to return to England without great risk of a recurrence of his old symptoms. "Dr. Heineken, a physician who resided in Madeira in consequence of a pulmonary complaint," found that he rather retrograded in the winter, but gained ground during the summer. "Could I enjoy for a few years," he observes, "a perpetual Madeira summer, I should confidently anticipate the most beneficial effects." He further "suggests the propriety of pulmonary invalids, who can conveniently accomplish such a plan, passing the winter in the West Indies, and the summer at Madeira." Sir James naïvely adds, "of the effect of such a plan, however, Dr. Heineken does not appear to have had experience;" and the above remarks point out what I think is the objection to both Madeira and the West Indies, namely, that neither part is suited for a permanent residence. The following are Sir James Clark's remarks of autumn, winter, and spring in Madeira: "Autumn is the rainy season, and towards the end of September, or the beginning of October, the rains commence, accompanied with westerly winds. In November the weather clears up, and generally continues fine and mild till the end of December. About this time snow usually falls on the mountains, and rain at Funchal, attended by north-west winds, and the weather continues more or less damp through January and February. The spring at Madeira, as at every other place, is the most trying season for the invalid, and will require

even there a corresponding degree of caution on his part. In March winds are frequent, and April and May are showery."

By this we see that at the best only four months of the year are to be depended on, those months which are the best at any watering place in England.

I shall presently point out the great advantages to be gained by taking a sea voyage in a sailing vessel, or with only auxiliary steam power, over steam vessels. There are steamers only to Madeira.

Although it by no means follows that the climate of a country, the inhabitants of which suffer from consumption, will not be advantageous to the consumptive invalid who comes to it from some other climate, it is nevertheless an alarming fact, although by some contradicted, that consumption is very prevalent amongst the natives of Madeira, and after what I have said of the great benefit derived from change, *per se*, it will not appear paradoxical if I state my belief that Madeira, although possibly of benefit to patients with only a consumptive tendency, will too frequently be found but the resting place for the invalid advanced beyond the first stage of consumption. This statement is fully borne out by statistics. Of thirty-five cases reported by Dr. Heineken, several died before they reached the island, three within a month of their landing, and five or six in about six months. Of forty-seven cases of the same class of invalids in Dr. Renton's report, more than

two-thirds died within six months of their arrival in the island. "The result of cases sent to Madeira at the proper period is very different," and indeed, encouraging, but only in "cases of *incipient* or *threatened* phthisis."

The above remarks on Madeira will apply equally to the Canaries, which have the additional disadvantage that the summer is hotter by 7° , and the accommodation for invalids not nearly so good.

Dismissing the Western Islands at once as too difficult of access, and too humid and relaxing for the consumptive, we come to the next place having a reputation, the West India Islands.

Of the islands generally, the opinion seems to be that the climate, although of benefit as a prophylactic, is not of much value to the patient in whom consumption is already manifested. Statistics of death from consumption in regiments stationed in the West Indies are not at all encouraging, and experience only confirms the reasonable assumption, that to a patient whose disease requires air and exercise, a climate will not be beneficial which has for its winter a temperature considerably exceeding that to which he has been accustomed on the hottest summer's day in his native country.

Of all the islands, Barbadoes is the healthiest, being dry, cultivated, and freer than most of the others from the indigenous fever of the West Indies.

Barbadoes and St. Kitt's are the only islands in which an invalid should reside for any length of time.

All, however, that has been said of Madeira with reference to the limit of extent, and unsuitability to people of moderate means, will apply to these islands.

Before we come to Australia there is one other spot to which reference must be made. I mean the Cape of Good Hope.

I have no personal experience of this country, but of the Cape proper, from what I have read, and heard from observers, I can hardly recommend it as a residence. The heat is at times excessive, the winds boisterous, and weather very variable; sometimes relaxing and sultry, at others cold and raw with thick fogs. Rain is most generally in the form of dense mists, and seldom in violent showers. From this it will be inferred that, although offering the advantage of being situated at a good distance from England, if one wishes for the voyage only, it is not a pleasant locality for one who wishes to make a fresh home.

The unfavourable opinion which I have given of Cape Colony will, however, bear considerable modifications if applied to the eastern portion of the Cape. Natal is rapidly becoming a favourite resort for colonists, and from its sheltered position is free from the violent south-west winds to which Cape Town and Table Bay are so liable. As a harbour Port Natal is superior to any other in South Africa, and the climate is less variable.

The only sea breeze is from the east and south-east. This wind is rare in the region of Lieutenant Maury's "brave westers;" and the old adage against east winds is as applicable in the southern hemisphere as in our own country. I have felt colder in latitudes 45° to 50° south with an easterly wind, than with the wind from the southward blowing up, as sailors say, "direct from the ice."

Not many English, but many French vessels trade to the Mauritius and Bourbon Islands, and to any one wishing for a very pleasant voyage both are delightful spots. My knowledge is gained principally from Captain Jury, of the 'Eastern Empire,' with whom I sailed an agreeable passage to Adelaide when in the Emigration Service. Captain Jury traded for many years between Australia and the Mauritius, and speaks highly both of the healthiness and beauty of the island.

Feeling so strongly as I do the importance of a sea voyage as the best remedy to all patients of a consumptive tendency, I shall not enter into questions of comparison between the various climates of Mentone, Pau, Upper Egypt, &c., &c. Those, however, who wish to find a country where they can escape the severe winter and to return in the milder months to their various duties at home, I would refer to Dr. Henry Bennet's interesting book on Mentone.* Dr. Bennet has resided for several years at Mentone from October to May,

* 'Winter in the South of Europe,' by J. Henry Bennet, M.D. Third Edition. 1865. London.

and by his personal experience can vouch for the many facts which he adduces to prove the mildness of this beautiful and easily accessible part of the Continent. He resides there every winter, and patients have the advantage of his guidance derived from a personal knowledge of pulmonary indisposition.

CHAPTER III.

ON THE AUSTRALIAN VOYAGE GENERALLY.

It being taken for granted that to be of real benefit a sea voyage must be long, I shall proceed to give a few general reasons for preferring Australia to any other country as the termination of a sea trip.

The voyage to Australia, although on an average of three months' duration,* is not a dangerous or even if taken at the proper season of the year at all a stormy one. It is in fact a remarkably safe voyage, of which the commercial test is the best, ships in the Australian trade being insured at almost the lowest rate.

Of all the ships despatched by Her Majesty's Emigration Commissioners only one, the 'Guiding Star,' which sailed from Liverpool in 1854, has met with accident. With the exception of this vessel, Mr. Walcott informs me, that ever since vessels were first sent out by the

* I have here taken the average duration, although there are many sailing-vessels that make the voyage to Melbourne or Sydney in seventy to eighty days, and even less. The "Passenger Act" computes the maximum length of Australian voyages in ships propelled by sail as follows:—To Western Australia, 120 days; to any other of the Australian colonies, 140 days; to New Zealand, 150 days.—"Passenger Act," 26 & 27 Victoria, cap. 51, sect. xxx.

Commissioners to the present moment not a single passenger in any ship despatched by them has lost life from any casualty connected with the ship. Mr. Walcott has done me the great favour to have prepared a table which will be of interest to all seeking information on this point. It is given in the Appendix, and from it one sees how very small is the chance of danger in this voyage, for since 1847 to 1864, both inclusive, only .12 per cent. of lives have been lost by accident out of the large number of 4,214,262 passengers and crew who have sailed from England to Australia; the number of ships despatched during this time being 18,122.

England being an island, the only idea that many Englishmen have of the sea is that which is gained in a passage over St. George's or the English Channels, and judging from experience thus gained, think they have simply to multiply their discomforts by the number of days to obtain a just idea of a longer voyage. In fact, many have a notion that a voyage to Australia involves the adventures of a Robinson Crusoe, and lift up their hands in astonishment when told that even after being at sea a hundred days one may have for dinner fresh mutton, pork, poultry, and potatoes, with entrées and other delicacies.

With perhaps the exception of vessels in the Indian trade, the regular line of Australian ships are the finest

afloat, and if properly selected, are not only comfortable, but even luxurious.

Australian vessels are *sailing ships*, and why will it be asked, should stress be laid on this fact? Because the motion of a sailing vessel is very much more comfortable than that of a steam vessel; there is no shaking and vibration, no kicking and pushing against those doughty enemies to one's equanimity, a head wind and a head sea. Further, there is no smell of oil, no smoke and smuts in a sailing vessel, a very important condition for one whose respiratory apparatus requires "purity of atmosphere," without "admixture with more or less deleterious exhalations."

Let me speak for a moment of myself:—

I have never in my sea experience suffered from sea-sickness in my voyages to Australia in a sailing vessel, although I have started from Plymouth with a head wind, come through the Bay of Biscay with a stiff southerly breeze and a cross sea, having to attend to over four hundred emigrants, hardly twenty of whom were able to get out of their berths; and yet, when I made a short passage—eighty miles—from Sydney to Newcastle in a steamer, I was prostrate with sea-sickness the whole way, and suffered from the same malady in my passage from Adelaide to Melbourne, also in a steam ship.

A sailing vessel is also, *cæteris paribus*, a better sea

boat than a steamer; less shipping of sprays, less straining and working, and consequently less leaky.

There are, however, a few very fine vessels with auxiliary steam-power (which is used only in calms and contrary winds) sailing to and fro Australia, and they are very acceptable to those who want to go to the Antipodes in hardly more time, and at half the expense of the overland route.* I would not, however, recommend these vessels to persons making their first voyage, both for the reason I have stated, that in the length of the voyage is a principal benefit, and on account of the smoke, &c.

We shall in process of time treat at length of the Australian climate, but I may now state generally, that in going to Australia one is going to a healthy and health-giving climate. I was grieved the other day to hear of an old fellow student who, showing symptoms of consumption, was recommended a sea voyage. He had gone to Calcutta, where he will arrive at the commencement of what is graphically called "the unhealthy season." In such a case there is but too much reason to fear, that on arrival much of the benefit derived from the voyage will be nullified by residence in so unhealthy a climate.

En passant, what a pity it is, that officers invalided

* The best of these vessels are the far-famed 'Great Britain' and Messrs. Wigram's 'London,' the first instalment of a line of similar vessels.

from India so frequently come home overland. The long sea voyage by the Cape of Good Hope will often almost restore them to health, and enable them to enjoy their well-earned holiday ; but by the overland route the crowding, the worry, hurry, and delays, only tend to make the patient worse on arrival home ; for in cases where digestion and liver are most frequently at fault, all irritation and disturbance of equanimity are injurious.

I met an old friend a few weeks back who had been invalided from Bengal. He had sailed in a vessel which should have brought him to England in June ; in consequence, however, of two stoppages he was detained at Aden a month ; on arrival here he was looking very ill and little better than when he started.

Indian officers who cannot obtain home leave, often take advantage of leave to Australia, the trip to which being uninterrupted is often very beneficial, and the Australian climate, especially that of Tasmania, is generally very health-restoring in such cases.

There is one other reason why the English invalid should go to Australia. It is an English settlement, and is now so largely peopled that there is hardly one of us who has not a relation or a friend there, or who cannot obtain letters of introduction to almost any part of Australia.

The new arrival, then, in entering the harbour, sees

English faces and hears English voices. He is not a stranger in a strange land, with a feeling of isolation, but being at once welcomed with more than English hospitality and with none of English diffidence and shyness, he feels at home.

Australia is also such a wealthy country, and there is so much of what people call "Yankee" independence, that the new comer will find he can do as he likes. He will not, on landing, find a host of hungry sharks welcoming him as a fresh object of prey—as is, to their disgrace, the case in all English watering-places, and nearly every continental invalid resort. This independence is the great distinctive feature of Australia, but is not the only difference between it and England. There is a change—the sky is serene, the air calm, the atmosphere, even of the metropolis, pure and transparent; one is also especially struck by the different appearance of vegetable growth; plants fostered in greenhouses at home grow wild, fruits flourish without culture, but to me the most striking change was the appearance of the foliage on entering and sailing through Port Jackson. The trees are non-deciduous, and instead of being at one time bare trunks and branches, at others masses of green foliage, they maintain throughout the year a monotone of dark or russet green.

All these changes are beneficial to the new arrival

as giving pleasing occasion for thought; but as we expect that in favourable cases the invalid will be fit for work after his voyage, we here find change of occupation, or, if he wish it, abundant recreation. All these things we will consider more fully presently, but I hope enough has been said to prove that the voyage to Australia offers not only temporary, but permanent and all-important advantages over voyages to the Cape, India, or any foreign shore.

CHAPTER IV.

ON THE VARIOUS TYPES OF CONSUMPTION WITH REFERENCE TO
CHANGE OF CLIMATE.

As I stated at the outset, it is not my intention, in the present volume, to go at any great length into the medical treatment of consumption; but to obtain a right understanding of what will follow, I must request the attention of my readers to a few remarks on the varieties of this affection, for it will be seen that not every climate will suit every invalid alike, and to some a change will really be of no avail whatever. The late Dr. Thompson,* at the commencement of his admirable lectures, said, "The probable duration of the disease, and the chances of its relief, have no exclusive relation to the nature or extent of the local physical conditions. The various circumstances which characterise or modify the general constitutional state of each individual patient must be carefully considered before we can form a reasonable prognosis, or adopt a judicious treatment."

* 'Clinical Lectures on Pulmonary Consumption,' by the late Theophilus Thompson, M.D., F.R.S. Edited, with additional lectures, by his son, Dr. Symes Thompson.

These words contain two axioms of really great importance, when the question of change of climate is under consideration. There is a form of Phthisis, in which the disease works very insidiously; the patient may have little or no cough, not much night perspiration, or indeed any of the typical symptoms of consumption, but there is a constant feeling of weariness and inaptitude for work, a failing of the appetite, with an increase, gradual it may be, of the pulse. We may here see the disease before the patient is himself aware of his being seriously ill; and it is our duty to warn him in time that a residence in the climate in which he is living is injurious to him, but that a judicious change may perhaps not only delay, but actually altogether avert a fatal issue.

There is another type in which the disease lies under favourable circumstances dormant, but is aroused by any little indiscretion, or change of weather, to be again allayed by the removal of these exciting causes. This latter is one in which a sea voyage, or residence during the winter months in a healthy climate like Mentone or Pau under strict medical supervision, may enable the patient to return to his duties in the warmer part of the year. But, in the former case, a total and a permanent change is the only remedy to be advised.

There is a third type, in which hereditary taint is so strong, and the constitution so thoroughly affected

by the presence of tubercle, that, from the first, one sees that nothing will prevent or retard the course of the disease. In fact, in these cases, interference seems only to aggravate matters, and it is here that to recommend change of climate is indeed *positive cruelty*. To turn to the account of those cases reported by Drs. Heineken and Renton, as having gone to Madeira to die on the voyage or within a few weeks or months of their arrival, how many would have been far happier at home, and have been spared many sorrowful partings, and the separation from spiritual communion with those nearest and dearest, which in this fatal type of the disease is the only consolation left.

From these remarks it will be gathered that before such an important step is taken, full consideration and a medical opinion must be obtained. It is too common, now-a-days, for people who know nothing about it to give medical advice. A young man in delicate health, and manifesting what are believed to be symptoms of consumption, is advised by a friend change of air: "Go a sea voyage to Queensland—I tried it myself; nothing like it." And perhaps this very case is one where a sea voyage is not at all required, or, if so, Queensland is the worst place in the world to which he could go.

Seeing that consumption causes one-sixth of the actual mortality of the present day, and indirectly perhaps nearly one-half, it is not surprising that all are alarmed

at any symptoms of failing health, and that many rush to the conclusion that consumption is the cause. There are, however, several affections of a much milder nature,* liable to be mistaken for the more fatal malady, such as asthma, chronic bronchitis, consolidation of the lung from chronic inflammation, and a sort of pseudo-phthisis of an hysterical character.

All of these may be benefited by change of scene and climate, but may not be of a sufficiently dangerous nature to require more than a temporary holiday. What is to be done under such circumstances cannot be determined off-hand.

There is one other matter connected with consumption that must be considered when change of climate is decided on; for as there is a type of the disease in which permanent change is imperative, another in which only temporary absence from home will be called for, and a third in which neither such measures will be of the slightest benefit, so these various forms of consumption each require various climates. It will here again be the duty of the patient to consult with his medical adviser, and not be ruled by any consideration which may assist his worldly prospects at the expense of HEALTH, without which competence is as nothing.

It must, then, be remembered that, in speaking in detail of the various climates of Australia, I do not

* *Vide* 'Op. cit.,' p. 162, by Dr. Thompson.

pretend to say that any one climate will be beneficial to all; on the contrary, although I have myself strong predilections in favour of certain portions of Australia, I doubt the good faith, as I do the common sense, of those who say that there is one part, and one only, where health is to be ensured.

In a former page I have drawn attention to the fatal error many invalids commit in imagining that change of climate will of itself make them well, and that they may at once abandon all attention to medical directions. It is, indeed, a *fatal* error: if the need were not great, no physician would advise so extreme a remedy as leaving home to go many hundreds or thousands of miles away. The strictest attention to hygiene, regimen, and dietetics, is of the utmost importance; and indeed everything must be done which shall place the patient in an exactly antithetic condition to that in which the disease was first manifested.

CHAPTER V.

ON AUSTRALIA AND ITS CLIMATE GENERALLY.

UNTIL very lately Englishmen were totally ignorant of the extent of Australia, and its many diversities of climate and produce. Even now, people going to Melbourne are offered letters of introduction to Queensland, and the war in New Zealand is an excuse for not going to South Australia. I have heard the most ridiculous errors made by really educated people, and have frequently been asked if I knew a Mr. So-and-so in Australia. When I asked, where about in Australia? the answer has generally been, "Oh! I really don't know—*somewhere* in Australia: I thought you would be sure to know him." An amusing tale is told by Dr. Bird * of "a learned bishop who consoled his friend in Queensland for his absence from England by expatiating on the blessings and comforts of the Christian communion which he will necessarily enjoy with a common friend in South Australia, which his Lordship apparently supposed to be a neighbouring parish, or at most a 'Sabbath day's journey' by

* 'On Australasian Climates,' by S. D. Bird, M.D.

rail, as they are both in Australia!" The distance is, as the crow flies, between the capitals of the two colonies, about 1000 miles! It is, indeed, lamentable that an Oxford or Cambridge graduate, who would be horrified at making a verse in ancient Greek or Latin a foot too long, thinks nothing of a few thousand miles in modern geography.

The International Exhibition of 1862, with its wonderful and varied contributions both of Australian produce and Australian manufacture, went far to open the eyes of Englishmen to the fact that Australia is not one vast convict establishment, the sole produce of which are sheep, gold, hides, and tallow.*

I am here tempted to insert a little anecdote which I know to be authentic, as it serves both to show the ignorance and what Thackeray called the snobbishness of "London society":—A lady, entitled to prefix "Lady" to her surname, whose son had resided many years in New South Wales, was asked by a friend at an evening

* The following extract from the 'Times' of September 21, 1865, may not be uninteresting:—"The value of the British and Irish produce and manufactures exported from the United Kingdom to the Australian colonies in the first six months of this year was 6,325,006*l.* as compared with 5,123,977*l.* in the corresponding half of 1864, and 5,438,001*l.* in the corresponding half of 1863. The exports to each colony show an advance this year, with the exception of New Zealand, which only took our goods to the amount of 753,972*l.* to the 30th of June this year, as compared with 784,778*l.* to the corresponding date of 1864. The value of the exports made during the whole year of 1850 was 2,602,253*l.*, or about one-sixth of the value of those of the past year."

party in a fashionable house, whether she had heard lately from Australia. "Hush! for goodness' sake! call it India, or you'll ruin me," was Lady ——'s pathetic answer.

This ignorance, however, is not confined to the do-nothing "beau monde," as the following fact, of which I was lately informed, will show. A gentleman in extremely delicate health—in fact, suffering from consumption—wished to insure his life against that of a relative, through whom he would inherit property. After great difficulty, the Company accepted his life on condition that he should pay double premium and at once go to a healthier climate. "I am going to Queensland," said he. "You cannot go to a better place," answered the physicians. Did they know to what sort of climate he was going? *

These prefatory remarks will serve to show how important it is for the invalid who contemplates visiting Australia, to consider the climate of each separate government,† and not to be led away by some promise that a friend is at such and such a place, and will there-

* I cannot but think that Dr. Bird (Op. cit., p. 115) has in some measure misled the medical world with reference to this portion of Australia. He considers the winter climate of Moreton Bay the one *par excellence* of these colonies; although, as he himself says, it is close to the southern limit of the tropics. *Vide* Chap. VI. p. 45 of this book.

† I have just seen a book written by a lady who resided in Melbourne for three years. She was never out of Victoria, and writes thus—"The climate of *Australia* (!) is very delightful."

fore help him. The friend perhaps lives in a part of Australia totally unfitted for the patient, and, *en passant*, I would advise intending travellers not to take advantage of such promises too readily. It is easy for any one in England to say, "My son, brother, or cousin (as the case may be), is living in Australia and doing well; he will give you a lift." Such lifts are not so easy. One may readily be doing well, and yet unable, even if willing, to help another, a perfect stranger. One's own talents are soon developed in Australia, and a few *bonâ fide* introductions are only wanted. Even these latter are, however, useless, unless fully borne out by the talent, gentlemanly deportment, and honesty of the bearer.

"In speaking of the climate of Australia,"* says Mr. Hughes, "it should be remembered that a wide range is taken, and that allowance requires to be made for very considerable diversities due to differences of latitude, as well as to the varying circumstances of inland or maritime position, with many other considerations. All the northern portion of the Australian continent, embracing not much less than half its entire extent, falls within the limits of the torrid zone. We find here an intensely heated atmosphere, and a climate which is strictly tropical. At Cape York Peninsula, within little more than eleven degrees of the equator, the mean

* 'The Australian Colonies, their Origin and Present Condition,' by William Hughes, F.R.G.S., late Professor of Geography in the College for Civil Engineers. 1852.

annual heat is as great as that experienced at Calcutta and Madras, and exceeds by several degrees the average temperature of Sydney or other places within the settled portions of Australia. Both in the southern and south-eastern portions of the continent,—that is, in the colonies of New South Wales, Victoria, and South Australia,—the average temperature in the coast districts is not higher than that experienced in the south of Europe; though in some portions of the distant interior a greater degree of heat is not unfrequently felt.”

Speaking generally, we shall in Australia find “those states and changes of the atmosphere which sensibly affect our organs,” to be in a far more favourable condition than in almost any other part of the globe. Thus the “temperature,” if compared to that of England, is undeniably hot; but, being for the most part unaccompanied by “humidity,” it has not such a depressing effect, as the heat of Torquay or Madeira. This dryness of the air of the more eligible portions of Australia, is in fact one of the most important characteristics of the Australian climate. Mr. Hughes says: “Hence the general healthiness of the Australian climate, and the almost uniform freedom from pulmonary and other complaints which a humid atmosphere is so liable to engender.” His deduction I believe to be correct, though it is indeed true that there is an alarming amount of consumption to be met with in Australia. This I believe not to be due in any way to the climate, but it happens thus:—

A person with a tendency to phthisis goes to Australia, seeking, and happily finding, renewed health ; he forgets the fact that he has still the taint, and by indiscretions innumerable, forces the disease to reappear ; or he marries, and his offspring inherit the same tendency.

Looking at the wonderful conditions of dryness and absence of any violent variations of temperature, I cannot but believe that if a return could be made of the number of deaths from consumption in children born and bred in Australia from *healthy* parents, the mortality would be lower than in any other part of the globe ; but while consumptive people leave England to settle, marry, and have families in Australia, no return of mortality can do justice to the healthiness of its climate.

There are not any very great or sudden “ variations of barometric pressure,” but it is a curious fact that the barometer rises before and during the prevalence of the hot wind—(of this wind more anon) : this, however, is exceptional to the general observations made in Australia upon the barometrical pressure as affected by the atmospheric currents, which show that, in the southern as in the northern hemisphere, the barometer rises with the polar and falls with the equatorial winds. We shall further see that, with the exception of “ the effects of the different winds,” that “ the calm state of the air,” “ the amount of electric tension,” and “ the purity of the atmosphere,” and, lastly, “ the degree of habitual transparency of the air,”—all in Australia are in such

perfection as to exercise a beneficial "influence not only on the organic development of plants, and the ripening of fruit, but also on the *feelings* and the *whole mental disposition of man*."

In considering the climates of Australia, it must again be remembered that they are changing every year; the temperature is considerably cooler than it was a few years ago. This change is generally explained by saying that the clearance of vast tracts of forest land has opened up the country, and consequently the air is less charged with radiated heat.

The following is the first piece of intelligence in the 'Australian News'* of June last—that month being, in the antipodes, mid-winter:—

"The weather during the last month has been unusually cold. Some parts of the country have been visited with a heavy fall of snow, giving to the Australian landscape the white look of an old country winter. Young colonists, to whom the sight was altogether new, were exuberant in their delight, and took advantage of the event to acclimatise the game of snowball."†

The following is an extract from a letter received by

* An illustrated paper published monthly in Melbourne, just before the departure of the homeward mail.

† Compare this with the statement of Dr. Bird, in his book (p. 35) published 1863—only two years ago:—

"The 'oldest inhabitant' is reported to have once seen snow reach the ground at sea level; but as such an occurrence has not been observed for the last twenty years, the authenticity of the report is rather doubtful."

the author in September from a medical friend in Melbourne, dated July 23, 1855 :—

“ We are in mid-winter, keeping very close to the fire, growling if the room door is left open, and looking blue as to the nose, while you are basking in the temperate warmth of an English summer. We are having a particularly cold winter, the coldest I remember here—lots of fog and sleet; the mountains in view of Melbourne covered with snow.”

I have myself seen thin films of ice on the puddles early in the morning; these, however, disappear quickly after the rising of the sun.

CHAPTER VI.

THE CLIMATES OF NEW SOUTH WALES AND QUEENSLAND.

NEW SOUTH WALES, the oldest and most settled of the colonies, was the first that I visited, and claims our first consideration.

In determining the question of climate of an enormous territory like that of New South Wales, we can only take the mean average of temperature, and then point out special features of some of the most remarkable portions.

At Sydney, the capital of New South Wales, the mean annual temperature is 65° Fahrenheit; the mean heat of summer, 74° ; of winter, 55° ; of the hottest and coldest months respectively, 75° and 54° . This is hot as compared with the average of the temperature at home, the hottest and coldest months in the metropolis being about 60° and 37° , and the average yearly heat 50° .

It will here be seen that, although the average yearly heat of Sydney is 15° higher than that of London, the difference of temperature in the opposite seasons is only 19° in the former as compared with 23° in the latter. The climate of the coast of New South Wales has, with reference to temperature, been compared to Lisbon and

Algiers in the summer, with Sicily in the winter; but temperature is only one of a great number of conditions required in selecting a climate. For nine months of the year Sydney is delightful; but in the summer it is not a place I could recommend to any one—far less an invalid.

The heat is in summer intense, and in Sydney particularly relaxing. This relaxation does not, however, extend beyond Sydney, and is, I think, due to that city being built so close to the harbour, which, with its numerous creeks and bays, necessarily causes considerable humidity.

The thermometer at Sydney ordinarily ranges in the summer, in the open air, from 85° to upwards of 100° , and has been known not unfrequently as high as 118° . This latter extreme heat is experienced during the period of a "hot wind." This hot wind is without doubt the *bête noir* of Australia, as Dr. Bird calls it, though I cannot agree with him in making light of it. It is indeed exceedingly oppressive and disagreeable. We do not yet know the interior of Australia, but these hot winds have led to the belief (now, however, dissipated) that there is a large desert tract in the far centre which gives rise to the great heat experienced when winds blow from the north. These winds are analogous to those of Egypt, Syria, &c.

I have said that I cannot agree with any one who makes light of hot winds, because a wind that has "an

important influence on the organic development of plants," must also exercise "important influence on the feelings and whole mental disposition of man." Mr. Hughes describes the hot wind of Australia as "exerting an extremely injurious influence upon vegetation, both indigenous and exotic, during its brief prevalence. All the grasses and leguminous plants are parched by it, and the fruit of the fig, as well as that of the vine, is destroyed. The red and blue grapes commonly lose their colour and their watery elements; the green leaves turn yellow, and wither; the quality of the crops is generally deteriorated; and whole fields of promising wheat and potatoes are laid waste. Its effects on the human frame partake of the character of those produced by the sirocco or simoon of Egypt and the Mediterranean coasts. A feverish heat and determination of blood to the head, with a difficulty of breathing, are symptoms confined to the whites alone. Suppressed perspiration, the relaxation of the muscles and vessels, inflammatory attacks, affections of the glottis, and ophthalmia, are common both to the aborigines and the European race."

This account does not at all exaggerate the effects of a hot wind. It is true that stone houses, well watered streets, and other improvements have made them more bearable of late years, and that they are not nearly so frequent as formerly; but I have yet to learn that a hot wind "never interferes with business, and hardly with pleasure."

The remark of Dr. Bird, that "the dryness with which a hot wind is also associated, causes a greatly increased evaporation from the lungs and skin," is, I believe, false in theory, and certainly is so in fact. Any one who has tried a Turkish bath, knows that when he goes into the *calidarium*, he will, unless his head be moistened with a wet bandage, or otherwise, feel a most fearful oppression; and perspiration, instead of being stimulated, will be checked. So it is with a hot wind. The parched feeling is the most disagreeable sensation; one feels as if, for the time being, life in a cold bath were the only bearable mode of existence. Dogs lie about the streets, vainly seeking cool shade; venetians are closed in every dwelling-house, shop doors are shut, and nothing but the most urgent necessity will cause people to move. Few people, at any rate ladies who have a regard for their complexion, will ride ten miles into the country on a day when thermometers placed in the shade range from $98\frac{1}{4}^{\circ}$ to 105° .

The hot wind blows in New South Wales from the north-west, preceded, as I have before stated, by a rise in the barometer. The rise of temperature is often very sudden. The duration of these winds varies from seven or eight to from twenty-four to thirty hours. A hot wind has been known to last as long as forty-eight hours. The hot wind is always succeeded by a wind from the southward, and is in most districts very delightful; but here comes the great drawback to

Sydney as a residence: the houses that have just been closed against the heat have now to be still more secured, against the dust, which blows in perfect volumes. This wind is known as a "southerly buster," and on account of the dust, as a "brickfielder." This dust comes from the Surrey hills, situated at the south of the city, and is composed almost entirely of a red sand. No precautions seem to be of avail, and the furniture of one's room in Sydney is covered with a layer of this horrible dust. Those who are unfortunate enough to be out of doors during one of these hurricanes, for such indeed they are, experience a most horrible sensation as of dust filling every pore of the body.

For the above reason, those who can afford it live south of the Surrey hills, along the harbour towards South Head.

The description I have given of a hot wind in Sydney will, with certain modifications, hold good for any other colony. For instance, the heat and oppression is worse in Queensland, where the air is as the blast of a furnace. In South Australia, also, these winds are very oppressive. In Melbourne they are not so bad, but even here the settler occasionally experiences a day of tremendous heat, the hot wind blowing in a continuous and steady breeze during the *whole day and night*, and keeping up the thermometer at 110° in the shade; whereas, in Sydney, without having a "southerly buster," there almost always arises a cool sea-breeze at eventime,

although the weather may be as hot as ever the following day.

Western Australia is peculiarly free from this scourge of the sister settlements, the westerly and north-westerly winds always coming from the ocean. The direction of these winds varies also in different parts of Australia. In New South Wales (as I have said) and in Queensland, the hot wind blows from the north-west, whilst in Victoria the direction is north, and in South Australia about north-north-east. In Tasmania, the hot winds are cooled in their passage across Bass's Straits.

To return to New South Wales; the other peculiar feature is the rainy season, which comprises the months between June and September—the winter of the antipodes. Rain falls with greater violence in Sydney and its neighbourhood than, I believe, in any other portion of Australia. The mean quantity of rain which falls annually in Sydney is stated to amount to about fifty-two inches, but Strzelecki states “that as many as twenty-five inches of rain are recorded to have fallen at Port Jackson within a period of twenty-four hours—an amount scarcely paralleled even within the experiences of the East and West Indies, or other countries within the tropics.”

The rain descends here not in showers but in sheets, and is speedily seen rushing along the watercourses with the violence of a miniature cascade. Rivulets become large rivers, and most fearful and ruinous floods are

sometimes the result. "In the towns, every highway becomes for the time a river, every byway is converted into a torrent, and every bank into a cataract." It is not an uncommon thing for rain to last in Sydney for three weeks, or longer, without intermission, and yet so sandy is the soil, that one day's sun will make the streets dusty. If these rains could but be equally distributed throughout the year, the greatest hinderance to Australia as a perfect pasture country would be swept away. The rivers in Australia are not large, and depend more on the rains than on natural springs for their supply, consequently severe droughts are occasionally experienced, cattle and sheep at these times dying by thousands. These droughts are worse in New South Wales than elsewhere, but are happily separated by a considerable interval of time.

With all that I have said of the violent rains, the climate of New South Wales is wonderfully dry, and on this account, as well as from the transparency of the air, and the habitual serenity of the sky, it imparts elasticity to those residing there unknown to English residents in any other climate with a similar temperature.

There are portions of New South Wales in which the remarks on the climate of Sydney must be considerably modified to be applied to them. Bathurst, for instance, situated beyond the Blue Mountains, at a considerable elevation above the level of the sea; or than that of the uplands in general, has a temperature much lower than

Sydney, whilst further north, it is much higher. Sydney is also more rainy in the rainy season than many other portions, and, as I have said, liable to very disagreeable hurricanes of dust when the wind is southerly. It would fill a book to write at length of the beauty of New South Wales generally, and of Sydney in particular. Port Jackson has gained the reputation of being, if not first, certainly second to none in the world, both for picturesque beauty and safety of anchorage.

I look on New South Wales as the best place for invalids to go to who require a warm climate, but they must not live in Sydney itself. The lovely Illawarra district, or the before-mentioned Bathurst will be found quite warm enough in winter for any one who has come from England, but they are constantly sent to Queensland. This colony, formerly part of New South Wales, may be rather summarily dismissed. The mean annual temperature of Moreton Bay, at which Brisbane, the capital of Queensland, is situated, is 68° . At Rockhampton, Gladstone, &c., the heat is still greater. No Englishman requires this temperature;* and besides, ague, dysentery, and ophthalmia are all more prevalent here than elsewhere. The colonial fever in Queensland seems to be a mixture of ague and dysentery combined. I have seen young men of twenty pulled down fearfully after a short residence in Queensland, and I would

* *Vide op. cit.*, by Professor Bennett of Edinburgh.

never advise invalids or any others to go there, although they will be told that it is commercially, perhaps, the most rapidly rising of the colonies of Australia. In New South Wales we find the orange, lemon, vine, peach, and all stone fruit grow luxuriantly; but in Queensland we get into the regions almost tropical, Brisbane being in latitude about $27^{\circ} 30'$ S., and Rockhampton almost as far north as the southern boundary of the Tropic of Capricorn. We find here palms, and pine-apples flourishing in abundance in the open air, the banana and plantain also bearing fruit in large clusters. It is here, also, that the cotton plant grows, whilst the other accompaniments of such climates, as snakes, musquitoes, marsh leeches, &c. &c., may be found in Queensland in great plenty. I look on Queensland as a climate totally unfitted for the English consumptive invalid, but it *may be* of benefit to those who, having lived a long time in Australia, find that the winter of Victoria or Sydney is not sufficiently warm; but, as I have before said, I believe, that New South Wales is really warm enough in winter for most invalids requiring change from a more southern portion of the colonies.

CHAPTER VII.

VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.

VICTORIA was originally, like Queensland, comprised in New South Wales ; but in 1850 was separated and first called Port Phillip Colony. It has grown up and prospered with a rapidity truly marvellous, so that now Melbourne is not only the finest city in the antipodes, but one of the finest in the world. This success was no doubt first established by the discovery of the gold-fields, but has been rendered permanent by the energy and good business habits of the settlers. A merchant captain once told me that he could get more business done in a day in Melbourne, than he could in a week in Sydney, or in a month at Adelaide. This may be an exaggeration, but it is undeniable that for all commercial transactions, Melbourne is the principal city of the Australian colonies.

It is not generally known that the inhabitability of Port Phillip as a settlement was discovered mainly by runaway convicts. Port Phillip had been discovered in 1802 by Captain Flinders ; but it was not until 1835 that the repeated glowing accounts carried to Tasmania by runaway convicts and other chance emigrants, led to

the belief that the land in this district was of any great value. The Tasmanian settlers flocked in large numbers to this new country; and in 1850 Victoria, as I have said, became a separate colony.

The climate of Victoria is milder than that of New South Wales, and the difference between the mean temperature of summer and winter is less by at least 3°. The mean temperature of summer is 66°, of winter 49° to 50°.

Victoria has not hitherto like New South Wales been considered subject to severe droughts, but the news this year is far from satisfactory. "We have had no recurrence of floods which were so disastrous about this time last year. The winter hitherto has been dry, too dry, indeed, for the stock in some parts of the country. In the western district the lambs are lying dead on the runs by thousands. The great mortality is doubtless principally due to the severe *drought* and exposure in the night-time to the piercingly cold weather." *

Victoria, however, enjoys privileges not experienced by the other settlements. Its supply of water for drinking and sanitary purposes is unfailing. The number of ships which come to Port Phillip offer a most ready means of access; indeed I should advise all intending passengers to go to Melbourne direct, and if they wish to go thence to any other colony, to travel

* 'Australian News,' June 20, 1865, published in Melbourne.

thither by one of the intercolonial steamers that trade very frequently between the various ports. Melbourne offers great advantages to the literary and scientific man. The University, the Public Library, the National Picture Gallery—only lately inaugurated—the various learned societies, all are evidences of this fact.

Nevertheless, Victoria is *too hot*, and the *élite* of Melbourne acknowledge it by making Tasmania their summer residence.

The remarks on the humidity and other conditions of climate of New South Wales will equally apply to Victoria. The rains in Victoria are not generally so violent, but this colony is, however, liable to very disastrous floods, especially in the neighbourhood of Melbourne. In the summer of 1863 the bridge across the river Yarra, which separates Melbourne from the suburbs to the south, was twice rendered impassable. The Hobson's Bay Railway, the great means of traffic between Melbourne and the Port, was obliged to cease working for two or three days. Boats were seen plying to and fro in the thoroughfares near the wharf, and several lives were lost through people attempting to cross the bridges.

In the neighbourhood of Richmond, a suburb lying very low, water came up in many houses as high as the second story. The rain soaked through some houses, built of brick and stucco, as if they were made of paper, and the loss of property was very great. This fearful state

of things is, I believe, speedily to be remedied, though it will involve great expense. In Victoria, however, public works are carried out with great spirit, and, if for the public good, money is seldom spared.

The drainage of Melbourne is defective, and partly from the same cause as the floods; namely, that lying low the impetus of water is so great that everything is carried before it. Therefore all the sewerage of Melbourne is aboveground, the refuse being carried off by the watercourses, and it is the opinion of engineers that underground drainage is quite impracticable unless at a most tremendous outlay.

If a *warm* climate is needed, Victoria is no doubt the mean of the Australian *warm* climates; but it is, I believe, too warm; and although on paper figures show that the difference of temperature between winter and summer is much less there than in this country, it is nevertheless a fact that Australian residents feel cold there when we in England should feel only moderately cool: for instance, they dress in winter costume, wear great-coats, and huddle round fires, with a temperature of 50° to 60°. And it is wonderful how soon the stranger gets acclimatised in this respect. This I speak from experience; for when I first went to Australia it was at the latter end of winter, with an average temperature of our summer. On my arrival I donned what I had expected to be the ordinary Australian outfit, namely, the thinnest of cloth coats, white waitcoats, &c.,

dispensing with all underflannel. The result was a violent cold, and I soon went instinctively to the fire of the hospitable Australian Club, whenever I came in, in the evening.

Victoria, however, be it understood, is a fine climate, and in the large extent of country which it comprises, there are, as will be readily imagined, many varieties of temperature. Thus Kyneton, within fifty miles of Melbourne, well wooded, and situated in a valley, is a lovely agricultural country, and delightfully cool; whilst at Castlemaine, only twenty-five miles further north, a gold district and much more exposed, the temperature is considerably higher. And in the mountainous districts the temperature will vary according to the level on which one's residence is situated.

South Australia, of which Adelaide is the capital, lies to the westward of New South Wales and Victoria, and is comprised in the space between longitudes 132° and 141° east of Greenwich: its boundary northward can hardly be defined, though the maps draw it at 26° N. Adelaide is finely situated in a valley; there are several lovely rides in its neighbourhood, all hilly, and therefore leading to cooler temperature than that of Adelaide itself. For Adelaide is in the summer undeniably hot, and therefore many people live in the suburbs on the hills. The road to Mount Lofty, which rises over 2000 feet above the sea-level, is studded with these suburban villas. Adelaide has, I am sorry to say,—for withal I like

Adelaide,—many sanitary disadvantages. It has little running water. The Torrens, on the banks of which the city is said to be built, is a wretched streamlet, dried up two-thirds of the year, although the picture of Governor Torrens has for its background a seventy-four floating gracefully in the water of this river. The town is consequently not well drained and is very dusty.

Again, Adelaide does not get the advantage of the sea-breeze; it is some miles even from Spencer's Gulf, and this deficiency is severely felt, after a hot wind. These winds are very hot in South Australia, and combined with the dust, make residence in the city during their existence very miserable and at times almost unbearable.

The sea-side residences of South Australia are Glenelg and Brighton, situated in a narrow bight—honoured by the name of bay—in St. Vincent's Gulf. Compared with the sea resorts of Victoria and New South Wales, I cannot say that South Australia has the advantage; nevertheless I believe that, in "the season," Glenelg is crowded, and, having delightful sands, riders are seen by scores in this neighbourhood. The possession of extensive flats of sand on the sea-shore is highly prized by South Australians, and they here have a luxury not possessed by the sister colonies.

Although with the exception of the Murray, which may in a measure be considered common to all three colonies, South Australia has very few rivers, water

is obtainable almost everywhere by sinking wells, and this country is not only never troubled by floods, but is also comparatively free from droughts.

South Australia is a grand agricultural country,* its fertility is marvellous, and the mean annual fall of rain about twenty-one inches, is amply sufficient for the husbandman, and much more constant than in Victoria.

Besides agriculture, there are fine sheep-runs in South Australia; and, although as yet no gold has been discovered,† this province possesses rich copper and other mines. The copper yielded from the ore of the Burra mines varies from twelve to as high as seventy per cent., and it is not uncommon to find masses of pure copper without a particle of alloy. Lead, iron, manganese, titanium, mercury, and a variety of mineral earths, are also found in South Australia, and yet the inhabitants are not satisfied. They have gone to great expense in having their country surveyed for gold. As I have said, this metal has not yet been found in any

* South Australian wheat is proverbially fine, supplying the neighbouring colonies, the Cape of Good Hope, and Mauritius, and commanding the highest price, even in Mark Lane.

† When in Adelaide, Mr. Hargraves, the first to discover New South Wales as a payable gold country, had just completed a careful but unsuccessful survey of South Australia. It was, I believe, contemplated to survey Kangaroo Island for gold; but Mr. Hargraves told me he was not very hopeful of the result.

appreciable quantity in South Australia, and for the sake of the colonists I should hope will not be.

At present the prosperity and wealth of South Australia is steady, firm, and surely, though slowly progressive. Once gold comes, it may bring a rush of wealth, but it must bring with it its attendants of crime and dishonesty.

* * * Since writing the above I read in the latest Australian papers that gold has been discovered in South Australia, near its north-eastern boundary; the yield is said to be decidedly profitable.

Before leaving Australia proper, we will take a short glance at WESTERN AUSTRALIA; short, not on account of its unsuitability as a residence on sanitary, but on social grounds. Western Australia is the only colony of Australasia to which convicts are still sent, and therefore to Englishmen is not a pleasant home. The fact is, that this colony, not being as fertile as her sisters, was a failure, until the settlers petitioned that convicts should be sent as labourers. It was thought, from the peculiar situation of Western Australia, that the convict element so imported would not extend its influences to the neighbouring colonies; but experience has proved otherwise, and, in consequence of the urgent objections and petitions of the rest of Australia, there will be no more convicts imported as soon as some

other arrangement can be made. The Home Government intend, I believe, to abandon transportation to any part of Australia in about two years' time, unless indeed our impatient friends at the antipodes are fortunate enough to obtain their wishes still sooner.

That there should be this drawback is extremely unfortunate, as Western Australia is the best climate of Australia proper. For, from its position, it has the advantage of an almost continual sea-breeze, and is never troubled by hot winds. The climate, then, is more ozonised and equable than that of any other sister colony.

Western Australia is badly watered, worse indeed than any of its neighbours, and subject to floods and droughts.

The pasturage is inferior to that of Eastern or South Australia. The soil is for the most part sandy and barren.

On the other hand, Western Australia has good coal (a great acquisition), iron and copper, and many valuable woods, amongst others the sandal and jarrah.

Western Australia is nearest of access by overland route to Europe, and from this cause and the facility of intercourse between it and India, China, &c., may yet be developed into an important settlement.

CHAPTER VIII.

TASMANIA AND ITS CLIMATE — NEW ZEALAND.

WE now come to Tasmania, the most lovely and healthy of all parts of Australasia. The first assertion, I will leave those to contradict who can, it is a matter of taste; but the second I make fearlessly, for *there is a larger proportion of old people to be found in Tasmania than in any other part of the globe.* I know, nowhere, where a pink complexion and a white beard are so often seen in unison; where with age the senses, instead of failing, ripen into mellowness; where memory and all other faculties remain perfect to the last.

There is now, or was a few months since, living in Launceston, an old man, named John Dell. He was born on Guy Fawkes Day, 1763, served for many years as Corporal of the Guard of George III., and emigrated to Tasmania as a soldier. He has eighty-six descendants living in Tasmania, and is hale and hearty. He will go to the theatre with his great grandchildren, hear and appreciate the acting. He can write and read without glasses, and can not only remember what happened fifty years ago, but can relate consecutively the events in his life from that period down to the present time.

This is an isolated instance; but the fact that the Tasmanian climate is favourable to old age is well known. The father of the colony of Victoria was born in Tasmania, and is an energetic old gentleman of over four score, now living in Melbourne.

Tasmania, then, deserves much more than a passing notice, and will therefore be viewed in its various aspects as a country suitable for the English consumptive invalid.

Tasmania is an island situated to the south of Australia proper, and was originally called Van Diemen's Land. It includes an area of 24,000 square miles, and is about three-fourths the size of Ireland. The coasts of Tasmania are varied in their aspect, and present a striking contrast to those of Australia, which are singularly barren and unmarked. Everywhere one sees bold promontories jutting out in the ocean, and numerous bays, into which open rivers, some of large extent.

The scenery of Tasmania is, as I have said, very lovely; one continued series of hills sometimes rising to lofty mountains, alternated by most lovely and fertile valleys. Water here is plentiful, and the want of it is never felt as in the Australian continent, nor are there ever floods. One will not see here what looks at one time like a river-bed, which has not had water since the deluge, and at another a country which has never recovered from that same disaster. Not only

are there lovely rivers—one of which, the Derwent, is navigable for a long distance—but numerous lakes are to be seen in the valleys, adding greatly to the beauty and fertility of the island.

“The mountains of Tasmania belong,” says Mr. Hughes, “geologically and minerally, to the great chain which forms the cordillera of Eastern Australia. The channel of Bass’s Strait merely interrupts the superficial continuity of the range, which reappears at intervals in the peaked and barren islets that rise above its waters, and afterwards resumes its southerly course upon the shores of Tasmania, which it traverses, in a zigzag direction, through its entire limits.”

Of these mountains, Ben Lomond (5000 feet), and Mount Wellington (4195 feet), are the most lofty, the mean height being about 3500 feet along the greater portion of the range. Snow is on Ben Lomond even in Midsummer, and on Mount Wellington for three parts of the year.

Geologically, Tasmania is of similar formation to that part of New South Wales which comprises the “Australian Alps,” but, as a writer has already said, “New South Wales, by the nature of its soil, seems destined apparently to become a pastoral—Van Diemen’s Land an agricultural country.”* That prediction, made twenty years ago, has been by this time fully verified.

* ‘Physical Description of New South Wales and Van Diemen’s Land.’ London, 1845.

The mineral wealth of Tasmania is, with the exception of gold, similar to New South Wales. Coal, of good but various quality, is found at Port Arthur. Iron ore, very pure and highly magnetic, is found generally throughout the island. Copper is also present. But gold, in paying quantities, has not yet been discovered, although there are abundant auriferous indications.

We shall, in considering the climate of Tasmania, find that here, the conditions laid down by the great German philosopher, more nearly approach perfection than in any other part of the world. The climate of Tasmania is, if not *the finest*, one of the finest in the universe. We find here *all* the advantages of the Australian climate, with *none* of its disadvantages. Thus the atmosphere is sufficiently warm, but never hot, nor liable to sudden and extreme changes. There is none of the extreme aridity of Australia, nor are there thick fogs as in England and many parts of Europe. The air is calm, but from the insular and mountainous character of the country, sufficiently bracing. From the same cause, sea-breezes on all sides bring *pure air*, disinfecting as it were the whole island; also there is a sufficient quantity of moisture, there always being plentiful irrigation.

As Humboldt has noted that the climate which influences man has an important bearing on the organic development of plants, and the ripening of fruits, we

here find, as we should expect, the highest perfection in vegetation, without the exotic produce of the more northern countries.

Tasmania is called "The Garden of Australia."

We find the gooseberry, the currant, raspberries, and apples, growing and thriving as well as at home. Flowers and shrubs transplanted from England grow not with an over-quick and lanky speed as in New South Wales, but take the same character, and are as hardy as the stock from which they are derived.

We see here bright *green* fields (not tracts of dried bents), hedges of sweetbrier, blackberries, and thorn, and it is difficult for the settler to believe that he is many many thousands of miles from the home of his fathers.

The native produce of Tasmania is similar to that of the mainland, but there is everywhere the luxuriance that will always show itself if there is water.

The appearance of the orchards, vineyards, and hop-gardens, in Tasmania, has been likened to that of the Alpine country of Europe, to which it may indeed bear a miniature resemblance. Snow at the mountain-top, and ripe fruit at the base, is a frequent sight in this island, and very very lovely is the contrast thus created.

The *temperature* of Tasmania is similar to that of the south and south-western parts of England.

The mean annual heat of Hobart Town is 52° , the mean of summer 63° , and of winter 44° .

At Launceston it is warmer. Strzelecki compares

the climate of this town to that of Lisbon in winter, while in summer it is no warmer than Cheltenham.

In the winter it is not uncommon to see severe frosts on the hills and in exposed situations, but not in the valleys. Snow also falls freely, but never lies on the sea-level in the daytime. There is moderate and genial rain in the winter. High winds, but with bright and clear weather in the spring.

In the summer and autumn the weather is truly delightful. Atmosphere almost uniformly transparent, the sky clear from clouds and vapours; one may bask in the sun and think himself on the beach at Hastings, or climb the hills and imagine he is breathing the atmosphere of the Highlands of Scotland. It is in these months that ladies from New South Wales and Victoria, worn out by the gaieties of the season, come to gain fresh roses for their cheeks, fresh vigour for the next year. As I have remarked of the hardy English character of plants, so of man. In Tasmania one sees most thoroughly the English *physique*, whereas as we go north we see the tropical climate producing a Yankee cast of feature and limb.

I have whilst in Australia met a great number of people who have come there for their health, and all have said that in Tasmania they gain more in a month than in any other part of Australia in a much longer period. It is especially beneficial to the military or civil resident of India. One friend of mine said he

always "smelt England" in Tasmania. And I think it seems but common sense that if we can find a climate similar in temperature to that of our native country, but with many advantages and none of its disadvantages, we are, in going there, going to a much better climate than one which is very many degrees hotter, and consequently so much the more enervating. There are two large towns in Tasmania—Hobart Town, its capital, and Launceston.

Hobart Town contains nearly 20,000 inhabitants, and is beautifully situated in a sheltered bay (Sullivan's Cove) of the Derwent, about fourteen miles from the sea. The scenery on entering the Derwent and thence to Hobart Town is very beautiful, and, indeed, majestic. It is on the whole not so beautiful, but more imposing, at first sight than that of Port Jackson. The foliage is abundant, the harbour extensive and safe, but the grand feature is Mount Wellington, which rises in snow-capped majesty in the background. The town is clean, well built and lighted; many of the public buildings very fine; and, besides mercantile offices and banks, there are extensive manufactories, breweries, tanneries, and various kinds of mills.

The suburbs of Hobart Town surpass those of any other Australian metropolis. The lovely hop-grounds at New Norfolk, a pretty village about twenty miles drive, are a great attraction, reminding one most strikingly of home; while Mount Wellington is always

near for those who wish to get an appetite by a stiff walk and a breath of mountain air. The mountain has numerous springs which give a constant supply of water to the town, and an ice-store was built many years ago at the mountain-summit—no small boon to the good people of Hobart Town in the summer months.

Launceston is at the north of the island, and is situated on the Tamar; and, being nearest to the mainland, has a considerable trade. The site, however, is unfortunately unhealthy, being for the most built on low ground, near to the river and an extensive swamp. The population is from eight to ten thousand.

There are no railways in Tasmania, but a capital road from Launceston to Hobart Town, between which towns there is a capital road and regular communication by stage-coach. The distance is 120 miles.

There are other small and thriving towns in Tasmania, and communication is frequent with the other colonies. One generally goes to Launceston from Melbourne, to Hobart Town from Adelaide or Sydney.

Before ending this chapter on Tasmania, it will be well to give a few statistics, for which I am indebted to Dr. Bird's * book, already quoted.

He says, "the mortality of Hobart Town is 23 per 1000, on a mean of five years; this rate corresponds with town and country mortality combined in England, and is considerably lower than any town mortality

* *Op. cit.*, p. 113.

alone in Europe. The deaths from consumption are 7·8073 per cent. ;* and those from other diseases of the tubercular order very few. I have purposely again confined myself to town mortality. The rural population in Tasmania enjoy an immunity from disease most remarkable and suggestive ; but as in so thinly-peopled a country there might be doubt as to the accuracy of the returns, I have preferred giving the reader figures of whose authenticity there can be no doubt. Dr. Swarbreck Hall, a gentleman who has been many years a resident in the island, and has devoted much attention to its climatology and vital statistics, tells me that he has found that "*youths born in Tasmania are not nearly so subject to consumption as those born in Europe ; except when the hereditary tendency is very strong, few of the native-born exhibit the tubercular diathesis. It must be remembered,*" continues Dr. Bird, "that this colony has been peopled nearly sixty years, that the population is more settled and localised

* *Vide* page 27 of the present volume, and also the same author's statement, p. 3. "Of every hundred deaths in the British Islands, twenty are caused directly by pulmonary consumption ; at least six or eight more victims to the same disease leave their homes to die at Nice, Pau, Madeira, or Algiers. Nor is this all. The other forms of scrofula and tubercle, such as water on the brain, abdominal consumption, bone and joint affections, and many others too numerous to recount, kill directly or indirectly, particularly amongst children, at least as many more. In short, it is no exaggeration to say that the 'Tubercular Order' of the class 'Constitutional Diseases' (adopting the present nomenclature), is the source of more than one-half the mortality in our home population."

than that of the other colonies, and that at least three-fifths of those under twenty years of age have been born in the island of British parents. The population was in 1861, 89,977 souls, of whom 49,593 were males, and 40,389 females—41,649 being under twenty years of age, 44,162 between twenty and sixty, and 4166 above sixty.”

I have been careful to copy verbatim and at some length the words of Dr. Bird; for it is to me inexplicable that, with such startling facts (and they could easily be still more highly coloured), any physician can recommend as preferable, a residence where, to give his own statistics, there are in the summer quarter, that ending March 31, 1861, 12·14 per cent. of deaths from diseases of the respiratory system, being the second largest percentage of any one disease named in the returns of the Registrar-General of Victoria; of these diseases of the respiratory system more than 6·4 per cent. are from consumption.

In the quarter ending June 30, 1861—that is autumn quarter—we find the increase of deaths from “diseases of the respiratory system,” to be one-half on the previous quarter, the percentage now being 18·23, and the deaths from consumption and what is naïvely called “disease of the lungs,”* amount to 10½ per cent., or

* The diseases are given thus:—“Laryngitis, 3; bronchitis, 22; quinsy, 3; pleurisy, 4; pneumonia, 39; hydrothorax, 3; asthma, 2; *phthisis*, 97; DISEASES OF THE LUNGS, 4 (!)”

from consumption alone to slightly more than 10 per cent.

In the quarter ending September 30, our winter quarter, there is a still further increase; the deaths from "diseases of the respiratory system" being 22.08 per cent., and from consumption and "diseases of the lungs," 11.168 per cent.

In the quarter ending December 31, 1861, the number of deaths from "diseases of the respiratory system" are 21.41 per cent., and from consumption and "diseases of the lungs" exactly $9\frac{1}{9}$ per cent.

Thus there is, according to these returns of the Registrar-General of Victoria, in the course of the year an average of no less than 22.71 deaths per cent. from diseases of the respiratory system in Melbourne and its suburbs; of which no less than 10.93 per cent. die of consumption out of a yearly number of deaths of 3648.*

It is, however, a striking fact that, with this large percentage of deaths, Melbourne is otherwise a decidedly healthy city. It is a fact which is well known to every physician in Melbourne, more especially if in hospital practice, that the amount of consumption in that town is positively alarming. I was literally horrified, both in

* I confess I cannot understand Dr. Bird's arithmetic at page 58. He takes the number of deaths from pulmonary consumption at 328, and says that the mortality from this cause in the total number of deaths, 3648, is "rather over 7 per cent." I make it $8\frac{11}{14}$, or within $\frac{1}{14}$ of 9 per cent.

Melbourne and Adelaide, to see in the hospitals almost every other bed in the medical wards tenanted by a patient more or less advanced in consumption. That many of these came from home is doubtless true, but the climate cannot be, what Dr. Bird would have us believe, if, as there is no reason to doubt, the above statistics are true.

A passing word is due to New Zealand—passing, because I have neither personal experience of the climate nor have I ever met any consumptive person who has been there. The north island is, however, I believe, the healthier of the two. Mr. Nunn informs me that, in his inquiry into the truth of the allegation that consumption was one of the results of a syphilitic diathesis, he learnt from his former pupil, Mr. Gray, who was Aborigines-Protector in New Zealand, that phthisis has been common among the natives from time immemorial, whereas syphilitic diseases were imported by Europeans. Wellington, the new seat of government, has a fine clear climate. Auckland is moist and warm, and good for those with bronchial irritation. Dunedin, in the middle island, no one can recommend. All the accounts I ever heard of it were rain and mud; and the temperature is by no means warm. Canterbury, further north than Dunedin, is prosperous, and, I should imagine, a fine climate for those thoroughly restored to health.

CHAPTER IX.

SUMMARY OF CLIMATES; AND PROSPECTS IN THE DIFFERENT
PORTIONS OF AUSTRALIA.

THE foregoing chapters, on the separate portions of Australia, will prove how necessary it is to exercise caution in considering the question of residence in the antipodes; and the remarks, necessarily condensed, which I have made on the climates of the various colonies, will bear still further modification, if my reader will look at the map of Australia and consider how vast the territory comprised in the area of each colony. When one considers what a change there is from London to Ventnor or Torquay, a distance in latitude of a degree, it will be readily understood how important the difference when the distance is sometimes six times as much between two towns in the same government.

The only definite idea of climate is to be gained from Tasmania; for in the mainland the colonies are only separated by arbitrary lines, and consequently at their junctions have, of course, almost similar climates.

TASMANIA may be considered *the* climate *par excellence*, not only of the antipodes, but, I be-

lieve, of the universe, for that class of the English consumptive invalids who require a climate more equable than our own, but not of much greater temperature, and with an ozonised, clear, and bracing atmosphere: the elasticity of the air is surprising; and the fact previously mentioned, of the juvenescent appearance of elderly people, is a proof which recommends itself to all comprehensions and classes of society.

The neighbourhood of Hobart Town and the mountainous districts is to be preferred to that north and north-west of the island, where, as at Launceston, the land is lower, and in some places marshy.

NEW SOUTH WALES is adapted to those cases which require a temperature warmer than the one in which disease was manifested; and, as a winter or spring climate, offers, in combination with residence in Tasmania, many advantages. The mortality from consumption is low, and the statistics reliable, because based on the experience of many years. Sydney however is, from causes previously named, the least agreeable portion of this colony. Goulburn, Bathurst, the Illawarra and Hunter districts, each presents to the traveller various climates, scenery, and occupations.

The coast of New South Wales has the disadvantage, from its geographical position, of losing the cool westerly breezes, so agreeable in Western and SOUTH AUSTRALIA, which latter, with its sandy soil and dry

atmosphere, is a healthy climate, and suited to such cases as we should recommend to Algiers; but it is incomparably superior. The deaths from consumption are said to be 6·98 per cent. of the total mortality;* but Adelaide, Port Lincoln, and the vast northern territory, each possesses totally different temperatures and other conditions of climate. The resources of this colony are also very varied. VICTORIA, situated as it is between New South Wales and South Australia, has a climate which may be considered as a mean of these two. Melbourne, more south than either Sydney or Adelaide, has a lower average temperature than either of these two cities, whilst at Echuca on the Murray, where the colonies approximate, the climates are alike. In the mountain districts the air is cool and rarefied. On the coast are many delightful watering-places; and, although I cannot agree with those who consider the climate of Victoria as "more generally suitable than any other in the world to consumptive cases," there is no doubt that, from its vast mercantile resources, it has attractions not to be found in any other portion of Australia. Knowing, as we all do, that consumption is greatly aggravated, not only by the sanitary, but by the social and moral defects of large

* Nearly one-half of the South Australians at present resident in the colony are colonial born; but from personal notice in the hospital, and the remarks of my friend, Mr. Moore, the colonial surgeon, I imagine this ratio of deaths to be rather under the average.

and rapidly-increasing populations, it is a question well worthy of consideration whether Melbourne and Victoria generally, with its characteristic go-ahead propensities, will not deteriorate with advancing years, in its restorative and renovating properties.

WESTERN AUSTRALIA, as has already been said, possesses many advantages in point of climate over the rest of the mainland, but from infertility and other drawbacks, is not calculated to benefit the invalid traveller, and socially is not a pleasant permanent residence.

To ladies or persons simply travelling for health, and without any idea of making a permanent home, or with no necessity for exertion to gain a livelihood, the question of commercial prospects is of not much importance. Introductions into society, if the bearer of them be a gentleman, are easy, and a stranger in Australia soon finds friends. Each place as he leaves it has furnished him with a pleasant recollection of at least one or two warm friendships, never to be forgotten; and each colony has its individual beauties and attractions. It is, however, unfortunately, seldom the case that the male consumptive invalid is so situated. Hard professional or mercantile work, exposure to the inclemencies of an English climate, the thought that if work is given up income goes with it, the consequent clinging to duties for which he is unfit, the feeling that all home connexions must be severed,

and life begun afresh, with impaired energies,—all these considerations tend to hinder him from following the advice of his medical adviser. He is recommended a trip to Madeira, a winter residence there, or in Mentone, Algiers, Malta, Upper Egypt, and a number of other sanatoria. Supposing he has the means to go to these places for one winter, how can it be guaranteed to him that a similar change will not be needed the next. What is to become of his practice, his profession, his appointment? What, if he is married, is he to do with his family? How, in fact, is he to live in these countries, suitable in almost every respect but in the matter of occupation? These are questions which greatly fetter the thoughtful medical man. We dread to tell our patient, whom perhaps we have seen in gradually failing health for many months, that he must leave home; because we know how much he is leaving, and how often anxious thoughts for the future wellbeing, and perhaps actual existence of those nearest and dearest to him, will entirely prevent him from receiving the benefit we wish, and “*cæteris paribus*” would expect. The fact is, that Australia is the only place which, for an Englishman, sets at rest these grave doubts and fears for the future. In going to Australia, one is not travelling to a country where all the healthy will be foreigners, and every other person of his own country is, like himself, seeking health; nor is Australia—and it cannot too often be repeated—a wild,

uncivilised country, unfit, except for hardfisted labourers and ne'er-do-weel younger sons.

Australia is a glorious, healthy, fertile, rich, prosperous, and money-making country; so large, that if all Great Britain went there, there would still be room for the greater part of Europe; so rich in its mining, agricultural, and pastoral resources, that the only cause of drawback is want of sufficient capital for investment; and when it is stated that the banks will give seven and eight per cent. for money deposited,—that there are many good and safe investments, realising ten to twelve per cent.; not to mention gold-mines, a speculation of more fluctuating character, or sheep-runs, where capital is speedily doubled, more is hardly necessary to prove that Australia is a prosperous and money-making country. As with the climates, so, as would naturally be expected, with the resources of Australia, in so vast a country there are many varieties and qualities of produce, vegetable and mineral. The remarks which I have to make on this matter of commercial prospects for the new arrival must be but general,—the impressions and knowledge of a visitor—not of a long resident settler. I had, however, on each occasion of my visits, opportunities of seeing a great deal of the prosperity of the colonies on my first arrival, as it was part of my duty to assist the newly-arrived emigrants in finding employment, of which there is no lack for the poorer and working classes.

But with the poor as with many of those better off, isolated tales of great and sudden good luck have led foolish people to the belief that they step from the ship on to a land where gold is to be picked up in the streets; only that no one ever does it, because he has a regard for the whiteness of his hands. Australia is a land equally suited to the worker and the capitalist. If a man will work, and not be too particular in the choice of his work, he *must* command good wages. If he has money, he can always invest it; but for the person who thinks he will be solicited for employment, or can choose his own occupation, Australia, or any other country with which I am acquainted, is not the place. There are many things cheaper, many things dearer in Australia than in England. Meat and food generally are cheaper.* House-rent, and anything implying

* The following is from the 'Argus' of July 25, 1865, at the latter end of a severe winter:—

"Some reduction in the late high prices ruling in dairy produce has taken place, and in butter and eggs especially has this been the case. Should the wholesale market continue to be as amply supplied as during the last week or two, a still further reduction may be anticipated. A slight advance has taken place in butchers' meat; but this is more peculiarly felt in suburban localities, where prices were a shade lower than city localities. Present quotations are as follows:—Butchers' meat—beef, 6*d.* to 8*d.* per lb.; mutton, 4*d.* to 6*d.* per lb.; veal, 6*d.* to 8*d.* per lb.; pork, 8*d.* to 9*d.* per lb. Poultry is cheaper than at home. Milk dearer, being 6*d.* to 7*d.* per quart. Butter, fresh, 2*s.* 6*d.* per lb. Vegetables are much the same price as at home, but young potatoes are quoted at 1½*d.* to 1½*d.* per lb. Fruits—apples, 2½*d.* to 4*d.* per lb.; oranges, 3*d.* to 4*d.* per dozen; pears, 4*d.* to 6*d.*; grapes, when in season, vary in price

labour is dearer. But with the professional man, on the other hand, fees are larger; with the mercantile, profits greater; and with the capitalist, the same. I would advise all going to Australia, with a view of residing there, to have all the capital at command that they can; if in a profession, wherever they settle they must wait; and, as I have before said, if they do not intend to work, an income, if sufficient for their wants at home, will be ample if invested judiciously in the colonies for their increased expenses of residence. There is another great advantage to the resident in Australia, supposing him to be possessed of capital. Queensland is, I consider, the least healthy of the colonies, but it is at present one of the most, perhaps the most prosperous. It is not absolutely necessary for a man to reside in Queensland, even if he take a share of a run in that district. Of course he must pay more and receive less of the profits if he is not going to work; but if fair terms are made, matters can be easily arranged and honestly carried out. The squatting interest of Australia represents

from 2*d.* to 6*d.* per lb.; apricots, peaches, and other exotic fruits are about a tenth of Covent-garden prices. Water-melons and rock-melons weighing several pounds are to be had in abundance for 6*d.* each. This gives a fair average idea of colonial prices; but Melbourne having a larger demand, commands higher rates. At Sydney, food, wages, and house-rent are all lower. In Queensland very considerably higher. In Tasmania everything is cheaper. Fish, fruit, and vegetables are about half the price. In South Australia breadstuffs and many other things are cheaper."

the aristocracy. Many are refined gentlemen, and almost all strictly honourable and upright men. As a class, I know no profession which has the stamp of honour, gentility, warm hospitality, and generosity, like the true Australian squatter. Mining, especially gold, is a dangerous affair. Almost all working of gold is now done by companies. A man is a digger or a shareholder. It is a business requiring long teaching, and often an unpleasantly large premium for the apprenticeship. The class most frequently bit are the professional, medical, legal, and clerical. These men see their brain-work bringing in hard money, in not very large quantities at a time, and naturally feel annoyed that men of inferior intellect rapidly rise to the top of the tree by what they think luck. They invest; at first win, then become mining gamblers; and, like all gamblers, end by losing all they had. This is a painful, but "o'er true tale," and constitutes what is called "buying colonial experience."

In South Australia the copper-mines are a fine and splendid investment, if one is fortunate enough to procure shares. The coal-mines also of New South Wales and Tasmania are very profitable, and of a permanent character as a monetary investment. Of agriculture in Australia I know very little, except that to even a good English farmer there are many things new to be learned, many old time-honoured precepts to be unlearned. A relation of mine has a farm in the Hunter district, New

South Wales,—six feet deep, black alluvial soil, where manure is never dreamt of, and where he gets two or more crops a year. As for letting the land lie fallow occasionally in such districts, as all agriculturalists, from Virgil * downwards, advise, he would be considered a madman who did so. All agricultural districts are not, however, equally fertile. As I have said previously, one is astonished at the luxuriance of fruit in Australia. Orangeries, vineyards, and orchards are most profitable. In South Australia, in the neighbourhood of Adelaide, many gentlemen make large incomes from the produce of their orange-groves.

The wines of the colonies, more especially of South Australia, are varied, and all more or less delightful. With increased experience and age to the vine and wine, this article of produce will no doubt attain a still higher degree of excellence. It seems to me that colonial wine, being the produce of the soil, is the proper beverage appointed by nature to be drunk there, and much to be preferred, both for the palate and health, to port, sherry, and English bottled ale and stout. In Tasmania there are large fruit and hop gardens, reminding one most forcibly of the garden of England, the lovely and fertile Kent.

Manufactories there are in abundance in the various

* "*Alternis idem tonsas cessare novales,
Et segnem patiere situ durescere campum.*"

colonies, and as years advance, branches of industry will no doubt be developed. There is a mint in Sydney, and will, I believe, soon be one in Melbourne.

I have spoken hitherto with more especial reference to the capitalist; but now to the worker.

Clergymen, I know, are wanted sorely; but the pay is decidedly precarious. To the clergyman seeking health, however, there is the double opportunity of gaining health and occupation; for which, if he be energetic, he will find fields, requiring quite as hard work as the east end of London or the mining districts.

Lawyers and medical men are always wanted, not in the metropolis or the principal towns, but in all new districts. In Melbourne itself, the medical profession is rather too thickly represented; but there are constant openings "up country." Fees for both these professions are good, and a large proportion "ready money." The drug in the Australian labour-market is that class of young men known as "clerks," and embracing a large range of intellect and social position. There are now growing up in Australia a race of young men born in the colonies, and, as is only natural, they have the preference in government, bank, and many other appointments; and it is so difficult for young men educated to the desk to become anything else except labourers, for which physically the regular "navvy" is of course superior. Capital they seldom have, so they go shepherding or

gold-mining, and their engrossing and other clerkly accomplishments are swamped. A gentleman, with whom I am connected by marriage, was at one time asked to interest himself in favour of a young man for an appointment in the Customs at Melbourne. All applicants had to be recommended to the minister, and at the time this gentleman spoke, there were two hundred and eighty names down for one vacancy! While on this head, I cannot help venturing a warning to young men who go to Australia believing that there is nothing easier than to get an appointment in the government civil service. Recommendations are generally useless, unless to really influential people in Melbourne. Some Australians of a certain class represent themselves to their friends in England as doing well, and being of influence, adding possibly some vague promise of help for any one recommended to them from England; and all the time the promise means nothing, and the person who made it has no more influence than you or I, good reader, have with the English Government here. The other day I actually heard it asserted, in spite of contradiction based on personal knowledge, that the wife of a respectable tradesman in Melbourne was the intimate friend of the wife of the present Governor, and that her husband was a man of great influence in the city, when he was not even an alderman or councillor. Introductions to people in Australia must be thoroughly tested before presented, or even

accepted; for I have known many sad instances of disappointment happening to deserving men, who, led by false hopes to expect a competence, or at least a living, have found nothing. Another class of young men, who are often thoughtlessly sent out to Australia, are the "ne'er-do-weel" members of a family. Do parents know that they are sending them to a place where, even if disposed to repent and do well, there are so many others born in Australia, or there before them, whose lives will bear strict inquiry, and who will be preferred to a stranger, whose previous career is at least shady? And do they know that if their sons wish to have their will in vice, they have as large a field for it in Australia as at home; but that the latter is a country where crime meets the same reward as in England, without any of the power of home-influence to mitigate the sentence? A reverend gentleman, for many years resident in the colony, who returned with me last voyage from Australia for a well-earned holiday, told me that the number of young men sent out was lamentable, and that people with whom he had possibly a very slight acquaintance, and some of whom he knew nothing, would write to him to get appointments for their wayward children, and to look after them: what a melancholy end he often saw I leave it to my reader, without straining his imagination to much extent, to picture for himself.

These warnings are more particularly called for in a book of this nature, because consumption, of which there is possibly a previous hereditary taint, is so often developed after a few years of dissipation; and although Australia will do much, it will no more permit a person of delicate constitution to take liberties with himself than will his Fatherland.

CHAPTER X.

AUSTRALIAN SOCIETY AND AMUSEMENTS.

As I have already hinted, it is difficult to combat the false notion most Englishmen have of Australian society. New South Wales and Tasmania having in the first instance been for many years penal settlements, it is very hard to convince people that the whole population is otherwise than in a degraded state; and some self-interested motive has been often imputed to those who have described Australians as no worse than the rest of the world. Perhaps the opinions and the experience of one, who will, in all probability, never see Australia again, and who has no desire or interest either to exaggerate advantages or set down aught in malice, will be accepted more favourably.

There is no doubt that the fact of convicts having been sent to Australia has its influence on society, but not in the way we at home should imagine; for, in my experience, the society of Sydney, the capital of New South Wales, is the most aristocratic, and I account for it thus:—When New South Wales was made a penal settlement, there was required a large military staff: the distinction between the descendants of these gentlemen

and of the convicts has never been lost sight of. At the Australian Club in Sydney, the laws for admission are exceedingly strict, and the *entrée* to Government House, the passport to good society, is entirely closed against any of doubtful antecedents. That the descendants of convicts have made money and are respectable does not matter; "the sins of the fathers are visited on the children" most completely, "even to the third and fourth generation." For this reason, I doubt if society is not really more select in Sydney and Hobart Town than elsewhere, not that I mean to say that people who are excluded from good society in Sydney or Hobart Town would be knowingly admitted in Melbourne or Adelaide, but that having gone there many years ago, and risen by good conduct to a high position, their antecedents are seldom questioned and often never known. In Melbourne, too, society is of shorter growth: there are many who have made sudden fortunes, and have "woke up" one morning to find themselves famous. But in Melbourne, be it understood, there is this advantage: it is large; there are, therefore, many circles, so to speak, all good; and a man may thus be unacquainted with another without declaring himself unknown, as in Sydney, Adelaide, or Hobart Town, but simply because he is not of the circle of the other's friends.

In all the colonies alike will the stranger meet with courtesy and warm hospitality, and it will be his own.

fault if he associates with people of whom he would be ashamed at home.

The convict element, happily dying out, is, however, felt severely in other ways. Bushranging, which has for several years alarmed the inhabitants of New South Wales and some parts of Victoria, is doubtless one of its fruits. It is only within the last year that the leaders have been captured, shot, or hanged; their knowledge of the country, and it is to be feared a certain complicity amongst the lower classes—whether arising from fear or from that sort of sympathy they have with the Jack Sheppard and Paul Clifford style of bravery—for a long time rendered all efforts of the police fruitless, and in New South Wales, while I was residing there, a ministry was dethroned, and several active police-officers censured, because they failed to bring certain well-known bushrangers to justice.

There are, too, to be found in old penal colonies many people who have “served their time” in the lower orders, not having risen to affluence. There is, consequently, a low tone of morality, an impure moral atmosphere, and an increase of crime. That Australian colonists feel this themselves, is evidenced by their energetic petitions and protestations against further penal transportation. There are, however, a large, very large, number of the working classes, who have emigrated from Great Britain to “better themselves,” who are as honest and respectable as their fellows here, and the distinction

between these and such as came out *entirely* at Her Majesty's expense is as wide as in the wealthier ranks.

Neither is society in the colonies simply frivolous. Amongst the squatters will be found many educated gentlemen. Refinement in tastes is the prevailing character of their pursuits when they come from their stations to the various capitals for their holiday. In each metropolis, and in some of the provincial towns, there are good theatres, well supported. In all large towns there are one or more daily papers; in some, evening papers. There are many learned societies, and lectures of an instructive character are generally well attended.

In Melbourne alone there were, according to the Registrar-General's Report, in the Exhibition Catalogue, 1862, fifty-six papers, of which three are daily, thirty-one weekly, ten fortnightly, ten monthly, one quarterly, and one annually. These comprise many of a scientific character: there are two medical journals, a 'Punch,' designated 'A Chip of the Old Block,' in Melbourne (and also in Sydney), and two monthly illustrated papers. In Melbourne there is a splendid University, many of the professors having been specially imported; others, like Dr. Eades, the Professor of Materia Medica, and my friends Dr. Tracy, the Professor of Midwifery, and Dr. Neild, the Professor of Medical Jurisprudence, have been chosen from practitioners in Melbourne. Judging from

the examinations for the degree of M.D., the standard is as high in Melbourne as in any university in the world. There are Royal, Acclimatisation, Medical, Philharmonic, and many other Societies. A National Gallery has been lately founded; the Italian opera has crowded houses in any province which it visits, and is of real merit.

The museums of Sydney, Hobart Town, and Melbourne, are handsome buildings, and have excellent collection of articles of native produce and scientific interest.

Botanic gardens are established in each colony in the suburbs of the capital, and made to serve science as well as pleasure.

The public Library of Melbourne is a very handsome building, comprising a magnificent collection of standard works, ancient and modern.

Amongst the working classes Mechanics' Institutions are thickly scattered over the colonies, and there is a healthy thirst for useful knowledge. Talking of the working classes of people, I was much struck with their uniformly quiet demeanour at all public meetings. I attended a very large assembly in a place of public amusement in Melbourne to hear the political opinions of a favourite barrister: during the late general election I was present at a meeting of a similar character, in a music hall in the parish of Mary-le-bone, and I could not help contrasting the conduct of those constituting

the audience in either case unfavourably to the latter. In Australia, too, be it remembered, there is manhood suffrage—each person, therefore, has a right to speak; whereas in England non-electors are the troublesome questioners nine cases out of ten. A gentleman, now acting in London with great success, and who has also appeared in all parts of America, told me that he knew no more discriminating and respectable audience than a Melbourne pit. And yet I daily hear people say, is not society “very rough” in Australia?

To go still further into this question, the conduct of the inhabitants throughout the whole of Australia on Sundays, whether in the metropolis, the mining district, or the small township, might be taken as an example to be copied even in England. I do not say they all go to church or chapel; but their demeanour is most thoroughly quiet and respectable. They certainly “assume a virtue, if they have it not.” There is nothing like Hampstead Heath or other London suburban tea-gardens in the neighbourhood of Melbourne or Sydney. A quiet walk in the Botanical Gardens, a trip to one of the neighbouring sea-side suburbs, or a stroll near the coast, in which rich and poor mingle, will satisfy the Australian. We should never in ‘Melbourne Punch’ see such pictures as John Leech thought it necessary to draw of Sunday life in the iron and coal districts of England, nor do we there see photographic studios and the lower order of shops open for traffic on the

day of rest, as in all the poorer parts of London. In Australia public-houses are closed on Sundays, as in Edinburgh and Glasgow, though I never saw in Melbourne, what is proverbial in our northern metropolis, namely, more drunkenness in the streets on Sundays than on any other day of the week.

The amusements and pursuits for the new arrival in Australia are, like everything else, quite different from what he has been accustomed to in England. There is an earnestness in everything in the antipodes, whether it be work or play.

It is true there is no fox-hunting; but in Melbourne there is, nevertheless, a Hunt Club, and a meet takes place every Saturday in the winter season, within a few miles of the city, where the members turn out in pink, and until the find, one may imagine himself at home. The sport, however, is different, but quite as exciting: the kangaroo gives a fine chase, and there is rough-riding enough for a thorough Leicestershire man. Kangaroo-hunting may be had in all parts of the colonies, and has this advantage over fox-hunting, that the brush, or rather tail of the kangaroo, is not a mere ornament, but makes most delicious soup.

Shooting of all sorts is to be obtained in abundance "up country;" the lovely-plumaged parrots and cockatoos, and the more homely-looking quail and wild ducks constitute the game.

Yachting is carried on with great enthusiasm—in

Sydney especially, where there is a Royal Yacht Club.

The Turf is now a settled institution. There are good race-courses, with grand stands, in the neighbourhood of the various capitals. Tasmania, Melbourne, and Sydney, alike join in this exciting amusement, and the races, excellently managed by stewards and jockey clubs, attract large assemblies of people, and would be no disgrace to many towns in England.

As I have before mentioned, the Italian Opera and the theatre attract large, well-ordered, and discriminating audiences. 'Shakespeare' in Melbourne is placed on the stage in a manner that deserves the highest praise. The old English comedies and dramas are standard favourites: I believe 'Sweeney Todd, the barber of Fleet-street,'* where the hero kills his customers to make them into mutton-pies, would be hooted off any Australian stage; and I doubt if even the Menken would draw as large audiences, even from the lowest classes, as 'The Road to Ruin,' or 'School for Scandal.'

One of the great institutions of Australia is the "pic-nic." There is never much doubt of the weather, so a fine day may be counted on, and people liberally lay themselves out for enjoyment. Whether it be in the neighbourhood of Mount Wellington or New Norfolk, near Hobart Town; or the favourite "Devil's Punch

* Acted lately at the Marylebone Theatre.

Bowl," near Launceston, in Tasmania; Manly Beach or Middle Harbour, in Sydney; Pic-nic Point, Brighton; or along the course of the Yarra-Yarra River, in Melbourne; or again to Mount Lofty and its neighbourhood, near Adelaide; or still further, if it be only amongst a few friends gathered together from a small township or a few surrounding stations in a pastoral district, the feeling of thorough enjoyment and warm welcome experienced by the stranger is the same.

In all out-door amusements in Australia, it is wonderful how little fatigue is experienced. A lady thinks little of riding fifty miles a day for several days running; distances of twenty miles are often traversed on horseback to pay calls; cricket is played, and boat-races take place in the hottest weather. The air is so elastic, so pure, that even the invalid feels himself at once almost strong; convalescence from all illnesses is, on this account, rapid. A Bath chair is seldom seen, for soon after the sick person leaves the house he can walk or ride. To this cause also may be attributed the rapid recoveries usually made after all operations and accidents.

With such resources, who can tell where the growth of Australia will stop? Who knows what undeveloped wealth is still buried in the vast tracts of unexplored land? A country that acclimatises every English animal and bird, and a vast number of others from all parts of the globe, proves that it possesses in its climate

not only a number of different atmospheres, but a power of accommodating a large variety of foreign constitutions. Its wealth, its trade, society, scenery, and amusements, combine to point out Australia as the country of all others for an invalid who is seeking *change* in the broadest sense of the word.

I can only conclude by saying that no one need be dull, no one need be friendless, and no one who has gone to Australia need feel that he is really separated from home. Whether a man will have a home or not depends on himself. That the materials for it are to be found in this glorious southern England has been, I hope, fully proved by the facts contained in the two foregoing chapters.

CHAPTER XI.

ON THE VOYAGE TO AUSTRALIA — TIME TO LEAVE ENGLAND —
CHOICE OF A SHIP AND CABIN — FURNITURE AND OUTFIT —
MEDICAL COMFORTS — JOINING SHIP — THE VOYAGE, EXERCISE,
DIET, TREATMENT, AND AMUSEMENT DURING THE PASSAGE.

WE will at this stage suppose that a voyage is decided on, and possibly a permanent change of residence, from England to Australia, and that the voyage is to be made by way of the Cape of Good Hope. The best times to leave England are at the end of November or after January. Taking the former, one arrives in Australia at the end of summer; and in the latter case, in the autumn, when the temperature is more like that of England. It now becomes a serious matter to know how to set about going. Some people have heard of the fast passages of Liverpool ships, others of the smartness of Aberdeen clippers; most have a sort of notion that Green's or Wigram's ships are well officered, "but then you know they are such tubs." The columns of the 'Times' are consulted. A visit to Blackwall is made; a number of ships, to sail *positively* (!) on a certain date are inspected. Everything in dock wears a delightful aspect, and the ships all seem so good; the officers of each ship severally asserting that their own has

beaten and can beat any of those around them, that the intending voyager comes back in a perfect maze of doubt, but has some idea that he would like that ship with the pretty white and gold figure-head, and polished maple and mahogany panels; in this instance, ten chances to one appearances have carried the day, and as in many other things, true worth has been overlooked. Now the fact of the matter is, speed is a positive disadvantage to the invalid. It is not as in crossing the channel, where so many hours of discomfort are always expected, and the fewer they are the better. In a long voyage, in most instances, it may be accepted as an axiom, that beyond a certain limit discomfort may be anticipated in exact proportion to increase of speed.

The advertisements in the 'Times' and other daily papers are addressed to shippers, and in most cases passengers are looked upon by the owners as their least profitable cargo.

It will at once be obvious that a clipper-built ship, with fine lines, narrow beam, and round stern, will not offer as good cabin accommodation as a ship built expressly for passenger trade, and admirably adapted as the former may be for quick transmission of freight, they are not usually what are called good sea boats. Sail is carried on in a stiff breeze quite irrespective of comfort, the ship is deeply laden, sprays constantly break over

the poop, and with the wind abeam she lies over at at least half a right angle. There is a constant quivering as if the ship knew what was being expected of her, and was anxious to uphold the honour of the line, as the smartest clipper in the Australian trade. The author speaks from experience, as he made a passage from Sydney to England in about eighty days, and was constantly hearing the remark, "Oh! if we could but be comfortable we would not mind being home a little later;" "but then," answered the captain, "what of the wool sales?"

With the rapidly increasing communication between old England and her golden child, there are almost daily appearing fresh lines of vessels advertised to the Colonies, many of them no doubt admirable, and well found. Messrs. Green and Messrs. Wigram, however, have ships sailing at regularly alternate intervals, which bear deservedly an old-established name as the best officered, the most comfortable, and generally best adapted for travelling.

The officers are almost all gentlemen, they belong to a regular employ with a through *esprit de corps* pervading their conduct, and to be in Green's or Wigram's is in many instances thought a higher distinction than to hold command from the Admiralty. Both Messrs. Green and Wigram having a great number of vessels, there is a regularity in the dis-

patch, in the outfit and provisions. They carry not only first but second and third class passengers; all their vessels are therefore inspected and dispatched under the superintendence of Her Majesty's Emigration Commissioners, and passengers being sought, there is everything done in the way of real accommodation to attract them. These ships are the only ones which have windows to be called by that name, they are about 2 feet 6 inches square, giving plenty of light and ventilation. In bad weather a shutter is drawn, having a square of crystal as large as the ordinary miserable scuttle-hole in, I think I may say, all other Australian ships.

Although, undoubtedly, there are faster ships, these lines comprise some of the finest in the world, and make with much more comfort than those bearing a greater name for speed, quite as good average passages as any other mercantile vessel on the seas.

There is much more trade to Melbourne than to any other colony, and consequently so many more fine vessels going there that I would advise all passengers going to Tasmania, South Australia, or New Zealand, to sail direct to Melbourne, and thence by one of the inter-colonial steamers to their future residence. Melbourne, also with its beautiful city and great commerce, gives the stranger a good first impression.

For the poorer classes it is undoubtedly true that they can travel under much better sanitary conditions in a

Government emigration ship than any other, briefly for the following reasons: the ships are thoroughly overhauled and repaired under the superintendence of Her Majesty's Emigration Commissioners; no ship is chartered without a proper space between decks; accommodation for passengers is made paramount to all other considerations; large hospitals and bath-rooms are partitioned off in the poop, an apparatus for distilling fresh water from salt water is always carried; and lastly, the emigrants are in charge of the surgeon-superintendent, who is not a servant of the ship, but of the Government: this last is an important matter. The surgeon has undergone a special examination before being appointed, and in most cases has made several voyages. Besides this, all medical comforts of wine, beer, spirits, milk, soups, &c., are under his charge, and issued at his direction. There is no fear of interference from or clashing with the master. In addition to the hospital, there is a surgery, with a medicine-chest containing all that is necessary for almost any illness or accident, which is more than can be said for most ships. The young women are under charge of a matron; hospital nurses, constables, cooks, &c., are all appointed to assist in insuring the comfort of the passengers.

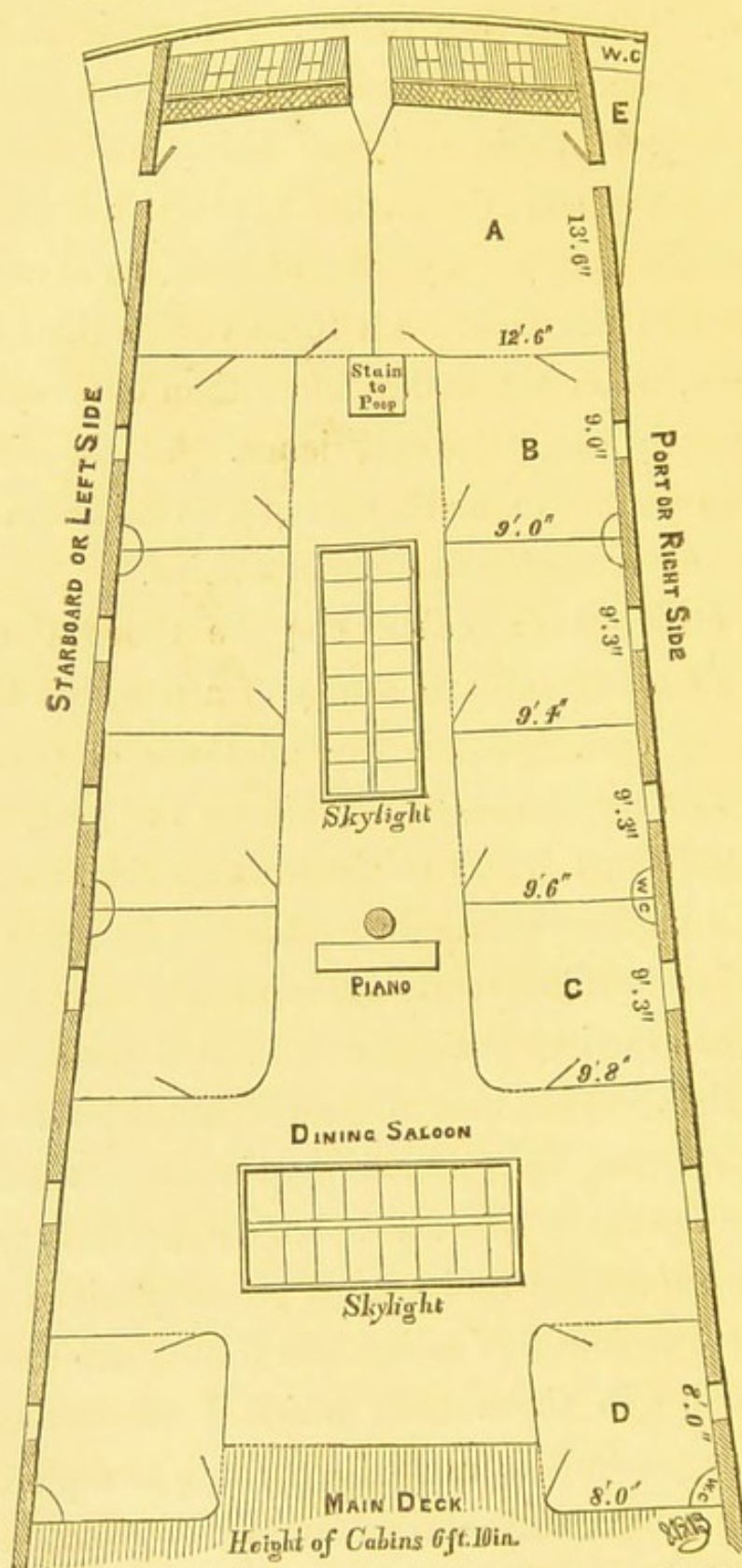
Such conditions of comfort cannot really be guaranteed in any but these vessels, but they are more nearly gained in those belonging to Messrs. Green or

Wigram than in any other. There is in them a regular proportion of medical comforts stored for the passengers, as in emigrant ships, and the services being wealthy and liberal, the captain is always ready to assist the surgeon by gifts of fresh meat and other delicacies to the sick. All these vessels likewise carry a surgeon, who often makes more than one voyage, and consequently has some experience. To the rich these questions are not of much moment, as cabin passengers are not now admitted in emigrant ships.

The choice of a cabin may be thought a small matter, as all cabins are nearly of a size, but this, like everything else, requires the guidance of experience. In the first place choose a cabin on the port, or right side of the ship; it will be the weather side, that is, the wind will blow on that side for the greater part of the voyage, and it consequently will be always well ventilated. It may be asked by landsmen, how is it possible to say whence the wind will blow, and said that the above remark is presumptuous. The prevailing winds after the first few days, are the north-east trades, then a few days variable, then the south-east trades, then westerly winds veering from north to south, of which the former are warm, the latter cold. In the vessels which I recommend, the cabins are generally arranged according to a plan represented by the accompanying diagram.

The port stern cabin, marked A., is the best to take. There are three good stern windows; the locker along

PLAN OF UPPER SALOON CABINS OF A PASSENGER SHIP, FROM
MESSRS. GREEN'S 'DOVER CASTLE.'



A. Port stern cabin. B. Next cabin communicating. C. Cabin nearest saloon or cuddy table. D. Cabin opening on to main deck, and also into cuddy. E. Quarter gallery adjoining A.

them, can be made into a most delightful sofa. In this cabin there is less noise, excepting that of the rudder, to which, being constant, one soon gets accustomed. The quarter gallery, E, in addition to good closet accommodation, has another side scuttle, and is a capital place in which to have a bath fitted. The stern cabins are let at a rather higher rate than the others, but the advantages amply repay the additional expense. Families travelling together should take A and B; they communicate by a door, and thus make one large cabin. Next best to A is the cabin marked C; it adjoins the saloon, and if a seat at table is chosen close to the door, an appearance at meals may be made sooner by its inhabitant, and if necessary, an exit more conveniently accomplished than by the inhabitants of cabins further off. For a lady, in rough weather, this proximity to the saloon is found very advantageous, as it does not entail much walking to and fro. In warm weather, with the venetians open, a fresh draught of air comes direct from the open skylight over the cuddy table; for this reason it is better ventilated. Being nearer amidships there is less motion than in the stern cabin.

Cabin D suits for a bachelor; it opens on to the deck, and also, if wished, into the cuddy. It has, in addition to the ordinary side light, a window looking out on the busy main deck; but this cabin, for many reasons, would not be suited to a lady, nor, being noisy, would it do for a great invalid. From its position,

however, it is less monotonous in its view than the rest, and this reason constitutes a recommendation.

I have no doubt an outfitter and myself would differ considerably as to how a cabin should be furnished for a voyage to Australia. I will endeavour to give my own idea of "necessaries," and leave luxuries to the individual taste and purse of my reader, and to his faith in the outfitter.

The first thing is one's berth, or bedstead. The common berth is uncomfortable, as it rolls its inhabitant about with every motion of the vessel. A hammock is impossible for a lady, and all kinds of cots and swinging bedsteads are exceedingly expensive; purchased, I imagine, by few people who are making a single voyage. The outfitter will tell his customer that a good swing-cot will always have its value at the end of the voyage, — this is unlikely. The simplest and a thoroughly comfortable berth, is one I have devised on the principal of a child's cot. It consists of an ordinary berth, having the inner side about six inches from the wall, with a short piece of iron at each end on the top, which works in a hole made in a stout upright stanchion at each end; and, in addition, the side should be made to drop down on hinges, as it obviates clambering into bed, a very troublesome, and sometimes almost impossible feat. Any outfitter will understand this. If a double bed, the berth should be made to slide in in the day time, so as to economise space.

2. In choosing bedding, be careful of your outfitter, or you may find too late that you have a mattress that *will* go in lumps, and which no amount of coaxing will make comfortable. A feather bed full large, so as to pad the sides of the berth, with a hair mattress above is, I think, the healthiest and best. An additional hair mattress should be taken for the locker if the stern cabin is engaged, and also several pillows.

3. At least half-a-dozen pairs of sheets are required. Here again be careful; outfitters seldom allow for tucking in. Two pairs of warm blankets, and a couple of coloured wrappers, which would answer for bed-counterpane, and for the deck.

4. A cane folding arm-chair, the lower the better, with extending seat for the legs, and strong enough to bear carrying up and down, and occasional knocking about.

5. The wash-stand can be fitted up in the cabin, or a convenient one may be obtained, the cover of which, when down, makes a table. Enamelled iron basins, &c., are not so agreeable as those of china ware, which really with ordinary care are not likely to be broken. Instead of a ewer, take a water-can capable of holding a gallon, which is filled every morning when fresh water is served out.

6. By far the best means of carrying one's clothes is an ordinary chest of drawers packed with everything required on the voyage. A batten fastened round the top is necessary to secure anything placed on it, and a

good dressing-table is thereby made. Holland pockets fastened to the wall, and a quantity of broad white elastic nailed to it at intervals are most convenient for stowing brushes, bottles, and small articles of toilet.

7. A looking-glass fastened to the wall, and a hand-glass.

8. A swing-tray, suspended from the ceiling out of the way of one's head, is invaluable.

9. A piece of carpet, a tin hot-water bottle, and a spirit boiler are all indispensable. A bath should be fitted into the quarter gallery, or under the berth.

10. The lamp and illumination is an important matter. There are sold Palmer lamps, with candles to fit, which can either be carried about, or be fixed so as to swing; but these are dangerous. The best for both purposes is a closed crystal lamp (for candles), having a hasp behind, which can fit into a band fixed at the head of one's berth. This is very safe, and the only one which a surgeon could allow to be kept alight after hours.* As to matches, wax vestas are a mistake; when damp their heads come off. Bryant and May's safety matches, igniting only on the box, are preferable. "No other matches can be used with safety."

11. A few plates, knives and forks, decanters, and wine glasses add to one's independence, more especially if a private servant is taken.

12. A few general directions on clothing may be

* All lights are extinguished at 10.30 P.M., unless by permission of the surgeon.

useful. In preparing for a sea voyage throw nothing away, however old; anything will do at sea, especially in the way of under linen, in the tropics; it can when used be thrown into the sea; for new linen soon gets a bad colour, which no amount of washing will ever remove. For gentlemen, a few light holland coats, waistcoats, &c., all of which will be useful in Australia, and Crimean flannel shirts, are the only extra articles required. Paper collars are the most economical, and comfortable as well. A pilot jacket, and a set of water-proofs will also be wanted. In cold weather there is nothing so warm as oilskins, they also keep one dry from sprays and sea mist. For ladies, a large supply of linen, plenty of red flannel, and muslin dresses which have done service at home, will be wanted. A good warm waterproof cloak coming down nearly to the feet, a pair of fur slippers, and Balmoral boots with thick soles, a couple of Shetland veils and warm cloth gloves are also necessary. Light silk dresses should not be thought of, as in sea air they quickly lose their colour.

Both boots and gloves are dear in Australia. It is well to take a supply—gloves should be wrapped in oil-silk and flannel, and packed in tin cases.

There are one or two medicines and medical comforts which the invalid may find convenient, as they may save him the trouble of asking the assistance of any on board. A packet of powders containing three grains of oxalate of cerium. Without going into the causes of

sea-sickness, it is a fact, which I have repeatedly verified, that this troublesome malady is more readily allayed, and the stomach made more capable of receiving food, by taking this drug than any other I know. I am in the habit of advising a powder to be taken about a quarter of an hour before meals. The medicine is tasteless and innoxious, and in my experience surpasses in its effects chloroform and all other so-called specifics.

Pills, containing a quarter of a grain of podophyllin in each, with henbane and capsicum, are the best sea aperient, and may be followed in some cases by the granular effervescent citrate of magnesia. A ship's medicine-chest is limited in its contents; it would be advisable therefore for the patient to lay in a good supply of any cough medicine he has been in the habit of taking, or other favourite remedy. A large bottle of Sir William Burnett's Disinfectant Fluid, and a bottle of Condyl's Fluid should be carried.

Cod-liver oil can, I believe, be procured in bottles with a tap. This is a very convenient arrangement.

A porous earthenware caraffe to suspend in the cabin for drinking water, as also a gasogene, with the powders for preparing soda-water, are very acceptable.

Wine can be obtained on board, but even in the best ships is not of good quality. It will be far better to provide one's own, taking about two dozen each of sherry, port, and claret. Champagne is an exception, which can be procured good in the ship at the same price as on land.

There is a cow generally on board, but may often fail. The invalid will do well to take some bottles of Grimwade's Desiccated Milk, undoubtedly the best preparation.* It is sold in bottles of two sizes, the smaller one (price 1s. 3d.) containing sufficient powder to make a quart of milk. The larger one (price 2s.) will make two quarts of milk. It may be obtained of all preserved provision dealers.

All Messrs. Green's and Wigram's, and the better class of vessels, call at Plymouth for passengers. By joining at this port, knocking about in the Channel is avoided, and there is a chance of leaving England

* This preparation is simply milk evaporated to dryness, and pulverised with a little sugar. The following is a testimonial from my esteemed friend, Dr. Duncan:—"On many occasions I have had to refer to the excellent arrangements of the Commissioners in all that regards the provisioning and arrangement of emigrant ships—with what care they endeavour to supply such dietary as will tend to add to the comfort and health of the people, and especially of the young children. I find in some of the late emigrant ships a new species of preserved milk, which is by far superior to anything of the kind previously used—Grimwade's Patent Desiccated Milk, prepared at Sheepcote Farm, Harrow-on-the-Hill, Middlesex. It is in the form of a powder, in corked bottles, and seems never to be affected by length of keeping; it requires, for use, merely to be mixed intimately with hot water in a certain proportion, and it forms as pure and sound nourishment as that newly drawn from the cow, and shows under the microscope all the characteristics of healthy milk. Families in towns, for whose young children good milk is an essential part of food, might with much more advantage use this preparation than the useless, and often deleterious stuff which is sold as milk."—*Extract from the Quarterly Report of Dr. DUNCAN, the Government Immigration Agent at South Australia, dated Adelaide, May, 1858.*

with a fair wind, and so sailing straight away into blue water.

It is not usual for the consumptive invalid to suffer seriously from sea-sickness,* but a day's illness, by unloading the liver, &c., is often of real advantage, although I imagine there are few who, while under its influence, will be disposed to agree with me. Perfect rest in a swing bed, an occasional sip of cold brandy-and-water without solid food, constitute, I believe, the best treatment. If it should continue, recourse may be had to the powders previously named, or any other of the favourite remedies. With many, champagne, brandy with soda-water or lemonade, are specifics.

Sea-sickness past, and if with a favourable wind, having arrived at true blue water, the patient comes on deck to feel the first effects of sea air. At the commencement there is a little difficulty in locomotion, but once "sea legs gained" the passenger almost lives on deck. The discomforts of a sea life are gone, an appetite is gained, and the patient is astonished to find himself eating with impunity a hearty meal,† when only a

* I have rarely in any case seen sea-sickness last severely more than three days, and but in two instances (not consumption) have known it last several weeks. In one case of phthisis under my notice, it produced hæmoptysis; but this also is exceedingly rare.

† To give landsmen an idea of some of the most substantial comforts of a sea voyage, I subjoin a bill of fare taken from a book called 'Three Years in Melbourne.' The authoress says, "I may mention that the whole of the dishes noted in the bill of fare did not appear on the same day (though the greater part did). There was a little variation made, and only one kind of soup appeared

week ago he required coaxing to take the slightest morsel.

About the sixth or eighth day really warm weather is reached, and the latitude of Madeira attained.

It is astonishing how a speck of blue land on the horizon adds to the excitement of a sea voyage; and the interest is considerably increased if one is able to get a near view so as to make a sketch.

The air now becomes perfectly delicious. The heat of the sun, increasing daily in power, is moderated in its effects by the north-east trades blowing steadily day and night. The ship glides along, without pitching or rolling, and often literally without a rope being pulled unless to tighten the slackened braces. Sunrise and sun-

each day." The articles marked with an asterisk are those omitted in this bill of fare, and added by myself.

<i>Soups.</i>	Fricassee of fowl.	Suet pudding.
Mock turtle.	Currie.	Sago pudding.
Mulligatawny.	Tripe.	Bread and butter.
Kangaroo tail.	Ham.	Roll and butter.
Gravy, &c.	Tongue.	Custard and butter.
	Pork.	Apple and butter.
<i>Fish.</i>	Mutton pies.	Apple tarts.
Salmon.	Pig's head.	Fruit tarts.
*Herring, fresh.	Haricot.	Omelettes.
*Lobster.	*Oyster patties, &c.	Maccaroni.
*Oysters.	<i>Vegetables assorted,</i>	French pastry.
	including	Stewed prunes
Beef.	*Potatoes.	*and other fruits.
Mutton.	*Peas.	*Jellies, &c.
Veal.	*Carrots.	
Turkeys.	*Turnips.	<i>Dessert.</i>
Ducks.	*Cabbage.	*Apples and pears.
Fowls.		Oranges.
Chickens.	Sweet sandwiches.	French plums.
Mutton cutlets.	Tartlets.	Raisins and almonds.
Veal cutlets.	Plum pudding.	Walnuts and filberts.
Stewed steaks.	Rice pudding.	Preserved ginger, &c.

set, gorgeous in their evanescent splendour, are almost surpassed in beauty by the brilliancy of the nights, when the moon shines serenely on the phosphorescent waters. Time passes quickly in calm contentment, the needle, sketch-book, or novel, offer passive occupation, and the quiet transmission through a climate with every requisite for health daily tells its tale of restoration.

I have advised my invalid readers to take their cough-mixtures and cod-liver oil, but most likely by this time they will have forgotten all about medicine. The pulse will probably daily decrease its abnormal rapidity, the cough will have become less troublesome, and the night perspirations almost ceased, and invalids may perhaps envy the dancers, and begin to think of joining in some of the deck games.

The games most in favour on board ship are quoits and deck billiards: the former is played with rings of rope bound with canvas, the latter with round pieces of wood weighted with lead, and propelled by cues along the deck; this game is played by sides, and the object is to place as many as possible of the "balls" of one's own side into a space marked out in squares, each bearing a different relative value. On fine nights, in the tropics, dancing is indulged in, but is I think decidedly dancing under difficulties.

Steadily going south, leaving the Bear behind, one now sees the Southern Cross: and the north-east trades, growing fainter and fainter, at last fail. Then a day or two of tropical rains and calms, called nautically

“doldrums.” During this is the only time of great discomfort: for one cannot be on deck long together without rain; the ports have frequently to be closed; every cat’s-paw of wind is taken advantage of, and nothing heard overhead but one continual din of bracing yards and the accompanying rope songs. The variations of temperature and the moisture are at this time frequently trying to the invalid, who should be very careful to change all damp clothing.

This period is, however, thanks to the improvements of modern navigation, of short duration, and the south-east trades springing up, one crosses the line and is speedily on his way again, with probably a repetition of the same delightful weather as in the northern trades.* It is just before and at the latter part of the south-east trades that the outward-bound vessel crosses the track of those going homeward. Home letters are written, in the hope that a ship may be boarded, when newspapers are exchanged, and making quite an event in the voyage. It is gratifying in the vast ocean to exchange civilities, and even through the press to give information of the greatest interest and importance many thousands of miles from home. On my first voyage we were boarded by a Yankee whaler, which had been away nearly four years, and was taking home the accumulated gains of this long period; the captain and crew, being partners in their profits, were therefore

* The north-east trades are more constant and less squally than the south-east.

alike naturally anxious to learn any news of the position of their (at that time) Southern enemies. We sent letters by her, which arrived in due time in England *viâ* New York, so I imagine the good ship and her cargo arrived home in safety.

Going south is now the order of the day, so as to decrease the longitude; and at about 35° to 40° south, easting begins to be made in real earnest. Approaching the Cape, the brave westerly winds sometimes blow for days in one steady gale. The ship sails gloriously before the wind, running a race, as it appears, with the towering waves behind, which never catch her, but always break in their fury just astern. The captains of good passenger ships have too much regard for the comfort of their cargo to navigate in a higher south latitude than about 44° to 46° , which is the parallel of the most steady winds.* Sailing, therefore, in the summer months, cold is rarely felt except when the wind blows from the southward; but even then the weather is always so clear, exhilarating, and sunny, that in the daytime the cold merely acts as a pleasant stimulant.

As the northing again commences, and the ship's head is pointed for Port Phillip, the weather becomes warmer, and one begins to feel anxious for land. It is

* "Between the 1st of April and the 1st of October, the ships shall not be navigated in a latitude higher than 47° south, nor between the 2nd of October and the 31st of March, both inclusive, in a latitude higher than 53° south." (Extract from Charter party of H.M. Emigration Commissioners.)

now that a head-wind will make every one out of temper, and speculations be freely circulated as to the exact date of sighting land. Possibly it may be at night, when the brilliant light of Cape Otway* is observed; in the morning the land is seen. I fancy the most pleasant impression is gained by entering the Heads of Port Phillip Harbour or Port Jackson at night, to find oneself next morning surrounded by land dotted over with houses, and sailing past numerous ships and boats loaded with strangers, after having for the last three months seen only the same faces day after day.

The journey is now at an end, and if proper care has been taken, the invalid lands, if not strong and hale, most probably so far recovered that in a few months he may be able to say that the disease, against which all human skill was battling hopelessly at home, is indeed arrested.

I say if *proper care has been taken*, because so few invalids, and especially those suffering from pulmonary disease, do take *proper care* of themselves. As soon as they feel a little better, aye, often if they have but a day's respite, they commit some slight, or it may be great imprudence, which throws them back several days or weeks. The invalid will continually hear it said on board ship that one never catches cold, is never

* A bold promontory about sixty miles from Port Phillip, and the first Australian point of land usually made by Melbourne or Sydney bound vessels.

ill, can eat what he likes with impunity, in fact can afford to treat all rational laws of hygiene and dietetics with contempt. I would earnestly beg my invalid readers not to be led away by any such foolishness of "good-natured friends" who would make them believe that they will be well in a day.

I wish I could on this head copy at length the admirable advice of Dr. Bennet, in his work on Mentone; his remarks derive additional weight from their being the words of one restored to health by change of climate. A single extract, however, I must give: "The most satisfactory cases that I have witnessed have been those in which climate has not been alone relied on, in which the patient has been under constant and judicious medical management, in which the routine of daily life has been guided by medical experience, and in which the various therapeutical resources that our improved knowledge of phthisis gives the profession, have been steadily persevered in. Patients left to themselves commit all kinds of errors. They constantly omit to do what they ought to do, and carried away by the example of others, or by the first dawn of improvement, do much that they ought not to do." "Is it extraordinary," asks Dr. Bennet in another place, "that they should have often come back as bad, or worse than when they started?"

It is with this feeling that I would proceed to give a few directions for the treatment of the invalid during

the sea voyage. These directions must necessarily be imperfect and general; they must also be understood not to supersede but to be added, and, if possible, combined with, those directions given by the practitioner to each special case; and it is believed that if acted on, they will add considerably to the comfort and to the improvement in health of the reader.

On first joining, commence the practice of open ports. Of course there are times when this rule cannot be obeyed; but whenever practicable keep the port open. Fresh air at sea is of enormous importance; for a cabin, unless ventilated with a continual current of fresh air, soon gets close and has a most disagreeable smell, which is soon imparted to clothing and everything else contained in it. I always advise that both the port and the venetians in the door should be open at the same time. The latter may be conveniently screened by a thin muslin curtain. I go so far as to recommend an invalid to commence by sleeping with an open port, even if he has been formerly accustomed to closed rooms and uniform temperature. He may have as many bedclothes as he likes, only let him breathe fresh air.

As a corollary to the above, let the passenger be on deck as much as possible; but let it be at proper times. For instance: it is all very well to put one's head out into the open air for a minute before breakfast, but for the invalid to walk on deck before this meal is injudicious, for two reasons; first, the deck is washed every

morning, and except in the tropics never dry till nine or ten o'clock; secondly, passengers, unless able to jump about, are only in the way early in the morning. From ten to sunset is the time for the invalid. At first he will only be fit to sit back in his easy chair; or, what is still more comfortable, to be cosily wrapped up in a warm rug, and lie or squat, eastern fashion, on the deck itself. This, until the ship arrives in warm weather, and after he has got as far as 30° south, must not be continued too long without moving about or going below, as cramp and cold may be the result. As the voyage proceeds, it is a grand thing when the invalid, at first with support from a friendly arm, begins to pace the deck. It is now that appetite is sharpened, and strength first returns to limbs stiff perhaps from many months inaction. Then walking for a quarter of an hour at intervals several times a day must be persevered in as a regular part of the day's business. The invalid must be very cautious not to sleep on deck unless well covered; or perhaps it is better to say, don't sleep at all—except that one is so often, with a dull book and a warm sun, asleep before he is aware of a desire for it.

I have said that the nights at sea are often very lovely, but to the real invalid this is a luxury that must be denied, as there are often heavy dews on board ship, not to be laughed at or treated as innocuous by those in delicate health.

I strongly recommend, if practicable, a daily bath in

salt water. At first it may be necessary to add a small quantity of hot water, but this soon becomes superfluous as the water gets warm, and it is to be hoped will not be resumed. The bath should always be followed by quick friction with a Turkish towel.

While on the matter of water, one's cabin should be scrubbed with soap and hot water at least once a week, and the boards afterwards rubbed over with a flannel wrung out in water containing Sir Wm. Burnett's fluid, in proportion of one part of the latter to fifty of water. This must be done only on dry days, and early in the morning. Dirt soon accumulates in a small space, so the broom should be directed to be used daily; and in damp weather dry holy-stoning substituted for the wet scrubbing. In this case a little chloride of lime mixed with the sand whitens and sweetens the boards, and a cloth soaked in the disinfectant fluid, as above, may be suspended in the cabin instead of damping the boards with it.

I do not think that where the very air is full of agents of restoration there is so much necessity for regular taking medicine; and if medicine can be done without so much the better, but when remedies are doing good, the patient must be careful not too soon to abandon them, or fancy that, because he is better, he is well. One thing is generally the case at sea—diarrhoea, often a distressing symptom in consumption, is amongst the first to cease, and in its place constipation frequently follows.

This should be relieved by an occasional aperient, taken either over night, or, still better, at dinner time.

There is one more thing, before we proceed to diet, that I would mention. In the tropics the nights are often most oppressively hot, and one is very apt to throw off all clothes for relief. I have seen most distressing relapses follow this practice, and it is therefore that I recommend a complete sleeping suit, which shall protect the patient from draught when in his sleep he has restlessly divested himself of all other covering.

The *cuisine* on board ship is very different from what we are accustomed to at home. There is no lack; in fact, as I have shown, there is profuse abundance; but, combined with luxuries, there is so frequently a homeliness of cookery that will spoil our palates for dishes with the most enticing titles. Ships' cooks and stewards have a great love of fat in all sauces and entrées; they have also a habit of mixing a variety of spices and condiments with the various dishes, which may not be agreeable to every taste. There are, nevertheless, always good wholesome joints and poultry, to which I would recommend the invalid principally to confine himself, for here he is safe; whereas, an excursion to unknown dishes may only end in disappointment, and perhaps take away his little appetite.

There are some invalids who cannot go without food for long intervals; but, as a rule, I disbelieve in the "little and often system." The stomach, like all other

organs, requires a rest; and I am sure food is better digested when the meals are confined to three or four a day.

The meal-times on board ship are as follows:—

Breakfast	. . .	8.30 A.M.
Lunch	. . .	12 „
Dinner	. . .	3.30 P.M.
Tea	6 „

Hot water, with the *et ceteras*, at 8. P.M. This practice of taking “something warm,” is generally called “making eight bells,” in nautical parlance.

When children are on board, their meals generally take place in the following manner:—

Breakfast	. . .	8 A.M.
Dinner	. . .	12.30 to 1 P.M.
Tea	5.30 P.M.

With the consumptive invalid, one of the most exhausting and wearying processes is that of dressing. In England it is a common practice in such cases to recommend a glass of milk immediately on rising. This is impracticable at sea; but the invalid may easily arrange to have a cup of tea and a slice of bread and butter or toast brought to the cabin at eight, when the children are about to have breakfast. Or, if preferred, it is not difficult to get a cup of coffee still earlier. This little arrangement often proves one of great comfort, as otherwise, when dressing is completed—a process often doubly tedious at sea—

the patient is left thoroughly exhausted, and so faint as to have lost all appetite and energy for the rest of the day.

Breakfast is on board ship the great meal of the day, and really astonishes a landsman in its profusion. It is very difficult to lay down precise rules for diet, and yet make them generally applicable; but there are one or two facts that will apply to all invalids on a sea voyage.

Food at sea is richer in fat, and in the manner in which it is cooked, than we are accustomed to on land; and although it seldom does harm to people who take abundant exercise, it is apt to produce indigestion, &c., to those who, from want of strength and inclination, are unable to aid their digestion by such means.

Therefore the invalid should, as much as possible, avoid rich haricots, preserved salmon, curried lobster, &c., and keep closely to plain joints and wholesome articles of diet.

This rule will apply equally at dinner, where mutton and poultry are never absent. But roast and boiled pork, or "fillet of veal," (made by boning a leg of pork, stuffing it, and roasting veal fashion,) are articles to be avoided.

Again, one can always have delightful puddings of rice, custard, or bread and butter. But tarts are plentiful; and as the paste is not always very good, must be avoided by my invalid readers.

A question of immense importance is, What shall we

drink? I have already, in deference to the English notion that there are but port and sherry fit for a gentlemanly palate, recommended the invalid to take these wines. They are, however, as every one knows, very difficult to obtain, in any decent degree of purity, except at very high prices. The sherries and ports are brandied to an enormous extent for the English market; and it is a question whether wines containing, as these do, an average of from 30 to 35 or even 40 per cent. of alcohol,* are as wholesome for patients whose blood we wish to purify with oxygen and every other ingredient that shall eliminate poisonous material, as the lighter varieties.

The natural wines of Spain and Portugal contain about 27 per cent. in sherry—with the exception of Montilla, which contains 31.7 per cent.—of alcohol. The ports contain about 23 per cent., so that the enormous excess of spirit is added for the English market, not entirely to preserve it, but to suit the English palate. The Burgundies and clarets of France contain respectively 21.5 and 17.75 per cent. of alcohol. The Rudesheimer, sparkling hock, &c., of the Rhine, contain 21.9 per cent., and the average of spirit in these continental wines is from 17 to 24 per cent.

I find from Dr. Druitt's book that the Australian

* *Vide* 'Report on Cheap Wines from France, Italy, Austria, Greece, and Hungary,' &c., by Dr. Robert Druitt. London, 1865. Renshaw.

wines of which I have spoken yield on an average—all in fact, but a few exceptional specimens—18 to 22 per cent. of proof spirit.” I utterly disbelieve what people, often prompted in the first instance by interested wine merchants, say of these wines not keeping without the addition of a quantity of spirits, for I have drunk native Australian red wine, *after it has been two voyages round the world*. That, however, in some instances and to some extent it has been necessary to add the spirit is not doubted, only the wine requires to be kept for some time afterwards for this spirit to be thoroughly blended with the saccharine and other matter, in fact to mellow or soften, and then as this is money lying idle, the English consumer has to pay dear interest for it.

Without going further into the question, but referring my reader for more full information to Dr. Druitt’s book, I would say that it is far better unless the invalid is able not only to pay the price for, but really obtain good sound port and sherry, to limit the stock to a dozen of dry Amontillado sherry and depend mainly on Bordeaux and Burgundy, the former being according to Dr. Druitt to the blood what the latter is to the nerves. These wines, in spite of the prejudice that they “turn sour,” give gout, and won’t keep, are *infinitely* preferable to the fearful concoction sold as port wine, even at the rate of 60s. a dozen, of which the main constituents seem to be raw spirit and damson cheese. Dr. Druitt tells us that Bordeaux, having all the qualities of a

good wine—namely, unity and generosity of taste, slight acidity,* dryness, stability, astringency, body, flavour, or bouquet, and finally “satisfaction”—may be obtained good at most moderate prices. These wines “neither turn sour themselves nor are they the cause of sourness in other articles of food; but, be it observed, they are *beverages not drams.*”

Wines of this kind may be had *good*, at from 22s. to 24s. a dozen, and “a very satisfactory wine” at 18s. a

* “Wine, like all drinks used by healthy-grown men, is slightly sour, not even excepting water, if it contain a palatable quantity of carbonic acid and dissolved chalk. All soft, neutral, or alkaline drinks are, like milk, adapted for infants; or like Vichy water and seltzer water, for invalids, or people past their grand climacteric, or for the gouty. But all the drinks of grown healthy men and women are sour, such as tea, coffee, ale, beer, cider, mum, mead, perry—every kind of fermented drink known to the law, including wine of course, and all the fruits which nature gives us. So, too, are meat and vegetables in a lesser degree; flesh, fish (less so), bread, the horseradish, the potato, the carrot, and the like. *Nature abhors alkalinity.* A certain amount of sourness belongs to all wines, and we have it *naked* in the well-fermented wines of France and Germany (claret, burgundy, hock, &c.), and disguised in the imperfectly-fermented, and sweetened, and fortified wines of Spain, Portugal, the Cape,” &c.—P. 48 op. cit., by Dr. Druitt. Also Appendix, p. 175.—“Acids do to the palate and stomach what soap and towels do to the skin, *i.e.*, they strip off its coating, make it redder, more active, and ready to secretion. Hence the love for lemon-juice, vinegar, and pickles at dinner, and the charm of acids to persons in certain kinds of bad health, torpid liver, coated tongue, &c. . . . The persons who avoid acids are usually the torpid, and those with red tongues or skins locked up. The power of taking acids, however, does *not depend on the dose of acid per se*, but on its combination.”

dozen. From an analysis of Dr. Druitt's remarks on a quantity of samples, I should be inclined to prefer the wine of Messrs. Trapp and Co., 5, Crescent, Minories, but there are many other merchants, no doubt, who will supply good wine at moderate prices.

I have dwelt at some length on this subject, for I feel sure from my experience of the Australian wines that the light, aromatic, pure produce of the grape is in all cases far more beneficial than the accustomed spirituous tinctures; and it is the duty of every practitioner to propagate these views so ably and impartially expounded in the first instance by Dr. Druitt.

It is also extremely difficult to procure good wines on board ship, and full directions on this point are therefore doubly necessary to those who must either decide before starting, or put up with bad wines and the consequences for three or four months.

To those who require a full-bodied wine, the fullness depending not on *alcohol* but on *aroma*, Burgundy is indicated. This also may be procured at very moderate prices, the value of the wine increasing, "not as the price but as the square thereof, *i. e.*, a bottle that I can get for 4s. 6d., 4s., or even 3s., is five, four, or even three times as good as what I can get for 2s. or 2s. 6d." Burgundy may be procured good at the same price as Bordeaux; Messrs. R. Wood and Co., 132, New Bond Street, being more especially recommended.

From what I have said, it will hardly be necessary to

state that I believe beer or porter, especially bottled, and with a quantity of fixed gas, is not suited as a beverage to an invalid leading a very indolent life. Nevertheless, in cold weather a glass of stout does wonderfully warm and nourish, and to those used to it, I would not for an instant prohibit it; but in case of indigestion a change from malt to grape will often prove very beneficial.

In cold weather there is generally soup at lunch time. At other times to those who feel that they require something stronger than bread and cheese with anchovy paste, as a meal between breakfast and dinner, an interval of seven hours, I would recommend Professor Liebig's concentrated essence of beef. This must be procured before starting, and is simply prepared by the passenger, with a little hot water. It can best be obtained at Messrs. Savory and Moore, New Bond Street and Regent Street, or Mr. Hooper of Pall Mall East.

As I have before remarked, it is common to find in the consumptive, not only a faintness and sickness at the sight of food, but frequently indigestion and pain after each meal. A glass or half a glass of good dry sherry, taken immediately before eating I have found a most satisfactory way of allaying this trouble.

With these few directions, it is hoped that living on board ship will be found at least not worse nor less wholesome than on shore.

I have spoken of exercise, and now, before closing

this chapter, a word or two upon the amusements of a sea voyage.

The amusements of one's self are reading, sketching, and, to those well enough, music. There is generally a piano on board, in fact I should rather make that one of the articles to be looked for in choosing a ship. It really is not so difficult to play as one would perhaps imagine. The instrument is placed close to the mizen mast, where there is very little motion, and sometimes some delightful hours are passed in part and glee singing. Occasionally, as in the 'Dover Castle,' concerts are given by the officers and passengers, and the proceeds devoted to the Merchant Seamen's Fund, a charity eminently deserving the support of all who travel across the ocean.

In deciding on a sea voyage, take a large quantity of books. All periodicals come in very handily. Many articles skimmed over at home are eagerly studied when the resources of the various libraries are at a low ebb. One should not always discard a book because it has been read before, as it may be often exchanged for others belonging to other passengers.

Akin to reading is keeping a diary. Unless some note is taken of time and passing trifles, when one comes to the end of a sea voyage he is utterly at a loss what to write about. The voyage is done, the passenger landed in improved health, *voilà tout* ; but jotting down little days of respite or relapse, little events of meeting

ships or seeing sharks, trivial as they appear, combine to form a very pleasant home letter, but easily lose their freshness, or give place to other thoughts if not noted at the time.

There is plenty of food for the sketch book at sea. "When," will it be asked, "in continual monotony of sea and sky?" I would answer in the words of a great artist to myself. "If you can paint sea and sky, any one can put in the ships and make pictures of them." There are besides many groups of sailors and of passengers, and studies in abundance, of "still life," all of which make capital subjects.

Of other amusements—cribbage, whist, and all round games are general sea favourites. Sometimes groups are formed on deck, and one of the various forfeit games serve to pass an hour pleasantly. Not unfrequently lectures and reading parties are got up, and lastly, if there is any enterprise amongst the officers, a journal or gazette is set going amongst the second-class passengers, which affords amusement, and possibly instruction.

The great event of the day is "*seeing the chart*," and comparing *our* track with that of the ship on its former voyages. To know the day's run and daily subtract our distance from our old and new home, seems a very part of existence on board ship, not always that the end of the voyage is wished for, but that each and all take a pride in the ship in which they sail, and want it to surpass all other ships and all her own previous voyages.

I have spoken of deck amusements in a former page. Life on board ship is a small model of the world, we meet all sorts of tempers and dispositions, but, being limited in our circle, cannot always cut disagreeable acquaintances and make new friends at pleasure. We must take people as we find them, and endeavour so to mould ourselves to those around us as to prevent all jars and petty quarrels. As in the world at large, all will not be as we would wish, but we must live with them for a time, and if agreeably, so much the better. I am sure that sea life is a capital test of one's temper, and if a person can go a sea voyage without a quarrel or an ill feeling, he can go into any society where self-command is a requisite.

Violent friendships at sea, like everywhere else, often run their course speedily; and it is not uncommon for those who have hardly spoken the first month to be at the end the most intimate friends. Only let the motto be kept in mind, "Bear and forbear." The pride of wealth, the pride of birth, or the pride of position must be set aside; and I am sure that the sea voyage is a capital school for life in Australia, where genuine worth, the worth of education, genius, and honesty, take the highest place in the estimation of all those whose good opinion is valuable.

I have only to say a few words on the objects of interest in natural history which may be observed during the voyage.

For the first few days we only see the familiar sea-gull, but as we get into warmer latitudes, other winged visitors make their appearance. The boatswain-bird, of a beautiful white colour, is rather rare, and from the purity of its plumage is much valued, if the passenger is lucky enough to shoot one, and obtain permission to launch a boat for it. As they are generally seen in very calm weather, this plan is not uncommon.

In the neighbourhood of the islands of Madeira and Canaries we see several land birds, and also the flying-fish; these latter are constantly jumping out of the water to escape the clutches of various voracious enemies. They fly a considerable distance; sometimes, especially if near a light, landing on the deck, when they are prized as a curiosity. On one occasion I had my port open and my lamp lighted, and was astonished by the entrance of one of these strange creatures.

Through the tropics, sharks with their attendant pilot-fish may continually be seen, and the former are occasionally caught.

During the calms fishing is pursued. I have frequently seen fish caught in the ocean with a piece of raw meat or red cloth. Some of them—the dolphin for example—if cooked immediately after they are caught, are very good eating, and make a pleasant change in the diet.

Having passed the southern boundary of the tropics, we begin to observe the Cape birds: first the Cape hen, then the sea-hawk, the Cape pigeons, and the albatross.

The first and two latter fly in a manner peculiar to sea birds, with hardly perceptible movement of the wings, and they constantly alight on the water. The sea-hawk, however, flaps its wings in flying, and is rarely or ever seen to settle on the water. The Cape hen is nothing remarkable, being of a rather dull brown colour, and not of an unusual size. The Cape pigeon is very beautiful: in colour it is white and black, the head being jet-black, the breast white, and the wings and back regularly checquered with these two colours. It is not much larger than an ordinary pigeon, and may be easily caught in calm weather by a line, in which it becomes entangled whilst flying, or by a hook and bait attached to it.

So tame are these birds, that I have seen a black cook let himself down by the side of the ship on a calm day and catch the birds as they settled close to the ship's side.

The albatross is a noble bird, and is of several varieties. These birds are seldom seen to measure less than eight feet from tip to tip with outstretched wings; they are sometimes caught measuring as much as fifteen or sixteen feet. Their colour varies: generally, however, they have a white head and breast, with mottled back and brown wings. Sometimes a white star is plainly seen at about the first joint of each wing. Sometimes, again, they have a collar of a lovely salmon-colour around their neck.

These birds are caught without much difficulty by a

strong line, with a quantity of cork secured to it at intervals, and having at the end a sailmaker's hook, with a piece of fat pork attached. It requires, however, some skill, when they are once hooked, to bring them up to the deck, for if once play is allowed, the line will assuredly be broken. When caught and landed on deck, they are helpless; they cannot rise, and are instantly sick. If left alone they soon die, or may be helped out of their misery by a judicious administration of prussic acid.

Properly prepared and stuffed, these birds make fine specimens, but unless for this purpose I cannot help remarking on the cruelty of catching them simply to kill them, as they are unfit for human food.

There are other birds, as the mutton-bird, the meat of which is said to resemble that of the sheep, and is eaten by sailors; also the molly-mawk, a small form of albatross.

As we go south, frequent diversion is given by the whales. They sometimes come quite near, playing and blowing close to the ship.

I have already hinted at the beautiful and brilliant appearance of the sea at night-time, known by the name of phosphorescence. I cannot add any new light as to the cause of this phenomenon, but only mention it as one among many objects of interest which serve either to amuse or instruct the traveller on his voyage.

CHAPTER XII.

ARRIVAL IN MELBOURNE — HOTELS IN VARIOUS COLONIES — RETURN HOME BY CAPE HORN OR OVERLAND — ADAPTABILITY OF SEA VOYAGES AND CLIMATE TO ALL REQUIRING CHANGE — CONCLUSION.

OUR last chapter had brought us to the end of life on board ship. Having arrived in Port Phillip, an expanded view is at once gained of the entrance to this Liverpool of the antipodes. At first entering and having passed the "rip," as a bar across the entrance is called, we see Queenscliff on our left—a pretty summer residence, with many beautiful buildings. Geelong is hidden; but we see the Youa-Yang Mountains plainly, although distant eighty miles. We next sight Williamstown on the left, Sandridge straight ahead, and the white shores of Brighton and St. Kilda on our right. Far beyond is Melbourne, and behind, on a bright day, are seen the Dandenong range of mountains. Landing by a boat from the ship at Sandridge, or waiting, which one seldom does, till the ship comes to moorings at the pier, we at once find ourselves in a company of busy strangers, English in everything, except that they all seem too full of their own affairs to trouble us with importunate questions as to where we are going, or to give us earnest

recommendations to any special hotel. Walking along the pier the stranger arrives at the railway, from which every few minutes a train starts to Melbourne; or he can, if he likes—a preferable plan—take a car straight to his destination. These cars are, as an Irish naval friend designated them, “jaunting cars, rigged athwart ships, instead of fore and aft;” that is to say, the seats are *dos à dos*, at right angles to the shafts. They are very convenient, having hoods for rain or hot weather, and ply to and from Melbourne and the suburbs at moderate fares. In the absence of volunteered or touter’s information, a few remarks on the hotels of Melbourne may be acceptable. To a gentleman, I recommend Scott’s, or the Port Phillip, of both of which I have personal experience: in the former I was ill for many weeks, and was treated throughout with the greatest attention. For ladies and families Menzies’ is the best, but expensive; and there are many excellent boarding-houses. A gentleman can easily, if he know any one, get introduced to the Clubs: the second opened since I left Melbourne. There is at the Melbourne Club, in Collins-street, excellent bed-room accommodation, with attendance and *cuisine* arrangements equal to a first-class club in London; but on the whole, for a stranger, especially if an invalid, an hotel is preferable for a residence. At the Café de Paris in Bourke-street, adjoining the Theatre Royal, first-rate dinners can be obtained, at from five shillings to a guinea.

Transit to and from Melbourne to St. Kilda is very easy, and for invalids I think nothing can be more delightful than a residence in the Prince of Wales Hotel, at this pleasant watering-place: the landlord and landlady are very attentive. There are two parts—one for families, and one in which many gentlemen take up their permanent residence, forming a pleasant little *côterie*, to which a stranger is freely welcomed.

In all the principal towns of Victoria there are good hotels and boarding-houses. Mac's is an almost universal name in colonial provincial towns, and wherever seen, is a guarantee of good attendance and accommodation.

In Sydney, the Royal is good; but here, above everywhere, boarding-houses are more comfortable. There is a fine hotel lately rebuilt at Manley Beach, the name of which I forget.

The Australian Club has delightful society and bedroom accommodation. The Union gives most capital dinners, at very moderate prices.

In Adelaide, residence in the York Hotel is, similar to the Prince of Wales, at St. Kilda, like living in a family. I think it is, however, the best hotel in the colonies, and, like everything else in Adelaide, all is done to make the stranger feel at home. A fine club-building was to be opened just as I was leaving last year.

In Hobart Town and Launceston there are also capital hotels and boarding-houses; but of them I have

not personal experience. There is also an old-established club in Hobart Town.

The newly-arrived stranger will, no doubt, think the weather very warm and mild; but he must be very careful on this point, as influenza is one of the first disagreeable visitors generally received on landing after a sea voyage. *Au reste*, the same rules of hygiene given before must be observed. There are in Australia many capital physicians and surgeons, so that in the event of illness the invalid need not, as at sea, be at any loss. It is to be hoped, however, that the lovely climate, with the various pleasurable excitements produced by change of scenery and life, will so far have a favourable effect as to render physic almost unnecessary.

Before taking leave, I must say a few words about the voyage home, as many, who are not ill enough to be permanently banished from home, or from other causes do not intend to settle in Australia, will like to know a little about how to return. Some take a passage out and home in the same ship; but if a favourable time is taken for the voyage out, the time for the voyage home in the same ship necessarily approaches the colder months. The best time to return is at about the end of November, or in the months of December and January. During this time, if the voyage is made *viâ* Cape Horn, the weather is only moderately cold—it is clear, and the days are reasonably long. I would here modify my former remarks on the kind of vessel,

and say that if it can conveniently be arranged to return in a vessel like the 'Great Britain,' with auxiliary steam-power, do so. This does not much accelerate the first part of the voyage, as steady and strong favourable winds are usually experienced from New Zealand to the Falklands; but very frequently light northerly winds then prevail, which are very fatiguing and wearying. It is here that a vessel like the 'Great Britain' steams into the trades, and so allays the horrible daily feeling of "hope deferred," when one is longing for home and home faces.

To those who wish to have variety, the overland route for the *return home* offers many inducements. It should be taken so as to arrive home in May, that is, one should start in March. It is, however, expensive, and not always comfortable.

By a most unfair arrangement, a passenger from Australia finds, on his arrival at Galle, that the cabin, which he hoped to keep the whole way, has, in the ship to which he is there transmitted, been bespoken by some Indian passenger, and he is shunted off anywhere. There is a decided want of courtesy on the part of the Peninsular and Oriental Company towards Australian passengers. The homeward-bound traveller may, on his way home overland, rest a little while in various places on his route, and so become gradually accustomed to the changes of climate.

I have addressed the foregoing pages principally to

invalids suffering from pulmonary disease ; but I should be sorry if an impression were conveyed that the sea voyage to Australia and its climates are not adapted to other forms of disease. I would say that all diseases, for which *change* is recommended, will be benefited by the voyage. In this wide range is included chronic indigestion ; breaking down of vital stamina, arising from over-excitement of the brain, whether by study or dissipation ; the number of female affections, known by the mysterious names of hysteria, or delicate health, and all chronic affections of the liver, caused by a long residence in unhealthy climates like China, or the East or West Indies. For this latter class of diseases most of the military or civil officers of India obtain sick leave, and those who go to Tasmania or Australia quickly regain health. They get a sea voyage, and a new climate not too sudden in change of temperature, but with an entirely new and pure atmosphere, which is what they want to purify blood poisoned by indolent living, inactive secretions, and frequently by miasmatic exhalations.

A surgeon of great experience made the rather startling assertion to me the other day that he thought England one of the best climates for consumption. Without agreeing with this statement, I do believe that for patients in whom such disease has been first manifested in India or in Australia, the voyage home and a residence in a climate antithetic to that in which the disease was born, offer as great advantages over a tem-

porary change from New South Wales to Tasmania, or *vice versâ*, as the voyage from England to Australia does over a trip from London to Torquay. The change being much more complete, the benefit is happily in proportion so much the greater.

In taking farewell, I would say that if my own views, gained by personal experience, and tested by impartial comparison with those of others, have caused me to differ from other authors, I can only plead as an excuse the old adage "*tot homines tot sententiæ*." I have no personal interest in any one colony or spot; but keeping in view the words of Humboldt, given at the commencement, I have endeavoured to place before the invalid what are those conditions most likely to restore him to health. If any derive benefit from the perusal of my humble volume, an end will be gained little dreamed of when I first left Plymouth for Sydney, in the service of Her Majesty's Emigration Commissioners.



APPENDIX.

TABLE showing the Number of PASSENGER SHIPS and EMIGRANTS despatched from the UNITED KINGDOM, the Number of such Ships Wrecked or Destroyed at Sea, and the Number of Lives so Lost, so far as known, from 1847 to 1864, both inclusive.

	SHIPS.			PASSENGERS AND CREW.		
	Number De- spatched.	Number Wrecked.	Per centage.	Number Embarked.	Number of Lives Lost.	Per centage.
Ships chartered by the Emigration Commis- sioners	1,031	5	0·48	357,657	543*	0·12
Ships despatched from ports under the super- intendence of Govern- ment Emigration Offi- cers	15,509	73	0·47	3,732,397	4,415	0·11
Ships despatched from ports not under the superintendence of Government Emigra- tion Officers	1,582	19	1·20	124,208	136	0·10
Total	18,122	97	0·53	4,214,262	5,094	0·12

* All these were the passengers and crew of the "Guiding Star," a new and first-class ship, which sailed from Liverpool for Melbourne on the 9th January, 1855. She was spoken with at sea on the 15th February, and has not since been heard of.

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