

**STEAM COMMUNICATION WITH THE  
CAPE OF GOOD HOPE, AUSTRALIA,  
AND NEW ZEALAND, SUGGESTED AS  
THE MEANS OF PROMOTING  
EMIGRATION TO THOSE COLONIES**

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Steam Communication with the Cape of Good Hope, Australia, and New Zealand, suggested as the means of promoting emigration to those colonies by Fredk. Jerningham

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**FREDK. JERNINGHAM**

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# STEAM COMMUNICATION

WITH

THE CAPE OF GOOD HOPE, AUSTRALIA, AND  
NEW ZEALAND,

*Suggested as the Means of promoting*

## EMIGRATION TO THOSE COLONIES.

BY FRED<sup>K</sup>. JERNINGHAM.

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# STEAM COMMUNICATION

AND

# EMIGRATION.

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THE question of Emigration being now the subject of much discussion, and the necessity for some more certain, rapid, and at the same time economical mode of conveyance to and from the Australian and Cape Colonies having so far suggested itself, I may not be considered premature in advancing an opinion as to the best means of effecting such an end, together with the prospects and advantages likely to accrue therefrom.

Steam communication has now been established to most parts of the world except the Cape of Good Hope, Australia, and New Zealand. The importance of these Colonies to the Mother Country, as affording a field for the redundant population of Great Britain, as well as considering them in a

political point of view, is a sufficient reason to believe that by the establishment of a regular line of steam-ships to and from these Colonies, an indissoluble bond of union between them and the Parent Country would be formed.

It appears by the colonial papers that the subject not only causes the greatest solicitude in these various settlements, but for some time past has engrossed the serious attention of Lord Grey, now at the head of the Colonial Department. It further appears that various schemes have been brought under the consideration of the noble Earl, of which two, perhaps, are most deserving of adoption. One proposal, made by Mr. G. F. Davidson (author of "Trade and Travel in the Far East," and some time resident in Sydney) for a postal communication between Singapore and Sydney, *via* Torres Straits; the other by Mr. C. D. Hays, for a direct line of vessels, fitted with the screw-propeller, from England to the Cape of Good Hope, South Australia, Port Phillip, and Sydney, with branch packets to the Mauritius, Van Diemen's Land, and New Zealand. There is little doubt that mails may be conveyed by the former plan with regularity and despatch, and

that it would prove of service to such persons as could afford to pay the *expensive* passage, *vid* India, by the present overland establishment; but as the majority of individuals emigrating to these Colonies are obliged to consider the expenditure of every shilling, it may naturally be concluded that were both lines established, the latter would be preferred both for passengers and cargo. "An Australian Mariner," who writes in the *Sydney Morning Herald*, of the 5th of February last, in speaking of the passage by Torres Straits, says, "There is, perhaps, not to be found on the face of the globe a track so full of hidden dangers, and of equal length with the inner passage and along Torres Straits as far as Booby Island. The perils of the navigation may certainly be diminished by future surveys, but the dangers are of that nature, the channels so intricate, and besides undergoing such constant changes that accuracy of mapping can never render it possible to run boldly through them;" again he says, "*Let the record of the shipwrecks to the east and north and those to the south and west afford the standard of the comparative safety of the waters.*"

I believe I am stating a fact in saying, that her



Majesty's Colonial Land and Emigration Commissioners have never lost a ship on her passage to these Colonies, and that during the past ten years more than 100,000 persons have been sent out by them.

As all these people have emigrated to supply the labour-market, it may naturally be concluded that, at the same time, a very large body of a superior class have gone there also ; and who, paying their own passages, have not come within the returns of the Commissioners. Any one may judge for himself by observing the number of ships that constantly sail for the Cape, Australia, and New Zealand ; and, by enquiring into the condition and numbers of those about to leave the Mother Country, the result will be a conviction in his mind that the suggestion of a fleet of steamers for that service is not premature.

By official returns it will be seen that it is calculated each soul in these Colonies is a consumer of British goods to the amount of nearly 10*l.* per annum, and that the population of these parts is as follows : viz.—

Cape of Good Hope . . . .	145,462
Mauritius . . . . .	108,000
New South Wales (including Port Phillip)	200,000
South Australia . . . . .	30,000
Van Diemen's Land . . . . .	70,000
New Zealand . . . . .	15,000
Western Australia . . . . .	5,000

By a careful consideration of the subject, by men fully conversant with such calculations, it is proved, that the voyage to Sydney may be performed by screw-ships in nearly half the time, and at no material increase of expense. What an inducement is here offered to the hundreds, or I may say thousands, who are struggling at home with small means against innumerable difficulties, to embark their fortunes in countries that offer such prospects as these! The restoration of peace at the Cape, and subjugation of the natives of New Zealand, has had the effect of restoring confidence in the Colonists, so as to induce them to lay by the weapons of war for a vigorous attack on Mother Earth with mattock and spade.

By furthering the means of Emigration, we shall make ourselves numerically superior to the native population, and so defy any insurrection of the

aborigines. It will also do away with the necessity for a large military force in these countries, and which of course must be a vast saving of expense to the Home Government. The plan of granting a free passage to able-bodied pensioners, with their families, now being tried in New Zealand, appears a wise and judicious scheme, as affording both protection, if required, and labour for the employer, as also placing the old and deserving soldier in a position superior to that in which he finds himself at home.

Any one conversant with mercantile affairs will readily see the vast importance such a rapid communication will afford to commerce in general, but more particularly to those articles of trade which require a speedy conveyance, and as the style of ships proposed by Mr. Hays would be fitted with the screw propeller, there would be ample accommodation afforded for such valuable cargo.

With regard to the conveyance of mails, the boon conferred on all parties would be immense, as much of the present anxious suspense would be removed, at the same time that the correspondence