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THE ATLAS OF THIS DAY CONTAINS:—

THE POLITICIAN.	PAGE	Punch	PAGE
The Dinners	541	Miscellaneous	547
Transportation Queries	541	Fashions for June	548
The Colonial Office	541	Supreme Court	549
When you know what he Does never mind what he Preaches	542	Sydney Fire Insurance Company	549
Revival of Transportation in New South Wales	542	Van Diemen's Land	549
Norfolk Island	542	Summary	550
Europe	542	Domestic	550
		Impoundings	550
		Commercial and Monetary Atlas	550
		Insolvent Sequestrations	551
		Births, Marriages, and Deaths	551
		Shipping	551
		Advertisements	551

THE DINNERS.

— Felicia tempora, quæ te moribus opponunt! Hæc jam Roma pulchorem! Tertius e cælo cecidit Cato!

Journal, Sat. 2.

THE BALL.

OUR late Governor, during the period of his most calamitous administration, kept two objects constantly in view. The one was to exalt the royal prerogative into the supreme legislative as well as executive power, and thus repress everything that was liberal and constitutional—the other, which may perhaps be considered as a necessary adjunct to the former, was to level all social distinctions, and reduce to the same degradation, the educated and the ignorant, the elegant and the vulgar, the honest and the dishonest, the moral and the depraved. To accomplish the first he issued his squatting edicts, supported his District Councils, and misappropriated the public money—to accomplish the second, he invited to partake of his and his lady's hospitality, people of all classes and every grade of immorality, and insulted such persons of social consequence and refined habits, as he persuaded to visit him, by admitting to the same room with them, people, of whom Cicero's description of Catiline's associates presents a strictly accurate idea—or if it does not exactly correspond, it is only because it falls short in comprehensiveness—because the associates of the abandoned and profligate Roman, were more respectable than those of his Excellency Sir George Gipps.

When this miserable tyrant departed from our shores, whatever might have been our hopes or our fears upon public grounds, we at all events consoled ourselves with the pleasing anticipation, that the reign of swindlers and demireps was at an end, and that under the rule of a gentleman claiming relationship with some of England's proud and lofty aristocracy, we should be sure to see the rules of decent society punctiliously adhered to. But Sir Charles Fitzroy's first party has tended very much to undeceive us. Without entering into particulars, which of course it is impossible for us safely to do, we can undertake to say, that Sir George Gipps never invited to his house a greater number of doubtful characters, than there appeared at our new Governor's first public ball. In making this assertion, and in thus bringing this matter so prominently forward, we do not for one moment desire to impute to Sir Charles Fitzroy, any intention on his part to insult, or annoy, or treat with contempt any class of people whatsoever. He has been too short a time amongst us to know much about those who call upon him, and he must necessarily depend in a great measure, if not wholly, upon the judgment and experience of those about him, who have been longer in the colony than himself. His *Aide-de-Camp* must, of course, have much left to his discretion, and to this gentleman, at present, at all events, does the responsibility attach, of introducing to Government-house, people who could not possibly be introduced into any reputable company elsewhere. To this gentleman, then, do we attribute the blame in the present instance. But while absolving the Governor from any share in the invitation of improper characters, we cannot acquit him of the folly of taking into his household the *Aide-de-Camp* of Sir George Gipps. The experience which this young gentleman had under his former master, must have been of a character calculated to do anything but improve, and having so frequently issued cards to the very dregs of the people—so far as position, education, and morality are concerned—it could not be expected that he would be very select, in the exercise of any discretion that might afterwards be entrusted to him. The result has proved, that what might reasonably have been expected has come to pass, for, not only were Sir George Gipps's worst guests invited to the house of Sir Charles Fitzroy, but some persons also whom even Sir George Gipps himself never did and never would admit to his presence—dead as he was to any fear of contact with the disreputable and degraded. As this, however, was the first public party of our new Governor, much may be overlooked, and many allowances may be made. We may disregard in the ruler of three weeks standing, what it would be our duty to denounce in one who had been a little longer amongst us, but we hope that in future Sir Charles will be more cautious than to leave his hospitality, as his Sovereign's representative, in the hands of a young *Aide-de-Camp*, or in those of anybody else. It is

in no unfriendly spirit that we now give him this advice, in a matter which he may think relates to him, more in his private character than in his public capacity. But he may rely upon it, that it is of great consequence to the people of this colony, that the visitors of the Governor should, at all events, not be notoriously disreputable. In all young communities society has to be formed and fashioned out of materials not the most pliant and tractable, and it must depend, in a great measure, upon the head of the Government, whether virtue is to conquer vice, or honesty and decency are to yield to profligacy and wickedness. Charles the Second, by his vicious example, degraded the character of the British nation, and, for a time, made vice the rule of society, and virtue the rare exception, but the influence of his own conduct did not long survive him—public order and decency were speedily restored. Should, however, a gentleman claiming his descent from this most abandoned and contemptible monarch, by countenancing vice, and profligacy, and ignorance, amongst us, weaken the respect of the community for decency and virtue, the evil might be of longer duration than it was in England, and we might, for years to come, have to deplore the sad fate that sent to rule over us a scion of the house of Stuart, with all that disregard of character and propriety of conduct, which distinguished the most abandoned of his race, and with infinitely greater power of perpetuating the influence, and spreading the contagion of his example.

SUCH was the language used by us on a former occasion, in reference to Sir Charles Fitzroy's first ball—such the terms in which we felt called upon to express our indignation, at the manner in which he had then suffered his hospitality to be abused, and our sense of decency to be outraged and insulted. We thought that the mistake which he then made, might have been the result of unavoidable ignorance, rather than deliberate design, and we cast upon others that blame, which we were unwilling to charge upon him. We knew that he could then have had no opportunity of making himself acquainted, with the history and character of those who sought admission to his society, and we confidently indulged in the hope, that the timely warning which we then gave him, would not be entirely thrown away. In this we deeply regret that we have been mistaken. His conduct since that period has satisfied us, that our liberality then far exceeded our justice, and that for the invitation of improper characters to his first party, he is himself directly and individually responsible. We say nothing about his visits to the houses of people, with whom, as her Majesty's representative, it was discredit for him to associate—we speak now only of those whom he invited to his own table—and amongst those might be enumerated some of the most disreputable characters in the community. Sir George Gipps, with all his faults, drew some distinction, however flimsy it may have been—but Sir Charles Fitzroy draws none. Nobody is too low—nobody is too ignorant—nobody is too degraded, for his most familiar intercourse. The most shameless prostitution—the most abandoned profligacy—the most notorious immorality—oppose no barrier against admission to his house. He recognises no beauty in virtue—no deformity in vice; but treats them both with an equal share of his regard. He introduces the one to the society of the other, and does his utmost to degrade it, by the unaccustomed and repulsive contact. The most irreproachable he has invited to meet the most abandoned. In short, he has commenced a career, which, unless it be at once checked, by the powerful voice of public opinion, will upset the morality and decorum of the land. It is difficult to imagine upon what principle—with what views—or for what reason—he has thus acted. It may be that he takes this course because he despises us, or because he wishes to gain popular applause by breaking through all class distinctions.

In either case his conduct is equally disgraceful. Descended, or claiming to be descended, from what he may perhaps consider an illustrious ancestry—connected with princes and with nobles by the ties of consanguinity—he may consider himself so far elevated above the little world in which he is now placed, as to be able to treat every portion of it with equal contempt. Or perchance like one perched upon a lofty eminence he is unable to distinguish the just proportions of those below, where all appear to his vision far too diminutive for comparison. This may be so. But he should recollect that he is not

now in a petty West Indian Island, where education and morality are little known. Here, at all events, he will daily meet with his equals in social standing, and his superiors in ability and education. And these, we can tell him, are people who will not suffer him to treat them with contempt. If indeed it be his desire to establish a large party favorable to his government, by the liberality of his invitations—if he be only anxious to break through the absurd provincial pride, which is but too prevalent amongst us, he ought to adopt some other course than the one which he has taken. He ought to patronize worth, and honesty, and merit rather than the successful profligacy which he has selected for commendation. We do not consider ourselves to be in any way cruel or unkind in desiring the exclusion of those females who have violated the laws of morality, from society. We are ready to forgive their transgressions and forget their faults—to look with pity and compassion, rather than with hatred and contempt upon their errors and their frailties, and instead of wishing to pursue them with vindictive punishment we would rather say to them, "go, and sin no more." But we would not allow them to associate with those who had never fallen—we would preserve our wives and daughters safe from the contagion which they might spread. These considerations, however, in no way influence the proceedings of Sir Charles Fitzroy. We may now say with the Roman Satirist:—

— Nam vexant limen et ipsi
Nobiscum. Da Prætori, da deinde Tribuno.
Sed libertinus prior est: prior inquit, ego adsum.

Society is no longer pure—the most profligate now jostle the most virtuous, and those who have lost all character take precedence. In the days of Charles the Second and his concubines this might have passed without much comment or observation. Nell Gwynne, and Barbara Villiers, and the Duchess of Portsmouth, might appear at Whitehall and Windsor Castle, without outraging the feelings of the noble dames with whom they mingled. In England—in great and virtuous England—however, these times and practices have long since passed—two centuries have almost swept away the memory of these disgraceful scenes, and the principal actors have long since returned to the dust from which they sprung; but though the mortal part of Charles the Second and Barbara Villiers has perished—though the example which they set in the courtly palaces of our parent land, now finds no imitators there—their spirit, we regret to say, still exists in this remote corner of the world, in the person of their inglorious descendant.

TRANSPORTATION QUERIES.

"THE age of cant is passed—that of reason and common sense has succeeded, and the glory of humbug is extinguished for ever." This beautiful and poetic reflection suggested itself most forcibly to our mind, as we rose from the perusal of the report of the transportation Committee. True, Mr. Charles Cowper, one of those who originally recommended its appointment, had disowned it—true Mr. Charles Campbell, with that wonderful discrimination which enables him to understand the future just as well as, if not better than, the past and present, had taken up his parable against it—true Mr. Charles Kemp had plumped his weight into the opposing scale—true Mr. Charles—but we are sick of Charles; it never was a favorite name of ours, even when coupled with royalty, and we know nothing in the individuals above-mentioned to soften down our historic prejudices. Well! they have had their say—they have declaimed their declamations—the little that was in them is fairly out of them—and what does it amount to? The conclusions which these profound philosophers have come to are something like these: crime is criminal, and immoral, and irreligious—flogging is painful, and disgusting, and degrading—the two sexes are required for the continuation of the species, and so forth. We are not so hardy as to deny any of these axioms in morals or physics; but, admitting their truth, what then? They do not dispose of, they do not so much as touch,

the question submitted to the Committee; they are desirable themes, doubtless, for the exhibition of the eloquence of public-house politicians and stringy-bark statesmen, but their iteration and reiteration for ever, even if with them should be combined the still more alluring topic of the inconveniences of being hanged, will never enable any one to form, or to approach towards forming, a correct judgment on this nice and difficult question. Easy, indeed, would be the duties of a statesman, simple the office of a legislator, if he had nothing to do when any question was proposed for his consideration, but to take the first child's copy book he could find, and select from among the many valuable maxims it contains, something that appeared to suit the subject, and having performed this process of investigation to consider that no more was required of him. Whatever the "Charlies" who "watch" so diligently over our morals and their own, may think of the matter, mankind are not to be governed by proverbs, by aphorisms, by fag-ends of sermons, supplied by renegade missionaries, who have nothing left of their vocation but its cant; no, nor even by quotations from the ethics of Aristotle, or the Cataline of Sallust. Man is a practical animal, and must be governed upon practical principles. They who are prepared to dogmatize on this subject, for instance, ought to be prepared to answer precisely such questions as the following. What prospect is there of our delivery from the *real* evils of transportation in the shape of an expiring immigration? Are not these men more likely to be restrained from the commission of crime as holders of tickets of leave, than as free citizens? Is an argument against the probation system, or against assignment, an argument against transportation altogether? Is the disparity of the sexes a necessary concomitant of transportation? Is not the evil arising from transportation a relative one—great if a number of criminals be introduced into a small community—small if they be introduced into a large one—great in a small country—small in a large one? Is it impossible that transportation and free immigration should go on together? Would not the good of a large concomitant immigration of free persons more than counterbalance the evil of the introduction of convicts? What prospect have we of otherwise colonising this country from Europe? Is not transportation a less evil than the contracting a loan for the introduction of labor, of which the interest would be paid, not as in England to our own citizens, but to those who in a monetary point of view must be looked upon as foreigners? Is not transportation a less evil than the introduction of an inferior race of Asiatic origin—in other words are not the criminals of England a better stock for a future nation, than the effeminate and demoralised natives of the East, possessing all their vices without their vigor? Would the opponents of transportation, if it were in their power to undo the past, wish that no convict had ever set his foot on the shores of Port Jackson? Has the convict immigration to this colony increased or diminished the amount of human misery and demoralisation? Is not this country, from her geographical position, the last in the world that can afford to be fastidious as to the materials of her population? Are not the evils of transportation limited to the life of the offender, while those of stunting the growth of a young community extend themselves over centuries, and perhaps may never be remedied? Is not transportation quite as likely to provide us with a moral and industrious population, as an immigration of paupers conducted under the auspices of the Mr. Bumbles of England? Is there much difference between those sent out of the country because they are idle, useless, and dissipated, and those sent out, because they have done those things to which idleness, uselessness, and dissipation, almost inevitably lead? Does religion teach us to take care of our own community, and to disregard the interests of all others, and are we justified by her dictates in withholding from the mother country, that which we know by experience to be the means of reforming her criminals, and thus driving her to continue in a system which we know by experience to have a directly contrary tendency?

These are some of the questions to which we look in vain for answers in the speeches of the "Charlies" aforesaid, and in the voluminous letters of Philo-morality-of-the-rising-generation, miso-cat-o-nine-tails, pro-toast-and-water, anti-triangle, and all the other gentlemen, if indeed the aggregate of them amount to more than one, whose letters fill so goodly a space in the greasy columns of the twaddling *Herald*.

"Nothing," says Mr. Burke, in his *Thoughts on Scarcity*, "stands more in the way of sound judgment than coarse discrimination." How sound then must these gentlemen's judgment be, who do not discriminate at all. They enter into abstract disquisition, not because they have the requisite mental discipline to succeed in it; but because being equally incompetent to deal with detail, they think in this guise more readily to escape detection. Their letters might just as well be an exhortation to Romulus to banish all citizens of questionable character from his asylum, or to Hannibal to turn all drunken Gauls and predatory Ligurians out of his army, as to the colonists of New South Wales to reject population because it is tainted with crime. Our answer ought to be—it is very important to have a moral nation, but this you, obviously, never will have, till you have got a nation of some

kind or other together. All the morality in the world will not turn a small community into a great nation, but when that has once been done it is perfectly practicable, nay, it is comparatively easy to introduce morality. *We want men*, good men if possible, but if they cannot be had our wants are just as imperious, and criminals are still men. Give us a large community of Britons and the invariable tendency of British character, for good is sure to assert itself in indomitable pre-eminence. Restrict us to a small one, and any local, any personal, any temporary influence is powerful enough to counteract it. Every man and woman who are now brought into this country from England, however tainted with crime, are the germ from which shall descend, in a few generations, hundreds untainted by the crime, but inheriting the glorious nationality of their parents. It is no trifle in estimating the aggregate of human happiness to ante-date by a few generations, the civilising and peopling, of a continent like this. Crime and ignominy, the mere accidents of the individual, with that individual pass away, but *man* remains imperishable for good as well as for evil, and just as capable of all the higher aspirations and destinies of his nature, as those

Whose ancient but ignoble blood,
Has crept through scoundrels since the flood:

though those scoundrels, by addicting themselves to *vice*, instead of to *crime*, have escaped the ignominy of a public conviction. To conclude, it is our wish to see this colony fully peopled. Calculate how long it will be before the descendants of the present population will effectuate that object, and how much the period would be anticipated by doubling, trebling, or in any other ratio multiplying their number, and you then have the data of a problem, from whence you may calculate how great is the compensation for its present disadvantages, which a modified and carefully considered system of transportation affords, by accelerating the future greatness of this continent.

THE COLONIAL OFFICE.

THERE is a report in town—of the truth of which we have no doubt—that the machinations of Sir George Gipps and the Bishop, against the liberties and industry of the colony, have been completely successful. Lord Lyttleton had, before his resignation, prepared a bill far worse than anything ever proposed by Lord Stanley. Parliamentary papers shew that Sir G. Gipps has been quite outdone in enmity to the colony, by that more permanent mischief—the Bishop. Thus have we been amused by fair words and professions, on the part of the Governor, leading us to believe that it was to him, and not to the Home Government, we were to look for a solution of this question. Whether His Excellency be deceived himself in this matter, we know not. If he be, this is only another proof that the Colonial Office is administered on principles which must render its service most irksome to any one possessing the feelings and independence of a gentleman.

WHEN YOU KNOW WHAT HE DOES, NEVER MIND WHAT HE PREACHES.

DEDICATED BY PERMISSION TO CHARLES COWPER, ESQ., M. L. C.

The Member for Cumberland rose in his place,
And said Transportation was *such* a disgrace.
The Member for Cumberland sat in the chair,
And said Transportation was black as despair.

He looked on the thing with aversion and horror—
'Twas wicked as Sodom, 'twas foul as Gomorrah—
And he seemed with a zeal so divine to be fired,
That the people all thought he was really inspired.

The Member for Cumberland canvassed the City,
And denounced the Report of that horrid Committee,
And the people all cried, down with Wentworth and Bland!
There's no saint like the Member for Cumberland!

Oh, who would have thought, from his speeches so fair,
That Cowper with Wentworth drew lots for the chair,
And that he who from principle never would swerve,
On that self-same Committee was ready to serve.

Oh, who would have thought that he'd ransacked the clime,
Most fruitful in all that is foulest in crime,
And culled from the fragrance that dunghill exhales,
The desperate dregs of her gangs and her goals.

Oh, who would have thought that this Botany saint,
Who at bare transportation is ready to faint,
The claims on his purse for high wages to ease,
Had deluged the land with profane expiaries.

Argyle may be sad, and Van Diemen's Land gay,
For Cowper's transported her worst men away;
And Sydney may ponder the lesson he teaches,
When you know what he does, never mind what he preaches.

(Signed) TIMOTHY FIGGINS,

(A Norfolk Island Expiarie thrown out of employment
by the competition of Mr. Cowper's Van Diemen's
Land Expiaries.)

REVIVAL OF TRANSPORTATION IN NEW SOUTH WALES.

WHAT a reflection on the *discretion* of the Vandiemonian petitioners is the present movement on "the great Continent"! After having drained "the dust-hole of the Empire," of most

of its available labour, the demand is found to be almost unlimited. The "Coolies" have been tried, and found wanting—the "New Zealanders" have been talked about, but they have not arrived—and the "emancipists" were hired out as fast as landed, but the shouts for immigrants are as loud and long as ever. Not a year ago, the Port Phillipians expressed their anxious wish for the benefits of convict labour, and had not the extension of conditional pardons, somewhat met their necessities, the progress of that *progressing* Colony would have been greatly impeded. While our sapient patriots have pushed their anti-transportation petition, and moved Heaven and earth to give it effect at home, the other Australian settlements have looked on with a smile, and the "oracle" has not been worked in vain. In all probability the tide of transportation will be turned into new channels. Other colonies will have the benefit of "the System," while the land holders and cultivators of the Tasmanian soil will be left destitute of the boon they were taught to despise.

The petitioners for the total cessation of transportation could not have been in their senses at the time, unless they thought that to obtain the necessary modification of the system, it was proper to "go the whole hog"—that to *repair* the structure it was wise to aim at its annihilation—to remove a grievance, they tried to destroy the fabric of society. *Their* success will prove the *colony's* ruin, if able and prudent measures be not at once adopted.

Is it not strange that the colony of New South Wales should be willing to receive, with open arms, the convicts of the Empire, while our pigmy aspirants after fame, in the abundance of their wisdom, are making such a hubbub against them? If their *pretended* wishes were carried into effect, where would the farmers get laborers?—where would our tradesmen obtain servants? Time was (before the free population was frightened away from our shores), when the free mechanics and laborers could obtain excellent wages in every district of the colony—that is, if the reports furnished by the police magistrates to the late Governor are worthy of belief; had those parties contented themselves with the wages they got, they would always have preponderated over the prison population, and have been able effectually to compete with them; but the allurements held out by neighbouring colonies proved too much for their love of ease and profit, and they went away in droves—not, perhaps, to better their lot, but to enjoy the "pleasures of a change," and to afford lasting evidences of the pernicious influence of their selfish advisers.—*Cornwall Chronicle*.

NORFOLK ISLAND.

The *Lady Franklin* arrived yesterday morning, bringing intelligence of considerable interest. She had, as passengers, the following officers, who have been suspended by Mr. Price, the Civil Commandant: Mr. Gilbert Robertson, Superintendent of the Agricultural Department; Mr. Fraser, one of the Assistant Superintendents; and Overseers Kelley, Lawler, and Smithers. We have not learnt the several causes of suspension. The criminal sessions had not closed when the *Franklin* sailed. The general rumour, we need hardly say, is incorrect, of the officers of the Court having returned. As principals in the riots, and the murders of Smith, Morris, and others, fourteen prisoners were tried. Of these twelve were found guilty and two acquitted. Of the twelve found guilty, and sentenced to die, were William Westwood, (the well-known bushranger in New South Wales, and in this colony, by the name of "Jackey Jackey") and Lawrence Kavenagh, the associate of Cash and Jones in this colony. The twelve men found guilty of the riots and murders were executed on the morning of Tuesday, October 13. Six of them expiated their offences on the scaffold at eight in the morning, and the other six at ten o'clock on the same day. The scene has been described to us, by eye-witnesses, as one of the most awful solemnity. All the men died penitent.—*Hobart Town Courier*.

EUROPE.

By Tuesday's overland mail from Port Phillip, we were again supplied with late English news. The arrival of the *Arab* and *Renown* at Melbourne, bringing English news to the 6th of July, has enabled us to make copious selections from the southern papers, much of which is of great importance as affecting the interests of this colony. The completion of the Whig Ministry and other political changes will be found among the extracts.

THE NEW MINISTRY.

President of the Council—Marquis of Lansdowne.
Lord Privy Seal—Earl of Minto.
Secretary of State for the Home Department—Sir George Grey.
Secretary of State for Foreign Affairs—Viscount Palmerston.
Secretary of State for Colonial Affairs—Earl Grey.
First Lord of the Treasury—Lord J. Russell.
Chancellor of the Exchequer—Mr. Charles Wood.
Chancellor of the Duchy of Lancaster—Lord Campbell.
Paymaster-General—Mr. Macaulay.
Chief Commissioner of Woods and Forests—Viscount Morpeth.
Postmaster General—The Marquis of Clanricarde.
President of the Board of Trade—Earl Clarendon.
President of the Board of Control—Sir John Hobhouse.
Chief Secretary for Ireland—Mr. Labouchere.
First Lord of the Admiralty—Earl of Auckland.
The following are the members of the Government, but without seats in the Cabinet:—
Lord Lieutenant of Ireland—Earl of Besborough.
Commander-in-Chief—Duke of Wellington.
Master General of Ordnance—Marquis of Anglesey.
Master of the Mint—Right Hon. R. L. Shiel.
Secretary of the Board of Admiralty—H. G. Ward.
Secretary of War—Mr. Fox Maule.
Under Secretary for the Home Department—Sir W. Somerville.
Under Secretary for Foreign Affairs—Right Hon. E. J. Stanley.
Lord of the Treasury—Lord Marcus Hill.
Lord of the Treasury—Mr. Tuffnell.
Lord of the Treasury—Lord Ebrington.
Attorney-General—Sir T. Wyld.
Lord Advocate—A. Rutherford, Esq.
Solicitor-General for Scotland—Mr. Thomas Maitland.

The remaining appointments were not disposed of; but it was said that either Mr. C. Buller or Mr. Howes would be under Secretary for the Colonies; Mr. Milner Gibson, Vice-President of the Board of Trade; Mr. Jerves or Mr. Romilly, the Solicitor-General;