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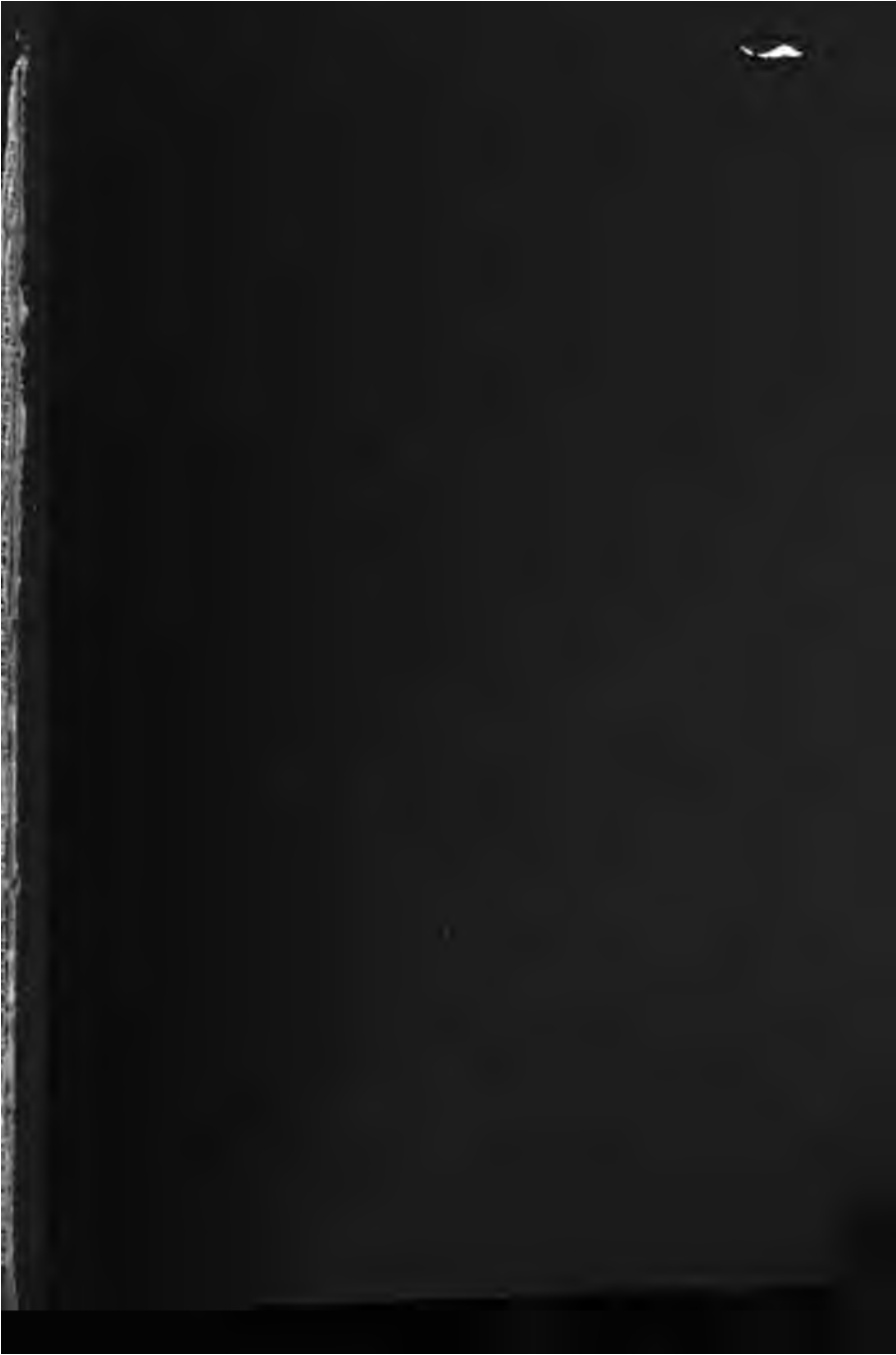
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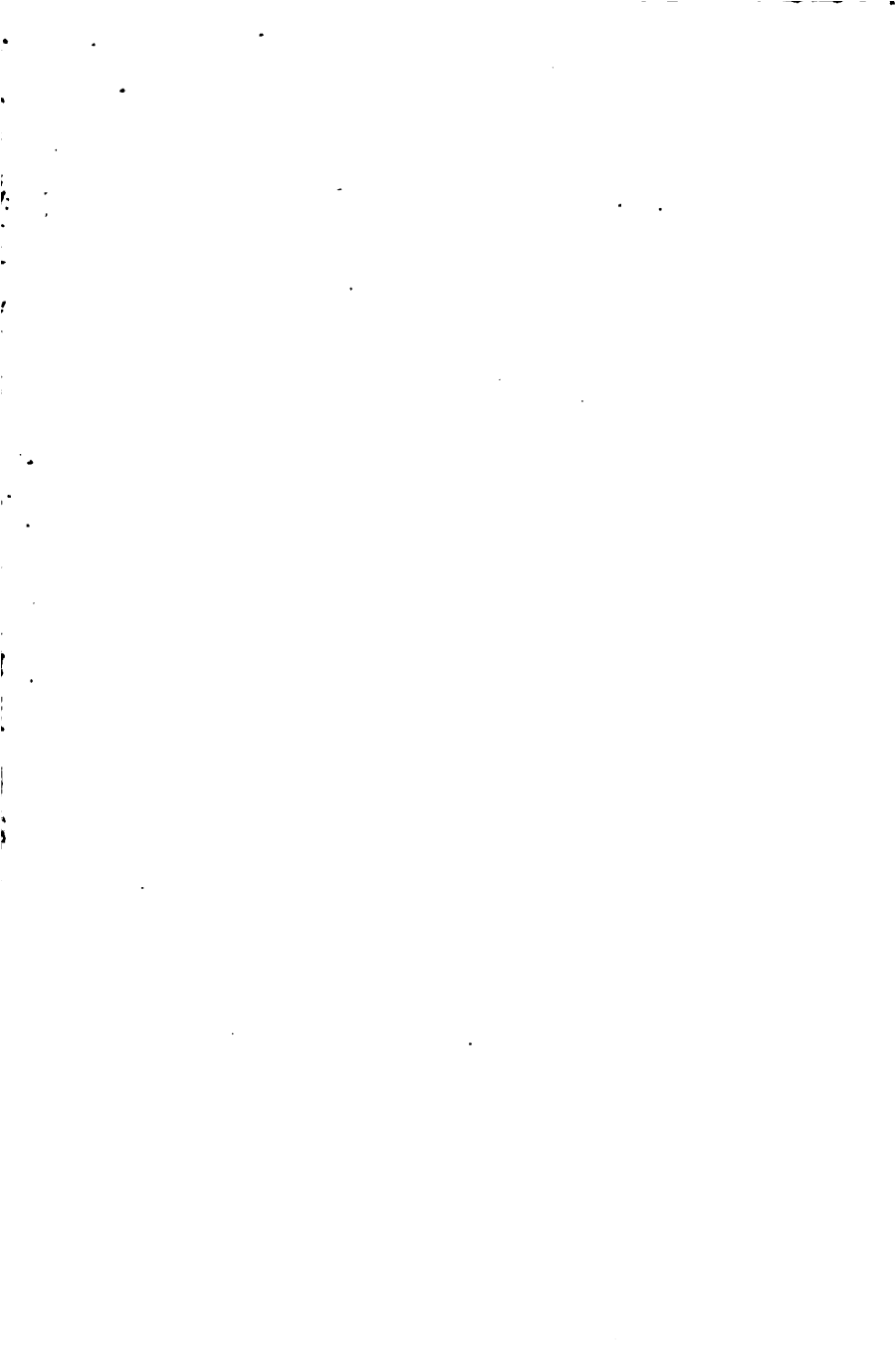
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# AUSTRALIA REVISITED

IN

1890,

AND EXCURSIONS IN

EGYPT, TASMANIA, AND NEW ZEALAND,

BEING

*EXTRACTS FROM THE DIARY OF A TRIP  
ROUND THE WORLD,*

INCLUDING

ORIGINAL OBSERVATIONS ON COLONIAL SUBJECTS,

AND

STATISTICAL INFORMATION ON THE  
PASTORAL, AGRICULTURAL, HORTICULTURAL,  
AND MINING INDUSTRIES OF THE COLONIES.

BY

JOSIAH HUGHES.

LONDON:

SIMPKIN, MARSHALL, HAMILTON, KENT & Co., STATIONERS' HALL,  
COURT.

BANGOR:

NIXON AND JARVIS, BANK PLACE.

1891.

KD57289



Pick

TO

JOHN TRAILL, Esq.,

OF ULIMAROA, MELBOURNE, VICTORIA,

WHOSE KIND HEART FIRST SUGGESTED THIS JOURNEY,

ALSO IN GRATEFUL ACKNOWLEDGMENT OF HIS LIBERAL

ASSISTANCE IN ITS ACCOMPLISHMENT, AND

FOR HIS COUNSEL AND SYMPATHY

ON MANY OTHER OCCASIONS,

THIS BOOK IS DEDICATED

BY THE AUTHOR.

## PREFACE.



**M**Y only apology for troubling the world with this volume is, that in the course of the journey herein described, I, in common with many others, felt the want of such a volume coming from an independent source, uninfluenced by party or self interest, I must confess that it falls short of my ideal, but it is the best that I am able to produce, with the limited time at my disposal in the midst of my all-absorbing business. I worked very diligently at my notes every day on land and sea as I went along, and amplified them during my leisure at Melbourne, Ballarat, and on board ship, and thus prepared the way for the completer form which they have taken in re-writing for this book. If this had not been done, I could never have hoped for the accomplishment of the work.

I have not assumed the role of a scientific man, but rather of an independent observer from the standing point of a middle class tradesman, in full sympathy with human nature, and fully alive to the beauty, grandeur, and awful sublimity of the greater nature which surrounds him. Very likely that purely scientific men will smile at some of my utterances in vernacular English.

I have been at great pains in getting my statistics up to the very latest dates, and in several instances have been able to insert the results of the Census taken on the 5th of April last.



I have to acknowledge with many thanks the uniform courtesy with which I have been treated by the Agents-General of the various Colonies, and their great liberality in supplying me with books, pamphlets, and private information free of all charge.

With regard to the Sketch of my Life, I may be taunted with vanity in presuming to trouble my readers with it. My object in writing it principally has been to reveal the circumstances which have formed my character, which will help to explain, what some may call, the eccentricities of my life. I have located it at the very end of the book, so that it may be read or passed over at discretion. All lives, however humble, teach more or less important lessons.

Whoever is pleased with my performance, let him shew his appreciation by assisting me to dispose of the volumes, which have very much increased in bulk from what I anticipated, and the cost has been heavy.

With earnest desire that all the Australasian Colonies may benefit by the circulation of this book, and that many of the surplus populations of Britain may become, by reading it, prosperous and happy colonists.

I subscribe myself their humble servant,

JOSIAH HUGHES.

*Bangor, Sept. 1st, 1891.*



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## Some Latest Testimonials.

HIS EXCELLENCY THE GOVERNOR OF VICTORIA (LORD HOPETOUN), in laying the foundation stone of the Chaffey College of Agriculture at Mildura in April last, remarked: "I have long looked forward to this opportunity of seeing the settlement which has so recently sprung into existence, and which appears to be growing in importance day by day. I congratulate you upon the satisfactory report of the local health officer, and on the fertility of your soil, so suitable alike for the growing of the orange, the vine, and other fruit trees. I have been very much pleased with Mildura, and I think the success of the enterprise will be a grand thing, not only for Victoria, but for the whole of Australia."

Mr. JAMES T. GIBSON, M.A., LL.B., of Edinburgh (Writer to the Signet), having just returned from a short visit to the Australian Irrigation Colonies, where he acquired a considerable area of land for himself and friends in Scotland, has favoured us with the following copy of a letter which he has forwarded to a lady in London, who had written to him on the subject, her intention being to place one or more of her sons at our settlements:—

"23, St. Andrew Square, Edinburgh, July 3, 1891.

"MADAM,—I am sorry I was unable to call when in London, but I shall be glad to give you all the information I can regarding the Irrigation Colonies on the Murray River. I stayed several weeks at Mildura, and examined it with care. I am not so well acquainted with Renmark, but from what I saw there I believe that, although it is not nearly so advanced as the Sister Colony, its capabilities are very similar. Regarding the soil and climate of Mildura, I satisfied myself that these, in conjunction with irrigation, are very suitable for fruit-growing purposes. I heard universal testimony given to that effect, both by people resident there and also by visitors experienced in horticulture, and able to form an opinion from the growth made by the trees and vines. Again and again I heard such visitors declare they had never seen the growth equalled. But without accepting too extravagant a view I have no doubt whatever that the place is admirably suited for fruit growing. Of course the soil varies in character, and what is suitable for one kind of fruit is not suitable for another. Care must, therefore, be taken that the proper sorts of trees are planted. As to this, your son will be able to get the best of advice at Mildura. The system of irrigation at Mildura is admirable in conception, and in the manner in which it has been carried out. It follows closely that adopted with such success at California. The water is pumped from the Murray into a natural reservoir, from which it is pumped into channels which distribute it over the settlement. From these channels it is led to the highest corner of each 10-acre block, whence each proprietor distributes it over his land. There are now, I believe, some 90 miles of channels, and 140 subsidiary channels constructed, which will give some idea of the growth of the settlement. As fast as these channels are constructed the lands to be irrigated by them are sold, and it requires every effort of the company to keep pace with the demand. One great advantage of Mildura to which I ought to refer is that it is an entirely fruit-growing community, and must, in the course of a few years, be sufficiently important to attract the largest buyers; instead of a man having to find a market and transport his produce there, the market will come to him. This was the case in California, and it must be the case here. The settlers in Mildura are to a great extent men of good position and education. One thing certain is that the place is very healthy. Any information you may require on particular points I shall be glad to answer.

"I am, Madam, yours truly, JAMES T. GIBSON."

Large Folio Illustrated Descriptive Work, price 2s. 6d. Pamphlet Free. Gold Medal, Paris Exhibition, 1889. Diploma of Honour, Edinburgh, 1890.

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## INTRODUCTION.



 COMBINATION of untoward events occurring during recent years impaired my health and caused much anxiety to myself and friends. I was ordered by my medical adviser to leave business matters alone for a prolonged period ; and, knowing well that I could not obey him without placing an absolute barrier between me and my business, I decided upon accepting an earnest invitation from a dear old colonial friend to revisit the scenes of my early manhood, which invitation he supported with a draft for a large amount. I accordingly determined to take a trip to Australia, viâ Suez Canal, and return by the eastward route, and thus satisfy an old desire for circumnavigating the globe. With this determination I took passage and sailed by the P. & O. Company's Steamer *Coromandel*, on September 13th, 1889, as far as Ismailia, where I broke my journey and visited Egypt ; including Cairo, the pyramids of Geezeh and Sakkarah, and some of the ancient cities and tombs, as well as Alexandria, returning through the Land of Goshen of the Hebrew Scriptures to Ismailia, and from thence resumed my voyage in the Steamer *Arcadia*, viâ Ceylon, touching at Western and South Australia, and ending at Melbourne, the Capital of Victoria ; which city, alternately with Ballarat became my head quarters for four months. From these two centres I made excursions to the inland towns and noted places in the Australasian Colonies, including New South Wales, Tasmania and New Zealand. I also went on shore at Malta, Brindisi, and Colombo, on the outward passage, and at Rio de Janeiro on my return.

Being strongly persuaded that my copious notes on the Australasian Colonies would be interesting, if not also instructive to my fellow countrymen, I herewith publish them. I have been intimately acquainted and in touch with these colonies for nearly forty years, having resided in Victoria from 1852 to 1866, at which date I left behind me many dear friends with whom I have corresponded more or less ever since. In the following pages I have recorded the most interesting events and described the principal objects seen during the trip, including statistics relating to the progress of the colonial cities and public works, contrasting their present condition with my former experiences of them. I have popularly arranged the various colonial rules and regulations, the mode of acquiring lands, and the means of occupying and improving them. Statistics are also given as to crops, increase of sheep and cattle, information on agriculture, garden, vine, and fruit culture; much of it gathered from government authorities; I have further gleaned much from old colonists of 20, 30, and 40 years standing, men who have risen from humble circumstances, the story of their lives, how they have got on, and how others of similar spirit can follow in their footsteps, and become possessed of happy homes and ultimate wealth in some of the most salubrious countries under British rule. I have also collected a fund of information respecting the mineral wealth of the colonies, the present condition of the mines and their future prospects. All this information is scattered over 450 pages of closely written foolscap, which has now been re-written, and I have endeavoured to include nothing but what is calculated to interest and enlighten the general reader, but more especially those who are earnestly seeking a new home.

In my descriptions of what I have seen in Egypt I

have not depended entirely upon the guide that attended me, I have afterwards, while steaming down the Red Sea and across the Indian Ocean, carefully revised my notes by reference to Murray's Handbook of Egypt, compiled by the greatest authorities on modern and ancient Egypt, and I have included some valuable information and remarkable suggestions by the Rev. F. Barham Zincke, whose book, "Egypt of the Pharaohs and the Khedive," I commend to the attention of all who are interested in that wonderful country.

My descriptions of colonial matters have been carefully compared with the hand-books, year-books, and guide-books of the most recent dates, published by the Statists of the various Colonial Governments, including "The Wealth and Progress of New South Wales 1890," "The Colonial Year-book 1891."

With regard to the Fauna and Flora of Australia, I have received much interesting information from the charming book of Dr. J. E. Taylor, F.L.S. etc., entitled, "Our Island Continent," and those of New Zealand from the "Forest Flora of New Zealand" by T. Kirk, F.L.S., and an interesting book upon the Ferns of New Zealand, whose author's name I have forgotten. If there is any special information embodied in my narrative without acknowledgment of the author, I must beg of that author to receive here my apologies. My space has been limited, and I do not pretend to say that my book is entirely original, I have been anxious above all things to give a truthful account of the countries visited, and to call the attention of my young countrymen especially, to the grand inheritance prepared for them in our Australasian Colonies, where the fertile lands are waiting for them, and are to be had almost for the asking, in climates suitable for the cultivation of every-

thing which can be grown in sunny Egypt as well as cloudy England.

I have now only to remind my reader that this book is the production of a busy working man in his seventh decade of years, when the heat of manhood is cooling, and the experiences of life have toned down his enthusiasm, and if he will kindly remember this when perusing my descriptions of mountains, valleys, lakes, and all the magnificent scenery that I have visited, I trust he will not be disappointed.

When my wife and daughter accompanied me to London to see me off, I could not help comparing the circumstances with those which occurred thirty-seven years before, when leaving Liverpool on my first voyage. This present one was to be a pleasure trip, in one of the finest ships in the passenger trade, and the parting would only be for eight months, whereas in the former the departure was intended to be a life long one. It was also a singular circumstance connected with the first departure, that while our ship the *Cambridge* was leaving the old Salt-house Dock, another ship was leaving another dock close by with the same tide, carrying with her a young lady of whom I was utterly ignorant, but who, nevertheless, was destined to meet me in Melbourne, and become my wife. She it was, who with our youngest daughter, came on board the *Coromandel* to bid me "bon voyage." We parted very bravely to all appearances, but each one knows his own secrets. The ship's bell was then rung, the visitors were sent ashore, the ropes were unfastened, the planks withdrawn, and with many a good bye and waving of handkerchiefs our ship glided through the locks into the broad river, and on to the sea, to reach the channel by moonlight.



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## ERRATA.

Page 124, Chapter XVIII., instead of Western Australian  
Statistics, &c., read *South* Australian, &c.



# AUSTRALIA REVISITED.

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## CHAPTER I.

### LONDON TO GIBRALTAR.

**S**ATURDAY, SEPT. 14TH.—The regular sea diet was inaugurated this morning, porridge with milk or syrup, finnon haddocks, chops, hot rolls, tea or coffee, etc. We passed Dover, Beechy Head, and the Isle of Wight, which was the last view of England we were destined to get, and steamed at a splendid rate in a course a little south by west. A glorious day, neither too hot nor too cold, the sun obscured, but the atmosphere perfectly free from fog. The sensation that I am absolutely free to do my own sweet will is charming, no letters, no orders, no bills to meet—no occupation whatsoever, but to enjoy the sweet influences of a perfect day, with no one who dares annoy me. It is incredible! Can I bear it? time will tell.

I find my berth mate very agreeable. We are both elderly men who can sympathise with one another, having experienced many ups and downs of life. The story of his early engineering on steamers in the East, his shipwreck on a hostile island, his rescue and ultimate settlement in India in the railway service is very interesting. What an expansion of soul is brought about by travel and foreign residence. Pity it is that after the growth and expansion, our capacity for enjoyment of life diminishes, and all our toil and trouble become unprofitable through the inevitable ebb and extinction of that life.

**TUESDAY, SEPT. 17TH.**—On deck at 5.30 this morning pacing the forecastle. The rising sun was a grand sight; to see him tinting the higher cloudlets with gold and red, and then gradually emerging from the tomb of night,

casting away his grave clothes as he worked his way up through the mist which veiled his face with crimson, until at 6.30 he was clear of them all, and shone with intense brilliancy as he climbed the sphere to run his mighty course. My Indian friend is down on Earl Ripon's vice-royalty, and especially his native policy. He is very indignant at the education of the natives, and the removal of their political disabilities, whereby all offices in the State are open to them, as well as to Europeans, from the humblest to the highest. He emphasises his condemnation of the arrangement, whereby native judges should sit to try cases in which Europeans are concerned, and have power to punish them if guilty, even with the gallows. It is the old cry, why educate the people if they are happy in their ignorance? Why create candidates to compete with you and your friends for offices and their emoluments? Poor fellows! they should read, learn, and inwardly digest Emerson's essay on "Compensations." Political injustice must, sooner or later, lead to discontent and rebellion. Educated and observant Hindoos and Mohammedans would have found means for rousing the dormant discontent and the passions of their humbler brethren, and then would follow Nemesis and retribution. Hence the wisdom and clear foresight of Lord Ripon's beneficent administration, and which my friend admits cannot now be safely reversed. He told us most extraordinary stories of native tricks, sleight-of-hand, occult power, and medical secrets and mysteries, many of which, if commonly known, would work awful mischief to society and to individuals; but I shall revert to these again. So far, our second saloon has proved excellent, all the food of the very best—well prepared and cooked, civil and obliging stewards, convenient and most enjoyable hot or cold baths and extensive promenade. I am more than content with everything, remembering so well the wretched catering of the *Cambridge* and the *Norfolk*, of my former voyages. At noon to-day Cape St. Vincent and a long stretch of the Spanish coast are in sight. A lighthouse and a fort on the Cape, and a village or town about a mile to the south. High cliffs of alluvium and limestone

with splendid sand beaches in small coves. The land above the cliffs appears to be low, undulating country, with mountains ten to twenty miles inland. We expect to reach Gibraltar at 3 a.m. to-morrow.

WEDNESDAY, SEPT. 18TH.—Yesterday at dinner I took a good plate of condi soup, feeling very well. I enjoyed also the meat, etc. which followed. I am sorry I miscalculated my powers of digestion through ignorance of the nature of the viands, and I spent a miserable evening when everyone else was merry. Plague on them with their French obscurations of names. Evidently condi is simply plain pea soup, of which I am so fond, and which is utterly indigestible in my case.

Five of our fellow passengers were ending their journey at Gibraltar, and as three of our jolliest were among them, there was high glee in our saloon last evening. An impromptu miscellaneous concert; lady pianists, and two very good voices. These latter sang very good sentimental and pathetic songs. Two other ladies were of a different character, sympathized with the rougher element, and were ready to accompany our rough men from comic down to low music hall songs. I am sorry to say this continued late into the evening, after lights were out, and ended in drinking and a little rowdiness. Our sleep was much broken all night, for no sooner was quietness restored than Gibraltar was reached, 2.30 a.m., and great commotion ensued on deck. It was very dark, our ship or another one lying at anchor was very nearly damaged—whether it was not seen or the distance between the two under-estimated I have not been able to discover. No sooner had we dropped anchors than orders were given to lift them again, to make a greater distance between the two vessels. The captain was very angry with some one, and got into an awful passion. The shouting and the working of the steam cranes, and noise of the crew were overwhelming. A sailor was hurt in the head by a falling barrel, and taken ashore to the hospital—there perhaps to die. Poor fellow! I saw him, he was quite unconscious, and looked so deadly pale, with his blood unwashed on his cheeks. Let us hope that,

if he died, he continued in his unconsciousness to the end. These beer barrels were the last part of cargo put on board at the London Docks, the cranes which now lifted them up were quite over our heads, and the hatch where the goods had been stored only separated from our saloon by a thin wood partition, so the noise and vibration can be better imagined than described. This continued till 6.30. Of course, as soon as daylight broke, about 5.15, many of us got up and went on deck, and found that there could be no going on shore for anyone who intended continuing the voyage. So we had to content ourselves with examining the town and fortifications from the ship, by means of telescopes and field glasses. I, for one, was quite satisfied; in fact, I am glad we were prevented from going ashore, for if I had gone ashore I should have been so impatient about returning in time that enjoyment would have been out of the question. And as Gibraltar has been built so entirely on the slope of a mountain, every object was included in the bird's eye view we obtained by the aid of the field glasses. It is a wonderful place, and its notoriety is entirely owing to its utility as a stronghold, and its being in the hands of a strong, liberal, neutral nation securing the passage through the Straits to all Powers; and being the unconditional possession of the British Crown it is supposed to give Great Britain special advantages in time of international wars. The masonic walls and fortifications seem to be very extensive, with here and there a monster gun in position. But the peculiar and unique characteristics of Gibraltar are its rock hewn galleries, with openings seaward at every point where cannon can be fixed. Whether these can be of much service under the modern systems of naval warfare has not yet been tried. Whether 100 ton guns can be utilized in these galleries is questionable. The expense of lifting and placing in such unclimbable altitudes would be enormous, and Britain would hesitate before sanctioning so problematical an extravagance.

It was very amusing to see gentlemen (or make-believe gentlemen) coming on board and prying into the saloons to ascertain if any passengers on board were for the shore,



and offering their services, and also the score or so of boats surrounding the ship with the advent of daylight. One large boat was fitted up like a shop, with tobacco, cigars, oil, figs, dates, raisins, grapes, apricots, etc., and did a roaring trade. I got a shilling's worth of fruit, half grapes and half apricots; the grapes were excellent, deliciously ripe and luscious, and almost as large as pigeons' eggs. I had eight apricots and 3 pounds of grapes for my shilling. We weighed anchor about 7 a.m., and gradually lost sight of the Straits of Gibraltar and the ancient pillars of Hercules, which for so many ages in the early history of man had been the outlet into an unknown and mysterious region.



## CHAPTER II.

## GIBRALTAR TO MALTA.

**T**HURSDAY, SEPT. 19TH.—As stated in my last, we left Gibraltar at 7 a.m., and steering east by north we continued in sight of the Spanish and African coast for several hours, when the former became invisible and the latter remained more or less in sight all the day, the high summits of the Atlas range towering high above the intervening hills. We could not make much of the scenery; a haze was over the coast, so that we could not correctly appreciate its value as a country to settle in, but are well aware of the deceptive appearance of coast lines—though barren themselves they may hide or lead to a most productive country; and we know that Algiers as well as Tunis, which we shall pass to-morrow, were thickly peopled under the Carthaginians and Romans. Was it ill or well that the empire of Carthage should have been overthrown by Roman and Moor to give place in their turn to Italian and French? Let us hope that it may be easier for the more modern civilisation to occupy and develop, but it seems a pity that more robust races, such as English or German, have not been permitted to do the work. Let us hope the best. It is possible that the English, German, Belgian, Italian, and French, who are now making the onslaught on Africa, may stimulate one another in the march towards its development, and bring relief to the over-crowded labour markets of Europe. I found great interest in watching the Indian sailors washing the decks, scrubbing the bulwarks and cleaning the brasswork. There is as great a variety in their features and build as we usually see in a similar number of Europeans. The long face, with hooked nose and receding forehead, and sulky, unsociable disposition; the stout, jolly fellow, with a pleasant smile, and an occasional good-humoured grin, showing his beautiful white teeth in contrast with his dusky skin. There are some really handsome men among them, and the colour of their skin enhances their beauty. When suitably dressed, with the gorgeous colours

and jewels of the East, I wonder not at the fatal passions of Anthony and Cleopatra, or Solomon and the Egyptian Princess. In fact, I can conceive the scorn with which these sunny and mellow Orientals can look upon our pale faces and limbs. It is a treat to see how mechanically they go to work, each in his own easy, patient way. They scrub and wash and polish, sitting on their haunches, and when called up aloft to the sails how lithe and nimble they are in climbing the rigging, etc! Then the poor low-caste coal-heavers, as black as the coal itself, to see them descending down the bunkers, comparatively clean and cool, and returning covered with perspiration and coal dust! How they can endure to work in such stifling heat is difficult to understand; but their shifts only last for two hours below; more than this no human being could stand. I witnessed a party of these Indian sailors in a group of six, sitting round an opium pipe—quite a grand family pipe, resting on a stand on the deck—from which each one in his turn took two or three draws, and passed the flexible stem on to his nearest neighbour; while another one read monotonously from a book in Indian characters, supposed to be the Koran. They seemed to enjoy it thoroughly, and the reading was occasionally interrupted by passing comments. I found to-day that watches are useless on board fast steamers going east, as the sun gains upon them about an hour every day.

· FRIDAY, SEPT. 20TH.—Had a long conversation to-day with Mr. Milburn, the oldest passenger on board, about 75 years of age. He was going to Brindisi to meet a nephew, who was returning from Australia to England in broken health to die—a sad story of the heartlessness of some men in dealing with their helpless victims, all being considered game that falls into their net; but Mr. Milburn was evidently a generous and love-inspiring old man. A bachelor, a large shipowner and guano merchant, simple, talkative, and religious. He had arranged with the P. and O. Company to give his nephew the most convenient berth and all comforts. He had prepared a large conservatory attached to his dining-room at home, and heated it with hot water pipes,

so that when his nephew returned he could have the temper-  
ature to suit his delicate state of health, and he was now  
going as far as advisable to meet him on his journey, and take  
him home overland. This is an example of human love that  
I wish to stereotype. After this, I had an interview with one  
of the English soldiers on their way to join their comrades  
at Malta, from whence they will embark by troopship for  
India. They were very sorry at the prospect of leaving the  
good company and fare of the *Coromandel* for that of the  
troopship in which 1300 of them would be packed like  
herrings in pickle. The three we have on board are fond  
of their profession, and are full of soldierly patriotism, and  
quite conscious of their importance in the economy of  
civilized nations, while at the bottom there is a great deal  
of the faith of the Arab in the special rewards awaiting the  
soldier who dies in the discharge of his duties, creating a  
perpetual preparedness for unquestioning obedience in the  
hour of trial to the command of their superiors. At noon  
to-day we were in lat. 37, 16 N., long 9, 9 E. The African  
coast has been in sight all day, at distances ranging from 10  
to 20 miles, quite clear and free from mist. Low hills,  
growing higher inland and valleys developing into low flats  
between numerous head-lands. All the country seemed to  
be sandy and desolate. During the afternoon we passed  
Tunis and the harbour of Ancient Carthage, supposed to be  
founded by Dido, a Phoenician Queen, about 900 years before  
the Christian era, but much more likely to have been origin-  
ated by Tyrian merchants and capitalists as a distributing  
centre, on account of its convenient position. Our reliable  
information concerning Carthage only begins after it had  
become one of the greatest commercial cities of the world:  
and even then our accounts are very one-sided. A little  
before its destruction it contained a population of 700,000,  
and the remains of temples, reservoirs, tunnels and aqueducts,  
remaining to this day bear witness to its ancient greatness  
and importance. It is impossible to consciously pass such  
centres as this without either mental or verbal comment.  
Spots where the great Carthaginian fleet of 350 ships  
carrying 150,000 men sailed and manœuvred for the 1st

great Punic War, where Romans and Carthagenians fought their terrible sea battles and inaugurated that mad conflict in which ultimately the colossal genius of Rome conquered, and doomed Northern Africa to demoralization and to prospective poverty and ruin. What mischief the demon of jealousy breeds! What havoc to civilization and social progress has been caused through the insane craving for power in the great leaders of brute warriors! Who can meditate upon these awful calamities without speculating upon the possibilities of the human race if these had not occurred? Before losing sight of the Tunisian coast we passed about a dozen rocky islets with their northern faces rising perpendicularly out of the water, evidently crumbling sandstone eaten away by the northern storms, all utterly desolate and apparently untenanted by man. This evening, and while I am writing, sweet strains of music are to be heard from our saloon. Two English ladies from Alexandria are giving us a benefit. Their selection is very classical, and the voices are the perfection of sweetness. A gentleman has joined the choir, and now we have a trio, sweet beyond my description. While this is going on, the tables are surrounded with card and draught players.

SATURDAY, SEPT. 21ST.—I was on the fore-castle at 5.45 this morning, anxious not to lose sight of anything to be seen in our course through the Mediterranean, and I found that I was just in time, as the Island of Ghoza was close upon us on our right. This island was a slight relief to our eyes after the barren and seemingly uninhabited coast of Northern Africa. Here village after village came in sight, the whole island subdivided into very small fields by means of stone walls, evidencing the existence of a living population. Nevertheless, the appearance of the whole country now at the end of the summer is very uninviting, and without any signs of vegetation anywhere, the light drab colour of the spongy, sandy, limestone contributing to make the soil everywhere look barren; but we were told that after the rainy season crops of all kinds grow most abundantly, by reason of the evaporation of the water held by the spongy limestone underlying the alluvial. We were also informed

that the celebrated Maltese lace is principally produced in this island. The villages look very interesting, with their flat-roofed houses and irregular streets. While passing this island Malta proper was visible in the distance, and very shortly we were along-side, so close that we could see the villages, churches, fortifications, etc., the former being the exact counterparts of those of Ghaza. As we approached Valetta, the capital of the island, our Maltese passengers and our soldiers pointing out to us the different forts and the suburban residences of the gentry. Oh, how dreary! How glaringly light and sandy everywhere appears from our ship! No wonder that English officers should so relish a return to the green and prolific soil of England. At about 10 a.m. the pilot came on board and took possession of the ship, and steered us into the harbour of Valetta. The whole entrance and all points of vantage in the same were covered with fortifications—most of them of prodigious proportions. Between these forts, on our left, were cosy bays with jetties, landing places and public baths, while on the opposite side were the quarantine establishments and a growing suburban town.

On this side also was the P. & O. Company's depôt where about a dozen barges filled with coal, and over 100 men were waiting for our ship to cast her anchor and receive the coal and their services. We now descended a ladder and, with most of our fellow passengers, entered into boats for the shore. We landed at the principal landing place, defended by frowning fortifications surrounded by a wide, deep moat, crossed by a drawbridge, and divided by portcullises, etc., as in olden time. We walked up the narrow, steep Oriental streets, until we reached a square, from where we took a cab to the Church of San Pubblio, with its famed vaults of embalmed, and skeleton monks; in driving to which at a slow place we got a very fair opportunity of seeing the principal streets and buildings of the town as well as the most noted of the fortifications. The streets are narrow, and in many instances very steep, while the houses are generally modern adaptations of Oriental architecture, the roofs being flat, and the windows on first

floor alcoved, with dwarf railing in front and cane lath blinds rolled up on the wall outside to be drawn down when the sun is shining on them. In other cases, the windows are wide and fully recessed, and have a balcony and veranda projecting about eighteen inches, and supported on brackets, and fitted with Venetian blinds, making a cool and shady retreat. The opera house is a magnificent building in the Greek temple style—having pedestals, columns, and capitols, splendidly decorated in floral form. The public buildings are not distinguished by any effort of architecture outside. We had no time to visit the interior of any of them. We were told, however, that the governor's palace, formerly that of the Grand Master of the Knights of Malta, is magnificent within, and possesses an interesting armoury. We went inside three of the churches. That of San Pubblio, or the dried monks, was gaudily painted in glaring colours, and with vulgar taste, and being situated in the outskirts and low quarter of the town is evidently attended mostly by the poor. The chanting of the priests and monks was more of howling than singing, and the performers were a low un-intellectual type of men—fit custodians of the hideous relics placed in their keeping, viz., the dried up bodies of dead monks, placed standing in arched niches in the walls of cloisters, and held together in position by rods and cords. Each one is labelled with name, title, and date of his birth and death, some of them early in the 17th century, and from 200 to 250 years old. They are never cleaned or dusted for evident reasons, viz., for fear of their crumbling to pieces in the hands. They are consequently covered with the dust of ages. The lower jaws are generally awry and misplaced, and in several cases missing. The shrivelled hands are placed in the attitude of prayer. They are simply crumbling skeletons enclosed in their shrunken skin, the flesh having dried up completely. A more horrid spectacle I never saw. What a fearfully low condition of civilization and refinement, and what an apparently unfavourable comment upon the admittedly supernatural origin of Christianity and the ability of its Author to continue his kingdom among men! The site of the origin of Christianity for centuries in

the hands of the Mahomedans, and the descendants of the crusaders are here in Malta so degraded as to take delight in such abominable objects as these ! The Church attached to these relics is also full of childish, gaudily painted and dressed images and barbarous ornaments. The altar occupying the whole of one end, is laid out like a flower show —there being huge bouquets of flowers in vases, about 30 candlesticks filled with candles ranging from 2 to 6 feet high, all alight in mid-day, surrounding a full size wax figure of the Virgin Mary, and a crucifix. There are also in glass cases placed in niches horribly mutilated painted figures of Jesus as taken down from the cross, with the bright red blood flowing from the head, hands, feet, and side, also an assortment of all kinds of ornaments and china figures of men, women, sheep, stags, trees, &c., arranged as if to please children of most primitive civilization : Christ and his teachings are mocked and caricatured by these impudent priests and hideous monks. From this place we drove to the public gardens, a very long stretch of ground running along the upper part of the town, very tastefully laid out, and showing the climate is able to produce magnificent results, even in what appears to be so barren a soil. Here we saw plantains, bananas, palms, prickly pears, aloes, etc., which required those immense greenhouses at Kew Gardens, but here are growing to perfection in the open air. After this we drove to the splendid church of St. John of Malta, which is also a joint Cathedral with that of *Citta Vecchia*.

In this church many of the knights of Malta, as well as other military and naval celebrities, are buried, their monuments survive, being beautiful work of art by the best sculptors in Italy. This church is really wonderful to see. The roof is arched, and magnificently painted by painters of the highest renown ; the walls are decorated by minute carved stone work projecting from the solid masonry in bands of about 18 inches wide and following the curves of the arches separating the several subjects of the painted roof. Extending sideways from the main body of the church are private chapels and cloisters on each side, all equally



beautiful. In former times the one on the right is said to have had a golden gate and the one on the left a silver one. The former is said to have been appropriated by the first Napoleon, and the other to have disappeared mysteriously, but whether this is true or not the gates now hanging to keep these apartments separate are very elaborately worked in wrought iron painted and gilt. We were all very much pleased with the beauty of everything here, so much in contrast with the San Pubblio and its charnel house. After this we strolled about the town, visited several shops and discovered that Maltese tradesmen have two sets of prices according to the day. On P. & O. days prices are double the ordinary. Some of us bought clothing, others corals, music, etc., but not without severe bargaining and cutting down. We visited the market place and bought some fruit which was very cheap and good, and then returned to our ship in good time, and thus ended our very enjoyable sojourn in Malta. But while we are steaming away northward for Brindisi to receive the English mails, and while it still continues so warm we will retire under the awning and refresh our acquaintance with its history. It is a small island, 17 miles long and about 9 broad, situated in a very central position in the Mediterranean Sea, being 54 miles south from the Sicilian coast and about 200 miles from Cape Bon on the African coast. From its position and also from the enormous strength of its fortifications it is of immense value to the British Empire in many ways, and an admirable station for a fleet to command the Mediterranean, a military focus, and a useful commercial centre for her merchants. Malta was in the possession of the Phœnicians from a very early date, say about 1600 years before Christ. The Greeks took it from them in 736 B.C. The Greeks, about 500 B.C., were afterwards driven out by the Carthaginians, who held it in high esteem during the first Punic war, but with the disastrous ending of their struggle with the Romans the island came into the possession of the latter in 242 B.C. They valued it highly as a commercial entrepôt, and also for its linen cloths, lace, and other fabrics, then as well as now manufactured of wonderful fineness by the Maltese. It

continued a portion of the Roman empire for many centuries. During the 5th century it fell successively into the hands of the Vandals and Goths, whose barbarism nearly annihilated its commerce. After this it fell into the hands of the Eastern empire, where it remained for 300 years, until the Arabs destroyed the Greek power in 870, and fortified the harbour of Valetta as a station for their Corsairs. In 1090 Count Roger of Sicily drove out the Arabs and established a popular council for the Government of the island, which continued to subsist for 700 years; after this it passed into the hands of the German Emperor, then to the French, the Spaniards, and the knights of Malta. The knights raised by degrees the stupendous fortifications, which render Malta so powerful, and spent their large incomes in beautifying the island in every way. From Malta the knights rendered great services to Christendom in their onslaughts on the ferocious Barbary pirates. To revenge these acts, the Turks brought immense forces against Malta in 1557, and again in 1565; but the Grandmaster La Valette drove them away with the loss of 25,000 troops. The knights continued to wage perpetual war with the Moslems until 1798, when through Bonaparte's treachery and the consequent disorganised condition of the island, it was surrendered to the French, who treated the Maltese in a shameful manner. The latter rose up against their oppressors, and elected to transfer themselves and the island to the British nation, in whose possession it continues to this day, and, to those who have not seen it, it is impossible to give anything but a very faint idea of its importance, and as long as it remains in British hands, let us trust that its occupation will continue to be a guarantee, with that of Gibraltar and Cyprus, of the neutrality and freedom of this great water way.



## CHAPTER III.

## MALTA TO BRINDISI AND PORT SAID.

**S**UNDAY, SEPT 22ND.—Got up this morning at 5.30, and finding the sailors busy cleaning and washing the decks after yesterday's coaling, I went forward to the forecasle and enjoyed a splendid air bath. It was simply delicious to feel the temperate breeze among one's garments. I walked and sat down here for an hour and a half, and then came down to my toilet, and had a complete change of clothing. After breakfast there was a little commotion created by orders from the captain to bring all our tobacco, tie it into parcels, and label it, to be placed in charge of the steward for inspection by the Italian officers at Brindisi, where we expect to land this afternoon. This day was principally spent in writing up diaries and letters home to be posted when we get ashore—a very monotonous day. The coast of Italy was visible from early morning along the sole part of the boot, after which a blank until we came in sight of the heel part about 2.30 p.m., when we took a more northerly tack into the Adriatic Sea. All this coast is very low, and stretches for many miles inland into a marshy country as far as the eye can reach. This continued all the way until we reached Brindisi, and it appeared to extend even beyond, indefinitely, along the Adriatic coast. But for all that, this coast was green; and that was something to feast our eyes on after the barren rocks and soil of Malta and Northern Africa. The pilot came on board before we passed the old fort and break-water and steered us right up to the quay. There is a great absence of excitement in entering Brindisi. It looks very desolate and poor and abandoned as we steam through the marshy banks. But as we near the quay there are signs of former if not present prosperity, and just before we go ashore we receive the first letters from home, posted a week after we left. It was late when we landed at Brindisi, where we found a long, wide street facing the quay, where the principal mercantile houses are situated, and from this there was one good wide street

running at right angles, with narrow lanes branching out in every direction and in irregular order. The principal streets are paved with square blocks of stone about 12 inches wide by about 14 to 16 inches long and 10 inches thick, making a grand road for heavy traffic. Everywhere seems well paved, from necessity, on account of the swampy, muddy nature of the ground, otherwise the place would be unbearable. This was Sunday afternoon, the sun was down, and the street oil lamps were being lighted, there being no gas here. The streets were crowded with working men in shirt sleeves, with their jackets thrown over their shoulders and faces unwashed as if coming straight from their labour. They strolled up the street in groups until they reached the market square. Here we found stores and wine shops of all kinds—very rough, very dirty and untidy, but everybody was good-natured. In the middle of the square were stalls, on which all kinds of eatables and drinkables could be purchased—fruit, vegetables, meat, fish, and quaint little drinking bars, all going on as if it were not a Sunday. We went on beyond the market as far as the theatre and the railway station, which brought this long, wide street to an end. There were several very large modern buildings here and there, but the town has the appearance of being a disappointment—of being checked in its progress by some crisis—being unfinished and overbuilt for its present requirements. We are aware that under the name Brundisium we are in a town of almost pre-historic antiquity, but there are no signs of solid antiquity here, the old erections being squalid mediæval shambles, with the exception of a few columns of large dimensions standing on elevated ground, indicating the site of an old Roman temple. We on our short visit could see nothing to justify the idea that it ever had been a place of importance. Nearly every building in the town has been washed over in yellow or light stone colour. As we came back to the quay, we could see scores of young people flocking to humble places of amusement, where music and dancing was in the ascendant. All the best wine and tobacco shops were open, but did not appear to be well patronized. We went to a large Café situated in

a square close to the wharf where our steamer lay, and here we sat in the open air, and called for a bottle of wine between three of us. We remained here for nearly an hour listening to a band playing in the enclosed garden opposite. All the respectable people of the town appear to have been present, this being a substitute for the English evening church service. After the band came the fiddle and banjo, and some Italian songs. We returned to our ship to watch the English passengers who had travelled overland coming in, and at eleven o'clock the European mails were brought on board. I could never have conceived that it was possible for such an immense cargo of mails to be brought together in one week, —a continuous stream of our Indian sailors came in single file along one gangway, tumbled their sacks into the ship and returned by another, and this continued for quite an hour. Our ship started immediately after taking in the mails, and I turned into bed quite tired.

SEPT. 23RD TO 25TH—After leaving Brindisi we sailed in a south-easterly direction, passing close to the Ionian Islands, with Crete or Candia on our left. These islands are very mountainous, with deep ravines and rugged passes leading from the coast to the interior, with Mount Ida rising 7674 feet in the centre. It was very interesting to witness the clouds lying in long flakes along the side of the mountains, separating the bases from the summits, and the clear blue sky over all. Grand old island; it has seen better days, and let us hope, will experience better still when the demoralized power of Turkey is no more. We could see several villages and isolated houses, but no large towns—the latter being on the northern or Greek shores of the island. After passing Crete, we had an uneventful day, no land in view, weather very warm, and the day was spent in gossiping and playing. The new passengers taken on board at Brindisi are great swells, being principally Indian officers and civil servants. All on board are bound for India, excepting Sir Evelyn Baring, Mrs Ashton, Miss Calder, and myself. Sir Evelyn being much engaged during the passage I had no opportunity of being introduced to him, but I found Mrs. Ashton, a very old resident in Egypt, and she com-

municated to me very valuable information for my guidance. All the passengers excepting ourselves are full of Indian gossip and rupees. To hear them talk flippantly of their extravagant expenditure at home is painful, some of them actually having been to England with only a three months' leave, and will have to be back to business within the time under a penalty. Among them were bank and Government clerks, who had spent £250 and over, just for a week or a fortnight with the old folks at home! One can scarcely understand such madness, but it is nevertheless a distinct trait in the character of Indians and Australians. I also discovered to-day that we had the notorious Mr. Benson on board—the author of the book *How I spent £250,000 in two years*. He joined us at Brindisi and occupies a berth in the adjoining cabin to ours. I am told that he lost £10,000 in two hours in playing the game of pool. He is a splendid specimen of the human animal. To break the monotony of this day I was glad to fall into a long conversation with my berth companion, Mr. Hume, of Allahabad, which confirmed many of my previous opinions about India and its inhabitants, but has also suggested much that is quite new to me, as to its political, social, and religious history. Why should Buddhism have taken such hold on the inhabitants? One reason doubtless is its inculcation of the dogma of the equality of all men in the presence of the Supreme Being, and consequently the absurdity of *caste*. But with regard to a future state Buddhism has very little to offer. Buddhists ignore the doctrine of future reward and punishment, and yet cherish the dogma of the metempsychosis or transmigration and pre-existence of souls, in the case of those who have not accomplished the perfect subjugation of the flesh and self, so as to deserve at death the attainment of Nirvana or the unconscious absorption into the Supreme Spirit. There have been two distinct developments in the Indian mind of a theistic tendency during late years. The Brahmo Samaj and the Arya Samaj. The former is well known in Europe, the leaders of the movement having visited Europe and engaged the sympathy of prominent theologians and savants, and awakened hopes in the minds of Christians that

they would prove the first step in the march of the Indian natives to Christianity. But I am of opinion that its late developments are rather inclined to destroy the old faiths and construct a pure theistic religion to replace them, than to lead to Trinitarian Christianity, especially am I inclined to that opinion in the face of the more recent formation of the Arya Samaj, or the Aryan Society. The Arya movement was begun in the Punjab by Serami Dayanand Saraswati in 1877. This learned Pandit is regarded by the people of India as the greatest Vedic scholar of the age. He delivered in that year a series of lectures on the ancient civilization of the country. The eyes of educated communities were at once opened. They saw that the reforms which they were advocating could easily be carried out by falling back upon their original authoritative books, *The Vedas*. And, dreading the growth of Materialistic and atheistic views in the country, in consequence of the destruction of the old faiths and superstitions, it was considered expedient to establish places of congregational worship where all should meet once a week to worship and listen to lectures and sermons. Since the above date these Samajes, which have been established in the Punjab, the North West, and the Deccan, have acted as so many safeguards of public morals. They admit among their members, all who believe in one God, discard idolatry, and regard the Vedas as the original revelation given to man.

Their meetings are open and resorted to by the Hindus, Mahomedans, and Christians alike. Such are the aims and such the scope of this institution. Its members regard the four Vedas as the original and sole revelation given by God to man, the earliest of which being a collection of over a thousand hymns, dating from 1500 to 1000 B.C.—older than the poems of Homer, older than the Psalms of David. These venerable hymns are among the earliest yearnings of the human heart towards the Deity. They give no sanction to the doctrines of transmigration of souls, child marriages, the tyranny of caste, the practice of idolatry, &c., and this youthful society apparently desires to revive among the modern populations this long extinct *Vedic*

*Theism* of the Sanskrit-speaking Aryans. What it will develop into is hard to tell, but the phenomenon is of special value to the students of the evolution of religious thought. It is possible that the *Arya Samaj*, like its elder sister, the Brahmo Samaj, is destined only to be an inconsiderable sect among the innumerable other sects into which Hinduism is divided. But being composed mostly of men who have received an English education, it will probably be an important factor in the regeneration of India.





## CHAPTER IV.

## SUEZ CANAL, ISMAILIA TO CAIRO.

**T**HURSDAY, SEPT. 26<sup>TH</sup>.—Entered within the break-water leading to the Suez Canal at 2.30 a.m.

Although so early an hour, most of the male passengers got on deck. It was very interesting to witness the brilliant illumination of our course by the powerful electric light of the Port Said lighthouse, 175 feet high. We anchored close to the wharf, in full sight of the main street at 3.30 a.m. All the buildings along the quay were lighted, and the hotels open as if they expected an invasion. There was also great commotion among the coal barges and their hundreds of coal heavers. The reclaimed sands on which Port Said stands are not more than a few feet above the level of the Mediterranean, consequently all the importance that can ever attach to it will be the result of its convenient position. I was surprised, when daylight broke, to find such fine buildings, and evidences of so great a future. It only wants 50 years of universal peace to make it one of the most important ports in the world. After taking in our supply of coal, we fairly started through the canal. I was greatly impressed by the immense dredging apparatus for removing the silt and depositing it at once on the desert side of the embankment, a sample of the huge implements employed during the construction of the canal. Among the bushes on the land were early sportsmen from the port shooting snipe and quail, and Arabs throwing nets over bushes to catch the same. There were also camels laden with fish and vegetables—this being our first sight of them in their desert home. How wonderfully suited to their surroundings! On the other side of the embankment is a wet, flat, sandy plain, scarcely higher than the level of the sea on our left, or east side, and a little lower on the west side. This plain comprizes the swamps and marshes of Lake Menzaleh. Wild fowl, including large flocks of white and pink flamingoes, abound. It is asserted that these unproductive shallows were once fertile wheat growing

plains, watered by some of the estuaries of the Nile. But the sea has invaded and covered the rich soil with layers of sand and salt, burying even the remains of many ancient towns and cities that once flourished here. Let us hope that dykes and embankments may hereafter reinstate it in its ancient prosperity and glory. Several miles from the port we came upon an encampment of Arabs, about a hundred camels and several hundred Arab workmen, making land for village sites, and planting shrubs and trees. Many of the sandhills were being levelled and carried into the depressions, and then the clay silt which had been dredged from the canal was deposited over all to make a soil. There was a large temporary encampment, women and children seemingly enjoying the glaring sand and the melting sun. It was very interesting to see the camels bending on their knees to have their packs filled with the sand, and then lifting themselves up and bearing their burdens to deposit them at their destination. As we steam along we pass many stations belonging to the Canal Company, and occupied by their servants. It is wonderful to witness how they are surrounded by vegetation, especially tropical trees and plants. Wherever the fresh Nile water can be conducted, vegetation seems to spring up as by magic, and I am inclined to predict a future for this canal side, which will alter its arid appearance very materially. It is interesting to watch the water swells, displaced by the progress of the ship, playing havoc with the purely sandy portions. What a pity that the Pharaohs of ancient Egypt did not immortalize their names by making this Canal, and facing its banks with immense blocks, similar to those used in the construction of the useless Pyramids.

They would then have invested their wealth and labour in something that would not only perpetuate the grandeur of Egypt, but bring in an inexhaustible revenue and save many millions of acres of the delta from becoming the waste wilderness which a large portion of it now is. We passed three large steamships with pilgrims from Mecca, several Sheiks in each of them with their harems, each harem wearing different colour dresses. Some had their head caps

or hoods white, and the other portion of their clothing in various colours. Others, perhaps belonging to a humble nobleman (?), looked, for all the world, like narrow long sacks bottom up with a hole through for breathing and seeing. A most hideous and degrading institution is Polygamy! We have had two long stoppages under the block system, of about an hour each, to allow vessels to pass us. All this has been extremely interesting to me. But our captain did not anticipate such delay, consequently we were too late arriving at Ismailia to get on to Cairo the same day. The tender was fully an hour before it came along side for passengers, causing me and my Egyptian friends great inconvenience.

The two lady passengers for Alexandria intended landing at Port Said, but finding that the coasting steamer for that Port had left the previous day, and that no other would sail for several days, they elected to proceed with us to Ismailia, and thence by rail to their destination. I was very glad of this; I anticipated pleasure in being of some service to them during the transition from the ship to the train, but unfortunately it happened to turn the other way about. We were conveyed from our ship, the *Coromandel*, by a steam launch and landed at the wharf, Ismailia at 6 p.m. We had been told in London that the Peninsular and Oriental Company had an agent here to give necessary instructions to passengers arriving, but on our landing we only found a single Arab who could speak a little, a very little, English. From this man we learnt that the landlord of the New Hotel was the agent for the P. & O. Company. We had all our luggage placed on a small tram waggon, and drawn up to this hotel. Here we were stopped by the subordinate of the custom house, where nothing but French and Arabic was spoken. I went to the hotel to make enquiries, making myself understood by signs, until I found the agent, who was also French, with not a word of English. Miss C., our fellow-passenger, came to the rescue, and spoke to him in her best French; he informed us that he was the agent, and would take charge of my luggage until I came back from

Cairo, but that before he took it, it would have to pass the custom house. We now turned our attention to the custom house which was close by. This we found to be closed, being 6.30 p.m., and quite dark. All the messengers in the place were Arabs, and must be spoken to in Arabic. I was glad to find that my other fellow-passenger, Mrs A., was a fluent Arab speaker, and she ordered them about as if she were a queen; sent one here, another there, and another in the other direction to find the custom house officer, who was likely to be found in club, billiard room, or hotel. While they were away our luggage remained on the little waggon, and we went to the hotel for refreshment. At eight o'clock the custom house officer made his appearance, opened one small box, looked at us all round, satisfied himself that we were respectable folks, and after a few words, which sounded complimentary (in French), to Miss C., he allowed us to pass. After placing the bulk of my luggage in charge of the P. & O. Coy's agent, we went on towards the railway station, where we deposited our boxes under the verandah. It was getting on towards 9 p.m. My lady friends were very tired and were anxious for rest. We had discovered long before this that we should have to wait until one o'clock in the morning before we should get a train for either Cairo or Alexandria, and there was nothing for it but to make the best of a bad job. My two friends found two benches to lie down upon, with their satchels for pillows, and shawls for a covering. I remained as sentinel and walked up and down, smoked an occasional cigar, and admired the beautiful sky. It was a grand night. Stars innumerable, and such a soothing, calming influence spread itself over me in contemplation of the wonderful old desert which De Lesseps had here tapped; whose ancient silence he had broken. Ismailia itself is a reclaimed desert, and as far as the eye could reach in every direction from this railway station, desert everywhere! While I was walking up and down the platform, an Arab came up to me and said in broken English that he had just come from Port Said, where he had gone with an English gentleman as his dragoman, and offered his services to me. I told him I

should want a guide, but that I should take the advice of my friends in Cairo. He showed me several letters of recommendation from English and American travellers, which I was inclined to look upon as genuine. I told him I would give him a chance if he called at my hotel in Cairo at 10.30 this morning. I then continued my watch over my lady friends until about 12.30. When the train came up, I roused them, got all our luggage safe, and then took possession of a carriage compartment for ourselves. The train soon started and we slept nearly all the way to Zagazig Junction. This was evidently an important depôt, long lines of trucks, containing bales of cotton, coals, and bags of Indian corn, &c. Mrs. A. and Miss C. changed carriages here for Alexandria, whilst I had to continue in the same train for Cairo. We parted from one another as if we had been friends for years, and, indeed, we felt as if we had suffered together; and in my case I was parting with the only two in the land of Egypt whom I could count as friends, and from henceforth I was aware that my difficulties as a Briton were just commencing, and that I should have to fight my way alone.



## CHAPTER V.

## CAIRO, MOSQUES, DERVISHES, THE CITADEL.

**F**RIDAY, SEPT. 27TH.—I arrived in Cairo at 9 o'clock this morning; drove from the station to the Hotel Angleterre, and immediately went to my bedroom; had a sponge bath and a clean toilette, and when I came down I found the Arab dragoman waiting for me in the vestibule. He gave me his testimonials, which I showed to the hotel keeper, who endorsed them and recognized the Arab, and I engaged him for 5s. per day, out of which he had to find his victuals, &c., to commence his services at one o'clock. I then had a good lunch, after which I supplied myself with plenty of small Turkish money, and, with a four wheel trap and two strong ponies, we started on our exploration of Cairo. The dragoman was dressed like a Greek, with the exception that he wore a turban, a scarlet sash, and a white umbrella. He rode with me in the carriage, gave me every information he could as to squares, buildings, mosques, etc. The first place we visited was Tekeeyeh Kadreeyeh, the principal monastery, or college of Howling Dervishes. We happened to be there at two o'clock, in good time to witness the whole performance, which only takes place on Fridays, and always at this hour. In the court outside they have a sort of refreshment room, where bread, fruit, coffee, or water, are distributed gratis by the Dervishes, up to the time of performance. We each took a cup of coffee, my first in Egypt, such a small one, just the size of an ordinary egg cup. The coffee was exceedingly strong and thick, made of very fine powdered coffee. My companion drank it right off, dregs and all; but it was too much for my uncultivated taste. After this the company from the courtyard marched into the sacred building, and along a passage into a square chamber, surmounted and lighted by a round dome, upon the bare and unornamented walls of which are suspended the weapons and symbols of the order. The Sheyk (whose office is hereditary) takes his seat in front of the Kibleh, or Mecca Niche, and the Dervishes seat themselves in a large semi-circle. After

a short prayer by the Sheyk, the Dervishes repeat in a loud voice the name Allah, and also the profession of the Muslem faith that relates to the unity of God (la ilaha il Allah). Then they rise to their feet and repeat the same and other formulæ, bowing their heads backward and forward at each repetition. Many of them wear long hair which streams to and fro with each motion of their heads, and adds much to the strangeness of the scene. Some of them are very young men, and some mere boys of twelve, and thirteen years. The deep guttural voice of the men waxed louder and louder, the movements of the body more violent and unseemly as the ceremony proceeded. To the left of the Sheyk's mat are the musicians, who accompany the sikr and stimulate the energy of the performers with the notes of a flageolette and a long horn, accompanied by tambourines and metal drums. The music is very peculiar, in the minor key, very plaintive, and rises gradually into a most weird like climax. The Dervishes respond in sound very like the "Diolch fyth, bendigedig, O diolch, Amen Amen, Haleliwia," etc., of the old Welsh "gorfoleddu," which interested me in my very young days. It was to me a most interesting ceremony. The rapidity of their oscillations, keeping time with the music and recitations, the withdrawal of three of the young men into the centre of the circle, and their excited dance and whirl raised the excitement and religious mania of all into the bursting point, when it broke into a great howl and then died away. After this fatiguing and long sustained sikr, the Dervishes resumed their seats, while the sheyk offered up a prayer in an audible voice and all repeated the word "Hoo," and after kissing the hand of the Sheyk, they quitted the chamber, and we all returned to the court. The appearance of everything about this establishment was dilapidated, neglected and dirty. The Sheyk and the Dervishes looked poor, uncultivated, and filled with fanaticism. Of course, an alien like myself, ignorant of their language, could only guess at the import of the words spoken by the outward effects upon the partakers in the ceremony. From here we went to the mosque of Sittah Zeyneb, dedicated to the grand-daughter of the prophet, in the S.W. quarter of the

city. It was built about a century ago. This is a place of great resort, but there is great absence of architectural taste, although full of elaborately carved ornamentation. It appeared to me that many of the columns were of a much older date than the mosque, as if they had been brought here from a more ancient structure. The clock tower is remarkable, some of the windows have coloured glass. The tomb, which is much revered, is an oblong monument, covered with silk and surrounded by a bronze screen, with a wooden canopy, in a small but lofty apartment, surmounted by a dome. The other tombs, with large green turbans, which are to be seen on the terrace adjoining the mosque, are those of Mohammed el Altrees and El Adardòzee, the latter being a great traveller and writer who visited India ten times between the years 1150 and 1190 A.D. These tombs are supposed to be about seven hundred years old. My next visit was to old Cairo, to the mosque of Amer, the most ancient in all Egypt, it was founded by Amer about 643 A.D., but has been altered and extended as the centuries rolled on. It is an immense square structure, measuring 350 feet each way, with colonades surrounding an open court. At the west side, where the entrance is, there is one row, at the north and south sides there are three rows, and at the east side there are six rows. In the centre of the open court is an octagon building, called the Hanafeeyeh, supported by eight columns, with a fountain for ablutions. The roofs of the northern and southern sides have fallen and many of the columns also. All the columns were of polished marble and originally numbered about 230. It is not used now as a mosque for regular worship, but pilgrimages are made to the tomb of Amer, which is situated in a box-like structure inside some carved wood railing in the north east corner. This mosque is a most wonderful building, a fit structure to accommodate 30,000 enthusiasts, who, like Israel to the great congregation of Shiloh, and the Welsh to that of Bala, travelled from far and wide to receive comfort to their souls.

The next visit in Cairo was to a Coptic Church in a most unsanitary district, so much so that I hesitated to follow my dragoman. It is very much ruined and dilapidated, and



everything covered with dust. The attendants were a most squalid lot. It is entered by a low underground passage, is of uncertain but very ancient date, dedicated to the Virgin, and also contains the bones of Sant Marina, who appears in a picture trampling on Satan. The church is, according to the orthodox type, divided into several sections by means of elaborate many-spindled screens, some of which are also, together with the old pulpit, made of cedar and ebony, inlaid with ivory (or bone), and, doubtless, were thought much of when new; but no one has any conception (without seeing) of the repulsiveness of the whole in their decayed, dilapidated and dusty condition. Round the walls are pictures, Christ in the centre surrounded by twenty-four elders and four prophets and a row of smaller pictures, which appear to have been the twelve Apostles, five having dropped from their positions or been taken away; also in another part a picture of Christ in the centre, and lower down four beasts with faces of a man, a lion, a calf, and an eagle respectively, and several others here and there in pent-up rooms and out of the way lofts, as we have seen second-hand rubbish tumbled together in a broker's shop. This old Coptic Church has five aisles, supported by pillars and capitals torn from Ancient Greek or Roman temples. Upon these rest beams of wood, sculptured with ancient Coptic inscriptions, and above are a series of pointed arches. In the principal aisle there is a remarkable marble pulpit supported by marble pillars, under which is the tomb of a Coptic patriarch. In a small space near the high altar there are portions of a cedar door, carved with the greatest delicacy and elegance, which is full of interest. They contain carvings of the adoration of the Magi, Christ's Baptism, His triumphant entry into Jerusalem, the Ascension, the descent of the Holy Ghost on the day of Pentecost, and another, supposed to be the dialogue with Saint Peter. Underneath the floor and reached by narrow stone steps is an ancient crypt, with a large bath in the centre, evidently intended for baptism by immersion. There are also three niches with marble slab bottoms, suitable for fountains for sprinkling. The roof of this crypt is groined and supported

by eight marble columns. This place was highly interesting to me. I know that I am not doing justice to it, and feel that a week could be profitably spent in studying its details. From the Coptic Church we drove to the Mosque of Ibrahim Pasha, a comparatively modern building, in which there are from fifteen to eighteen tombs in memory of the various Khedivial families, with a dome for each group. All the tombs are of white marble, oblong stepped shape, highly ornamented in minute florals, and most of them afterwards painted and gilt. There is a monotonous sameness in the designs, no statue anywhere, the floor almost entirely taken up by tombs and their surroundings. What a contrast between this and Westminster Abbey! After this we turned into a dilapidated place to see the tombs of the Memlooks, one of the Mahomedan dynasties. The minarets and domes were models of beauty, but they are fast falling into ruin and decay. The tombs are the usual oblong stepped structures, but with no particular merits, except that to the Arabic scholar they tell whose memory they preserve. The Memlook dynasty, descended from Caucasian slaves, was a spirited succession of rulers, engaged in conquests and the aggrandizement of Egypt, from 1250 to 1517, several members of which erected great mosques which are called after their individual names. After this we went to the great and magnificent Mosque of Mahomed Ali, the grandest as well as the most modern in Cairo. It is situated on the same hill as the citadel, on the highest ground in the city. It is entirely faced with alabaster slabs, the columns are all polished marble, the domes are very richly carved and decorated, a gallery of a few feet in width extends all round the edifice inside, protected by ornamental iron railing painted and relieved with gold, and appearing from pillar to pillar, as also round the great dome at a high altitude. The immense court is wholly paved with large square slabs of marble, in the centre of which is the Hanafeeyeh, or the usual structure with water fountains for ablutions before entering the more sacred precincts. This arrangement is always found in the court of every mosque, a wholesome reminder to the vulgar against rushing into the presence of the Great Holiness. The

large chandelier of cut crystal of European manufacture in the centre of dome does not strike me as in character with the building, but the numerous glass globe lamps suspended all round suit the mosque, and I am told that when all are lighted during the great feast of Ramadan, which lasts for a whole month, the sight is worth seeing, and the great mosque appears in great splendour.

We come out through a great doorway on to a large open space, with a high tower in the west corner, in which is placed a clock presented to Mahomed Ali by King Louis Phillippe. From here the outside walls of the mosque appeared very plain, pierced with square small windows like those of a barracks, but the domes and cupolas which surmount it, and the tall and graceful minarets in the two front corners are very beautiful. From this platform on which the mosque is built there is a magnificent view of Cairo, the Nile Valley and the pyramids. It is a splendid sight to see on a fine, clear day, as it was on the day of my visit. It must have been under the same conditions that Harriet Martineau witnessed it, when she wrote :—" The beauty of it is beyond description. The vastness of the city, as it lies stretched below, surprises every one. It looks a perfect wilderness of flat roofs, cupolas, minarets, palm tops, with an open space here and there, presenting a complete panorama, groups of people and camels, with gay trappings. The aqueduct is a striking feature, stretching away for miles. The city of tombs was wonderful and beautiful, its fawn coloured domes rising against the somewhat darker sand of the desert. The Nile gleamed and wound away from the dim south to the blue distance of the north. The green strips of cultivation along its banks delighting the eye amongst the yellow sands to the west. The pyramids looked their full height, and their full distance, which is not the case from below. The platform of the great pyramids is from here seen to be a considerable hill of itself, and the fields and irrigation causeway which intervene between it and the river lie as in a map, and indicate the true distance and elevation of these mighty monuments. The Libyan hills, dreary as possible, closing the view behind them." The

citadel, close to, was built by Saladin in 1611, out of stone brought from small pyramids, at Geezeh. It formed part of his general plan for strengthening the town and protecting it from assault. The city side of it is well defended by the natural abruptness of the rocks; it is also strongly armed and regularly fortified. A good carriage road leads up from the open square, called Er-Rumeyleh, in the city, to the principal outer entrance gate, and continues on through another gate into the interior of the citadel. Another way is by the Ba-el azab, a fine massive gateway flanked by two enormous towers. It was in the narrow and tortuous lane leading from this gate that the massacre of the Memlooks took place by order of Mohanimed Ali, in 1811. The citadel is a small town of itself, and it is well worth seeing. On the east side of the citadel hill is Joseph's Well, so called probably from the other name of Saladin (Yoosef), who, when the site for this fortress was being levelled, discovering a well that had been cut by the ancients, ordered it to be cleared of the sand that filled it. The well is composed of two parts, the upper being 160 feet and the lower 130 feet deep, making a total of 290 feet. The descent is by a gently sloping staircase, hewn from the sides into the rock, and a wide landing place marks the division between the two parts of the well, which are not in a direct vertical line. We went down to this platform and gazed at the darkness below. The bottom is supposed to correspond with the level of the Nile; the water is raised by bullocks or donkeys to the first stage, and thence by the same means to the top. It is a wonderful piece of engineering and must have cost an immense amount of labour, which, if done, as is supposed, by the ancient Egyptians, was of little account. This is not the only supply of water to the citadel, the other being by means, of the aquaduct already mentioned. Our next visit was to the Mosque of Sultan Hassan, immediately below the citadel, which is regarded as one of the most superb mosques in Cairo, and the finest specimen of Mohammedan architecture. It marks the reign of Hassan, son of En-Nasr, and grandson of Kalaoon. It was completed in 1360 A.D., after the labour of three years, at a cost of nearly £700,000.

It is said that the greater part of this immense structure was built of stones taken from the face or outer casing of the great pyramid of Cheops. The builders of several other mosques and public buildings including the citadel already mentioned used these ancient monuments as a ready quarry. It would weary my readers to particularize the architectural beauties and wonders of this mosque of Sultan Hassan, which when new must have looked superb; but a great many of the thin marble slabs with which it is lined have fallen down, hundreds are displaced, and the dilapidations of ages have been neglected. The great central dome is in a dangerous condition. This ended my first day's hard work in Cairo, and after a good wash and hearty dinner or supper I strolled along the principal streets to study the nocturnal habits of the Cairenese, which are characteristically seen in the numerous cafés and refreshment rooms in the principal streets. After an hour's ramble I returned to my hotel, and made arrangements for a supply of eatables and drinkables for my visit to the pyramids on the following day.



## CHAPTER VI.

## THE RIVER NILE, KASR-EN-NEEL, THE PYRAMIDS.

**S**EPTEMBER 28TH.—I was up this morning at 4 30, and found that the hotel porter was waiting for me, with my provisions for the day, and when the front door was opened I found that my hired carriage was at the door, with the driver and my Arab guide, Ahmed Issa. We started for the pyramids at five o'clock. I was a little surprised to see so many people about; the sun had not risen and the streets were comparatively dark; the stars above were getting dim by the coming dawn, and we drove through the winding streets and over the great girder bridge spanning the Nile, called the Kasr-en-Neel. Here I witnessed a very remarkable sight. It was a special market day in Cairo, and hundreds of camels and donkeys with all sorts of drivers were coming into the city with produce. It was quite a revelation to me, and being totally unexpected will never be forgotten. Camels laden with bales of cotton, with sacks of corn, with great matwork baskets of melons, dates, and all other kinds of fruit and vegetables, immense bundles of bamboos, corn stalks, corn tops, firewood, sun baked mud for fuel, and an innumerable variety of country made wares. These were literally streaming in, and as we went on they met us at every step coming from every direction. After crossing the great bridge we held to the left and crossed the west branch of the river by another bridge. There the road divides, that on the right leads to the railway station of Boolak, and the other, which we took, turns to the left and enters a beautiful avenue of trees leading to the palace of Geezeh. Passing between it on the left and two other palaces on the right, the road crosses the Upper Egypt railway, and after passing the private station of the Khedive we turned to the right, leaving the village of Geezeh on our left, a place of great importance once, but now in a very ruinous and squalid condition. From Geezeh the road continues in one unbroken straight line across the cultivated land, watered by the inundations. The embankment on the

top of which the road runs is a very broad and substantial one, trees are planted on each side, which in the course of a very few years have grown into a beautifully shady avenue. When we were travelling along it was just after sunrise and its rays reached us sideways through the openings, revealing the inundated flats gleaming through the early mists. On our left the water covered the ground for miles, and in fact on the other side also, excepting that here and there were what appeared to be farm houses fixed on artificially raised mounds, often the debris of mud built walls of former generations. These appeared like islands in the midst of it. The water on our left rises much higher than that on the right of the embankment, and passes from the higher to the lower by means of two bridges, which sometimes, on high Nile, suffer great strain. The first to drive over the new bridge and along this embankment were the Prince and Princess of Wales in 1868, and the inundations of that year washed the two embankment bridges away. Since then they have been more substantially constructed. As we neared the end of the embankment I was surprised to find the desert so much elevated above the cultivated ground, and was much struck with the sharp line of separation between the latter and these utterly arid hills. Here we found a few houses of accommodation and donkeys waiting for hire, and an immense hotel in course of construction by an American company, in which great interest is manifested by the dragomans and guides, for the hotel will not only accommodate the sight seers with lodging, &c., but they propose to keep a staff of English and French-speaking guides to accompany their visitors. From here a good substantial road was in course of construction right up to Cheops; but in the meantime we walked the distance through the sand and grey rocks of the desert. The view from here, looking towards Cairo, with its crowning citadel, the Mokattam hills beyond, and the beautiful vegetation and inundations of the Nile Valley between, is very charming. As we neared the pyramid my heart was beating with emotion at the thought that at last I had reached the object of a life-long curiosity, that I was actually at the foot of one of the most stupendous

Sakkarah, Abooseer, and Dashoor. Mark Twain's friend interrupted my observations by offering to repeat the exploit which he performed for the gratification of that illustrious American, viz., to run down Cheops, cross the eighth of a mile of sand intervening between it and the tall pyramid of Chephren, ascend to Chephren's summit and return to us on the top of Cheops, all in nine minutes for twenty piastres. He was very anxious that I should witness it, and said that no English gentleman should go home without seeing the performance ; but I satisfied myself with imagining the sight, and kept my money in my purse.

Then the three Arabs brought out their bags and exhibited a whole collection of relics—or as they called them, antiques. These consisted of stone ovals about half inch by three eighths indented with hieroglyphics and the names of the ancient kings, small images of the deities Ptah, Ma, Ra, Osiris, etc., beads, coins, gold, silver and bronzed beads, and pieces of old mummy cases ; but as I had been cautioned by my guide that what they offered were not all genuine, I selected only four articles which I think are genuine antiques of great age. I spent five shillings on them, and can scarcely believe that they are modern ; but, however, even if they were manufactured in modern Cairo, I can console myself by keeping them as mementos of Arab perfidy, as well as of the half hour spent on the top of Cheops. After this we began our descent, which proved to me much more painful than the getting up. After returning to the debris previously mentioned, we entered the passage which leads to a subterranean well and vault, as well as to the King's and Queen's Chambers. This outer entrance was originally concealed by the ordinary face of the pyramid, and its position was unknown to everyone except to the royal high priest for the time being, and it thus kept its secrets untouched for many thousand years until the year 820 A.D., when Al Mamoun discovered it in a most unexpected manner. After engaging a large staff of quarrymen he was puzzled greatly at which side to make the attempt, and a trifling hint made him to decide upon the northern. The account of this excavation, the blunders and ultimate success



is very interesting, but our space will not allow me to follow it, and I must be satisfied with describing what I saw. The floor base of the entrance is on the thirteenth tier of masonry and about 60 feet from the ground. The passage measures 41 inches wide by 47 inches high, and runs with a downward inclination at an angle of about 26 degrees, the courses of the stones in the walls on each side following the same inclination. The passage continues this downward inclination for 344 feet, and in a perfectly straight line and exact angle of declination the whole way, enabling the visitor to stand at the furthest end and see the daylight at the outer extremity. From this the passage runs with smaller dimensions for 27 feet further in a horizontal direction, and ends in a subterranean chamber 46 feet long by 27 feet broad and 11 feet 6 inches high, its roof being more than 90 feet below the base of the pyramid. This I did not see, nor do any ordinary travellers. We therefore returned to a point in the descending passage 63 feet from the entrance. At this point, previous to the excavation of El Mamoun, there appeared nothing to indicate that here was the secret entrance to the upward passage leading to the King's and Queen's Chamber. Here is seen the end of the granite block, once carefully connected by a triangular piece of stone fitting into the roof of the passage and secured in that position by an iron cramp on either side, and it is probable it was the falling of this stone that revealed to the workmen of El Mamoun the existence of this great passage, and as they were unable to remove it, it still remains there; and in order to avoid and pass above it, you turn to the right by an opening, tunnelled by those workmen, and after climbing over some huge blocks, you come to the great passage which this block concealed, and ascending at the same angle as we hitherto descended for 93 feet, we arrive at a horizontal passage leading into the queen's chamber, and a narrow tortuous well descends into a chamber exactly at the level of the base, and from thence again to the subterranean chamber already described, and which is exactly under the apex or the middle of the pyramid. When at this well on our way to the queen's chamber, one of our

guides descended it by means of projecting stepping stones to a great depth, carrying candles with him, and when we projected our heads over we could see the formation of the well and thus had additional proof of the vastness of the edifice. On his return we proceeded along the horizontal passage to the queen's chamber, which measures 18 feet 9 inches long, 17 feet broad by 20 feet high in the centre. It is roofed with blocks of stone resting on the top of one another, the lower one projecting a certain distance, the second projecting beyond that, and the third still more, and the fourth reaching over the gap in the centre, and in order to give them strength they have been carried several feet into the masonry on each side. The stones in the wall are so evenly and closely fitted that a knife-blade could scarcely follow the joints. After this we returned along the horizontal gallery to the point where it joins the ascending passage by which we came up, and continuing to ascend by this passage we find it expanding itself into what is called the great gallery, and is a continuation ascending at the same angle of about 26 degrees. This is 151 feet long by 28 feet high and nearly 7 feet wide, the roof being formed by seven courses of stone overhanging one another. The floor of this passage or gallery is recessed in the centre, or, rather, it is raised on each side 24 inches high by 20 inches wide, leaving a deep groove in the middle 30 inches wide by 24 inches deep, and the whole of polished stone; and if it were not for the notches cut along the centre it would be almost impossible to climb, but, by being pulled by the hand of one Arab and cheered by the jabber of a second close behind, I at last arrived at the end, and, leaving the grand gallery, a vestibule is reached, with a granite portcullis, four of which formerly closed the entrance to the king's chamber. These have the appearance of having been intended to slide up and down in the grooves, but what sort of mechanical arrangement they could have had to raise or lower them at will, it is utterly incomprehensible to the engineers of to-day, they are so immense in size and weight. On the other side of these is a short passage which leads us to the king's chamber 34 feet 3 inches long, 17 feet 1 inch wide, and 19 feet 1 inch

high. The roof of this chamber is flat, and formed of simple blocks, which must be at least 20 feet long to reach across the width of the room. They are all of polished granite, resting on side walls of the same material, and so truly and beautifully are these immense stones fitted together, that the edge of a penknife cannot be inserted between them. At the upper end, placed north and south is a sarcophagus or chest, of the same red granite, or porphyry, being the one and only thing which this huge structure actually contained within its darksome entrails. After all the mystery of the centuries and the curiosity of the ages, after futile attempts without number, after the laborious excavations of El Mamoun, we can but guess his utter disappointment at such a barren consummation. It is without a lid, and totally devoid of hieroglyphics or any ornamental carving, and is small compared with many, viz., 7 feet 6 inches long, 3 feet 3 inches broad, and 3 feet 5 inches high outside, and 6 feet 6 inches long, 2 feet 2 inches wide, and 2 feet 10 inches high inside measure. The object of this chest without a lid has exercised the ingenuity of Egyptologists, most of them considering it to be a simple sarcophagus; others that it was intended as a standard of weights and measures of all ages; among whom Professor C. Piazzi Smyth, of Edinburgh, says it will hold 2500 pounds avoirdupois of water, and has about 71,250 cubic inches interior capacity, the same as the old English cauldron, and the fourth part is the English quarter measure. But although the results of these explorations have hitherto been so barren, and the discoveries of the future appear so hopeless, there are several learned men who have strong convictions of the existence of some great treasure still to be revealed and that the key to this hiding place will be forthcoming to the earnest student of Egyptian antiquities. In the side walls of this chamber are square holes, which have been traced to the present outward surface, and supposed to be air vents for the workmen whilst at work inside, and which were afterwards closed by the facing when the pyramid was finally sealed. Over the king's chamber are four other chambers, one above the other, decreasing in size as they go upwards, intended, no doubt, to take the

weight of the pyramid off the roof of the king's chamber : and these are further protected by two huge sloping blocks meeting together at their apex. For nearly five thousand years the immense mass of masonry above has rested upon these wonderful chambers, and the whole remain as sound and strong as the day they were handed over to King Cheops by the architect. These smaller chambers are almost inaccessible and are very low, not more than 3 feet 6 inches high, and in the three uppermost were found hieroglyphics painted in red ochre, presenting, among other things, the ovals of King Shoofoo (Cheops) and Noo Shoofoo, supposed to be the king's brother or the architect's name. This pyramid measured when complete 480 feet perpendicular by 764 feet at the base ; its present measurement is 450 feet by 746 feet and covers an area of  $13\frac{1}{2}$  acres. Pliny says that this pyramid was built of stones brought from the Arabian desert, that 366,000 men were employed on it for 20 years. Great diversity of opinion prevails as to its age. According to one system of chronology, it was built 4235 years B.C., and according to another 2450 B.C. Thus, according to the first, it is 6124 years old, and according to the other 4339 ; but it is more than probable that the exact date of its erection is something about midway between these two, and that Cheops has weathered all climatic influences and the destructive iconoclasm of man for over 5000 years. Cheops is not the oldest pyramid, as we shall learn on my visit to Sakkarah.



## CHAPTER VII.

THE SPHINX, BOULAK MUSEUM, HELIOPOLIS, THE OBELISK,  
THE OSTRICH FARM.

LOSE to the great pyramid is another very nearly as large, built by King Chephren (and which is called by his name), 50 years after that of Cheops. This is built on very similar lines, and with similar arrangements. The outside marble casing of this one is still covering its apex and a considerable distance down its sides, making the ascent to the top very difficult, and a task which very few attempt. There is also a third pyramid quite hard by, and of very respectable proportions, being 203 feet high by 333 feet at the base. Besides these there are three smaller ones, all of them built within a century or two of the other, and all found to contain inner chambers. Very few relics were found inside any of the pyramids of Geezeh. After this we went round to view the Sphinx, about a quarter of a mile to the S.E. of the great pyramid. M. Mariette, in his researches, states his opinion that this monument is of even greater antiquity than the pyramids. There is no question about its antiquity. It is a very rude monument, very much weather worn, and has the appearance of a lion couchant, with human head erect, and two fore paws extended. The face has been greatly disfigured by tourists, the nose being almost entirely cut off. The attitude and general appearance, with all its disfigurements, is that of majestic calm repose. The immense paws are down in an artificial hollow, and are built of sun dried Nile bricks, as if they had been an after consideration; otherwise, the whole thing has been formed from the native rock *in situ*. There is no evidence of the body having been artificially formed, nor of a tail or hind legs. The back only seems to have been rudely shaped, and is in proportion with the gigantic head and neck, which formed quite a precipitous fall from the forehead down. The front seems to have been cleared of sand to show off the magnitude of the vast image, and when I saw it it was fairly clear of drifted sand, exhibiting

a clear space below, enclosed with sun dried bricks, and a flight of steps partially covered with sand. The rock forming its neck is composed of softer strata than the head and back, and has suffered more from the storms of the centuries which have beaten upon it. A short distance to the south-east of the Sphinx is the excavated temple of granite and alabaster, from which was taken the statue of Chephren or Khafra, the builder of the second pyramid. This statue with eight other smaller ones was found at the bottom of a water well, down which at some unknown period they had been thrown. The building itself is wholly constructed of immense blocks of red granite from Assouan, close to the first cataract of the Nile over five hundred miles away, and lined in places with equally magnificent blocks of alabaster. It consists of a descending passage leading to an open area divided into three aisles by simple square columns and lintels which may remind us of Stonehenge, only that these are truly shaped and highly polished. At the east end is a kind of transept and a short passage leading to a second and narrower transept where the well was situated, in which the statues before-mentioned were found. Other images and fragments lie about; the stones comprised in this structure are of immense size, the one I measured was 18 feet  $\times$  7 feet  $\times$  6 feet 4 inches. Coming back to the triple hall we enter what appears to be a mortuary chamber at the south west corner of the inner transept, and observe six niches for mummies constructed in two storeys, made of large blocks of alabaster. Similar chambers open from the sloping passage, this singular building is certainly a tomb house constructed by Chephren for the reception of the bodies of his family, but no hieroglyphics have been found in any part of it to solve the difficulties which it suggests. The pyramid platform of Geezeh was one of the cemeteries of Memphis, and as such abounds in tombs belonging to various epochs, but the greater number, and those to which the greatest interest is attached, belong to the old empire, i.e., the period extending from the 1st to the 11th dynasty. The whole country around for miles appears to have been ransacked for these ancient tombs,

and their contents have been scattered to all the museums of the world, the locality having much the appearance of an abandoned and worked out Australian gold field, with its multitude of white mounds glaring in the blazing sun. It is unnecessary for me to describe the spoils taken from these desecrated graves, for they are scattered over the wide, wide world, and it is interesting to speculate upon the thoughts of the spirits of the departed lords of Egypt. Should they be conscious existences, and aware of what European rapacity has done, how indignant they must be. If these ancients had directed their enormous powers of construction to works of national utility, to the canalization of the Isthmus of Suez, construction of breakwaters, to the lining of the canal with similar blocks to those used for the pyramids, or to the extension of their fresh water canals to the Lybian and Arabian deserts, they would have made themselves imperishable names, their kingdom would have been more stable, and their history would have been handed down to us without the great gaps which exercise the ingenuity of modern Egyptologists, and their great monuments would have existed honoured and undisturbed. Before leaving Geezeh we must not omit to notice the great causeway. Herodotus says that it took ten years to construct it, and that it was 3000 feet long, 60 feet wide, and 48 feet high. This was erected for the transportation of the stones for the pyramids from the Arabian hills, on the other side of the Nile. I examined the remains of it, and found that it cannot be traced at present for more than 1400 feet long by 32 feet wide, the bulk of the ancient structure having crumbled and lies buried in the alluvial soil deposited by the inundations. This causeway was repaired by Khalifs and Memlook kings of later centuries, who made use of it to carry back to the Arabian shore those blocks which had cost so much time and labour to transport from its mountains, and several of the finest mosques and public buildings of Cairo were constructed with the stones thus quarried from the pyramids. Now, these gigantic remains strike one as having the barbaric rudeness of Stonehenge, but in the days of their prime they must have

shone with the polish of an age already rich with civilization, a civilization which possessed wonderful scientific knowledge, lost to the present. This we are compelled to confess in view of the immense granite blocks which we saw inside the first pyramid and which cased the outside of the third. These were all brought down the Nile from the first cataract over 500 miles away; and then let us fancy these great works standing in all their brightness, the polished alabaster of some and the smooth red granite of others, covered with sculptures and hieroglyphics; then let us in imagination clear the sands surrounding them, so as to restore the aspect of vast streets and squares of tombs and temples; let us reconstruct the stone precincts of the pyramids, the gigantic gateways, the graceful obelisks and the wonderful sphinx, and the great pyramid would rise like a grand cathedral above them all, and the whole would shine with a glory utterly incomparable with all the grandeur of modern greatness. We returned from the pyramids by the same route as we came, and were fortunate in crossing the Nile before 1 o'clock, as at that hour the traffic is stopped until 3, to allow of the bridge being opened for the Nile boats to pass through. And as I could not spare the time to wait for the opening, I satisfied my curiosity by alighting from the carriage, and with the assistance of my guide learned the *modus operandi* of the opening of so vast a span. A great many vessels were moored along the quays and shores close to the bridge waiting to be admitted through, and just as I went to the riverside a large boat came down with the flood with great force. Its lumbering light cargo filled the whole deck, and was piled up above the gunwale to a great height, so that the boatmen had no standing room except a little by the rudder and a very little at the bow. They lost all control over it and themselves, with no rope to throw to the other boats, therefore on they went with unchecked swiftness; the high load and the mast and huge sail coming in contact with the roadway of the bridge, they tumbled and broke and hung by the board, to the great consternation of the boatmen, and the ringing cheers of the onlookers. We now drove to the Boolak Museum, where



we saw the statue of Chephren, mentioned before, and those of Prince Rahobob and Princess Nefert, said to be the oldest statues in the world. The bust of Tirhakah, mentioned in 2 Kings xix. 9, bust of Menaptah, the Pharaoh of the Exodus, the statue of Tih, found in the well-known tomb at Sakkarah, a magnificent colossal white marble bust of Taia, Queen of Amunoph III., over 4000 years old, a great many statuettes of the ancient divinities of Egypt, Osiris, He, Isis, and Nephthys, Anubis, Thoth, Amenra, Ptah, Athor, Neith, the sacred bull Apis, and several others, were here in all sizes, many of them showing extraordinary merit as works of art. There were also a large assortment of human headed lions, richly decorated mummies, and a great number of mythological and funeral images. The most interesting things of all in the museum were the wonderful inscriptions in stone, written specimens of the thoughts of men in all the ages of Egyptian history, not only State records and religious rituals, but actually poetry, love songs, and the wagoner's song. Some of these are translated in the catalogue. I was very sorry to leave this wonderfully interesting repository, but as my time was so short I had to satisfy myself with only a casual examination of the thousand articles of gold and silver ornaments, specimens of household implements, and what may be called the nick-nacks of Egyptian society contained in glass cases, and to all appearances from my hurried scrutiny were very similar to those which I had previously seen in the British Museum and at the Louvre in Paris. The fact was I saw that to make anything like a study of Boolak Museum would require at least a month: and although greatly interested in the discoveries of antiquaries, my time in Egypt was too limited to enter into minutiae. So I made my exit and returned to my hotel, where I took a bath and an hour's rest, previous to starting to the site of Heliopolis and the ostrich farms.

At one o'clock we started again with a pair of fresh horses for Heliopolis, and on our way we visited the Ostrich Farm quite two miles in the desert. Our carriage came along for about half a mile into the sand, but

was obliged to return to the cultivated land and leave me and my guide to walk the best way we could through the yielding, wearisome sand, under a fierce sun. My guide was anxious that I should see these, and I was not sorry in the end. It is a large patch of the desert, enclosed in with high walls (about nine feet high) built of mud blocks, got at by digging pits in the sand, where also plenty of fresh water is got by digging under the mud. The whole place is an immense circle and divided into a great many pens, opening with railings on an inner circle, or area where the keepers' houses and huts for food, etc., are situated. In the first pen there were about a dozen very young ostriches, about two months old; in the next a lot about 3 months, and the others ranged 5, 9, and 12 months old, and then 2, 3, 4, 5, 7, 10, and up to 15 years old, about 120 altogether. There was nothing in these pens but bare, dry sand, their food principally was chopped corn tops and Indian corn. The 15 year old ones when standing erect measured about 9 feet high, and such legs! no wonder at their strength and fleetness. They begin to lay at three years old, when they lay 3 eggs, then they stop for a year, and afterwards increase their lay of eggs irregularly till they are over 20 years old, when they begin to decline. In the older pens we saw several eggs, such monsters, just laid in a hollow in the bare sand where incubation is promoted by the heat of the sun during the day, and by the bird sitting on them during the cold night. Only one male and one female of the full grown ostriches are placed in each pen. The male is black and the female grey, with long plumes of white feathers on wings and tails. It is a new establishment, conducted by French people from Algeria, and they expect to have about a thousand birds in a few years. I had great difficulty in getting this information. The custodians, my guide and myself were mixing our different languages, and much of my information was got by signs and tokens. After this we returned to the road through the wearisome sand, and were glad to have a rest in the carriage while we drove through cultivated land, prolific in maize, cotton, sugar cane, etc., the fields being watered by irrigating canals.

sluices, ditches, and furrows from the Nile. The whole country was a vast plain, until we arrived at the almost invisible ruins of Heliopolis, invisible so far that nothing is to be seen but the obelisk, and the range of mounds surrounding it, out of which two or three obscure stones have been unearthed and exposed. Nothing but these mounds, rising from 15 to 30 feet high and irregularly broad on their upper surface, extending with a few breaks in an irregular circle round the flat basin whereon stands the obelisk. These mounds are not extensive enough to enclose so important a city as Heliopolis, and it has been suggested that they surrounded a vast open space in front of the temple of the Sun. Therefore, of the old city itself there is scarcely a vestige to be seen at this day. It is very interesting to read extracts from Strabo and other ancient writers describing the city in their day. According to these, Heliopolis stood on a large mound or raised site, in front of which were ornamental lakes fed by water from the neighbouring canals. It is therefore evident how much the Nile and the surface of the land of Egypt have been raised since their time, as the obelisk is now buried to a depth of six feet. This obelisk is the oldest in Egypt, the king whose name it bears, Osirtassen 1st, was the second king of the 12th dynasty. It is of one stone and measures 66 feet 6 inches high by 6 feet 1 inch north and south, and 6 feet 3 inches on the east and west faces. It rests on a pedestal which has been covered by Nile mud. According to Brugsche this obelisk is 4322 years old. The hieroglyphics are beautifully carved and in excellent preservation. Heliopolis is supposed to be the same as On of the Hebrew scriptures. Joseph's father-in-law was priest of its renowned temple, and Moses is said to have studied the learning of the Egyptians, and to have been initiated into the mysteries of their ancient religion in this very spot. What food for reflection there is in this consecrated spot, if one could manage to stay for a week or a fortnight in the neighbouring village of Matareeyeh, at which we stopped on our return journey to Cairo. Here I saw the Balsam trees, the descendants of those brought by Cleopatra from the land of Gilead, and the Virgin's tree, which is

evidently a very old sycamore. Tradition points it out as one under whose shade Joseph and Mary and the infant Jesus rested on their supposed flight to Egypt. The present proprietor is a Copt of the ancient Egyptian Church, and is very jealous of its existence, and does all he can to preserve it from the relic hunter's knife.

Curious and rude images of the Virgin in a quaint and curious little church are supposed to be connected with this flight to Egypt, and are thought much of. We departed from here about 4.30, and travelled slowly along bad and narrow roads, between water-courses, across temporary culverts, through an olive plantation, passed the palace of Koobah, through a shady avenue with hedges of lemon shrubs. We crossed the old railway to Suez, and along beautiful plantations of trees, palms, vines, orange and lemon trees, the castor oil plant and many others, until we reached the Observatory, from which, about a mile off in the desert can be seen the racecourse. None of these trees were planted before 1869. Since which the country has been transformed from its desert condition by means of irrigation and the fertile deposits of the Nile. From here we pass the great military part of Cairo where the principal barracks and parade grounds are situated. This also was all desert, but by the wonderful fertilizing properties of Nile waters the whole route is overgrown by avenues, the private houses have shady gardens, and the contrast between soil and vegetation is very great. This part of the city was evidently a quarter of very easy, if not loose, morals, and I am inclined to think it is the part described so vividly by Mr. Caine in his celebrated correspondence. I arrived at my hotel at 7.15 p.m., thoroughly tired, having been travelling and exploring without intermission from 5 a.m. I had a wash and a supper, and a conversation in the smoke-room, and then went off to bed.



## CHAPTER VIII.

UP THE NILE VALLEY, SAKKARAH, ANCIENT MEMPHIS, THE OLDEST PYRAMID, THE RANSACKED TOMBS.

**S**UNDAY, SEPTEMBER 29TH.—I went by carriage across the Nile to Boulak Station, then by rail to Bedrashayn, following the course of the Nile southward for 15 miles, through a country partly inundated, partly in process of ploughing and preparing for crops, while other parts were covered with crops in all stages of growth and development even to ripeness—Indian corn and cotton principally, but also in smaller quantities, sugar-cane, rye, millet, melons, etc., etc.; also great tracts of bamboo cane, and immense forests of date palms, mostly in the parts at present under water from the Nile overflow. I passed many native villages, which were very unsightly and unsanitary and most miserable shelters for man or beast. These are square huts, generally from 8 to 12 feet each way, with a few oblong ones of two rooms. The roofs are not expected to keep out rain, for they are only bamboo rafters, crossed with cane, and then covered with cane stalks and rushes and afterwards daubed over with Nile mud. The atmosphere is so dry and the weather so warm, that the inhabitants generally eat and sleep outside on a simple mat. I am informed that these huts are pestiferous beyond description—fleas, lice, cockroaches, etc., abound in them; and how can it be otherwise, when the walls are merely sun dried bricks, which crumble away at a touch. Most of the children die in infancy, succumbing to the law of survival of the fittest. We passed herds of sheep and goats, to all appearance without pasturing grounds; also horses, cattle, and camels. The nearest approach to pasturing was when they were turned loose on a patch where a crop had been taken away, or along the banks of canals and the small tributaries; but even here they did not seem to get grass, but rushes, reeds, small prickly bushes, and, as there are no fences in this part of Egypt, and as crops in all stages of growth are close together, a detachment of boys or women always watch

them and prevent trespass ; but it appears to me that they do not depend so much upon pasture as upon the thinnings of crops of maize or sugar cane, and, when nearly ripe, the cuttings from the tops. The irrigation of the lands by canals and reservoirs from the overflow of the Nile is a most simple arrangement, but, of course, to carry it out on so vast a scale as in Egypt, means an immense original cost and a continual expense in keeping them up to the point of efficiency. It is difficult to describe the process except by means of photographic views, of which I have brought some interesting specimens.

After reaching Bedraschayn my railway journey was over, and the difficult part commenced. We hired two donkeys with their drivers, and all those who are unaccustomed to riding will sympathize with me. I never practiced riding, and had not been on a horse or a donkey's back for considerably over 20 years; therefore the horror with which I mounted my "mule" may be well guessed. We proceeded first to the ruins of ancient Memphis. Most of our route was through forests of date palms, growing out of most desert-like sand; of course, there must be a subsoil of clay, or Nile mud for their roots; but there they grew, without a particle of grass or other vegetation as under growth among them. Round the stem of each tree there was a hollowed basin from three to four feet diameter, that would hold about nine inches of water, and each reservoir was connected with the canal by small channels. Whenever they required irrigation the water was turned on, and when sufficiently watered it was turned off. The same system holds with every tree in Egypt. It was in such a country as this we came upon the site of old Memphis, surrounded, as at Heliopolis, with extensive mounds, but covering a much larger area. Although very little has been discovered in these extensive mounds, there is one figure which is priceless as a specimen of the gigantic ideas of the builders and architects of ancient Egypt, viz., the beautiful colossal statue of Rameses II., which is lying face upwards on two short pedestals lately introduced for the purpose of showing it in its entirety. This is probably one of the statues mentioned

by Herodotus and Diodorus as having been erected by Sesostris in front of the temple of Ptah. These statues were 51 feet high, without the pedestal. This one unfortunately is broken at the feet, and part of the head-piece is wanting, but it still measures 48 feet. The two supports raise it 18 inches from the ground, but so immense is its bulk that you are obliged to mount a flight of steps on to a platform 12 feet high to be able to have a sight of the face and body. The stone is a white silicious limestone, capable of a high polish; and, fortunately, having rested for so many centuries face down in the Nile mud, the whole front which has now been turned face upwards shows a good polish. From the neck of the king is suspended an amulet, or a breastplate, like that of the Urim and Thummim of the Hebrews, in which is the royal pronomen supported on one side by Ptah and on the other by Pasht. In the centre and at the side of his girdle are also engraved the name and pronomen of this Rameses, he holds in his hand a scroll bearing at one end his name, Amen, Mai, Rameses. A figure of his daughter is at his side, but on a much smaller scale. The expression of the face, which is perfectly preserved, is very beautiful and delicately finished. There are some other mutilated remains of statues, and another colossus not far off, and lying round about are a few sculptured monuments dug up at various times. The space to the south of this statue is the site of the temple of Ptah, of which the foundations were discovered by M. Marriette, and other items lie to the north, but are visible only at very low Nile. Thus, some few statues and fragments of granite and certain foundations are all that can be seen of a city which, if there is truth in the voice of antiquity, must have exceeded any modern city in greatness, as much as the pyramids exceed any mausoleum which has been erected since those days. It is possible that much may be concealed beneath these mounds and the Nile deposits, which future searchers may find to confirm the assertions of the ancients. We now retraced our steps for about a quarter of an hour and wended our way through the mounds and the date forests, until we got again on the track to Sakkarah. By this time I had got fairly accustomed to

the fitful progress of my donkey, urged on by the driver according to his mood, and was pretty well prepared to steer him with commendable precision along the zig-zag embankment, upon which we now entered, and whose windings of several miles proved very interesting to me. It was now very hot, the sun almost vertical above our heads, no shade better than a cotton umbrella lent to me by my guide, and this with the jerking motion of the donkey was little protection after emerging from the cool shades of the date palm forest. This embankment is carefully watched and kept in repair, because it is the dam which forms the immense reservoir in connexion with the Nile overflow. On my visit it was towards the end of the inundation period, and the whole country on the higher levels below this reservoir was irrigated by the overflows from this upper reservoir, regulated to supply the wants of canals and sluices on lower lands all over the country. This is all under the care of the State, and consequently immense tracts are under the water for four months, every year, but as mentioned before these consist largely of date palm forests which thrive all the better for the moisture. After the four months are over these immense flats to the north of the embankment gradually drain off, and tillage and sowing are commenced. The upper reservoir continues to supply the lands with additional moisture for four months longer as wanted. The whole process I am told is very simple, requiring very little labour besides keeping the channels clear for distributing the waters. For a long distance on the northern side this embankment is a date forest, and as the dates were quite ripe I was greatly interested in witnessing the process of collecting them. The families encamp in booths of rushes and bamboos on the sloping side of the bank, the men and big boys go about quite naked into the water, often having to swim, pushing before them some planks fastened together, and one of them mounts the tree, which is as straight as an arrow, with the end of a line tied to his waist. He first of all buckles a strap, which he wears, round the upper part of his body and round the trunk of the tree, with sufficient distance between his chest and the tree to have his arms



free to work. He then fixes his feet on the natural notches of the palm tree, and raises himself by means of his arms, and the sliding upwards of the strap, which support him, while he takes his upward steps from notch to notch. When he gets to the top of a 50 year old tree he is pretty high, say 40 to 50 feet from the ground, then he makes his feet secure, hauls up his line, at the end of which is a large, slightly hollowed tray of a saucer-like shape, measuring about four feet diameter. This he suspends close underneath three or four bunches of dates and shakes them into it. Then he lowers it down to his attendant boy, who places it on a mat on the planks. The tray is then hoisted up again and the process is repeated until the tree is gathered. They are then brought to the embankment, and sorted according to degree of ripeness, the ripest and juiciest being sent for immediate consumption to Cairo and Alexandria. The others are spread out to be dried by the sun and afterwards packed for shipment to foreign parts. Those who have never tasted a thoroughly ripe date just dropped from a tree can have no idea how nice and luscious they are, compared with the stringy and dried up things sold in England.

After this scorching ride over the embankment we had a drearier and hotter one through the Lybian desert to the pyramids. All the way through excavated and desecrated tombs of the ancient Egyptians, spoiled and ransacked by European vandalism, right up to the great step pyramid, and for many miles all round there appeared nothing but tombs. Of course, we see only unsightly mounds of sand and small stones, except here and there, where an unusual prize has been taken out and placed in some museum. These have been left exposed so that anyone in the dark may tumble into their deep chambers, but they are being gradually filled up by the obliterating sands. The step pyramid is composed of comparatively small stones, and although they appear to be all squared with a certain amount of rude accuracy, they do not seem to have had anything like the skilful treatment of their huge relatives at Geezeh. The bottom step is much dilapidated and great patches have tumbled out of position, and everywhere the stones are crumbled and worn by the

action of the desert blasts. Still there it is, as supposed, the oldest monument in the world, according to Marriette nearly 7000 years old ; according to Brugsche 6300, and according to Wilkinson 4200, Its height is 197 feet. Thirty mummies were found in its interior chambers. After having a good survey of this old-world relic, we went on, still through ransacked tombs, and by projecting rocks containing ransacked caves, until we reached a house originally built for M. Marriette during his excavating sojourn, and now occupied by government officials in charge of the Apis Mausoleum. Here there is a cool covered area for the use of travellers to take the refreshments which they may have brought with them, and we were glad to make use of this inestimable boon, and while sitting down to rest, a party of Germans came in, twelve or thirteen in number, with the Austrian consul as their leader, a learned Egyptian savant. I joined them with my supply of candles and we all went together to the Apis Mausoleum, where we found four Arabs waiting for us, who had lighted up the cavern with about 40 candles set in favourable positions.



## CHAPTER IX.

THE APIS MAUSOLEUM, THE TOMB OF TIH, THE BATHS OF  
HELWAN, THE ANCIENT QUARRIES.

**T**O enter this excavated cavern we had to descend about 50 feet from the surface of the desert on an incline of sand which is swept away as much as possible by the Arab caretaker. At the entrance are huge doors, placed there of late years by the Khedive to prevent the ingress of sand and the entrance of marauders. As you enter you still descend and take to the right hand, and find yourself in a tunnel about half the size of an ordinary railway tunnel in England, extending in various directions nearly 400 yards. The main gallery is more than 210 ft. long, and was lighted up from one end to the other. On both sides, but never opposite one another, are deep recesses, each containing a huge sarcophagus or coffin of granite measuring on an average thirteen feet long by seven feet six inches wide and eleven feet high, including the cover or lid. One of these recesses is provided with wooden steps for the purpose of descending and examining the sarcophagus, which is sculptured outside. We climbed another ladder and went into the interior, the lid having been partially removed from its original position. We were twelve in number and stood comfortably inside, with our hats on; opened a bottle of champagne and drank it to the honour of the Khedive, whose reign is so beneficial to Egypt. Twelve more could easily have been packed inside. This sarcophagus I measured and found it to be 12 ft. 6 in. by 7 ft. 6 in. and 7 ft. 6 in. outside measure, without the lid. There were nineteen of the large chambers and eight smaller ones, with fourteen large sarcophagi and five smaller ones. Murray says there are twenty four of these, but we failed to count more than nineteen in this gallery. There must have been immense labour and great skill connected with the excavation of these caverns, the quarrying, cutting, hollowing, and polishing of these sarcophagi, and the transit of the same from the quarries on the Upper

Nile, which, with its sinuous course, must represent about a thousand miles. Granted that the waters of the Nile brought them to the edge of the desert four miles away, and that even a paved way was constructed from the wharf to the cavern, even then the difficulty in getting such heavy, unwieldy things down into the cavern, and twisting them into position is utterly past my finding out. But it was done; and here they are, and one is never nearer to the end of his wonderment in the midst of the gigantic masonry of Egypt. And all this for what? [This is the strange thing about it to the realistic minds of the 19th century]—simply to receive the mummified remains of the sacred bulls which were worshipped while living as symbols of Osiris the god of the Nile, the husband of Isis, and the great divinity of Egypt. I find that this gallery with these great Sarcophagi is of more recent date than others adjoining, these are of more imperfect construction, and almost inaccessible on account of debris and accumulated obstructions. The older caverns were evidently the burial places of the sacred bulls from a very early period, say about 1700 B.C. to 650 B.C., at which time this more perfect one was excavated and prepared. But it is most singular that not one of the large sarcophagi in this gallery ever contained mummified remains, when we know that the Apis worship was continued in Egypt during the reign of the Ptolemies up to about 50 B.C. The Serapeum, or the Temple of Serapis, where Osiris and Apis were worshipped, and where the sacred bull (Apis) was kept while living, was an immense building, covering the whole of these caverns, and is described by ancient writers as being of great extent. It was approached from Memphis by an avenue of sphinxes 600-foot long, which Mariette discovered by clearing the sand to a depth varying from 10 to 70 feet, by which means he exposed 141 sphinxes and the pedestals of many more. Most of these were taken away and distributed amongst the various European museums, while those left have been covered by the drifting sands, and no trace left of either temple, pylon or avenue, nothing but weary wastes of sand. There are many interesting remains in this wonderful region which I had not the strength nor the leisure to examine,

such as the cats burying ground, the tomb of Ptah Hoteb, rock caverns and the Ibis Mummy Pits. I went out of my way about a mile to the north in order to examine the tomb of Tih, which is an excellent specimen of an old empire tomb, and one of the most interesting monuments of antiquity, giving pictorial descriptions of agricultural and domestic life about 5500 years ago. The outward covering has disappeared, but the chambers within are in a wonderfully good state of preservation. The sculptures on the walls far surpass, if not in variety, at any rate in drawing and preservation, anything I have seen of the kind. That they have preserved their colour and delicacy of outline is owing, no doubt, to their having been so long buried in the sand, and although sand is such an obliterater of ancient sites, it has really been the great friend of Egyptian antiquities.

On the two large pillars which formed part of the entrance facade are the names and titles of the owner or occupier of the tomb, from which we learn that he was a priest named Tih or Thy, who lived at Memphis under the 5th dynasty, 3461 years B.C. He was a man of humble origin, who attained to high office under Ra-en-noozer, and Kaka, kings whose names will be found on the walls. He married a member of the royal family, and his sons, Thy and Thamuz, are termed relatives of the king. Beyond these pillars is a court, surrounded by columns, and on the wall to the left are depicted various scenes, among which are to be seen statues of Tih, destined to adorn his tomb, these are being embarked in boats for transport to the edge of the desert. Oxen are being brought up for sacrifice at the anniversary of the funeral rights; one has just been seized, and men are tying its legs, and preparing to throw it on its side. On the wall, to the right, is seen Tih himself, accompanied by his wife and their sons. He is watching his servants at work in one of his farm yards; some are bringing on their shoulders sacks full of grain for the poultry, others are fattening the birds by making pellets of flour, and cramming them down their throats. Beyond is a picturesque view of the farm buildings: the roofs are supported by small carved wooden columns; in the middle

is a pond in which ducks are swimming; in the distance are the wide fields where the four-footed animals are pastured. Among the birds which Tih kept are geese, ducks, various cranes, pigeons, etc.; while the animals included cattle of every size and race, antelopes, gazelles, wild goats and others in great numbers. Next come the boats which transport for him along the Nile the produce of his land. These are loaded with jars and bales of goods, etc. In the middle of this outer court is the pit leading to the burial chamber. The sarcophagus at the bottom is of limestone and without inscription. Leading from this court is a narrow passage, on the walls of which are represented servants of the house bringing offerings of various kinds for the anniversary ceremonies,—fruit, vegetables, vases full of sweet oil and perfumes, oxen are brought as in the other court, also representations of the mode of removing statues, boats with large sails and numerous crews, etc. At the end of this passage is the principal chamber covered with bas reliefs, no less remarkable for their profusion than for the finish with which the different designs are executed. On the wall to the right on entering Tih is depicted sporting in the marshes. He is standing upright in a boat, holding decoy birds in one hand, and with the other he is hurling a curved stick, which knocks down and stuns the flying birds. Numerous wild fowls of every kind fill the air. In the water surrounding the boat hippopotami and crocodiles are floating. Two of them are fighting, and the hippopotamus is eventually the victor. Some of the servants are trying to catch them, a hippopotamus has just been hooked with a sort of harpoon, illustrating an expression in Job xli. 1 and 2, "Canst thou draw out leviathan with an hook?" Another scene shows us Tih watching his servants fishing, crouching in the bottom of their boats, some are holding lines, while others are dragging an enormous net across the stream, within whose meshes the fishes are caught; cows are crossing a ford, cattle are grazing in a meadow, herdsmen are taking home a flock of goats. All the processes of seed time and harvest are depicted. Oxen are ploughing, the seed is sown, the corn is reaped, men with three prong forks gather it into

heaps, and oxen, going round and round, tread it out. In another place it is tied into sheaves, and placed on donkeys' backs, and these are driven with the same fuss as at the present day, with the usual beating with sticks. Some of these scenes are drawn with inimitable humour. In another part carpenters are busy making furniture for the house, and boat builders labour at vessels belonging to the estate, but it is quite useless to attempt to enumerate all that I saw. I am told that a large proportion of the original number have been stolen away by private as well as public visitors and savants; but this has been stopped, and all the most valuable of these tombs are now under the guardianship of the Government. In a concealed chamber at the end of the passage was found the statue of Tih, which I had seen the previous day at the Boulak Museum. It is very noticeable that Tih is present at all the varied scenes depicted on the walls. Seated or standing he is there in the attitude of command, while singers, dancers, acrobats, and others perform for his amusements. Tih evidently led a prosperous and happy life in the midst of these agricultural pursuits, to which the Egyptians were devoted, between five and six thousand years ago.

After seeing all that was to be seen at the tomb of Tih, we returned back to the wooden house in which M. Marriette lived during his explorations, and where I had left my luncheon, composed of a similar assortment of viands to that taken to Cheops on the previous day. The morning's work had been very exhausting and I had partaken of nothing but a few fresh dates since we left Cairo. I was very well prepared with an appetite, and enjoyed my lunch exceedingly, and after doing justice to it and partaking of a glass of wine with the German visitors, my guide and I with our two donkeys and drivers took a westerly course to the right of the great pyramid, instead of the eastern one to the left, by which we came; this doubled the length of our return journey to the village of Sakkarah on the borders of the cultivated land. The whole of this was pure loose sandy desert, in many places the donkeys' feet sank six to nine inches in the drift. The heat was very great, the perspiration was pouring off me,

but it was a very interesting and never-to-be-forgotten experience. The great pyramid was about three quarters of a mile on our left and the whole country over which we were travelling was filled with sand-covered mounds, indicating the position of some ransacked tombs in this vast Necropolis. We at last arrived at the object of this side excursion, viz., the truncated pyramid of Oonas, called by the Arabs Mastabat-el-Pharaon (Pharaoh's Throne). This is ruinsome outside, and if my guide had not volunteered to precede me I should have hesitated in attempting to squeeze myself through the sand-filled entrance at its base. I did, however, manage to slide myself down the steep incline of loose sand, which continued to the bottom of the interior chamber, where we saw nothing but the niches, from which statues and mummies had been taken. I had great difficulty in climbing up from the bottom of this chamber, the sand kept moving under my feet and hands, and my exit through the entrance was more difficult still; I was glad to reach daylight and fresh air. I then climbed to the top of a high mound of sand drift, from which I could see the full extent of the despoiled tombs, and the eleven pyramids scattered over the dreary waste. We then turned our faces towards the village of Sakkarah, and along the embankment and the submerged country, over which we travelled this morning, until we reached Bedrashayn. On this return journey, while passing one of the villages, we met a very interesting procession. It appears that a man belonging to the village had died a few days before, and this procession was in accordance with the usual mourning for the dead. It consisted of three portions, 18 or 20 women in each, two abreast. Most of them had palm branches in their hands which they waved to and fro, and at the same time swayed their bodies, singing or chanting most mournful dirges. The weirdlike melody is still ringing in my ears, but I cannot reproduce it. It resembled what I had heard at the dervish meeting, and was in close affinity to the old Welsh *gorfoleddu* of revival times. One of these women had worked herself into a wild enthusiasm, and her effusions seemed to have influenced the whole procession. Upon



enquiry I was told that this was not common to all Mahomedan countries, but that it is a relic of the old Osirian worship, in which is represented Isis, supported by votaries, mourning for the dead Osiris. I also witnessed the previous day in one of the villages, on our way to Heliopolis, a child's funeral, which impressed me very much. First came women, dressed as usual in Mahomedan fashion, which is gloomy enough; then followed the parents, with a little mixture of yellow or white in their clothing; then the child in his coffin, borne by four youths, followed by a host of children of both sexes. The women in front made most mournful wails, and the children behind sang the Arab music, so wonderfully weird and pathetic, swaying their bodies from side to side as they slowly went their way and passed us into the cemetery. On my return to Bedreshayn station, I decided upon crossing the Nile to the Baths of Helwân. We thereupon crossed the railway and made for the river side. There we found quite a busy place, with bales of cotton, sacks of corn, kips of dates, sheep, fowls, etc., waiting transport down the Nile, in competition with the railway; also an open air depôt for the sale of earthenware vessels for all purposes, nearly all of them unglazed slate coloured, sun-dried articles. There was no wharf, only simply the hard clayey banks of the river. We waited for nearly half an hour for the regular ferry boat, but as no signal could move it from the other side, we hired another boat, and went over with my guide, two donkeys, and two drivers, quite a company, for which we paid 15 piastres, or about 3s. It was a very interesting sail, the Nile being about the same size as the Menai Straits at Garth Ferry when tide was high.

There was a strong current against us, and the wind was not as favourable as it could be. The tacking to and fro and the management of one big sail was very clever. After landing we had a ride on our donkeys across a barren sandy country for about two and a half miles. We then entered on a newly-constructed road on a lower level, with an avenue of very promising young trees, of the same kind as those about Cairo, the ever-present Nile feeding the trenches which supplied them with water. The surface was the usual

desert sand, with, doubtless, a substratum of Nile deposit. This road, about one and a half mile, took us to the Baths of Helwân. These are part of a large establishment built by the Khedive. He has here a suite of rooms, beautifully furnished for his own private use. It is also the great resort of the Cairenes. There are many separate bath-rooms, with hot and cold sulphur or fresh water, also shower-baths, and plenty of luxurious conveniences. I took a bath in tepid water, which, after my hard day's work in the desert, was very refreshing, after which I dismissed my donkeys and drivers and walked through the town, which had the character of an ordinary English watering place, built and conducted to suit Oriental conveniences. I visited the gardens and palace belonging to the Khedive's mother, which I found to be a most unique building, thoroughly suited to the hot weather, and sumptuously furnished (the drawing room is quite in the European style), surrounded by the gardens, in which are large tropical and other trees, shrubs, fountains, vases, etc., all watered by irrigation from the Nile. It was very pretty. From this we went by rail to Toora, close to which are the ancient and modern quarries from which were taken the stones which went to build about 70 pyramids on the opposite side of the river. They are of very great extent and contain very interesting hieroglyphics recording their working during the various dynasties of very ancient times and corroborating to a great extent the claims of Egypt to its milleniums of existence, and exhibiting most vividly the mode of quarrying in those ancient times; but I must omit a great deal of my diary, else my readers will get tired of me. We continued our journey by rail to Cairo, where we arrived at 7 p.m. After dinner and a short rest, I went out, and in walking along one of the principal streets, I heard the welcome sound of the English language, with a clear sound and a merry ring. It was from two soldiers dressed in white, and glad to have the chance of partaking in an English conversation, I accosted them, and went with them to a café, where we were afterwards joined by their captain, all very respectable and intelligent young men. The captain was very agreeable, and we had a long conversation about

the anomalous position of the English and the present occupation of Egypt. The English are very unpopular with the French, Greek, and Italian residents, jealousy being the prime cause. The captain invited me to the citadel and gave me his card. This invitation I should have been glad to accept, but my other engagements were so pressing I could not make it convenient. I returned to my hotel by ten o'clock, and was soon within my mosquito curtains and fast asleep.



## CHAPTER X.

CAIRO, MOSQUES, BAZAARS, WORKSHOPS, ARAB WEDDING.

**M**ONDAY, SEPTEMBER 30TH.—Commenced work this morning by going to the watchmaker, being the third time, and must confess to have been swindled.

Am of opinion that my guide was in the conspiracy, and that nothing was done to my watch, but could not prove it. We then visited a draper's shop and bought a few light clothes for the Red Sea and the Indian Ocean; and then a curiosity shop—and the native bazaar, where I purchased the peculiar head-gear of a married Mahommedan woman, some slippers and a breastpin, and though satisfied with my bargain, would caution all travellers to be especially on their guard. The tradesman understands no English, the transactions are conducted by your guide, who may be in treaty with the merchant. It was very interesting to see all busy at work at their several handicrafts. I was much interested in the tinsmiths, coppersmiths, and blacksmiths. Their process of tinning copper goods is simple, expeditious and effective, and I think my foreman would have gained a wrinkle if he had been with me to witness it. I returned to my hotel for lunch, and after half-an-hour's siesta and a good wash, started again at 2.30 for a visit to the most sacred of the mosques, entrance to which was procured through the English consul, for a fee of 5s. In this drive we were in and out among very narrow streets, without side walks, and in most cases vehicles could not pass one another. We saw wonderful sights of dirt, filth, and insanitary conditions, and if my olfactory organs had been good I should doubtless have stronger evidence of it. But in the most squalid-looking places there was contentedness; and much humour visible among the inhabitants. Here also, as in the boulevards, the colonades, and verandahs of the best streets, there were a variety of cafés and refreshment rooms, of the most primitive style, where food in great variety was served, but nearly all repulsive to my digestion. In other stalls, dates, figs, melons, small cucumbers, and other tropical fruits and vegetables, whose names are unknown to me, were sold and eaten. A favourite food amongst the low class are the small cucumbers,

which are eaten with dry black bread and salt. Seated outside even these narrow streets were men drinking out of the same very small cups of coffee, and smoking their pipes or cigarettes. Here again were trades of all kinds at work, under very straightened circumstances I saw two men and two boys working together in a shop not more than 10 feet by 8 feet, with most primitive tools and bick irons, making tinware; a blacksmith making a horse-shoe on a small anvil not bigger than a coppersmith's planishing stake, and fixing it on the horse's hoof outside; also the copper-smiths and tanners, the tinning being done on a charcoal furnace level with the floor, supplied with wind from a goat-skin which a boy, squatting on the floor, squeezed and expanded. In one of these winding streets we met an Arab musician with a bagpipe, as merry and comic and humorous as any that may be seen in England or Scotland. The instrument suited the weird Arab music admirably. I gave him half a piastre, which resulted in most profuse demonstrations. Very soon afterwards we came on an Arab wedding, winding its way from a cross-street, and our passage was blocked until it passed. We had to wait for a quarter of an hour, for we could not turn back, the street being too narrow. The wedding party was preceded by a native brass band, with drum, cymbals, tambourine, flute, etc. Then came young boys and girls, fairly well dressed in showy colours. Next the bridegroom with his friends in gay humour, making loud merriment. Then followed a framed panoply, or movable square tent, in which walked the bride, her maids surrounding her. Then came another band of music, similar to the first, and afterwards the rabble, etc. Just as the panoply was turning the corner, an accident occurred to one of the bearers, occasioning the exposure of the bride to our full view. She looked a brown beauty, reminding me of the voluptuous description of Solomon's Song, gorgeously dressed, covered with trinkets, necklace, and bangles. We now reached the mosque of Elasher, a most extensive building, and very interesting. It is an immense square, surrounded by large columns, supporting a roof and forming a colonade, with an open court in the centre. Here were

groups of all ages squatting down in companies of from four to twelve, the larger under a leader, like a teacher in a Sunday School. To all appearance they were ordinary tradesmen, like the Welsh Sunday School teachers and evidently there to answer the questions which the young Arabs appeared to be putting to them pretty freely, concerning passages in the Koran, of which each held a copy in his hand. The smaller groups were committing portions of the Koran to their memory, reading, repeating the same aloud, and testing their memories, swaying their bodies or their hands backwards and forwards in a most determined manner. The open court was full, the colonades, a larger inner hall and some cloisters were equally crowded. There could not possibly be less than 1300 present, all, as far as I could see, most earnest and devoted followers of the Prophet of Mecca. This was all quite new to me, and was exceedingly interesting. The good people squatted on goat or sheep skins or matting brought with them. We walked in and out among them without exciting any show of wonder or curiosity. My guide, who was a Mahommedan, was very proud of this school or college, and if such places are common throughout Mussulman countries, the freedom in the mode, practice, and study of their religion must conduce greatly to the perpetuation of Mahommedanism, and will require a miracle of light to induce them to change it for a different religion. From this mosque we went to ten others, including those of Mordanee, Malicha Saffeen, Elmalek, Elmansoor Kalaoon En Nazr, Sultan Berbook, El Hassaneyn, Sheykoon, Sittah Saffeah, and Sittah Seyneb. These are all old, ranging from the 11th to the 14th century, A. D., and held in varying degrees of sanctity and veneration. Some of them are in a dilapidated condition, but all show evidences of former grandeur of various degrees, especially that of El Hassaneyn. This is an immense mosque, in the busiest and most crowded part of the city.

It lay in comparative ruins early in this century, but it has been gradually restored, and on my visit was near completion. The columns of red granite vie with the monster masonry of the pyramidal age, and, when fully

restored to its original condition, it will be a noble structure. But I cannot help expressing my disapproval of a Government so financially tight as that of Egypt, spending such large sums on unnecessary buildings. The number of these great mosques in Cairo is something appalling, each of them as big as an ordinary English Cathedral, several of them as large as that of Chester and York Minster, all of them harbouring a host of hungry officials, consuming the very vitals of the community. Verily, the religious instinct in man is answerable for many follies. Will the day ever dawn when mankind will use their reason as well as their emotional impressions in matters of religion? After finishing mosques, bazaars, etc., I drove to my hotel, settled with my Jehu, who tried hard to cheat me, then called my guide or dragoman into my bedroom, and settled with him. He also would have made his bill a pound more. At his request I wrote out for him a testimonial. He had many good points, but was weak in others. After giving him his testimonial, he tried again to extort money, but failed. I had already spent quite as much as was justifiable. This ends my adventures in Cairo, for, after finishing my dinner at 9 p.m., I went into my room to complete my diary, and pack up ready for Alexandria in the morning; but before leaving it I must say that, upon the whole, its people are very civil, and doubtless Cairo with its surroundings is one of the most interesting places in the world. Of course, with plenty of means I should have been glad to remain in Egypt for two months, go up the Nile, visit Thebes and Luxor, and make a much more exhaustive examination of Gheezah and Sakkarah, as well as Zan. But this must suffice for me at my age. I had long hungered for such a trip, and scarcely hoped to realize so much. Modern Cairo, with its boulevards, and fine avenues of trees, gardens, public squares, mosques, palaces, etc., is a splendid city: but it is also a city in which the reflective moralist contemplates with sorrowful mind the revolutions of empires, the cruelties of tyrants, the extravagances of wantons, the revolting influences of superstition, and the bitter enslavement of the people, all illustrated in and by the wonderful history of this land of Egypt.

## CHAPTER XI.

## THROUGH THE DELTA TO ALEXANDRIA.

**T**UESDAY, OCT. 1ST.—I started this morning at eight o'clock by rail to Alexandria, 180 miles, 2nd class fare, fifteen shillings. Almost immediately after leaving Cairo we entered the Delta, where the Nile divides into several branches, through a wide extent of alluvial land formed by its own deposit. Instead of the narrow Nile valley of a few miles across, our eyes roamed over a vast territory of fertile cultivated land. The desert receded out of sight, and was seen no more until we reached the sand hills as we approached the coast and Alexandria. We stopped at a great number of stations on the way, the principal ones being Kaliob, Tookh, Benha, Birket El Sab, Tantah, Kafr Ez Zyat, Tel El Baroot, Damanhoor, Aboo Hommoos, Kafr Douar, and two in the suburbs of Alexandria. The first town of any importance that we reached was Benha. It is the junction receiving the branch railway from Suez, Ismailia, and Zagazig for Cairo. It appears to be a large central town, and contains extensive cotton mills, which, I was told, are nearly all closed for some reason or other. Its chief special articles of trade are oranges, of which its groves supply large quantities. It has also its quota of cotton and the other ordinary produce. The ruins of an ancient town (Anthribis) lie to the N.E. of the modern town. Tantah is also a large and important town; it is the capital of a province, and contains a very handsome mosque, lately restored. Tantah is celebrated for its fairs, or festivals, held three times a year in honour of its patron saint, each of the fetes last eight days, and are attended sometimes by 200,000 people, when the open spaces surrounding the town are covered with tents of all sorts and sizes. Damanhoor is also a large town and capital of a richly cultivated province. It occupies the site of the ancient Egyptian Pi-thut, and Roman Hermopolis Parva. It has several cotton manufactories, and a few respectable looking houses, but otherwise presents the usual appearance of a modern Arab town,



shapeless mud huts, and houses made of crude sun dried bricks, the monotony of which is relieved by a few graceful minarets, and the dome-like cupolas of a Mussulman cemetery. In the course of our journey we crossed the Damietta and the Rosetta branch of the Nile by means of splendid girder bridges with cantilever openings for the Nile traders to pass through. We also crossed innumerable smaller branches or canals drawing their supplies of water from the main streams. We witnessed the same wonderful system of agriculture, the same simple appliances, as we had seen about Cairo and Memphis, the old wooden plough as used 4000 years ago, the same ground leveller (not a roller nor a harrow, but more like a large wooden tray with three turned-up sides, used more for collecting the few clods on the surface than for harrowing), the same old hoe, which seemed to be the universal and only hand implement for cultivation. I watched keenly for a spade or a digging fork, but failed to see either. The larger runnels or ditches for irrigation are formed by the plough preceding a very primitive scoop drawn by bullocks, and all the smaller courses by means of the hoe and an occasional use of the hand to daub up an accidental leak. When the lands to be irrigated are on a lower level than the ditch or canal the person operating has to be careful in raising up a sufficient ridge all round his plot, so as to prevent the water from spreading over his neighbour's ground, who is not prepared for it, and each tenant is thus able to let the water in on his own plot when wanted, and need not take it till he is quite ready. Those other lands which lie above the level of the canal or conduit are prepared for seed in the same way, but the water has to be raised by artificial means into the water courses prepared for it by various contrivances, some of them very primitive, such as two boys swinging their water skins, the weighted wim, a long pole swung over the fork of a tree with rope and bucket at one end, and a heavy stone at the other, the bucket very often being an old four gallon petroleum tin. Sometimes a rude water wheel worked by a bullock turns round a large horizontal wood cog wheel working a small vertical one, from which goes a shaft to a large vertical

wheel, with pockets raising the water from three to four feet, and emptying into a trough which conveys it to the runnels and over the fields, lastly the steam pumps and modern pulsometers and hydraulic rams are used occasionally on large estates. But everywhere the system is the same, whether on a small or large scale, and as far as I could learn the same everlasting rotation of crops obtained as previously described, only that in the Delta we noticed more orange groves and fewer date palms. The same old mud villages and comic little burying places, to all appearances fixed on the remains of former mud brick villages which have crumbled into their original condition of firm mounds of clay, raised above the level of the inundations. The same kind of traffic by road, canal and river, as we had seen about Cairo, the camels bearing their burdens of cotton, Indian corn, long planks of timber, square tins of petroleum in boxes of eight gallons (each camel carried from eight to ten boxes), firewood, fruit, vegetables, etc. The Nile boats were generally from 20 to 30 tons, with a tremendously long cross pole or yard and long lateen sail, which to a stranger appears very unwieldy for tacking in bad weather, but when you have seen the Arabs working them you must concede that they are quite as handy as the English system. These boats carry every variety of goods from Alexandria to all parts of the Delta and the Nile Valley, and bring back immense cargoes of maize, cotton, dates, etc. I arrived at Alexandria at 2 p.m., having been six hours on the road. I had been well supplied with ripe dates, figs, and other fruit on the road, and I felt no need for anything to eat, but was very anxious to reach a hotel to get a wash and change of clothing, for I felt miserable with the dust and perspiration, and if my appearance was like my fellow-travellers I must have been a sight to see. But immediately after emerging from the railway station I was confronted by a most rowdy lot of cabmen touts and guides, all speaking and bellowing at me and at one another in all sorts of languages excepting English and Welsh. I had been recommended from my Cairo hotel to a respectable one in Alexandria, but could not make myself understood

until a sort of Greek Arab came upon the scene, who did know a few words of English. He placed my luggage in the trap. I went in and he jumped on the box with the driver and gave him instructions. We drove through the fine streets and then into narrow ones and through some squalid native streets and stopped at an ancient tumbled-down place. He took my things up to a bedroom. I followed with the landlord. I asked him his charges, but he could not understand me. The Greek interpreted, and it became evident that we were in the wrong place. My luggage was taken back again into the cab. The Greek pretended to have misunderstood me, and said he would now take me to the right place.

We drove again through winding lanes for about ten minutes, and got into a similar place to the last. Being apprehensive that this man had some ulterior designs upon me. I ordered him to go about his business, and in response to his demand for backsheesh gave him a crack over his shoulder with my stick and jumped into the cab and drove back with a driver who did not understand a word I said, until we met a man who appeared to be a Frenchman. I accosted him and found he had a little English. He came into the cab and gave directions, and we arrived shortly at an English institution for soldiers and sailors. Here I found very kind English people who sympathised with me in my trouble, and directed me to the Hotel Abbat, a very comfortable house kept by French people, who understood English, after a thorough wash and change of linen and a small lunch I made my way to Mrs. Ashton, my ship acquaintance on the *Coromandel*, and my companion-in-trouble with the custom house at Ismailia. Having been informed of my arrival, she kept her son at home to go with me for the remainder of the afternoon while daylight remained, intending to return for a gossip after the daylight was over. A carriage came to the door, and we drove off through the principal streets, where we met the Khedive of Egypt in an open carriage, with postillions and a *cortège* on horseback riding in front, alongside, and behind. We took off our hats and saluted him, which he returned by raising his hat.

I am told that he is a most excellent man, the husband of only one wife, to whom he is devoted, and an example to his people for purity of life and wise conduct. On reaching the harbour we hired a sailing boat, with the usual long three-cornered lateen sail, and went round the harbour quite close to the Khedival palace, and on our way we encountered the Khedive's beautiful steam launch, in which was his wife and her lady attendants. She is a most charming lady, and, I am told, well educated, and altogether worthy of the entire love of her husband. We passed Fort Napoleon, and witnessed the terrible marks left by the bombardment of Alexandria a few years ago. We went outside of the breakwater through an opening and into the open Mediterranean to view three large ships of the French squadron lying outside. After a very rough passage we came back again into the harbour, and round by the petroleum stores, the great pier, the graving and dry docks, the Custom House, the Egyptian and British men-of-war, the immense pleasure yacht of the Khedive, and many foreign ships loading and discharging cargo. It is a splendid harbour, well suited for the capital of a country, once the greatest, afterwards the lowest, but, let us now hope, with a new and glorious destiny before it. After landing we again took a carriage and drove to Pompey's pillar, which stands near the Mahommedan burial ground, on an eminence which was probably the highest in ancient Alexandria. It consists of base, pedestal, shaft and a capital, all resting on a foundation of smaller stones. The total height of the column is 98 feet 9 inches. The shaft, all in one piece, measures 73 feet by 9 feet 6 inches diameter. The capital measures 16 feet 6 inches across. The shaft is of beautiful red granite, polished, but the capital and pedestal are not polished. As this column was not erected until after the siege of Alexandria by Diocletian, A.D. 296, it is thought probable that the shaft had been prepared in the time of the great Pompey, about 48 B.C., and that the cap and pedestal were only prepared when the whole was erected in A.D. 302. It is an enormous structure, and it is almost inconceivable how so long a column could be raised to such a position and fixed so true

by pigmy man. After this we drove to the eastern harbour, to view the site where our Cleopatra's needle lay embedded in the sand for so many centuries. This and the one taken to America once stood together in front of the Temple of Cæsar, built by the Romans, but they were of great antiquity having previously been erected at Heliopolis, close to the one now standing on the otherwise obliterated site of the celebrated city, as described in the account of my visit. By this time the sun was down and darkness was coming on, so we hastened back to my friend, Mrs. Ashton, where I spent a very pleasant hour in talking over the reminiscences of our short voyage in the *Coromandel*, after which I returned to my hotel. After a light refreshment I went out to the grand square of Mahommed Ali, in which is erected his equestrian statue. Here I sat for an hour listening to the Egyptian Military Band, consisting of between thirty and forty performers, playing a beautiful selection of British, Continental and Egyptian music, which I enjoyed thoroughly as a suitable ending to my active experience in Egypt. In driving through the principal streets of Alexandria it is impossible not to admire their width and the construction of their pavements. The roadways are paved with blocks of granite about 12 by 16 by 8 inches. The shops and public buildings are very fine, but the old portions of the city, occupied by native workmen, etc., vie with old Cairo for dirt and filth and insanitary conditions. In these reside all the manufacturing and hawking population, especially in the narrow streets leading towards Pompey's pillar and the native cemetery.



## CHAPTER XII.

## THE LAND OF GOSHEN, ZAGAZIG, ISMAILIA.

**W**EDNESDAY, OCT. 2ND.—I started from Alexandria for Ismailia by the nine o'clock train. The first 100 miles as far as Benha is over the same route as we came from Cairo to Alexandria. Here we branched off to the east through the tract of country said to have been occupied by the Israelites during their early sojourn in Egypt, viz., the land of Goshen. Granting that much of the early annals of the Hebrews are fables and romances founded on oral tradition, I can easily believe that previous to writing them this people had in remote times been connected in some way with Egypt, for was not Egypt "the great rendezvous" and refuge of all adventurers and traders for thousands of years? Was it not the great market where the Arabs of the desert carried their spices, gold dust, turquoise, camels, goats, etc., and brought back the corn and oil, linen, and a hundred other articles, the peculiar products of Egypt, which were necessaries of life, and could not be produced in the waterless desert. All the small surrounding nations of Arabia, Idumea, Moab, Canaan, Phœnicia, and the islands of Cyprus and Crete had been trading with Egypt for untold generations. Many of these were proud of tracing their origin from Egypt with its highly cultivated people, in preference to the petty tribes of unknown origin from whom they had been immediately descended. The same kind of manipulation was afterwards practiced on the early inhabitants of southern Europe. The romancers of France and Britain, traced the pedigrees of their warriors and benefactors from the heroes of Troy, etc., and although I may doubt the literal correctness of the stories of the Pentateuch I should be sorry to deny a substratum of truth as underlying those very interesting writings. It is very possible that they had some connection with the Hyksos or Shepherd Kings who overran and occupied the Delta and a considerable portion of Middle Egypt during the 16th and 17th dynasties. Their occupation

corresponds vaguely with the sojourn of the Israelites, viz., 450 years; but, of course, there are great difficulties in fixing the dates of the occupations, and in dovetailing the Hebrew into the Egyptian record, and several reflections incline me to fix the confusion and incorrectness as on the Hebrew side, whose stories were not written for many centuries after the event. How is it that we have not a single mention of the temples, pyramids, obelisks, and canals of Egypt in the Hebrew writings which all existed ages before Abraham was born? How is it that we have no mention of a future life in the writings of Israel whose traditional lawgiver, as well as the Patriarch Joseph, had been brought up in all the wisdom of Egypt, which wisdom was pre-eminent in its inculcation of the belief in an existence after this, embodied in ceremonial, temple, tomb, and pyramid, mummy, and idol, sculpture and hieroglyph? These are very interesting questions, and I should have been much pleased if I had space to discuss them. However interesting it may be to satisfy curiosity and speculation, it matters very little in the long run what the origin of a nation might have been. This we are certain of, that the Hebrews, as a small nation, existed in Palestine 2,600 years ago; that it was annihilated as a kingdom a century later, and its people scattered over Egypt and Babylonia as emigrants or captives; that, on the return and reinstatement of the Babylonian contingent, with the sanction of Cyrus, they became known to the empires of Greece and Rome as the Jews, who, with their wonderful Book and the pure Theism, and elevated spiritual aspirations contained in its later sections, have conferred great and everlasting benefits on the Western nations of Europe and America, and whatever amount of truth or untruth may underly the early narratives, I could not help feeling a deep interest in travelling over the country. This land which is recognized as the Land of Goshen of the Hebrew scriptures, was originally a barren desert composed of sand hills and sandy valleys. It is situated to the south-east of the great and prolific Delta: and was evidently made into a productive country by canals from the Nile and a liberal system of

irrigation. The railway station at Zagazig was crowded with trucks containing bales of cotton, bags of corn and coal. Long lines of camels were to be seen travelling to the town laden with produce. Not far from this station to the north is the remains of the ancient Bubastis, one of the most ancient cities of Egypt—a little further north the ancient Mendes and Tanis. And over Lake Mensaleh and the Suez Canal was the great city of Pelusium, and to the south-east the ancient Pithom and Ramses, mentioned in Scripture as having been built by the Israelites during the time of their oppression in Egypt. At the sites of these various cities, especially those of Bubastis and Tanis, masonry of the most gigantic measurements has of late been discovered entirely composed of the finest granite, brought from the quarries of Assouan, 500 miles up the Nile.

The latter city is identified as the Zoan of the Hebrew Scriptures and all these great cities, so close together on this eastern portion of the Delta territory testify to the prolific vegetation of ancient Egypt. I was very anxious to break my journey at Zagazig. If I had been made aware of the detention of my ship (the *Arcadia*) at Brindisi I could easily have done so, and visited two of these ancient cities; but being unaware of the time at my disposal I continued my journey to Ismailia. The same sort of country continued for a short time after leaving Zagazig, cultivated land on both sides of the railway. After a while this changed, on one side we had a sandy hilly desert, whilst on the other we had a fresh water canal watering a narrow valley ranging from a half to two miles in width running alongside us for many miles into the heart of the desert. This narrow strip of green consisting of every variety of-vegetation was a great comfort to the eye, in contrast with the dreary waste surrounding it, but it came to an end, and our train was steaming its course across the barren desert with not a sign of vegetation on either side, except what clung to the inner side of the canal which followed our track to the end. A little after leaving this narrow tongue of fertilized land we came to a station entirely in the desert, nothing but sand and sand hills and



a few prickly bushes to be seen around us, excepting that about 3 miles to the south there appeared to be some palms raising their heads above the sand hills. The last stations in this desert were Nefische and Mohsama, and you may guess my surprise at finding on the walls of each of these a large illustrated sheet of Clayton and Shuttleworth's machinery, framed and glazed, showing steam engines and pumps. I had been well accustomed to the sight of these, as well as French and American advertisements at all the stations on the Nile, but who would have anticipated customers in the heart of the desert? Truly advertisers have gone mad. To the very last at every station we came to, whether in or out of the desert, we were surrounded on every side with vendors of boiled eggs, black bread, figs, dates, pomgranates, etc., and the inevitable clay jars of unfiltered Nile water, accompanied by shouts of "Aiyah! Aiyah!" from a dozen girls of from 8 to 12 years of age. I bought a jar with the water for a piastre ( $2\frac{1}{2}$ d), and brought the empty jar with me home as a memento. At last we reach Ismailia after a fatiguing but intensely interesting ride. On alighting from the train I was astonished to encounter my old Cairene dragoman coming out of the same train, having joined us at Zagazig Junction. I engaged a car to take me and my luggage to the hotel, and without asking permission he jumped in beside me, said that the testimonial I had written for him was good for nothing, expressed himself surprised at my ingratitude, recounted what he had done for me, and reminded me of all his good qualities, and demanded a more favourable one. I told him that I had given him a very good one, and a true one, and could not make a different one. He accompanied me to the hotel and into my bedroom, renewing his efforts at extortion. I said I wanted no more of his services, had paid him more than he had demanded, and ordered him out of the house, and not to speak to me again, upon which he left me alone. After a good wash and a change of clothing I went out to stretch my limbs, accompanied by a messenger from the hotel, who prided himself in being able to mix a little English and French with his Arabic, and we went out for what proved

to be a long walk, through this wonderful town, created in the sandy desert by the marvellous genius of M. de Lesseps. The Nile water canal which so persistently accompanied us from Zagazig was also here with us, without which the genius of Lesseps would have been abortive, for from this the water is distributed everywhere, and by a system of descending locks the Nile boats with produce and merchandise are lowered about forty feet, and enter the bitter lakes, the Suez Canal, the Red Sea and Mediterranean. From this canal which runs along the highest elevations, sluices, pipes and ditches distribute the water in a continuous stream through the streets watering the magnificent avenues of *lebbekh* trees, with their profusion of fern looking leaves, and wide-spreading branches, overhanging and shading all the streets and promenades, completely hiding the sun during the heat of the day, without which traffic would have been almost unbearable. Thus are irrigated large plantations of pines and other European trees, orchards full of tropical and subtropical trees, private grounds full of plants and shrubs of the most gorgeous foliage and blossoms. All this on what was 20 years ago an arid sandy desert, and the surface appearance of the ground is still nothing better for a foot or two in depth, but, as previously stated, it is possible that the roots of the trees penetrate into a subsoil of clay. In this excursion we visited several villas and their beautiful grounds, examined the filter beds and water works which supply Port Said, Suez, and the various stations on the Suez Canal with water.

THURSDAY, OCT. 3RD, AT ISMAILIA.—I expected to hear of the *Arcadia* early this morning. She was overdue. I could get no information whether she had reached Port Said or when I could expect her at Ismailia. Nearly the whole day passed in this way, and it was late in the afternoon when an Italian captain of the Egyptian troops made me understand that the *Arcadia* had been detained at Brindisi for a whole day on account of a breakdown with the Italian mail train, but my time was not lost. I wrote up my notes of Egypt in my diary. The reader may try to conceive of my anxiety in going to bed this evening without receiving any further


information about my ship, I knew not whether she might arrive during the night, and that, neglected by these easy-minded, apathetic, and unconcerned foreigners, I might be left behind in the lurch.

FRIDAY, OCT. 4TH.—After breakfast I got my big box from the luggage room to the verandah, and was glad to find it intact, my money for travelling expenses and a few articles which I highly valued were all safe. I then ordered my bill to be made out, and after a good deal of study and converting francs into shillings, I discovered that I was being charged one pound too much. I endeavoured to explain it to my host, but I seemed to make no impression on his mind as he pretended that he could not understand me until, in an unguarded moment I called him a *scamp*. This he seemed to understand well enough, and became wild with rage, and I quite expected it would end in a fight, but I escaped to the Custom House close by, and asked the officer in charge if he could speak English, to which he replied “a *teetle*.” I told him my complaint, but he did not like to interfere with his neighbour. Just then I saw the only interpreter coming up the street. I went up to him, and he soothed the irate landlord, who made the bill fifteen shillings less; this I paid, and was glad to be off without further troubling him or his establishment, and reached my ship in time for a good English dinner, the like of which I had not enjoyed since I left the *Coromandel*.



## CHAPTER XIII.

## SUEZ AND THE RED SEA, MOUNT SINAI, ADEN.

CTOBER 4TH.—Egypt with all her wonderful monuments and most interesting associations has now been left behind, and, however great my satisfaction with the results of my visit, I was more than glad to sit down to an English dinner on board the *Arcadia*, and listen to the weighing of the anchor, and feel the sensation that we were on the move. When I returned on deck I found that we were well advanced in the canal, which exhibited the same sandy desert banks on each side, with here and there a lagoon filled with reeds, and little hillocks, with small bushes. I noticed that the subsoil of the waterway was clay, and in many places shelved over the water level, and resisted the back water of the steamers. I found the *Arcadia* much larger than the *Coromandel*, my berth very comfortably situated, and that I had two very agreeable berth-mates. We reached Suez early in the evening, but it was too dark to appreciate its merits or demerits; we could nevertheless see by the lamp light that it is spread over a vast extent of flat country. It contains several hotels and about 15,000 inhabitants. Suez is undoubtedly of great antiquity; it has served the sea commerce of Egyptians, Phœnicians, Israelites, Greeks, Romans, Turks, and Venetians, from the remotest periods of history, and has always been one of the great crossing places for caravans from west to east. It has experienced many changes in the past, but I am of opinion that its immediate future will be the most glorious of them all. It is already great in docks, embankments, quays, bazaars, etc. Travellers from India and Australia on their homeward voyage often break their journey at Suez, they land at Terreplein quay; have a donkey ride to the town, and go by rail to Cairo. Here they take a hurried drive through the streets and over the Nile to the pyramids, and return to Ismailia in time to catch their ship going through the canal. Others remain in Egypt for a longer period and embark in next steamer. Both the Orient and the P. and O. Company

allow this without increasing the fares. Suez is also the best place from which to make the excursion to Sinai, which is about 150 miles to the south, and takes about a fortnight to explore. From its position at the head of the gulf, or northern arm of the Red Sea, it is marked generally as the site of the miraculous passage of the Israelites. The land being flat, low and marshy, and covered by the Red Sea tides; these conditions favour the possibility of the Israelites crossing by daylight when the tide was out, while the Egyptians following were overtaken by darkness, the tide, and possibly a gale of wind, and falling into pits and unseen channels, ending in confusion and great disasters. But why should such a leader as Moses have brought his people so far south, instead of crossing to Arabia before reaching even the Bitter Lakes, and thus escaping the necessity of a miraculous passage, unless his march was a stratagem, planned for entrapping and destroying a pursuing enemy? From Suez bay our steamer entered the gulf of the same name, passing on the east the stunted palm trees of the oasis, known as Moses's Wells. The Gulf of Suez, or the western arm of the Red Sea, is from ten to twenty miles in width. On both sides are high mountains, table land, and rugged ridges, from three to six thousand feet high, remarkable for their picturesque outlines and exquisite variety of colouring. To the eastward is the peninsula of Sinai, on the southern part of which Jebel Katherina, near Mount Sinai, rises to a height of 8630 feet. To the westward, on the African coast, opposite Jebel Katherina, is Jebel Gharib, a remarkable conical mountain, 5740 feet high. These we passed in the early morning light, their tops were covered with mists. Many of us were up to catch the last glimpse of the Peninsula of Sinai. If we could not physically "climb to where Moses stood, and view the landscape o'er," we nevertheless did it mentally, and the view amongst such mountains must indeed be very grand, and no wonder that the writer of Exodus should have chosen such surroundings for the mysterious delivery of the Law—not in the gloom of pyramidal chambers, or the darkness of subterranean temples as in Egypt; but in the midst of the

awful grandeur of nature, with the thunder, the lightning and the earthquake, where "the voice of the trumpet sounded long, and waxed louder and louder," and "Moses spake, and God answered him by a voice."

OCT. 5TH.—By the time breakfast was over we were fairly in the Red Sea. The land was receding from sight on every side. This day was very hot and sultry. Perhaps I felt it more after my hard work in Egypt and my sickness at Ismailia. Having no appetite, or any inclination for food. I looked about for sociable companions, and took the measure of three or four with whom it seemed possible to hold communion. I could read no dry philosophy on such a day, light reading and frequent slumbers were more to the purpose. My fellow-passengers had the advantage of me, when evening came with a cooler atmosphere our saloon was alive with music, dancing, and merry making. The passengers, being principally from the Australian Colonies, were much more practical and agreeable than the stuck-up Indian placemen of the steamer *Coromandel*, always excepting my old mate, Mr. Hume, and one other, who were genuine hearty men.

SUNDAY, OCT. 6TH.—Red Sea. The weather is cooler, the sky clouded, and wind favourable. I have been busy working up my Egyptian diary from my rough notes. We have some very religious people apparently on board this ship. The captain read church services in first saloon, and *non-cons* on our deck in the evening, the services being attended by the elderly gentlemen and ladies. The younger passengers are mostly liberal thinkers, if liberal is the correct word to apply to them when their attitude towards religion is as of the unconcerned outsider. During intervals the chess and draught board as well as cards were in full favour, the only recreation vetoed being that of quoits.

MONDAY, OCT. 7TH.—Busy to-day with my diary and making up my mail for England. Glad to say that I have recovered my strength and appetite, and have found the Red Sea bearable, the nights hot and clammy in the berths, with very heavy dews on deck in spite of the awnings. We came in sight of several islands during the day and head-

lands jutting from the Arabian coast in the evening. We expect to reach Aden early to-morrow morning. The calmness that surrounds me as I lie down to rest in the shade and in the solitude of the fore-castle is very soothing. I have very little clothing and I like the heat. It is interesting to think over the history of this Red Sea, and we find that it scarcely has a history. Here we have over 3000 miles of coast line, and can count its ports on the fingers of our two hands. There are no rivers entering it, and if by some means the entrance from the Indian Ocean at Bab el Mandeb (14 miles wide) were blocked up, the level of the sea would fall 23 feet per annum by evaporation alone, and in 100 years the Red Sea would be turned into an immense basin of salt. The Egyptian coast, as well as the Arabian, is quite as arid. Suez, Cosseir, Berenice, Suakin, and Massowah are the only ports on the Egyptian side, and Yembo, Jidda, Aboo-Arish, Hodeida, and Mocha are on the Arabian coast. It has never been otherwise; the whole coast has nothing but deserts and barren mountains in the back ground. The present traffic to Jidda and Yembo is dependent upon the pilgrimages to Mecca and Medina, the shrines of the Prophet Mahomet, and this only on certain occasions, while Hodeida and Mocha are dependent upon the coffee plantations of Yemen, 140 miles away, on the eastern side of the mountain ranges. The former port has of late years superseded Mocha as the shipping port, and has a population of about of 25,000 to 30,000. Is it wonderful that the Arabs continue what they are through all the ages, when surrounded by such desolation, barrenness and heat? They are the rightful owners of the vast solitudes; they have earned their right to them by milleniums of training, and no wonder that the memory of their great Brother Mahomet should fascinate them into adoration and enthusiasm. Will there ever be a railway from Suakin or from Cosseir to the Nile, and will England be in the running and hold the ports and railways, and thus tap the Nile Valley? I doubt it. The heat is so great, and the immediate vicinity of the ports so barren, that none but Arabs can live there. But whatever may become of the ports of the Red Sea and its internal

traffic, its permanency as an ocean highway is established, and its utility will increase as the centuries roll. I left my retirement on the forecastle as the bell rang for our evening meal, after which there was music and dancing on deck to a late hour, and on turning in for bed, found very few occupying their berths. Wherever a mattress could be laid down in the open air that spot was occupied by man, woman, or child. I am told that the heat is utterly unbearable in the lower deck berths, being, as they are, surrounded by the water of this sea which is 100° Fahr. in temperature.

TUESDAY, OCT. 8TH.—Found ourselves out of the Red Sea. Anchored at Aden at 8 a.m. The town of Aden appeared from our ship so very uninviting, the heat of the day was so great and the memory of the Egyptian deserts so vividly present to my mind that I decided to remain on board, and rest satisfied with surveying the country with a field glass. Being so near the land we were able to quite satisfy ourselves and were well rewarded for our self-denial, for no sooner was the gangway cleared than we were visited by a whole army of merchants and dealers, of all colours and costumes, among these were Arabs with their turbans and loose light garments of various colours, Parsees with their bronzed faces, fez caps and flowing robes, Cingalese Tambies, with a circular comb on the crown of the head, looking mild and meek. We had been cautioned by old travellers about these gentlemen, especially with regard to their jewellery and nick-nacks, that much of their wares were not of Oriental manufacture, but cleverly gilt brass and glass, the produce of Birmingham and Paris. They nevertheless have some very good things, and if you wait long enough and take but little notice of their wares, you can buy at about one-fourth of their first price, and even less than that. I saw an instance where a lady had fancied a gold ring with a splendid ruby, for which she was asked £5, yet bought it towards the end of our stay for 18s. An ostrich boa, for which 70s. was asked, was sold for 17s. 6d. A great quantity of goods was sold, and the bargaining went on hotly up to the time the bell rang, and the anchors were



weighed at 4.30 p.m. During this interval from 8 a.m. to 4.30 p.m. we were greatly amused at the boatmen and the dealers in fruit alongside, as well as the divers, men and boys. Some of these boys remained in the water for six or seven hours without once leaving it, resting occasionally on their backs, but generally in an upright position, calling out piteously for white money to be thrown into the water, and it is amusing how lavish the English people are with their money: every bit thrown was silver. Bronze or copper money cannot be seen, and the native will not attempt to reclaim it. Many pounds worth of sixpences and shillings thus changed hands. The boys were like porpoises, swimming, tumbling, diving, as if they were born in the water. This part of the world must surely be free from sharks, else they would not venture with such impunity. Aden is situated on a rocky peninsula of volcanic origin, and is connected with the mainland of Arabia by a very flat and narrow isthmus, the highest peak is 1775 feet high. The settlement is of very great antiquity, and is supposed to have served all the ancient navigators in their commerce between Egypt and the ports of the Indian Ocean. It was taken possession of by the British in 1839, being the first territory acquired in the reign of Queen Victoria. It was declared a free port in 1850, since which event and the opening of the Suez Canal, its importance has greatly increased. It now forms the great seat of the Arabian trade with Africa, and is the place of transshipment of an ever-increasing European and Asiatic commerce.

One of the sights of Aden is the immense tanks, constructed in the sixth century at great expense, for the storage of water. It is subject to long droughts, some times, five or six years elapsing without any rain, hence the necessity for these tanks. There are about fifty of them, and if cleaned and repaired they would hold 30,000,000 gallons. The descent of the rain water from the precipitous hills on the outer or western side is direct to the sea, through long, narrow valleys; and on the inner or eastern side over a table land, through numerous ravines, converging into one valley only, which first suggested the collection and storage

of so precious an element, and reservoirs were the natural means employed for the purpose. These again are extremely fantastical in shapes; some are formed by a dyke built across the gorge of a valley, while every feature of the adjacent rocks has been taken advantage of and connected by small aqueducts, to secure all the water which could be intercepted. The overflow of one tank has been conducted into the succeeding one, and thus a complete chain is formed reaching to the town.



## CHAPTER XIV.

## INDIAN OCEAN, COLOMBO.

**W**EDNESDAY, OCT. 9TH.—Nothing to-day but sea, the great Indian Ocean all round us, and all the passengers have resumed the monotonous occupations of ship board, chief among which is balmy sleep. The young people amuse themselves with quoits and other games during the afternoon, and finish with music and dancing in the evening. I made the acquaintance of several returning Australians of my own age, all of them having made their fortunes whilst I have been wasting my strength for nought in Bangor. One of these was a working saddler in Sydney for 36 years; he had reared a family and laid by a small sum only, until some 4 or 5 years ago he was persuaded to invest £180 in one of the Broken Hill silver mines, with the result that he has been receiving an income of about £1600 a year for several years past from that investment alone. But, of course, on a P. & O. boat we only meet the successful ones, and we must not complain too much, for the luckless ones even in Australia are the majority.

**T**HURSDAY, OCT. 10TH.—Beautiful weather, sky partially clouded. I have not seen a drop of rain since I left Wales a month ago. Immense shoals of flying fish, to-day as well as yesterday, they often fly out of the water from 40 to 60 yards. Great flocks of locusts of immense size, thousands are crawling and jumping about the decks, causing great amusement to the children, whether they came on board at Aden, and have remained in hiding, or whether they had been blown by the wind from the land, and have wandered so far out to sea, we cannot say.

**M**ONDAY, OCT. 14TH.—Entered Colombo harbour at 6 a.m. while it was raining in torrents, making us all disconsolate at the prospect of missing the treat of landing. The majority of the passengers having indulged in pleasant anticipations, we were all straining our eyes to discover object after object in the coast line as we steamed inside the

breakwater, and feasted our eyes with the refreshing green of the foliage as we neared the anchorage, and as soon as we were moored the ship swarmed with merchants, tailors, and vendors of Singalese goods of every description, who opened out their wares as at Aden. The tailors plied their measuring tapes, shewed samples of cloths and linens, and took several orders to have them made into garments and delivered by 10 p.m., at prices ranging from 7s. to 12s. for coat and trousers. I sorely repented of my purchase in Cairo, as I could have bought much better here for half the price. And last, but not the least, we had the money changers, who wanted to change their silver for gold, giving up to 21s. for each sovereign. It was very remarkable to see very poor looking fellows having from £5 to £10 worth of silver money on their persons anxious to change it in this manner. Some passengers had brought their money in Bank of England notes, and had to pay 5 per cent. for exchanging, whereas if they had brought gold they could have 5 per cent. premium. The sovereign is the magician that passes current everywhere, and always commands a premium in the east. As stated before, it was raining in torrents on our arrival and continued to do so until 9 a.m., during which time we had partaken of breakfast and had made our purchases. At 9.30 a.m. it began to make signs of a fine day, and everyone was eager to go ashore; for which service there were all kinds of craft—from a native Catamaran to the modern steam launch, and great was the hurry and bustle to make up for the lost time. I went in the launch, and as we steamed to the landing stage we passed a score or two of Catamaran fishing boats going out to the outer ocean where the sea was very rough. Our course was not far from the breakwater, where the waves of the Indian Ocean broke upon it with such force as to send the spray up in the air over 100 feet high, while our harbour was as calm as a mill pond. The breakwater is a splendid piece of work, and effectually protects the shipping of the port from the violence of gales. The first stone was laid by the Prince of Wales on December 8th, 1875. The work was commenced in January, 1877, and took  $9\frac{1}{2}$  years in its construction at a

cost of £705,207. Total length, 4212 feet, all the work being executed by convict labour. The saving which it has effected in the expense of transhipping and landing goods has been very great, and vessels can enter and leave the port at any hour of the day or night, and no detention is necessary during the south-west monsoon, the gales we have lately encountered. As we near the shore, the most prominent objects that present themselves to view are the coal sheds belonging to the Government and to the various steamship companies. They are simply immense, and each must hold stocks of many thousand tons. They do not improve the appearance of the shore at our landing place.

Immediately on landing at Colombo we made our way to the Grand Oriental Hotel, a vast establishment conducted on modern European lines. Our first journey in Colombo was along what is called the central drive, through the cinnamon gardens, to the Museum, from thence past the Lunatic Asylum to the Buddhist Temple, and along the southern drive. On our way we passed several large works, the most noted were the plumbago works, and Coir yarn manufactory, the latter engaged in converting the outward casing of the cocoa nut into fibre and yarn, which is greatly used in England for thatching and matting. We also passed a great number of Bungalows, or villas occupied by European residents, in all styles of rustic architecture, and surrounded with gardens of tropical vegetation and most gorgeous flowers. In one of these, called Elizabeth House, Horton Place, we visited Arabi Pasha, the Egyptian exile, who received us very kindly. He chatted freely with us on ordinary topics of climate, plants, vegetation, etc., but when we touched upon Egypt his countenance fell, and silence ensued. These Bungalows, or English residences, are very roomy, with wide verandahs, and well shaded with cocoa nut and Banana palms, bread fruit trees, and immense bamboos, but the climate during a great part of the year is hot, humid, and very relaxing to the human system. In fact, Arabi Pasha complained bitterly of the humidity of the season which had set in while we were there, as compared with his old Egypt, and in such a climate,

where vegetation was ceaseless and continuous throughout the year (being only 5 degrees from the equator), the multiplication of bird, animal, reptile, and insect life was enormous, and such insects! the sight of some of them would scare the life out of our squeamish town-folk, and make them feel quite content with those which they are compelled to tolerate at home. I fancy it would be impossible to keep them out of our dwellings however clean and persevering one's habits might be.

The Colombo Museum, admission free, standing in a large circular plot of ground, called Victoria Park, taken from the cinnamon gardens—is tastefully laid out, but not fully developed. The Museum is well built in English style, and very appropriate for its purpose; conspicuously in front stands the statue of Sir W. H. Gregory, K.C.M.G., Governor of the Island from 1872 to 1877, to whom the colony is much indebted. On entering the hall, bronzes and other antiquities are seen. The library, containing books belonging to the Government, and to the Ceylon branch of the Royal Asiatic Society, and the reading room are to the right. While on the left the products of Ceylon in antiquities, jewellery, coins, articles of Singhalese manufacture, and exhibits from the Maldivé Islands are displayed, also masks used by the devil-dancers. The natural history galleries are on the upper floor. Among the largest specimens is that of a spotted shark caught in 1883, on the coast twelve miles south, which measures twenty three feet in length and thirteen feet in girth. In the central gallery the cases are devoted to birds, whilst the table cases running up the centre of the room are filled with insects, precious stones, minerals, etc. In the western gallery are the Mammalian specimens, and in the eastern are the reptiles and a portion of the fish exhibits. This museum gives a stranger a vivid idea of the antiquities of Ceylon by specimens brought here from all parts of the island, all the carving and sculpture exhibit great skill and patience, but very little real art, the patterns being rude and often repulsive. Whatever the intellectual status of the ancient inhabitants might have been, it is difficult to conceive that refinement and high culture were

ever attained in the island, although their civilization must have dated from immense antiquity.

The natural history department was exceedingly interesting, the moths, the butterflies, insects, etc., being very remarkable, shewing the adaptation of their forms and colours to their surroundings—such as leaves, twigs, etc., etc. The snakes, reptiles, turtles, tortoises, fishes, birds, and animals were all beautifully classified and arranged; in fact, I do not remember having seen another museum in which I could have spent three or four days so happily and profitably.

The Cinnamon Gardens were a disappointment. In fact, it was an uncared for plantation of low bushes. The tree itself has been cut when young close to the ground, the same as is done in England with the osier willow trees, where wicker work is cultivated. The young yearling twigs are cut and barked, the bark being then dried and packed for foreign shipment. My companions assured me that the aroma arising from the field fully justified Bishop Heber's lines in his missionary hymn, where he speaks of Ceylon's spicy breezes,—but on account of my defective olfactory nerves I was of course denied this pleasant sensation. The surface soil is a white sand, which appears to have been projected out of the ground by ants, the whole plantation being covered by immense ant hills.

The Buddhist Temple which we visited was at Bambalapatiya, where a huge reclining image of the Buddha, painted in yellow, red, and green, with some gilding, nearly filled the small building, and in an adjoining-room a four-armed image of Vishnu was concealed behind a lace curtain. Boys and girls from the neighbouring National School surrounded us, and most vulgarly and unceremoniously entered with us into the Temple, and although the official attendant was with us, he did not correct their rudeness or their vulgarity. And if this is a specimen of the present condition of heathen worship, the young generation seem to be growing up with very little reverence towards the objects worshipped by their fathers; indeed, the whole seemed to me to affect neither young nor old in any way except in the form of

*reverence* for the relics once worshipped, but now quite obsolete. We saw three or four of these temples in the course of our drive more or less decorated outside—but we entered no other, satisfying ourselves with looking at the outside embellishments, and rude, vulgar images adorning them in profusion, looking more like gorgeous show pavilions than places of worship. We returned into the town along the southern drive. The vegetation along this road is marvellous, as if all the tropical hot-house plants which we saw under glass at Kew Gardens were here in their wild luxuriance. The streets of Colombo are wider than those of Cairo, but the houses have seldom more than the ground floor—with deep, trough-like channels on each side for conducting the deluge of rain which pours down during the rainy season. Our movements created immense curiosity amongst the half-clad natives, and we had dozens of hangers-on for Backsheesh, crying with all manner of doleful tales, but mostly ending—Papa, papa, give backsheesh, *me vely hungly*, and rubbing their naked stomachs up and down! They are verily children in all but age and stature! I could not help being aware of having witnessed several grades of society or variety of races in the few hours which I had spent in Ceylon. These poor beggars were apparently harmless children, without any ideas of bettering their condition so long as they could get a cocoa nut or banana, or a little rice, or other native grain,—clothing they wanted not. But there were other natives, intelligent, industrious and hardy, whose children, possibly, we had seen tramping to and from schools in the surrounding villages, and destined to be an improvement on their parents in the better condition of things developing under British rule. When we came back to the Oriental Hotel, we felt tired, but were not yet quite satisfied with our experiences of Colombo, so eleven of us engaged what are called jinrickshas—beautiful two-wheeled, very light carriages, with portable hoods or sunshades, drawn by Singhalese; this was one of the most delightful experiences we had in Ceylon. It was quite a sight to see us one after the other winding along at a good trotting pace; instead of horses we had intelligent men



requiring neither bit nor rein. We allowed them to take us where they liked, visiting the market places, the bazaars, native streets and western shore, in the course of which we saw much of native voluptuousness in humble life, humiliating to our common human nature, which some of our party made merry with, and others blushed to behold. In meditating upon the character, and mental and physical capacity of the natives which I have come in contact with here, as well as at Aden and in Egypt, I feel very much perplexed with regard to their future.

I was greatly surprised at the endurance of the Singhalese with the jinricksha drive. To be able to draw these with a heavy European inside at a good trotting pace for a whole hour with three intervals of a few minutes' rest, in a blazing hot sun, was more than I could have expected from an Englishman, and much more than I expected from a Singhalee. The Indian sailors on board ship are very slow people, and take good care they do not work too much in a given time. To watch them scrubbing the deck is a perfect show. Of course, it is not fair to judge the country people by the town vagabond or the sailor. With regard to their education, this is conducted on purely unsectarian lines. Buddhist, Hindoo, and Mahommedan religious prejudices are strictly respected, and in consequence the rising generation are prepared to enter shops, offices, and Government service in competition with the Europeans, and become very clever, competent, and trustworthy servants at very much smaller salaries. The children we saw to-day debouching from State schools, as we drove among the suburbs, were wonderfully intelligent and full of the fun and humour usually met with in British schools. Their houses and their persons seemed altogether much superior to the same classes in Egypt. It is my opinion that the latter would also greatly improve in every way if Egypt became a British dependency. The country people in Egypt, I have no doubt, thoroughly understand the peculiar agriculture of the Nile Valley, and take every advantage of their water supply, according to their means, but if the lands were in possession of more enterprising people with sufficient resources, I have

no doubt they would produce double the quantity, and that an immense area of the desert would be re-claimed to cultivation and productiveness, at present the fellahen of Egypt, as far as social life is concerned, are as low as the most uncivilized savages. And, with regard to the religion of the Singhalese, I should be inclined to let their Hindoo, Buddhist, or Mahommedan faith continue undisturbed until education shall have raised them sufficiently to be able to discriminate between the true and the false. But I have no doubt whatever in my mind that the Mahommedan custom of plurality of wives is the cause of incalculable moral deformity and social degradation, and that the example of those who practice it taints the lower classes who cannot afford the infamous luxury, so as to make female life fearfully degraded while it transforms man into an absolute brute. The remedy is education and elevation first, and the religion will follow, unless the Salvation Army or its equivalent will step in and charm them with their peculiar organization and tactics. In such a case religion may again become the handmaid of civilization and mental elevation. I was reminded of this by the appearance of a contingent of the Salvation Army in Colombo. It was very amusing, to say the least of it, to see the dusky natives with the motto "Salvation Army" in English, fixed on their head-gear, and the same on their blowses in the Tamil language. Two of the English lady commandants visited our ship to collect subscriptions. They were very intelligent and smart, but unfemininely bold in their appearance. I bought their report for 1889, shewing the work done in Ceylon and India for the previous six years, from which I gathered that the result was much cry and little wool.



## CHAPTER XV.

COLOMBO TO KING GEORGE'S SOUND, ALBANY.

**T**HURSDAY, OCT. 17TH.—At noon to-day, in latitude 4.36 south, longitude 89.03 east, thermo 84 degrees —2490 miles to our first landing in Western Australia—to which I am desirous of hastening, and although I have much very interesting matter in my diary, which I should have been glad to lay before my readers, I think it advisable to condense my experiences of the next seven days of ocean life, occupying fifteen pages of my diary, so that I may be free to commence my Australasian experiences without further delay. The voyage during these seven days was mostly very rough, the ship rolling and pitching most uncomfortably, interfering with digestion and the usual routine of ship life, most of the passengers being inactive, sleepy, and moody. I spent much of my time in reading Emerson, Marcus Aurelius, and Epictetus, all suggesting most enjoyable strains of thought which I have committed to my diary, have much pleasure in re-perusing them, but must not introduce them here. I may say that I know of no philosophers, ancient or modern, that affect me so much as old Epictetus and his noble disciple Antoninus. Their books are full of incentives to virtuous lives, and expressions of peaceful resignation to the decrees of destiny or nature. Emerson is also very beautiful, but he is not so direct; he is slow and wordy, plays too elaborately and fulsomely for the directness of my reasoning powers to following him. I am often done with the subject before he gets half through his illustrations, and I lose the thread and become sleepy; but he has some beautiful bits, like gleaming gems, such as this: “Beware when the Great God lets loose a thinker on this planet, then all things are at risk. It is as when a conflagration has broken out in a great city and no man knows what is safe; there is not a piece of science but its flank may be turned to-morrow. There is not any literary reputation, not the eternal names of fame that may not be revised and

condemned. The very hopes of man, the thoughts of his heart, the religion of nations, the manner and morals of mankind are all at the mercy of a new generalization. Generalization is always a new influx of the Divinity into the mind, hence the thrill that attends it." The smoking saloon was very attractive during these seven days; the discussions were very interesting and comprised all manner of topics, social, political, and religious. Three intelligent Jews took very active part in them all, and, having travelled much and resided in America and Australia, discussed freely the habits of the various countries. They were far from being orthodox Hebrews, and distinctly repudiated the idea of infallibility with regard to their ancient Scriptures, and gave it as their opinion that the adherence to the Jewish religion in these days among intelligent Jews was more a matter of sentiment and national patriotism than anything else in the minds of an increasing number of their people. Of course, on board ship, where no one knows or is known to one another, great freedom of speech is claimed. The service held in the second saloon on Sunday evening was well attended, and a spirited sermon was preached by a Wesleyan minister, after which there was an adjournment into the smoking saloon, where a very intellectual conversation was carried on until the lights were put out. Six or seven took part in it and considerably more showed their sympathies. During two days of fine weather the games, tournaments, and other entertainments were performed which had been postponed on account of the unfavourable weather. Barnum's show was the first on the list. This was a singular entertainment, for the performing animals they had two men inserted in an elephant's real skin;—another in a baboon's skin, another in a bear's, and another in a donkey's. They had the usual clown and driver, and as many of the other adjuncts of a circus as they could find on board of a ship. The performers were very clever, much skill and wit were exhibited, and the performance was really wonderful. Next day the tournaments took place, in which a great number took part. These were all carried out with great good humour, and fully engaged

the attention of passengers all day until dusk, every one enjoying the enthusiasm of the day and having all the squeamishness of the previous rough weather cleared away. On the following day the remaining games were played, and a grand concert and distribution of prizes took place in the evening in the 1st saloon, presided over by the captain.

THURSDAY, OCT. 24TH.—We arrived at Albany at 6 a.m., being a run of 292 miles since noon yesterday. The sight of land as we entered King George's Sound was very pleasing, and the smooth water and absence of rolling was very conducive to a hearty breakfast; but before breakfast we had the post office employees on board with letters and telegrams for the passengers, and guess my happiness when two letters and a telegram were handed to me by the steward—the former from my daughter and her husband at Ballarat, congratulating me upon my arrival on the great Australian continent, and the latter from Melbourne, in these words:—"Welcome Australian waters, expect salute you personally on arrival, Williamstown, J. T." This was great comfort. In these three and their connections centred all my hopes of enjoying my visit to Australia, and to make it profitable; and, according to these letters, they were well, hearty, and prosperous, and within a few more sailing day's distance. I went ashore immediately after breakfast, and found the post office close to the jetty, when I gave in my diary, explaining that it was such, and not an ordinary letter. The postmaster instructed me to open the two ends and write on the outside "Manuscripts only," that the packet would then go for a charge of two-pence. I had been all along under the impression that there was a cheap rate for this class of writing, but the stewards on board invariably contradicted me. I paid hitherto sixpence per half ounce, and had to pay 2s. 6d. at Malta, 2s. at Brindisi, 3s. at Cairo, 3s. 6d. at Aden, and 2s. 6d. at Colombo, whereas if I had known for a certainty what I now learn, the whole of this correspondence could have been done for one shilling, instead of thirteen shillings and sixpence. This fact is worth knowing to those who wish to write as I did. Manuscripts

of this kind, left open at each end, are transmitted at book post rate. Albany is situated in King George's Sound about 35 degrees south latitude, technically in the Indian Ocean, but really facing the great Southern Ocean, and is the most southern portion of Western Australia. I was delighted with this beautifully situated little town, and during the 3½ hours which were allowed us on shore I walked in every direction until I reached the top of some hills by which it is surrounded. It reminded me very much of Geelong in the colony of Victoria, as I knew it in the fifties, although not capable of the development of the latter on account of its being too circumscribed by rugged hills. Still there are many things in common—the grand bay and harbour, the streets running up the hill straight from the bay a certain distance, and then running down to a plain or large valley on the other side, as if you went down to South Geelong. The Sound or harbour is also full of bays, surrounded by lofty hills. The hills at the back of the town are granite, and here and there colossal boulders of the same, rounded and worn, evidently by the action of the sea while submerged. Between these boulders are patches of good soil, filled with beautiful flowering shrubs; the variety and beauty of these were most charming to sea-faring travellers like ourselves, and all who went ashore vied with one another in the extent of his or her collection, which were afterwards freely used for the decoration of the saloon. I never so earnestly wished that I was more of a naturalist. I cannot describe the flowers, and I must ask my readers to be satisfied with my declaration that they varied in species as well as in shapes and colours, some of them being most graceful in shape and gorgeous in colour. I was surprised to see them developed so early in spring, and all growing wild without any cultivation. It was a most delightful experience. The further I went into the country, the more the hill sides were covered with flowers, and although we were told that it had been raining every day for the previous week, the footpaths and roads were beautifully clean. The white crystals from the disintegrated and crumbling granite remaining while the sludge had been washed away by the

rains. The sensation of being once more on Australian soil after an absence of twenty-four years was one I shall never forget, and everything reminded me of my old colonial experiences of thirty-seven years ago, when Victoria was young and undeveloped, as this western colony; and I grieved that my dear wife, the companion of those early experiences, was not with me to witness a repetition of those youthful times. The gum trees, the she oak trees, the wood yards with their stacks of firewood, principally she oak, split into quarters, and looking so red and tempting to place on a winter's fire; and then, a little further on, a sort of park-like paddock, were the cows and the bullocks, with their tinkling bells, making most melodious sound. The cottages, many of them so like ours in Geelong, some with the old wood shingle roof, others covered with galvanised corrugated iron. The great characteristic of the neighbourhood is the range of granite hills which extends for several miles, and the immense boulders already alluded to, many of them weighing several hundred tons, detached, and completely separated from the main hills, and doubtless formed by the eroding influence of water which washed over them in ancient epochs. The town of Albany is well laid out and admirably situated. It has a railway for goods running from the wharfs to the station, where it joins the main line of rails running through the best agricultural land for 300 miles, connecting it with Perth, the metropolis, on the Swan River. The inhabitants are very sanguine of the discovery in the immediate future, of rich deposits of gold, and I should say (from my crude experience of gold countries) that it is a very possible contingency, and although, as it is, without the assistance of a gold field the Albanians are quite cheerful as to the prospects of their beautiful little town, yet, should gold be found in the neighbourhood it would immediately jump into prosperity and importance, unless, indeed, the discovery should be made on the southern side of the Sound, which is a very likely thing; then there would rise a rival town on the opposite shore. But, anyway, my conviction remains that there is a great future for Western Australia, and that it

will commence in earnest at a very early date. We enjoyed the view of the hills and islands as we steamed out of the harbour. After getting clear of the headlands, we steered due east across the great Australian Bight, for Adelaide, which we expect to reach in three days, and while crossing this Australian bight we will give a little of the history of Western Australia, and enumerate its attractions as a field for emigration, much of my information being derived from Western Australian colonists, who were returning in our ship, as also from official documents supplied to me by the minister of lands.





## CHAPTER XVI.

## WESTERN AUSTRALIA.

WESTERN AUSTRALIA, as its name implies, being the most westerly portion of the Australian Continent, was the most likely to be touched by the old Dutch navigators in their voyages to their possessions in India, and the Malay Archipelago. It certainly was not in their direct route, but in sailing from the Cape of Good Hope and up the Indian Ocean it turned out that Captain Dirk Hartog, with the ship *Endracht*, caught by a westerly gale, was the first European who landed on the coast at 23 degrees south latitude, and before leaving the land fastened a piece of tinplate on a tree with this inscription:—"Anno 1616, the 25th of October, arrived here the ship *Endracht*, of Amsterdam. The first merchant *Gillis Mibais* of Luik, *Dirk Hartog* of Amsterdam, Captain. They sailed from hence to Bantam, the 27th ditto." This was the first permanent mark made by a European on the Continent of Australia. Between this date and 1699 we have record of nine visits, eight by Dutch captains, the last being Captain Dampier, an Englishman, in 1699. None of these had any idea of the extent of the Continent they had visited, and shunned the coast as a barren and inhospitable region. Then came a pause. For nearly 100 years no keel ploughed the waters that wash the Coast of Western Australia. The 17th century, so rife in adventure and enterprise, was past. 250 years ago the Island of Tasmania was discovered by the navigator whose name it now bears: Dampier, Cartaret, and Hollis sailed along a great portion of the coast, but it was not until the first voyage of Capt. Cook, in 1770, that the world obtained any precise knowledge of the nature and extent of New Holland, and when, in 1787, Great Britain determined to utilize the discoveries of Capt. Cook it was not in western, but in the extreme east of the continent, at Botany Bay, from which small beginnings, extended to Port Jackson, arose the noble city of Sydney, and the great colonies of

New South Wales, Victoria, and Queensland, and, indeed, the whole of our Australian Empire. In 1791, just one hundred years ago (some of the men born in that year are still amongst the living), Vancouver found and christened the inlet called King George's Sound, the noble harbour of Albany, which we have just visited. Afterwards D'Encastreux, Capt. Matthew Flinders and Lieut. Grey did good work in surveying the coast and exploring the country. It is to the latter that we owe the discovery of the singular paintings found by him in some of the sandstone caves of the main coast range. These drawings and paintings are peculiar to this part of Australia, nothing approaching them having been found in any other portion of the continent. In some of them the rude marks of writing seem to have been attempted, whether an imitation of the remains of a wreck or relics of a by-gone civilization has never been determined, but the drawings found by Grey evidently show the existence of a former state of higher culture than is generally ascribed to the Australian aboriginal. Grey's explorations did not extend beyond the range that borders the coast. He found good pastoral country and well watered land, and settlement soon followed on his footsteps. But although nearer to Great Britain than any of her sisters, and placed, as we might suppose, more directly in the stream of commerce, Western Australia has hitherto lain comparatively neglected and unknown. The colony of Western Australia, or, as it was formerly called, Swan River, embraces all the western portion of the Australian continent. It possesses between three and four thousand miles of coast line; its length in a straight line is 1490 miles from north to south, and its width from east to west about 865 miles. Its area is estimated at one million and sixty thousand square miles, or 678,400,000 acres. Although originally started as a free colony, it was afterwards converted into a penal one on request of the settlers, and transportation of criminals continued here long after it had ceased in the older colonies. The colony was founded in 1829.

On the 1st of June of that year a detachment of soldiers were sent from Sydney for the purpose of receiving the first

batch of emigrants which arrived in the ship *Challenger* (Capt. Freemantle). During the infancy of the new colony the Home Government offered large grants of land in proportion to the amount of capital introduced by the settlers. In consequence, by the end of 1830, a little over 18 months from the founding, thirty vessels had reached Fremantle, and over a thousand settlers had landed, whose personal property was valued at £144,177, according to the returns of that day. Unfortunately, these men were not all of the stamp fitted to form a new colony. They grew disgusted with their lot and returned to England, in many cases still retaining the ownership of their land, in the hope of its becoming more valuable as the colony grew older. This locking up of so much valuable land in the hands of non-residents was for a long while a great check to the progress of Western Australia, but gradually this grievance was removed, and the country is being utilized, cultivated, and improved. In 1840 an emigration company was formed in London for the settlement of a district 90 miles south of Perth, by conveying emigrants to port Leschenhault, where a new town, that of Australind, was to be formed. Many influential men were on the directorate, and settlers were to receive grants of land according to their means; but this scheme did not prosper, and the town of Australind is still an insignificant place. For several years the colony had a sickly existence in the struggle against nature. There was no capital to develop its resources, and no convenient markets for its products. The attempts or the inclination to spread out into the interior were checked by a poisonous shrub, which during dry seasons and in the absence of grass was eaten by both sheep and cattle, and flocks and herds were decimated. In this very sore strait in the year 1850 the settlers petitioned the Imperial Government to make Swan River a government settlement, and with the arrival of new blood there ensued a temporary period of prosperity. The Government expenditure gave a stimulus to local trade and industry. The population increased and immigration revived. Western Australia was yet too feeble to do without the Imperial assistance it received in the

shape of money expended in the colony, when the gold fields of Victoria and New South Wales broke out; and the almost fabulous accounts of the easy acquisition of wealth attracted a large number from the small population of Western Australia, and while the more easterly colonies were progressing by leaps and bounds, Western Australia was being drained of her population, and retrogression became the inevitable result. But now, however, when the eastern colonies are crying out for more pastoral lands to occupy and utilize, has arrived the opportunity of this vast territory, and, with the energy and capital at the command of Victorian and other capitalists, the reputed deserts will be explored and settled, the poisonous plant will be exterminated, and Western Australia will rise into unabated prosperity. It has ceased to be a penal colony for many years. It has during 1890 received a free constitution and a representative government like her sisters. Her gold fields, her silver, copper and lead mines are all in the near future, and it is generally an expressed opinion that those who enter the country during these next years, will lay the foundations of future prosperity and wealth. When the details of the wealth of this portion of the world are passed in review, it will be seen that in her great pasture lands, her agricultural prospects, timber and pearl shelling industries, and, in addition, the almost untried mineral field opened up in the Kimberley district, neglected Western Australia of the past may yet hope to become a successful rival to the other Colonies in the near future. There are several methods of obtaining and settling on the lands, according to the quality, position, and adaptability of the same. The present land regulations came into force in 1887, and deal with the alienation and the leasing of lands. The former is accomplished, 1st, by sales by auction; 2nd, by free selections; 3rd, by conditional purchase and deferred payments; 4th, by conditional purchase and direct payment. All the settlers I came in contact with most emphatically advise the intending settlers to become thoroughly acquainted with the country before making their final arrangements. If he is a young man, with a strong constitution and not

afraid of work (and no others are wanted there), let him hire himself to an agriculturist or a pastoralist for a year or two, during which time he can leave his money in the bank at much better interest than he can get at home. Thus he will be thoroughly initiated into the intricacies of land buying, become fully persuaded as to what pursuit he will take to--whether gardening, fruit growing, timber getting, agriculture, or a combination of agriculture and pastoral, or purely pastoral. The lands in the immediate neighbourhood of towns are disposed of by auction at an upset price fixed by the Government, and are adapted for gardens, vine-yards and small agricultural farms. The conditional purchase by direct payment clause applies to Crown lands not being reserved for any public purpose, and may be obtained in lots of not less than 100 acres, nor more than 1000 acres, in an agricultural area, and not more than 5000 acres outside of an agricultural area, at a price to be fixed by the Government, but not less than ten shillings per acre, which must be paid within one month. The conditional purchase by deferred payment clause applies to the same classes of lands, the price to be fixed by Government, but not less than ten shillings per acre and payable in twenty yearly instalments or sooner. Thus, if 1000 acres are bought at the upset price of 10s. per acre, it becomes the settlers absolute property by the payment of £ 25 per annum for twenty years. Thus, a young man who has gone through his one or two years' service, as above recommended, and has selected good land, can take his few hundred pounds out of the bank and use it, not for the payment of purchase money for his farm, but for stock, sheep, cattle, horses, fowls, implements, carts, etc. He can cut down his own timber for fencing, and be satisfied with a humble hut for a year or two. His cattle and his horses will also be satisfied with very rudimentary shelters until he has weathered his early difficulties, when his stock has increased, and his wool, and his corn, his pigs, and his poultry, have made him prosperous, and he can afford to gather round him the comfort of civilization. Pastoral leases for sheep or cattle rearing are issued in the more inaccessible parts of the country to be held, for a certain

number of years, so long as they are not wanted for agricultural settlements or otherwise. The rents of these leases vary according to the quantity and the quality of the land and other circumstances. Thus in the South West Division blocks of not less than three thousand acres are let at twenty shillings per annum for each one thousand acres, while in the Gascoyne Division blocks of not less than twenty thousand acres are let for ten shillings per thousand acres per annum for the first seven years, twelve shillings and sixpence for the second seven years, and fifteen shillings for each thousand acres for the third seven years; and again in the Eastern Division the first seven years at two shillings and sixpence per thousand acres, the second seven years at five shillings, and for the third seven years seven shillings and sixpence per year each thousand acres. There are several conditions for obtaining the land of the Colony, which must be complied with before Crown grants are issued: one condition is that no one shall be able to take any land if under 18 years of age. But supposing a family consisting of father, mother, and several children over 18 years of age, all these can apply for land adjoining one another and obtain it on equal terms under certain conditions of supply and demand, and thus work together, and the neighbourhood become in a very short time a very interesting family settlement. Certain amount of labour and money must also be expended upon the land, in the shape of fences, houses, huts, cultivation, building, etc., before the Crown grants can be issued; but all the conditions are easily met by those who are willing to work. The regulations with regards to mineral lands are framed on a very liberal scale, and every facility and encouragement given to prospectors for minerals; but the minerals of Western Australia are at present in abeyance, we will therefore ignore the question for the present; but the enterprising miner will have all the information he may need by applying by letter, or personally, at the Land Office, Perth. Western Australia is rich in very valuable timber, and the timber trade has assumed such large dimensions that it is almost a special feature of the colony, more so than the export of

cedar from the north of Queensland. The jarrah (*eucalyptus marginata*) is now recognized as the best timber in the world as piles for jetties and wharves, for railway sleepers, and for all purposes requiring extra durability. Piles that had been driven down the river Swan, and others driven into the sea bottom at Freemantle, have been taken up after having been exposed to the action of water for thirty years, and were found to be perfectly uninjured, and capable of being worked up and French polished, and these piles, it is important to note, were young wood, containing much sap, and were not favourable specimens for testing the durability of the timber. Indeed, it is at present impossible to state what length of time good samples of jarrah would last, as the 40 years during which it has been known is insufficient to prove this. The supply of this wonderful timber, which will even resist the attack of the white ant, is almost inexhaustible, as the Jarrah and Karri forests covers an area of over 2000 square miles. The Karri (*encalyptus diversicolor*) abounds along the south coast, west of Albany, and comes next to the jarrah for use in engineering purposes, specimens of this tree measuring 400 feet high are frequently met with. The Sandalwood tree (*santalum cygriorum*) ranks next in point of value, the export in 1885 being 4527 tons, estimated at £36,216, on which there was a duty of five shillings per ton. The export of Jarrah and Karri in the same year amounted to 16,962 loads, of the value of £67,850. There are many other valuable trees in the colony useful for building and other purposes, acacia, casuarina, red gum, shea oak, and wattle, the bark of the latter being most useful for tanning purposes. I give these statistics of the timber trade to show how men of small means may enter on profitable independent employment, and will now supply the Government regulations in regard to the same. Any person or pair of sawyers, or cutters requiring license to fell, cut, split, and remove, either by himself or an agent, or servant authorized in writing by him, any timber, sandal, jam, fire, or other wood, growing, or being on Crown lands, may apply to the Commissioner, etc., who shall thereupon issue the required license after payment in advance of the

following fees, viz:—To fell and haul timber to be used or exported as piles or balks, per man, £3 per month; or in the case of a pair being employed, £5 per pair, per month, such license allows and includes any number of other men required in removing the timber during the currency of the license. To fell, cut and remove timber, or split and remove fencing, firewood or shingles, for each man five shillings per month. To cut sandalwood outside prohibited areas and wattle or other bark, or gather zamia wool, gum, or other such substance, for each man, two shillings and sixpence per month (no extra license required for carting), no license issued for more than twelve months. All timber marked and branded by its owner may remain on Crown land for a period of six months after the expiration of license. Areas of six hundred and forty acres of timber country can be obtained on payment of £20 per annum.

The pearl shelling industry, which has its head-quarters at Roeburn, is steadily increasing in importance, and covers an immense extent along the north-western sea coast; and to show its growth we may state that in 1871 the value of shells exported was only £12,895; in 1872 it was £25,890. In 1874 the value of shells and pearls had risen to £72,000, in 1879 to £96,525; in 1882 it dropped to £52,710, and in 1885 it was £58,000. The take of shells has gradually increased from the commencement, but the pearls found in them fluctuate considerably in each year, the take of 1879 being unusually prolific. In 1875 a pearl of the value of £1000 was found, and one found in 1878 at Nicol's Bay weighed 234 grains, and realized £750. In July, 1883, an extraordinary mass of pearls, the size of small peas, were found embedded together in the shape of a cross, in the same bay. There is a duty of £4 per ton on all pearl shells, except the inferior ones of Shark's Bay, on which only £1 per ton is levied. The take of shells depends much upon the season; a cold, rough season interferes greatly. Native divers are largely employed in these fisheries. The coast is subject to terrible storms, which twice within the past decade have caused great havoc, once by a tidal wave which carried some of the vessels far above



high water mark into the Mangrove Swamps and left them a complete wreck; and once during the last four years when the fleet was dispersed and scattered, the loss being very great. This portion of the colony was the scene of Gray's explorations previously mentioned. Gregory and others have also spent much time in exploring it. All unite in praise of the district for future settlement as far inland as the main dividing ranges, for two or three hundred miles. The back of these ranges eastward contains hundreds of miles of unexplored country. Pearl shelling and timber getting after all must not be looked upon as anything more than small accessories to the main occupations of a country like Western Australia, and it is difficult to account for their extent in a country so admirably adapted for pastoral and agricultural pursuits, unless it is that the settlers were not possessed of sufficient capital to enter upon the lands to their satisfaction, and many an ex-convict prefers a vagabond life, and to live from hand to mouth, heedless and careless of his future. In 1885 the record of live stock in the colony was as follows: horses, 34,392; sheep, 1,702,719; cattle, 70,408; and only 36,000 human beings. This shows very forcibly what a vast field for settlement remains in the colony, for even with the above small return, horses to the value of £10,475 and £248,000 worth of wool were exported during the same year. When we compare this with the statistics of Victoria the anomaly stands out in remarkable relief, the latter colony's annual agricultural production being £7,250,000 and its pastoral about £9,000,000. The whole extent of the Colony of Victoria is only the one eighty second part of that of Western Australia, or let us put it in another form with regard to agricultural and pastoral produce combined:—Victoria, 87,884 square miles, 56,245,760 acres, £16,250,000 produce; Western Australia, 1,060,000 square miles, 678,400,000 acres, £258,475 produce. This shows the vastness of the field over which the future invaders have to spread themselves, and the infinite labour that will be required to bring only one-twentieth part of it into the enviable position of that enterprising little colony. But we must not blame Western Australia for the absence of

population. It has room for hundreds of millions, and it has climates to suit all sorts of people, from the tropical of fourteen degrees, to the temperate of thirty-six degrees south latitude. There is room for adventure and exploration without end, its interior regions are terra incognita, and may contain millions of acres of fertile land, and incalculable wealth of the baser and more precious metals. From all quarters the cry is, come and occupy our lands, bring with you your wives and children, your flocks and herds, your silver and your gold ; but over and above all this, your energy and skill, your patience and marvellous perseverance. Leave your crowded alleys, your heated offices, your competing shops, your tithe and landlord-ridden farm, and come to us, we want you ; we will give you land for a trifle, for those who have money to enter upon it. We must have roads, and railways, and bridges, and wharfs, and towns, and we want strong arms to help us to build them ; we will pay you well, we will give you a chance to raise yourselves to independence and wealth and happiness. Why will farmers' sons barter the sunshine and the healthy occupations of the country for over-crowded towns, to swell the army of pale faces, in close shops and musty offices, and see their wives and children pine in prideful poverty ? Why will they cringe and bow themselves to landlords to win a farm at high rent over the heads of neighbours, and earn bread in bondage, while they have an inheritance at the Antipodes, purchased by deeds of daring, and at the cost of the British taxpayer ? Are they afraid of crossing the sea ? They need not fear old ocean any longer, for the modern ship is a palace, and the voyage is but a pleasure trip ; and instead of spending half a year in crowded sailing ships, the ocean steamer will keep them in good humour, with sights, and adventures, and games, and entertainments all the way, and land them at their destination in little over one month ; indeed, before they have had time to exhaust the wonderful novelty of sea life. To give another illustration of the paucity of inhabitants in this vast Colony, in 1888 the whole population was only 36,000. Divide the 1,060,000 square miles of territory by this, and it shows that there is only one inhabitant for

every 27 square miles. The capital of the Colony, Perth, has only 6000 inhabitants, Freemantle 4000, Albany 1000, Bunbury 600, Geraldton 1000, and Roeburn 120. These are the principal towns, and their aggregate population is only 12,700. The rest of the population is scattered over the country, principally in the south-western districts in small embryo townships and seaports, from 100 souls and downwards, and small and large agricultural and pastoral holdings, and a few hundreds scattered over the Kimberley gold fields; but I am convinced that this state of things will not last long. Now that the colony has got its constitution, the colonists look hopefully forward to the march of prosperity. Last year 1200 additional acres of land were brought under cultivation, and the considerable increase of stock, especially sheep, shows that the colony is making steady progress in the direction where the best results will follow. The goldfields of the country have not as yet realized the bright anticipations which were formed of them; but capital and labour, and easy communication are only needed to secure the benefits of her undoubtedly great mineral wealth. Mr Octavius Burt, the acting colonial secretary, hopes "that the inauguration of more general political freedom and responsibility will witness the turn in the tide so long waited for, which will bear the colony onward into an ever widening stream of prosperity." Western Australia appears to be the one part of the Australian continent where there is room for all and to spare. Before closing this sketch of Western Australia, I am tempted to epitomise the remarks of Dr. J. E. Taylor in his charming book, "Our Island Continent," wherein he accounts for the peculiar fauna and flora of Australia. "And here it behoves me to speak concerning the geological antiquity of what we may fairly call the Australian continent. It is well to do so, because I found, both at home and in Australia, that everybody thought Australia was a very young place—a sort of odd lot which had been thrown in at the creation! Now, on the contrary, perhaps there is no part of the globe which can boast of longer periods of quietude and non-disturbance. I know of none where for so many ages there has been a longer period of terrestrial

conditions. Europe has (in many places if not altogether) been many times submerged, re-elevated, crumbled up in places into mountain chains, and all the time the greater part of the Australian continent has been undisturbed. Like Gideon's fleece, whilst all the rest of the world has been wet, it has remained dry. And so, through the later geological periods, Australia has been a kind of a zoological and botanical ark, in which the animals, abundant in Europe and America during the Secondary epoch of geology, and the plants which were equally luxurious there during the early Tertiary period (all of which, however, have been long extinct) have been preserved. This is the reason why the fauna and flora of Australia differ so essentially from those of other great regions of the earth's surface. . . . . Now, this is the key and the secret to the right understanding of the Australian fauna and flora. . . . . A naturalist, who is also a geologist, as he wanders in many parts of Australia is living in the Secondary epoch, or in the Tertiary period. He there finds both zoological and botanical restorations which infinitely transcend in truth the modern restorations of the grand old cathedrals and churches of England into their original estate and beauty. . . . . Thus I approached Australia with an indescribable longing and wonder. . . . . I was on the threshold, not of modern Australia, but of the far away Secondary and Tertiary periods of geological time. I was privileged, as it were, to be a geological Rip Van Winkle, and to see the animals living and the plants and trees growing, whose ancestors ages ago had lived and grown in dear old England and with whose fossil remains I was tolerably familiar. . . . . The low-lying, but still strongly-featured, coast range of Western Australia is everywhere covered with timber, chiefly, if not entirely, with forests of jarrah-wood. Here I beheld the characteristic Australian gum trees in their native soil. But the genus eucalyptus, so largely and entirely represented at the Antipodes, originally grew in Europe; and perhaps there first commenced its generic life. We find fossil eucalyptuses in the Eocene deposits of the Isle of Sheppey, and also near Bournemouth. The flora of this side of Australia is far richer than that on the eastern

or even southern coast. In the early summer the sight of the flowers in the Western Bush is one never to be forgotten. Singularly enough, the flora of Western Australia is widely distinct from that of the east, almost as much so as the flora of two geographically separated countries. This is because the east and the west were separated by a shallow sea during the greater part of the Tertiary period, so that the two floras thus assumed their individual characters without commingling." Wallace believes that the desert sand-stones of the interior of Australia were formed then and that New South Wales, Victoria, and Tasmania, were all joined together, so that the flora of Victoria and Tasmania are now practically the same. Intending emigrants bent upon occupying land, would do well to make themselves acquainted with the immense tracts of land granted to the railway company between Albany and Perth. These grants are on both sides of the railway, on each side every alternate mile, to the extent of twelve thousand acres for every mile of railway constructed. The land is to be had on very easy terms, the great idea of the company being the occupation of the country along their track and the creation of population that will travel and utilize their railway for their mutual profit. In educational matters the great colony is not behind its sisters, government schools exist all over it, and the compulsory clause is strictly carried out. There is a high school at Perth, and a grammar school at Fremantle. There is also a high school for girls, and many other private seminaries. In religious matters, all the principal English bodies are well represented throughout the colony. On account of the healthy climate, the colony has long been recommended as a sanatorium for invalid soldiers from India, and glowing eulogiums have been pronounced on it by competent medical authorities. The climate of the southern portion is like that of the South of England, only milder and without the severe winter. Life in the open air can be indulged in without any danger to health, and epidemic diseases are almost unknown. It is to be remembered that I am writing of a period before it was elevated to the position of a constitutional colony. Since my return a few

months ago, this has been accomplished, and great measures are expected to be passed by the representatives of the colony in their new Parliament assembled ; and although many changes doubtless will take place in the disposal of the land and in the conditions of purchase, it is commonly understood that the changes will be for the benefit of the intending settler. It is population that is wanted, and I have no doubt that tempting inducements will be formulated.



## CHAPTER XVII.

## THE GREAT AUSTRALIAN BIGHT TO ADELAIDE.

**F**RIDAY, OCTOBER 25TH.—Our experiences after leaving King George's Sound, while crossing the great Australian Bight, were anything but pleasant. We were told that it is always rough, and bears the same character at the Antipodes as the Bay of Biscay does in Europe. Between 7 and 8 o'clock last evening we had a fearful thunder-storm, with rain and hailstones in torrents. The wind changed during the night to north-east by east, and developed into a violent gale. The ship rolled and pitched incessantly. This Australian Bight is an immense indentation of the South Coast of the Continent, and is about a thousand miles across from King George's Sound to Kangaroo Island. Yesterday we were visited by an occasional albatross, the first I had seen since my voyage round the Cape of Good Hope in 1866. I was on deck at 7.40 a.m., but was soon forced down again; it was impossible to walk the deck. I tried my best, with great caution, running from one support to another; at last, miscalculating my distance for a run, the lurch overtook me and down I went, sweeping chairs and every obstruction down with me until stopped by the iron rails of the bulwarks. It continued fearfully wild weather all day; one lurch was so great as to cause the sea to rush in four feet above the deck level at the bulwarks. Several ladies and gentlemen who happened to be sheltering in the gangway were washed down and completely submerged, and barely escaped serious injury, their clothing being saturated with the sea water. We had occasional intervals of sunshine, during which there was fine fun in attempting to walk the decks all sorts of interesting tumbles ensuing. With the greatest difficulty could any one make more than fifteen paces without clinging to some support. The albatrosses were more numerous on our track, and much larger birds than yesterday. It is a fine sight to see the ease with which they fly, making immense circles without any apparent propelling

motion, with their widely outstretched wings perfectly motionless, except, that when taking the curves they would sway their bodies and wings obliquely. It makes one envy their wondrous locomotion. The poor table stewards have been sorely tried to-day; it has been bad enough for the last five or six days, but to-day fearful. All the tables have had the fiddles on (wooden frames with compartments for each eater), but in spite of these precautions, glasses prove themselves real tumblers, teapots and cups lose their equilibrium, and an occasional big roll sends everything down on the floor, completely upsetting arrangements, soiling the table cloths and breaking the crockery, but everyone is wonderfully good-natured, merriment is more prevalent than anger.

**SATURDAY, OCT. 26TH.**—Noon, lat. 35°10, south; long. 132°07, east, thermometer 60 deg. Fahr. Weather was boisterous all day, and the rolling fearful. Expecting to reach Adelaide 9 a.m. to-morrow, and enjoy another trip ashore.

**SUNDAY, OCT. 27TH.**—Adelaide, South Australia. I was glad to find when I awakened at daybreak, 4.30 a.m., that the rolling was over. I got up immediately and went on deck in my dressing-gown to have a sight of land. We were then in Investigator Straits, with Kangaroo Island on our right, and entering St. Vincent's Gulf. After having a good look round and ascertaining that I might have another hour and a half of rest, I returned to my berth, and slept until six o'clock, at which time I dressed and went on deck to watch the gradually increasing clearness of the hills on the mainland. We cast anchor at seven o'clock close to the Semaphore, and were amused to see approaching boats and launches tossed about by what appeared to be pigmy waves compared with those we had been familiar with of late. After breakfast I had the pleasure of receiving two letters from Ballarat from my daughter and her husband. These cheered me greatly and made me feel quite at home. We were soon surrounded by steam launches and other boats anxious to convey us to the shore, and the greater part of the passengers availed themselves of the opportunity.



We landed at Largs Bay with much difficulty, the swell of the sea bumping the vessels against the wooden pier. At the shore end of this pier we found a railway station and a telegraph office. I took a return ticket to Adelaide, 10½ miles, for one shilling. This was very reasonable, but when I went to the telegraph office with the intention of wiring to my daughter, I was told it would cost 5s. This was unreasonable for so transient a luxury, but as I retired from the window I was called back and reminded that it was Sunday, hence the excessive charge; but if I left the message with the clerk to be forwarded the next day the charge would be only two shillings. So I indulged myself. We then entered the railway carriage, and had our first railway journey in Australia. We stopped at six or seven stations before reaching Adelaide, surrounding each of these were embryo towns with evident signs of youthful energy. All these villages seemed to vie with one another as to neatness. Good broad streets, well laid out, a sandy soil which kept the roads and footpaths clean, detached cottages, made of weather-boards, galvanised roofs, and ornamental verandahs, painted drab with oak doors, and white sashes, nice gardens planted with fruit trees at the back, and flowers in front. Three miles from our landing place we came to Port Adelaide, where the cargo vessels load and unload, a very large and busy place, with shipping of all kind and sizes; several very large sailing and steam ships loading wool for England, and also a yearly increasing quantity of copper, lead, and silver. Between this and the city we passed cultivated fields, the oaten hay already cut, and much of it carted away off the fields; also very heavy crops of wheat just developing into the ear; and as we approached nearer to the city the houses in the villages became better, the gardens more developed, and the fruit trees in full bearing, and everything more homelike. Just as we get into the city, we cross the River Torrens, which is dammed up to form a lake and some waterfalls, in a beautifully undulating ornamental park, which is now delightfully green and picturesque. On reaching the Central Station and getting into the street, many of our party entered a tramcar,

which took us a journey of nearly six miles, through the principal streets, past the Botanical Gardens, into the suburbs, and out into the country as far as Paradise Hill—all for threepence each. Several of our passengers got out at the Botanical Gardens, but I elected to take as long a ride as I could, so as to get a good view of the lay of the country, and I was well rewarded, for there is a splendid view from Paradise Hill of the intervening country, the city, the port, and the sea beyond. I had plenty of time afterwards to visit the Botanic Gardens on my way back, and these are a sight well worth seeing. Every kind of tropical, and many English trees, shrubs, and flowers are here in profusion. The grounds are very extensive and beautifully laid out, tastefully built greenhouses and museums, and schools of art, containing extensive collections of botanical, geological, mineral, as well as other branches of natural science, all under the control of the Educational Board of the Colony. And as to the ferneries and the greenhouses, what would my friends at home give to see such sights as I saw here! The beautiful ferns, palms, plantains, orchids, and other delicate tropical flowers all growing most luxuriously without need for artificial heat. My inspection was necessarily superficial, and as my botanical studies have been very deficient, I am unable to describe them, but I never saw anything in England half so gorgeous and lovely in colours, and all growing so free from the effects of checked or forced growth. The open air was full of tropical trees and plants, and only the very rare ones were protected by glass. Just as I was leaving the gardens two lady fellow passengers came up to me. They expressed their loneliness and were anxious to drive through the town: would I join them in hiring a carriage? And I was by this time alone, I was glad of the opportunity, so we went to the road and called a cab, which we hired for an hour for four shillings. Our driver was very civil and communicative. He drove us through all the principal streets, and into the park-like outskirts of the town. We were delighted with the appearance of the private houses and their gardens, and the business premises in the principal

streets. We were surprised at the magnitude of various public buildings, and were especially struck with the very great number of churches and chapels. All private houses have balconies and verandahs. The streets are planted with trees, and there is a wide cordon of public grounds planted all round the town where land is obtainable, with roads and footpaths leading to the suburbs beyond, all beautifully grassed and park-like. This is kept up by the corporation, who raise a revenue by letting the grazing to the dairy people of the town. These are very like the grounds called the Stray at Harrogate, only that here the ground is beautifully sprinkled with pretty trees and flowering shrubs. It is a splendid city, and I am sure from all I can learn it has a grand future before it. A great number of Adelaide people are deeply interested in the Broken Hill Silver Mines, in the extreme borderland of the colony, which have proved fabulously rich. This has produced a cheerful spirit among the people, and our driver told us that everything was going ahead. After receiving a very good hour's work out of our Jehu, he discharged us at the only refreshment-rooms we could find open on the Sunday, and we rewarded him with an extra shilling for his civility. After partaking of a lunch I left the ladies at the railway station, and returned to the town to have a quiet ramble by myself, and after satisfying my curiosity as well as I could on a Sunday, I returned to Largs Bay by a train leaving at 2.20 p.m. On the way in the same carriage was a very intelligent young man, with whom I entered into conversation. Referring to some large posters with Henry George's name conspicuous upon them, he expressed himself very strongly upon nationalization of the land, and stated that a very strong public opinion is gaining ground against alienating the land any further, and that when Henry George made his appearance in a few weeks he would have a warm reception. I remarked upon the great number of churches and chapels in Adelaide. He said that Adelaide had on that account acquired the name of holy city, but a great change was coming over the churches. The old people were sincere believers as well as a sprinkling of the middle aged, but there were a great

many of loose convictions among them, and many of the young men were growing up quite indifferent to religion—partly on account of their ignorance and partly on account of their unbelief, and that most people took their religion easy. I got on board early, and thus briefly ended my only experience of the city of Adelaide and the great colony of South Australia. The name by which it is known was given to it when it was the only settlement upon the south coast, with only 300,000 square miles of territory; Victoria, the most southerly colony was then non-existent, except as a portion of New South Wales, the great eastern colony. But the immense tract known as the northern territory has since been added, and the total area of South Australia now exceeds 900,000 square miles, and reaches further north than any of the other colonies, excepting a small extent of country in York peninsula in the territory of Queensland. In length, from north to south it extends over 1850 miles, and in breadth about 650 miles. Lying between the 12th and the 27th degrees of latitude, more than a third part of it is within the Torrid Zone. The greater portion of the northern territory lies within the tropics and is almost unknown and unutilized; but the original territory is well occupied by graziers and agriculturists. Compared with New South Wales and Victoria this part of Australia presents little diversity of surface. Its mountains are not so high, and its table-lands are not so extensive, while its plains are more intersected by ranges of hills. The elevated land being so irregular, the watersheds are confused, the directions in which the rivers flow are very arbitrary, the drainage areas are difficult of classification. Few of the rivers are worthy of the name, and those are to be found chiefly on the northern slope. Although little is known of the length of these streams, their lower courses are navigable for considerable distances, and when the northern coast becomes more settled they will doubtless become valuable for irrigation as well as for navigation. In the southern slope, the Murray is by far the greatest river; but its course in South Australia is very short, having its source and nearly all its tributaries in the adjoining colonies of Victoria and New South Wales.

Almost every description of soil may be found in South Australia, from utterly barren sand to the richest alluvium. The deserts which take up considerable areas, are in some instances covered with pure sand, shifting with the wind, and in others with stones. In some the sterility is caused by the presence of salt in the soil; others less barren are covered with spinifex grass or a dense growth of scrub. Large tracts are well fitted for pasturage; and there are extensive plains and valleys, which produce large crops of wheat, having a soil admirably suited for farming. Calculations show that out of the total area of the colony one-third is utterly waste desert, rock and scrub; one-third mountain and forest, that may be utilised for pasture, and the remaining third good pastoral and agricultural land. In the more thickly peopled districts good roads have been made. But railway construction has been proceeded with so rapidly as to supersede the common road to a large extent, and there were in 1887 1000 miles of rail in operation, all the principal lines already constructed are the property of the State. Telegraphic communication has been established between this Colony and all the principal towns of the other colonies, and with England by means of the over-land line to Port Darwin.



## CHAPTER XVIII.

## WESTERN AUSTRALIAN STATISTICS AND LAND REGULATIONS.

MY personal experience of South Australia being so limited, my duty prompted me to apply to the Agent-General for the province, whose office is at 15, Victoria Street, Westminster, for such printed matter as he could supply me with, and, accompanied by a courteous letter, I received copies of the following, viz., (1) Statistical register 1888, (2) Customs tariff 1889, (3) Hand-book of South Australia 1888, (4) Record of the mines of South Australia 1890, (5) a Newspaper, dated 1890, containing the state of the labour market and rates of wages ruling in the various trades and occupations; and as my space is limited, I will endeavour to epitomize this mass of information, and compress it into a small compass. And as my object is to enlighten my countrymen upon the vast possessions which are theirs for the asking, I will not hesitate in making use of the compilers of these books, so far as it may serve my purpose herein. I shall commence by extracts from the *Labour News*, contained in the *S.A. Register*, September 2nd, 1890. This reports that the labour market is in a very disturbed state, from the prevalence of strikes, but is confident that it will soon right itself to the interests of all parties. The current wages are as follows, viz:—Bookbinders, 45s. to 55s.; finishers, 50s. to 60s. per week. Builders, 8 hours system, stone masons and wallers, 8s. to 9s. per day; stone-cutters, 10s.; plasterers, 7s. to 8s.; bricklayers, 8s.; carpenters and joiners, 7s. to 9s.; labourers, 6s. to 7s. per day. Bakers—foremen, 60s.; second hands, 50s. per week. Brickmakers, 9s. 6d. to 10s. per 1000 on the hack, or 6s. to 7s. per day. Brass founders and finishers, 50s. to 60s. per week. Butchers—shopmen, 35s. to 50s.; youths, 15s. to 20s.; slaughtermen, 30s. to 50s. per week. Bootmakers, principally piece work, good men earn from 40s. to 55s. per week. Cabinet makers, principally piece work, but when by time of 8 hours per day, first class workmen earn 7s. to 9s. per day, and second class, 6s. 6d. to 7s.; upholsterers, 7s. to 9s., and jobbers, 7s. 6d. to 9s. per

day. Coachbuilders—smiths, 6os. to 7os. per week ; body-makers from £3 3s.; wheelers, 5os. to 6os.; painters, 54s. to 6os. per week, etc. Clerks—a sin to send them out. Coopers, 8s. to 10s. per day of 8 hours, but most of the large works are working piece work. Female domestic servants, per week with board and lodging, general servants, 8s.; cooks, 10s. to 20s.; housemaids, 8s. to 10s.; laundresses, 10s. to 16s.; nursemaids, 8s. to 10s., etc., etc. Very great scarcity of useful female domestic servants. Farm hands, general, 3os. per week with board and lodgings ; ploughmen, 2os. to 25s. per week of 12 hours ; harvest and special men, by contract. Horse shoers or farriers, 42s. to 50s. per week ; gasfitters, various from 4os. to 6os. per week, or 8s. to 10s. a day ; galvanized iron and zinc workers, 42s. to 54s. per week of 48 hours ; boys from 8s. to 15s. Gardening : gardeners, 6s. 6d. to 7s. per day ; digging, 6d. to 1s. per rod. Iron trade ; general smiths, 9s. to 12s. per day ; first class smiths, 12s.; strikers, 5s. 6d. to 7s.; fitters, 8s. to 11s.; moulders, 8s. to 12s. per day. Iron workers, boiler makers, 10s. to 12s. a day of 8 hours ; labourers, 5s. 6d. to 6s. 6d. do. Hair-dressers, 3os. to 4os. per week. Jewellers, 50 hours per week, 5os. to 6os. per week. Locksmiths and bellhangers, 8s. to 10s. per 8 hours day. Mattress makers, piece work, 3s. 4d. to 5s. per pair. Millers, 8s. to 9s. a day of 12 hours. Plumbers, very good hands obtain from 10s. to 12s. per day of 8 hours. Pattern makers, 8s. to 11s. per day of 8 hours. Painters and paper-hangers, 7s. to 8s. per day. Grainers and writers, 1s. 3d. per hour. Printers : compositors, morning papers, 1s. 1d. per 1000 ; jobbing hands and pressmen, 55s. per week. Reaping by machine, 6s. to 8s. per acre, 2 horses. Saddlers : first class harness makers, 9s. per day of 9 hours all the year round ; second class, or jobbing, 6s. to 7s. per day ; first class saddle hands, 6os. to 65s. per week ; second class, 4os. to 48s. do. Station hands : drovers, 2os. to 3os. per week, or 10s. 6d. per day and find themselves ; boundary riders, 17s. to 20s. per day ; shepherds, 10s. to 20s. per week ; married couples, £40 to £70 per annum ; bullock drivers, 16s. to 20s. per week ; bushcarpenters and blacksmiths, 3os.; cooks, 2os to

30s. and 40s. to 50s. during shearing, all including rations and expenses paid up country. Sail-makers, 1s. 2d. to 1s. 3d. per hour. Sawyers, logs at pit, 13s. per 100. Storemen, 30s. to 50s. per week. Tailors, 10d. to 1s. per hour; good workmen earn from 42s. to 70s. per week piece work. Tanners and curriers—working day, 8 hours: beamsmen in the lime yard, 40s. to 50s.; strikers and finishers, 30s. to 40s.; tanners, 30s. to 40s.; curriers, piece work, and make 40s. to 60s. per week. Shearers—now engage at 20s. per 100, and find themselves. Good hands clear from 70s. to 90s. per week net. Stone-breakers, 2½ inch gauge, 1s. 8d. to 2s. per yard. Tent makers, 6s. 6d. to 9s. per day. Tin-plate workers are mostly employed at piece work, but day workmen receive from 10d. to 1s. per hour. Watchmakers, work 50 hours, and get 50s. to 70s. per week. It is noticeable that all working men are well paid when in regular employment, and all the necessities of life are very cheap. Best roller mill flower, 8s. 3d. per cwt, and mutton and beef at from 2d. to 4d. per lb.; potatoes, sugar, tea, etc., at prices not higher than in this country. Clothing, furniture, household utensils, and house rents are higher, but thrifty people, bent upon getting on, will be able to overcome these items by judicious economy. There are many people out of employment, but it is mainly their own fault; a man can find work if he is able and willing to turn his hands to anything that may offer; and if he cannot make 40s. or 50s. per week, he may get 20s. as a makeshift till his turn comes, and this will more than keep the wolf from the doors. But there is one class only, which in the foregoing list is cautioned against landing in South Australia, and that is the office clerk. He is absolutely not wanted, and there are very few employments that he can turn his hand to, unless it is shepherding. The educational system of the Australian colonies being so perfect, the inferior clerkships are invariably filled by native boys, of whom in the towns there are an abundant supply at small wages. The following table shows the area of the province, with its various subdivisions, sold, leased, and occupied lands (Exclusive of the Northern Territory):—



	Acres.	Sq. Miles.
Area of Province ...	243,224,800	380,073
Number of counties, 371...	39,301,120	61,408
Number of hundreds, 298.	21,402,560	33,441
Area of land occupied for pastoral purposes ...	123,705,600	193,290
Area of land alienated ...	9,465,182	14,789
Area of land held under miscellaneous mineral and gold leases ...	2,355,023	3,680
Area of land granted for educational purposes.	370,000	578

From this it appears that about one half of the older portion of the colony is occupied under the pastoral leases, which expire in course of time, according to their age and conditions of lease, and the land is open for sale to agriculturalists as the demand may arise; up to the present date only one twenty-fifth part of the area of the province having been alienated. The following are the various ways and conditions according to which the lands can be occupied:—

*For Pastoral Purposes.*—Leases of unoccupied crown lands may be obtained upon application to the Surveyor-General by letter, describing locality and area required. Lands so applied for are gazetted, and leases offered for sale by auction, the term being thirty-five years, at an upset price of not less than 2s. 6d. per square mile per annum. The amount bid at auction is the rent payable for 14 years in succession, after which the rent is fixed by valuation every seven years. The land must be stocked before the end of the third year with five heads of sheep or one head of great cattle per square mile, or improvements effected thereon to the value of 30s. per square mile.

*Leases now held.*—Leases now held, expiring by effluxion of time, will be offered for a term of 21 years in blocks, recommended by the pastoral board, at an upset price fixed by the commissioner of lands, in addition to which a deposit of ten per cent. is required to be paid on the value of improvements then on the land, as security for the

maintenance of improvements in efficient repair. These improvements generally consist of roads, dams, reservoirs, fences, etc. The upset price of leases of this class may be reduced, and the lease offered again at a price not less than five shillings per square mile per annum. As a rule pastoral lands are granted in rectangular form and connected with a trigonometrical station or conspicuous natural feature as a starting point. The boundaries are defined by licensed surveyors at the expense of the lessee.

*Land to be occupied for Agricultural Purposes*—Agricultural lands are surveyed and marked on the ground prior to sale in sections not exceeding five hundred acres. Plans are prepared, and the land advertised in the *Government Gazette* from four to six weeks prior to date of offer. Auctions are held in the land office, which is open daily to the public from ten till three, and from ten till twelve on Saturdays, where all information may be obtained.

*Cash Sales*.—Town and suburban lands are sold at auction for cash; terms 20 per cent. of purchase money payable at fall of hammer, and balance within one month. Also country lands that have been for selection for a period of two years may be offered at auction for cash, and any remaining unsold after being so offered may be purchased by private contract at the upset price.

*Selections on Credit*.—Credit selections comprise one or more sections of land in blocks up to 100 acres. They are to be held under condition of personal or substituted residence, under obligation to fence, cultivate, plant, and to erect substantial improvements up to a certain value every year; the terms of payment being 10 per cent. 3 years later, and the balance in sixteen equal yearly instalments.

*Leases and Right of Purchase*.—Leases of scrub lands offered at an annual rent of ten shillings per square mile can be purchased by personal residents at auction, or by private contract, in blocks not exceeding 3200 acres, for a term of 21 years, at an upset price of one pound per acre; the purchase money to be divided and paid in 21 equal yearly payments; and the purchaser to clear the scrub from a fortieth portion of the land every year, until half the entire

area is available for cultivation. A lessee having complied with the conditions of his lease may complete the purchase at any time during the last ten years of his term. Scrub land is generally good agricultural and fruit growing land, but covered more or less densely with mallee scrub, which is a dwarf tree of any size up to about ten feet high, in many places so close together as to necessitate cutting your way through with an axe.

*Miscellaneous Leases*—Lands are let under miscellaneous leases for the purpose of trade and manufactures, also for pastoral and cultivation purposes, for a term not exceeding twenty-one years on certain conditions.

*Grazing and Cultivation Lands*.—Lands for grazing and cultivation may be let at a rental of not less than one half-penny per acre, written application being made to the commissioner, by whom they are referred to a land board for decision. The leases are for a term of twenty-one years and require the lessees to reside on the land. No person can hold more than one block, nor can a block contain more than 20,000 acres. Leases of land in the south-eastern district of the province are varied from the above and at an upset price fixed according to quality and position of the land.

*Leases of Small Blocks for Working men*.—Working men's homestead blocks, not exceeding twenty acres, and situated in various localities, may be leased by auction, at an upset price of sixpence per acre, or by private contract after having been so offered, for a term of twenty-one years, with right of renewal for a further term of twenty-one years, and with right of purchase, at a price fixed by valuation, at the expiration of the first term, or at any time during the currency of the renewed term.

*Mineral Licenses*.—Licenses to mine for any minerals or metals, except gold, may be obtained upon application at the land office, or by letter to the surveyor-general, upon payment of one pound, which entitles the holder to search for twelve months over an area not exceeding eighty acres, and to remove one ton, or by permission twenty tons of mineral other than gold for assay or analysis, also to a lease of the land if required.

*Mineral Leases.*—Mineral leases not exceeding eighty acres are granted for a term of ninety-nine years, at a rental of one shilling per acre, with a royalty of  $2\frac{1}{2}$  per cent. on net profits.

*Miners' Rights.*—Miners' Rights, entitling the holder to search for gold on any crown lands for one year, are issued on receipt of a fee of five shillings.

*Miscellaneous.*—Licenses are granted to cut, manufacture, and remove stone, timber, salt, guano, manure, sea weed, sand, loam, etc., and for the erection of buildings for manufacturing or other purposes; also for depasturing stock on crown land, on application at the land office.

Any person anxious to inform himself more thoroughly upon South Australia as a field for emigration will do well to write to the Agent-General in London (whose address I have already given), for a copy of the *Handbook of South Australia*, by H. J. Scott. It is well arranged and most clearly written, and as it is published by authority can be relied upon. It is very clear that the progress of South Australia has been slow, compared with its next door neighbour, the plucky little colony of Victoria. The population of this vast territory at the end of 1888 was under 320,000, whilst that of Victoria, at the same date, numbered 1,090,869; the former being the growth of fifty-one years, whilst the latter was only that of thirty-eight years. But it would be unjust to South Australia if we did not endeavour to make it very plain that under other circumstances her progress might have been equal to that of Victoria. The great factor in the progress of the latter was its wonderful gold fields, with their fabulous wealth, which drew a population from all its neighbours, and, indeed, from all the civilized countries of the world, whilst the former had to attract population by the matter of fact promise of a fine climate, plenty of land, ultimate wealth, and individual prosperity. If the discovery of gold had not been made in the adjoining colony, it is probable that the progress of population in South Australia would have been greater, and that the two colonies would have been very much on an equality to-day. There is, however, one thing which, I

think, should be made plain to the intended colonist, should he be anxious to invest in land. And that is, the almost absolute necessity of choosing his land with a view to irrigation. The rainfall in South Australia generally is very deficient; consequently the rivers and watercourses are dry during a great part of the year; but there are great tracts which can be brought under irrigation by means of artesian wells, and millions of acres along the course of the Murray river that can be converted into a second Nile Valley by a judicious system of canals and watercourses: and herein lies the great future of these sunny countries, which we and our children of the latter end of the nineteenth century are earnestly invited to come and occupy.


The total revenue of South Australia for the ten years ended 1888 was £21,810,752, and the expenditure on public works and improvements during the same period was £20,370,654. Their public debt appears to be close upon £20,000,000. At the end of 1888 they had 1500 miles of railways constructed at an average of £6444 per mile, or a total of £9,666,223, and yielding gross receipts of £948,322, or net profit of £494,997 per annum; and there were 324 additional miles in course of construction. Considering the number of the population, as stated before, viz., 320,000, these appear to be formidable figures; but when we come to consider that all this expenditure has been for pioneer work to prepare the province for future settlement and progress, and bear in mind the large areas of the land in profitable occupation, and especially when we compare their statistics with those of Victoria, and, more notably, with those of New Zealand, we must admit that they are very moderate, and, so far, within legitimate limits. For we find that this small population had in 1888-9 2,793,037 acres of land under tillage, equal to  $8\frac{3}{4}$  acres to each person, of these 1,605,000 acres were under wheat, 7264 acres oats, 25,697 barley, 5666 potatoes, 308,429 hay, 4590 vines, 33,296 green forage, and 808,494 acres of unclassified tillage. During the same year they raised 6,187,000 bushels of wheat, 43,584 of oats, 109,879 of barley, and 32,207 of other cereals; 11,332 tons of potatoes, 104,214 tons of hay,

and produced 400,000 gallons of wine. They exported during the same year 50,596,091 lbs. of wool, of the value of £1,610,456, together with £66,160 worth of gold, and the working people had £1,759,592 deposited in the savings bank at 5 per cent. interest. At that date they had also 170,000 horses, 430,000 cattle, 7,150,000 sheep, and 170,000 pigs. These figures are truly astounding, and speak loudly to the over-crowded, competing populations of Great Britain to send over their sons and daughters to help to fill and develop these wonderful Australian colonies, which are all under popular government, having full control over their own finances, covered over with schools and popular institutions of a civilizing and refining tendency, all speaking the English language, and within 35 days' steaming from the Mother Country. In the foregoing remarks I have touched but slightly upon the mineral wealth of South Australia. The true value of her mineral deposits has not yet been realized, but the enormous productiveness of the Barrier Silver-lodes, situated only a few miles from the boundary line which divides South Australia from New South Wales, and the fact that, practically, they are worked from and through this province, has led to the development of new energy in mining pursuits in South Australia. To assist legitimate speculation and enterprise herein, the Government has issued a book ("A Record of the Mines of South Australia, May, 1890,") which can be procured by application at the Crown Lands Office, in Adelaide, or at the office of the Agent-General, 15, Victoria-street, Westminster, London. The information contained in this book is very remarkable. Not only the silver, as stated above, but the copper mines which have been worked during the past 48 years, in various parts of the colony, many of them with marked success and immense profits, ought to have established South Australia as one of the greatest mining countries in the world. In 1845 the Burra-Burra Copper Mines were discovered, and £12,320 was invested in them in £5 shares. At one time these £5 shareholders received £40 per annum in dividends, and the shares rose in value to £200 each, and after receiving £800,000 in dividends

the original shareholders sold it to a new company, by whom it has been suffered to lie idle for many years. Many other companies have had similar experiences, which have been very detrimental to the increase of population in the colony. In view of these results it may be asked, why is not South Australia a great mining country? The answer is not far to seek, and is given in the following words by the compiler of the book just mentioned:—"We have hitherto as a community had very little accumulated capital awaiting employment, as frequently is the case in other countries; all our financial resources are usually strained in compassing trade requirements, and we can, as a rule, invest in mining only by withdrawing money from ordinary business channels. Consequently, the majority of our mining adventures are floated upon such a limited amount of capital, represented principally by that curse of mining enterprise, 'paid-up shares,' and with so very small a modicum of hard cash, that funds give out ere the 'find' has been really tested. Pressure of the slightest kind hastens collapse: the mine stops, the liquidator steps in, and only promoters (who all along have run little risk) come out unscathed. It may be hoped that in progress of time, when the capitalists of other countries begin to comprehend the value of our mines, this evil will remedy itself, and there will be a new era of development." It is moreover very plain to those who have observed, that South Australia has for 30 years been overshadowed by her little neighbour Victoria, and I have very little doubt that her regeneration and future development will come from the country which has caused her temporary eclipse. Already her great capitalists are beginning to feel cramped for elbow room, and as Victoria has established herself as the great manufacturing province, she is awakening to the consciousness that her neighbour's resources must be developed so as to give rise to additional demands for her productions and her capital.

## CHAPTER XIX.

## THE NORTHERN TERRITORY.

 S stated before, the Northern Territory mainly lies within the tropics, and is comparatively unknown and unutilised ; but for all that it is due on my part to give here some idea of its present position and future prospects, as it is at present annexed to South Australia. This immense tract of country is bounded on the south by the 26th parallel of south latitude, and stretches northward to the Indian Ocean. It contains an area of 335,116,000 acres, and was provisionally annexed by royal letters patent to the province of South Australia in 1863. In the next year 250,000 acres were sold, half in Adelaide and half in London, at 7s. 6d. per acre, in sections of 160 acres. With each section a town allotment of half an acre was sold at the same price. In April, 1864, the first party left for the territory, under the command of the Hon. B. T. Finnis. They disagreed as to the site of the settlement. Mr Finnis was recalled, and little progress was made in colonization till 1869, when the Surveyor-General was sent to complete the survey of 600,000 acres of land, and to lay out the site of Palmerston, the present capital, on the shores of Port Darwin, a magnificent harbour in the Timor Sea, in close proximity to the Indian Ocean, Malay Archipelago, and the China Seas. In 1872, the great undertaking of uniting Adelaide and Port Darwin, by an overland telegraph line was completed. This work, which cost upwards of half a million of money, was carried out entirely by South Australia. In the neighbourhood of Pine Creek the men employed in making the telegraph line discovered gold. In 1873 a most unreasonable gold mania started in Adelaide. Companies were floated and mismanaged, and much money was lost by the shareholders. Reefs now known to be as rich as any in the world were abandoned. The auriferous character of the country, however, still attracted attention, and in 1880 the Government Resident reported there were 150 Europeans and 1500 Chinese engaged on the reefs and alluvial diggings, and that fully £20,000 worth of gold was exported during the year, half of which found its way to



Hong Kong. At the close of 1884 the export amounted to £77,935; and considering the meagre amount of capital invested, the great natural difficulties which impede travelling and carting, the enormous cost of provisions, and the primitive appliances used, this may be accepted as an authoritative indication that rich deposits of gold exist in the northern territory. In the early part of 1886 the Hon. J. L. Parsons visited the goldfields, and writes as follows:—“At Bridge Creek, I was shown handsome nuggets from alluvial diggings where men had been making £12 per week. At the Howley I saw 50 oz. of coarse gold bought from a Chinaman. Of course it is useless to ask a Chinaman if he is getting gold. He invariably replies “Me catches no gold,” or “Me catches little bit,” with a melancholy shake of the head, as if he were much to be pitied; when, perhaps, he is making his fortune, and looking forward to being in China in a few months. At the Union I heard the gratifying news of a crushing of two tons of quartz, yielding 37 oz. of gold; and at Christmas claim a stock of stone had accumulated, waiting for crushing appliances that would yield 11 oz. to the ton. Leaving Pine Creek we crossed over rough country and camped on the Driffield. The next night our camp was at the Edith. From the Edith, on the following day, we made the Catherine Station, and were hospitably received by Mr and Mrs Murray. Even the casual and amateur observer cannot fail to see the indications of probable mineral wealth extending beyond our metalliferous area. Granite, slate, quartz, and diorite, are conspicuous, and the whole stretch of the country up to the table lands, will, when the line comes near Pine Creek, be diligently prospected, and carry, I feel sure, a large mining population; but at present the immense cost of conveying stores and machinery is a complete check to the gold industry.

The testimony of the Rev. J. E. Tenison Wood, F.G.S., a very high authority, is of the most encouraging nature. He says: “The gold in the northern territory is found in exactly the same manner as in other parts of the world. It is needless to repeat what these conditions are. The stone in those reefs which have been worked is rich, and would pay well to work in any country but this, where

wages and cartage are so enormously high. The total amount exported from August, 1880, to September, 1885, is 121,779 ounces, of the value of £432,959. This, of course, is not by any means the full statement of gold obtained in the territory. Of two things I am convinced, first, that not one of the mines hitherto worked or abandoned has been exhausted of the gold, not 25 per cent. of the auriferous reefs have been fairly tested. It may certainly be said that the quartz reefs of the northern territory have never had justice done to them by first class machinery. Indeed, it is stated that great quantities of amalgam go down the creek and is lost; and with small capital, enormously high wages, and equally high cartage, production is bound to be unprofitable. When these shall have been adjusted to the rates of the value of the quartz, then the day of the mines of the northern territory will have come. Everything is hoped from the railway to bring this about, as there is plenty of material to work upon." The Palmerston and Pine Creek Railway has been in course of construction for some time, and in a few months will be completed. It is 145 miles in length, and will traverse the centre of the known metalliferous country, it will reduce the cost of working for gold and other minerals fully 50 per cent, and will give cheap and certain carriage for passengers and goods to the mines at all seasons of the year. It will also assist materially in developing the pastoral and agricultural occupations of the territory. The northern territory is also rich in all the less valuable minerals, but until roads and facilities for transit are constructed they cannot be productive. A royal commission has been collecting evidence as to the best mode of completing a Trans-Australian railway, and it is expected that this portion from Port Darwin to Pine Creek will ultimately be continued so as to join the southern railway at about the centre of the continent, and thus form an iron road from the Southern Ocean to the Timor Sea. Port Darwin, which will be the terminus of the Trans-Australian railway, has the largest and safest harbour on the north coast of Australia. The pastoral interests of the territory are now assuming large proportions—pastoral blocks of land not

exceeding 400 sq. miles can be leased for twenty five years at sixpence per square mile for the first seven years, and 2s. 6d. per square mile for the remainder of the term. Mr. Little, who is thoroughly acquainted with the country, estimates that the table land to the south of the McArthur River, when improved, will carry from four to five millions of sheep; this is only a comparatively small portion of this immense territory. It is interesting to note the quantity of land taken up by those who have secured it on these terms. For instance, the North Australian Pastoral Company, on the Daly River, have taken up 35,435 square miles; W. J. Browne, on the Katherine River, 2,848 square miles; Amos and Broad, south of the Gulf of Carpentaria, 19,033 square miles; Youl Gordon and Willoby, near Charlotte waters, 8620 square miles; J. A. Macartucy, Arnheim land, 11,342 square miles; and a host of others from 1,000 square miles and upwards. It almost takes away one's breath when these miles are reduced to acres by multiplying by 640. The North Australian Pastoral Company are thus seen to have secured a tract of 22,678,400 acres. Of course, the tenure is only for 21 years, after which it can be cut up and sold at the option of the Government, according to the powers invested in it by the land laws. Some of the stations are devoted to the breeding of horses, and they find a market for military purposes in India. The cultivated lands grow sugar-cane, rice, cotton, yams, sweet potato, maize, tobacco, coffee, cassava, arrowroot, ginger, the castor oil plant, millet, sorghum, tacca, pea-nut, and teal seed for oil, manilla and sun hemp, and many other like products of commercial value. Indigo and cotton are spreading over Palmerston like weeds, and seem to thrive on hard rock as on good soil. Tropical fruits, such as pine-apple, banana, plantain, papan, etc., grow in abundance and are remarkably cheap. The orange, lemon, pomelo, custard apple, mango, and other fruit peculiar to warm climates are cultivated with success. The chief cultivators of the soil are Chinese Coolies who receive 2s. 6d. per day; there is no opening for white labour at higher wages. Chinamen supply nearly all the vegetables and fish for the town of Palmerston. The average rainfall on the northern coast is about sixty five inches, the

wet season extending from October to April, and the dry one from May to September. During the north-west monsoon the maximum temperature in the shade is 96 deg. in the day, while the minimum in the night is 65 deg. With the south-east monsoon the maximum temperature in the day is 89 deg., and the minimum at night is 56 deg. The above figures refer to temperature near the coast; as we leave the sea-board the climate becomes drier and colder, until, in the centre of the continent, the thermometer falls below 30 deg., and the average rainfall is about thirteen inches. The Government-Resident (Hon. J. L. Parsons) has recently visited China and the East, with a view of collecting information regarding tropical products suitable to the territory. Hong-Kong, Macao, Saigon, Singapore, and Batavia were visited with this object, and he states:—

“The result of careful observations at the places mentioned is, that I am confident that rice, Liberian coffee, sugar, millet, ginger, tapioca, and a great variety of other tropical products, may be cultivated with the utmost success in the territory. The crop of sugar we saw at the Government garden at Palmerston is finer than we saw anywhere during our trip. There are thousands of square miles of good sugar-growing land obtainable on the banks of the various rivers.”

The land laws of the territory are liberal in the extreme. Twelve hundred and eighty acres can be selected on credit at a rental of sixpence per acre, with a right of purchase at twelve and sixpence per acre. Any lessee who cultivates 640 acres with tropical products during the first five years of his lease, is relieved from further payment of either rent or purchase money, and is entitled to a grant of 1,280 acres in fee simple. Any area in excess can be purchased at auction at the upset price of twelve-and-six-pence per acre. With these remarks I close my notice of South Australia. After leaving Adelaide at 6 p.m. on Sunday, Oct. 27th, 1889, we again entered the rolling Southern Ocean; darkness soon set in, and we experienced another night of discomfort. On Monday, the 28th, we were in sight of land more or less during the whole day, and we noticed the indentures in the coast towards Portland and Warnambool, and the prominent light of Cape Otway.



## →= PART II. =←

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### CHAPTER I.

#### ARRIVAL IN MELBOURNE, RE-UNION, JOURNEY TO BALLARAT.

**W**E entered Port Phillip Heads during the night and reached the wharf at Williamstown at 4.30 a.m., at which early hour there were several ladies and gentlemen walking up and down waiting to recognise some friend. We were half an hour or more before getting comfortably moored alongside, and in the interval I strained my eyes in vain in search for a familiar face. As soon as all was right I stepped ashore, and promenaded the long wharf, climbed an elevation and viewed my surroundings. Oh! what a change since that morning thirty-seven years before; the 12th of October, 1852, when I landed at Liardets Beach, afterwards called Sandbridge, and now the important town of Port Melbourne. Even then there was a fleet of large sailing vessels at anchor in Hobson's Bay, having lately arrived with passengers at the rate of a thousand per day. Everything was very primitive, no great wharfs with railway trucks coming to the ships' sides for passengers and luggage; but we were glad to pay extravagant prices for a small boat to put us ashore on the sandy beach and walk across the sands and reeds and bushes three or four miles to Melbourne. A small town then, which a few months before contained only from thirty to forty thousand inhabitants, was being crammed. Every room in every house was obliged to do double duty, and fresh arrivals were glad to bring their own bedding and fix it anywhere, at exorbitant charges, so as to have time to look around. Tents were being erected on vacant lots in and around the

city, and canvas town was a great institution on some rising ground between Sandridge and the Yarra River. It was with very different feelings I landed long ago, as, my diary of that day testifies:—"My feelings are a mixture of pleasure and dread—pleasure in seeing and standing on land after a voyage of eighty days, and dread in anticipating the future—alone on this comparatively unknown land." I expressed myself in verse, of a more or less daring character, before leaving Wales. English friends will pardon the insertion of this specimen of my youthful effusions of forty years ago:—

"Yn awr 'rwyf yn gadael terfynau eich gwlad,  
Tros foroedd eangfaith y teithiaf yn fâd;  
Nid oes yma'n aros ond helbul a chur,  
A thrais a gordrachwant yn llanw y tir;  
Y blodeu siomedig a daffaf yn wyw,  
Af ymaith tan enw a baner fy Nuw;  
Caf Ef yn Gâr, Cyfaill, yn Frawd ac yn Dad;  
Awstralia eangfawr byth mwy fydd fy ngwlad.  
Caf yno heb dreisio ddigonedd didrai  
Heb wneuthur trysorau cymmydog yn llai.  
Mi gaf yn ddigyfrwng o ddwyllaw fy Nhad,  
Fy llenwi'n feunyddiol â'i ddoniau yn rhad;  
Caf yno annghofio blin droio a fu,  
Yn nghwmni hoff fenyw a theulu mwyn cu."

Oh! how different to-day, this 29th of October, 1889. This time I come as an old colonist to revisit the scenes of my labour during early manhood; to the city and the country which gave me wife and children, and a host of friends; a country which I should never have left but for the promptings of sentiment, the growth of a legitimate feeling of filial love, uncalled for and unjustified by after experiences. As I walked up and down this wonderful wharf at Williamstown, examining the large ships alongside, loading and unloading from and into the railway trucks, the bustle, the merry laugh, the ringing cheer, "The ship ahoy!" the flocks of gulls whirling overhead and around us, I felt it as a cheery welcome, and anticipated the meeting of my dear old friend T..... at any moment. What a grand ship the *Arcadia* is, when viewed from the wharf.

The custom-house officers were on board early, overhauling the passengers' luggage. This is a great nuisance, very different to the old time, when I knew the Colony in its younger days. I made up my mind not to bring my luggage forward until my friend arrived and profit by his experience, and in this I was not disappointed, for he made his appearance at 7.40 a.m., having started from St. Kilda at about 5 o'clock; and as breakfast was going on on board we made sure of that. Having fortified the inner man, I collected my luggage into a convenient heap. My friend T..... brought the custom-house officer to view them. He took our declaration as sufficient, and marked each package as having passed. We then found porters to get them placed on the trucks on the rail, and in the same train travelled to Melbourne, seven miles, where we left the bulk in the railway luggage office, to be taken to wherever I should make my headquarters during my stay in the colony. After this, with only my portmanteau, I took the penny tramcar to the St. Kilda Railway Station, the journey from which to St. Kilda was very interesting, the principal landmarks were perfectly familiar to me; but what a wonderful development! After crossing the Yarra River we were in the midst of a very busy shipping and manufacturing locality, and then passed through old Emerald Hill, now called South Melbourne, Prince's and Middle Parks, where there is a magnificent and extensive lake formed by dredging and excavating the old lagoons of former days, surrounding which are charming villas with beautifully laid out grounds, English and semi tropical trees in full foliage, and the flowers blooming in their most attractive colours. Good roads laid out in every direction, kerbed, channelled and metalled, with footpaths of asphalt, and planted with thriving trees, promising in the early future a pleasant shade for pedestrians. We arrived at my friend's house about noon, where I had a most warm-hearted welcome from his wife and daughters (the son being away from home at the time). Of course, my feelings were very mixed. Here was Mrs. T——, who was quite a young mother when I left, now an elderly lady, with her daughters married and a fair share of children of

their own. But, nevertheless, I was extremely glad to find the elder lady full of health and buoyant spirits, and before long began to recognise the old features and characteristics, until I became conscious that she was the same person, developed but not changed. After partaking of dinner my friend accompanied me back to Melbourne by another route. We took the tram, along the old St. Kilda road, which I had travelled much in my early days. It was then in a very primitive condition, but now in perfect development. The laying out and construction of it must have been enormous for a young colony like this, and we must not forget that it is only one of the outlets into the suburban cities of Melbourne. We passed colleges, observatories, barracks, blind asylum, and the road to the Government House and Domain. We crossed over the magnificent new Prince's Bridge and landed in Swanston-street. We then walked down Collin-street, and up Elizabeth-street, where we took another tram up to the Parliament Houses, and to Fitzroy and Collingwood, and back again. This was done just to familiarize me with the old landmarks, and to give me some idea of the progress and development of the city, and of what would be witnessed in every other direction.

My first few days on shore, though so favourably commenced, were very unpleasant. My teeth were bad, my digestion worse, and an unusual sickness affected me everywhere. My friends did their best to mend matters in the way of food and dainties, but it seemed to be useless, and the excursions planned for my sake were all obliged to be abandoned for the present. My friend T. was very anxious that these should have been carried out there and then, whilst he had the leisure, and while the country looked so beautiful in the early days of summer, before the drought and fierce heat of midsummer had arrived, during which excursions would be far from pleasant. But it was evident that this could not be. I felt miserable, and this feeling was aggravated by the consciousness that I was giving my kind friends unusual trouble and anxiety. They assured me over and over again that it was no trouble; but I could not bear it, and made up my mind to remove at once to Ballarat to be nursed by my daughter, if nursing was going to be



needed. Mr T. was grieved and sorrowful at the upsetting of his plans because his company's busy season was approaching, when it would be impossible for him to accompany me, and future excursions together might become impossible. But there was nothing else for it. I could not bear the idea of continuing to give so much trouble to Mrs T. and her kind niece, while a daughter, who knew my infirmities so well, was near at hand. This parental feeling had as much to do with my decision as anything else, for I longed exceedingly to see my daughter and her husband, and the two little darlings, their children; and if anything was calculated to bring me round it would be perfect freedom and the ministering presence of my dear Jeannie and her household. That evening I had a thorough understanding with my friend Mr T. concerning a marvellous act of brotherly kindness exhibited by him towards myself, which I should be glad to disclose to my readers for their admiration, but I am reluctantly compelled to be silent.

WEDNESDAY, OCT. 30TH, 1889.—I left Melbourne by the 11.10 a.m. train. I could scarcely recognise the places we passed from Melbourne to Werribee, a great many new stations, with small townships, and new farming and grazing settlements all round. But the vast plain is pronounced to be difficult to cultivate profitably until irrigation is brought to bear upon it. I shall have occasion by and by to enter more fully into the subject of irrigation, which is destined to become a great factor in the future settlement of the country. The Werribee river and township were quite familiar to me. I could recognise it as the site of the great military and volunteer encampment, where the first manoeuvres and sham fights took place during the great excitement of the Crimean War, I was present (as a spectator), with my wife and children, and we enjoyed it immensely. I also recognised the township of Little River, Cowies Creek and the You Yangs mountain, the great landmark of the surrounding country; but as we neared Geelong I found many changes. The suburbs have extended far into the country. Good wooden cottages, with pretty verandahs, and surrounded with large gardens, growing fruit and vegetables, are very frequent. I watched the shores and

points of Corio Bay as they one by one became visible. I knew them all—Point Henry, Limeburners Point, the Botanic Gardens, the Bathing Houses, etc., and then the wharves and the shipping—all as familiar as if I had never been away. At last we are in Geelong station, having travelled fifty miles from Melbourne. Here we changed carriages for Ballarat, another 50 miles. I was very anxious to break my journey here and stay over night, to renew my acquaintance with Geelong, the dear old place in which I had spent twelve of the best and happiest years of my life ; but I did not feel well enough. I was all anxiety to reach Ballarat. But I shall have occasion again to visit it, and reserve the pleasure of describing it until then. The journey from Geelong to Ballarat was also very interesting, a good deal of development, but not too much to prevent me from recognising most of the settlements, especially from Leigh Road to Elaine, after which, in the hilly agricultural districts of Lal Lal, Yendon, and Warrenheip, the progress has been so great as to quite transform the country—beautiful farm-houses, with gardens, orchards, cultivated fields, with splendid crops of hay and corn, and others planted with potatoes, surrounded by fences of broom, or gorse or thorn, with good country roads and bridges. This was a very agreeable change, and is very cheering to the traveller. After passing Mount Warrenheip we were getting into the great Ballarat Basin—a country that was once over-run by gold diggers, who demolished the ancient forest, and made the surface one vast desert of pits and yellow outputs ; but by this time nature has re-asserted herself—the old roots of the eucalyptus have sprouted and grown into great trees, the desolation is covered and the country is charming, with villages every mile or two, made up of comfortable cottages and well-developed gardens. At last I arrived at Ballarat, where I found my daughter, her husband, Mr Cecil W. Jones, M.A., the two children and their maid, and my dear old cousin, Hugh Jones, late of Hafodwen. I had a most hearty welcome ; we drove in a 'bus all together to my son-in-law's residence on Soldier's Hill, and found everything very satisfactory. We sat up late, recalling old scenes, recounting old adventures, and enjoying the re-union immensely. .

**BALLARAT.**—After having remained in Ballarat for eight days, I find that I wrote a long letter to my family at Bangor, dated November 8th, 1889; and for my present purpose I can do no better than give a few extracts from the same:— On November 2nd I went, accompanied by my daughter and her two children, by rail to Buninyong, a distance of nine miles, and having taken the children's carriage with us, we wheeled them a distance of  $1\frac{1}{2}$  miles along a beautiful road as far as my cousin, Hugh Jones's house. The railway journey from Ballarat to Buninyong is very interesting to an old returned colonist, nice villages of wooden houses, with ornamental verandahs and galvanized roofs, tasteful gardens with flowers and fruit trees, and the intervening country filled with little holdings of grazing and cultivated land and some very large orchards of trees, and frequent patches of Eucalyptus, grown from the stumps of the old trees cut down thirty years ago when the diggings were at their greatest productiveness. It is astonishing how very little is to be seen of the diggers' mullock heaps and pits! The latter seem to have been filled up, the former levelled, and the ubiquitous Eucalyptus hiding all from view, making the country beautiful in the extreme. Much of the same nature must be said of the road from Buninyong station to Hugh Jones's, through the sleepy but comfortable town, with its wide streets and avenues of thriving trees, its thinly scattered houses, its three hotels, prosperous looking shops, its fire brigade station, and lofty bell-tower. The grand old mountain from which its name is derived, looks down on it as of old, excepting that its sides are occupied by enterprising farmers, and cultivated nearly to its very summit. I well remember the days, when Cobb's coaches, and the Estafettes of old Lascelles and Dewing, and the Goslings used to be the only travelling conveniences between Geelong and Ballarat, when this same township of Buninyong was the last calling place on the road before entering on the old plank road and the honey-combed diggings of the alluvial flats. Standing at the hotel corner and looking up the road towards the Mount, I can realize the furious driving of old Lascelles and his hearty whoop as he rounded the corner and landed us

for the last drink to his beasts and the thirstier souls on board his wonderful coach. Very energetic, enterprising and rough were the trio I have mentioned in connection with these coaches. Buninyong is older than Ballarat, was a township before the discovery of gold, and with the exception of its well-made roads—the old hotels being replaced by new ones and two or three other public buildings—it is the same as it was thirty five years ago. But its surroundings are wonderfully developed, and its farmers and gardeners are all prosperous. We wheeled along, and passed the extensive tanneries, the reservoirs, the racecourse, and recreation grounds, where racing, football, and cricket are well-patronised during their various seasons. We found Hugh Jones's cottage a very comfortable house of the usual colonial style, built of wood and covered with galvanized iron and with an ornamental verandah in front. Mrs. Jones, and her mother, a smart old lady over eighty years of age, have the flowers under their special care, the fruit trees being left to the care of the head of the house, who still works at his old occupation of engine driver at the gold mine four or five miles off. Surrounding the garden he has also splendid larches, firs, yews, and ornamental evergreens, which seem to thrive without care or trouble. Behind the house they have a freehold paddock of twenty acres of grazing land. On this my first visit to an Australian country house, I was struck with the comfort, freedom, and happiness that existed in this little home. I am sorry to say that my cousin is not rich in the colonial acceptance of the term. His colonial life of 37 years has been nearly all spent on the gold fields. He has been actively engaged at good wages, and at times receiving good dividends, and with every opportunity for investing his savings in profitable concerns. But he has been a generous friend to a host of needy people, who have often repaid his kindness by leading him into unprofitable investments. But my dear old friend has enough to keep him comfortable for life, and I am in hopes that he has still many years of health and strength before him to continue the occupation of which he is so fond. And I am glad to say that, since I have returned to Wales, I have heard very good news. The

Imperial Quartz Company, of which he is a large shareholder, have suddenly come upon very rich stone, and his financial position is likely to be greatly improved. This mining company, one of the oldest in Ballarat, having been for four or five years worked by tributors without any benefit to the shareholders, now bids fair to be very prosperous, and my dear old friend will have additional resources for his old age. One of his sons is in the locomotive department of the Victorian Government Railways, and the other in the educational department of the State schools. Both of them are devoted to their several professions, and in a fair way to promotion. In returning from the railway station this Saturday, whither we had gone to meet my son-in-law, Mr. Cecil W. Jones, we encountered the Hon. D. M. Davies, Chief Commissioner of works for the Colony, and accompanied him to his residence, a charming old-fashioned villa, surrounded by verandah and large garden. He is a great student of nature, has an infinite variety of specimens of the insect world in well arranged cases, also geological and mineralogical specimens, being originally a South Wales working collier. He is also versed in astronomy, the spectrum, telephone, and phonograph—all these we hastily examined, and having been pressingly invited we promised to visit him again on the morrow or any other Sunday, as he was then generally at home. He was the minister of a Welsh Congregational church during his early colonial career, but his sermons gradually became more and more imbued with the enlightenment and progress of modern thought until he was ultimately informed by his deacons that his advanced doctrines could be tolerated no longer. Being a man of great energy and indomitable courage, he then changed the Christian ministry for politics, and was elected M.P. for Buninyong. My cousin Hugh Jones was one of his most useful canvassers. Hence their great friendship and my introduction to him. His intrinsic worth was duly appreciated in Parliament when he was selected as Chief Commissioner of Works, with a salary of £1,400 per annum, and a free pass on all the Victorian railways. He promised to take me through the Houses of Parliament, and all the

Government offices in Melbourne, if I called upon him at his offices in town, at my earliest convenience. The following day, Sunday, I spent most delightfully. In the morning we strolled through my cousin's paddock, along the hills and down the gullies, round by the cemetery, and to prominent points to view the landscape, endeavouring to recognise here and there some of the great gold workings of thirty years before. We revelled in the beauty of the scenery, and had rare reminiscences of our early colonial life, the ups and downs of life, the mining adventures we were in together, the great expectations resulting in ultimate vexatious losses, upsetting of fond schemes of enterprise and usefulness, etc. We were now getting to be old men, and although much of sorrow was mingled with our conversation, we enjoyed the ramble together and comforted one another. After dinner and a siesta in the verandah we went to seek Mr. Commissioner Davies, and as he was not at home we strolled into the public gardens of Buninyong. These are small compared with those of Adelaide, but are beautifully situated and the vegetation is superb. The flowering plants and the arrangements of the ground are most pleasing. I was told that these gardens have been the propagating centre whence all the beautiful flowers in the private gardens around were gathered. Too great stress cannot be laid upon the desirability of having such gardens in all towns, kept by the public purse for the encouragement of flower, fruit, and vegetable culture among the humbler class. Nothing is more conducive to refinement than beautiful flowers. After returning home and partaking of supper, our gossiping conversation began again, in which we revelled until late in the night. The following morning I obtaining permission to fell a tree in the paddock, I was up early, and selected one twelve inches in diameter. Being anxious to compare the present strength of my arms with what they were 30 years before, when cutting firewood was my early breakfast appetizer. I found my skill present as before, but my strength had greatly diminished, for it took me quite an hour of very hard work before I had the pleasure of seeing the tree staggering under its weight and gently inclining its lofty head to the

ground with my last blow. For three or four days after this I employed myself every morning in weeding, cutting the tangled grass among the trees at my daughter's garden in Ballarat, scuffing the walks, watering some plants, improving the poultry houses, etc. In all of which I was accompanied by my little grandson, who became intensely interested in the garden, and with his waggon and spade thought he was doing a great work. We had rare child talk, and in the midst of such work and companionship in such a beautiful climate it was hardly possible not to improve in health. During these days I received a most kindly letter from St. Kilda from my dear friend T., in which he wrote that he had the programme duly made out, and ends thus :—"When you return to the old country, let it be as one that knows Victoria at least, if not Australasia well. You will then be an authority on the glory and riches and the beauty of these southern lands ; besides having turned to the best account your grand holiday, in the way of personal benefit. Don't be alarmed in connection with this programme, because of any expense that may be incurred in the carrying of it out, because you must regard it as a matter of course that you incur no outlay whatever while you are with me, and that to me must be accorded throughout the privilege of host. Since I became certain that you were coming out I have been looking forward to our having many trips together, and I hope not to be disappointed. (But we shall see by and by what circumstances happened to confound our present arrangements).

During my week's stay at Ballarat, I took as much physical open air exercise as I possibly could, under the impression that renewed health and strength would follow ; and, attired in loose summer clothing, I spent the afternoons in long rides in tram cars or busses to some attractive suburb, or to the lake, or the public gardens, whereby I very soon became thoroughly acquainted with the lay of the streets, and familiar with all the public buildings, the great gold mines, and other places of interest. Sturt-street, the principal street in the city, has a double roadway, and measures about two and a half chains in width, consisting of wide footpaths on each

side, well paved or asphalted, protected by good kerbing and wide water channels; then a spacious cartway on each side with a broad avenue of trees and footpaths in the centre, and reaching for about a mile in extent. It is surprising how the English oak, sycamore, beech, chestnut and other European and sub-tropical trees have grown and developed in so short a time, and afford magnificent shady walks during the great heat of the summer days. Tramways are laid along the whole length of this street and extend all round the beautiful lake of Wendouree, where you can break your journey and take boat or steamer, or enter the public gardens through the entrance gate opposite the lake landing-place. When I knew Ballarat during the fifties this magnificent lake was known as Yuille's Swamp, and was completely overgrown with immense rushes, the haunt of water-birds innumerable. During the heat of summer it would become an empty hollow of cracked mud. It is truly wonderful to witness the transformation, and difficult to guess how it has been accomplished. In the old times the water was drained off by a stream at its lower end, which has now been embanked. Catchwater drains have been made, and the overflow from the forest reservoirs have been deviated in its favour; thus a much greater water supply is secured for it. The reeds and rushes were effectively exterminated and cleared by steam power, and thus a permanent lake of great extent has been created. It is the only inland water resorted to for aquatic sports of any note, and the beauty of its shores, the safe depths of its water, and the large fleet of steam, sailing and rowing boats at all times available have made it the favourite trysting place of boating people and pic-nic parties from nearly all parts of the colony. During my visit to Ballarat we had more than one such pic-nic, ending with a visit to the public gardens, almost adjoining. These are very extensive, very tastefully arranged. The trees and shrubs are well developed, and of every variety imaginable, both European, tropical and sub-tropical. The ferneries are the great attraction. These are very extensive ranges of structures made of wood lattice work, high enough to take the tallest tree ferns and palms as well



as all kinds of creepers. This kind of structure is an effective shade from the great midsummer heat, and at the same time gives free admission to the fresh air and ventilation, and tones down the glaring daylight to suit the most delicate plants. The profusion of lovely flowers to be seen in these ferneries is something wonderful and cannot be described, much less realized by those who have not seen them. The other great attractions of the gardens are its exquisite marble statuary; they are to be found here and there in suitable positions at every important or attractive part of the gardens; and, to crown all, there is a beautiful round pavilion, covered with glass, in the centre of elaborately laid-out beds of brilliant flowers and greenest of lawns, supplied with plenty of rustic seats. In the centre of this pavilion is a most wonderful piece of work, executed by a sculptor in Rome. It is "The flight from Pompeii." It represents a beautiful young mother flying from the doomed city, with her infant folded in her arms, while her noble husband has thrown a mantle over them, which he holds up over their heads to screen them from the fiery shower. The expression of their faces, the attitudes, the folds of the drapery, and the snowy whiteness of the marble is exquisite. It is about  $1\frac{1}{2}$  life-size, and is very commanding, standing on a pedestal of the same marble, covered with bas-reliefs of suggestive scenes from the catastrophe of Pompeii. These latter were not executed by the same artist, for he died immediately after finishing the wonderful group. All round this room are statues about half life-size, of Susanna, Esther, Rachel, and the season deities, and are most exquisite works of art. All this reflects great credit upon the authorities and the population of this prosperous city, the site of which only thirty-five years ago was occupied by reckless and law-defying gold hunters, whose successors we now see developed into law-abiding, educated, refined and progressive people, possessing one of the finest cities in the southern hemisphere, of its size, considering that its population is only a little over 42,000. The best position for a bird's-eye view of Ballarat is on the top of the Town Hall tower. This is situated on the higher ground of Ballarat and rises far and

away above all the other buildings. From here the whole of the city and the surrounding towns or districts of Ballarat East, Sebastopol, Soldier's Hill, Mount Pleasant, and almost all the old gold workings that have been abandoned as well as the great poppet heads and mullock heaps of the monster workings at present in operation. It is a view that should be seen by every casual visitor, for it discloses in half an hour, with the assistance of a competent guide and a field glass, more of the greatness and vast resources of the district than could possibly be discovered otherwise in a fortnight ; and to me, who had seen the whole of this in all its barbarous rudeness and primitiveness during the gold fever, it was a great revelation. Ballarat has played an important part in the development of the colony. The quantity of gold sent down by Government escort from 1853 to 1860 was something enormous : no less than 4,806,477 oz., of the value £19,225,908, at £4 per oz. Those were the days of great fortunes, and it is a most creditable fact that the owners of these fortunes have been the builders of Ballarat as we see it to-day. A great proportion of them have made it their home, and have taken pride in its prosperity, having contributed of their wealth to its beautifying and adorning, as witness the statues of Burns and Tom Moore, in Sturt-street and all the statuary in the public gardens. These have been free gifts in every instance. It is not so in the great rival city, Sandhurst. It is possible that the latter, having no natural charms, failed to win the affections of her wealthy sons.



## CHAPTER III.

BALLARAT WELSH EISTEDDFOD, ASCENT OF MOUNT  
BUNINGYONG, A VISIT TO TWO CHURCHES.

**T**HAVING started with Ballarat I shall economise space by continuing my experiences up the country, leaving my descriptions of Melbourne, Geelong, and the seaboard as my finishing remarks on the Colony of Victoria, and here I cannot do better than describe to you how we spent Christmas at the Antipodes. The Welsh population were early and most enthusiastic at their annual Eisteddfod; and as I happened to be present at the first of these festivals held in Ballarat about thirty years ago, I was anxious to be present again on this occasion, and learn the progress which had been made amongst my countrymen. The first meeting was held at the Academy of Music, commencing at 9.30 a.m., under the presidency of Mr. D. M. Davies, M.L.A., minister of public works, mentioned before in these notes. His opening speech was very good; he dwelt very happily on Christmas Day, on holidays in general, and on national games, from the Greek Olympian to the Australian Coroborree, all conducive to the physical well-being of the people. He compared our national Eisteddfod, which provides for the development of mental and social refinement, with the purely physical contentions of the cricket and football field, and he was glad to find the Welsh people combining these pastimes, and so developing physical as well as mental qualities. He approved of the survival of the old nationalities of Britain, and said, "That the Welsh, as a nation, shall die is inevitable: there is nothing exceptional or terrible in this to a nation any more than to an individual; every man who comes into the world is but a unit in the infinitude of numbers, and a nation is only a drop as compared with the sea of human beings that have and will exist on this earth. The life of the longest-lived period is too small a space of time to be compared with the continuation of intelligent existence on this globe. It is our selfishness that has over magnified our importance.

Human self-conceit and ignorance made man and the world he lives in the centre of the universe, and on this assumption the wildest systems of theology and philosophy were built." And from this he went on to show how largely the British nationality and all its greatness is indebted to the original races of the islands, and said, "If you will take away all that is due to the Scotchman, the Irishman, and the Welshman, from the army and navy of England, and from her field of literature, the pure Englishman, if he can be found, is welcome to all the honour and glory which is left." He then spoke of clannishness and patriotism, upon the influence of the Christian Church, her great service to civilization, her great controversies upon trivial matters, and paid a high tribute to Christ as the greatest moral reformer, and to Christianity as the best and noblest attempt yet made to solve the mysteries of the unseen and the unknowable. I shall not trouble my readers with details of the subjects of competition, but it may interest them to learn their characteristics. There were two elegies in memory of local celebrities, a Welsh song on Crawford's shop, a comic ditto on the mining exchange, and one ode to Ballarat of 200 lines. There was a speech on music, two English recitations, the best Welsh reading, an essay on Naomi, another on the characteristics of the rising generation of the colony, one Welsh recitation, one "englyn," "Y drugareddfa," and six verses to the Ballarat Mining Exchange. In music there was one competition on the violin, three pianoforte solos, four songs, one competition in hymn tunes, one tenor solo, two sopranos, one bass, one contralto, two duetts, two adult choral competitions and two juvenile ditto. The above were the competitions engaged in during the four meetings of the Eisteddfod proper. The "Hallelujah Chorus" was exceedingly well rendered at the afternoon meeting of the first day, and also at the evening concert by the successful choir. The concert was a great success, and the Alfred Hall, in which it was held, was crowded with an appreciative Welsh and English audience. The second day of the Eisteddfod was very tame. The first meeting was advertised at 9.30 a.m.—

rather an early hour—probably for the sake of the morning coolness; but this day had commenced to be a scorcher long before 9.30 had been reached. I arrived in the hall five minutes before the advertised time to commence, and was disgusted to find that all the enthusiasm had evaporated during the first day. I only found six persons present, and believe they were all officials. This gave me the wearying opportunity of watching the audience dribbling in all stages of fatigue and perspiration until 10.15. At this time Mr. O. E. Edwards, who appeared to be the factotum of the Eisteddfod, introduced to the very small audience the president of the morning meeting, in the person of Mr. David Hughes, the Mayor of Sebastopol. This man, a retired blacksmith and mining speculator, wore the appearance of a vulgar, undeveloped working man, too rudely torn from his original associations. His discourse afforded the strongest evidence of his origin, and in his opening speech he had the audacity to speak on the educational question in Wales, in which he granted that as a nation we had been far behind. This he ascribed to our anxiety for, and love of truth, and wandered as far back as the introduction of Christianity into Britain, the doctrines and legends of which were received so naturally by the simple minds of our ancestors, and having once, for all time, accepted what they considered the truth, they stuck to it, without caring for the discoveries of scholars or the learning of the universities. Having evidently lost the connection of his speech, he ended by enumerating a long list of eminent Welsh scholars who are the leaders of thought and education in Wales, and the prospects opened out by them for the future development and culture of her sons. This speech of Mr. David Hughes was in great contrast to that of Mr. D. M. Davies on the previous day; but I have thought it proper to give the two extremes of what are to be expected in a community such as the Welsh population of Australia. The programme of the meeting was gone through in a very primitive, sociable, free-and-easy manner, more like a caricature than a real, actual, sober Eisteddfod. The jokes of the conductor were pointless and dull, and the

adjudications, recitations, and competitions were wearisome to a degree; but to speak fairly, how could it be otherwise with such ordinary materials, and the thermometer at 98 in the shade? In the afternoon meeting Mr. W. Little, mayor of Ballarat, presided, and wisely opened the meeting with a short complimentary speech. Afterwards the prizes were distributed for the various competitions, finishing with the Williamstown choir. This was also a weary meeting, and if it had not been for the company of an old friend of former years I would not have remained to the end. The heat was simply unbearable, but by the evening it had cooled down a bit, and my daughter accompanied me to the closing concert, which was anything but a success, presided over, as it was, by the ubiquitous O. E. Edwards, who has inherited the mantle but not the ability and enthusiasm of our dear old friend Ellis Richards. The proceedings of the whole of the Eisteddfod were conducted by comparatively illiterate working men. The Hon. D. M. Davies, M.L.A., of course, was the exception, so also were Mr. Kirton, M.L.A., and Mr. Little, the presidents of meetings already mentioned, and leaving out the opening speeches by these three gentlemen, the whole appeared as child's play performed by grown-up people. It was innocent recreation enough so long as they pleased themselves and an audience of their own calibre. It was also a very amusing and interesting phenomenon as a relic of primitive culture to on-lookers from a more elevated platform. Of course, the Eisteddfod was not the only source of entertainment and recreation on these Christmas holidays, cricket and bicycle matches were favourite pastimes, the lake steamers were crowded with passengers, and the shady banks of the lake, as well as the public gardens were thronged. The traffic by omnibuses and trams was enormous; picnic parties in all sorts of conveyances to the various attractive localities were also very numerous. I am inclined to think that the old world practice of feasting on indigestible food and heavy drinks on Christmas Day is being discouraged in the Australian Colonies. In the height of summer, and the fruit season, cherries and apricots, bananas and grapes are

ripe, and ale and light colonial wines are the heaviest drinks that are usually taken, and it was a noteworthy fact that I never saw a drunken man or woman on either of these two days. Before leaving the subject of the Welsh Eisteddfod, it is right that I should express my opinion as to its effects and influence on the Welsh community in Victoria. In a few words, it is this, that the literary competitions keep the Welsh-born colonists interested in Welsh and other literature, the musical competitions incite the colonial born children to the study and practice of music, which must have a very beneficial effect, and I find generally that the children of parents of very humble origin have been well brought up, are proficient in music, and can more than hold their own with the same class of other nationalities.

On December 27th I went by rail to Buninyong, by appointment, where I met my cousin, Hugh Jones and his son, waiting for me, well stocked with Sandwiches and light refreshments, and equipped with a field-glass and stout walking sticks ready for the ascent of Mount Buninyong. Our way for a considerable distance was along the main road to Geelong, from which we turned to the left along rude country roads leading to the farm houses. In some places they were well-made and kept in repair, but as we went on we left these behind and came to wide road reserves, wide enough for a dozen cartways, in a perfect state of nature, trees and saplings affording excellent shade from the hot sun, and the cartway winding in and out among them. It was now midsummer, and what was deep mud in winter was now fine dust, in some places 3 to 5 inches deep. After traversing this for about two miles we began to ascend in earnest, and it is surprising what an amount of country is revealed to one's gaze in climbing this mountain,—unexpected valleys and hills of cultivated land, rugged precipices in unexpected corners; craters of extinct volcanoes, winding footpaths, giant trees, and fallen trunks of others, up to the very summit, which we reached by 12.45 noon. We were glad to rest ourselves with our backs against an enormous old tree, which lay there charred by the fires of many a pic-nic party. As we sat and refreshed

ourselves with the good things provided, we were fanned by a deliciously cool breeze from the South, after which we got up and reconnoitred the surrounding landscape. The atmosphere was clear, and a great extent of country was visible, and with the assistance of our field-glass we could see to a great distance. As we sat at our refreshments, we faced Mount Warrenheip, about five miles off to N.N.E., with Mounts Hollow-back and Rowan and Spring Hill to the left at greater distances, the Black Hill, Mount Blackwood, Gordon's, Mount Egerton, and Three Sisters to the S.E., with a magnificent plain of agricultural land between, mostly settled and cultivated, dotted over with trees, fences, homesteads and roads, especially along the Moorabool Valley, and nearly all to the eastward of the old Geelong road, to the township of Clarendon (old Corduroy). Beyond this to S.W. the land appeared poor and unsettled. We removed to another position and looked direct south, to Geelong, 50 miles away, without any interruption, with the fertile Barrabool Hills a little to the right, Mount Hesse, Gellibrand and Pollock almost due south by a little west, and Mount Elephant and the great lake Corangamite and its tributary rivers to the south-west. The country intervening between us and these objects for at least 20 miles is principally occupied by squatting stations with scarcely anything to indicate human occupation, the land being poor. After this we removed our standpoints to the highest ground facing north and north-west, where we could trace in the varying distances the great dividing ranges of the country, which govern the course of the rivers. Those on the North running inland to join the great river Murray, and those on the South, being the Werribee, the Moorabool, the Barwon, the Hopkins, etc. run direct to the Southern Ocean. From here we could recognise the whole of Ballarat, ten miles away, as if lying at our feet, with all the surrounding townships named after the various diggings or creeks which created them; and more to the north and north-west we saw fine arable, cultivated land, interspersed with poppet heads and mullock heaps, and other evidences of deep mining operations, reaching from Bul-



larook forest, to Smythesdale, taking in Mounts Blowhard, Bolton, Emu, and Lakes Learmonth, Burrumbeet, and Wendouree. As a majestic back ground to the whole, the great dividing range as far as the Pyrenees and the Grampians. I am well aware that this description is more or less unintelligible to most people, and that it is impossible to realize it without some acquaintance with the country; but it is possible that some of my younger readers will have the opportunity, and to those who will ever visit Ballarat my advice is, ascend Mount Buninyong. To an old colonist of the early days, the names of these townships, diggings, mountains, and rivers are very familiar: and to me, who has been absent for 24 years, this survey from an elevation of 2500 feet above sea level was very pleasant, revealing the wonderful development which had taken place. Recalling the weary tracks I travelled thirty five or thirty six years ago in the journey from Geelong to Ballarat, and from Ballarat northwards. The old Estafette, and Cobb's coaches, and their conductors and associations, the shaking sustained in crossing the country then called the Bay of Biscay, full of hillocks like huge ant-hills,—the rough commotions along the stony rises and the rattling of the wheels over the corduroys, (roads made across swampy grounds by means of sappling poles laid side by side)—the immersions in mud up to the axles, and consequent breaking of shafts--the capsizings in winding round the hilly country, and the breaking of axles and wheels, the cutting down of young trees and resuming the journey in a coach with three-wheels and a wooden leg—all these reminiscences crowded on my mind as I looked around and witnessed the splendid highways, the well defined cross roads, the unsurpassed railways, the cultivated land, the comfortable farmsteads, the well laid townships, the avenue-sheltered streets, the magnificent town of Ballarat, with its lake, its gardens, its monuments, etc., evidences of great activity and immense enterprise in mining and engineering, and all accomplished within a space of thirty years. It is simply marvellous. In coming down the mountain it was interesting to notice the great fields of oats and potatoes in all the

varied stages of growth and development. Near the summit the latter had just been planted, and the former were quite green; whilst down, in and about the town of Buninyong, the oats had been harvested and the potatoes were ready to dig. We got back to Hugh Jones's house by four o'clock, and were glad to partake of the good things prepared for us.

On Sunday, the 29th December, I attended the Scotch Presbyterian Church in Sturt-street. Here I was favoured with good music. The anthem before sermon was well rendered, and the "Hallelujah Chorus," after the sermon, by the choir which took the prize at the Eisteddfod, was excellently sung. The sermon was based on the words, "When the fulness of time was come, God sent forth his Son made of a woman," etc. After disclaiming much of the old teachings of Christianity, and shewing the failure of pre-Christian religions, the preacher pointed to the necessity for a supernatural teacher to widen the doors of Salvation, so as to admit all nations, and by being born of a woman to exalt her in the scale of civilization to be the equal of man, and in this connexion he made the most incorrect assertion, viz., that from the Jewish nation and the teaching of Jesus proceeded the sentiment which stimulated man to render to woman the respect and reverence which is now accorded to her by cultured society, this, I need hardly say, is quite inaccurate. We are indebted to Christianity for many of the blessings we enjoy, but it is only fair to the older civilizations that they should have their due with regard to the status of woman in society. In the evening my son-in-law, Mr. Cecil W. Jones, accompanied me to Sebastopol (three miles), where we were joined by the widow of my late friend, Mr. Ellis Richards, to hear an English sermon in the Welsh chapel. This chapel was just finished before I left the colony in 1866, and is well built of stone, of early Gothic style, very substantially and neatly finished, with polished wood work inside, and it looks quite fresh and clean. The service and singing were heartily rendered, the sermon was preached by a native of Sebastopol of Welsh parentage,


brought up at the Melbourne College and a B.A. His subject was "Now is the accepted time," pre-eminently referring to the Christian Era; and although he would be sorry to exclude such men as Socrates, Plato, Aristotle, Marcus Aurelius, etc., from participation in the pre-Christian heaven, he would be very unwilling to claim the same privileges to even the *earnest* unbelievers of to-day, who have the means and the advantages which the former had not (forgetting that Marcus Aurelius was born 121 years after Christ, and was therefore much nearer to the Founder of Christianity than the unfortunate unbelievers of to-day), he laid great stress upon the word now, the present moment being the only fragment of time in our real possession. Several old friends of former years who remembered my visits to their Sunday School between 1857 and 1866 pressed us to remain behind in the society, and rather than deprive our friend Mrs. Richards of the privilege of staying we remained. I was much impressed with the usefulness of this invariable adjunct of the evening meetings among the Calvinistic Methodists all the world over. All the children, especially the girls, came forward to the front seats, and recited verses of Scripture, while the minister made some observation on each, in a simple manner, equal to the capacity of the child, or gave a word of encouragement. My old friend Mr. James Hughes, the leading elder, a wonderful old man of over 80 years, invited further comment on the subject of the sermon, which was responded to by 4 or 5 of the male members, in an intelligent and reverent spirit, after which the old elder had his say; and on this particular evening he alluded to myself, in a most touching manner, as one who used to visit them often in the old time, and as one who associated with himself, 36 years ago attempted to establish a Welsh cause in the town of Geelong, and that I had been away in dear Old Wales for 24 years. He wisely abstained from calling either Cecil or myself to address the meeting. If he had done so, there is no doubt we should have congratulated them on the excellent sermon they had just listened to, and on the convenience for reunion and social and moral edification

which these society meetings afforded. After the meeting was over I was much pleased at being introduced to several acquaintances of the olden time, who remembered my visits well. We drove home to Ballarat in a cab, along a splendid road, bordered with cottages more or less frequent, nearly all the way for three miles. The aspect of these were very comfortable and pleasant, and had an appearance of greater permanency than the make-shift dwellings which I left there twenty-four years before.



## CHAPTER IV.

BUNINYONG RACES, A WEDDING EXCURSION, CRESWICK,  
TALBOT, MARYBOROUGH, DUNOLLY.

 ON Monday, December 30th, the Buninyong races were held, and as my cousin's house overlooked the course, and seeing that he and his sons were much interested in them, I took the opportunity of being present, this was the first meeting of the kind which I ever attended. I am certainly no judge of horseflesh, having never taken much interest in horses; therefore I cannot presume to be capable of duly appreciating the exhibition. I was greatly interested in the proceedings, and enjoyed the exciting spectacle as each race was run. I was also much amused in watching the various hook-makers at their stalls, each dilating upon the qualities of his favourite horse, and gaining backers or subscribers. I noticed with surprise the absence of any grief or joy among the betting people, whether they lost or won. The race that interested me mostly was the two wheel carriage race. The cars were very light and feeble looking, and the two big wheels like spiders webs, with the driver on an unprotected seat between. It all seemed to me outrageously dangerous, even when they were exercising on the ground prior to the race; but it was fearfully exciting to see them in their full fling; and although nine or ten competed, no accident whatever happened. All kinds of horses, were in the various runnings, from the high-blooded horses down to farmers' hacks. There were present on the ground the usual accessories of an English race course, merry-go-rounds, swings, quoits, Aunt Sallies, pitching, rifle shooting, etc., and as long as I remained on the field every one conducted himself decently. There was a great concourse, the bulk having come by train, but a very large contingent by vehicles and horses, of all descriptions, which were laid by and the horses tethered within enclosures and eating the grass within reach of their tether. During the whole time I was present (from one o'clock till five), I saw not one drunken man!

**NEW YEAR'S DAY, 1890.**—Accompanied by my cousin Hugh Jones and his two sons, I went by train to Dunolly, a distance of about sixty miles, due north from Ballarat, and by so much further away from Melbourne and the sea coast. We started from Ballarat at 12.30 noon, and passed through the table land on part of which Ballarat West is built, and between great fields of oats, wheat and potatoes, leaving Mounts Rowan, Hollow-back and Pisgah on the left. Cultivated land was to be seen all along the plain and right to the summit of the hills, interspersed with occasional deep shafts, poppet heads, engine houses, and great heaps of mullock. The land certainly was bare and uninteresting, the crops all in stooks, where it had not been carted away, the post and rail and wire fencing being utterly repulsive, compared with our English and Welsh thorn hedges, and scarcely a bit of green to be seen. We came to Sulky Gully and Bald Hills Station on our right, the land was under cultivation, but not of so good a quality as that on our left. The Madam Berry mining works were at the foot of the hills in the distance. There are three Madam Berry Companies, having distinctive characteristics, one of which is exceedingly rich and is recognized as being the rich claim of Madam Midas, celebrated in a recent novel of that name. From Bald Hills to Creswick is hilly and wooded, and the railway winds its way through cuttings and over embankments, through the old alluvial diggings, burrowed by the early pioneers and abandoned after exhausting their gold deposits, with the exception of an occasional attempt at working the quartz reefs. Nature with its never-ceasing rounds of the seasons has covered these once hideous mounds with a mantle of evergreen, and they are passed through by the inexperienced without any idea of their vicinity or proximity. Saplings and even big trees have overgrown the whole, making the country most beautiful to look at from the distance as we are carried along by the railway, which in its eagerness to take the shortest routes and easiest gradients has cut through the old diggings, through forests, and agricultural lands, and in our hurry we are carried through every variety of scenery; and although I have

travelled frequently through these districts in the early days, all chance of recognition is thus lost to a returned exile like myself, until we get near to Creswick. Evidences of present human industry become more and more conspicuous as we approach this centre of one of the richest gold fields of the colony. Some parts of the township of Creswick is well built, well laid out, and the streets well planted with trees, but there are abominable Chinese huts and abandoned lots down in the flats surrounding the site of the marvellously rich companies of the early days, which has been worked over and over again by both European and Chinese. Creswick was well known to me, and I was reminded of several personal adventures and uncanny associations in connection with my visits there. The firm which I represented having many customers in the neighbourhood, I collected some hundreds of pounds in money, each journey, with which it was then not very safe to travel and I had to use expedients to avoid suspicions, some of which were very romantic. As we leave Creswick we pass occasional poppet heads, engine houses and mounds of mullock marking the deep ground leading from the old Creswick shallows, here covered by several hundred feet of Basaltic rock, which has to be penetrated from the surface before the old alluvial country can be reached. These Basaltic plains are in many instances very fine agricultural land, and the surface is covered with cultivated fields, especially as we near Tourello and Clunes, from which heavy crops have been harvested this year. In Clunes and neighbourhood are some of the richest quartz reefs and most extensive mining works in the colony, working to immense depth with great success. From Clunes to Mount Greenock the character of the country is the same, the surface fine agricultural land, whilst the underlying basalt is penetrated here and there to reach the original gold alluvial and the bedrock where the quartz reef lies. After which, as we near Talbot (formerly called Back Creek), we came to the shallow diggings worked out and desolate. The town of Talbot itself is a small place, most of the streets planted with trees, and it has several public buildings and churches but carries a deserted appearance.

The population of the district must be considerably less than it was during the years in which I had occasion to visit it frequently, viz., from 1860 to 1863. The firm which I represented had three stores in the neighbourhood; one at Lamplough, another at Back Creek, and the other 20 miles away at Inglewood. These stores had been badly managed and much money was lost by them, and I had the unpleasant duty of taking stock in each, and to advise headquarters as to their disposal, as well as to negotiate their sale and transfer. During these visits I had continuous opportunities of studying characters, and of accommodating myself to the ways of very rude phases of a deteriorated civilization, and, as might be expected, I have many reminiscences of life in calico hotels, of wonderful dramatic performances in calico theatres, of getting lost in the maze of small hills in the mallee scrub, of a mad scamper down to Geelong under the impression that one of my children was dying of diphtheria. Those were wild times. I was compelled to put up with hotels which were frequented by the veriest elements of Pandemonium, and yet I never neglected my duty or got contaminated. This must perhaps be ascribed to the remembrance of my early home training, my studious and industrious habits, and the possession of a virtuous wife and loving children. The immense populations that worked these flats which are now desolate and deserted, have been scattered elsewhere; the town of Talbot has survived, and developed into a second-rate centre of a mining and an agricultural country, but the surroundings, oh, how different!

After leaving Talbot the land appeared of better quality as we neared Daisy Hill. After passing which the country resumed its abandoned mining characteristics until we reached Maryborough Junction. Maryborough was at one time the centre of marvellously rich alluvial diggings, reaching in every direction for many miles, familiar to the memory of old Victorian miners. Among them were Chinaman's Flat, Mosquito Flat, Majorca, Talbot, Lamplough, Amphitheatre, Avoca, etc., names of great importance from 1856 to 1866. Maryborough alone has survived as a



decent town, and has become as it were the metropolis of the district. On our arrival at Maryborough our train was saluted by a Salvation Army band, and we found that a great crowd of excursionists had visited the town during the morning and were then gathered together at the recreation grounds, to witness the Caledonian sports, which are very popular and well attended every New Year's day. Prizes are given for the best performances in all Scotch and other athletic games. We had two hours time to wait for our train, and found the town to be well laid out. The principal street from the railway station is well channelled with blue stone sets, the footpaths kerbed and asphalted, the centre of the road being well macadamized—this street reaches the best part of a mile, and is lined on both sides with houses, handsome well stocked shops in all departments of trade as well as several good hotels. At the other end it is faced by a large public building of very imposing design; its centre forms a large and lofty tower, and on each side are shady colonades in which are located the various municipal and public offices, such as the Town Hall, Post and Telegraph, and Lands Offices. In front of it is a very large, highly ornamented, cast iron fountain. The square is surrounded and all the streets are lined with European trees, which are all well grown, and afford excellent shade and protection from the heat of the sun. We noticed two or three well built churches, and were told that the town was in a very prosperous condition. The country is very flat, and subject to great floods, to obviate the disasters accompanying these, two great channels of immense size have been formed to intersect the main streets and are crossed by means of bridges. These are faced and paved partly with stone and timber, and are quite efficient to carry the flood-water away into the adjacent rivers. We had refreshments at the Cambrian Hotel, the proprietor being an old acquaintance of one of our party. The bar of this house was a perfect museum of curiosities; principally weapons of war of the aboriginal natives of Australia, New Zealand, Tasmania and the South Sea Islands as well as specimens of their manufactures in wood bowls, dishes,

baskets, plaited human hair threads, cords and articles for personal decoration—these were hung artistically on the walls; and arranged in glass cases, and on the counters were all sorts of mineralogical specimens; all the cottages in the town are provided with verandahs in front as well as beautifully blooming gardens. The Vine is also cultivated in every possible vacant spot. The Fig tree accompanying it in almost every instance, the climate here being very hot and suitable for their growth. As we returned to the station we were sorry to find the Salvation Army Band lounging very disconsolately on the road side evidently not well patronized amongst the festive throng of the new year. Our train started from Maryborough at 4.15 p.m. and on our way we passed Simpson's, Havelock, and Bet Bat, old diggings all worked out with no signs of present operations except where a few tall chimneys and poppet heads in the distance shew that the quartz reefs are commencing to draw the attention of capitalists. Old miner's travelling with us asserted that the greater wealth of the old gold fields remains untouched in these neglected quartz reefs.

We arrived at Dunolly at five p.m., and found a four-wheel conveyance at the station to meet us, in which we were driven to Tatchell's Hotel. The primary object of our visit northwards was to assist at the celebration of the marriage of Mr. Tom Jones, my cousin's eldest son, to Miss Louisa Parker, a native of Dunolly, who became attached to one another during Mr. Jones's residence there as teacher in the State Schools. My daughter and her husband had arrived on the previous day. Our party numbered three Welsh born and three Colonial born. After making ourselves presentable we went to the bride's parents' house, where we were further entertained in the garden, a large portion of which near to the house was overgrown with most luxuriant vines, so arranged and supported by a system of wood poles as to make a complete arbour which sheltered us from the piercing rays of the sun.

We rose early on the following morning, Thursday, January the 2nd, had breakfast over by 8.15, and soon after were called for by a previous arrangement to pay a visit

to Mons. Mellon's vineyard, one of the bride's brothers driving us. On our way there we had a fair specimen of country roads. The main arterial roads are well macadamized in the centre and channelled at the sides, but all the cross country roads, as far as I can see, are left to chance. It is well that the Government surveyors have left sufficient width, plenty of room to pick and choose your own track between the trees, but to steer clear of these and the projecting stumps, the deep holes, the sludge in winter and dust in summer, necessitates very clever and careful driving. With all the care possible the jolts and shakings experienced were such as to make us quite ready for the refreshing fruit and wines of Mr. Mellon's vineyard, where we at length arrived safely. For the irrigation of the land he has three large and deep pits in different parts of the vineyard, into which he conducts the surface water of the adjacent country during the rains, and by means of a Californian pump of large capacity lying obliquely from the pools, he irrigates all the newly sown or planted ground, thus his seeds, plants, and cuttings are in a most thriving condition. He has also an object in view in having the pools in three different parts of the vineyard, and also in having their surfaces large; the evaporation which takes place from them during the great heat of the summer being most beneficial to the growth of the fruit. After strolling through, and satisfying ourselves with the taste of his apricots, plums, and mulberries—the only fruit ripe at the time—we accompanied Mr. Mellon to his pressing-vats and wine cellars. Here we were regaled with his choicest hermitage, claret, muscat, and a white wine, the name of which I have forgotten. These were exquisite wines, especially the nameless white wine, and if Victoria can produce such wines as these at Mellon's, it is quite reasonable to expect that in course of a very few years Australian wines will be in great demand in Europe. Our host is a pure Frenchman from the south of France, full of French vivacity and that peculiar virile humour frequently found amongst them. A Freemason of the Grand Orient of France, a member of the geographical, geological,

viticultural, and other learned societies, he is one of the promoters of the school of viticulture about to be established by the Government at Dunolly. He has been several times in the old country as delegate from the vine growers of Australia, and has accumulated a vast fund of special knowledge. He entertained us very heartily, exhibited his private museum of geological, archeological, mineral, botanical, and scientific curiosities, ending with smells from his perfumes and essences. These he distills from sweet briar principally—but he also operates to a smaller extent on Rosemary and other favourite plants. All this, while we were discussing his wines. He is a jolly looking old gentleman.

The marriage took place in the Wesleyan Church, which was tastefully decorated and filled with girls, young ladies, and matrons, suitably dressed for such weather; the bride and the bridegroom looked their very best. The ceremony was satisfactorily performed in less than fifteen minutes. The usual quantity of rice was sprinkled over the young couple as they drove home. The afternoon and evening were spent very pleasantly, the latter at the residence of the mayor, who, with his wife, entertained my cousin and I most cordially with splendid photographic views of the foreign parts they had visited, ending with a lounge and cigarettes, etc., under the verandah; after which we returned to our hotel to prepare for our journey further north.



## CHAPTER V.

INGLEWOOD, SANDHURST, CASTLEMAINE.

**C**ONTINUING our journey northwards, the first township we passed was Waanyarra, an agricultural village with a post-office, after which Tarnagulla, formerly called Sandy Creek, once a rich alluvial diggings, and afterwards celebrated as the locality of the fabulously rich quartz mine of the Beynons, a South Wales party. The quantity of gold extracted from this mine was enormous, and much of it was squandered in horse racing, gambling, and wild speculations. There are several reefs still worked to a good profit, and we were assured that if more energy was exerted, and three times the number of men employed the gold would be forthcoming as of yore. It has only to be followed to lower depths by improved methods and more modern machinery. After this we passed through the village of Llanelly, evidencing the nationality of the first settlers, after which we began to encounter the outlying feeders of the once renowned Inglewood diggings and reached the station at 7 p.m. After depositing our luggage at the hotel we went to reconnoitre. It was now deliciously cool, after a scorching hot day and a thunder shower. Having two good hours of midsummer daylight we enjoyed our ramble exceedingly. From an elevated mound of mullock we had a survey of this extensive plain, with the characteristic town of Inglewood in its centre. Desolation is the word that comes uppermost. The town itself has every appearance of being new, the old digging town having been completely burnt down about 22 years ago, and the present one built upon regularly surveyed and formed streets, as if the town could be forced into existence by a government stroke. Hence the sight we saw from the top of the mullock heap, one fairly good long street, along which are three or four good hotels, two banks, a town hall, public offices, assembly rooms, a few churches, and a few good shops and stores with low roofed workmen's cottages between. From this main street are branches with cottages here and there at rare

intervals, and bounded by vacant lots over-grown with nettles and thistles. These streets lead no where except to the dreary waste of the old diggings which surrounded the town on every hand. We noticed four rather pretty villas in the outskirts, with well developed gardens, and if it had not been for the well grown trees planted along these various streets and the fruit trees and vines in the cottage gardens the whole would have been dreary in the extreme. Here as well as at Maryborough large and deep open water courses had been excavated to relieve the immense floods that occur on these wide plains. The mining operations are very scanty. The alluvial is evidently worked out and abandoned, and a very few quartz companies here and there at long distances exhibit their poppet heads and engine houses; but although its immediate surroundings were so dreary, we were told that mining on the reefs was very profitable where energetically prosecuted, and that there was plenty of ground for ten times the number of companies. At present Inglewood depends for support upon the agricultural population surrounding its mining belt, quite as much, if not more so, than on its gold mines. I have many personal reminiscences of Inglewood in its early mining days, but I must leave them untold for obvious reasons.

Inglewood was the most northerly point visited by me during this journey, and on the following morning we started on our return by way of Sandhurst, Castlemaine, and Maryborough, through a country which was of very great interest. After leaving Inglewood Station our course lay for a while along the southern margin of the Mallee and Ti Tree Scrub, but as we travelled south-east we soon left it behind, and came to the great agricultural plains of chocolate soil, a country of great gum trees and log fences. The first station we stopped at was Bridge-water, in the midst of splendid agricultural land. The station was crowded with immense quantities of corn and chaff in bags waiting for transit. There was also a considerable number of fruit boxes—evidencing a development in fruit culture. The same may be said of the two next stations, viz., Derby and Leichardt. The country appeared to be all taken up by

agriculturists. In the tracts not brought already under cultivation were seen flocks of sheep and herds of cattle grazing happily in pasture which seemed brown and scorched by the summer heat. All the old trees were standing, but they afforded little shelter, every one being leafless, white and dead. The timber being of very little use except for burning, the farmers find this way of storing it the most economical. The practice on entering the land is to select the most suitable for immediate cultivation, and cut down and grub up the trees, dragging the trunks to the boundaries and laying them lengthways, one on the top of the other, with the smaller branches to fill up, making an admirable fence for many years, until the exigencies of town consumption creates a demand for them as firewood, after which they are replaced by post and rail, or wire-fence, the old fence giving employment to many men in cutting up and carting to nearest railway station for transit, as well as becoming a very good source of income. The other portion of the land which was not grubbed and brought under cultivation is left for pasture, the trees are left standing on the pasture lands, because the labour of cutting down is too great for the capital of young farmers, and as cutting down without grubbing would be very little better than allowing the trees to live on account of the rapid growth of saplings from the roots, the practice has been to "ring" them. This is done by cutting a ring of about 12 inches round the tree and removing the bark and exposing the wood; after which one summer's heat is sufficient to kill every one, and no after-growth of saplings will grow from the roots. Grass seeds are then sown over the country, and when the sheep and cattle have enriched it with their manure, a fine pasture is the result. The appearance of the country with all these dead, white, leafless trees is not very pretty, but rather the reverse. After several years of successive cropping the cultivated land requires rest, then these pastoral reserves are brought into requisition, the trees cut up and carted into the towns or for mining purposes, and these lands are then cultivated in their turn. At Derby and onwards the land

took the form of an immense flat valley, with the river Loddon running through its centre. In the rainy season the country is subject to great floods, which in former days rushed over the cultivated fields, destroying the crops and ruining and utterly discouraging all agricultural enterprise; but to obviate this, and at the expense of the Government, great dykes have been excavated, and the earth piled up on the lower side, thus checking the flow and leading the flood water into the bed of the river, which is ample to receive all. Immediately after passing Derby we crossed the Loddon and travelled through similar country for several miles, all occupied by enterprising farmers. The crops were all cut, and mostly carted off the land, and, judging from the remaining stubble, these must have been enormous. As we neared the township of Leichardt we came to plains of a more or less rolling or undulating character and of much more pleasing and park-like appearance, more taken up by pasture, and which ended again in another of the great gold fields of Victoria, quite distinct from the western field of Ballarat, the great Loddon Valley practically separating the two in this direction. We were now approaching the old Bendigo and Mount Alexander Goldfield, the old township of Bendigo being now known as the "City of Sandhurst." After passing the station of Marong we came to a succession of worked out alluvial diggings, passing through the far famed Eagle-Hawk gully, which, after being worked over and over again by diggers, fossickers and Chinamen for its alluvial, is now worked again below the alluvial for the treasures of its quartz reefs, where the Catherine Reef Company have been working most successfully for many years in one of the richest gold mines in the world. The white sludge deposited by the various companies on these reefs is something enormous necessitating immense embankments to prevent it from overwhelming the neighbouring private property. This sludge is simply crushed quartz as fine as flour, carried away from the batteries in suspension with the water and depositing it into artificial pools, which, as each layer is left elevates the pond until a huge bank has been created where once was a low valley,



giving the whole neighbourhood of Sandhurst a dreary, white, glistening appearance on a bright summer's day, wholly characteristic, and quite different to its rival, the mining metropolis of Ballarat.

On arriving at Sandhurst station we found that we had about two hours time to renew our acquaintance with it, so we hired a cab, whose driver proved himself to be very intelligent, well informed and communicative; and we were able to visit and inspect all the most noted and interesting localities, the town being very compactly built and well arranged, according to the nature of the surface and the facilities afforded. A river or large creek runs through the middle of the town, its banks on both sides have been reserved for public buildings, squares, gardens, recreation grounds, and a fernery. The town has good streets, well planted and well shaded with trees; good shops, hotels, coffee palaces, etc. We visited the town hall, the Government offices, the police court, the Public Hall of Assembly, the museum, and schools of mines. All these buildings are of good architectural designs, and fitted inside with all conveniences, regardless of expense. The Public Hall is one of the finest I have seen, perfectly adapted for entertainments of a vocal nature on account of its acoustic properties. The School of Mines and Museum were also very well worth a visit. The working models of its principal mines, with the various processes of extracting the gold were very elaborate and complete; but the most interesting and pleasant institution in Sandhurst is its fernery. Here we could have delighted ourselves for hours under its cool and shady canopy. It is arranged in labyrinthine footpaths, bordered with great stones and boulders to imitate nature, in and out of which the ferns, lichens, moss, palms, and other vegetation grow. The high trees are utilised to carry iron pipes to their summits, which are surmounted with perforated discs and connected with the town water supply. When this is turned on, a perfect imitation shower of rain is sprinkled all over the growth below, including immense fern trees, weeping willows, European trees and shrubs. This constitutes a capital shelter, and makes the walks and grottoes most

cool and delicious to retire to on a hot day like the one on which we visited them. The religious requirements of the community are not neglected; all denominations of Christians and Chinese being well cared for, and there will be at an early date a great Roman Catholic Cathedral, endowed by a former speculative bishop. But Sandhurst (or Bendigo as it was, and as it will be called), can never approach Ballarat as to beauty and attractiveness. Its immediate surroundings are so barren and desert-like, whereas the evidences of early mining have to a very large extent disappeared at Ballarat under the prolific growth of the eucalyptus. The tradesmen complain that their wealthy people do not continue to live at Sandhurst; after making fortunes at mining they leave for Melbourne, or the old country, to spend it. There is no doubt that this will always continue. The fault is not in the people, but in the locality; they have no surrounding natural attractions, no mountains like Warrenheap and Buninyong, with ferny dells and cool breezes, nor lakes like Wendouree or Burrumbete. Nevertheless, Sandhurst is a great competitor of Ballarat in its output of gold, which is worked out of three distinct quartz reefs running parallel with each other due north and south; and as we steam out of Sandhurst Station and through that of Golden Square and Kangaroo flat, it is easy to trace their distinct courses by the three lines of poppet heaps, engine houses and mullock heaps in three unbroken lines for miles, with an occasional exception in a cross reef or what is locally called a saddle back. It is in Sandhurst that quartz mining commenced, and it is there the reefs still abound and are most prolific. The population of Sandhurst in 1889 was estimated at 36,630. We are now on our way to Castlemaine. We pass the open water course which draws water from the Coliban river for the supply of Sandhurst, and enter the Big Hill tunnel, which was one of the first great railway engineering works of the colony, on which two old servants of my father had an important contract about 30 years ago. After emerging from this tunnel we enter upon a new class of country altogether, viz., the high rounded hills of granite

(white and black crystals), the great monster boulders projecting through the rich looking soil or lying tumbled at the bottom of the valley. The grass on these hills, between the stones, was beautifully green and very refreshing after the long stretch of burnt-up and desolate country we had passed through, and, with occasional clusters of trees, made the appearance of the country very beautiful, and these characteristics continued more or less until we reached close to Castlemaine.

Here I will request my readers to excuse the insertion of the following cutting from the *Pall Mall Budget* of June 5th, 1891, which is a correction and amplification of my notes on page 176 opposite, which were printed a few hours before my seeing the Budget.

#### SOMETHING LIKE AN ENDOWMENT.

"The first (Roman Catholic) Bishop of Bendigo (Dr. Crane) has just celebrated the golden jubilee of his ordination. This prelate is in the position of a Tantalus. An immense sum of money is lying in the bank to the credit of the diocese, and yet he cannot touch a penny of it. It is a queer story how this came about. The first priest to arrive on the Bendigo goldfield in 1851 was the Rev. Dr. Backhaus, a young and energetic German, with a doctor's degree in both divinity and medicine. He practised both professions for some years, and naturally accumulated wealth at a time when the smallest services were remunerated with nuggets of gold. In the course of time he became the owner of a local brewery, a score of hotels, a squatter's station of 50,000 acres, two vineyards, and a large amount of house property. That a priest should go into secular pursuits on this extensive scale while still regularly ministering at the altar was considered something like a crying scandal by many Catholics in other parts of the colony, but in Bendigo itself Dr. Backhaus had grown into an institution; he was idolized by Catholics and Protestants alike, and the Archbishop of Melbourne did not like to raise a storm by removing him elsewhere. Such was the state of things in 1874, when the late Pope resolved on erecting Bendigo into a bishopric, and declared that Dr. Backhaus (then Dean) should not receive a mitre until he severed himself from secular pursuits. That, the doctor declined to do, whereupon the Pope promptly nominated Dr. Crane. Dr. Backhaus, wounded to the quick, left his beloved Bendigo and retired to a mansion near Melbourne. He died five years ago, bequeathing £250,000 to the diocese of Bendigo, but ordering that it should lie at interest for twenty years from the day of his death, apparently in order to balk the present Bishop."

Our very communicative car driver had related to us the substance of the above story while passing the temporary Church which now occupies the site of the future Cathedral.

Our train was now entering the country formerly known as the Mount Alexander gold fields, which included Forest, Fryer's, and Campbell's Creeks. We broke our journey at Castlemaine, being anxious to revive the reminiscences of old times, having experienced very exciting incidents here in the early days of 1853. We took a good look at a country once so familiar to us both. It was in this neighbourhood, at Campbell's Creek, that I fully experienced the hardships and privations of a gold miner's life. After working very hard and successfully for several weeks, I was stricken with dysentery in its most malignant form, brought on by a combination of hard work knee deep in water, exposed to the fierce heat of the summer sun, and the brackish character of the drinking water. There doubtless I should have died, had it not been for the presence of a very skilful and attentive doctor, and the kind and devoted care of Jane Jones, the wife of one of my mates, both natives with myself of the village of Rhuddlan. There I lay for nearly three months, with only a calico tent to protect me from the inclemency of the weather, and I suffered for six weeks, agony, which cannot be described on paper, the effects of which I feel to this day. I have little doubt that when the end of my life comes, it will be found that the deterioration of the bowels and the digestive organs on that occasion will be the far-reaching cause. It was here, owing to the above illness, that I bade an eternal farewell to the profession of personal gold digging; and on my convalescence, and, while suffering from ophthalmia, with my eyelids sticking together, I started on that wearisome journey of about 90 miles in a common cart, which was returning to Melbourne for a load, for which wretched accommodation I paid £2 10s. I lost my hat by the violence of the hot wind in crossing Keilor Plains, and entered Melbourne with my eyes sealed with ophthalmic secretions, my head wrapped in a muffler turban, my body dressed in corduroys and a red jumper, and I was led by the

hand of a stranger to the first chemist's shop, and from there to my lodgings. It was also at Campbell's Creek, during my sojourn there, that three runaway sailors tried to make their pile. Two of them were wise or unwise enough to abandon the attempt and return to their ship, but the third remained behind, determined to have gold, if not by fair means, by foul. He obtained permission to sleep in the tent of three Welshmen, and after ascertaining that the gold was kept under the head of the middle man, he pretended to leave the diggings; but instead of that returned during the night, and, after three attempts at robbing, was shot dead in the act of ripping the tent at the head of the middle man. I visited the tent the following morning, saw his dead body as he lay with the open razor in his hand, and the rip in the canvas of the tent. Wild times were those; but most things and places have altered much since then, and yet these old diggings have been left as they were. The diggers' tents are gone, but the desolation remains; they seem to be utterly abandoned, except for an occasional old digger's hut and garden and a small farm,—all is desolate, excepting, of course, the adjoining bright little town of Castlemaine. Population 1889—9,220. After re-entering our carriage we steamed rapidly through the desolated diggings, stopping at Guildford, Newstead, Joyce's Creek, Moolort, Carisbrook. The land and the cultivation improved as we neared McCallum's Creek, and immense fields had just been cleared of heavy crops, judging by the stubble left behind. After passing McCallum's Creek we again entered the old mining region of Maryborough, where we joined the main line of railway for Ballarat; and travelling along the same route as we came, arrived at Ballarat at 7 p.m., after the round journey of 250 miles, which only cost us 10s. 3d. each, being the new year's holiday excursion fares.

As I have said before, Ballarat is a wonderful city, but I must content myself with recommending any one who has the means, and requires recruiting or renovating, to take a twelve months' trip to Australia, and spend the three hot summer months in Ballarat. He will return a new man. Let him not follow my example, of attempting too much


within a limited time, but let him take his leisure. I have described several of its attractions, but there are many others which I cannot attempt. I would mention with great admiration the Old Colonists Club, a model institution, with its noble premises and great conveniences. The memories of the old pioneers are piously regarded here. Then a little further on in the same street is the Mining Exchange, where the casual visitor can find plenty of chatty companions, and every facility for investing a fortune in stocks or shares which may land him as a millionaire or a beggar. Further on in the same Lydiard-street is the School of Mines and Museum. In the former lectures are delivered daily, to which visitors are admitted, and where plans and sections of mine drives, levels and galleries are exhibited, and the process of working explained. The museum is one of the most complete of its size that I have seen, and is replete with minerals, precious stones, fossils, and other geological, historical, and scientific specimens, compactly arranged and conveniently classified. There are also the various large mining works, such as the Band of Hope and Albion Co., the Star of the East, the Prince of Wales, the Leviathan, etc., all of which can be inspected by visitors, if properly introduced. All these were familiar to me five and twenty years ago. The only one that I visited during my late stay at Ballarat was the Prince Regent Quartz Mining Company, and here we satisfied ourselves with the inspection of the battery. The din of twenty stampers being lifted and dropped upon the golden quartz was utterly unbearable, causing great pains in the ears of those who are unaccustomed to the thundering and continuous roll of sound, and making it impossible for them to hear anything else; but, strange to say, the men working here can hear well enough to converse together. This mine is not supposed to be a rich mine, but I was told that the average crushing is twenty tons per day, yielding one ounce of gold to each ton. This at £4 per oz. is equal to £80 per day, enough to pay all expenses and magnificent dividends. I am told that there are thousands of spots on the extended Ballarat field where similar results would reward the enterprising miner. This

virtually ended my renewed acquaintance with Ballarat. I now went down to the coast, and visited Geelong, afterwards spent a week in Melbourne, and then went by steamer to Sydney, and sojourned nearly a fortnight in New South Wales. I again visited Melbourne and then by steamer to Tasmania, where I spent four or five days, and, on my next return to Melbourne, went up to Ballarat for a last look at my children and grandchildren, and the dear old cousin, who has remained so faithful and true. The leaving-taking may be imagined, but cannot be described.



## CHAPTER VI.

## GEELONG, QUEENSLIFFE, ETC.

EELONG is a city of over 25,000 inhabitants, beautifully situated on the extreme south-western shores of Corio Bay, an extended arm of that Great Port Phillip, on other portions of which are situated the great port of Melbourne, and numerous others of less pretensions. The proper way to approach Geelong is decidedly, by water, and in the *Courier*, *Hygeia*, or other passenger boats belonging to Huddart Parker and Co. They are magnificent specimens of naval architecture. When coming from Melbourne, and after landing her passengers at Port-arlington, the boat is headed for Point Henry, and the entrance into the Inner Geelong Harbour or Corio Bay, passing on the left a long stretch of fertile land in the district of Bellarine, celebrated for its prolific growth of onions. On rounding Point Henry and entering the narrow channel, cut through the bar, which acts as a natural break-water to Corio Bay, a scene of unexpected beauty bursts into view. The waters, which rival in colour the blue sky above, are enclosed at the southern end by a half circle of terraces rising abruptly from the sea, covered with villas, cottages, hotels, and parks, and all interspersed with a plentiful supply of refreshing foliage. On the right the distant Anakie mountains show sharply against the sky, while behind the town the whole picture is rounded off by the swelling Barrabool Hills. In my description of this city I shall borrow freely from the pictorial guide to Geelong, written by Mr. Cecil W. Jones, M.A. during 1890, the accuracy of which I am happy to confirm. On landing the visitor finds himself at the foot of the main thoroughfare, Moorabool-street, which rises by a very gradual ascent to the top of the slope on which the town is built, and again falls back towards South Geelong and the river Barwon. Immediately above the wharf will be noticed on the left the Custom House and Government offices, a solid block of stone buildings lying in a verdant enclosure ; while further



on in the same direction the Grand Coffee Palace occupies a prominent position. A little higher up, on the left, is the Public Library and Museum; while a little further on are the Exhibition building and Market reserve, whilst exactly opposite to the former is situated the hardware establishment of Parker and Co., in which the writer spent the twelve happiest years of his mature life. For picturesqueness, few streets can rival Moorabool-street, and the visitor is recommended to halt at the top of the hill, and, looking northward down to the bay and southward to the river, to ask himself if he has ever known a town more happily situated. There are four other streets 66 feet wide running parallel with Moorabool-street, north to south, from bay to river, fully a mile long each; whilst Latrobe terrace, following the lay of the land, runs considerably further, skirting the western shore of Corio bay, and dividing Geelong proper from one of its most important suburbs. Moorabool street is also intersected at right angles by numerous broad thoroughfares running east and west, among which Malop-street is a broad boulevard, reaching in almost a straight line from the railway station, past Johnstone Park, and Market square, to the Botanical Gardens. Parallel with this is Ryrie-street, leading from the fashionable suburb of Newtown on the west, past the hospital, to the open country in the direction of the eastern cemetery. Along the ridge of the slope runs Myers-street, commanding a fine view of both sides of the town. Such is a general outline of the town proper. It is surrounded on every side, excepting the north, by suburbs, two of which form distinct municipalities with mayor, council and local government. The public buildings of Geelong comprise a Free Library and Museum, an Exhibition Building, an admirable Mechanics Institute, a Post-office, which is now being rebuilt on an enlarged scale, Town Hall, Grammar School, the Scotch College, Gordon College, Hospital and Benevolent Asylum, Gaol, Supreme Court, a Roman Catholic Convent, a Catholic and a Protestant Orphanage and the Austin Homes. Of churches there is no lack, all denominations being well represented. In addition to the numerous wool stores which have sprung

up naturally in Geelong (the port of the western district), the banks of the river Barwon are lined for several miles with flour mills, wool factories, and tanneries of great size and importance, including also soap and candle manufactories, starch mills, wool scouring works, etc., in addition to which I must not omit the iron foundry of Humble and Nicholson, from which a large portion of the iron work of the western district has been turned out; also the very extensive Rope Works and Cooperage of West Geelong. In hotels and coffee palaces, as well as other boarding houses, Geelong is remarkably well off. The Geelong Coffee Palace (formerly Mack's Hotel) occupies a fine site in Corio-terrace, overlooking the bay and is a grand institution for visitors and health or pleasure seekers. There are other coffee palaces with not inferior catering at more moderate charges, besides three or four very first class hotels. Private boarding houses abound in every direction, and offer good board and lodgings at from 20s per week and upwards. Single meals can be had in several places in the centre of the town at a cost of sixpence each and upwards. Geelong has two morning and two evening papers. *The Advertiser*, one of the morning papers, has existed under that name longer than any other paper in the colony, having been started in the palmy days of the Pivot, when the embryo city was a rival of the now colossal Melbourne. Geelong is blessed with four public parks: the eastern (or the Botanical Gardens) is the most interesting feature it possesses. It lies on the summit of the eastern elevation of the town, and affords the finest view that can be obtained from any point so near. On the North appear the entire shores of Corio Bay, lying far below, enclosed by the curving line of hills. On the south is an undulating expanse of fields and wooded hills, stretching far towards Queenscliffe and the Southern Ocean. The outer fence of the park encloses nearly 200 acres of ground, round which runs a broad carriage drive nearly three miles in length, while numerous interesting drives pass in every direction. Most of this enclosure has been laid out with avenues of shapely trees and flower beds. Near the centre in a natural

depression of the ground is an inner enclosure of about six acres, known as the Nursery, and devoted to the cultivation of plants and flowers. This includes a large conservatory, hot-house, and propagating house, which are filled with the rarest of plants and orchids. But the chief attraction of the gardens is the fernery. My remarks respecting that of Ballarat and Sandhurst apply equally well here. Colonial gardeners revel in the cultivation of ferns. The fernery is a rectangular building over 300 feet long, formed of neat lattice work, with an octagonal dome in the centre, sixty feet high, and in this immense structure are fantastic rockeries, grottoes, caves, ponds, and fountains, in and out of which are ferns and plants of every description, from the most minute to the most gigantic, including lycopods, palms, and climbing plants, in the midst of which are fountains playing and jets squirting, making the whole most deliciously cool in the hottest of weather. Queen's Park, at the other extremity of the town, contains about sixty acres of land, and takes up nearly the whole of a cosy little valley at the bottom of a deep ravine, through which the rivers Moorabool and Barwon wind their ways to the ocean. The situation is beautifully romantic, and the park is a favourite resort and a great boon to the inhabitants. Kardinia Park is of about equal extent, but situated on a flat, between the city and the southern suburb of Chilwell, and not so far developed, but it forms a capital recreation ground. Johnstone Park is close to the railway station and in the heart of the city, and contains 17 acres of ground, and, being well developed by age, large spreading trees, rockeries, and ponds, give it great attraction. It is a resort for nurses with their precious charges. I have given a more or less full description of Geelong, Ballarat, and Sandhurst, being the three largest provincial towns of the colony. These were well known to me in their infant stage. I saw the foundations of the two latter being laid, and my acquaintance with the former carries me back to the time when the present streets were unmacadamised, unkerbed, and unchannelled, when bullock teams were bogged in its principal business streets, when yawning chasms, eight feet

been cut in endless labyrinthine sinuosities, and shaded arbours under the oak and honeysuckle trees which abound, while down the cliffs is a long stretch of silvery beach, and the rolling sprays of the great Southern Ocean sweep over it with majestic effect. Hotels, lodging-houses, and places of amusement are plentiful, and when the colony of Victoria has developed its millions, I have no doubt that Queenscliffe will be of vastly greater consequence than it is at present. I may be pardoned for relating here a personal reminiscence, illustrating the great advance in the value of land. Towards the latter end of the year 1865, half a section of land, containing 320 acres, was offered to me at ten shillings per acre. It belonged to the insolvent estate of a land speculator. It was situated about eight miles from Geelong, off the Queenscliffe old cart road. The land was fenced on one side by a post and rail fence, it was a mile in length and half a mile wide, and overgrown with such trees as indicated poor land, indeed, the greater part of the surface was covered with sand on a substratum of clay, and it had an undulating surface with an inclination to drain into an almost imperceptible water course then dry and sandy. On Christmas Day, of 1865, I drove there, accompanied by my wife and four children, and having brought provisions with us we enjoyed ourselves immensely. After returning home, I wrote and offered 8s. 6d. per acre for it, cash down, and was quite prepared to give the 10s. if necessary, but this was not to be, for the official in bankruptcy offered it to another, and it was accepted at once, and I lost the chance. In a few days after this, while my mind was unsettled, a letter arrived from Wales informing me of my father's second attack of paralysis, and that he was anxious to see me. I at once resolved to throw up my situation where I had served for twelve years, sold my property and furniture, and started home in the sailing ship *Norfolk*, with my wife and children, on the 21st January, 1866. Others have blamed me much for this step, but no more than I have blamed myself, to throw away invaluable colonial experience, and leave the scenes of my labour, where my abilities and integrity were recognised and respected. But there were many ways

of looking at things, and the atmosphere of Victoria was glooming with reactions and stagnation, and I did not think I was losing much when I lost that lot of land at Wallington in 1865. Guess my surprise then when returning by train from Queenscliffe on this journey in January, 1890, I fell into conversation with a young man whose father I knew well in former days. He said that this very land was never brought under cultivation, that the owner let it out as a rabbit warren, and derived a handsome yearly rent from it for over twenty years and then sold it for £17 10s. per acre, which is equal to £5,600, or thirty-five times the amount he gave for it. These were the sort of reminders that stood up before me during this revisit to Geelong, and I found it very difficult to be pleasant or to enjoy my short sojourn there. But Australians are used to these sudden rises in land value, and when we reach Melbourne we shall learn something marvellous with regard to land and property. Even here, in the vicinity of the comparatively quiet Geelong, some extraordinary prices have been obtained. For instance, a large farm at Drysdale was sold, during the wild excitement of the land boom of 1888, for seventy pounds per acre, which was originally alienated from the Crown for two or three pounds per acre. It was bought at this price for the raising of onions, the Bellarine district as I said before being pre-eminently suitable for this bulb. Geelong, as previously stated, is the starting point for the coaches which run with passengers to the various seaside resorts which are rapidly rising along the shores of the Southern Ocean from Queenscliffe to Apollo Bay, at the termination of the Cape Otway Ranges. Ocean Grove, Barwon Heads, Bream Creek, Spring Creek, Lorne, and Anglesey River. These resorts possess a strong resemblance to each other, and a description of one will apply in great measure to all. The beach in every case is remarkably fine, smooth, shelving sand, usually rising from high water mark to steep grass covered sand dunes. Here and there rocky prominences breast the waves more boldly, and their nooks and crannies are the haunt of cray fish and store-houses of marine curiosities. During my stay in Geelong, I was the guest

of Mr. A. and his wife, the latter being a daughter of my dear old friend Mr. T. I shall never forget the kindness exhibited, and the favours received from their hands. Geelong has a great future before her : she will not always be overshadowed by her mighty rival on the Yarra. The dawn is more than breaking, and the brightness of her future will be resplendent. For there never was a town better placed, better planned, or more judiciously built, with its wide streets, its convenient tramways, and omnibuses, coaches, railways, and a magnificent fleet of steamers. What can arrest her ? Then, with all my heart I say, "Advance, Geelong !"



## CHAPTER VII.

## MELBOURNE AND ITS MARVELS.

**M**ARVELLOUS Melbourne! Is it possible to give anything like an adequate description of this wonderful city within the limits at my disposal? It is so vast in its proportions: its suburban boroughs stretch out so far and its feelers reach outwards and forward, as if it intended to grasp and absorb the whole Colony. However great my subject and inadequate my ability, I must make the attempt. The population of the city of Melbourne and its suburbs in 1890 was 427,209. In these figures are included the city proper, with a population of 76,504; Prahran, 39,000; North Melbourne, 21,967; South Melbourne, 41,125; Fitzroy, 32,425; Collingwood, 32,888; Richmond, 37,350; St. Kilda, 17,926; Footscray, 14,300; Brunswick, 15,500; Port Melbourne, 12,278. These all join to the outskirts of the city, and twelve smaller suburbs branch from these to extend in the future this great metropolis of our southern empire. To those who, like myself, have seen Melbourne when it contained in its full extent only 35,000 people, this growth in 37 years is almost incredible, and it is hardly possible for anyone to assess it at its value, and appreciate what it really means. There are manufactories, mills, breweries, and great industrial works scattered everywhere, but the busy hive of the present and most certainly, the future, is South Melbourne, or the great flat situated between the river Yarra and Emerald Hill. Here are foundries, engineering works, rope works, factories, breweries, timber yards, saw mills, and a variety of other works of great magnitude, which under a system of protection to colonial industry, have risen and flourished, and have driven foreign competition in many branches clean out of the market. None of all this could possibly have been brought into existence under a system of absolute Free Trade. There is no doubt that this system of protection has given an artificial character to every department of state, commerce, and social life, very manifest to new comers from Free Trade England,

and we are apt to prophecy that Nemesis will follow. But colonials will not agree to this. They say that protection of individual property is at the root and foundation of social life and civilization itself, that whenever a population becomes congested the artificiality of values will vanish, and prices will be modified as soon as production equals or overtakes the demand; and thus the colonial manufactures will entirely supersede English and American goods, simply because the prohibitive duty will exclude them from competition. However, I shall have more to say on this subject by and by. We now turn to the wharves to inspect the shipping facilities which are being developed at a wonderful rate. Port Melbourne, formerly called Sandridge, is connected with the city by a railway,  $2\frac{1}{4}$  miles long, ending in a series of wharves and piers fitted with steam and hydraulic cranes, where vessels of the largest tonnage can be loaded or unloaded by means of railway trucks alongside. Williamstown is also in Hobson's Bay, at the mouth of the river Yarra. Here are wharves and piers of even greater magnitude, as well as graving docks, and all the conveniences for the repair and equipment of disabled ships of any size. At these wharves the great steamships of the P. and O., the Orient, and the Continental, find convenient berths, and goods and passengers are transferred to railway trains alongside, or to smaller steamers up the Yarra into Melbourne. The Yarra is an insignificant river for so great a city as Melbourne, and would have been worse than useless for present traffic if it had remained in its original condition of winding links and sludge-filled shallows. But all this has been altered by the Herculean energy and the determination of the people of Melbourne. The rambling links have been disconnected and straighter courses excavated through the narrow necks of land, making the new course of the river comparatively straight, leaving the old channels to be utilized as waterways to the previously established towns and works along its banks. But the new straight course of the river is still in process of transformation and adaptation to the demands of Melbourne, all along the five miles from Williamstown to the city wharves, huge dredging machines



are passed continually, busy at work excavating rock, raising silt and sewage, and depositing it by means of long shoots over the surrounding flats, to make roads and building lands. Wharves have been made on both banks, extending from Melbourne for miles; and they are at the work still, with pile-driving machinery, planks and spikes. One of the old bends of the river is being converted into a magnificent dock with berth spaces and warehouses in abundance. Already vessels and steamships of over 3,000 tons can be moored alongside, and at intervals are open areas where the longest ship can turn. It is marvellous to witness the great activity everywhere. Truly the Yarra river is a great thoroughfare, and there is very little doubt that before long both sides for five or six miles will be completely lined with various industries. But the river Yarra has one drawback, an important one; Its waters are exceedingly foul. The inky blackness of its waters was apparent to me, but a defective sense of smell saved me from experiencing their further offensiveness. I will however transcribe a cutting from the Melbourne papers which appeared during my visit. A Scotch and an Irish mariner met in an hotel in Melbourne and were discussing the merits of the Liffey and the Clyde compared with the filthy Yarra. "Why, the Liffey is as bright as Killarney's self, and the Clyde as a highland burn compared with yon Middin," and then they drank to the memory of their native streams, and to the confusion of those who compared them with the filthy Yarra. Afterwards they explained to each other the reasons which brought them ashore. They agreed that the proper place for a captain was in his ship, but if in staying in his ship he ran the risk of being poisoned by the foul gases exhaled from the river, was he not justified in going ashore? There is no doubt of the truth of the above picture, and ladies standing on the wharfs to see their friends off, do so with handkerchiefs to their nostrils to protect themselves from the effluvia. It is something fearful, and it is a matter of surprise that more sickness is not attributed to the nuisance. The cause of all this is the absence of sewers. The marvellous Melbourne without a sewer! The river Yarra has to carry and absorb

all that reaches it from the city and suburb, and yet, this is the river from which all the drinking water was obtained and sold for five shillings per barrel thirty-seven years ago. All this will be remedied in the course of a few years; Mr Mansergh, an eminent sanitary engineer, visited Melbourne during 1889-90 to inspect, report, and advise; and the sanitary commission have decided upon what they considered the only practical scheme which will be carried out without further delay. The difficulties to be overcome being enormous and will take five or six years to complete and cost many millions of money. Then and not till then, can the river Yarra return to its original sweetness, and pleasure seekers float on its waters with impunity. We are still writing about public works, amongst which pre-eminently stand the Municipal and Colonial Public Buildings, the Town Halls of Melbourne, and the suburban municipalities, the New Victorian Railway Station, the General Post Office, the Law Courts, the Exhibition Building, the Public Library, National Gallery, and Museum, the Melbourne University and the various colleges, hospitals, and benevolent asylums. As there is no poor law in Victoria, there are scattered over the colony many excellent institutions for the relief of poverty and alleviation of pain. There are thirty-eight general hospitals besides special hospitals for incurables, lying-in, eye and ear, children's, a blind asylum, a deaf and dumb asylum, and no less than six benevolent asylums where aged and infirm persons are cared for. There are besides, in various parts of the colony, seven orphan asylums, nine industrial and reformatory schools, six hospitals for the insane, and five female refuges. All these are partly supported by voluntary contributions and partly subsidized by the State. As public works we must reckon the Houses of Parliament, the extensive group of separate buildings, occupied as the head quarters of the various departments of the state, also the Eastern and Western markets, the hay, corn, and cattle markets, the Botanic Gardens, the Royal Park, the smaller parks, the beautifully planted reserves and open spaces, and the Zoological and Acclimatization Society's Grounds. My object in enumerating these important works is to draw

attention to the vast energy and public spirit of the inhabitants of Melbourne. They made up their minds that their city should be the commanding and attractive metropolis of the southern hemisphere, and it will be. The energy of their Government and municipal bodies has been an example for their merchants, tradesmen, and manufacturers to follow. Confidence and faith stimulated them to embark in private enterprises resulting in massive buildings of immense dimensions and great architectural beauty, many of them reaching an altitude of eight, ten, and even twelve stories, with all the modern internal arrangements of iron joists, hydraulic lifts, etc. So great is the faith of the public in the permanency of the prosperity of Melbourne that over £1000 per foot frontage has lately been paid for property in central Melbourne. To give my readers an idea of what colonials are looking for in the near future, I shall insert here a few facts brought before the sanitary commission last year, to guide them in selecting the best system of sewer drainage:—Mr H. H. Hayter, Government statist for the colony, laid before Mr Mansergh and the commission a report from which the following is extracted. He estimated that in forty-five years the population of the city and suburbs will have reached the total of 1,500,000. He had arrived at the result on the basis of an increase annually of about  $2\frac{3}{4}$  per cent., which was much lower than the rate of increase for the past seven years. He thought that the causes which had operated in the past in the direction of increase of the population would continue in force for years to come. There was no possibility of foretelling the future greatness or wealth of this colony, and the population would increase with it. The witness quoted largely from the printed public statistics relating to the subject, from which he formed the following calculation of the present and future of the city of Melbourne and suburbs:—The area of Melbourne and suburbs, 67,778 acres; present population, 437,209 on November 13th, 1889; rate of population per acre 6.3; population forty-five years hence, 1,566,280; rate of population per acre, 25. According to this it is imperatively necessary that a great and comprehensive system of sewer

in width by five feet in depth, had to be bridged over in front of each shop to enable pedestrians to cross from footpath to roadway. Geelong is now a most beautiful city. It has certainly remained stationary for the last five and twenty years as regards population; but there can be no doubt that the wealth of its citizens has increased, as evidenced by the beautiful villas sprinkled over all its suburbs, as well as by its great industrial works, mills, and vast wool stores. The inhabitants are now more sanguine than ever in their faith as to its future progress and ultimate greatness. No one can deny that the city has all the natural elements of prosperity and that artificial aid has been brought judiciously and unsparingly to prepare for that future greatness which is in store. My visit to Geelong after twenty four years' absence was not an unmixed pleasure: reflections would force themselves to my mind as to my folly in deserting it for a crowded, grasping, competing old country like England. I witnessed old shopmates in prosperous circumstances, old acquaintances who had become very wealthy, with grown-up families having all the accomplishments and advantages of a liberal education. But my most intimate friends were all gone. I was here a stranger, where once I was an integral part of its human machinery, and I was more melancholy here than in anywhere else. Was it not here that I once had a beautiful cottage, which a good wife adorned and my merry children cheered, surrounded with a garden, with trees and flowers, where my leisure time was spent in domestic occupations. The cottage was still there, almost the same as when I left it. But what was it? Merely the shell. Oh, what a disappointment—what a comment upon the folly of restlessness! I wept in silence and departed in sorrow.

During my stay in Geelong I made several excursions into the surrounding townships, and was greatly pleased with the signs of progress visible everywhere. The land was well occupied by small farmers and market gardeners, with good roads, pretty houses, and comfortable surroundings. Everywhere it seemed more homely, and every one appeared as if he were really at home, the great restlessness

of former years having given place to a more contented attitude. But I was greatly concerned about the vineyards along the Barrabool Hills, once the great attraction and the most profitable establishments in the country. Miles upon miles of vines were uprooted and the ground ploughed up, owing to the ravages of the phylloxera pest. It is now many years since this appeared. The whole district of Geelong was proclaimed, and not one vine has been allowed to grow. I find, however, that the ground is now nearly free, and that replanting is likely to commence in a very short time. It was well that each of the vineyard proprietors had planted other fruit trees, and that the destruction of their vines was not utter ruin for them. Fruit culture is still a greater industry than ever. This is the prevalent opinion throughout the country, that Victoria and most of the other colonies of Australia will become the greatest wine producers of the world. Geelong is the centre from which the towns and villages, and health resorts of the southern coast are reached, and in addition to the Melbourne and the Ballarat railways, a line runs from here to Colac and Camperdown, and the rich agricultural lands of Mortlake and Warrnambool, through some of the finest scenery in the country, whether mountain, forest, glen, or lake. My journeys in the early days through these regions along the rough roads, visiting our customers, on the large cattle and sheep runs and the storekeepers in the villages, will never be effaced from my memory. The railway has opened up the country, and from its various stations other regions are explored, and the country becomes settled. Another railway starts from Geelong in a south easterly direction to Queenscliffe and Port Phillip Heads, not only opening up the rich district of Bellarine, and accommodating the visitors to the former as the great Oceanic watering-place; but also facilitating the transit of guns and ammunition and other war materials to the great national fortifications by which the entrance to Port Phillip can be protected, and Melbourne held secure from a naval attack. Queenscliffe is a charming place in summer, being surrounded with sandy hillocks, overgrown with tall shady bushes, through which paths have

not purchasing, at their discretion. It is the favourite resort of unemployed clerks, young ladies, retired tradesmen, schoolmasters, clergymen, and the book-reading public generally. In fact, it is a most convenient and useful institution. It is close to the General Post Office, the cheapest place in the colony for books, is universally patronised, and the enterprising proprietor finds it remunerative. From every source at my command I learnt that all departments of trade and manufacture were then in a most flourishing condition, agricultural implements, and machinery of the large kind, waggon and carriage building, the immense railway rolling stock manufactories, locomotive works, the fruit and sugar boiling establishments and refineries, distilleries, breweries, flour mills, biscuit manufactories, saw mills, timber yards, and joinery works. The building, decorating, and plumbing establishments are all busy and on a most extraordinary scale, and, in view of the comprehensive system of sanitary drainage that will be initiated immediately at a cost of several millions, the labourers, the plumbing, and the sanitary establishments of the city have a glorious prospect for many years to come. A description of Melbourne would be incomplete without some notice of its wonderful Tramway system of street cars,—these Tramways have been constructed along all the principal streets in the city, connecting with every suburb for several miles in every direction, the motion is conveyed by means of endless steel wire ropes running in deep concreted grooves in the centre between the two rails, these are worked by powerful steam engines from station to station placed every mile, the carriages have a powerful lever grip which projects underneath into the groove in the roadway, this grip is under the command of the gripman, who takes hold or loosens his grip whenever the car is to go or to stop, and thus all is worked marvelously quiet, and without any apparent propeller visible, I have travelled 5 miles at a stretch for a threepenny fare. If your journey is short or long your charge is the same, if you only ride fifty yards you pay threepence all the same. The tall chimnies of these tram stations are scattered all over Melbourne and the suburbs, giving them the appearance of


great manufacturing towns. This immense concern is the property of a company, and so successful and prosperous has it proved that the original ten shilling shares were selling in 1890 for seven pounds each, equal to fourteen times their original cost,—and at that price have been paying dividends of twelve per cent.—this was told to me by a fortunate original shareholder. And now that I read it again from my diary it seems to me incredible, but the fact is, the atmosphere of Melbourne is full of truthful incredibilities. I have now given a rough description of the principal objects which have interested me, showing the wealth and magnificence of this wonderful city which has only been founded, built, and developed to its present greatness within the period of a little over fifty years. But in a description like this so hastily written I cannot be expected to have exhausted my subject. Croakers exist in every community, and in a colony like Victoria, where great fortunes have been made and so many are prosperous, there must also needs be a host of disappointed and unsuccessful men, owing to misfortunes, reckless speculation, improvidence, intemperance, and incapacity, but the preponderance of evidence goes to show that the great bulk of the population are contented and prosperous. It is surprising how very hopeful and confident everyone is of the future, how positive the people are that no ordinary calamity can arrest its march or check the prosperity of the Colony. They point to their network of magnificent railways and the enormous revenue they bring to the national exchequer. Then there are irrigation schemes promoted and carried out by the Government, by means of which enormous tracts of country hitherto considered barren are converted into fertile land. The increased value of these irrigated tracts will in the near future yield a handsome revenue to the State. The colonists of Victoria are doubtless the most go-ahead of all the settlers in Australia, and being the first in the field with protective import duties, the consequent success of their great manufacturing industries, their central position, great wealth, the large fleets of ships at their service, all combine to give them at present a commercial pre-eminence which justifies them in

anticipating a continuance of unchecked prosperity for many years. Shall we cast a shadow over this bright prospect, or suggest the possibility of coming reverses? In justice to myself, I feel bound to record the drift of a possible contingency. The Victorians are in the midst of a great fling. We must not forget that they may be under the influence of its charm. They may be but sticks in the current of a gigantic boom, the starters of which may even now run their cow dry by over-milking. Their national debt is enormous, and every year it increases by several millions. Can they go on borrowing for ever? Will creditors ever pull them up and ask, Are you doing right in saddling an uncertain posterity with all this debt? Should their credit be suddenly stopped, I fear it would produce a panic and a calamity. Then again there is the wonderful uncertainty with regard to Western Australia and the northern territory. Should these prove as auriferous as Victoria was in the early days, I should not be surprised to see half the inhabitants of the colony rushing there to partake of the first fruits. Such an event is very possible, is persistently prophesied, and if it were to take place it is hard to tell what the consequences would be to Victoria. It might paralyze her trade, disarrange her revenue, put a stop to her public works for years. And such an event would inevitably bring down the value of property, of stock, of shares, etc., to less even than their real intrinsic values. But Victoria's trade and enterprise have proved so elastic in the past, that, having laid the foundations of the State so deep and wide, it is possible that she may prove herself indispensable to her neighbours by her central position, her industries, her shipping facilities, and her indomitable pluck. Doubtless those capitalists who bought property in Melbourne at £1000 per foot, and erected costly buildings, must have weighed all these possibilities before investing their money; therefore what right have I, so long absent, to condemn, contradict, or confound the estimates of their experts with regard to the future.



## CHAPTER VIII.

MELBOURNE, OLD ACQUAINTANCES, RELIGIOUS STATISTICS.

 SHOULD like to introduce my readers to some of my friends and old acquaintances, to show the changes which have taken place in their estate and position, illustrating in their persons the progress of the colony. I must be brief, however, and for obvious reasons must suppress names. (a) A plasterer arrived thirty-seven years ago empty-handed, enterprising, speculative, and very active in his habits, his wife and he were a happy couple; they have reared and educated nine or ten girls, who have all married well and have families of their own. The old folks live in their own beautiful cottage, have about £200 rental from property, he is hale and strong and amuses himself at odd jobs to help to keep the pot boiling; he is not what is called rich. He is an ardent Welshman, and takes great interest in the Cambrian Society. His wife and I were school-fellows in childhood. (b) Another old school-fellow, a farmer's son, arrived in 1852; has been lucky in everything he attempted, whether gold mining, hotel keeping, or stock jobbing. He has been of a venturesome and generous nature, has made and spent several large fortunes, and is now worth from £40,000 to £50,000; he lives in a fine villa in one of the suburbs of Melbourne, and still has pleasure in watching the share market. When I called upon him the second time, he had just sold £1700 worth of M— brewery shares at a loss of £285, and bought their equivalent in Broken Hill Silver and other mining shares to replace them. He is a keen speculator, is in the swim, and it is his only occupation, and being a very free generous fellow, he has a host of friends, from whom he gets private information and profits by it. (c) An old partner of mine in a wild speculation in 1853.\* We met accidentally in the corridor of one of the Government offices, recognised each other at once, after a total estrangement of thirty-seven years. He told me that after our parting he got married and had several children, who are all settled in life; and his first wife dying a few years ago,

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\* This was the Board and Lodging House business mentioned in Sketch of my Life.—See Appendix.

he has married again and has a second family. He said he was now well off, having benefited by the late land boom, but that he had seen and experienced many ups and downs, and had occasion more than once to take advantage of the bankruptcy court. He has 3000 acres of land, and other property in various parts and considers himself worth £20,000. His life has been rough and unsettled. He has been more of a speculator than a settler, has done much in saw mills, and the Colonial timber trade; his sons working the machinery with him. He is still the rough, grasping, strongwilled man that he was in 1853, but he has also a kindly patronizing disposition towards those who are inclined to lean on him. (d) Another Welshman, an old and bosom friend from 1853 to 1860. I found him living in retirement in one of the suburbs, having suffered for years from heart disease. Our conversation dealt with the subject of conscious life after death, and our trust in the future whatever it might be. His wife is a good and clever woman, who has brought up a houseful of children very respectably, several of them being well-placed in offices of trust. On my leaving the colony he was present at the wharf to bid me goodbye, but before many weeks were over the great mystery of life was over with him, and he was laid in the bosom of mother earth. (e) Another of my countrymen, was a companion of the last-named friend, and they occasionally worked into one another's hands as land and property agents. The first mentioned left Melbourne early and settled in a country town, but this one stuck to the agency business in Melbourne and developed into a great land speculator. He is now worth hundreds of thousands of pounds, if he is not a millionaire. He never married, is most penurious and simple in his habits, lives a lonely life in a good stone house in the midst of a forty-five acre paddock, which he could have sold during the boom for £40,000 although it only cost him a few years ago about £250. For this land he now pays property tax of £226 per annum. I found him *en dishabille*, with unshaven grey stubble on his chin and cheeks, trousers torn and patched, rough unironed shirt, old vest, and coarse white linen coat, clean but much the worse for wear. He had

two female servants. He gave me a hearty welcome to dinner. After finishing our repast we retired to the sitting room, and had a long conversation about old times and mutual old acquaintances. Especially Miss — his late house-keeper who continued true and faithful to him for over twenty-five years, until her death about two years ago, and although never legally united they lived a virtuous life together, entirely above suspicion. She was an amiable woman, and knew his ways, and her loss was felt by him most keenly. This lady was a daughter of my mother's step-father by a subsequent wife. We also spoke of the prospects of the colony, in the future progress of which he had unbounded confidence. He blamed me greatly for leaving it as I did in 1866: instanced so many that had started in my line of business after that date, and had already retired with fortunes, and was of opinion that it was even now at my age quite safe to come back and recover my lost opportunities. I will just briefly mention a few other instances of great success. A very wealthy firm, engaged in the manufacture of aerated waters, who were stone masons on their arrival. W. Jones, a horse trainer and race horse proprietor, who can count over £100,000, was once bottle washer to the last named firm. Several railway and road contractors who were penniless at the commencement of their colonial careers have become immensely rich. There are great hardware merchants who began life in Melbourne as porters and tinsmiths; and extensive ship owners who were formerly in the position of clerks. I could go on indefinitely enumerating the colonists who have thus prospered, and will now absolutely close the list with an introduction to Mr. J. D., of E—, at his charming residence. He is a venerable white haired old gentleman, recognised as the patriarch of the Welsh colony in Melbourne and its suburbs. He is very wealthy, and owns much city property as well as country lands. In the early days of the fifties he purchased a small estate of thirty acres from the Government for £150, close to his present residence. This he cultivated very profitably for many years, partly as market garden, and partly as vine-

yard, and had become very rich by the investment of his savings; and, when the land boom of 1887-8 took place, he parted with his garden and vineyard for an enormous sum to a syndicate. The land was cut up by the latter for building purposes, and sold afterwards at a profit. His good wife and amiable daughter brought us a bottle of white wine of his own growing, ten years old, which we drank in their honour, and spent a very pleasant hour in their company, the conversation exhibiting unbounded confidence in the future development and prosperity of the colony.

*"Religion."*—On this topic I will merely copy the statistics from the Victorian year book for 1889-90. About the middle of 1889, the various denominations in the whole of Victoria stood numerically as follows, viz:—Church of England heading the list with 398,761; Roman Catholics, 260,404; Presbyterians, 169,714; Methodists, 138,748; Independents, 25,418; Baptists, 26,068; other Protestants, 33,106; Jews, 5,542; Buddhists, Confucians, etc., 10,710; Residue, including those of no religion or belonging to no denomination, 35,829. The numbers put down for the Church of England include what is called the Free Church of England and Protestants not otherwise defined. The foregoing Proportions for the whole colony are pretty nearly maintained in Ballarat and Melbourne. I have already mentioned my experiences in the former, and in regard to the latter they were confined to two, viz., the Independent Church under the ministry of Dr. Bevan, and the Australian Church under that of Dr. Strong and his coadjutor Mr. Addis. The Independent Church is a very fine building, capable of seating a very large congregation. Dr. Bevan is a native of South Wales, and in addition to a well stored and cultivated mind, he possesses largely that poetic fire and faculty of word painting so eminently characteristic of Welsh preachers, and which carries his audience as it were by storm, and holds it fascinated by his vivid pictures and dramatic personations. On one of my visits to his church, and after a most beautiful service of prayer and song—including an exquisite Anthem with a

beautiful tenor solo, we had a sermon on "The whole duty of man," a learned philosophical discourse analyzing the conscience, the moral sense and religion, and how the one developed into the other. He criticised most liberally the writings of the ancient Epicureans and Stoics, and favourably mentioned Epictetus and Marcus Aurelius, also the modern progressive English philosophers regarding the nature and origin of conscience, religion and the moral sense, ending with a soul-stirring peroration. He is a genial and noble looking gentleman, and a thorough master of his profession. This sermon was afterwards the subject of a very interesting conversation on our return to my friend's house, where mutual confessions and sympathetic utterings were anything but unprofitable. Mr. Bevan's predecessor in the pulpit was also a Welshman, Dr. Jones, who, although returned to his native country many years ago, is most affectionately remembered by his congregation and others, as the most eloquent preacher that ever visited the Australian Colonies.


The "Australian Church" is an off-shoot from the Scotch Presbyterian Church of Collin's Street. Dr. Strong was for some years its most popular preacher, but the difficulty of reconciling the Bible with modern thought, and researches in ancient history and geology became too much for him; and, whether correct or not, he found it incumbent upon him to side with scientific truth in preference to what he considered the unsupported assertions of the Bible, his studies landing him in "Pure Theism" or natural, as opposed to super-natural religion. His late congregation divided, great confusion ensued. The present "Australian Church" was built, and fully half the congregation went with him. And so great has been his progress, and so acceptable is his teaching, that he has had to start branch services in one if not more of the suburbs, and has a coadjutor to assist him in his duties. The service is in printed form, is very similar to that of Mr. Voysey in the London Theistic Church. It is very impressive and elevating in its tone and character. The music also is very fine, the organ being the best in the colony. The congre-

gation is large, intelligent, and earnest. Its arrangements and its service being admirably adapted for that rapidly increasing party who have lost the faith of their youth and their fathers, and are unable to enjoy life without the consolations of Religion and the aspirations of the ideal. I thoroughly enjoyed each service that I attended, and was much interested in the variety of the sermons as between Dr. Strong and his coadjutor Mr. Addis. The utterances of the former being well considered and thoroughly sound. The latter, being a much younger man, his convictions appear as yet unsteady and in course of developement. All the Christian denominations appear to be well supported throughout the colony, the churches in the principal towns being costly edifices, the ministers are also well paid for their services. They are all on an equality as regards the State, all being carried on by voluntary contributions. Some of the stricter sects have consistently refused State support from the very foundation of the colony, and this doubtless accounts in a great measure for the fact of the Independents and Baptists being so few in numbers compared with members of the Church of England, Roman Catholics, Presbyterians, and Wesleyans, who received free building land and accepted money grants, whilst State aid was the rule during the early years of colonial progress.



## CHAPTER IX.

## THE LANDS OF VICTORIA, THE IRRIGATION COLONY.


 HAVE now reached the most difficult and perhaps the most important of my self-imposed tasks. How to concentrate my information within reasonable limits, how to lay it before my readers in an intelligible form is no easy matter. There are so many anomalies to account for. Farmers will stare at me when I say that from £20 to £30 per acre of *rent* has been paid for onion land at Bellarine, and £40 for potato ground at Warrnambool; but I am told that such is the fact, although the owners purchased the freehold for only £2 to £3 per acre many years ago. In the face of this, they will be surprised to learn that fair land can be *bought* at the present moment within 100 miles of it for £1 per acre, and the purchaser can pay for it at the rate of one shilling per acre per annum for twenty years, by paying interest at four per cent. for the unpaid balance. I have told my readers before that I was very near buying, and another did buy, 320 acres within ten miles of the onion land just mentioned for ten shillings per acre. The position, the conveniences, the quality, and the water supply govern the price of land immediately it is conveyed from the State to the individual; and, indeed, it governs it before alienation to a certain extent by special provisions in the Land Act of 1884. There is very little doubt that the bulk, if not the whole, of the really good agricultural and horticultural lands in the neighbourhood of large towns, seaports, and railway stations, have already been alienated, and if any one should insist upon having land in these convenient localities, he must deal with the land jobber and make the best bargain he can. During the last three or four years irrigation has been brought prominently before the colonists, and land of excellent quality in the interior, which was useless without artificial watering, has been taken up by wealthy syndicates, so as to secure co-operation in the water supply for a large area occupied by numerous settlers. Foremost among these are the irrigation colonies of Chaffey Brothers at

Mildura in Victoria, and Renmark in South Australia, one on each side of the great river Murray ; and to describe these in the words of their prospectus will show the problem which they profess to have undertaken to solve : " It is a scheme which effectually overcomes, so far as it will extend, the most serious obstacles to Australian agricultural prosperity, viz., the irregular and insufficient rainfall, a scheme which affords a wide and profitable field for the investment of capital and the labour, energy, and enterprise of intelligent, industrious people of small and large means ; a scheme of what may rightly be styled model or scientific colonisation, entered upon under the auspices of enlightened colonial statemanship, and being carried out with the co-operation of thoroughly competent, honorable, and energetic leaders ; the guidance of men who have shown themselves to be accomplished masters of the kind of work which they have undertaken." The Messrs. Chaffey will adopt the most economic use of water for irrigation purposes, as well as the most perfectly constructed works. The importance of these considerations can scarcely be too much emphasized, having regard to the vast extent of land which might advantageously be brought under these operations in Australia, the comparatively limited supply of water which is available in many localities, and the unquestionable desirability of such irrigation wherever it is found practicable. The Mildura irrigation settlement consists of 250,000 acres of splendid land of which 50,000 are in the first instance dealt with, this area includes the site of a town and surrounding residential and suburban villa blocks. The climate of the locality is extremely favourable to fruit culture especially grapes, oranges, olives, prunes, figs, apricots, peaches, and such other vegetable productions as may be found profitable or desirable. The tracts of country selected by Chaffey Brothers for their initial settlements are admirably adapted for the process of irrigation, and agriculturists who have had bitter experience year by year of the losses and disappointments incidental to the climate of Australia, will not be slow to appreciate the advantages of a place where practically the farmer can turn on the rain



to suit his own convenience, and can look forward with certainty to having a crop, as confidently as the manufacturer can calculate upon producing goods of a certain value from a given quantity of material. Any colony which can offer such advantages on a large scale to the farmer or fruit grower, possesses an attraction for population and capital more powerful than a gold field or a silver mine. Although the Chaffey settlement was only started four years ago, great progress has been made with the works, and many thousands of acres have been brought into successful cultivation, and hundreds of miles of main channels and subsidiary ditches have been completed, and many miles of main pipe lines laid down. The pumping plant at Nichols Point consists of a 450 horse-power engine and two 20 inch centrifugal pumps, and at King's Bullabong an 850 horse-power engine and proportionately large pumps are at work, and by this time a similar engine and pumps have been fixed at Psyche Bend. Several powerful steam ploughing machines and special traction engines for grubbing are in operation. Large engineering works have been initiated, a foundry and boiler works have already been started, so that the settlers will have every convenience close to their allotments. Already a prosperous town is rising and will have all the conveniences as well as requirements of a civilized community, a State school, a post and telegraph office, a coffee palace, public institute, free library, and horticultural museum are to be provided. The system initiated by the company of planting and cultivating allotments on moderate terms for non-resident investors has proved highly satisfactory, and those of them who have visited their holdings express much satisfaction with the results. By this system many whose business engagements preclude them from taking up immediate residence in a new settlement are placed in possession of an orange grove or vineyard amid delightful surroundings. The terms upon which the company sell these lands are substantially as follows:—Lands suitable for vineyards and fruit farms, in ten acre lots, are sold at the cash price of £20 per acre, no single purchaser to have more than 80 acres. The lands appropriated to agricultural

or grazing farms are sold at £15 per acre; these are cash terms less  $2\frac{1}{2}$  per cent. discount. Land can also be obtained from the company on the time payment system, at the same prices as the cash payments, under the following arrangements:—A deposit of £1 per acre is required on application, and the balance of the purchase money is paid on the building society principle, by monthly instalments extending over a period of ten years. For each 10 acre horticultural allotment the purchaser will pay £10 deposit. Ten years's interest, at the rate of 5 per cent. is added to the balance of purchase money (£190), making it amount to £285, and this is divided into 120 instalments of £2 7s. 6d. per month for the ten years. The lands appropriated on the site of the town of Mildura are sold as follows: Town lots of 33 feet by 155 feet, £20 per lot, and villa lots of  $2\frac{1}{2}$  acres, £100 each. Every purchaser of land, whether for cash or on time payment, will receive for each acre that he holds one fully paid-up share in the Mildura Irrigation Company, Limited. Each share will entitle the holder to one vote in the control and management of the Irrigation Works. All the pumping machinery, irrigation channels, conduits, and pipes are constructed and provided at the cost of Chaffey Brothers, Limited, for the conveyance of water to the highest corner for distribution in each allotment. Full particulars of the scheme and its provisions can be obtained by applying to Chaffey Brothers, Limited, Cornwall Buildings, 35 Queen Victoria Street, London, E.C. I have endeavoured to give faithfully and honestly the provisions and conveniences of this great enterprize. Great it is without doubt, and I have no reason to think that it will fail in what it attempts to do. It is a grand provision for faint-hearted colonists to enter upon the lands of the colony on absolutely safe conditions, where their eyes will be opened, and they will walk into the irrigation business for themselves, buy land from the Crown at one-twentieth the price of Chaffey Brothers, and find the water for themselves, or by co-operation with others, for irrigation. In this way, and in this way alone, do I see the great utility of the Mildura and Renmark Irrigation Settlements. They will act as

schools for promoting almost universal irrigation throughout the colonies, or at any rate for the large areas suitable for irrigation, and where water is available. There are millions of acres for the greater part of the year parched and burnt, which could, if irrigated, be made as fruitful as the Nile Valley, and when this is brought about in all parts of the country, it will have a beneficial effect upon the climate of Australia. When water is spread all over its surface, the increased area in course of evaporation must result in a moister atmosphere and more frequent rains.





## — PART III. —

### NEW SOUTH WALES.

#### CHAPTER I.

##### THE VOYAGE TO SYDNEY.

**M**Y trip to Sydney was a delightful experience, starting from Melbourne on Saturday, January 18th, 1890, in the steamship *Elingamite*, a splendid vessel of 2,585 tons register, built on the Tyne to the order and designs of Messrs. Huddart Parker & Co., Limited. She is a model of what a combination of cargo and passenger vessel should be. My friend Mr. T. being one of the directors of the Company, introduced me to the captain, Mr. Bull, who recognised me as having been introduced to him before at the Ship Building Yard on the Tyne, when he first took command of the ship. I left my friend Mr. T. on the wharf, and we waved handkerchiefs in recognition as the ship glided slowly down the dirty Yarra until out of sight. After leaving the river and getting well into Port Phillip, the weather became hazy. Passed through the heads about 3.30 p.m., and as night came on the haze deepened into a dense fog, and sent us into our cabins early. We were frequently disturbed during the night by the horrid noise of the steam fog horn. Sunday morning, January 19th, opened with very smooth sea, and the fog increasing in density, the fog horn sounded every quarter of an hour. We saw no land during the fog, but it cleared away early in the afternoon, and we were steering north by a little east. The coast being visible, but uninteresting, with barren, sandstone headlands and immense sandy stretches.

The sea became rough with strong head winds, many besides myself suffered sickness, and the night was passed in discomfort. On Monday the coast of New South Wales became more interesting; passed the mouth of a large river and interesting cliffs, passed Cape St. George Lighthouse close to the spot where our Company's ship *Corangamite* was totally wrecked a few years ago, and only partially insured. From here onward to Sydney the coast scenery is very grand—cliffs, bays, sandy beaches, caves, grottoes, natural bridges, etc. Jarvis Bay is a splendid view. Cape Perpendicular is a very remarkable sight. It was here that the *Orient S.S. Chimborazo* was wrecked with great loss of life. All the headlands are perpendicular cliffs of stratified sandstone, giving us the idea of immense fortifications, capped with green grass and scrubby vegetation. Afterwards we have narrow steep gorges, and ravines, and the whole country is proved to overlie immense beds of splendid coal. As we near Port Jackson signs of settlement become more frequent, Kiama, a coal mining town beautifully situated facing the ocean, and sheltered by hills. Woolongong, celebrated in the early days for its butter and potatoes, but now developing into a coal district. The coast onwards is full of little bays and harbours, with a back ground of hills and small valleys, beautifully covered with grass and timber, or what appeared to be such from the distance. After this a series of small hills and valleys extend themselves into the sea, the projecting extremities being worn into cliffy headlands and the valleys between covered with saltbush and other scrubby vegetation ending in beautiful sandy beaches, after which we approach a spot which appears to interest the passengers greatly. We are opposite the cliffs which protect the entrance to Botany Bay of transportation fame. The entrance is only half a mile wide, inside of which we could clearly see with a field glass a beautiful beach reaching 5 or 6 miles inland, with villas and residences, partially hidden in the foliage of trees, and appearing to surround the whole bay. Further on, on an elevated position, were the Cottage Hospitals for infectious diseases, beautifully situated on the

slopes of Little Bay, and facing the salubrious breezes of the Pacific Ocean, after which another succession of bays and cliffs among which is Coogee Bay, a favourite watering place, which, from our ship, looked charming. I was particularly recommended to visit it during my stay in Sydney. After this we pass Waverley and Bondi Bays, both popular watering places which may be appropriately called suburbs of Sydney, and this finished our coasting in the South Pacific Ocean, for we immediately came in sight of the entrance to Port Jackson, or Sydney Harbour, one of the finest in the world. On our left is a great perpendicular cliff with an Electric Lighthouse on its most prominent elevation, and then a gap receding inland, ending in another headland on which is a smaller Lighthouse; this is the Formby Light. It was here that the steamship *Dunbar* was lost in 1857, having mistaken this gap between the two southern lights for the real entrance, and going at full speed struck with immense force on the rocks which shattered the ship, entailing great loss of life. The real entrance to Port Jackson lies between the inner southern light called the Formby and the Northern Head. The distance between these being about three quarters of a mile. The approach through these majestic sentinels is grand in the extreme. On either side steep sandstone rocks rise to a height of from 300 to 400 feet, and as we steam through, the magnificence of the harbour develops continually; beautiful islands and headlands, far-reaching arms of the sea pushing in and out amongst the verdant hills; we pass beacon lights, defensive batteries, and abundant evidence of our approach to a busy, great, and modern seaport town; but, for all the beauty of the scenery and the continued excitement of the novelties, I was glad when the *Elingamite* was safely moored alongside of Huddart Parker & Co's Wharf, at the entrance to Darling Harbour at 4.30 p.m.

Having left my luggage in the Company's Offices, I went in search of lodgings. Having been advised to patronize the Central Coffee Palace, I went there first. I found it to be an immense building beautifully designed and built of freestone, and containing an incredible number of bedrooms.

The dining, sitting, and smoke-rooms were splendidly furnished, and everything had an air of comfort and respectability, but for me there was no room; every one was occupied. From there I went to the Victoria Coffee Palace in Pitt Street, to find that here also every room was engaged, but they offered to put me up for the night in the smoking-room, and find me a bedroom for myself the following day. I liked the place and took the offer, and after refreshing myself with tea and its accessories went out on an exploring expedition, and found quite an old world city. The streets are comparatively crooked and narrow, but full of evidences of gigantic youthfulness, great wealth, and unspeakable possibilities. I wandered on towards Hyde Park, listened to portions of two vigorous speeches delivered to the unemployed under the shadow of the Queen's statue. The speakers condemned the Board of Works for their indifference in regard to reproductive work, which would employ those who were out of work and produce a revenue to the State. It was about 7.30 p.m., and there was not a large attendance, neither did there appear to be many hungry or in want. I moved on to the parks, most lovely resorts, greatly utilized by the unemployed as sleeping places during the summer months. The statues in and about the park are very good. I returned to the Coffee Palace and got a comfortable portable bed—one of four in the smoking-room, and slept comfortably without a rag of bed-clothing all night.



## CHAPTER II.

## THE BLUE MOUNTAINS.

I HAD heard much of the wonderful scenery of the Blue Mountains, the extraordinary engineering of the Zigzags, and the giddy precipices over which the railway had been navigated, so the following morning I decided to make this journey at once, so that no hitch could possibly happen to cause my return without accomplishing it. I took a return ticket to Lithgow, a coal and iron town on the other side. After leaving Sydney we pass thirteen stations and rude platforms before we reach Paramatta on our way. These stations are close to little suburban villages, which, since the opening of the railway, are developing into pretty townships, with good gardens and plenty of fruit trees. Paramatta is a considerable town, which is reached also from Sydney by a good cart road as well as by steamer up the Paramatta River. Paramatta is one of the oldest towns in the colony, was at one time the capital, and for many years the governors of the colony continued to reside here, the old Government House being still pointed out to us as we pass through. But the town has already gone through a period of decay, consequent upon the substitution and rapid growth of Sydney. It is now progressing since the railway has been built, it has an estimated population of 12,000, having increased nearly 4,000 in four years, several fine houses having been recently built near the railway station. It supports three local newspapers, and contains numerous government and charitable institutions, including the gaol, the orphan schools, the lunatic and benevolent asylums, a free public library, a mechanics' institute, three public schools, and six churches. The old Government Domain, used as a public park is the prettiest in the colony. The nurseries and orangeries of Paramatta are also worth noticing. It was here that the first orange groves were planted within the whole of Australia, and from here they have spread in all directions, until nearly 11,000 acres of land were under them in 1889, producing the



enormous number of 236,328,000, of oranges in New South Wales alone.

As we leave Paramatta, the railway passes over a viaduct and along an embankment from which a good view is obtained of the old town and the country to the north, the old Domain park and its beautiful shrubberies and choice trees. The whole surroundings of the town have a great charm in their old-world developments. After this we enter a deep cutting, and then emerge into a beautiful open country of orange groves and orchards, followed by a large extent of flat country, well sprinkled with farms, orchards, and comfortable looking houses, until we reach Seven Hills Station, 20 miles from Sydney. After which we pass three or four stations, and through rather uninteresting country and unimportant villages, excepting South Creek, which appears in the distance as a well developed bush town, having a large tannery and a brickmaking establishment, and surrounded by prosperous looking farms. A few miles further we reach the town of Penrith, 34 miles from Sydney. This is a quaint old inland town. It used to be, in the early days, the last resting place before crossing the Nepean River and entering the almost impassable Blue Mountains. In those days the coaches and bullock drays made it a lively and prosperous little town, and now that the Nepean is crossed by a bridge and the trains have superseded the coaches and drays it has not gone backward, but has rather increased and prospered. The population in 1881 being 1467 is now 3495 in 1889. It is surrounded by broad pasture lands, and alluvial plains of vast extent and singular fertility called the Emu Plains, and bounded on the west by the noble river Nepean which winds its way at the foot of the Blue Mountains. Immediately after leaving Penrith the railway crosses the river by a long tubular bridge, supported by four huge piers of solid masonry, a magnificent structure, worthy of comparison with any of the world's great bridges. The river is seen from here coming from the south through a tremendous gorge in the hills as if its rushing torrents had scooped a passage through the sandstone rocks; it enters the plain through a deep wide channel, and continues its course in a

northerly direction for five miles in a slow and majestic manner, until it reaches a wide ford, after which its course is erratic and in times of flood it overflows its banks, and spreads over a vast extent of country. On the five mile reach above the bridge, boats and steam launches are kept for excursionists, who frequent the place in summer and explore its course up and through the gorge to an immense pool at its junctions with the Warragamba River. This pool has never been fathomed. The scenery is said to be grand in the extreme.

After crossing the Nepean we soon reach Emu Creek Station where we begin the ascent of the first ridge of the Blue Mountains, and rise to an altitude of six hundred feet in the course of three miles to Lucasville Platform. As we left the Emu Creek Station and slowly ascended the steep incline, we could see the before-mentioned grand gorge of the river Nepean as we looked towards the south ; and as we rose higher and higher on this steep incline up the gullies and romantic woodlands, we get occasional glimpses of the vast plains we have left behind, but not until we arrive at the 600 feet elevation do we get the full benefit. Then, indeed, the magnificent expanse of country stretching far away below bursts in all its glory upon our dazzled sight. The town of Penrith at 4 or 5 miles distance is at our feet, and the noble Nepean winds its royal course through this wonderful and vast plain which ends in misty hills far away at the Pacific coast. We are now on what is called the Zigzag, and as we continue to rise from slope to slope the prospect before us is more and more displayed, and we are filled with admiration at the engineering and constructive skill of the builders of this wonderful railway. We cross the Knapsack gully over a fine piece of masonry, a viaduct of seven arches, five of which are of fifty feet span and two of twenty feet. It is of solid masonry throughout, the stones having been set in best Portland Cement. Its length is 388 feet, and height 126 feet. Several panoramic views of great beauty strike the eye, and are abruptly eclipsed as the train proceeds on its zigzag course. The process of ascending is as follows :—The engine *draws* the train, say

for 300 or 400 yards, on a steep incline and then stops, then by the co-operation of engineer and pointsman the train is reversed and the engine *pushes* it up another ascending gradient in an opposite direction to a corresponding point, and from this the operation is repeated, and the zigzag mode of progression resumed until the train is found to have climbed to an elevation of nearly 700 feet. After this we continue our ascending course, stopping at or passing through Glenbrook, Blaxlands, The Valley, Springwood, Faulconbridge, Numantia, and Woodford Stations, at which place we have reached an elevation of 2191 feet above the sea level, or 2104 feet in the course of 19 miles from Emu Plains Station, and during our journey have had some of the grandest scenery we have ever witnessed. The township of Springwood and Faulconbridge are very beautiful, the latter especially. The winding course of the railway round, along, and over the circuitous ridges of Mounts Laurence and Albert affords a vivid idea of the difficulty experienced in surveying and constructing this wonderful railway. The gullies and glens that open out and quickly retire as we pass them are lovely, and abound in sassafras trees, all kinds of beautiful ferns and lycopods; nearly all the stations we have passed so far on the Blue Mountains are in close proximity to the summer residences of important citizens of Sydney (from Sir Henry Parkes, the Premier, downwards) which are generally visible from the train; their occupants must be revelling in the enjoyment of this grand scenery. The next station reached is Lawson, formerly called the *Blue Mountain*, from the old original Blue Mountain Inn close by. This is a great resort of tourists, there being most romantic glens, precipices, and as many as seven waterfalls in the immediate neighbourhood. English fruit growing is carried on here and in the neighbourhood to perfection. On leaving Lawson the railway runs for two miles along the ridge to the W.S.W., and then by a sharp turn trends W.N.W. for two miles further along the sharp edges of precipitous ridges, no other track being available amongst such chasms and impenetrable abysses, so we are compelled to wind our way to suit the

caprices of these continuous elevations, and at the same time gradually ascend, till we reach the Weatherboard, 2856 feet above sea level, and 62 miles from Sydney. Here, we are on the confines of that considerable extent of level country about 24 miles in length, and formerly known as the *King's Table Land*, a name given to it by Governor Macquarie during an adventurous journey, when deeply impressed with the grandeur of the situation and the infinite variety and extent of the landscape. On the south west this table land terminates in abrupt precipices of immense depth, at the bottom of which are seen glens as romantically beautiful as can well be imagined, bounded on the further side by mountains of great magnitude, terminating as abruptly as the other, and the whole thickly covered with timber, in which lie floral treasures of surpassing beauty.

After leaving the weatherboard the line takes a sinuous course to the West South West, for four miles, when it reaches Katoomba Station 66 miles from Sydney at an elevation of 3349 feet above the sea level. Here again we are surrounded by country of the same character, immense gorges, stupendous precipices, the openings between the chasms disclosing similar country for scores of miles, making one of the grandest scenes hitherto witnessed by me, I was greatly surprised to see at this station quite a fashionable turn out of ladies and gentlemen on the platform waiting the train, and quite an array of cabs, carriages, and omnibuses, as well as a small army of touts, guides, etc., ready to relieve passengers of their burdens, or lead them to hotels, lodging houses or scenery. This demonstration is not to be wondered at, when we bear in mind the popularity of the district as a health resort and sanatorium, in addition to its attractions for the tourist; Falls, glens, leaps, caves, fossil rocks, ferns, etc. are centred here within a radius of comparatively small dimensions, and the descent into the valleys below, and the ascent to the top of mountain peaks are easier from here than from elsewhere, In fact in this neighbourhood are concentrated all that a man can desire when escaping from the melting heat of Sydney, It is no wonder that so many visitors patronize

**Katoomba.** I am told, that to do justice to its attractions, at least a fortnight should be devoted to them, but, as this was out of the question with me, I had to satisfy myself with watching the opening pictures through the carriage windows, as they flashed and vanished from my sight. From Katoomba to Black Heath is seven miles of country with the same characteristics, and we rise about 145 feet in the course of that distance. This is also a health resort, and possesses large hotels, beautiful villas, banks, a hydropathic establishment, and a popular brewery; cars, omnibuses, and touts were here, and all the paraphernalia of an English summer resort, as we described at Katoomba. From here also there are fine openings in the mountain ridge, disclosing grand ravines, valleys, and spurs of mountains, wild and wonderfully extensive; from here also caves, falls, and glens can be explored in endless variety. Four miles further on we reach Mount Victoria station remarkable for its central position for tourists as well as its bracing atmosphere. It is a place of some importance, has numerous villa residences, a post and telegraph office, three or four stores, and three excellent hotels, a public school, and an anglican church. There are few places on the Blue Mountains where a more pleasant variety of excursions can be made. The scenery and configuration of the country, is of the same character as we have passed, but it is here I fancy, that the climax of grandeur is reached, for the scenery is utterly beyond description, great canons of perpendicular rocks, their tops covered with verdure. We stopped here for twenty minutes for refreshment, and during the stoppage I learned enough to form a decision to spend a night here on my return journey, so I will reserve my impressions, until future experience will confirm them.

After leaving Mount Victoria, our train travelled through really enchanted ground in a northerly, and sometimes easterly direction, along a narrow ridge called the Darling Causeway, which divides the watersheds of the country, as we were on the very highest elevation of over 3400 feet, the scenery was inexpressibly grand, opening out on either side, revealing depths on depths of the wildest crags of perpendicular rocks and pillars and shelving footholds over-

hanging gloomy chasms and fairy glens innumerable. We now began to descend, and when we arrived at Hartley Vale Station, we found the altitude to be 100 feet less. From here, a siding connects with the Hartley Vale Kerosene Shale mines in the valley below. From these mines, the shale is hoisted up an almost perpendicular precipice, 600 feet high by means of a wire rope and a steam engine, and emptied into the railway trucks, and thence to Sydney, partly to be converted into Kerosene, partly for the manufacture of gas, and the remainder for export to Melbourne, and other ports. The best seam in this mine is thirty-eight inches thick, and yields from 150 to 160 gallons of crude oil to the ton, being equal to any other known seam in the world. From here a very much shorter road to Sydney branches off the government highway, and was much used in the early days, by those brave old pioneers, who possessed stout hearts and strong limbs, for none other dared to venture. This was called Bell's line, the country being occupied by a squatter of that name. It is still open to those who choose to take it, but no one uses it except practical drovers, and they only when the season is favourable. After passing the Hartley Vale siding, the level of the railway rises again 160 feet before reaching Mount Wilson platform, and continues to rise another 180 feet during the next five miles to the Clarence siding, where we reach the highest altitude of the line, being upwards of 3,650 feet above the sea level. During this stretch of ascension, we appeared to be travelling upon a sort of rolling table land, on the mountain's back, from the green surface of which, great rounded weather worn rocks, or immense detached boulders project and show themselves in various fantastic shapes and attitudes. These appearances continue until we enter the Clarence tunnel, at the aforesaid highest altitude. This tunnel is 539 yards in length, lined with cemented masonry throughout. Emerging from the long dark tunnel, the traveller finds abundant occupation in looking about him, the scenery having resumed its Blue Mountain characteristics, and then the train is whirled in perfect safety down the Great Zigzag, one of the greatest wonders of the colony—perhaps it may be said—of the world.

## CHAPTER III.

## THE GREAT ZIGZAG AND THE LITHGOW COAL FIELD.

**T**HIS Zigzag is on a larger scale, on a steeper hill face, in the midst of grander surroundings of chasms, glens, and rocks than those we ascended on the eastern side of the mountain, although constructed and worked on the same plan. By means of this Zigzag we descend a perpendicular height of 687 feet in about a mile and a half of direct line if levelled, by means of a backward and forward locomotion along three stretches of steep gradients which if extended measure over five miles. And thus we reach the Eskbank at the upper end of the Lithgow valley, the end of our present journey, ninety five miles from Sydney and 3033 feet above the sea level. This Zigzag has been a great piece of engineering work, some of the cuttings, to escape corners are through hard stone from 40 to 50 feet deep, the gradients are one in forty two, and the cost of this part of the line was nearly £25,000 per mile. In looking out of the carriage windows in descending, and especially when crossing the ravines with your head out, you look down into their depths, a feeling of awe and terror seizes you, the carriage seems to overhang the chasm, so near are the rails to its very edge.

From Eskbank I walked to Lithgow a distance of about a mile. Here, I found a very busy and, apparently an embryo manufacturing town, which fifty years hence will count its inhabitants by thousands, when it counts them now by hundreds. I visited the Lithgow Vale Colliery, and the brick, tile and pottery works, belonging to the same company. The coal seam here is within a few feet of the surface and is very easily and economically worked, sidings from the railway connecting with the pit mouth. At the potteries I saw the bricks, tiles, and sanitary pipes being pressed into shape, according to the dry process by the most recently constructed machinery, and went into the works devoted to the production of pans, dishes, teapots, vases, etc., and witnessed the whole process as carried on by these boys and

girls, and the very interesting process of packing the crucibles and casings, containing the finer productions, in the furnaces. I feel almost ashamed that I had to go to the uttermost parts of the earth to see a working pottery, an art coeval with civilization, practised from the remotest ages, carried on in England at our very doors, by the Wedgewoods, the Mintons, and the hosts of Staffordshire celebrities, but nevertheless such was the fact. Here at Lithgow I was first initiated into the mysteries of the potter's art, and I took good care to bring home specimens of their handiwork. But Lithgow with its small beginnings has a great future. It has an expanse of country westward to supply, which Sydney cannot reach in competition with it. There are several Coal Mines in this valley, and its tributaries, the principal being Lithgow, the Esk Bank, the Vale of Clwyd, Bowenfels, and Hartley. There are also the Eskbank ironworks and rolling mills. The Eskbank copper smelting works, and a tweed factory, as also a tannery, a brewery, lime kilns, and the pottery works already described. The town of Lithgow has been created by the railway, it is only 16 years old, and contains already a large population. It has several excellent hotels, a bank, a post and telegraph office, a court house, public schools, assembly rooms, club houses, churches, insurance offices, and is well supplied with stores of all kinds. Its coal will make it a second Birmingham, for it is on the surface, projecting out of its cliffs, calling out to the people of overcrowded England to come and utilize it. It is literally being given away. The government railways being supplied on their trucks at the pit mouth at 3s. 10d., (three shillings and tenpence) per ton, which leaves a clear profit to the contracting company of 4½d. per ton, which is demonstrated as follows, viz., colliers for getting 2s. 4d. per ton, cost of clerks and superintendance, 1s. 1½d. per ton 3s. 5½, profit 4½d. After finishing my inspection and survey, and having been treated with great courtesy and kindness everywhere, I called at the railway hotel for a wash and the customary evening meal, and returned to Mount Victoria by the latest train, leaving Lithgow a little after seven, I had a repetition of the awe inspiring experiences in




ascending the Zigzag before it was too dark to realize its characteristics, and reached Mount Victoria by 9.30 p.m. greatly fatigued, suffering much from the extreme cold at this great altitude, I called for hot refreshments and retired to bed almost immediately, but although I lay down with all my clothing on, with the addition of the hotel bedclothes, I remained cold for a considerable time, a strange contrast to the previous night at Sydney, 3400 feet below, where I slept comfortably without a rag of bed clothing to cover me. However, I did sleep, and woke up the following morning at 5 o'clock, determined to see what was to be seen before my train started, so without disturbing the inmates, I let myself out and strolled through the cold and glistening dew to the highest accessible point overlooking the West. It was very much like a sunrise on Snowdon. The mist lay like a vast sea, surrounded by precipitous hills—the precipices very distinct in the immediate neighbourhood, and waning into indistinctness as their distances increased. Out of this sea of mist a thousand precipitous islands projected themselves, and were tipped with the golden beams of the uprising and advancing sun. It was a glorious sight. In coming down towards the station and the east, the mist was rushing along and shrouding everything. My boots became thoroughly wet with the heavy dew, and I grew cold and hungry in the extreme. I had expected the refreshment rooms of the station to be open to serve customers before starting, but in this I was greatly disappointed, and was obliged to start on my return journey without anything to satisfy my hunger, or generate heat in my naturally weak vital organization, and with no chance of supplying the necessary fuel till we reached Penrith 43 miles away. The scenery for the first hour and a half was enchanting. It was of necessity the same scenery as I have described on my journey up. At that time the sunshine was everywhere, but now, all the deep valleys on our right were shrouded in mist, with only their precipitous sides and isolated summits appearing to view, while on our left the giant sun was struggling in all his glowing fierceness with the rising mist, until at last both east, and west, and north, and south, and

even his own brilliant face were hidden from our view ; and then, as the sun overpowered, and the wind dispelled the clouds, the world appeared in all its glory, and we entered the station of Penrith, where organs of greater importance than even the eyes were craving for satisfaction. Here I had slight refreshment, which, with the wonderfully altered temperature of the atmosphere gave me great comfort for the remainder of the journey to Sydney, where we arrived at 9.20 a.m. At Katoomba, on my way down, a very interesting elderly gentleman entered our compartment. He was a very intelligent retired Sydney builder. He had his town house and office in the city, but his wife and daughter lived for the six summer months in their villa at Katoomba. He took a half yearly contract ticket from the railway, and went up and came down whenever he liked. The difference in the temperature of the two places is very great, quite corroborating my experience at Mount Victoria. In illustration he said, that, when the heat had been most fierce in Sydney during the day, he was often obliged to have a roaring fire when he arrived at Katoomba to keep himself from starving with the cold. Inevitably, elderly people, when speaking confidentially, find the universal topic of future life cropping up, and here there was no exception to the rule, and we comforted one another. Everywhere I find the same old cry. The apparent injustice and repulsiveness of the doctrine of the atonement, with its attendant conditions and accessories, had driven him to seek a more comforting religion, and he had landed in Agnosticism, where he is satisfied to wait for more light. I was glad to have his conversation as it helped to make me forget the cravings of hunger. From Penrith down to Sydney our conversation turned upon the future prospects of New South Wales, and I found him very enthusiastic in his faith as to its future, and that of Sydney in particular.



## CHAPTER IV.

## SYDNEY AND SUBURBS.

N my return to the Coffee Palace in Pitt Street, I had a thorough good warm bath to dissipate finally the effects of the chill experienced during the early morning, and after a complete change of under clothing felt comfortable and quite ready for the mid-day dinner. While sitting at the table discussing the good things set before me, I was much surprised to hear an elderly gentleman and a young man of thirty, opposite to me speaking the language of *Old Wales*. They were evidently speaking confidentially unaware of an eaves-dropper who understood every word spoken. I immediately cautioned them in the same Welsh language, in consequence of which a warm friendship sprang up between me and the elderly one, Mr. Jones, which proved of the greatest service to me during my stay in Sydney. After dinner I went down to the wharf, and took my promised trip in a steamer up the Harbour and the Parramatta River. I found the river low, the tide being out. The estuary is not pleasant sailing after leaving the harbour proper; nothing but black mud banks, tidal waifs in the shape of boxes, empty tins and bottles, and old hats entangled in the scrub and weeds, and spread over a large extent of low lying land until we reach the narrows and the end of the tidal estuary. Above this the character of the river became very different, and perhaps justified the high praise devoted to it. We were, however, not fortunate enough to be able to verify it, for we were landed at a wooden pier and transferred to a tram car, and conveyed by steam power, a distance of two miles to the town of Paramatta, which I found to remind me very much of many an old town in England. The streets, shops, houses, and hotels are very homelike. The old Government House with its bricks and cement, and the English oaks of immense size in the small park, and many other characteristics of this quaint old town have a wonderful charm for the old residents of Sydney, who were born in England, and remem-

ber with loving longings some of its delightful old towns. I find that my previous observations, when travelling to the Blue Mountains, are in the main correct, therefore I need not recapitulate. After strolling about for an hour and a half, I paid a visit to an orangery, and shall never forget its charms. How bright and beautiful the garden looked. The glossy, dark green foliage of the trees, and their luxuriant growth shewed them to be healthy and well cultivated. For many acres, the orange trees extend in well arranged rows, and so overladen with fruit as to need props to support the branches, while the ground beneath is covered with dropped fruit. The trees bear those sweetly scented white blossoms so suggestive of marriage, and are crowded at the same time with fruit in every stage of development, from the newly set to the fully ripened orange. Its leaves do not fall off at a particular period of the year, and when the orange tree is planted in rich soil, not overcrowded, well supplied with water, and protected from cold winds and frost, it will bear blossoms and fruit in every stage of development, at the same time. It is possible that this is an acquired habit, through the experience of its ancestors. By living in a warm temperate climate, several transported English trees seem inclined to develop in the same way, especially the wild rose. This can be seen blossoming and bearing fruit even in June and July, in the middle of the antipodean winter.

In returning to Sydney I was much more pleased with my trip down the river and the harbour, than I was in going up. The black mud and tidal waifs were not so visible. We call at island stations for passengers, look up long arms of the harbour and some projecting capes, at each place dropping or taking in passengers. These projecting capes, with their far-reaching creeks, are sprinkled with good stone buildings, and beautiful villas peep out from amongst the dense growth surrounding them. The rugged, broken nature of the friable sandstone rocks, covered with acacias and eucalyptus, make up picture after picture as we steam in and out among them. Now we pass old Cockatoo Island, with its great government

buildings, relics of the old convict system which is dead and buried with the past. It is now called Biloela. Here are the government docks and reformatories, and, moored alongside is the training ship *Vernon*, which has done much good in providing valuable sailors for the colonial navy. After passing Schapper and other islands our steamer heads for the quay, and we land again on the wharfs of Sydney after a most delightful excursion of 5 hours duration, arriving at the Coffee Palace by 6.15 p.m.

At tea time I followed up my acquaintance with Mr. Jones, I found him to be a native of Anglesey. He commenced life in the coal districts of South Wales, emigrated to Australia in 1852, worked on the gold fields of Victoria, followed the various rushes from Ballarat to Maryborough, Dunolly, and McIvor, then crossed to New Zealand, and finished with the New South Wales gold fields. Being of a contented nature, he never speculated, but plodded away, always making a living and occasionally a little better, but in spite of himself, at last he found that he had a good deposit at the bank, and invested it all in house property in Sydney and its suburbs. Having buried his wife 24 years ago, and having no desire to live with his son and his family, he does what is a common practice in the colonies, viz:—rents a suite of rooms in the Coffee Palace, enjoys the use of the public rooms, baths, and lavatories, and takes his meals at the public tables, where he has every variety of seasonable food, properly cooked, and in such abundance as to satisfy the most fastidious, however delicate or ravenous his appetite may be. He confesses that his city property has increased greatly in value, that he could very well afford to live on a higher scale, but being of very simple habits, prefers his present mode of living being more conducive to health and happiness. After tea we fraternized thoroughly, and went together for a cool stroll, he pointed out to me the various large warehouses, and municipal and government buildings. We went into the Domain, where the last Sydney Exhibition building stood, but was burnt down soon after the close of the Exhibition. We passed the unfinished picture and art gallery, and along

walks, through beautifully laid out grounds, kept green and gay with brilliant flowers of great variety and attractiveness. This was one of the loveliest walks I ever experienced. We went round the shore in view of Woolloomooloo Harbour, along what is known as Mrs. Macquarie's walk to the point, at the west end of the bay, and sat on Mrs. Macquarie's chair, cut out of the rock, on the face of which is inscribed—"Be it recorded that the road round the inside of the cove has been named Mrs. Macquarie's road by the governor, because it was planned by her. It measures three miles and 577 yards, and was finally completed on the 13th day of June, 1816." We travelled it all, and as the night was deliciously cool, retraced our steps while I listened to friend Jones narrating his wonderful experiences, and as the moon was only dimly lighting, we were permitted to witness the beautiful harbour of Woolloomooloo in all its glory; an immense semicircle lighted by hundreds of electric lights, whilst the densely populated and gently sloping back ground exhibited its network of streets by the multiplicity of gas lamps. This was a night never to be forgotten; the charm of its experience will, I trust, follow me through life. We returned to the Coffee Palace by 9.30, and retired early to bed.



## CHAPTER V.

## BOTANY BAY AND PORT JACKSON.

**T**HURSDAY, JAN. 23RD, 1890.—Took the steam tram to Botany Bay, the distance being about three miles; the first half of the journey through the streets of the city and a crowded suburb of workshops, and manufactories, where Chinese workmen figured in several trades. The other half of our road is through an alternation of sand hills and market gardens. The latter seemed to be very fertile and principally cultivated by Chinese, who are indefatigable in their attention to the wants of the citizens, raising grand vegetables all the year round; having plenty of water in the remarkable lagoons among the sand hills, they conduct it by means of ditches and trenches to wherever it is wanted. These people appear to be very numerous in Sydney and its neighbourhood. Go where I would by train, tram, or steamboat, Chinamen were well represented, very quiet and respectably dressed. On this journey a very comfortable well dressed Chinaman entered the carriage, with his good looking English wife and their two very interesting children, to all appearance very happy in each other's company.

Botany Bay is much larger than I anticipated. Villas appear peeping out among the trees all along its Western and North Western shores. There, among those villa grounds its name may appear appropriate, but here, at its nearest approach to Sydney, where the tram cars have set us down, it does anything but justify the name it bears, there being not many botanical specimens visible to an ordinary visitor, and sand everywhere, except about two miles nearer to the ocean, where the rocky heads on either side of the entrance protrude themselves as breakwaters to secure the calmness of the inland sea. The spot where Capt. Cook first landed is marked with a brass plate, bearing an inscription to that effect, and close by is a column erected to the memory of M. de la Perouse, the great French Explorer, who arrived just too late to annex this great Continent to his much loved France. The Sir Joseph

Banks Hotel, pavilion, and grounds are enclosed within a high fence, and on holidays are the special delight of excursionists. Several rivers empty into Botany Bay, and the mouth of the George River on the West is well settled, but this portion of the bay is very uninteresting, and with the exception of two large tanneries, which emit their unsavoury smells gratis for the benefit of all who pass, and the aforesaid hotel and the rocks in the far distance, I can see nothing to attract or to please. All the shipping consisted of 4 or 5 small yachts and 3 steam launches all at anchor and accommodated with two old tumble down jetties. I therefore returned to town in time for dinner at 1 o'clock. After dinner I went by appointment down to Circular Quay to meet Mr. Clarke, a gentlemen to whom I brought letters of introduction from friends in Melbourne. Here we both entered the steamer for Middle Harbour and Watson's Bay. We proceeded down Port Jackson towards the heads, and after a most delightful run, passing close to great ships, islands, fortifications, wooded capes and receding bays, we reached Watson's Bay, a beautiful watering place, situated just beneath the rocks of Formby lighthouse. In years to come this delightful spot will develop into a second Rothsay as seen on the Clyde, of which it vividly reminded me. After landing and receiving passengers we steer right across, and in a short time are steaming up the Middle Harbour of Port Jackson. No one who has not seen for himself can possibly realize the ramifications of creeks, harbours, bays, etc., which go to make up what is called by the name of Port Jackson. Dr. Taylor, the naturalist, in his charming book, feels a difficulty in grappling with a description of it, when he says, "One hardly knows whether to speak of the many fingered land spreading itself out into the water, or of the sea sending forth its many arms far up into the land." In reality, the latter is the geographical state of the case; for, standing on the summit of one of the South Heads, where the Pacific tide enters, we see the "arms" extending as "bays," "creeks," and "rivers," as they are called, often irrespective of their geographical correctness, but solely to save verbal



repetition where such a number of similar scenic features have to be named and identified. Among the principal of these are the Paramatta River, which extends furthest up into the mainland, Lane Cove River, Manly Bay, Long Bay, Watson's Bay, Mossman's Bay, Pearl Bay, Sailors' Bay, Chowder's Bay, Neutral Bay, Vaucluse Bay, Double Bay, Rose Bay, coves and creeks innumerable, besides South Harbour, North Harbour, Middle Harbour, Darling Harbour, etc. I was told, that all this ramification of harbours, bays, creeks, coves, etc., represents an actual shore line of hundreds of miles. The water in all these bays, creeks, etc., has as yet hardly been polluted by man, and it is of a Mediterranean blueness. Every arm is deep enough for large ships to come almost alongside the shores, showing plainly how the steep heads and walls above water mark are continued downwards into the depths below. Well, we are in one of these great branching harbours, and it is wonderful how bay and headland, beach and cove, open out to our view one after the other, to our utter astonishment, and almost we might say our bewilderment. We are charmed with Balmoral and Clontarf, lovely watering places, planted in cosy nooks and wooded terraces, reaching with steep declivities to the white clean sands below, and especially were we charmed with the picturesque gully at the head of the loch, for loch it is to all our sense of realization. Here we landed, and revelled in its primitive luxuriant beauty, where a small rivulet trickled its tiny Cascades over great flat rocks, overgrown with fern, moss, and lichen, and festooned wildly with beautiful climbing plants. My friend Mr. Clark, I found to be a very intelligent young man, he forced himself from business to accompany me on this beautiful trip, and his familiarity with every nook and corner helped considerably to impress the objects on my memory. We returned to Circular Quay by 4.30 p.m., and, by Mr. Clark's recommendation, I went from here straight up to what is called the Old Town, and the Government Observatory. This was not the first time for me to receive this advice, so I took the hint, and left him to resume his commercial duties.

## CHAPTER VI.

## SYDNEY AND FUTURE PROSPECTS.

THE Observatory is a large old fashioned building (but containing the best of instruments, and the latest scientific appliances). It stands in a large reserved enclosure laid out as pleasure ground, and, being the highest part of Sydney, overlooks the old wharves, Darling Harbour and the beautiful suburbs of North shore, on the opposite coast of the main harbour. After surveying my whereabouts for ten minutes, I sat down at one end of a rustic seat to rest, and enjoy the view. At the other end of the seat sat an old gentleman eighty-one years of age, who had the appearance of a man of 65 to 70, we naturally fell into conversation in admiration of the scene spread out before us. I asked him if he had ever seen a lovelier sight, to which he replied that he never had seen anything to approach it, unless it was some parts of the Menai Straits in Wales, and to this I readily agreed. Hereupon, of course, an interesting conversation ensued, whereby I learnt that he was born in Ireland, was of Welsh extraction, owned some hereditary property at Brynsiencyn in Anglesey. He had left the old country thirty-two years ago, had been given up by the best physicians, and came to Sydney as his last resource, where his health was completely restored, and he certainly looks and talks as if he had many years to live. In answer to my question whether he would not like to return and end his days in the old country, he said he would not return if offered all the wealth of London. He said the climate was perfect for invalids and delicate persons. He assured me that he came to that seat and sat on it once at least every day, wet or dry, until the scenery had become part of his very nature. He shewed me where they were going to throw a great suspension bridge to connect that point with the North Shore, and, he said, when that is done I can fancy myself looking at the beautiful Menai Bridge. We then parted, perhaps never to meet again. What a wonderful creature man is, we accidentally come together,

become magnetized by a few minutes conversation, and become as old friends—the contact is broken, we become separated by 16,000 miles of space, and the influence of those few minutes remains, and, although I never asked his name, he continues to live as one of my old friends—may he live to superintend the erection of this future immense structure, and, when it is finished, may he have the pleasure of contemplating it from his favourite seat. The old town below is built on a steep declivity. The streets all run in one direction—no cross streets—and you reach the top from the bottom by a series of zigzag roads and footpaths. It is very interesting to notice the old-world names of the hotels and public houses in this part, such as the “Hero of Waterloo,” “The Lord Nelson,” the “Captain Cook,” the “Macquarie Inn,” the “Sailor’s Return,” etc. I was greatly interested in what I saw, and I am sure to those accustomed to the modern cities of Australia, this must be a piece of antiquity worth the visiting.

I returned to the Coffee Palace in time for tea, or what is in the Australian Colonies also equivalent to supper, for no meal is prepared after this one. After being refreshed and strengthened with this, Mr. Jones accompanied me to the Cyclorama, illustrating the American battle of Gettysburgh. I had seen the Battle of Bannockburn at Glasgow, and the Battle of Waterloo at Melbourne; they are both very real and sensational, and the illusion is very perfect; but this one in Sydney is not to be compared to the two first mentioned as regards artistic and idealistic effects. On our return I had a long conversation with Jones, among other things, on the value of property. He said that the previous month he had bought a lot of workmen’s cottages in one of the adjoining suburbs, each cottage containing four rooms. For these he gave from £500 to £600 each, and he will receive a rental of from 12/6 to 15/- each per week, including water and city rates. This is a great rent for a working man to pay, but after the landlord has paid the rates, he has very little over five per cent for his money. Some of the city property yields enormous rents. He shewed me a Tobacconists’ lock-up shop not more than twelve feet frontage, for which

£9 per week is paid. Joseph Thomas has built the Coffee Palace in which we were located, on leasehold land, for which he pays £14 per week of ground rent, has spent over £5,000 on the building on a lease of only twenty-one years, and his average takings are £20 per day. Anthony Hordern and Sons, Drapers and General Storekeepers—an immense establishment, whose takings are reputed to average about £600 per day. After this two or three other gentlemen joined us, and the conversation turned upon the moral and political condition of New South Wales. All were of opinion that in spite of its early antecedents, the moral status of the colony will bear favourable comparison with all the other Australian Colonies, and with the mother country; and that the rising generation is remarkably free from the vice of drunkenness, but more than one of those present remarked that practical unbelief in revealed religion was very prevalent, especially among intelligent, well educated young people, and they were of opinion that in the face of the keen insight of these young natives into the very bottom of subjects, and the transparent weakness of many biblical assertions, the splendid provisions for the education of the children was a greater safeguard for good moral conduct than all the expensive organizations of dogmatic religions put together. In politics the great question was Free Trade versus Protection, and on the arrangement of this the realization of the proposed federation of the colonies depend. The enthusiastic Free Traders point to the small amount of the public debt of New South Wales, taken together with its inexhaustible resources and substantial assets, compared with that of Victoria, New Zealand, and Queensland. They point to the immense progress of the colony under free trade, and to their vast and inexhaustible supply of land, their incomparable mineral wealth, and to their adherence to sound economical principles as being the most certain guarantees of the grand future which awaits New South Wales as the Premier Colony of Australia. Most of those present were of opinion that the federation scheme would break down on the tariff question.

## CHAPTER VII.

## COOGEE BAY AND SYDNEY SIGHTS.

**F**RIDAY, January 24th, I took steam tram to Googee Bay, a beautifully situated watering place on the Pacific coast. I had been particularly advised by Melbourne friends to visit it, and it proved a very interesting excursion. It is reckoned as one of the suburbs of Sydney, and, indeed, there are houses, more or less, all the way, interspersed with large areas of kitchen gardens, which, doubtless will disappear when the land is needed for building purposes. These gardens are principally occupied by Chinese. They can grow cabbages where Englishmen fail; they are patient, industrious people; they watch the growth of their seed and plants, provide sufficient moisture for sustenance and growth, and secure in every way the best conditions possible for their development and perfection, whereas the Englishman trusts too much to chance and the fickleness of the seasons. Coogee Bay is a beautiful seaside resort. A large park containing shady trees and bushes has been reserved for recreation and pic-nics; it is furnished with a spacious pavilion and an aquarium, and it is within the area of sixpenny trams from Sydney. It is a growing place, a large number of villas and lodging houses being in course of erection in excellent positions. The cliffs in the public reserves are very interesting, geologically and otherwise; the displacement of huge masses of rocks by the battering waves of the ocean are very remarkable, exposing the stratifications to a great height. I enjoyed this ramble on the coast exceedingly. The continuous roar, and boom, and far distant murmuring sound of these mighty waves as they broke on the shingly and rock-strewn beach, was very impressive, and filled my mind with a singular sadness and reverence. What power, what grandeur, what sublimity!

On my return from Coogee, and partaking of a suitable dinner, my friend Mr. Jones was ready to accompany me for the afternoon. The first visit was to the Domain. This

we have described before when we visited it late in the evening and returned by moonlight. This time we went early, for within this Domain are the Botanical Gardens, and the Picture and Art Gallery, which we were then too late to see. We found the Gardens to be very beautiful although the season was far advanced, and the plants had borne the heat and drought of a Sydney summer (the proper time to see the perfection of blossoms is late November and early December), but still with the excellent system of irrigation practised here we found the grass beautifully green and luxurious. English grasses will not stand the heat of Sydney, and Buffalo grass with a coarse leaf and close crop is utilized for the larger plots, and Cutch grass which is much finer for the smaller plots; both of these will stand the tropical heat, and flourish with occasional sprinkling. They are cut down by horse lawn mowers on the large plots, and scythes are used where they cannot reach. The grass looked like a carpet, and sprang with the movement of our feet. The plants, shrubs, and trees are of the most various kinds, from the most gorgeous and gigantic tropical to the smallest, sweetest, and most elegant of British, colonial, and tropical origin, and, although conservatories are not so much a necessity for botanical culture as they are in England, they are to be found here full of rare exotics, which require the tenderest care. The Gardens also contain a natural history department, in which are numerous specimens of colonial birds and animals, but evidently we did not see it at its best. The Gardens occupy thirty-eight acres of land, and the footpaths are all asphalted and channelled. The Exhibition Building, which was so unfortunately burnt down, was intended to remain as a permanent structure. Fortunately all the pictures which it contained were saved, and a building was erected to receive them. This building is intended to be a part of the future Picture and Art Gallery, which will doubtless be a credit to so important a city and colony. It contains some very good pictures, but as far as my judgment goes, it is not to be compared with the collection at Melbourne, taking them as a whole. I noticed some Welsh scenery of great merit, viz:—Llyn Elsi,

the Mill at Bettws y Coed, another view in the same place; also a remarkable Italian Street scene, shewing the paving stones and gutters, front of house, and street group exceedingly realistic; also a splendid cattle picture, battle scenes from the Zulu War, and Rorkes Drift; a good marine picture, and splendid specimens of Australian scenery. This was a very good afternoon's work on a very hot day.

On Saturday, January 25th, after breakfast I took the penny Ferry Boat across the harbour to North Shore, and after landing there took the Cable Tram for a ride of two miles up to the elevated land, on which this beautiful suburb is principally built. There are shops, hotels, banks, mansions, villas, etc., all the way. At the highest elevation the view was very extensive and exceedingly beautiful, the noble waters of Sydney Harbour appearing at their very best. After doing all I could to impress my mind with the vast panorama, which I was destined to see but once in my life, I returned the same route as I went, and reached the Palace before twelve o'clock, where I was glad to see my old friend Mr. Jones; and after packing my luggage and paying all demands, I bade him and my worthy host a long farewell, hastened to the wharf, deposited my luggage on board the *Elingamite*, watched the busy scene of loading the late arrivals, and we steamed away leaving the fair city of Sydney behind with great regret, for I would fain have remained there, and if those I loved were with me, and circumstances favoured I should never have had the heart to leave so fair a city and so full of all that man's heart can desire.



## CHAPTER VIII.

## VOYAGE BACK TO MELBOURNE.

**W**E left the wharf at 1.30 p.m., and as we steamed down the harbour utilized the opportunity of feasting our eyes on its islands, headlands, creeks, and bays, and then emerged through the heads once more into the great Pacific Ocean. Our return voyage to Melbourne was very pleasant. I picked up several agreeable companions and greatly enjoyed the conversations and discussions in the smoking saloon. The latter has been noted in every ship I have sailed as a most attractive place. Whether its frequenters are to be taken as an average example of colonial thinkers it is hard to tell. If they are, then I am bound to say that I have found them earnest, liberal, and very advanced. With regard to religious questions I have found the majority to be practically agnostic, and when discussions have taken place between them and the defenders of Christianity the disputants have kept their temper and carried on their discussions in a reverent spirit, and with a distinct desire to arrive at something real, that the human soul can rest upon, independent of the alleged biblical revelation. I have also found the native youth of Australia very logical in their expressions, direct in their conclusions, and unencumbered by undue reverence for Christianity and its ministers; and if ministers of religion in the colonies neglect to read these signs of the times, they may some day waken up to find their churches empty and their occupations gone. From these Saloon conversations I gathered that the social life of the colonists was supposed to be improving. The rising generation brought their logical minds to bear upon family life, little or no reverence is shewn to undeserving parents, and little respect exhibited in conversation with parents who have neglected the homely refinements of life; But, where the old British family virtues have been present, where the father and mother have been fond and loving towards one another and their children, the social refinement is



perpetuated, and is very conspicuous and pleasant to witness. It is everywhere noticed throughout the Australian colonies, that the young people are more sober in their habits than their fathers were, and that strong drinks are condemned and to a great extent shunned by them. But there is one vice which has spread very much among them, viz.: gambling and betting at races, cards, dice, etc., and I am sorry to say that the manly games of cricket and football are also being made subservient to this growing habit of betting. This vice is a natural development of the risky occupations of the gold miner and mining speculator, from whom a reckless fatalism has been inherited by a large proportion of colonial society. In politics, the smoking saloon was fairly divided; many free traders from New South Wales as well as protectionists from Victoria being present. The discussions were mostly confined to the great question of Federation, with its inseparable companions Protection and Free Trade. The fiscal policies, the disposal of lands, and colonial debts, were well debated. All agreed that Victoria was justified 25 years ago in imposing duties upon imports, for the protection of their home industries, and there was no doubt that the colony had developed by leaps and bounds in consequence of that policy. All agreed further, that young States are justified in imposing duties for the protection of special industries when in their infant stages, and when the duties did not materially increase the prices to the consumer; but many present expressed their surprise that the farmers, miners, labourers, and all users of implements and machinery should willingly submit to such exorbitant taxation, as from 25 to 35 per cent. added to the prices for the sole benefit of the minority of artizans, manufacturers, and merchants in the great cities, and increasing the value of land, houses, and many of the necessaries of social life; and thus, in conjunction with stupendous loans, and reckless expenditure, creating an artificial condition of society for which a nemesis is bound to follow, a crisis certain to arrive, and probably to be followed by a crash, such as has been seldom witnessed in the history of nations. It is in view of such considerations as these that New South Wales clings so tenaciously to her

Free Trade principles, and to her moderate and strictly economic borrowings, and looks with such satisfaction upon her future. The doctrines of Henry George had several advocates in the saloon, and I was given to understand that they were gaining ground in New South Wales as well as in South Australia, especially with regard to his single tax proposals, and non-alienation of the Crown lands. Henry George was at that time expected to arrive in Sydney in the course of a few days, and preparations were being made to give him a warm reception. My experiences on board the *Elingamite* were very pleasant. The passage was truly delightful; the officers very attentive; the sleeping berths roomy and comfortable; the food and refreshments of the very best. It was in reality a pleasure trip.

On arriving in Melbourne, I commenced preparing for my proposed trip to Tasmania. I had two full days in Melbourne, which I spent, as usual, with my dear friend T. I was glad to find that a mutual friend of ours was also bent upon visiting Tasmania, and we agreed to go together. After procuring guide books, and gathering as much information as we thought necessary, we started for Messrs. Huddart Parker & Co's. steamer *Newcastle* lying at Queen's wharf, which was advertised to sail at 2 p.m., Friday, January 31st, 1890. On arriving at the wharf, I found that my friend and intending travelling companion was there before me, with his wife and children to witness our departure, and were doomed to suffer a long detention under a hot sun, inhaling the sweet perfumes of the River Yarra. The dead cargo was not all in, the stowing of this took considerable time, after which a large number of sheep were put on board with great difficulty and delay, and we did not start until it was 4.30 p.m. We at last parted with our friends, and the steamer paddled slowly down the river into very rough weather, and before reaching Port Phillip heads, we felt the propriety of retiring to our berths to escape the sickness that might come on when we reached the Ocean, where the sea proved very rough,



## → PART IV. ←

### TASMANIA.

#### CHAPTER I.

##### MELBOURNE TO LAUNCESTON.

THE weather continued very boisterous until we neared and came under the shelter of the Tasmanian coast. When daylight appeared on the following morning, several sheep were found dead from exposure and exhaustion, and were thrown overboard. The voyage up the River Tamar was very enjoyable. On the left hand side of the river mouth there is a Lighthouse on Low Head, and underneath it lies George Town, containing a good number of cottages, and a villa or two. We slacken speed and lie to for a few minutes to allow the Custom House Officer to board us, who takes the papers and depositions of the captain, and makes a few enquiries among the passengers, and leaves us to paddle our way up the river, which is here very broad, and when the tide is in, looks very fine. On our right is Port Lempriere, connected at one time by a tramway with the iron mines, where a Melbourne Company sank and lost a large sum of money; after being worked for years the ore was found to be so impregnated with chromium that, though the supply was abundant, it could not be worked at a profit. It has now developed into a paint mine, the great deposits of the oxides of iron producing no less than 287 shades of colour. Not far from Port Lempriere is Beaconsfield, the site of a so-called Tasmanian Goldfield, but of very little value. We come now fairly into the channel of the Tamar, and pass in rapid succession lovely islands,

rounded slopes, secluded bays, and sheltered gullies, where the lovely villas of the future will smile to the greetings of the coming race. After about 25 miles of this broad estuary, we make our way between narrowing banks with alluvial flats, reminding me of the equally lovely trip of the *St. George* from Conway to Trefriw, only that here, in addition to the reeds and rushes, we meet with beautiful shrubs and a tall specimen of the Tasmanian Ti Tree. The tide was ebbing fast, and having lost 2½ hours in Melbourne before starting, and having failed to redeem the loss on account of the headwinds encountered in the ocean, we found it very difficult to make progress up the river. We stuck on mud banks twice, and got off again; but the third time, when close to Launceston, we grounded fast, and our landing was effected by small boats, which proved to be a very tedious process.

The harbour of Launceston on the Tamar is quite as inconvenient as that of Melbourne on the Yarra used to be, and if ever the trade of the former shall equal that of the latter, the authorities will have to spend an immense sum of money in excavating and dredging to form a basin large enough for steamers of large tonnage to turn in with anything like ease and comfort, unless they build a railway across a marshy peninsula for about two miles into a beautiful natural harbour, where the largest vessels could swing at all times. On landing at the wharf, my friend and I were recommended to a hotel, and a porter took charge of our luggage and led us there. On going to our bedrooms to have a wash, we found that we had not come to the cleanest hotel in the world, but the landlady being a nice homely woman, and the charges moderate, we resolved to remain there during our short stay, so after tea we went out to reconnoitre, and as our time was limited, and our object to see as much as possible while daylight lasted, we walked to the Western side of the city, and ascended what we are justified in calling Windmill Hill, from the top of which we could see the whole extent of Launceston on the flat below, and trace the streets and public buildings as if we looked on a vast map. We then followed the road

south-westerly, through and past the Cemetery, and down by the Infirmary and the Depôt back to our hotel, having walked five or six miles. This walk gave us a very good idea of what we should endeavour to see on the following day. Launceston is called the mother of Melbourne, for it was from here both John Batman and John Fawkner sailed, and became the founders of that city. The population of the city of Launceston in 1888 was estimated at 16,000, according to Walch's Tasmanian Red Book, and 22,000 including suburban districts. It is situated at the junction of the North and South Esk Rivers, where these both merge into the wider tidal channel of the Tamar, which slowly meanders through the long flat valley for 40 miles, until it empties itself into the sea. The river frontage at the port is occupied by the custom house, warehouses, merchants offices, ironworks, breweries, and tin smelting works, and on the flat behind is situated the business part of the city, where the public buildings, shops, hotels, etc., are to be found. This is flanked by picturesque hill sides dotted over with beautiful villas, placed in charming gardens and beautifully laid out grounds. After a short rest we resumed our examination of the town, and it being Saturday night, we saw it in its busiest aspect. The shop windows were well laid out and lighted with gas, and the streets were thronged with people. A good play was being produced at the Theatre, and a Switchback Railway was in full swing on a vacant allotment. We were surprised to find so gay and busy a place, the crowds on the two principal streets being almost impenetrable. The following morning our first excursion was to the Cataract Gorge, reached from the end of Patterson Street. An ornamental wrought iron bridge spans the North Esk, and on this we rested our backs, and looked up the Gorge through which the river runs. We did not see it to the best advantage, its water being comparatively low, but there was enough to spur our imaginations to realize its increased grandeur when charged with its winter torrents. The rocks on each side are in several places quite perpendicular, evidently worn by the friction of the river torrents. The authorities were in

the act of cutting through projections, and building a foot-path along the right hand side, within a few feet of the water, which, when finished, will afford an excellent shady retreat from the heat of summer, where the mind can dwell with wonder and pleasure on the romantic columnar cliffs on the opposite side, interspersed with blossoming briar and climbing plants. After gazing on this beautiful spot for about twenty minutes, we retraced our steps and climbed the rocks on the south side of the Gorge, and were delighted. These rocks appear to be of the columnar basaltic. Huge columns were to be seen on the face of the precipices opposite, and crossed our path on our upward climb, some of great size, and in all kinds of attitudes, in some instances as if ready to tumble into the abyss below. In and out among the rocks, in nooks and crannies, and almost impossible situations, were the wild rose and the sweet briar, emitting the sweetest perfumes to those who could appreciate them. We climbed on until we stood right above the pool of the first Cataract, where a host of boys were bathing. They were at a tremendous depth from where we were standing, and appeared like pigmies, but all swam and dived as if they were fishes. From here we climbed still higher to the summit of the adjoining hill, which was covered with wild sweet briar, as our hills are covered with gorse, so prolific has been its growth and distribution since its introduction to the island. From the summit of this hill we had a more extensive view than that of yesterday, and were delighted with the great extent of country displayed.

On our return to our hotel we had just time to have a wash when the bell rang for the mid-day dinner, and as this was Sunday, the table was surrounded by country people, principally farmers, attending morning service. About forty sat down to a good, well-cooked, substantial dinner. They were mostly Irish, or of Irish descent. They appeared very well clothed, were quiet and of easy, good-natured dispositions. Our observations at the table, and what we gathered from the conversation going on, tended to confirm what we had learnt before, that Tasmanian progress will continue to be

slow until a great influx of new blood has penetrated into its towns and villages, and settle numerously on its fertile lands. But the difficulty in this case is, that the island has never as yet presented sufficient attraction to the enterprising and ambitious colonist, but we shall have more to say on this point before we return to Melbourne. After dinner we hired a cab, and drove to Cora Linn, somewhere between six and eight miles into the country. Our road for the first two or three miles was very good—through a well grassed country, along verdant meadows with running streams, great flags, rushes, and willows, through two very homelike comfortable villages, and by many old-world farm-houses built of freestone, with good out-houses, duck and horse ponds, and pastures of English grass. We were also charmed with the sight of thorn hedges, as well as the sweet briar and gorse, these two last named seeming to grow wild and utterly ungovernable, spreading on neglected fields and on stony and boggy lands in admirable profusion, and certainly to the confusion of all economic principles. We were told that the appearance of gorse and briar in spring and early summer, when both are in bloom, is beautiful to the eye and most pleasant to smell. After driving for three or four miles, our road became fearfully bad. Extensive road-making was in progress, but during the process the ruts in the virgin clay were fearful. The dust was over the horse's hoofs, and spread over everything, until the atmosphere was full of it. Our journey ended at a fine iron girder bridge, thrown over the chasm of Cora Linn, and placed at the best possible point for viewing the series of Cataracts both up and down the gorge, the rugged rocks covered with lovely vegetation, making up a most beautiful picture. Cora Linn is like the Fairy Glen of Bettws y Coed, expanded to about twice its size, both as to width and height. The perpendicular rocks here are columnar instead of Horizontal Strata. We were impressed greatly with its grandeur and beauty, and with the force of the torrents necessary to scoop out such abysses. We descended to the water level, and leapt from rock to rock in the bed of the torrent, examined its course for about a mile along the favourite tracks, and were

filled with admiration ; and although I confess that I never was in close proximity to such sublime revelations of nature, yet, I have no doubt that the wild and grand scenery, down in the valleys and gorges about Katoomba and Mount Victoria in New South Wales, were equal to, if not surpassing these, if I could but have had the opportunity of comparing them.

On our return to Launceston, and, after scrubbing the layers of dust off our clothing, and after the inevitable wash and change of linen, succeeded by a refreshing cup of tea, we again strolled through the streets of the city, and were greatly interested, many parts reminding us of old world associations. The streets are arranged at right angles, and are considerably narrower than the Melbourne streets. Only a few of the shops, hotels, and public buildings, can boast of any architectural style—such as the Custom House, Masonic Hall, the Brisbane Hotel, and the new Post Office, but very few other buildings in the whole city have an elevation above the first floor. The suburbs extend in every direction, on the hill sides, on the face of ravines, on the flats across the river, and along the road leading to Hobart, as well as in other directions, and are sprinkled with charming verandah villas and lovely gardens. The Infirmary is a very large building, situated on a well laid-out hill side, facing magnificent scenery of hill, river, and valley. The Old Convict Prison is a formidable-looking place, and is now occupied by Tasmanian prisoners only. The old “life convicts,” both British and colonial (*who are now past work*) are located in the old Invalid Dépôt, where the poor old fellows are well cared for in their old age, their feeble second infancy ; and from here they glide gently, one by one, into the great darkness, most of them having fully atoned in this life for the reckless acts which necessitated their transportation hither. Transportation to Tasmania (or, as then called, Van Diemens Land) has ceased for nearly forty years, and the convict taint is almost completely obliterated by the emigration of time prisoners, and the immigration of free colonists. It is impossible to detect any difference between Tasmania and the other colonies in regard to religion and



morality, and when the last of these decrepid old men dies, the last vestige of the old penal settlement will disappear. While sitting under the shade of a wide spreading tree, and surrounded on every side by specimens of our ancient convicts, the subject of the modern treatment of prisoners and invalids cropped up, one of us insisting that the humane treatment of these was due entirely to Christianity, the other contending that it was of political and social growth, and had developed to its present forms from the aggregate wisdom and experience of the Western and Northern nations of Europe; and that the care of the sick and poor was inculcated and practised by all the best religions of antiquity. Its universal adoption in Christian countries was not effected until the practical Anglo-Saxon and allied races had awakened from the savageness of the middle ages. After tea we had another ramble through the streets, and encountered a large stream of well dressed people, who, after leaving their various churches, were all trending in the same direction, we followed them to the People's Park, a lovely place, well laid out with trees, shrubs, and ornamental flower beds, and beautifully-kept grass lawns. Here we sat for over an hour amongst a large crowd of well dressed and well behaved citizens listening to a splendid brass band playing very sweet and soothing music. This band had the honour of winning the first prize against all the Australian colonies at the Melbourne Centennial Exhibition the previous year—and they are reckoned very good. This park of twelve acres in the midst of the town is a great acquisition, and as now demonstrated, is fully appreciated. We also visited Prince's Square laid out as a garden, in the midst which is a noble fountain, with charming water lilies. Fountains are liberally distributed throughout the city in public places, and are also utilized for the use of horses and cattle.


From Launceston, a railway runs to the north coast, to Formby, a rising seaport, whose future progress is secured not only by the vast deposits of good coal within reach, but also by the great extent of good agricultural land, which surrounds it. Indeed, there are embryo towns and ports along the whole of this coast as well as the west coast

waiting for capital and willing hands to develop them. My Melbourne companion's route lay in that direction, and as he had a month to spend in the island against my week, it behoved us to separate. He went on to Formby, and the north and west coasts, and I took the train for Hobart as being the most effectual way of carrying out my intentions of seeing as much as possible of Tasmania within a week's time. And as my journey by rail from Launceston to Hobart was very slow, and having broken my journey midway for a short excursion out of the main track. I shall briefly relate my experiences as we travelled along.



## CHAPTER II.

## LAUNCESTON TO HOBART.

HE first station we stopped at was St. Leonard's, one of the pretty villages we passed the previous day on our journey to Cora Linn. After this we kept more to the west through good farming country, to Evandale a good county town of about 4000 inhabitants. It is a rural municipality and the centre of an electoral district. The town and outskirts looked very pretty, with well cultivated gardens and fertile fields, hedged with thorn, briar, and gorse, and surrounded by undulating hilly country. Crossing the South Esk over a long pile bridge, which continued to carry us for three quarters of a mile, over flats subject to great floods, we reached a fine undulating country with occasional stretches that could be easily brought under irrigation. Further on we witnessed the effects of a recent flood which had destroyed the railway for a long stretch, where workmen were busily engaged in constructing the new road upon piles about three feet high to allow for the periodical inundations which occur there. The country after this for some distance appeared very barren, and occupied by stunted gum trees, scrub and grass trees, all the railway cuttings being through yellow clay mixed with quartz crystals. We passed Clarendon and Snake Bank Stations, through totally uninteresting country, and reached Epping Forest Station. Here the country opens into a plain, extending north, south, and east, and giving us the impression of great fertility. From Epping to Cleveland we have alternate forest and cleared land, which continues until we reach Conara Junction, at which station, passengers for the east coast change carriages. This is 700 feet above the sea level—Ben Lomond is in view; the summit resembling a recumbent woman, shewing face, breast, body, and limbs. At Conara, several fresh passengers entered our carriage, from one of whom, evidently an extensive farmer, I learnt that they have great trouble in retaining their farm servants. All want to live in the towns or go to the mines. Farm

hands get 20s. per week and their keep, harvestmen 6s. per day and keep. The boys and rising youth are all filled with notions of the towns and mines. He could not think of anything that would tend to keep them on the lands, unless it be better accommodation and sufficient wages to enable them to marry and keep a family of children ; but this, he said, was hardly possible at the very low prices ruling for produce. It appears that the continuous rains during the early summer months developed a great deal of rust in the wheat, and in many places the crops are not worth cutting, unless it be for the straw. From here, splendid land opens out on the west for many miles, and then it is open on both sides of the line till we reach Campbelltown. This is the centre of an extensive and splendid agricultural country, with beautiful English scenery, a good sized town of 4000 inhabitants in the electoral district. There are three churches, a hospital, schools, a Literary Institute, with a library of 4000 volumes, a bank, a mill, a brewery, a good hotel, several clubs, shops and stores in plenty. An agricultural show is held here every October. The municipal authorities have, at an expense of £12,000, erected a dam which forms a lake of 120 acres surface, with an average depth of fifteen feet, thus ensuring a perpetual stream in the Elizabeth River, with a never failing supply of water for domestic purposes, and for irrigating a large area of suitable land. This artificial lake swarms with wild ducks and swans. After this we passed through beautiful undulating open country, dotted here and there with clusters of trees, and all under cultivation or pasture. Here we came in contact with turnips and mangolds growing in drills in the English fashion, and appearing to make fair headway. At Launceston, as well as at Buninyong and Warrenheep, what I saw were sown broadcast, and, although kept cleaned and thinned, they were not hoed ; consequently they never developed into the handsome field turnip, and were grown mainly to assist the parched grass during the summer months ; but here, in Tasmania, as we ascend into higher levels, the turnip and the mangold grows as in the old country. These beautiful characteristics continued till we

came to Ross. This town is well placed on the banks of the Macquarie River. It has two very fine churches built of local freestone. Looking from the railway, we see a foreground of detached cottages hiding behind grand bushes of Banksia Roses, and surrounded by well cultivated gardens. The business part of the town extends inwards beyond these, and appears to have several fairly good buildings. Numerous farms with substantial out buildings extend a good distance into the country beyond, ending in the blue and purple of the distant hills. One of the chief features of Ross is the stone bridge over the river, and constructed specially to resist the freshets which occasionally rush from the mountains. Several large landed proprietors are settled in this neighbourhood, and have built for themselves suitable mansions. Conspicuous among these, and after leaving Ross a few miles behind us, is Mona Vale, a princely residence, built by the late R. Q. Kermode, father of the present owner. This splendid mansion is surrounded with conservatories, gardens, and grounds, in keeping with its greatness. A large artificial lake or series of connected ponds, reach for a considerable distance in front, banked with willows, reeds, and rushes, and stocked with swans and wild fowl in abundance, affording excellent sport with gun and boat. The land all round is laid with English grasses, and the whole appearance would delight the heart even of an English Duke. In fact, Mona Vale was fitted up regally to receive the Duke of Edinburgh, when he visited Tasmania. On the other side of the line is Horton College, a popular Wesleyan educational establishment, open to all Protestants, and principally the gift of a Capt. Horton, deceased.

Nine miles from Ross is Tunbridge, on the Blackman River, a tributary of the Macquarie. This, as well as the next station, Antill Ponds, is a starting point for four-horse coaches conveying tourists to the lake districts, well worthy of a visit by the sportsman and the worshipper of nature, especially Lake Sorrell and Lake Crescent. From this Antill Station a pretty cross valley extends between two hills up to the eastern range of mountains in the far distance.

The country from the station to the township of Antill is very pretty. A creek, which was then (in summer) a series of continuous expanded ponds or water holes with a trickling stream keeping them filled and clear, followed the line of the railway in a winding course, the banks covered with beautiful green grass, alternating with sweet briar and willows. All this country looks well settled. Although our latitude was very much more southerly than Victoria, and our altitude so great I felt the weather quite as warm as I did in the latter or even New South Wales. After Antill we began to climb the hills in earnest, rounding points, zigzag fashion, and winding along the edges of deep ravines until we reached York Plains. These are surrounded by beautiful hills, three of which are perfectly conical from our standpoint. The land here is splendid for cultivation, and is heavily cropped with grass and wheat. After passing these we enter the Eastern Marshes. Here are great upland farms and marshy flats, where cattle are seen grazing up to the eyes in splendid pasture, with here and there patches of wheat on the hill sides, most of it looking well, but there were here occasional appearances of the rust. The wooded portions of the country were beautifully clothed with green. The atmosphere gets cooler, and we are still climbing until we have reached Paratah Junction, at an altitude of 1413 feet above sea level, and the highest point on this line of rail. Here we found a very fine hotel, as good and as well provided for its size as any railway station in England. Two long dining tables were loaded with an excellent variety of eatables. The charge for four courses, and including tea or ale was 2/6 each. After dinner I elected to break my journey here, to examine the country, and resume it by a later train. Two other fellow-passeugers joined me in this arrangement, so we had a walk about the township and discovered a store, a smithy and wheelwright's shop, a police office, about half a dozen cottages, and the hotel; but, although this makes only a small town, we learnt (and it is evident from the traffic) that this station is conveniently situated for a very extensive surrounding district, which is settled by prosperous farmers. On our return to the station we took train by a small

government branch line to the inland town of *Oatlands*, through a very interesting country, well taken up and fairly cultivated. We found *Oatlands* to be a very respectable country town, principally built of freestone, and situated on the northern shores of Lake Dalverton, a very interesting sheet of water peculiarly situated, on an irregular table land, with no high hills or rivers to feed it, its surrounding banks being level on the surface, with low precipitous cliffs of freestone embedded in a clean sandy beach. The town contains a handsome town hall, a state school, three or four churches, municipal council, court of sessions, gaol, two banks, four hotels, a road trust, and a rabbit board. This gave us a fair idea of an inland country town. The freestone of which the houses are built is not a very enduring stone, judging from some dilapidations visible in old convict establishments, which had been erected fifty or sixty years ago. These dilapidations gave to the town a very ancient appearance.

After returning by the same route to Paratah, we resumed our journey southwards at 6.25 p.m., along a grand table land for several miles, and as our train is an Express, we pass Jericho Road Station and stop at Rhyndaston, travelling along the edge of Lake Tiberias, which lies on our right, covered with rushes and reeds, except a few deep clear patches here and there. This lake is the source of the River Jordan, and a great resort of wild fowl of every variety. Immediately after leaving the lake we enter Flat Top Tunnel, and after a couple of minutes of darkness emerge into a scene of wild and majestic beauty. The steep gradients, the sharp curves, and the snake-like gliding of the train affording everchanging glimpses of magnificent mountain gorges filled with great trees, bright bush flowers and shining water courses, with now and again a peep beyond, disclosing far-distant, misty mountain summits, tipped by the approaching sunset glow, and we sweep onward and downward, amidst luxuriant foliage and romantic scenery until we reach *Jerusalem*, having reduced our altitude by 800 feet since we left Paratah, sixteen miles away. This *Jerusalem* is, like its ancient namesake, surrounded by hills,


but it is not built on a Mount Zion, nor has it a temple or a Holy Sepulchre, but is an ordinary small Tasmanian village; nevertheless we saw evidences of something which its name-sake would sacrifice much to possess, viz., a coal mine worked by a level, from which the trucks were drawn along a tramway to a siding connected with the main line of railway. I was not informed of the quality of the coal got there, but much of the coal of Tasmania is of inferior quality. Still we rush on our headlong course downwards, rounding several exceedingly sharp curves, one of which had a radius of only five chains; indeed, the whole course from Paratah has been continual repetitions of curves round which the train winds along like a huge snake, and brings us at last to the fertile gentle slopes of Campania. We pass Richmond and Ti-tree Stations, and stop at Brighton, by this time our daylight is getting dim, but, the moon being nearly full and very bright in a clear sky, we enjoy much of the scenery, as we pass Bridgewater, Glenorchy, and the smaller stations skirting the ever-expanding and contracting estuary of the River Derwent, and we arrived at Hobart Station, a little after 9 o'clock, and found lodgings at the Brunswick Hotel, in Liverpool Street, a very comfortable house, at reasonable rates, after a good wash and some light refreshments we (which means myself and two railway acquaintances) went out for a little walking exercise, and endeavoured to make arrangements for the following day's work; during this ramble we picked up a lot of information. We retraced our steps to the hotel, retired early to bed, and slept soundly all night, at least, I did, for my eyes had become tired with the incessant straining to catch and take in as much as possible of the interesting revelations of my wonderful railway journey.





## CHAPTER III.

## HOBART AND MOUNT WELLINGTON.

 ON TUESDAY, FEB. 4TH, 1890, I got up early, and with my impromptu companions took a stroll to the wharfs, to learn the arrangements of excursion steamers, but found nothing to suit us without entailing much loss of time; we therefore decided upon ascending Mount Wellington, went to the coach booking office, and booked ourselves as far as the Finger Post on the Huon Road, and secured return tickets, after which we went to our hotel and partook of a substantial breakfast, and at nine o'clock we started,—a large number of passengers, one coach full, with four horses, and a brake with two horses. We also passed several private carriages and smaller traps going in the same direction en route for *Mount Wellington*. The road was very steep all the way to the Finger Post for four and a half miles, at which place we alighted, and travelled up a wonderful track made by convict hands as far as the springs, or half way to the top of the mountain. This track was almost in a straight line, as if at one time it had carried rails. In going up this portion we felt the heat very much. The sun's rays beating down upon us most unmercifully, and not a breath of wind stirring, we were glad many times to rest under the shadow of some sheltering tree, and wet our lips with the cool water from an occasional spring. This track had been pitched with stones of all sizes up to monster ones of half a ton weight; many of the smaller ones had been dislodged by the mountain streams, which evidently converge and rush down here during rainy weather, thus forming a main channel for the flooded rivulets, a purpose not intended by the constructors nor the engineers. This formed a good guide to our footsteps, although a great check to our progress in consequence of the unevenness through displacements of its surface, added to which a countless number of forest giants had fallen across the path, which sometimes we had to crouch under, and at other times to climb over. I measured two of these monsters, and found that one measured twenty

eight, and the other thirty-two feet in circumference at ten feet from the ground line. At one place near a spring of bright and cool water, a black snake four feet long crossed our path, and sheltered itself under the fallen logs and loose rocks adjacent. I was glad to reach the half way resting place, after one and a half hours climbing, to breathe a cooler atmosphere, and have a glimpse through the clearing in the dense forest at an altitude of over 2,000 feet. From here we could see the city of Hobart, the harbour, and the beautiful branching bays and arms of the Derwent estuary. Here we found a very rough two-roomed slab dwelling, the abode of an old Scotch Highland couple, surrounded by a clearing in the forest, and planted with fruit trees of various kinds, loaded with a profusion of grand raspberries and black currants in perfect ripeness, having grown and thrived of late, evidently without care or culture, for the patch of ground was fast returning to its original wildness. The old couple were getting beyond work, and although they said they had lived there winter and summer for over thirty years, I could scarcely think it possible, or at any rate, it was very imprudent at their age to winter in such wildness with the snow line close upon them. Here the tourists were regaled with bread and butter with tea or coffee, and if urgency called for something stronger, the old gentleman could produce it. After a short rest I resumed my upward journey to the top of the mountain in the company of half a dozen young folks, guided by the youngest son of the old highland couple, my two travelling mates remaining behind in the hut. From this clearing, our way for half a mile or so lay along level ground, and thence by a steep and stony track, past a belt of dead saplings fringing the way like hop poles, and so on and on until we reached, what is comically called, the *ploughed field*, where a large area of the mountain side is covered with huge boulders, each many tons in weight, lying heaped and jumbled together, as if the giants of the early days emulating old *Idris* and *Gwyn ap Nudd* had shot their titanic rubbish here; and, over this, leaping from boulder to boulder, aided by our rude impromptu alpen-

stocks, and keeping the perpendicular precipice of the *Organ Pipes* well on our right, we reach another rock-strewn incline leading to the table land which forms the summit, and the pile of logs known as the "pinnacle," formerly used in connection with the trigonometrical survey of the island. Here we stood at an altitude of 4,200 feet above the sea, and only about five miles removed from a perpendicular line to its nearest shore. The view from this wonderful height, I shall not attempt to describe; this has been done by a more graphic artist, but I fully endorse the appropriateness of the following from the pen of an enthusiastic admirer, who speaks of it in these eloquent words:—"Of the magnificence of the prospect from the top of Mount Wellington, one may say, as Mark Antony said of Cleopatra's beauty,

' Age cannot wither it,  
Nor custom stale its infinite variety.'

The vastness of the field of vision, the lucid transparency of the atmosphere, and the interchange of mountain, valley, sea, and river, combine to fascinate your gaze at the time, and to haunt your memory ever afterwards, and the very clouds which occasionally blur the scene confer additional beauty upon it; for, sometimes, as they break away to seaward, they disclose one of the islands of the estuary so completely detached from the line of the horizon as to appear as if suspended in the heavens; and, sometimes, a strong sunbeam striking on the valley of the Huon, while all around is mist and purple shadow, kindles the tract of country it illuminates into such a lustre that it appears to be actually transfigured, and recalls to your recollection the light which abode on the land of Goshen, when impenetrable darkness had settled upon the rest of Egypt, as it flashes in the sunlight or fades in the shadow. The Derwent gleams like a sheet of burnished silver, or assumes the colour of a turquoise, while the undulating country inland seems to advance towards or recede from you according as it vividly reveals itself in the light, or grows indistinct in transitory gloom. The city of Hobart sloping to the water's edge looks like a collection of the tiniest of toy houses dropped by

a child in play, and the altitude at which you stand, coupled with the amazing extent of country comprehended in the view, enables you to realize the prospect visible from a balloon."

After a short rest on this wonderful mountain top I elected to return alone, as I had made arrangements to return to Hobart by the earliest afternoon coach. I found the descending journey much more fatiguing than the ascent, great care being necessary in dropping the feet on the flat surfaces to escape the slips and slides of false stepping. Although my road down to the springs or half way hut was the same as the route I ascended, I found it very puzzling without a guide. I got off the track twice, and had to retrace my steps to regain it. I however reached the old Highlanders hut by two o'clock; I rested here for a few minutes, and drank a cup of tea with two small biscuits and felt much refreshed. I then started down, not by the paved incline which we climbed in coming up, but by a very different route on the other side of the spur, down a precipitous declivity as steep as the descent from the top of Snowdon by way of the copper mines, only that the whole way down for 1500 or 1800 feet was a dense forest of Eucalyptus in all stages of growth, from the young sapling to the gigantic patriarch of thirty-six feet in circumference, some standing erect without a branch for over 100 feet from the ground, others uprooted and prostrated by the storms, and lying in all kinds of positions. Some had fallen head first down the gullies, others obliquely upwards across our track, others at right angles forming natural bridges across ravines, with debris of detached branches, and smaller trees destroyed by the fallen monsters lying in tangled confusion. Through these the tree fern pushed its green foliage for 15, 20, and even 30 feet in height. All along my course, among the loose boulders of the bottom, flowing here in murmuring hum, and there in splashing cataract, a mountain stream ran. I followed the gloomy track through a wonderful path, often nothing better than a magnified hare or rabbit track through tangled briar and under-wood, at other times a climb of 10 or 12 feet over the prostrate Eucalyptus, and as frequently underneath its

spanning length; and then comes a sudden drop in the precipitous glen, where ferns and moss and lichen in all the varied tints of green-ness luxuriate. Here no ray of sun reaches, the gloom is terrible, the atmosphere charged with exhalations of decaying vegetation, and a feeling akin to horror overwhelms and spurs you on, so as to escape from its baneful influence as quickly as possible. As I neared the bottom I was glad to hear the voice of human beings, and you may guess my surprise to find actually women and children, as well as men, on the march up this terrible glen, bent on climbing to the summit of the mountain. In vain I described to them the peril to limbs and clothing, the only reply I received being, that friends of theirs had done it, and they were not going to give in. They were tired already and not one-twentieth of the difficulties surmounted. I let them go with an inward conviction that one hundred yards further would settle the matter! Little they knew what was in store for them! At last I came to ground less steep and stony, more open, less tangled with under-wood, and slightly less gloomy, where I could get an occasional peep at the deep blue sky above, and look around with some relief on beautiful ferns and fern trees of every conceivable size and form, until at last I emerged at the Fern Tree Bower, close to the intake reservoir of the Hobart water supply. This bower is composed of a cluster of twenty-five fern trees, from fifteen to twenty feet high, in the midst of which are placed two rustic tables with benches, which are used by visitors when picnicking. From here to the Huon road and the hotel is an enclosed and fenced path, wherein the pipes of the Hobart water supply are laid, and after about ten minutes walk, I resumed the dusty road and entered the hotel, thoroughly knocked up and faint. Never having felt more prostrated in all my life, I was rather glad than otherwise to find that the earlier coach had been gone an hour, and that I had another good hour to wait for the last one, and after partaking of bread and butter and a refreshing cup of tea, I laid down on the sofa, and slept soundly until the bugle sounded and summoned me to take my place on the coach, for Hobart; and, after a jolly downhill drive, we arrived at the hotel at 6 p.m.

## CHAPTER IV.

THE DERWENT, A MOONLIGHT TRIP, AND RETURN TO  
MELBOURNE.

**A**FTER a good wash and change of linen, I was glad to hear the gong calling us to a substantial and refreshing dinner, or a combination of dinner and tea, which appears to be the usual thing. My travelling companions having only accomplished half the ascent were much fresher than I was. They went out after this evening meal, whilst I retired to my bedroom, threw myself on the bed, and fell fast asleep until awakened by a knock at the door, I was forced to accompany my mates to the harbour for a moonlight trip on the river. So we went. The steamer was crowded, the sky was clear and the water beautifully smooth, upon which the full moon shone in all her glory. Such a trip I never experienced. It was similar to my trip at Sydney when I went up the Middle Harbour, only this was by moonlight and the other by daylight, very similar bays, headlands, and points, at several of which we called, and, having reached our destination, we landed about ten miles up the Derwent, and after some reconnoitring walks, we returned to the steamer and arrived back in Hobart by 10 p.m. We wandered about the streets for another hour, and turned in at 11 o'clock, retiring to bed, satisfied with having done a very hard, never-to-be-forgotten, day's work.

WEDNESDAY, FEB. 5TH, 1890.—I got up this morning at six o'clock and took a sharp walk along the wharves and the street alongside the river, and although everything was on a smaller scale than at Melbourne or Sydney, still there was an air of briskness and prosperity among the shipping community, both in foreign and intercolonial trade. I felt the benefit of this early walk for I was anxious to do justice to my breakfast before the long and wearisome journey that awaited me. Breakfast over, and after a sharp walk to the railway station, I started on my return journey to Launceston by the same line of railway which brought me to Hobart. It was a glorious morning; Hobart looked its best, with the

majestic Mount Wellington towering above it, as if with paternal solicitude, promising to watch over it, and protect it through all the vicissitudes of its future existence, and proud that at last, the lords of creation had discovered that he had prepared such a noble site for future greatness. It was with great reluctance that I entered the carriage at 8 a.m. The first part of our route was through the country which the darkness of evening had hidden from us on the southward journey; but now with the morning sun we could appreciate what was then invisible. The most noteworthy objects were the hop gardens and orchards of Glenorchy, and the fine agricultural lands and grass meadows about Bridgewater. Here the estuary of the Derwent has greatly contracted, and we crossed it by means of a stone faced embankment, three quarters of a mile long, and a drawbridge which enables vessels to navigate the upper reaches of the river. From here to the Campania we passed through undulating agricultural lands of extreme beauty, after which we entered the country previously described, and after a very hot, dusty, and fatiguing journey, arrived in Launceston at 2 p.m. to find it a general holiday. The Bankers, Government officers, merchants, manufacturers, and shopkeepers, enjoying themselves at the Races. I went immediately to the steamer *Newcastle* with my luggage to secure my return berth, but found that I was too late, racing people and others having filled the ship—and I was glad to take my chance with nine others in the smoking saloon. The trip down the river was very enjoyable, and I watched the advancing and receding points, bays, and villages with very great interest; and became greatly impressed with the great possibilities of the country. Here it is proper to remind myself that I have only seen a narrow strip of the island, stretching from the extreme north to the extreme south, with three or four excursions of a few miles diverging into the interior, unless I reckon my view from the summit of Mount Wellington as an exploration, as it certainly was a great expansion of the extent of my vision. With the exception of these I have to trust entirely to the testimony of others for information respecting the great

bulk of the island. It is only natural that settlement should follow the roads and waterways of the country, and I am given to understand that wherever these penetrate the country is occupied; villages and towns make their appearance, and prosperity and progress is the result. There is very little doubt that the engineers and promoters of the Grand Trunk Line, on which I have just travelled, have traversed the best course for future extensions, and when the Government covers the island with a network of branch lines, Tasmania will be in a fair way to the realization of the hopes of its inhabitants, when it will become the Garden of the Southern Hemisphere, and a veritable Paradise Regained. The great desideratum in Tasmania, as in many another new country, is capital. There are several very prosperous mining companies scattered over the country. The most prosperous being that of the Mount Bischoff Tin Mine in the North West, to which a railway has been constructed for a distance of forty miles, connecting it with the sea coast at Emu Bay, and opening up a great extent of country very rich in all the elements of future prosperity. From all the information gathered in conversations during this short visit, I am convinced that, to those who have money, accompanied with natural ability and energy, Tasmania offers a most profitable investment, both of life and capital. Minerals of the most valuable kinds, and in great variety, are to be found all over the island. Lands of the greatest fertility are spread in all directions, the climate is more suitable for Europeans than that of any other of the Australian Colonies. There is no doubt that its progress hitherto has been slow, but there are sufficient reasons to account for the slowness. For many years the taint of convictism was in the air, and its effects remained for a generation after the discontinuance of transportation. The overwhelming attractions of the Victorian goldfields checked its growth, and even diminished its population, and the great public works of Melbourne, Sydney, and the New Zealand towns attracted the working population, and it is only now when matters are cooling and settling among its big neighbours, that Tasmania



claims are beginning to be looked into. If I were a young man, and had a few hundred pounds to spare, I know of nowhere in the Australian Colonies which I should feel more justified in selecting as my future home than the fair and beautiful Island of Tasmania. On this return passage we had 281 saloon passengers. The vessel was crowded, so much so, that the agents had to refuse a great many passages. We had a beautiful evening on the water, but I retired into my extemporized berth in the smoking saloon as soon as the stewards had prepared it, and slept well through the whole night, except that I was occasionally troubled with cramp in my limbs, the result of my mountaineering of the previous day. I was up early the following morning to enjoy the beautiful breeze, and prepare the digestive organs for the coming breakfast. We passed through Port Phillip's Head at 10.30 a.m., and reached the Melbourne Wharf at 12.30 noon. From here I made my way with my friend T. to his house at St. Kilda. After staying here a few days, and transacting some business, and seeing old friends in Melbourne, I went to Ballarat for the final visit to my daughter, her husband, and children. Here I stayed for a week, very happy in their company, and after bidding them and all my Ballarat friends a final good-bye as previously described, I returned to Melbourne, where I stayed with my dear friend for three days more; days never-to-be-forgotten; days spent in deep communion of souls, communion of the kind which takes place between bosom friends when the great dissolution is in progress—when the hour of separation is close at hand. And at last it came, and Queen's Wharf once again was the scene of great commotion, loading and unloading; the sailors, wharf men, and stevedores busy stowing and packing the luggage and merchandise; and it is well that these should be so; it helps the parting, and drowns the greeting, and cheers the departing voyageur. There were many old friends to shake hands with, and each with a parting gift or a souvenir of the ever-to-be-remembered visit. The bell rang, the deck was cleared, the planks withdrawn, and the Union Steam Ship *Tarawera* steamed gently down the dirty Yarra.



## → PART V. ←

### RETURNING HOME.

#### CHAPTER I.

##### MELBOURNE TO NEW ZEALAND.

**A**LTHOUGH parted from my dear Australian friends, I did not feel that the connection was really severed, for I had yet much to see and to do before I was out of the Australian atmosphere. New Zealand was a "terra incognita" to me, and by a convenient arrangement I had presented to me the opportunity of hastily exploring it on the way. But nevertheless it was a fact—that the leaving just experienced was real and irrevocable.

I remained on deck as long as friends could recognize one another, waving handkerchiefs, and other demonstrations usual and inevitable on such occasions, feeling intense pain at the separation, which to many of us would prove the final one. It was a sad parting; elderly people in the seventh decade of life cannot expect many such partings, and in one instance it has already proved the last. This was on Tuesday, Feb. 18th, 1890. We have been in and out of the Yarra and Port Phillip pretty often during the course of this narrative, so we need not repeat our experiences. It was late when we entered the Ocean. I slept comfortably all night, and got up early as usual to find us in sight of Curtiss Islands, a few perpendicular rocks in the Kent group in Bass' Straits, and soon after passing these we steamed in sight of Flinders Island on our left, our course being between this island and the north-east corner of Tasmania, which very soon after came into view on our right; and after turning our course to the south, we had the

eastern coast of Tasmania in view all day until darkness closed the panorama. The eastern coast of Tasmania is a succession of bays, peninsulas, and gulf-like recessions, with a few small islands, and a back ground of wooded hills, of varying elevations, and more or less distinct from our ship according to the distance. Our ship, the *Tarawera*, is one of the fleet of the Union Steam Ship Company of New Zealand, and works also in connection with Shaw Saville and Albion Company's, New Zealand line of steamers for England via Cape Horn. I was not aware until I came on board that we were to call at Hobart Town on our way, but I was greatly pleased the following morning on my arrival on deck at 5.30 a.m., to find that I was once more within the wide estuary of the River Derwent, measuring from twelve to fifteen miles across from shore to shore. From here it gradually narrowed until the two shores were distinctly visible, and now the sun began to climb the sky, and threw his splendour over hill, valley, and inland bay. As we move up the river, the estuary is seen to contract in width, gradually from five to two, and to one mile across, then opening out again into noble proportions. Now we could see the cultivated fields interspersed with forest trees, an occasional farm house, the cottages with large gardens and orchards, followed by villas and ornamental grounds until we reach the Domain, the warehouses, and the wharves of Hobart. A splendid morning cruise before breakfast. This trip up the Derwent vies with that of Port Jackson. The principal difference being the width of the entrance, this being over twenty miles, and you only become aware of its beauties by slow gradations; whereas in Port Jackson the heads are under a mile apart, and the grandeur of the scenery bursts upon you with a sudden surprise. I was very glad of this opportunity of entering Hobart from the south, and I availed myself of the few hours detention here to renew my acquaintance with it. The only additional experience was a stroll into the City Gardens—beautifully laid out, but small in extent. A fine statue of Sir John Franklin, the arctic explorer, stood in the centre (he was at one time Governor of the island). His statue was elevated on a pedestal embedded in a rockery,

in an artificial pond in which four fountains played, and where water-lilies, ferns, and fish flourished. The whole had a most beautiful effect.

After loading cargo we left the wharf at 12.15 noon, and had a glorious trip down the Estuary; which was, if possible, more enjoyable than our experience in the early morning when steaming up. The sun shone from the north-west, and revealed to us the rugged cliffs of the south-east coast in all their wild grandeur, suggesting to us the terrible hurricanes of the Southern Ocean, which had lashed its waves in fury throughout the ages against its slowly crumbling precipices. All these southern cliffs were of columnar character, not of the style of Staffa and Fingals cave, but great irregular masses huddling together in every variety of fantastic shapes, their grouping together occasionally suggesting extensive ruins of towering fortresses. Cape Pillar, the most southerly point of Tasmania takes its name from these characteristics. After clearing the south-east coast of Tasmania, we soon experienced that we had entered the great southern ocean. Mother Carey's chickens and Albatrosses began to follow our ship, and when night came on we retired to bed with a fair wind and a comparatively calm sea, and consequently slept well.

FRIDAY, FEB. 21ST, 1890.—Found that the wind had strengthened during the night, and was blowing fresh from the south-east, very nearly dead against us, but we continued to have our sails up nearly all day; very uncomfortable sailing with the sea choppy and great cross rolling waves from the south. Very few made their appearance at the breakfast or dinner tables, those who were unaffected had the saloons to themselves, and agreeable companionship. I picked up the acquaintance of Col. S——, M.P. for Ballarat, who related some amusing electioneering anecdotes, and clever parliamentary tricks; and also a Dr. Manson, from Dunolly, suffering from a serious chest affection, taking a voyage for the benefit of his health; but I was more interested in the company of an Ayrshire man, a resident of Sandhurst (old Bendigo), with whom I had very interesting conversations on religion and country trading in Victoria. With regard to the former he exhibited a

thorough acquaintance with Scotch Presbyterianism, whose principal tenets he had discarded, and, although religiously inclined, had been for years without any practical faith in its doctrines, and without any consolation from orthodox Christianity: the present attitude of his mind being that of perfect trust in the Fatherhood of God, from which he derived much comfort. With regard to country trade he confirmed much of what I had noticed myself. He was a travelling storekeeper, and had a large caravan fitted up with shelves and drawers, which were filled with the more useful requirements of country life. With these he visited the settlers at their farms and stations, and supplied their wants in every way. He told me that he had been very prosperous in that line. It is a good paying business, but very rough and unsuitable for anyone who was not robust in health. There were also an elderly gentleman and his wife from Gippsland in Victoria, who were bound for Wellington to embark on a voyage to San Francisco, with the intention of crossing America and make the "all round the world" tour. From all appearances they could not be less than seventy years of age. This was a splendid exhibition of Australian vitality. I afterwards, learned from a party, who knew them, that he is worth at least £200,000, having realized his Melbourne property during the recent land boom. As an instance of the enormous prices obtained during that feverish year, he told me himself that he had sold land for £1000 per foot, which had only cost him £4 per foot some years ago. This day was the usual monotonous day on the wide ocean, and we were evidently getting into colder latitudes. I found it advisable to put on my drawers and cover myself with an overcoat, and at night was glad to have extra clothing on my bed. The day was squally with light showers.

SATURDAY, FEB. 22ND, 1890.—Immense rolling waves, evidently the after effects of a gale which has exhausted itself. The ship was very unsteady, and there was no comfort in walking the deck, the weather being cold and clear. We were 321 miles from Milford Sound, our first calling place in New Zealand, which we expected to enter at 4 p.m. on the morrow.

## CHAPTER II.

## MILFORD SOUND AND INVERCARGILL.

**S**UNDAY, FEB. 23RD.—At 12 o'clock noon to-day we were within thirty-two knots of Milford Sound. Land has been in sight from early morning, at first dim, barely distinguishable from the clouds on the horizon, but as the hours proceeded, the outlines of mountains became more distinct, and at 1.30 p.m. the headlands became partially discernible, then one range of mountains above and behind another, until at last we could distinguish the opening in the coast, leading into Milford Sound. At first this entrance appeared blocked by a low spur running across it, but as we neared and steered a little north, we came upon the opening, and turning the vessel's head a little southerly, we were steaming in between two almost perpendicular mountains of immense height, and covered with verdure nearly to their summits, that on our left being Mount Pembroke, 6,710 feet high; and as we proceed slowly on our way, new sights of the greatest grandeur opened at every turn until we were utterly bewildered. In one place we were steering between two rocks within three hundred yards of each other, and rising perpendicularly to an altitude of 4,060 and 2,500 feet—these were Sheerdown Hill and Mount Kimberley respectively. The water between them is unfathomably deep. Close to are Mitre Peak 5,560 feet, Lawrenny 6,500 feet, and Tutoko Peak 9,042 feet. At a great elevation are steep valleys between great branch ranges, precipitous gorges between razor edged spurs, all ending in distant mountains 7,000 to 9,000 feet above sea level, and covered with eternal snow, tumbling in avalanches into the gorges below to add to the ever-forming glaciers. Such grandeur of greenery and rocks, snow and cataracts, rolling mists and sunshine gleams, I never saw, and never expect to see again. After winding our way in and out for about ten miles, and when near the head of the Sound, the steam whistle was turned on, and with magical quickness the echoes rushed up the mountain

valleys, screaming from mountain to mountain as if the terrors of doomsday had arrived. Never was mortal man in a more weird and terrible position. The ship's head was now turned, and we retraced our course through the same scenery, which continued to reveal its wondrous beauty and magnificence until we regained the ocean, when we again turned our course to the south, along a coast similar to that of the Sound, viz:—a continual succession of precipitous mountains projecting their spurs into the sea, with glens and water-courses between, and occasionally an opening into the mountain region beyond, where repetitions of Milford Sound lay hid in every size and conceivable shape, and disclosing to our view successions of great mountains beyond. This continued till darkness closed the panorama. While we were in Milford Sound I discovered that Sir John Hall, a distinguished politician and statesman of New Zealand, was on board. He is greatly respected by his fellow colonists for his disinterested and straightforward conduct. I was greatly pleased with his physiognomy and with his modest, retiring manners.

MONDAY, FEB. 24TH, 1890.—Very rough weather during last night, but I slept well and was quite unconscious of the roughness until informed when I went on deck, which I did at half past five, and found the ship in Favieux Straits with the province of Otago on our left and Stewart's Island on our right. The latter appears to be a rugged Mountainous Island about the size of Anglesey, a large proportion of its population being native New Zealanders. It is noted for its prolific oyster beds and vast tin deposits, the former principally worked by the natives, and the tin mines by nine different mining companies with European labour. On our left are distant high mountains enveloped in mist and capped with snow. The coast is uninteresting until we enter the Bluff Harbour. The shores of which were fairly sprinkled with small homesteads, cottages and cultivated ground. We arrived at the wharf whilst at breakfast about 8.30. in the midst of a steady downpour of rain and Scotch mist, which made immediate landing undesirable. My programme was to land here and go by rail to Invercargill, and from

thence to Lake Wakatipu, and from thence to Dunedin to catch the next succeeding steamer for Lyttleton: but not thinking it advisable to take my bulky, heavy, homeward luggage with me, I now went to the purser, to arrange that they should go on direct to Lyttleton to await my arrival there a week later. I found the officer very civil—he would on no account take any responsibility, not even by the offer of a gratuity, which he refused in a most decided manner. This gave me great uneasiness; he, however, promised to see to them personally, that they were placed with the other luggage intended for my ship *The Ionic*; and, as he appeared to be a very straightforward man, I trusted him. I had no acknowledgement or voucher for them, and cannot help thinking that this is a great hardship. And it proved to be so, as we shall find by and by. I now left the *Tarawera*, and strolled among the hills behind the Bluff, and realized the unexpected privilege of treading on the hills of New Zealand. By this time the shower was over, and the sun was shining brightly, just the same as it does in old England or Wales. After ascending a high elevation to reconnoitre I returned to the town, travelled its primitive streets, and meditated upon this embryo sea port. Who can tell its importance a hundred years hence? when Invercargill is favoured with a return of prosperity, when all the Tin Mines of Stewarts' Island were in full swing, when the vast area of rich agricultural land in the neighbourhood is fully developed? There is no question about its further progress, and he who wants to speculate for his posterity will be safe in locking his money here in town lots.

The Bluff is the port for Invercargill which is seventeen miles away by rail.—It is a very nicely situated little town-ship, some parts here and there between the rocks rather swampy, but they will be easily drained in the near future; great boulders of igneous rocks, and spurs slanting upwards to the summit of the adjacent hills on the highest of which is the harbour flagstaff station, where telegraphic messages are conveyed to and from Dunedin and other ports in regard to vessels arriving or departing. In walking on the hills I passed through a peculiar prickly scrub with a pretty flower,



but being late in the season its blossoms were nearly all away. The grass was beautifully green—a great contrast to Victoria and New South Wales. After partaking of lunch at the hotel, I went to the Railway Station and booked for Invercargill, having only my Gladstone Bag and a small satchel for luggage. The train started at two o'clock, and we passed Ocean Beach Station, at the head of Bluff Harbour, a beautiful bathing beach, which will doubtless become a favourite bathing resort in the near future. We passed on to Wood-end Station, where there is an immense timber depôt and saw mills, a great quantity of 400 gallon square ship's tanks, and a prodigious stock of railway sleepers creosoted ready for use. The country behind the railway was slightly elevated, and was formerly covered with a dense forest, from which the mill has been supplied, but it has nearly all disappeared. The country on the left of the railway was made up of swamps and bogs, which reached for many miles, covered over by tufts of Tiwi grass, large flags, and rushes. As we near Invercargill the marshy ground becomes cultivated, and seems to yield prolific crops. After seventeen miles of travelling we arrived at Invercargill, and I was greatly astonished at finding so large a city. All the streets very wide and laid out at right angles, well formed and metalled, the foot-paths kerbed and asphalted, well built and ornamented banks, hotels, and other public buildings, a good assortment of shops and warehouses, especially in the hardware and furnishing line. There are also large foundries and implement manufactories, and well filled machinery works. The special institution of Invercargill is its Water Tower and Pumping Station. The pumping machinery is on the ground floor, but the immense tank is at a great elevation, so as to give sufficient pressure, to carry a jet in case of fire, to the top of the highest building in the town. Above this is a spire and an outside balcony, from which an immense extent of this flat country can be seen on a clear day, in every direction.

After supper I went out for another stroll, and was pleasantly entertained by a contingent of the Salvation

Army, who held forth at a street corner, where two old Scotch characters, Charley and Peter, bantered with them in their boozed condition. Charlie was gay and full of dry humour, which baffled the skill of the captain to turn to their account, while Peter appeared to be deep in meditation, and inclined to listen to the warning call of the captain; but all at once he broke out with some local witticism which I could not appreciate, and the whole congregation fell to a general fit of merriment at the expense of the Army. On my return to the hotel I took part in the general conversation. Several farmers and stock-holders were present; all were unanimous as to the great fertility of the land, and with regard to the prosperous future in store for New Zealand, the only difficulty was to get a market for their produce. They invariably said that even now, with the desperately low prices ruling, their crops being abundant, farming was profitable, especially to those who had bought their land direct from the government, and were not hampered by the excessive rates of interest paid upon mortgages. Let the settler be free from debt, and give him a reasonable price for his produce, and the future prosperity of New Zealand is secured. But of Invercargill itself, with its immediate vicinity and southwards to Bluff Harbour, I can only say, that if its climate is to be judged by our experience this 24th of February, 1890, it is one of the coldest and bleakest places I ever was in. It is bitterly cold, and I was glad I had a warm overcoat and woollen gloves. Nevertheless, the inhabitants say that it is very healthy. There is a very large establishment here in the hardware and general furnishing, building, and implement trade. It was originated by an enterprising individual during the very prosperous times from ten to twenty years ago, when population literally rushed the country. His business developed and grew with the increase of the population. Every branch was cultivated, general hardware, furnishing, clocks and jewellery, crockery, agricultural and horticultural machinery and implements, timber, bar iron, corrugated sheets, fencing, bricks, slates, cement, &c. His warehouses were built on a gigantic scale, and his stock

increased to the hundreds of thousands of pounds sterling. Of course this meant borrowing money on mortgage and otherwise, and an immense overdraft at his bankers; and when the stream of immigration ceased, and the progress of the colony was checked, trade became bad, stocks remained unsold, indebtedness increased, the banks and mortgagees pressed, and a collapse followed. The whole concern is now owned by mortgagees and the bank, and the ostensible owner is simply a manager. It is an immense concern; its prospects are now improving with the improved condition of the colony, and it is destined yet to be a profitable concern. I am told that throughout New Zealand the same process has been enacted with a great number of these large businesses, such as flour mills, manufactories, saw mills, meat preserving works, and farms, these, if on a large scale, having reverted to the money-lenders, and ending in the financial ruin of the original proprietors.



## CHAPTER III.

## RAILWAY TRAVELLING.

**T**UESDAY, FEBRUARY 25TH, 1890.—I started this morning by train, at 6.40, on my journey to Kingston at the head of Lake Wakatipu. The flat country as at Invercargill continued with us for many miles. It is fine agricultural land wherever the water can be drained off. It was a pleasant change after the Australian scenery to see great green grass fields, plenty of feed and plenty of moisture, and the weather was just like an English Autumn. We passed a large meat killing establishment with two or three thousand sheep penned up ready for the butcher, and special railway trucks shunted to a siding and filled with hanging carcasses waiting for the engine to take them to the nearest port for shipment, each ship taking from thirty to forty-five thousand, averaging about one ship per week, for London. My fellow-passengers informed me that the large flag-like plant which I had noticed in the swamps and marshes about Invercargill is the *Phormium Tenax*, or the New Zealand flax of commerce, I recognized it everywhere as we went along in the low bends of the River Makarewa. It is a bulbous plant, having a flower similar to the *Gladiolus*, only it is of a very dark red colour and a very much larger size. This plant is of great commercial value when prepared, and teased, and made into bales for shipment, and its presence on the land is a sure indication of the richness of the soil. The Makarewa River runs through low undulating fertile country, but unfortunately a great number of its big farmers and graziers over-specified, became entangled with the Banks and Land Mortgage Companies, and their estates are suffering from the want of capital. Further on we come to Forest Hill Station, on higher ground, in the midst of magnificent rolling plains, with a back ground of timbered hills, a great deal of land is under cultivation, and when we were passing, the reapers and binders were busy at work. Further on we pass Gap Road Station, a great sawn timber dépôt. The country is well cropped, and has splendid macadamized roads crossing

each other. The native New Zealand timber is principally of the pine family. There are no Eucalyptus in this country. Again, a little further, we pass the town of Winton, a very good country town, containing a school, flour mill, saw mill, churches, good shops and hotels. Lady Barkly Station was simply a saw mill depôt in a magnificent country with immense crops of wheat, oats, barley, turnips, fruit trees, etc., with a beautiful limestone hill, and everywhere evidences of comfort and prosperity. The next stopping was at Centre Bush Station, twenty seven miles from Invercargill, which we had reached in two hours. The only house visible was the two storey verandah house and good farm buildings of John Shand, a jolly, stout Englishman, who owns a large pasture farm of undulating plains. Cultivated lands becoming less frequent, although apparently adapted for agriculture. We passed Harrington, surrounded by circular hills covered with splendid grass, free from trees and bushes, beautiful country continuing through an assortment of hills, meadows, and plains, until we reached Dipton, some portions of the Plains, especially on the banks of the Oreti River, being very gravelly with a very thin layer of top soil. West Dipton, a little further on, is a large country town with many good buildings. The people entering our train at this station appear to be a prosperous independent lot, and no doubt are conscious of a good future in prospect. We are still going up the river, winding along its banks at the foot of the hills. The meadows are covered with the native flax plant until we reach Caroline Station. Here we enter a level gravelly plain, over which the River Oreti spreads itself in flood time, taking an infinite number and variety of courses, spreading its gravelly deposits over vast tracts. These inundations appear to result from the copious rainfall in the Takatimo Ranges, which we see in the west. The plains now spread out to the east as well as to the west until we reach the central town of Lumsden, very prettily situated at the foot of low hills, fifty miles from Invercargill, and a junction from which the main line goes easterly on to Dunedin ; but, in my case, we took the northerly continuation for Lake Wakatipu. From Lumsden we have hills on

our right and gravelly plains on our left. The hilly country is occupied by farmers, and cultivated; but the plains are in the hands of graziers. We still follow the hill sides and skirt the plain. It is very interesting to notice the immense tracts of land which this river occupies at floods, and to speculate upon the remedies which future economists and engineers will adopt for the prevention of its ravages. After four or five miles travelling, the plains improve in appearance—a thicker surface of soil, and consequently better grass. The land is not cultivated here, all the country being in the hands of graziers. We passed a large flock of sheep containing many thousands, in charge of six riding stockmen with six dogs, as if travelling down to market, and as there are no fences to keep the animals off the line we had to slacken speed and let off our horrible screeching steam whistle to frighten them off our track. An occasional patch of driven snow is visible on the top of the high mountains to the west. At Lowther Station there was no habitation to be seen excepting the station care-taker's at the foot of high hills on our right. The plains were still on our left, but they appeared to be narrowing and gaining in elevation, with plenty of fall for the rivers to scoop their course and leave the surface of the country unspoiled by their inundations. The land was of better quality and the grass was in splendid condition—magnificent sheep and cattle country.

On our way, between Lowther Station and the Five Rivers, I had interesting conversations with an intelligent settler, about the characteristics of the country and its future prospects. My companion expressed unbounded confidence and enthusiasm both as to climate and resources. He went into raptures over the climate, it being favourable to both man, beast, and vegetation. We instituted comparisons with Victoria, New South Wales, and the other colonies, and we were forced to give in to the claims of New Zealand, on account of its more certain rainfall, the longer duration of its feeding grass, the enormous grain crops, and especially because of its abundant root crops which it produces for winter feed. Just as we finished our conversation we reached the Five Rivers Station. Here again no human dwelling was visible

except that of the station officials. A private siding branched off from the main line to a warehouse belonging to Ellis Brothers, the owners of the Five Rivers country, of whom we shall have more to say on our way back again. A great belt of gravelly land runs through this country, spread over it by the over-flowing of the rivers. Where this does not occur, the country is magnificent land; a great deal of the tufty tiwi grass grows along the banks and bends of the river we follow. This grass, I am told, is largely used for the manufacture of paper, especially strong wrapping paper, equal to that hitherto made from old ropes, and it appears that much of the paper sold as Rope Brown is made from this grass. After five miles more we enter the very heart of the mountain regions. At first our course was very similar to that through the Cumberland hills which we traverse by rail from Lancaster to Carlisle. Scarcely any trees were visible for the last thirty miles, beautiful meadows were ensconced among the hills, and the whole of that tract of country had scarcely any signs of cultivation. But now we enter upon some agricultural land as we reach Parrawa Station, close to which are the Nokamai Gold Diggings on the Mataura River. The meadows only are cultivated here, and appear to be rich soil. The hills are beautifully rounded and covered with grass—exquisite scenery. And when in future years these hills may be planted with Eucalyptus and European trees, they will be charming. We passed through a splendid farm of rich pasture and corn fields, the wheat and oats quite ripe, and impatient for the harvest, machinery being evidently scarce. A slow flowing river meanders through flag, reed, willow, and flax-covered banks. This farm appeared to occupy the whole of the valley and hill sides,—a most compact property, with plenty of scope for an energetic proprietor. After a while the meadows extend, and more farms with cultivated fields appear, and we reach Athol Station, where several farmers' waggonettes and other vehicles are waiting to convey their friends and their luggage to their homes among the mountains; for we must always bear in mind when travelling these narrow valleys, that it is possible that our track is not through the most settled parts,

and that other valleys of larger extent may shelter close to, behind the hills which limit our vision. These waggonettes at Athol were plain evidence that prosperous settlements existed out of our sight among these grand old mountains, and it is very possible that those who reside there, took up their land before the track of the railway had been thought of. After travelling through similar country with occasional cultivation on the hills as well as in the meadows, we reach *Makomai Station*, around which the hills are more the subjects of cultivation than the valleys below, but very little, comparatively speaking, is here brought under the plough at present. About here I first noticed a series of remarkable terraces on the sides of the hills skirting the valleys as if they had been the surface water lines of some extinct lakes. This continues for two or three miles till we reached *Garston*, with its hotel and post office, and one field of oats, and we cross a gravel-bedded river and come into larger meadows with more cultivation, and the terraces or low table lands above them well cultivated and cropped right to the foot of the distant mountain range, but no trees anywhere. The meadows after this open out into a large flat valley, with lots of farmsteads and cultivated lands. The surrounding mountains are higher, and are more pleasing to the eye by their infinite variety of shapes. We now cross by a fine bridge, the dry bed of a winter torrent. The high ranges on our left are very rugged, and the valleys are now uncultivated, being gravelly and unproductive. The mountains come closer together, our valleys get narrower, a wild, treeless, barren country intervenes, and we wind along the bottoms, rounding sharp curves, and then into a stony wilderness of a rugged, rocky pass, and then we descend a gentle incline by a tortuous course, and at last reach Kingston at the head of Lake Wakatipu, the terminus of our railway.





## CHAPTER IV.

## LAKE WAKATIPU—QUEENSTOWN.

THE Steamer *Mountaineer* was waiting at the wharf with steam up, ready to accomodate us on the arrival of our train at Kingston, and after receiving her complement of passengers and luggage, she started away at 1.10 p.m. At the commencement of our voyage it appeared as if we were steaming up a wide river, so narrow appeared the lake, flanked by steep high mountains on each side, but as we move on it widens, but is not too wide to prevent us from enjoying the scenery on both sides. In less than half an hour the dinner bell rang, and a general rush took place to the saloon, which became crowded with hungry people, the long journey from Invercargill having sharpened the appetites of all. Here the grand treat was the splendid salmon trout, fresh from the lake, which every one enjoyed as a great rarity; then there was roast lamb and beef, and afterwards four varieties of sweets and puddings, as well as splendid ripe fruit, bread and butter or cheese, and a cup of tea. Everything was well cooked and in excellent condition, and at a very moderate price, two shillings being the regular tariff charge. We all did justice to the repast, and after satisfying ourselves hastened on deck to enjoy the wonderful scenery through which we were gliding. I cannot describe this lake from Kingston to Queenstown better than by comparing it to Lake Ogwen, supposing it to be extended for twenty-three miles in length, and to about twice its average width, with the mountains on each side about twice the height of the Welsh hills. This evening we were only bound for Queenstown, from whence we would proceed in the morning a further distance of thirty-one miles, to Glenorchy, at the north end of the lake. At present we are only concerned with the southern portion. In the greater part of this the precipitous mountains come sheer down to the lake, with the exception that here and there, on both sides, there are little bays and openings into some mountain gorge or pass; and as we go by, and look up these wonderful glens, we see

mountain upon mountain, projecting themselves in the misty distance, and so we make our progress until we arrive at Queenstown Pier at 3.20 p.m. Here I sought Eichardt's Hotel, to which I had been recommended in Melbourne, but here again, as in Invercargill, I had been forestalled by my more go-ahead fellow-passengers, who had wired up from Invercargill and other towns, and thus secured all the available accommodation, so I hastened to Mrs. McBride's Hotel, where I arrived just in time to have the only vacant bedroom. I then brought in my luggage, and hastened out to inspect the neighbourhood. I was surprised to find such a neat and comfortable town; three large hotels, McBride's, The Mountaineer, and Eichardt's. The latter is a splendid hotel, fronting the lake with extensive well built stables and coach-houses, water laid on for washing horses and carriages, and all the conveniences of a first rate provincial hotel, as may not be found everywhere even in England. The town is surrounded on three sides by mountains. It is situated inside a small cove, protected from the main body of the lake by a low peninsula, which is laid out as a public park, with ornamental trees, native shrubs, and beautiful walks. Queenstown is also conveniently situated at the entrance to an extensive gorge or narrow valley, along which a splendid road leads to the Shotover and other diggings ten to fifteen miles away, and in the heyday of these diggings it was the principal town on the route from Invercargill and Dunedin. And notwithstanding the decline of the diggings it continues to be a town of some importance, and commands much of the traffic to and from the mines as well as an ever-increasing number of tourists and summer visitors, which the lake and the sublime mountain scenery attract from the Australian Colonies and elsewhere. The surface of this lake is 1,070 feet above the sea level. The Swiss Lakes and mountains may be sublime and beautiful by nature, as well as by fifteen hundred years of manual culture and development, but there is a peaceful and silent grandeur, and pristine sublimity about this lake and its surroundings, lying in its unconscious virgin beauty, which charms me, and I cannot conceive of anything of its kind that could possibly please me more. The mountains

along its margin mount up to 5,000 and 6,000 feet above sea level, and some portions passed this day were very grand, especially the Remarkables, 6,209 feet, and the Devil's Staircase, and Ben Lomond, just at the back of Queenstown, 5,747 feet. When I landed from the boat, I was surprised to find the weather so warm. The sun was really hot, in great contrast with Invercargill this very morning, a thousand feet below us. There the wind was so cold as to necessitate an overcoat and muffler, but here all superfluous clothing was cast off, and even then I perspired freely in my ramblings. I visited the peninsula previously mentioned, which was delightfully shady, its extreme end is comparatively flat, except that an immense isolated rock, weighing hundreds of tons, and having no visible connection with the soil on which it rests, has evidently been dropped here from a glacier, and left behind in the ages long ago. Hundreds of beautiful lizards were creeping in and out among the stones and broken twigs. On going to the southern side of this peninsula, I was agreeably surprised to find a long arm of the lake lying between me and another projecting headland, and this arm, which continues for a mile or so in an easterly direction, forms the only outlet for the waters of the lake where it flows over rocky precipices, and forms an attractive cataract, and is known thence-forward as the Kawarau River, on the banks of which a few miles down is Frankton. In connection with the outfall, it is asserted that not one fortieth of the waters which enter the lake escape out of it in this way, and the question naturally arises, Where does it go? Can all this deficiency be accounted for by evaporation? or does it percolate through the crevices at the bottom and the sides of this almost unfathomable lake, and feed the subterranean reservoirs which are tapped by the artesian wells of the eastern plains?

After dinner at 7 p.m., when the sun was falling behind the western hills, I left the hotel again for a stroll. I walked up to the Cricket and Lawn Tennis Grounds, on the western slopes, and from here the view of the rugged *Remarkables* facing me eastward was magnificent. The sun was still high enough to shine on the higher levels of these

mountains, and the light and shade playing on the myriads of spurs and sloping protuberances, which appeared like phantom herds of gigantic cattle, pursuing one another up the tremendous cliffs and ravines to escape the overspreading darkness of the depths below. This was more than grand! My whole time was occupied, and my whole soul was elevated by walking from point to point to drink of this nectar of sublimity! I shall never forget it. But let that suffice for the present, for I was told that the trip from here to Glenorchy to-morrow is immensely grander, but we shall see. Three or four of my fellow-travellers went on the shoulder of Ben Lomond, but I had had my share of mountain climbing in Tasmania, and I was obliged to reserve my strength for journeys within my capacity. Before leaving the western slopes I turned into the fruit gardens, which are open to visitors, who can buy from off the trees whatever fruit happens to be ripe at the time. On my way back to the hotel, I passed the public library and reading rooms, which are well supplied with books and periodicals, and well patronized by the inhabitants and visitors. I also noticed an extensive post office, and a good building for the police authorities, and a respectable edifice labelled "Council Chambers," evidencing the existence of a mayor and his municipal accompaniments. The town bears evidence of having been of greater importance in the past than it is at present; several wooden shanties untenanted, and rotting away by neglect; shops and other business premises deserted; doubtless these all flourished during the palmy days of Shotover and the Arrow diggings. But, nevertheless, Queenstown is regaining a prosperity of a more permanent character, and for the number of its inhabitants is still a busy place. It is blessed with a splendid supply of water laid on to every part of the town. By this time the shades of evening were drawing closer down, but I was very unwilling to leave any portion of this delightful spot unvisited if within my reach, and my curiosity having been excited in regard to the outfall of the lake, I took a walk on the Frankton road before turning in for the night. I did not reach the falls, but I could see the gap through which

the water flows, and am inclined to think that the rocks have been worn and undermined by the currents in ancient times, and that a sudden downfall of the impeding rocks caused a fall of about 100 feet in the level of the lake, and that this will explain the why and the wherefore of some singular terraces which I shall mention further on. It is also very possible that the level of this outfall was at one time so high as to cause the lake to empty itself at Kingston, and thereby explain the existence of the gravelly deposits encountered on our way up from Invercargill. I returned to the hotel at 8.15 p.m., nearly in the dark, after a very prolonged twilight.



## CHAPTER V.

## ON THE LAKE TO GLENORCHY.

**W**EDNESDAY, FEB. 26TH, 1890.—Got up early as usual, and went for a walk up the gorge or narrow valley leading to Shotover Diggings. This was a fine well-made road. I met farmers bringing in milk and farm produce. This valley is too narrow, and the hills too steep for economic cultivation. I passed small patches of gardens and cow pasture in the midst of grand scenery. I very nearly went too far before thinking of returning, and I was obliged to walk back very quickly to get my breakfast, and prepare myself for the departure of the steamer, whose whistle disturbed me rather too soon. We re-embarked on board the *Mountaineer* at 8 a.m., bound for the head of the lake, and in a few minutes we steamed out of Queenstown cove. Ben Lomond was on our right, behind and above the smaller spur which reached to the water's edge. This spur was very rugged, and the interstices filled in with beautiful scrub, bushes, and flowering shrubs. Fine wooded gullies wind in and out, and we notice here and there evidences and relics of gold mining, and then a series of rounded hills covered with ferns and tufty grass, and then a repetition of the rugged rocks and beautiful bushes; while on the left hand side of the lake are remarkable specimens of the slow flowing of thick lava. I could fancy seeing it flowing down fold on top of fold, congealing as it moved along. All this left side is perfectly treeless and without a shrub to be seen, but as we round the western curve of the lake (for the lake is in shape like an immense reaping hook, and we are now, since leaving Queenstown, on the curved portion nearing the handle), and as we near the turn the high mountains recede, leaving a quantity of cultivatable land at their base, and reaching to the edge of the lake. On this flat marsh appears two farms with their farm buildings. On our right we continue to pass isolated diggings and great sluicing operations, and pretty gullies with flat bottoms, sometimes cultivated, and with an occa-

sional terrace of accumulated gravel washed down the mountain gorges from above. A pretty little Inlet is Bob's Cove, the lake termination of a narrow valley sloping gently from the base of the distant mountain. After this we reach White's Point, which is a flat platform or terrace, large enough to fix a house with plenty of land for a garden, cattle paddock, and pleasure grounds. It is a very hard sandy clay cliff, and stands about seventy feet above the surface of the lake, a splendid position for a hotel for tourists, and a magnificent view. Just as we turn this point we enter what we may call the handle of my gigantic reaping hook, and here a grand prospect meets our view. Immense mountains with their peaks covered with eternal snow. On our right we pass Mount Crighton, 6,185 feet, sloping straight to the waters edge. Then we pass an opening with very remarkable terraces rising one above the other, and ending in spurs running inland and into the high ranges. On our left very rugged and barren rocks, including Tooth Peaks and Round Peaks, 5,794 feet high, with openings into gorges heavily timbered, leading into higher altitudes *ad infinitum*. Through one of these openings the Caple and the Greenstone Rivers empty themselves into the lake opposite the two Islands (the *Pig* and the *Pigeon*). Immediately after clearing these islands, we get a grand view of the great mountains facing us beyond the head of the lake, and I find that, although they seem so nigh, they are really from twenty-five to thirty-five miles away, or from thirteen to twenty-two miles beyond the head of the lake. There they stand in grand array. Mount Bonpland, 8012 feet; Mount Cosmos, 8000 feet; Mount Earnslow, 9165 feet. As we approach our destination, we pass another set of terraces, the highest being fully one hundred feet above the present lake level, and close to the township of Glenorchy, and another behind Kinlock on the opposite shore. These and all the other terraces were evidently deposited when the lake surface was on a level with them, and there are here certain proofs that the subsidence of the waters had taken place suddenly, and on two or three special occasions after long intervals. Several causes might be assigned for these

subsidences. but I am inclined to think that they must have happened by some violent dislocation of the impeding rocks at the outfall near Queenstown, whereby the bed was lowered. As we have seen the overflow of a great reservoir tearing a channel, which by increasing impetus carries its restraining dam away, and by gigantic forces involves a valley in utter destruction, so here, but on an immensely larger scale. And who can imagine the consequences of this mighty rush of waters which lowered the level of this gigantic lake by thirty or forty feet at a time. It must have been either the sudden bursting of an already much-worn reef, or its more sudden removal by an earthquake. Anyhow, these terraces are unique, and I think worthy of study by the scientific; they are estuary accumulations of the two rivers that debouch here, and which now reach the lake at a great distance from the original shore, and carry their deposits with them into deep water at lower levels. After landing, I utilized my time on shore in visiting and examining first, the one on the Glenorchy side, and then, on crossing to Kinlock, the one on that side, and am perfectly satisfied that my theory is correct. And if this is true, the ancient surface of the lake must have reached several miles further north, up the Dart and the Rees Valleys, and a considerable distance up the south end by Kingston, besides forming many bays and inlets to the east and west, which are now dry valleys. Glenorchy contains three large hotels and three or four lodging houses and is situated on the estuary of the Rees River, the valley of which is crossed in the ascent of Mount Earnslow, a journey never to be attempted excepting by those possessing strong limbs as well as brave hearts, but the glaciers, and snow capped summit are a sight, I am told, which puts Switzerland and Mont Blanc to the shade. Kinlock is an embryo town which contained, as far as I could see, one hotel and six huts, and is situated near the delta of the Dart River, and at the foot of Mount Bonpland, 8102 feet above sea level, which in its lower reach descends sheer down into the lake, leaving bare standing room for hotel and grounds adjoining. I climbed to an altitude of two hundred and fifty feet, and came across great variety of



ferns, of which I brought several samples. It is completely over-run by rabbits. The whole of the forest on the mountain side has been destroyed by fire, which has spoiled the beauty of the scenery. Instead of the cheerful verdure of the foliage, nothing is seen but bare black poles and charred branches, for over a thousand feet in height. The Rees is the largest river entering the lake, the Dart comes next, the other rivers coming in from the sides of the lake being much smaller. There were great and prosperous sheep and cattle runs, extending in all directions from this lake. The runs are still here, of course, but the original holders are ruined by the rabbit pest. For instance, Mr. B. held a station on Wakatipu Lake, with thirty thousand sheep and the usual complement of cattle and horses, he was a prosperous and thriving man, had nearly cleared his mortgages, and in another year would have been free of all liabilities, but the rabbits reached him, and in seven years he was a ruined penniless man, simply by the ravages of this little pest. Another Mr. B., holding a run at the head of the lake carrying 45,000 sheep, was also ruined in the same way. Mr. R., whose run extended from Queenstown to the Shotover Diggings in one direction, and for twelve miles along the eastern shores of the lake, was ruined by the combined action of the rabbits and cattle lifters, together with some unfortunate speculations, and I was told by my informant, who has the management of three of these abandoned runs, which are now in the hands of money lenders, that there are scarcely ten runholders in all the province of Otago, who were there ten years ago; and all this ruin has been caused by the ravages of rabbits. This gentleman was a very intelligent and practical Scotchman, and had every appearance of being a reliable person. He told me further, that a large agricultural company (which he named) was formed with ample capital to purchase the leases and stocks of these abandoned runs. They own nine of the largest runs, which, at one time, carried in the aggregate 350,000 sheep. The former owners being unable to carry on, on account of the rabbits, they had sold their interests to this company,

who expected, that with the capital they possessed, they would succeed in their war of extermination ; but the conies, although a little folk, are irresistible, when they march in their countless hosts. Their breeding and increasing capacity being so enormous, it was then a question whether this once powerful company could carry on the war for another year ! All the squatters in the province, previous to the rabbit invasion, were in a thriving condition, and many of them on the way to become millionaires. It is not only the sheep and cattle that are thus becoming exterminated, but the wild pigs also, the descendants of those left on the island by Captain Cook, are nearly extinct from the same cause. These used to run wild in the New Zealand bush, and afforded both sport and food for European settlers as well as Maories. The tusks of some of the boars were of extraordinary size ; but evidently they are a doomed race. These great ravages are confined, I am told, to the great mountain country, where the sheep and cattle could get nothing but the native grass, which, at its best, will only support one or two sheep to the acre. This grass must be eaten while the shoots are young and tender, at which time it is very nutritious ; but when it reaches full growth it becomes stringy and dry, and is refused by the sheep and cattle as well as the pigs ; and it is here that the rabbit comes in, watches the growth of the succulent shoots, and devours them before the larger animals can have a chance, and, as a consequence, these pine away and literally die of starvation. Another of my informants declared his strong conviction that the devastation and ruin caused by the rabbits, having opened the eyes of the Australian Government to the evil of leasing large tracts of land, unmanageable on account of their great extent, they will from henceforth re-let these lands in smaller quantities and encourage a more numerous class of settlers, say, in blocks of from 5000 acres downwards. For it is well known that the holders and proprietors of such estates make no complaints of being troubled beyond their capacity by the rabbits. When their land is cleared of the native tufty grass, and laid down with English grasses, they are quite able to keep

them down, and even to make a handsome profit from those which they kill. The best portions of the flesh being preserved in tins, and the skins dried and exported for the use of the furriers and mattress makers. If this is so, the problem is in a fair way of being solved, and it will, doubtless, lead to the more rapid settlement of the country by a much more desirable population, and will also culminate in the greater prosperity of the various colonies concerned. The conversations which elicited the foregoing information took place on the return trip from Kinloch to Kingston, in the steamer *Mountaineer*. This trip was very enjoyable from Kinloch to Queenstown. The weather being perfect, but afterwards, head winds prevailed, and towards evening it became very cold. Salmon trout, fresh from the lake, was again the great attraction of the dinner table. The supply was abundant, and the flavour excellent. These were only caught that morning, with about 200 pounds more, supplied by some fishing boats on the upper portion of the lake, and destined for the hotels of Dunedin and Invercargill. Salmon trout were introduced into the New Zealand Rivers and lakes seventeen years ago, from Canada, and became immediately acclimatized. They are already a source of profit, and they will certainly be increasingly so in the very near future. The journey which commenced so ominously on Monday morning, at the Bluff, with heavy rain and misty atmosphere, has ever since been of the brightest. The hills on our way up being clear in every detail, and the lake and its surrounding mountains as bright as bright could be; neither clouds nor mists obscured our vision, and I have enjoyed it to the full. In the course of the return trip the tops of the following mountains were visible from the deck of the steamer, and were pointed out to me by a very old resident of the district, who has travelled the whole of the country many times :

	feet.
Mount Earnslaw ... ..	9165
The Forbes Mountain ... ..	8200
Mount Bonpland, included in the Humboldts	8102
Mount Cosmos ... ..	8000

					feet.
The Remarkables, including the Double Cones					7688
Ben Nevis	...	...	...	...	7650
Mount Larkins	...	...	...	...	7432
James's Peak	...	...	...	...	6893
Cecil Peak	...	...	...	...	6477
Mount Turnbull	...	...	...	...	6306
Mount Crighton	...	...	...	...	6185
Mount Dick	...	...	...	...	6020
Round Peaks	...	...	...	...	5794
Ben Lomond	...	...	...	...	5747
The Crown	...	...	...	...	5673
The Coronet	...	...	...	...	5400
Bayonet Peak	...	...	...	...	5213
Mount Alfred	...	...	...	...	4568

The first seven are covered with snow at their higher elevations throughout the year, and glaciers could be seen on the highest ones, with the aid of telescopes and field glasses. On the arrival of our steamer at Kingston there was a rush to the hotel by those who had not secured beds before-hand. I just reached there in time, and found accommodation in a double bedded room. Fortunately, my companion was one that I had become very intimate with on the lake, and after a hearty supper, with salmon figuring as the all important factor, most of the visitors went out for a stroll on the shores of the lake, until darkness set in, when we returned to the hotel, and spent the evening very pleasantly.



## CHAPTER VI.

## KINGSTON TO DUNEDIN.

**T**HURSDAY, FEB. 27TH, 1890.—Started by rail from Kingston at 7.30 a.m. for Dunedin. Our route is over the same lines until we reach Lumsden. In conversation with a local settler, I learnt that the Five Rivers Railway Station is called after the name of a large extent of country, belonging to the Five Rivers Company, in the midst of which it is situated. This Company owns forty thousand acres of freehold land, besides a large quantity held on lease. It originally belonged to two brothers of the name of Ellis, who also held large tracts in the colony of Victoria. This large extent of country includes all the vast plain which we pass through, and extends considerably into the hills on both sides of the valley, and is favoured with the waters of five rivers; hence the name of the country. There is a great extent of gravelly waste in the midst of the property, but the government surveyors do not include it in the acreage sold, so the company has the exclusive use for what it is worth of several thousand acres which cost them nothing. The 40,000 acres freehold is splendid land, and has been mostly cropped in successive batches, as much as 5,000 acres being put under cultivation each time, turning up new ground every year, and laying it down with English grasses, which thrive here as well as in any part of England. The company breed and rear pigs, as well as sheep, cattle, and horses, and have bacon and ham curing establishments at Dunedin and Invercargill. The Ellis Brothers are still the great moving spirits of the company, and are very enterprising men. They reside on their Victorian Estates during the winter. Adjoining the Five Rivers is the Castle Rock Station, the property of the Hon. Matthew Home. He has a smaller quantity of freehold land than the last mentioned, but he has a large extent of hill country under lease. I am told that many of these large holders would lease or let land to small capitalists for cultivation at a

small charge, and be glad to get it laid in English grasses ; and it is surprising to find that many take advantage of this in preference to taking up land of their own from the Government. I believe the secret to be, that these great pioneers have secured the best lands, and that if you go now to buy from the Crown, you have to take inferior quality, or go out of the reach of roads and railways. But there is still plenty of land of good quality unalienated, which can be got by small capitalists on lease or purchase at deferred payments of six pence and one shilling per year per acre, according to the class of land, payment extending over a period of twenty years, at the end of which it becomes absolute freehold. There is plenty of scope for men possessing £100 to £500. The larger sum could be laid out in hut, fencing, cattle, sheep, pigs, fowls, horses, implements, seeds, etc., and give sufficient employment to an energetic family ; but the smaller capitalist, possessing only £100 would have to take up less land, and hire his labour to his more fortunate neighbours for part of the year, until his capital becomes large enough to enable him to utilize all the capabilities of his farm. And working men with no capital at all need not fear, if willing to work for twenty shillings per week with board and lodging. There is plenty of constant employment for competent farm servants at that rate of wages, and five shillings to six shillings per day during harvest and shearing times ; and after a very few years of economizing, these working men find the opportunity and the means for taking up land for themselves with precious experience gained before-hand, and these men, in many instances, become large land owners and successful cultivators.

After reaching Lumsden we branched off towards Gore for Dunedin, and we at once enter into very superior country. These are the Waimea Plains, principally owned in former times by the New Zealand Land Company, and supported by the City of Glasgow Bank. And after the disastrous collapse of that bank a few years ago, this land was thrown into the market, and the sales then made were the means of ameliorating the severity of the catastrophe

to shareholders and depositors,—besides being the immediate cause of introducing a numerous population of sturdy cultivators on this magnificent country. The railway cuts this property in halves, the one on the left is still in the hands of large proprietors, whilst that on the right is occupied and owned by a great number of new settlers, principally young people, from the older settlements in the Canterbury district, and is dotted over with neat homesteads and farm buildings, and the land cropped with abundant success. Everywhere are indications of prosperity and great contentment. The flat country on the other side of the line is principally leased to an enterprising individual, Mr. William Lowe, in blocks of from 640 to 1,280 acres, already fenced and reaching for many miles alongside of the line of railway. He was in the middle of his harvest when I was passing. All the reaping was done by the self-binding reapers, which left the sheaves in convenient rows. There were dozens of carts and waggons busy carrying the crop into stacks, which were placed in couples along the fields, sufficiently separated to allow of the steam thrashing and cleaning machines to be fixed between them; and after they have finished with one couple, they are moved to the others, until all the crops are thrashed, cleaned, and sold off the ground. The rents of these blocks are generally paid in kind, say one fourth of the produce going to the owner of the land; in other cases as much as thirty to thirty-five shillings per acre is paid for small lots, on account of the convenience of having it already fenced, and also because the land is known to be good; and this is given, as I have said before, in the face of the fact of land being obtainable from Government, under the selection clauses of the Land Act, at ten shillings per acre cash. And I am told that, by balloting for preference, very good land may fall into your lot, and I am further told that in several cases the land is so productive that the purchase money has been paid, and sixty to seventy shillings per acre of clear profit has been obtained from the produce of the first year. This of course being exceptionally good land, and under most favourable

circumstances. I was informed that some of the land on the Waimea Plains yielded from eighty to one hundred and ten bushels to the acre of oats, and from fifty to eighty bushels of wheat, so that even with the low prices ruling, a large margin of profit remains to the cultivator. I find that one of the conditions of the leases, under which Mr. William Lowe works, is that after cropping for six or seven years, he must leave the land laid down in English grasses, which greatly increases its value as grazing land, and it will then carry six or seven sheep to the acre instead of one or two in its native tufty state.

We pass through Riversdale, Mandeville, and Stony Creek, at each of which stations I noticed that the young farmers were a fine race of earnest workers. At the latter place was an extensive establishment for the preserving and canning of rabbits, which, as mentioned before, are a source of profit to the occupiers of these smaller tracts of country. *Gore* is evidently a good central country town and a railway junction. I saw an immense number of sheep in trucks, with two, and some times three floors, crammed with the poor beasts in course of transit to the slaughtering and freezing depôts near the ports. *Gore* is on one side of the railway station, and *Gordon* on the other, the peculiarity of the site, and the fact of its being an important junction, completely separating the two towns, and yet in reality they are but one. It has banks, hotels, auctioneers, cattle sale yards, horse bazaars, wool agencies, and warehouses; flour mills, newspaper publishing office, timber yards, saw mills, stores and shops of all kinds, together with churches, schools, and public halls. To all appearance *Gore* is going to be a very important town. From *Gore* to *Waipahi* we pass through fine country, well settled, and a large proportion under cultivation. Turnips and potatoes are more frequently met with as we near the coast. The country all along our route has been very bare of trees, and none were to be seen for many miles. From *Waipahi* to *Clinton* the character of the country is changing; the flat plains have been left behind, and we travel through beautiful undulating lands—no rocks protruding out of the



ground, and no stones available even for fencing, much of the latter being composed of sods, built one on top of the other. We arrived at Clinton at 2.15 p.m., where twenty minutes were allowed for dinner, which was gladly partaken of by all the passengers who had travelled from the lakes. There was soup, roast beef and lamb, green peas, potatoes, bread and butter, and pudding, with ale, coffee, or tea, all of splendid quality, for two shillings. The lamb was exquisite, I never remember tasting any so good. I was told that the beef was equal to it. From Clinton to *Kaihuki* was quite an English country, the fields separated by fences of gorse, broom, a native scrub, and some times thorn, and there was an occasional cluster of trees on the distant hill sides. We pass *Toira*, and afterwards *Waitipiku* and *Balclutha*. The latter is situated on the Clutha River, where we are reminded by its tidal deposits that we are not far from the coast. Boats of light draught reach here from the sea, thirty miles away. This town is quite an old established settlement, with thorn hedges to the fields and gardens, and everywhere dotted with poplars, willows, and other English trees, and this continued through *Kaihuki* and *Stirling* and onwards; the country getting prettier as we proceed; high hills on our right, with fields cultivated half way up, just like an English country side. The valley after this contracts as we go through *Milton* and *Melbourne*; rounded well grassed hills with cultivated fields on their slopes; then higher hills in the direction of *Clarendon*, just after which we come in sight of *Lake Maihola*, a fine sheet of water, along the shores of which the railway winds for several miles, and then runs through marshy country, the line being planted thickly on each side with willows and poplars. These have grown so dense as to hide the land entirely from our view for several miles. We pass through *Henley Station*, cross the large river *Taieri*, close to *Otakia Station*, which we pass, continuing the same marshy but rich agricultural country, through *Greytown*, from whence we escape the flat lands by following the hill sides to *Owhiro*, *Mosgiel*, and *Wangatai*, and then through the first tunnel of my experience in New Zealand, on emerging

from which I found myself in quite a different country, and in the centre of a colliery district; after which we reach *Clarendon*, where I began to realize that we were nearing a large town, for here were manufactories, tanneries, and suburban residences, which continue until we are in the outskirts of Dunedin; and in a few minutes we pass the handsome and very large erection in which the New Zealand and South Seas Exhibition of 1889-90 was being held; and we immediately enter the Railway Station, with its straggling and endless warehouses, sheds and wide network of rails wandering in every direction to wharves, piers, warehouses, sidings, etc., in a most confusing manner. There is no great central building for the station as yet. Doubtless they have every convenience to those who are initiated, but at present the departments are scattered and located in temporary premises; but I can see plainly that when the station is built, the present lines and conveniences will continue to make the railway and the port adjoining subservient to the interests of this great town and colony. I arrived at the Royal Albert Hotel, at the bottom of George Street, at 6 p.m. on Thursday, February 27th, very tired after the long, slow, and wearisome journey of eleven hours, where I was very glad to have a wash and a change of linen before sitting down to a tea-supper; after which I lay down and had a refreshing sleep for half an hour, and then set to write up my diary, which had fallen in arrears during my journey to the lakes. I kept in the house, and went to bed early.



## CHAPTER VII.

## DUNEDIN.

**F**RIDAY, FEBRUARY 28TH, 1890.—Got up this morning very much revived after my night's rest, and after breakfast my first care was to make enquiries about the steamer which was to take me on to Lyttelton. So I went to the wharves and to the Union Company's offices, and found that it would be the *Rotorua*, and that she would leave on Monday, March the 3rd, from the Dunedin Wharf, at 3 p.m. This suited me very well, as it would give me the best part of four days to explore the neighbourhood. I found here excellent wharf capacity, but very few ships compared even with Hobart. I find that obstructions in the channel prevent the largest ships from coming to the wharves, and that these load and discharge their cargoes at Port Chalmers, near the entrance to the harbour, seven miles away. Dredging operations of a very extensive character have been carried on for years to deepen and widen the channel, with great success, and it is expected that very shortly the very largest tonnage will be able to reach the wharves. After making my arrangements for my departure on Monday, I walked along the wide street facing the railway, in which are located the principal shipping offices and merchants warehouses, until I reached the Exhibition Building, which I entered and remained in during the rest of the day until 6 o'clock, when I returned to my hotel, and after my usual tea-supper, wrote letters to my daughter in Victoria, and to my family at home, ending with the day's newspapers, and retired to bed about 10.30 p.m. My visit to the Exhibition interested me very much; the only difference between this and a home Exhibition was, the prominence given to the Maori and South Sea Island exhibits. The specimens of Maori dwellings, utensils, implements of industry, weapons of war, and war canoes were very complete and interesting. The collection of stone implements was particularly so, shewing as it did a race of men, capable of a comparatively advanced civilization, having remained

till half a century ago in the same condition as were the Ancient Britons of three thousand years ago, and like the latter, hunting over ground rich in all the metals requisite for their advancement. There were also a number of well executed portraits of Maori Kings, Queens, and remarkable Chiefs, etc. The carvings on the canoes were very elaborate, but rude. The large ornamentations inside and outside of Maori dwellings were hideous and grotesque, all different, and yet with a conventional sameness of style. The figure-heads of their war canoes seem to have been the highest attainments they were capable of with their primitive tools. But it would appear that the grotesque and hideous were their especial ideals, everything capable of ornamentation being profusely decorated with these uncouth figures. There were several large collections of ornamental articles of personal adornment and clothing, and many specimens of a sounding trumpet made of peculiar sea shells. Among the special exhibits of natural history, I was much interested in an entire skeleton of the extinct *Moa*, nine and a half feet high, with head erect, close to which was a Moa egg, measuring ten inches in length by seven inches in diameter, together with a basin full of stones taken from the gizzard of the same bird, containing about a quart, and ranging in size from a pea to a pigeon's egg; also a stuffed specimen of the almost extinct *Kiwi*, a wingless and featherless hairy bird; the *Kea*, a large green bird with a hooked beak. This bird attacks sheep, and will cling to them until he has extracted the kidneys, and will then abandon them to die. Also, the *Kakopo* or ground parrot, a remarkably large bird of its class, some of the specimens being as big as a goose. A plank of Kauri Pine measuring sixty-two inches in width, by two inches thick, and without a knot or fault anywhere. I was also much interested in the apparatus shewing artificial fish culture, and a well stocked and arranged aquarium: these were all very well exhibited. The collection of Paintings did not appear to be a success. There were several water colours and oil paintings marked for sale, with prices attached. They were principally by colonial artists and amateurs. Regular daubs were

marked from £5 to £15 each, others of greater pretensions, but far from being up to the high standard of true merit, were marked from £20 to £50. I think this part of the exhibition was its weakest. In metals, minerals, etc., New South Wales seemed to take the lead. The exhibits of the Bendigo Pottery Company, of Sandhurst, Victoria, were very good, showing great progress in the manufacture of ornamental vases, decorated with raised flowers, etc. These were very well executed and painted. In the exhibition of work done in colonial schools, I thought those shewn by the Roman Catholic community excelled, especially in work done by girls, such as needle work, embroidery, and painting. This is much to their credit as they receive no financial support from the State, being sectarian they are solely supported by voluntary contributions. I was naturally much interested in the large number of agricultural implements and machinery exhibited, of colonial manufacture, and the high finish which they had received. Those exhibited by New Zealand makers from Auckland, Christchurch, Dunedin, and Invercargill were very creditable, consisting of chaff cutters, grain crushers, and winnowers, also the double and treble furrowed ploughs, so much in use in all New Zealand, also the harrows, grubbers, drills, rollers, etc. All these articles are now almost entirely made in New Zealand. The duty and cost of transit from England being a sufficient prohibition against importation from abroad. English and American reapers and binders, thrashing machines and steam engines are still imported to a large extent. The tariff is pretty liberal in regard of duty on these being, so all-important to the success of agricultural pursuits. Reid & Gray, of Dunedin, appear nevertheless to make and dispose of a great number of these large machines, their works being very extensive, and their working plant very complete. The complicated, delicate, and fine parts are imported by them from England free of duty; they produce the bulky castings and forgings in their local works, thus evading the more skilled labour and competing successfully. The cost of freight and packing on these being a sufficient protection

to the colonial maker. I find that nearly all steam boilers are manufactured in the various colonies, but the engines to suit them are imported from England, generally free of duty. It would also appear that colonial manufacturers are able to compete successfully with English makers in soap, candles, soda, preserved meats, jams, confectionery, cheese, etc. I also find that ordinary boots and shoes are manufactured largely in Dunedin. Sargood Son & Ewen having an immense manufactory here, and with the abundance of cheap colonial manufactured leather, they can compete with all the world. There are also numerous items of clothing and other colonial requirements produced with profit and on a large scale, which my space will not permit me to enumerate.

SATURDAY, MARCH 1ST, 1890.—I took the tram to the sea side resort of Ocean Beach, on a beautiful, calm, and warm morning; we passed the Exhibition Building, crossed the railway which brought me to Dunedin, passed some extensive but abandoned brick and tile works, on a beautiful well made road. After leaving the town of Dunedin we continued to pass houses and cottages, lining the road almost without a break until we reached our destination about three miles from the city. Long before we saw the ocean, we could hear the continuous boom of the great rolling waves breaking upon the shore, and as soon as I alighted from the Tram Car I made my way to the top of the sandhills, and had a good view of this remarkable isthmus of sand, which has been driven here from the ocean, and has converted what appears to have been an island into a peninsula, and what was once a strait, very similar to the Menai Straits, into an inlet which constitutes the harbour of Dunedin. Just as if the sea had driven the Lavan Sands, and closed the channel to Bangor by a series of sandhills reaching from Aber to Beaumaris, and transforming Anglesey into a peninsula. The ocean far out was as calm and smooth to look upon as a mill pond, but under the surface were the huge rolls from the southern ocean, and as they reached the shallows and met with resistance, they curled their crests to break in

one continuous roar and murmur on the white sandy beach. I descended from my elevation, and washed my hands in the waters of the great southern Pacific Ocean, as near as I could get to the antipodes of my native land, and at a point as far from it as can be reached on the earth's surface. After this I walked leisurely for two miles on the beach to the fashionable watering place of St. Clair, nestling in the shelter of a rocky cape, and very similar to the position of Llanfairfechan on the Welsh Coast in the shadow of Penmaenmawr. This is a beautiful place, and when Dunedin has grown to be a second Sydney, the building sites, which can now be bought at a reasonable rate, will be worth some fancy prices. It is fairly well built upon already, with pretty villas on the hill sides, and hotels and lodging houses on the flat below. The immense rolls brought by the south eastern breezes prevent any but athletes from bathing on the open beach, but nature has provided some shelving freestone rocks, extending from the base of the cape before mentioned, which have been improved by excavation and cement to form a magnificent basin, of about seventy yards long by twenty wide, affording every depth for wading, swimming, plunging, or diving at any time of the day. The water is supplied by the upheaval of tide and wave during the short period of high water, and is artificially detained during ebb, where the most timid can bathe without fear of wave or shark. There is also a repetition of this on a smaller scale in a second bay beyond this for the use of ladies, and reached by a road through a deep cutting and a gentle slope in a most secluded and sheltered spot. It is altogether a charming place, and capable of great development. After watching the swimming and diving feats of these antipodeans for about half an hour, I reluctantly walked away to the hotel, forming the terminus of the Tram Car system, and whilst waiting for the car, entered into conversation with a gentleman who had just alighted from his horse. As he came in he told the landlord that his turn-out, consisting of horse, saddle, and bridle as it stood, had cost him only four pounds the previous day, but by further

enquiry I found that the horse was past his prime, and that the previous owner was in urgent need of the money, so that the lowness of the price was no criterion of value. Nevertheless it excited my curiosity, and I mentioned the circumstance to the car driver on our way to Dunedin, who informed me that their company can buy plenty of good hacks for from £7 to £9 each, and aged ones from £3 to £5 each, and good city cart horses in prime for £15. On my return to Dunedin I turned into a florists shop to inspect some albums of New Zealand ferns and mosses, beautifully arranged by his daughter, whom I had seen at his stall in the Exhibition Buildings, and with whom I failed to do business. He shewed me various arrangements and bindings from £1 to £5. I found the same variety and arrangement exactly in the £3 as in the £5 set, the only difference visible being in the binding and the gilt edges. I bought the former for forty shillings, and received a five shilling packet of fern seeds gratis, with instructions how to sow them on my return to England (which I strictly attended to, but not a single fern rewarded my care and attention). My floral friend gave me to understand that trade was far from being satisfactory in Dunedin, and that tradesmen, who had rents to pay, were complaining bitterly of these being extortionately high, and that the only chance for a tradesman is to bide his time, and buy property in a good position at a fair price; but there are great complaints of slackness of trade, and I am inclined to think that this arises from a superabundance of tradesmen and stocks rather than lack of prosperity among the country producers; Dunedin is too big for the present wants of the district. After dinner I took the Tram Car as far as the Botanical Gardens, close to which is the Museum and the University. These two I omitted seeing for want of time, and because I was told that I had seen their chief attractions at the Exhibition. The Botanical Gardens are beautifully situated, the *Water of Leith*, a small clear stream, running right through them, provides a perennial supply to the fountains and ponds, as well as for irrigating purposes. These are all on the flat land, which is beautifully laid out in walks,



lawns, flower beds and arbours, making a pleasant retreat in the hot summer days. From here, by a rustic bridge, we cross over the stream to the hilly, shrubby, and wooded portion of the grounds, laid out with beautiful walks in and out among the original native plants, and shrubs of infinite variety, and very pretty when I saw them on March the 1st, but, I was told, infinitely more so during December and January, when all are in blossom. When Dunedin is as aged and truly great as Sydney now is, these Botanical Gardens will be very beautiful, for they are capable of unlimited development.

SUNDAY, MARCH 2ND, 1890.—Having no conscientious scruples with regard to the sanctity of the Sunday, I invariably utilized its opportunities for sight-seeing or gaining information, under the habitual conviction that all our days should be equally spent in the pursuit of what is good and beautiful, both in nature and in morals, and that to the good man, it is impossible for one day to be better than another. On this Sunday morning the weather was doubtful, rain having fallen in the early hours. After breakfast I walked down to the water side, and was astonished at the extent of land reclaimed from the sea, by depositing the silt got up by the dredging operations in the channel between Dunedin and Port Chalmers. To those who are acquainted with the City of Bangor, the work here done can be easily understood. Suppose a stone sea wall constructed from the extremity of Garth Point to the extremity of Port Penrhyn Quays; suppose also a series of powerful steam cranes with long projecting arms, and self-opening excavators located along the Hiraal mud flat, and a series of barges trafficking between these and the powerful steam dredgers in the channel. The silt is lifted from the barges by the cranes, and deposited behind the sea wall, there to form splendid land, on which great foundries and manufactories have been erected, together with wharfs, docks, sheds, warehouses, etc., transforming a miasmatic nuisance into a valuable municipal estate. Wherever I went to-day I was reminded of the beautiful surroundings of Bangor. I went up to the elevated suburb of Mornington by the cable tramway, its gradient

steeper than would be required in a straight course to reach the top of Bangor Mountain. From this elevation the illusion was most complete. Looking over the town which lay in the hollow, the duplicate of Upper Bangor was seen, with the Menai Straits and Anglesey beyond; on my right was Hiraël and its muddy flat, being transformed into the busiest part of the city, on which the railway station was situated, convenient for the shipping and the town; to my left was the Bangor Valley as it extends to Glanadda and Carnarvon. Port Chalmers also is represented by the town of Carnarvon, only that at Port Chalmers there are no shifting sand banks and treacherous shallows, but a noble breakwater and plenty of depth. The resemblance between these two cities and their surroundings is very remarkable, the only difference being, that Dunedin is on a much larger scale; the straits and valleys are wider, the hills are higher, the streets, public buildings, squares, gardens, warehouses, and business premises are more numerous and important. Nevertheless, the similarity remains, and those not acquainted with Bangor will pardon the local comparison. I returned to the hotel in time for lunch, after which I took part in an interesting conversation respecting the Crown lands, and the best mode of acquiring and settling upon them. I learnt that the great mistake of the early settlers was, that they allowed their greed for land to lead them to take up more than their capital justified. The invariable consequence to these has been mortgages, liens, exorbitant costs and usurious interest for accommodation, ending too often in the forfeiture of their holding into the hands of the mortgagee. Under the present land system the best plan for a small capitalist is, to take up 1,000 acres or more, under the pastoral perpetual lease clause, and purchase a selection out of it, say 320 acres at one pound per acre, if first class land, payable in twenty years, at one shilling per acre per year in a country district. There are a great many ways of taking up land to advantage by men possessing from £500 to £2,000, but my object principally is to shew how men of small capital, and with no capital at all, may thrive in New Zealand, but whoever they are, and whatever else they

may do, they must not speculate beyond their means, and they must not borrow money. A great many farms have been forfeited, and the farmers' labour sacrificed by the iniquitous system of exorbitant interest. The most intelligent of those engaged in this conversation is a practical dairyman, living on a small farm of sixty acres, which he rents for one pound per acre, situated about two miles from Dunedin, on which he keeps twenty-two milk cows (these he buys at £6 to £7 each). The milk from these cows he sells easily in Dunedin for three pence per quart. This man prefers town dairy work, and with his means it is better to rent at one pound an acre at such convenient distance, than to pay £20 to £30 for the freehold, and involve himself in debt. The time is coming, he hopes, when he can buy a convenient farm at a reasonable price. He assured me that no man, who has been used to farm work at home, need be afraid of coming over if he possesses from £100 to £500. If the smaller amount, let him take up a small quantity of land, and if he cannot at first find enough profitable employment on his allotment throughout the year, let him work for wages for his neighbours, during such time as he can spare. There being plenty of work at good wages for good men. In reply to my questions as to the low price of oats and wheat, and whether the former is worth raising at one shilling and sixpence per bushel, it would pay, he said, if there were a good crop of seventy or eighty bushels to the acre, but if the settler could find a sufficient number of sheep and cattle to eat them, the profit would be much greater; and we must not forget that one hundred and ten bushels of oats per acre is not an uncommon occurrence. Cultivation on good virgin land is very simple; no manure is required, and one man with four horses and a three furrow plough can easily turn over four acres per day; and a calculation which he made shewed that all the cost, including ploughing, harrowing, seed, and the cutting and stacking when ripe, cost 26/- per acre, whilst thrashing and cleaning oats would cost one shilling per sack of about five bushels.

I mentioned to them the following list of prices exhibited

on a board outside one of the largest butchers' shops in Dunedin, viz:—

Beautiful Lamb, 1/6 per quarter,  
 Prime Roasting Beef, 2d. per lb,  
 Do. Boiling Beef, 1½d. per lb,  
 Beautiful Wether Mutton, 2/- per side,  
 Kidneys, 6d. per dozen,

and asked them if it were possible that such prices paid the butcher to sell at, and in reply was assured that the butcher in question was a wealthy man, and had made his money by selling at such prices as these. After this I went as far as the Botanical Gardens, opposite to which was the opening to Woodhaugh Valley, through which flowed the Nichol's Creek and Leith Water in a considerable stream, tumbling over rocks and boulders for two and a half miles. This is more of a steep rocky glen than a valley, with comfortable homely cottages, built by the working classes on what are called suburban lots, and demonstrating in a most unmistakeable manner, what the working classes can and will do, when placed in favourable circumstances, such as every modern state should strive to promote, by securing for them a piece of land with right of purchase, so that they may build a house for themselves, and have the heart to cultivate and plant their vegetables and their fruit trees, or build their workshops, stables, or dairy houses, with no one to molest them or interfere with their developments. These cottages were perched in all sorts of picturesque, and sometimes awkward positions, and surrounded by gardens and fruit trees in high cultivation, and sometimes a field or two in the rear on the hills above them. On reaching a certain distance on this road, say about two and a half miles from its start at the Botanical Gardens, we turn to the left and reach a gate which is guarded by children, who expect some coppers for opening it, and we enter a dark, rocky glen, entirely overhung with trees and creeping plants. We push our way through thick underwood, and a profusion of lovely ferns amongst the crevices of its steep sides, on which are also a great variety of mosses and lichens in every size and

shade of green. Trees of all sizes crossed our path, some of them prostrate and greatly impeding our upward course, but evidently not sufficient to prevent a great number of townfolk climbing through every Sunday; for this is evidently a favourite holiday resort. At last we reach our destination, the beautiful Falls of Nichol's Creek. The precipice down which the water falls is half circular, as if hollowed by the erosion of the waters, and covered from top to bottom with small ferns, and matted with mosses in all their variety of shades, from the most intensely dark green to the delicate yellow tint. The way in which the outside fringe of the water trickled in and out in dropping from fern to fern was most beautiful, and was a sight I shall never forget. In returning I climbed to the upper footpaths on the sides of the glen, which gave me the advantage of a slight breeze, but nevertheless I perspired freely, and felt very tired, so, on emerging from the glen, I was glad to take a seat in one of the excursion cars, which took me all the way to my hotel for a shilling fare. I spent the remainder of this Sunday, after tea, within doors, to study my future programme and to prepare for my departure on the morrow.

MONDAY, MARCH 3RD, 1890.—Took two excursions by trams to the outskirts of the city, one of which was a second visit by cable tram up the steep gradient to Mornington on the top of the hill, which I have elsewhere compared to the Bangor Mountain, overlooking the city of Dunedin. On this elevated ground I spent two hours very pleasantly along the roads and lanes of this beautiful suburb, the thoughts which crossed my mind were very perplexing. Here were hundreds of comfortable cottages and workmen's dwellings, many of them in pretty gardens; also scores of really good villas, with well laid gardens and beautiful grounds requiring more or less of prosperity or wealth to keep them in order. Of course, I could account for the working man, the mechanic, the clerk, and the shopman wishing to escape from the heavy rents and other unpleasant experiences of the town below; but how to account for the vast number of these pretty villas? It is difficult to believe that the

small population of the province of Otago can support so many unproductive intermediary hands as are to be found in Dunedin, Invercargill, Oamaru, and other large towns, in such affluence. It may be among the possible things, but I cannot understand it here, any more than I did the same lavish expenditure in Melbourne, Sydney, Hobart, and other centres. I got finally back to my hotel in time for the one o'clock lunch, after which I paid my bill very cheerfully, it being the most reasonable document placed in my hands during the whole of my Australian travels. The whole charge for meals and bedroom, from Thursday's dinner to Monday's lunch, both included, was one pound. I had much greater ease and comfort among these homely people than if I had paid three times the amount in the first class hotel. Of course I invariably made enquiries before-hand to ascertain the status of the hotels I stopped at, and I have very seldom been disappointed. After packing my luggage and various souvenirs of my New Zealand visit, I made my way to the wharf and embarked on board the *Rotorua Steamer*, which was advertised to sail for Lyttleton at 3 p.m., but having a very large cargo to load, I was informed that she would not leave till after 5 o'clock, and, being reminded by a fellow-voyageur of some parts of the Exhibition which I had not seen, he accompanied me there, where we spent our last hour in Dunedin very comfortably, and were presented with quite a library of guide books appertaining to each of the Australasian Colonies. On returning to our vessel, the last cask was being hoisted on board, the planks withdrawn, the moorings unfastened, and we finally left at 5.30 p.m.



## CHAPTER VIII.

## DUNEDIN TO CHRISTCHURCH.

**W**E steamed away down the beautiful harbour of Otago, which again reminded me of our own Menai Straits in Wales, only that the channel is wider, and the hills on each side more lofty, and when we reached Port Chalmers, instead of having the low sand banks and bar as at Carnarvon, there are here plenty of water, and lofty hills on each side forming the heads, and a noble breakwater to protect the entrance into the harbour. By the time we reached Port Chalmers, the daylight had gone, and we re-entered the Pacific Ocean by moonlight. I was sorry for this, as it spoilt our chance of seeing any more of the New Zealand coast with any kind of distinctness until daylight came round again ; and in consequence of this I turned in early with intention of turning out again as soon as daylight made its appearance.

**TUESDAY, MARCH 4TH, 1890.**—I turned up early, but found that there was no land in sight, having crossed the Canterbury Bight at a great distance from the shore. It was a beautiful morning, and I enjoyed the walking exercise on the upper deck, in conversation with one of the officers, and learnt that, during the early part of the night, we had passed the harbour towns of Oamaru and Timaru, good, progressive, and promising places. The natural defects of their harbours have been removed by the erection of effective breakwaters at great expense, to protect their shipping. Vessels of four thousand tons can load at their wharves, and they are great centres, and competitors for wool, corn, and frozen meat exports. Our first sight of land this morning at half past seven was near to Lake Ellesmere, lying behind a narrow strip of land which protects it from the force of the Pacific waves, and after half an hour's steaming along a very interesting precipitous coast in a north-easterly direction, we turned to the north-west and entered Akaroa Harbour. This is the site of the first European settlement in the Southern Island of New Zealand, by a company of French

emigrants in 1839. It appears that the French Frigate *L'Aube* convoyed the vessel *Compte de Paris* containing the emigrants, and intended to hoist the French flag at Akaroa and proclaiming it French Territory, but on his way, the Commander called at Auckland, the English Capital of the Northern Island. Governor Hobson hearing of the arrival of the vessels in the harbour tendered his compliments to the Commander and his officers, and requested their company at dinner and to a friendly game at Euchre, which was cheerfully accepted; and, while they were engaged at this game, which continued till daylight, a smart British brig-of-war had been dispatched with all speed to Akaroa, so that when the French man-of-war and her charge arrived in the latter harbour, they found the English flag gaily floating over the picturesque spot. However, the French emigrants remained there under British rule, and continued for many years the exclusive settlers in the district. They cultivated the vine and planted fine orchards which thrived abundantly; but the district is best known now for its dairy farming. I had a very interesting conversation with Mr. Wakerlai, one of the original settlers mentioned above, who has lived there for over fifty years. He had just been to the Dunedin Exhibition, to attend a meeting of old colonists, and was now returning home to Akaroa; and, although a true Frenchman in his ideas and sentiments, he prefers to live under a British Government. Three or four of us went ashore at the wharf, and had a pleasant stroll in the little town, having been told that our vessel would not resume the voyage for two hours; but just as we reached its farthest house along the shore, the ship's bell rang, and we had to make a precipitate retreat, and only arrived on board puffing as the third and last bell rang. I find that many of the original settlers left here for the Marquesas, upon those islands being taken by the French. Akaroa is a most delightful retreat and is deservedly, a favourite health resort for Christchurch which is thirty-eight miles distant. We soon retraced our course out of the harbour, and coasted round the cliffs of Banks' Peninsula, meeting shoals of porpoises in a very lively mood, some of them jumping nine



or ten feet from the water. We saw thousands of sea swallows on the cliffs and rocky islets. The headlands, which projected into the ocean, were worn by the action of the waves into most fantastic shapes, caves, bridges, and natural arches. All these headlands were separated from one another by large deep gullies near the sea, which gradually became shallower and imperceptible when they reached the main ranges in the distance.

We entered Lyttelton harbour at 2 p.m. The entrance is through precipitous headlands about three quarters of a mile apart, after passing which the harbour opens out into a fine sheet of smooth water, with beautiful shores and little valleys between verdant hills on our left. There never was such a model course for boating and yacht racing amidst more charming surroundings. We arrived at the wharf at 3.30 p.m., and I immediately went in search of my bulky luggage, which was taken on by the *Tarawera* steamer when I left her to break my journey at Bluff Harbour. I was first directed to No. 6 shed, where all luggage is sent to wait the departure of the steamer, but, after a long search, they could not be found, nor any trace of them. I then hastened half a mile in another direction, to the agents, Shaw Saville & Co's office, with no better success; then another half a mile to the U. S. S. Co. of N. Z., where I was told that they knew nothing of them, and no one was willing to own any responsibility, but hinted that there was a possibility that they had gone on to Christchurch Goods Station, and I had hard work to catch the 4.30 train for the city, which lies on the other side of the high hills enclosing Lyttelton in their tight embrace. Christchurch is reached through a long tunnel nearly a mile and a half in length. On arrival there, I immediately went to the goods warehouse, and experienced the same bad luck; no one knew anything of my luggage. This increased my anxiety, and I felt myself involved in great trouble. After finding my way to Warner's Hotel, I found a hearty sympathizer in Mr. Warner, and, as the offices of the owners were by this time closed, there was no chance of my doing anything further in the matter that night. But he said that he expected the purser and some other

officers of the *Ionic* (my future vessel for England) to call, and that he would certainly interest them in my favour. He had no doubt the missing luggage would be found. Hereupon, I became less anxious, and by the time I had changed my clothing, dinner was announced, and I was glad to sit down at the table, and was greatly refreshed by participation in the repast set before me. After this, I took a quiet stroll through the wide streets of Christchurch and then retired to bed at an early hour.



## CHAPTER IX.

CHRISTCHURCH AND LYTTLETON.

**W**EDNESDAY, MARCH 5TH, 1890.—I got up early this morning, and had a long walk into the country, returning to the hotel by 8.15, where I saw the proprietor, Mr. Warner, who took a very kindly interest in my troubles about the missing luggage. He had seen the purser of the *Ionic* the previous night, whom he knew personally, and asked him to make every inquiry possible on board his ship, and at the railway station at Lyttelton. This he had promised to do, and to wire to Mr. Warner, whether he was or was not successful. After breakfast Mr. Warner received a telegram from him to say that his search had been fruitless. I then went to the offices of the owners of the *Ionic*, and from thence to every office likely to be useful in the search, but without any immediate success, although they telephoned in various directions to seek information. Some of them suggested that the *Tarawera* on her way up had left them at Dunedin by mistake and that to-morrow's steamer would bring them on to Lyttelton; others were of opinion that the *Tarawera* had taken them on to her destination at Sydney, and if the latter was the case, I should have to wait in Christchurch for the departure of the next steamer in a fortnight's time. I then gave up the chase for the present, to await the result of the telegrams sent to Lyttelton and Dunedin, and promised to call again at 2 o'clock. In the meantime, I resolved to go and introduce myself to Mr. B., head-master of the High School at Christchurch, an old acquaintance and friend of my son-in-law, C. W. J. I arrived at the school at 10.30, and was received very kindly, he took very great interest in my embarrassment with regard to my luggage, and promised to help me out of it. Wednesday being a half holiday, he said he could devote the afternoon to my service and entertainment, and to while away the two hours which his morning duties demanded, he took me to the Museum close by. I was greatly surprised at the contents and arrangements of this Museum. The specimens of natural history, stuffed and skeleton birds, animals, reptiles, fishes, etc., is wonderful;

it is really astonishing to think how a young colony, which had no existence fifty years ago, could collect such numbers and variety, and all in such perfect condition. There were also mineral, fossil, and geological specimens; also specimens of Maori relics, clothing, personal adornments, houses, canoes, domestic and warlike implements; vessels and utensils; carving in wood and other materials; also the same with regard to the Samoan, Auckland, and other South Sea Islands, and a most varied and extensive collection of ancient and modern pottery, glassware and paintings of European, Indian, Chinese, and Japanese production, as well as Egyptian, Peruvian and Mexican Mummies, and other antiquities; also plaster casts of Greek and Roman Statues, etc., and of the principal and most valuable ancient relics in the world. In fact, there is nothing worth seeing on the earth's surface, but is more or less represented here in this comparatively small Museum. It is considered to be the finest, most complete, and best-arranged collection in the southern hemisphere. I spent the best part of two hours here very profitably, and then had a smart walk through the Botanical Gardens adjoining. The winding links of the River Avon, with its shady trees forming an excellent back ground, to what would otherwise have been uninteresting on account of its flatness. The walks, lawns, and shrubberies were well kept and in splendid condition, but I missed the rise and fall of the land, which made the landscape so pleasant in the gardens of Melbourne and Sydney; otherwise, these were a marvel of development under the circumstances. After this I returned to the High School, to keep my appointment with Mr. B., the head-master, and was there just in time to see the boys turning out, about 170 of all ages between nine and eighteen. The school buildings have been planned upon the most approved systems, the class rooms well arranged, with provisions for heating during cold weather by a combination of hot water pipes and hot air chambers. The boys are well trained by competent and well-paid masters until they are ready to enter the College, a separate institution close by, or are taken away for occupations not requiring collegiate education. They have

plenty of appliances and opportunities for athletic improvement; there are three tennis courts, a cricket and football ground, an immense swimming bath, supplied by artesian wells. They have also a most complete workshop, where those who have the inclination can learn joinery, boat building, cabinet work, turnery and carving, for which they have to pay five shillings per term extra. Many of the boys avail themselves of the opportunity, and it was interesting to examine specimens of their work, in all stages of incompleteness. They have also a Cadet force under military training, whose rifles were carefully arranged on the wide landing of the staircase in suitable racks. Mr. B. then took me to the College, and introduced me to the lecture rooms and the professors' quarters, which were all well arranged and suitably furnished; also to the College Hall, a splendid building by itself, where degrees and honours are conferred in connection with the University of New Zealand. The meetings of the governors of the various provincial colleges are held here, periodically for the transaction of business of general interest. By this time it was nearly two o'clock, the time arranged for calling at the Shipping Offices, so we went into the town to prosecute further enquiries about my luggage. On our arrival there we found that they had received several replies to their telephonic enquiries during the morning, but none of them gave any clue whatever as to the missing boxes. Mr. B. asked for the manager of this branch office, whom he knew personally, and after a few minutes conversation with him, enlisted his sympathy and his co-operation. The telephone and the telegraph were put in requisition, and we were told to call again at 4.30. In the meantime, after partaking of a late lunch at the hotel, Mr. B. took me to see whatever was of interest in Christchurch, the first were the old Parliament Houses of the old *colony* of Canterbury, which is now only a *province* of the great colony of New Zealand, with the seat of Government at Wellington in the Northern Island. These buildings, compared with the enlarged ideal buildings, are quite unique and ancient-looking, a mixture of stone and timber in construction, of ecclesiastical and municipal in

style, with enclosed cloisters surrounding an inner open quadrangle, and giving access to the different offices of Government as well as the Grand Hall of Assembly—a purely ecclesiastical Gothic building, with stained glass windows, and the furniture in keeping. Most of these are used as provincial offices for land, registration, statistics, etc. After viewing these, and taking with us several specimen plans, and maps of land open for selection, we emerged into the open air, and spent most of our time on the tram cars, which are here as well as at Dunedin and Melbourne, the best possible vehicles for quickly appreciating the characteristics of a town. We crossed, and of course, recrossed the river several times over various bridges, its winding links thrusting in and out among the streets. We returned to the Union Co's Offices by 4.15, as arranged, saw the manager, and found, to my great joy and satisfaction, that the missing luggage had been found in one of the outside trucks on the wilderness of rails connected with the wharves at Lyttelton, and was assured that I might cast away all my anxieties, and that I should find them all right on the morrow before embarking. Mr. B. then took me by tram-car to his home in the suburb of St. Alban's, about a mile and a half from the centre of Christchurch. All this country is quite flat, and overlies a vast reservoir of the purest water, which forms the great water supply in addition to the rains, for these wonderful Canterbury plains, for which purpose it is tapped by innumerable artesian borings. In the city of Christchurch and its suburbs, every house and garden can have its own well, or several adjoining houses can have a well to supply an elevated tank, from which pipes distribute it to each separate house. To raise the water to these tanks, windmills are used, and it is a most remarkable sight to see the hundreds of these useful machines all over the town performing their task without care or attendance. Otherwise, when the land is low, and no tank required, the water rushes up from the confined reservoir underground with a continuous flow, which is carried by gutters and sluices to irrigate the gardens, or when not needed for that purpose, into the street channels,

which are constantly running in the driest of weather, with clear, bright, cool, refreshing streams. We arrived at Mr. B's villa, which is comfortably enclosed within a high thorn fence. The front is two storeys high, with a fine verandah, a beautifully grassed Tennis Lawn faces it, surrounded with flowers and shrubs, and on the west side is a prolific kitchen garden and orchard, where everything grows to perfection in the open air; apples, pears, plums, apricots, peaches, grapes, and all the English vegetables. Geraniums, pelargoniums, and fuschias of the rarest kinds survive the winters and grow into good-sized bushes, and are burdened with flowers. I had a generous welcome from Mrs. B., and enjoyed two hours in their company very much. They have two fine little sons. The climate here is so agreeable, that, although they are continually out of doors, they never catch colds. They were very cheerful little fellows, took a liking to me immediately, and enjoyed what my own children and grandchildren have known as the London tumble exceedingly. After dinner and a quiet smoke in the verandah, I left them, arriving at Warner's Hotel by 7.30 p.m. and set to work immediately to write my last letters from the Australasian Colonies for my friends in Melbourne, Ballarat, and Bangor.

During my absence with Mr. B., a Mr. Williams, from an ironmonger's shop, had called at the hotel enquiring for me, and said he would call again, but he did not. I had noticed in the morning paper that he was secretary to a movement to celebrate St. David's Festival on March the 7th by a dinner, accompanied with music and song. The advertisement appeared in English and Welsh as follows :

"Ni ddaw da o hir arofyfyn."

"To Welshmen in Canterbury.—Welshmen are invited to meet for a dinner and social gathering in celebration of St. David's Day, at the Metropolitan Temperance Hotel, at 7 p.m. on Friday, March 7th, E. W. Humphreys, Esq., M.H.R., will preside. A harper will be in attendance. Tickets 5/- each, may be obtained from Mr. Spensley's, High Street, and from J. B. Williams, 185, Colombo Street." The Welsh version was so badly written, that I ventured to send him an improved copy in purer Welsh, expressing my regret

that my ship sailed before the date named, which prevented me from being present at such a meeting at the antipodes, hence his visit of enquiry at the hotel.

THURSDAY, MARCH 6TH, 1890.—Got up early as usual, and had another stroll through the principal streets. It is an interesting and remarkable feature of the early mornings in Christchurch to witness the bicycles and tricycles arriving one after another, and sometimes in strings of five and six close at the heels of one another, driven by workmen, shopmen, clerks, etc., of all ages, coming to their several occupations in the city from the various suburbs. I never saw the cycle trade so brisk anywhere. Every ironmonger had a number of them exposed for sale, and there were numerous shops devoted entirely to cycles and their repair. The country being so flat for about 100 miles in one direction and fifty miles in another, and the roads being so well cared for, must constitute this province the very paradise of cyclists. All kinds of bicycles are used, but tricycles are mostly of the *Rotary* kind. On my return to the hotel breakfast was waiting, and my early walk having quite prepared my appetite, I was enabled to do justice to it, after which I packed my luggage, paid my bill, thanked my host for his trouble, and left for Lyttelton by the nine o'clock train. On my arrival there, and after a little searching I found all my boxes quite safe, and was now assured for the first time, that they were in a truck with other luggage chalked with the name of my ship "*The Ionic*," and that they would have found their way there safe enough without any of my fuss and bother!!—great consolation after all my great anxiety and worry! After this I had about four hours on my hands to wait for the departure of my ship. This I spent in exploring the town of Lyttelton, which I found to consist of three irregular streets running up the hill from the water side. These were very steep, with four good level streets running at right angles at increasingly higher levels, so that the town is practically built in terraces; and should it ever become an important town, they must excavate roads from the face of the mountain, and have steam cable trams to haul the passengers up to the different levels.




There are only four outlets from the town, two by roads over the hills at the back leading to cattle country, which cannot be travelled over by wheeled vehicles, and one road at each end, winding along the precipitous banks of the various distant bays. But, although the town is so cramped and confined, the port is nevertheless, a busy place, and its imports and exports are immense, especially the latter, consisting of wool, frozen meat, wheat, oats, cheese, and other products of the plains and hills of Canterbury. A graving dock with well-appointed fitting shop and ample wharf accommodation is provided. Ships drawing twenty-five feet of water can lie alongside the wharves. The Harbour in the early times used to be exposed to immense waves rolling in from the ocean through the heads, during south-easterly gales, but it is now freed from all disturbance by two breakwaters enclosing a sheltered area of one hundred and twelve acres. The electric light is used at the wharves, and the facilities for loading and unloading to and from railway trucks are perfect. Lyttelton was until lately quite isolated from Christchurch by the steepness of the surrounding hills, and passengers arriving at the port had to walk on foot over the hills at the back of Lyttelton, and thence proceed by mail car to Christchurch; but the tunnel has now placed this port in constant and easy communication with the city, from which it is eight miles distance.

We left Lyttelton at 4.15 p.m., but had to wait in the outer harbour for an hour for the port clearance. We then began our homeward voyage in earnest. I shall never forget the natural beauties of this land-locked little arm of the sea, surrounded by beautiful bays, by sheltered nooks and corners, all of them waiting for the retired professional or tradesman to build his villa, and should the Province of Canterbury continue to prosper for the next fifty years, this harbour will develop into a perfect paradise. After clearing the heads we steered a little south of east. The coast line grew hazy. The sun disappearing behind the hills at half past six, and in less than an hour New Zealand with all its fascinations had vanished from my natural eyes—but not from my mental vision; it will be ever present there as long as life continues.

## CHAPTER X.

## GENERAL INFORMATION AND GOSSIP.

S an illustration of the fluctuations of values in New Zealand, I may here mention that a quiet, gentle elderly lady sat opposite to me at meals during my voyage home in the *Ionic*. She was a widow, having resided for many years in Christchurch, in the province of Canterbury, her husband having died five years before, leaving her all his accumulated possessions which consisted principally of town property. They had had no children, and she had no relations in the colony; she, therefore, decided upon returning to her own people in Edinburgh. Having this in view she placed the whole of the property on the market immediately after her husband's death, and so difficult has it been to find purchasers, that she had to remain in Christchurch for five years before the estate was finally realized. She was then returning home with just half of what her husband expected she should have. This lady told me that trade in Christchurch has been in a desperate condition; shopkeepers unable to pay their rents and the heavy taxes; joiners, masons, and other mechanics leaving in hundreds for the colony of Victoria, and hundreds more left behind through want of means to emigrate. This confirms my previous convictions, that all colonial towns are over-built.

My neighbour, who sits on my right, Mrs. K., is of a very different stamp, and is the mother of a numerous family, some of whom have commenced life for themselves. She is, on that account, much attached to the colony. She was going to Glasgow to receive a legacy, and intended returning after a stay of six months. Her home is in Dunedin, and although she confesses to great depression in trade and depreciation in value of property, she and her husband have faith in the future of their adopted home, and as proof of this, they intended investing the whole of her coming legacy in town property, fully believing that Dunedin will be a great place.

My friend Mr. D., of Auckland, is also very sanguine as to the future of the whole of New Zealand, and although the returns shew 9,000 excess of emigration over immigration during 1888, they shew also that the tide was turning, and that the balance for 1889 was in favour of New Zealand. He is fully persuaded that the check was only temporary, and was caused simply by over supply, and greater attractions in Melbourne. 1888 was the year of the Melbourne Exhibition; it was also the year of their land boom, which had given a great impetus to building and manufacturing industries; hence the exodus of all mechanics and tradesmen who were discontented with their lot. Mr. D. was of opinion that the permanent and productive settlement of New Zealand was going on in every direction, and that for men of capital, even from £100 upwards, who were willing to work and to do their best, there still remained plenty of room. He said that during the present depression, there were special advantages offered to large capitalists, to buy magnificent farms from parties who had become embarrassed by extensive loans and usurious interest. These opportunities, he thought, would continue for two or three years from that date. Mr. D. has a freehold farm of 100 acres within easy distance of the city of Auckland, which he purchased with the house, outbuildings and other improvements, eight years before. Within two years he planted twenty acres of it with fruit trees, 112 trees to the acre, consisting of apples, pears, plums, peaches, nectarines, walnuts, mulberries, medlars, quinces, etc., as well as gooseberries and strawberries; but the latter are not reckoned as included in the 112 to the acre. In the year 1889, six years after they were planted, they produced, on an average, 1 cwt. to the tree, making, in all, one hundred and twelve tons from the twenty acres. This farm he has let to a responsible tenant for a term of years, whilst he is visiting England on some family business; grapes, currants, and raspberries do not thrive well in the northern island. Mr. D. drew my attention to the *homestead clauses* of the Land Act, which are very popular in the Auckland district, and he thinks that plenty of good land under these clauses will be

available for two or three years more. Under these clauses, a man and his wife can take up 50 acres each of first class land or 75 acres of second class, and each of their children 20 acres of first class, or thirty acres of second class land, to the extent of 200 acres of first class, or 300 acres of second class to each family. Under this system the settler makes no payment for his land, the only cost to him being the expense of survey. Mr. D. says, that plenty of good meadow land is ready surveyed waiting for settlers under this clause, from eighty to a hundred miles from Auckland. the conditions of settlement are very easy, and after the settler has resided on his land for five years, and can shew that he has fulfilled the conditions, the crown grant is handed to him, and the two or three hundred acres are absolutely his, to do what he likes with them. Another advantage which he can also claim is that, while conforming with the conditions of his grant, he can turn his cattle upon the unoccupied land adjoining him free of charge. A man of small means, and willing to work, can earn enough to keep himself and family (during his early impecuniosity) by working for his neighbours, or by digging for Kauri gum. This is a most wonderful deposit found by digging wherever the Kauri pine grows or has grown in ancient times. It is an exudation from the Kauri pine, and is found buried amongst the roots and decayed timber of the ancient forest. It is found at various depths, from six inches to six feet, the latter in boggy or swampy ground. 8390 tons of this gum were exported during 1889, of the value of £440,000, at £53 per ton. Anyone can dig for it on Crown lands, and hundreds of poor fellow sat their wits' end turn to it, and make a living by exchanging it at the stores for food and clothing. This gum is not found south of Auckland. It is principally used in the manufacture of varnishes, the prices of which have been greatly reduced since its introduction to England.

This also is a fitting place to introduce my neighbour from the berth adjoining mine. Mr. B. was a very highly respectable, well-educated young Englishman, who had been in charge of a sheep station for two years, (during

the absence of the owner and his wife in England), called the Te-akatarrawa Station, of 38,000 acres, about sixty-five miles from Oamaru, and 17 miles from the nearest railway station. This was held on a pastoral lease from the Government at a nominal rent. In 1889 they had 21,000 sheep and 6500 lambs (a very poor lambing). The sheep were all of the Merino breed. The land was unbroken and covered with tussack grass, never having undergone cultivation. They produced that year 380 bales of wool, weighing  $3\frac{1}{2}$  cwt. each, which was sold at  $7\frac{1}{2}$ d. per lb.; they also sold 2000 old ewes and wethers immediately after shearing for  $\frac{3}{6}$  each, and 1000 rabbit skins taken from rabbits picked up dead within three weeks of the laying down of the phosphorized oats.

The rates and taxes are exceptionally heavy in New Zealand. Property tax is a General Government tax, and is levied upon land, houses, mortgages, and all monies on deposit in banks, for amounts of £500 and upwards, at one penny in the pound; but I find there is no income tax on salaries as such. County Councils have power to levy rates for repairs to roads, bridges, etc.; Town Councils have also the same power for improving the towns and supplying water. Harbour trusts also have the same power for providing breakwaters, piers, etc., but all on condition that they have the consent of the majority of the inhabitants through their representatives.

I am now reminded by my diary that we have left New Zealand, with all its future possibilities, many hundreds of miles behind to the west, and that it is time to continue my narrative. I have, however, a great quantity of printed matter in the shape of reports, statistics, and correspondence, bearing upon New Zealand affairs in all their various aspects; and as I have been to some trouble to collect them, I shall endeavour to select the most valuable, and present them to my readers as an appendix.

## CHAPTER XI.

## VOYAGE HOME, LYTTTELTON TO RIO DE JANEIRO.

**S**ATURDAY, MARCH 8TH, 1890.—At noon this day we were six hundred miles to the south east of Lyttelton. Hitherto we have reckoned our longitude as *east* of Greenwich; yesterday we were  $177^{\circ}24'$  *east*, and to-day we are  $176^{\circ}17'$  *west*, and we have to drop a day from our reckoning, so this day must be called Friday, March 7th; in other words, we have a double Friday of forty-eight hours duration. If we did not do this we should find ourselves arriving in England with our dates and week days one day in advance of English time. Winds variable and the weather very fine. Commenced to re-write my rough notes into a readable diary, and feel that I have undertaken a big job; but in the face of my having seen so much in so short a time, I feel that it is absolutely necessary to retrace my steps, re-visit the various scenes, and bring the confused chaos of the mind into something like order, and fix them for future reference.

SATURDAY, MARCH 8TH, repeated.—Over 900 miles from New Zealand, and we have made about seven degrees of latitude, being at  $50^{\circ}10'$  south at noon, with a moderate south-west swell, the weather getting decidedly cooler, but very fine. The motion of the vessel not pleasant, in consequence of which the port holes on my side of the vessel were closed, and we were sorry to lose the grand ventilation, a significant warning that our Cape Horn experiences were drawing nearer.

SUNDAY, MARCH 9TH, 1890.—Made 305 knots in the 24 hours. A beautiful day with a westerly breeze. Archdeacon Browning, of New Zealand, read the Church service in the first saloon to a very small congregation.

MONDAY, MARCH 10TH, noon.—Distance run 322 knots in the 24 hours; lat.  $53'$  south, long.  $153^{\circ}30'$  west. Fresh north-west breeze taking us on at a fine pace. Getting colder.

TUESDAY & WEDNESDAY, MARCH 11TH & 12TH, very similar to Monday, making 317 and 315 knots respectively.

**THURSDAY, MARCH 13TH, noon, 310 knots.** Westerly breeze and cloudy, the great swell of the southern ocean causing our big ship to roll very unpleasantly. Some excitement this morning to break the monotony of ship life. We were passing a large iceberg on our right or southerly side. It was at some considerable distance, and we could not appreciate its beauties, but it was evidently a very large one, and just as this had faded out of sight, another one came in view on our left or northerly side. This was only very dimly seen at first on account of distance and clouds, but as we neared it the clouds dispersed, and the sun shone on it, and we saw it in all its glory. We passed it at about one and a half miles, and estimate it at about 250 feet high by about 1,000 feet in length. It was a most beautiful sight. Its shining cliffs and shelving precipices, clefts, and flats, all covered with the purest snow. The captain said it was one of the finest he had ever seen. It was a slight worth rounding the Horn to see. The temperature very low all day.

**FRIDAY, MARCH 14TH, noon.**—Distance, 322 knots in the twenty-four hours; latitude 56°23 S., longitude 116°54 W. North-west breeze, gloomy weather. This was a very unpleasant day, the sea washing over the deck in streams, making deck exercise very unpleasant.

**SATURDAY, MARCH 15TH.**—Distance, 340 knots, a splendid run. Moderate westerly gale with squalls. This was more unpleasant and bitterly cold, a very mixed day, sunshine followed by showers of sleet and snow. The waves over the lower deck, rushing hither and thither with the rolling of the ship, and sprays reaching the upper deck, and confining us to the tween-decks and the smoking saloon.

**SUNDAY, MARCH 16TH.**—Distance run, 321 knots. Fresh westerly breeze and fine. This was a bracing cold day. Extra blankets given out, and extra overcoats brought into requisition. Church service in first and second saloons poorly attended; no sermon.

**MONDAY, MARCH 17TH.**—Distance, 323 knots. Fresh westerly breeze, gloomy, ship rolling very much. My feet got wet with the sea water; had to change stockings and

warm my feet at the steam coil, which, during the next following week, was a great comfort.

TUESDAY, MARCH 18TH.—Distance, 320 knots. Moderate north-west gale with rain. The captain may call this moderate, but to the passengers this was a desperate day, the sea literally mountains high, breaking over the lower deck like a flood, and over the upper deck like a mill race; a fearfully cold and monotonous day, and we expect to pass the Horn to-morrow at noon.

WEDNESDAY, MARCH 19TH.—Distance run, 325 knots. Wind and weather similar to yesterday. Passed the longitude of Cape Horn this morning, sixty miles to the south; too far to see land, and we shall see none till we arrive at Rio de Janeiro. I always dreaded the cold in rounding Cape Horn, but I managed to weather it when it came to be an actual reality. I walked on the upper deck as much as I could, dressed with extra flannels, three coats and two pairs of special woollen stockings, and when too rough retired to smoking room or saloon, which were close fastened and heated with steam coils.

THURSDAY, MARCH 20TH.—Distance run, 317 knots. Hitherto we increased our latitudes, and curtailed our longitudes; from henceforth we shall decrease both till we reach the equator. Fresh westerly breeze and squally. This was an awful day on deck; it was next to impossible to maintain the centre of gravity. The big waves were crested and continually breaking over the bulwarks in torrents, and lashing the upper deck. We were confined to the saloons or the smoking rooms nearly all day. A great number of small birds following us, but we have seen no albatrosses for over a week.

FRIDAY, MARCH 21ST.—Distance, 310 knots. We are now fairly in the Atlantic, steering north by a little east, with a north-west wind on our quarter. This day the *Ionic* sports were initiated, open to the first and second saloon passengers on the upper deck. Three of the events were gone through, viz:—1. Marking the Cock's Eye. 2. The Egg and Spoon race, and 3. The High Jump. All three are well-known to long voyageurs. No. 1 is played by



chalking a bird on the deck ; the partakers in the game are blind-folded, and, with chalk in hand, they have to walk along a distance of about twelve yards, and mark a cross as near to the bird's eye as they can. The best four managed it within the following distances, viz:—3 inches,  $4\frac{3}{4}$  inches, 8 inches, and  $8\frac{3}{4}$  inches, the last being my record. The Egg and Spoon race was confined to the ladies of both saloons. This is played by placing two lots of three eggs (or potatoes made to imitate eggs) on the deck. These two lots are placed about three feet apart, and two ladies stand near them with table spoon in hand, and at a given signal they must lift one of these eggs at a time with the spoon only, without a resisting medium, and run about twenty yards with the egg in the spoon and deposit in a bucket, run back, and repeat the process with the second and third eggs ; and whichever does her work first is the victor. There was great skill and steadiness required in this game, and a wonderful lot of excitement got up while it went on. The High Jump game exhibited great athletic training, the second saloon winning at fifty-eight inches. This was really very good on a hard deck, heaving up and down as ours did more or less during the day. This evening being the first really fine one for a fortnight, was spent in dancing with great good humour, and under considerable difficulties in the second saloon.

SATURDAY, MARCH 22ND.—Distance run, 291 knots, latitude,  $45^{\circ}54'$  S.; longitude,  $53'$  W. Head-winds and high seas. This was a very bad day ; the rolling was not so much, but she pitched from bow to stern, and the sea came in amidships, giving us sometimes as much as two feet of water, flowing backward and forward along the main deck to find its way out through the scuppers the best way it could, and making communication between saloon and smoke-room impossible without getting very wet feet and legs.

SUNDAY, MARCH 23RD.—Distance, 311 knots. Fine north-east wind in the morning, changing to south-west in the evening. Finished writing up my diary to Thursday, March 6th, the date of our departure from New Zealand,

and feel greatly relieved from a monotonous self-imposed task. My rough notes proved quite effectual, and brought every incident to my memory most vividly. This was a most pleasant day upon the whole. The Archdeacon conducted service in the first saloon, but the heathen in the second were left to their perverse and sacrilegious ways.

MONDAY, MARCH 24TH.—Distance, 343 knots. This is the best day's progress since we left New Zealand, being equal to 411 miles in twenty-four hours. A stiff gale from the south-west all night, during which the rolling was something fearful, and I never wish to have a repetition of it. It was impossible to stick to any one position in bed; one moment lying on my back to find myself the next on my right side, and in a few seconds making a complete somersault to the left side; knocking my knees one moment against the right plank and the next, that on the left; sometimes holding desperately to the mattress to keep steady, but to find mattress following the gravitation of my body and jamping me against the side, which a moment ago was perpendicular, but now almost horizontal; and thus it continued nearly all night. Sleep was entirely out of the question, until, about 5 o'clock in the morning, thoroughly exhausted, I slept soundly in spite of all, until, unfortunately at 6.30 a.m., his usual time, the steward wakened me with my coffee and roll. I never was more annoyed, and nearly flung the coffee into his face. This afternoon the sports were continued, the first item on the list being the fastening of the donkey's tail. In this I figured very badly. Of course, being blind-folded, I attached the tail about five feet from the position which it should have occupied. This was won by the first saloon. The sack race and the turtle race were won by the second saloon easily. After this I had some good walking exercise and interesting conversations, ending with a good sleep, which I greatly needed after the previous night's tossing.

TUESDAY, MARCH 25TH.—Distance, 308 knots; latitude 30°56' S.; longitude 45°40' W. The wind died away during last night, and our steaming had brought us into smooth

waters. When we got on deck this morning we found all the sails taken in, and the smoke from the funnel hanging lazily behind us, leaving sooty particles all over the seats and the deck. Between twelve and one o'clock the engines were stopped, for cleaning, overhauling and tightening the bearings, and during this interval of motionless inactivity, a ships boat, keel up, was seen drifting past us; also a sea chest, on sight of which two boats were ordered to be got ready to go in pursuit; but we were immediately surrounded by quite a shoal of sharks and dolphins. Some of the former being of monstrous size. The captain's orders for the boats were countermanded in the face of such a collection of hungry brutes, and all attention was turned to capturing some of them. Our great ambition was to get a shark on board, but had to be satisfied with half a dozen dolphins. Two sharks were caught, but whenever we tried to hoist them out of the buoyant water, the weight became too great and they slipped off the hooks or broke the lines. All this was very interesting, broke the monotony of the voyage, and gave us a chance in mid-ocean to exchange compliments with the denizens of the mighty deep. The sharks came to the ships side, and went back into the deep, backward and forward with hungry gaze as a tiger comes and goes to the bars of his imprisoning cage. They appeared ready to devour a ship's load of human beings, if perchance they could only manage a great collision. Each shark was accompanied by a number of small slim fishes, which played about him with impunity, and, I am told, they follow him and feed upon vermin on his body. The beautiful tints of the dolphins were admired by every one while in the water, but, when captured, these beautiful colours faded and they became as common fishes. Several vessels passed us during this stoppage, but at great distance. After 2 p.m. the sports were resumed. The final competition in the egg and spoon race by the ladies was won by a fine young girl of seventeen or eighteen. The men's potatoe race, in which I was by far the oldest competitor, was won by my neighbour Mr. B., but, nevertheless, I also came out with honour, having beaten several young men, and was

congratulated upon my activity. The cock-fight was won by our athletic young medical student. He also won the hop skip and jump, making thirty feet six inches. These sports took up most of the afternoon. At tea time a card was posted in our saloon inviting us to join in a dance on the upper deck, and as the awnings were up and it being a beautiful evening, with the assistance of two five-light electric lamps, it turned out to be a brilliant success. In spite of the slight rolling of the vessel, the dancing continued till 10.30 p.m.

WEDNESDAY, MARCH 26TH.—Distance run 281 knots, and we are within 220 knots of Rio de Janeiro; the wind from the north-east, veering to east, and the weather very fine; getting very warm, all the passengers casting off their superfluous clothing and bed coverings. We passed several ships, and everyone on board were engaged either sitting, lying down, or reading novels.



## CHAPTER XII.

## RIO DE JANEIRO.

**T**HURSDAY, MARCH 27TH.—At daylight this morning we were delighted with the sight of our first land since leaving New Zealand. Three islands projected themselves from the mainland, the middle one rising conically direct from the sea, and covered with verdure. The outermost bearing the Lighthouse on its summit. Leaving these on our left we enter the magnificent outer harbour of Rio de Janeiro, with the islands Pai and Mai on our right. The country on that side of the harbour is mountainous in the extreme, and appears to be a perfect wilderness of rugged hills, with here and there a granite peak. On our left is a group of mountain peaks which filled us with admiration. The prominent peak is the Sugar Loaf, which rises abruptly from the sea on three sides at the entrance to the inner harbour to the height of 1,212 feet, and slopes less abruptly into the narrow valley, where the suburb of Botofogo lies, which valley separates it from the great range of mountains running at the back of the city. Right in the gap, separating this Sugar Loaf from the main range, is the fortress of Praia Vermelha, strongly fortified, and is recognised as the site of the first Portuguese settlement, established in 1565. It also contains the Imperial Military Academy of the Brazils. The high range at the back of the city is known as the Serra da Carioca, and comprises the conspicuous peaks of Corcovado, Tijuca, and Gavêa. As we steam up the bay on the right of the entrance we pass the most important and formidable fortress in Brazil, called the Fortaleza de Santa Cruz. This is situated on a prominent rocky peninsula, and occupies the whole of its front, while the summit is crowned by a small but impregnable fortification, called the Forte de Pico, these natural features combined rendering them a second Gibraltar in strength, and an inaccessibility. On the left again, on another rocky peninsula jutting out from the base of the Sugar Loaf peak, is the Fort of St. John. Some of

the batteries connected with this are cut in the solid rock, and are even stronger than those of Santa Cruz. Nearly midway in the channel, and within the entrance, lies the Fortaleza da Lage—built on a partially submerged rock, which is celebrated as the site of the first attempted settlement (by the French) in Rio de Janeiro. After passing these we are fairly within the justly celebrated bay of Rio de Janeiro. It is a small land-locked sea, reposing within the embrace of surrounding granite ranges, and on whose bosom rest nearly a hundred verdant isles, and around whose shores lie a hundred tiny bays, as fair a scene as ever beheld by human eye. We anchored at 7.22 a.m., and while finishing my breakfast at 8.10, the steward announced the arrival of a young gentleman from the shore enquiring for me. I soon found him to be my nephew, Mr. Thomas Herbert Hughes, our greetings were mutually cordial in the extreme. We lost no time in transferring ourselves to the steamboat for the shore, distant about a mile from our anchorage, and in our route passed some formidable war vessels, and a strongly fortified island Arsenal and the Imperial Graving Docks, also passing on our right the extensive Custom House Wharves covered with receiving sheds, from which extend docks, bonded warehouses, and the station of the marine branch of the Dom Pedro Railway, principally used for the receipt and storage of coffee for export. We then steer to the left, passing the basin and landing stage for fruit, vegetables, and fish, which are brought here in the early mornings from the opposite shores of the bay, and disposed of in the market place adjoining. We were rather late in arriving to see the stir and bustle usual here in the early hours, but we saw enough to give us an idea of its usual characteristics. Negro men and women of most repulsive types, Portuguese, Spaniards and half breeds, many of a dirty and loathsome character, making the place hideous with their coarse and peculiar language. Here were loads of oranges, pine apples, bananas, melons, prickly pears, pumpkins, tomatoes, mangos, carambolas, and a very limited supply of newly captured fish. Those which we saw being very small, of

the size of sardines. Immediately after passing these we land at the *Caes Marinhas*, adjoining which on our left was the *Caes Pharoux*, and facing us was the *Praca de dom Pedro II*. This is called a square. I should be more inclined to call it a *Place* or *Promenade*, having only the one face fronting the quays, with a large open space between. Among the buildings facing us was the Royal Palace, the Carmelite Convent and Church, the Chamber of Deputies, and the Offices of the department of agriculture. We passed on to the right and shortly to the left, along the *Rua do Ovidor*, the principal retail business street of Rio, and then along a very narrow street until we reached the London and Brazilian Bank, at the corner of *Rua do Candelaria*, by this time it was exactly nine o'clock. The Bank was open for business at this early hour, and usually remains so until six o'clock in the evening. My nephew went in and to his desk for his English letters (for he was one of the officials), and came out with two very unexpected ones for me, containing the unpleasant news of my son's very serious illness. After this I gave myself up entirely into my nephew's charge, to shew me as much of Rio de Janeiro and Brazil as he possibly could during our stay of twelve hours. There are very few public buildings of any architectural merits. The streets are too narrow to justify great expenditure. The post office is a good, well appointed building. The new town hall in course of erection will eclipse all others which I have seen here. This is a massive granite building, the projecting upper storeys of which are supported by gigantic human busts in form of brackets, chiselled out of grey granite. We went to the Church called *Igreja da Candelaria*, this has two towers and a beautiful marble dome, surmounted by a large cross, and, although its facade recedes only a few feet from the footpath, this bit of recess is protected by magnificent cast iron railings and gates about twelve feet high, vieing in ornamentation with anything turned out by the Coalbrookdale Co'y. The inside is profusely decorated in white marble, beautiful brackets in marble project from the walls, most of them supporting a saintly statue, but, in addition to its beauties, it has its vulgar excrescences.

Scores of little painted cherubs peep in and out from among the white marble floral decorations, and little shrines with painted images and mirrors are placed here and there along the walls. It reminded me of what I had seen at Malta. It was a smaller edition of the Church of St. John, mixed up with the vulgarities of the Church of the Convent of dried Monks. It appeared to be an attempt at the first, but spoilt by the extravagant exhibitions of the latter. Service was on at the time, there were no seats, nor any of the conveniences of English Protestant Churches,—the worshippers simply stood up or knelt down, according to the requirements of the service.

After this we walked through some squares and open places planted with shady trees. Some very large leafed ones with out-spreading branches, and others of the acacia tribe, and as far as I could remember, exactly the same as the shady *Lebbeh* trees, which I admired so much at Cairo and Ismailia. The various tints of the younger and older leaves on these trees make them very beautiful, and, in early summer when covered with blossom, I am told that they are gorgeous. We then took tram, or as they are called here, a bond, drawn by mules, to the suburb of Larangeiras, in which my nephew's lodgings are situated, and on our way passed a number of very pretty villas with palm tree avenues, and tropical flower gardens. The palms appear everywhere, and they are here to be seen thirty to fifty feet high, perfectly straight, the first twenty feet being of equal diameter, after which they slightly taper up to their branching leaves at the summit. They look very well for a long avenue in extensive grounds, but even there they are purely ornamental, their elevated heads giving no shade from a side sunshine, and, to be of any use must be backed on each side by leafy trees, in such a case, as seen in some portions of the Botanical Gardens, you may have some comfort. But they are planted everywhere as a matter of course, and look much out of place when full grown in front of a small cottage close to the street footpaths, as they often appear in the streets of Rio. My nephew's lodgings were a good way up the hill, at the foot of the steep sides



of the Corcovado Mountain. Here I found a beautiful villa, enclosed with high walls from the street, standing within its own grounds, which were nicely laid out in flower beds, shrubs, palms, grass plots, etc., a steep rocky mountain rose up behind the house from which a never failing stream of water flowed along the boundary of the grounds, which was utilized by the inmates for bathing purposes, in connection with which in a snug corner was a roomy plunge bath, hidden from view by dark curtains. The little mountain stream, the Rio Carioca, traversing in its course their kitchen garden and orchard, where orange, mango, and other trees invite us to pluck their ripe fruit, and at the bottom of the grounds were fowl houses, where prolific hens laid their fresh eggs for every morning's breakfast. I was delighted with both villa and grounds. But, who can be otherwise than delighted with such a surrounding after a month's voyage without sight of land? After this preliminary inspection we entered the house, and after the usual ablutions in warm climates, we sat down to lunch. Cold roast beef with bread and butter, followed by a taste of carambola preserves and the mango fruit. The latter is a very large pear-shaped fruit with a large stone inside. It was cut longitudinally in halves, the stone taken out, and into the hollow which it left, sugar and port wine was poured, and the fleshy part of the fruit was scraped with a dessert spoon from the skin, and eaten with the sugar and the port wine. I thought it was delicious; and after finishing our small bottle of Bordeaux Wine, we started for the railway station of Cosme Velho close by, to ascend to the Pic du Corcovado. Here we found a three-rail track winding up the mountain in gradients of 25 to 30 per cent. The Locomotive, which weighs 13 tons, has a powerful wheel underneath its centre, with wide and deep cogs corresponding with those on the centre rail of the track, by means of these it literally climbs at a slow pace, pushing the carriages before it up the incline. The engine is not coupled to the carriages, and is always on the lower side, so that should any accident happen to it, it would only involve itself and the driver, leaving the carriages and passengers detached,

and stationary under the command of the ever watchful brakesman. The total length of this railway from the Cosme Velho Station to the summit is two miles and one third. This climbing by rail at a walking pace was quite a novel experience. On our way up we cross a precipitous ravine by an iron girder viaduct. The sides and bottom of this glen was full of tropical trees, palms, flowering shrubs and bushes, and wonderful creeping plants. As we move upwards we pass beautiful villas with terraced gardens, perched here and there along the hill sides, their inhabitants evidently making use of the railway to reach the various altitudes. At each of these a small station was placed, but ours being a special train for the passengers by the *Ionic*, we did not stop till we reached Paneiras Station, situated in a gap or small plateau 1,525 feet above sea level, and from here we get a grand view, the Atlantic coast on one side, the harbour and city of Rio on the other. There is here a very compact and well appointed hotel, which has been lately enlarged, for the accommodation of passing voyageurs on their hasty visit like ourselves, as well as citizens from the town below, who may desire to pass an occasional night in cooler altitudes. After passing Paneiras the railway track is increasingly steep, and the views disclosed at every turn are more extensive and beautiful. The train brings us within about 130 feet perpendicular of the summit, which we climb on foot, and arrive at a very large Octagon Pavilion, through which we ascend a few feet further to the very summit, which is a very small enclosure, surrounded by walls built of stone in cement, with a seat formed of the same materials all round. From the summit of Corcovado we had views of the Atlantic Ocean and coast on one side, and on the other of the city and harbour of Rio, and of hills, forests, and mountains, and a wonderful grouping together of the grand and the beautiful. We were then standing at an altitude of 2,329 feet above the level of the sea, and on the verge of perpendicular precipices on every side, except the one by which we reached the summit. To the south the eye takes in the Royal Palms at the Botanical Gardens, the smooth surface of the Lagôa de Freitas, and

the long line of white surf on the ocean shore beyond. A little westward, at the foot of the mountain, lies the suburb of Botafogo, with its white streets crossing each other at right angles, and men appearing like insects walking along them. At the harbour entrance stands the Sugar Loaf, its rounded top many hundred feet below us. The whole expanse of the bay lies stretched like a map, and the eye can follow its curving shores for many miles. Across the bay, back of Nictheroy, the country is nothing but an expanse of forest clad hills. To the north is seen the jagged peaks of the Organ Mountains, among which are a very remarkable series, called "*Dados de Deos*," or "*The fingers of God*," within and beyond whose recesses are the towns of Petropolis, Theresopolis, and Nova Friburgo, whither so many retire for relief from the exhausting summer heat of the city. A small part only of the city itself can be seen from the peak, much of it is hidden by the mountain spur, terminating in Morro de Santa Theresa, and by the hills to the west extending towards Tijuca. Towards the east we have a succession of high hills, ending in the weather beaten sides and table top of Gavea, 2,575 feet above sea level, from which I was informed there is a famous vantage for those who can climb it. It is called the Chinese View, and the panorama is unbroken in almost every direction.

In descending this wonderful railway, we stopped again at Paneiras Station to accommodate those of our ship's passengers who had ordered lunch, where we waited about forty-five minutes. Having ourselves lunched before commencing our climb, we did not require a repetition, but called for a bottle of beer, for which, to our great chagrin, we discovered that we had to pay three shillings. After this, and while the others were taking their lunch, we took a walk on the plateau along the track of the aqueduct, which conveys one of the water supplies to the city. We found ourselves in a most romantic spot, the whole was opened up by well kept footpaths, and full of shrubs and trees quite new to me, affording peeps into deep recesses and glimpses of distant sunshine, making the resort a most attractive one for bracing up the exhausted citizen, and delighting the eyes of the

holiday maker. After returning to Cosme Velho Station, we took a tram car (or bond, as called here) down the Rua dos Lorangeiras along the same track as we came in the morning, passed a large cotton factory with workmen's cottages round it, also a Royal Palace, a large seminary for girls, an orphan asylum, and comfortable villas surrounded with beautiful gardens. Evidently a very respectable neighbourhood. We continued our journey by other cars in a direction opposite to that leading to the city, through the suburbs of Botafogo, St. Clementi, and Largo de Leoes to the Botanical Gardens, three miles distant. These suburbs were, of course, later extensions of the city, and the houses and villas were of a more modern style. Just before reaching the gardens, we passed Lagoa de Freitas, a large lake between our road and the ocean, and, which we had seen a little earlier from the top of the Corcovado. The vegetation everywhere was most prolific and most refreshingly green. The principal feature of these really charming gardens is the celebrated avenue of Royal Palms, the equal of which is supposed not to exist in the world. The avenue, which starts from the principal entrance and extends nearly across the grounds, has two transverse branches. The first of these occur almost immediately after entering, the other about the centre of the grounds, and at the intersection there is a pretty fountain; and from here the side avenues diverge, that on the right is shaded by old mango trees, whose dense foliage, interlocking branches and gnarled trunks afford a pleasant relief from the straight smooth columns of the Royal Palms. On the left, and well back to the rear, is a fine grove of bamboos and rattans, which is a favourite resort for picnic parties. In this shady retreat it is always cool and quiet, and all who visit it must come away with none but the pleasantest recollections, unless, as some times happens, a different reminder is received in the shape of a bite from a small insect, called the *borrachudo*, which leaves a very irritating wound, my nephew, who was with me, received this unpleasant bite in the hand whilst walking through. We did not wait long, but returned by an early tram car, so as to have as much time as possible in the city before my

return to the ship. As customary with travellers, I was anxious to carry home with me some souvenir of my visit to Rio, we visited several shops with that intention, but found everything so very dear, that I was compelled to be satisfied with two photographic views which cost me nine shillings, a small pocket guide book (dear at a shilling in England) which cost me ten shillings, two walking sticks, some beetles, and humming-birds, a tin of coffee and a pound of tobacco. After this we went to the best restaurant in Rio for dinner, for which we felt ourselves quite ready after our fatiguing rambles since lunch at eleven o'clock. It was now 6.45. We were served with soup which tasted of burnt grease, the joints were badly cooked and tough, the only passable thing was the fish. The sweets and desserts might have been palatable to those who were accustomed to them, but I could touch none of them, so after restoring our serenity with a shilling bottle of Bordeaux, we had the mortifying satisfaction of paying twelve shillings and sixpence for this execrable dinner for two. Of all the places visited by me during my world encircling trip, Rio de Janeiro bears the palm for excessive charges, in everything except coffee, tobacco, and Bordeaux wine. If I had not been accompanied by my nephew, who was a resident, I would have thought these prices were especial prices during the visit of our passengers, as we knew it to be the case at Malta and Colombo. After resting awhile in the dining room to study some of the occupants of the tables, it was time to return to the ship, and as Herbert was anxious to examine my collection of curiosities, we engaged a rowing boat, for which we had to pay three thousand reis—equal to six shillings, and reached the *Ionic* by about 9 p.m. He was greatly interested by all he saw. He said that this had been a great day for him; a young man of 24 years of age, among strangers, in a community so different to what he had been used to at home, in regard to habits, morals, and religion, and to have a whole day with an uncle who was also the dearest friend of his father, after an absence of three years, no wonder that he was much excited during the whole day. He was in receipt of a liberal salary, for a youth of his age, and if he had

roughed it, he might put by a considerable portion year by year, but it would have been at a great risk to his health of body and mind. To avert this risk, and to keep himself uncontaminated, he had been introduced to a small community of good English people, a gentleman and his wife and two other young men. The five clubbed together to take a house, to join in the expenses, and have everything in common. They lived in a comfortable villa, as previously described, had an elderly Englishwoman as housekeeper, and a half caste Nigger as servant of all work. This arrangement included the supply of provisions of all kinds, ale, wine, spirits, as well as rent, rates, gas, and coal, costing in the aggregate £840 per annum, which, divided into five parts, would make each one's share amount to fourteen pounds per month ; —a lot of money for a young man of his age for simple board and lodgings. But he likes the country, has no fear of the climate, is convinced that Englishmen are quite safe from fevers, etc., if they live reasonable and virtuous lives, and is confident of early promotion in the service. He had been in Rio throughout the revolution and the consequent abdication of the Emperor, had no fear of being molested, and never experienced any extra anxiety. I strongly advised him to stay, reduce his expenditure, if he can, and endeavour to make a competency before he is forty years of age, invite his father to take a three months trip to see him, it would sweep the old-world cobwebs off his mental vision and do his health much good. When parting from one another at 11.30 p.m., he was evidently much affected, he embraced and kissed me, and gave me an extra lot to transfer to his father and mother, and his brother and sisters, and bade me tell them that he was quite contented and happy where he is, except for an occasional fit of longing, when he thinks of the family group and their loving devotion to one another. But it is quite evident that he is a brave youth, that he is not a fool to fret, but submits to the inevitable like a man. I have a very good opinion of him.

The coaling at Rio was an awfully slow process compared with that of the *Arcadia* on my passage out, in that case we took 1200 tons at Colombo in fourteen hours, whereas

here it took twenty-four hours to take 800, tons of Cardiff coals, at forty shillings per ton free on board. I never saw such a lazy good-for-nothing lot of men, if such unfavourable specimens could rightly be classed as men. We weighed anchor immediately the coaling was over at 10.23 a.m., on Friday March 28th, 1890, passed the fort of Santa Cruz at 10.51, and after clearing the lighthouse, followed the coast line at a distance of about ten miles, our course being north-east; a succession of mountains, and an occasional bit of low country, and one projecting cape (Cape Frio), on which was a lighthouse, the land then receded and by sunset was getting out of sight. Weather fine with head-winds.

I was told that the morals of the people of Rio de Janeiro are very loose, that almost every second woman you meet is bordering upon sexual profligacy. Places of rational entertainment being so very few, young men pass their evenings openly in the company of loose women, there were only two respectable theatres, one only of which was well patronized during the winters, but there are six other theatres of low character connected with various gardens well patronized by giddy people of easy morals, in fact the climate is so enervating, prohibiting everything like the British pastimes and recreations, and encourages and induces indulgence in sensual pleasures. All young Englishmen should be earnestly cautioned against, and carefully guarded from the insinuations of these great temptations, which lead to demoralization and to ruin.



## CHAPTER XIII.

## RIO TO SANTA CRUZ.

**S**ATURDAY, MARCH 29TH, noon.—Lat. 22°5 S., long. 38°38 W.; 265 knots from Rio. Current S.W. and wind N.E., both against our progress. No walking about during this day. The wind is warm and the sun hot, and very little shelter from either, very glad to sit or lie down anywhere in a shade. I received a good supply of English newspapers not more than three weeks old from my nephew Herbert, and many besides myself eagerly perused them. It cooled considerably after sunset, which gave us the chance of a little promenading by moonlight.

**S**UNDAY, MARCH 30TH.—Lat. 18°9 S. Current and wind against us, which has driven us twenty-four miles out of our course. Similar day, and utilized as yesterday, getting very hot—no singlets, no bed-clothes at night, and scarcely able to bear the thinnest cotton night shirts.

**M**ONDAY, MARCH 31ST.—Lat. 14° S. A repetition of yesterday.

**T**UESDAY, APRIL 1ST.—Lat. 9°48 S. Fine breeze to temper the great heat. In the evening we were invited to a concert on deck, under the awnings, lighted by the electric lamps. The singing was principally by first class passengers. They intended producing something good, but the young ladies were too giddy, and spoiled everything by being overpowered by laughter. The space covered in on deck was too long and narrow, and most of the audience listened in vain for any concerted sound, let alone music. It was a success in one sense only, and that on account of the refreshment arrangements in the first saloon, where all partook freely of wines and biscuits, but for this it would have been an unmitigated failure.

**W**EDNESDAY, APRIL 2ND.—Lat. 5°43 S. The weather similar to the last two days, every one very lazy, and reading novels when not asleep.

**T**HURSDAY, APRIL 3RD.—Lat. 1°32 S. Variable winds against us. Rain and squalls in the afternoon, all the port



holes shut, as well as the skylights, the heat stifling and unbearable in the berths and saloon, the rain and the wind is warm, great lassitude, no appetite, forced to be on deck in spite of the showers, even the smoking-room is unbearable.

FRIDAY, APRIL 4TH.—Good Friday. Crossed the equator last evening in Longitude 28.30 W., weather not quite so sultry as yesterday. Hot cross buns for breakfast and tea. Finished Kingsley's *Westward Ho!* grand book, especially for young people. Appetite very poor. The tropics may be very well for Negroes and Indians, but they are rather beyond comfortable even for me, who am so fond of warm weather.

SATURDAY, APRIL 5TH.—Lat. 6°20 N., Long. 25°43 W., weather same as yesterday, but a trifling cooler. Our runs have been very poor in these tropical latitudes, ranging from 245 to 275 knots per day. One great factor conspiring against our progress, in addition to contrary winds and currents, is the great demand for steam to maintain the efficiency of our immense refrigerator, where 45,000 carcasses of mutton are stowed away, and have to be preserved during the continuance of the hot weather at all cost, consequently our supply of steam for propelling power is considerably reduced.

SUNDAY, APRIL 6TH.—Lat. 10°4 N. Moderate N.E. trades, and fine. Head-winds and strong currents against us. Distance run only 245 knots, but it has been a grand day, enjoyed to perfection.

MONDAY, APRIL 7TH.—Lat. 14 N., Long. 22°23 W. It is gradually getting cooler, will have to resume ordinary summer clothing to-morrow if the heat decreases at the same rate.

TUESDAY, APRIL 8TH.—Lat. 18°15 N., Long. 20°42 W. Wind and weather fine, we made 270 knots during the twenty-four hours. A grand fancy dress ball took place this evening, there was great commotion, excitement, and preparation all day, especially among the ladies. Every special or uncommon article of clothing was brought into requisition. There had been no anticipation of anything of the kind on the part of our saloon passengers, consequently no specialities had been provided. Fortunately my Egyptian

purchases were thought of by neighbour Mrs. K. of Dunedin, who had accidentally seen them on one of the luggage days; and although unfortunately I am one of those who were never taught to appreciate the dance as it is supposed to deserve, I was glad to assist to shew off our party as well as possible, so I laid them all at Mrs. K's disposal, and she consequently came out as a Cairenese married lady. She is a lady of fifty-five years of age, and mother of nine or ten children, a fine stately woman carrying her weight of years lightly, and looked no more than 45—she was pronounced on all hands to be the best got up character in the show. Her partner Mr. L. was got up as a Mahomedan Rajah, they matched well in their costumes. Mrs. J. appeared as a Boulogne fish wife. Mr. B. as the queer Nigger. Mrs. K. as a Sister of Mercy. The young German as a Nigger of a more serious type. The above were the second saloon, and some of the first saloon were well got up. One tall gentleman came out in real English hunt costume, red waistcoat, white breeches, and top boots; another in colonial court dress; another with white muslin coat and short trousers with lace and blue ribbons; another gentleman in country woman's working costume; and the young Miss K. as a perfect Greek beauty classically dressed, and others with touches of Oriental costumes, the remainder, both of first and second saloon, in ordinary English evening dress. A very good light supper was partaken of at 10.30, and dancing was continued till 12 o'clock with great spirit and perfect good taste, the first and second saloon fraternizing together most cordially. The Mahomedan lady was pronounced to be the best show in the ball-room, and, indeed, all the second saloon passengers compared very well with the first.

THURSDAY, APRIL 10TH.—Lat. 26°58 N., Long. 16°42 W. Yesterday our run was 285 knots, to-day it has been 284, as the weather cools our speed increases in spite of contrary wind and current. At noon to-day we are 100 miles south of Teneriffe. The last few days we have passed thousands of Nautilus shell fish floating on the surface of the waters. Some of our company thought that they could see something

like a sail to catch the wind, but I did not. It is my impression that they are carried more by the current than by the wind. The sailors call them the Portuguese men-of-war. This afternoon was principally occupied in finishing the games commenced on March 21st, but abandoned during the heat of the tropics. These were the Tea Cup race by the ladies, and the Long Jump, the Wheelbarrow race, and the Tug of War, which helped considerably to dispel the monotony of the voyage. The best Long Jump was thirteen feet two inches. Later on the prizes were distributed.



## CHAPTER XIV.

## TENERIFFE AND HOME.

**F**RIDAY, APRIL 11TH.—Arrived at *Santa Cruz* in the island of Teneriffe at 8.30 p.m. yesterday. The peak, capped with snow, began to be visible five hours before this, but was very soon obscured by thick clouds, which continued to hide it during our stay and until we had left the island fully twenty-five miles behind us. On our arrival at 8.30 p.m. yesterday, we were obliged to be satisfied with looking from our upper deck at their very well lighted water side and streets at a distance of about three quarters of a mile from the shore, no passengers were allowed to leave the ship because we had visited Rio, which, it appears was infected with fever at the time, we retired to bed, as usual, at about 10.30, but not to sleep—loading coal and cargo went on all night. The cargo went in through the hatch in the centre of our saloon, and, as a matter of course, there was no sleep for any one. I was up and down many times during the night, and finally dressed myself at six o'clock. When I went on deck, I was surprised and delighted with the view. *Santa Cruz* is built, apparently, upon the only available ground for a large town on the whole of the eastern coast, being a moderate slope descending into a narrow margin of flat land close to the water, but it appears to be quite open to the north-east, east, and south-east winds, without any shelter whatever, excepting a short breakwater formed of concrete blocks; all around were terraced fields and gardens looking beautifully green in contrast with the exposed volcanic rocks of the most interesting hills on the right of the town, which reminded me very much of what I have described in connection with the Remarkables on Lake Wakatipu in New Zealand, a series of little peaks, one above the other, like herds of cattle climbing up the heights, leaving most inaccessible ravines and gullies between. At 7 a.m. the first trading boat came alongside our vessel, with wicker chairs, baskets, etc., the whole load was cleared in less than an hour. A large boat with oranges, bananas, tobacco, cigars, cigarettes, florida

water, etc., followed the basket merchant, and carried on a roaring trade until breakfast time, during which anchor was weighed, and we resumed our voyage. The eastern coast of this island is peculiarly interesting—three or four pretty little villages nestle in the bottom of the gullies previously described, and close to the water's edge, and as far as we could see there were no roads for the inhabitants to communicate with Santa Cruz, unless it was with pack and saddle mules along some wild bridle paths, and we all agreed that their common mode of commerce was by water. Very few trees to be seen anywhere. As we steamed away to the north, and got well off the island, we could appreciate more than ever the wild ruggedness of the upper surface, innumerable little peaks, crags, and glens, suggesting the employment of gigantic harrows with cattle to match, to reduce the ruggedness and sterility into comparative evenness and fertility, which, under such a glorious sky and magnificent climate, should become one of the most productive islands in the world. As we made more and more north, the clouds cleared from the distant highlands and at last the Peak of Teneriffe was unveiled in all its grand proportions. We were all delighted, for we were afraid that, although so near, we were after all destined to lose the privilege of seeing it, one of the most remarkable projections on the surface of our globe, but just in time the clouds dispersed and we had a glorious view which I shall never forget. This peak (otherwise called Pico de Teyde), stands in the south-west of the island, and is 12,182 feet above the sea level immediately at its base. Before leaving Santa Cruz we took several passengers on board, as well as fifty tons of new potatoes for the London market, packed in boxes of 56 and 112 lbs. each, and nearly half that quantity of tomatoes, as well as other products of the island.

APRIL 13TH.—Lat. 37°20 N., Long. 12°9 W. Nearly opposite Lisbon. The weather has been changeable during the past three days, last night it became very rough, fresh breeze W.N.W. with very high sea, the waves fearfully high. When standing on the upper deck, and safely sheltered (as I thought) by the lifeboat, a tremendous wave rose up and

spent its fury over me, and completely deluged me with water, so effective was the saturation that I was obliged to change every article of clothing. The sea made complete sweeps over the main deck, the same as it did in the vicinity of Cape Horn. Very few passengers were able to eat or move about, many were sick, and most of us squeamish.

MONDAY, APRIL 14TH.—Lat. 41°11 N., Long. 10°28 W. Westerly gale and high sea. During last night we had the most fearful rolling of any throughout the passage. Every loose article of whatever nature, the useful bedroom utensils though not half full spilled on the floor, simply from loss of level and in obedience to the law of gravitation. The main deck was overwhelmed, and tons of water rushed down the hatch to the second saloon. Very stormy and showery all day.

TUESDAY, APRIL 15TH.—Lat. 45°14 N., Long. 8°16 W. In the Bay of Biscay, variable airs and fine. Beautiful weather and smooth sea, quite enjoyable.

WEDNESDAY, APRIL 16TH, 1890.—Beautiful weather, fine breeze, and smooth sea to crown our voyage as we pass the New Eddystone Lighthouse, and enter Plymouth Harbour; a grand sheet of water, full of historic associations. Time did not admit of any visits to the town, for we resumed our voyage immediately after landing the mails and the local passengers. We arrived in London the following day, where I found my wife and daughter as faithful, waiting for my return, as they were to witness my departure. We made no unnecessary delays in the Big City, but made all haste to dear old Wales, and its familiar but beautiful scenery.



# APPENDIX.



CONTAINING THE COMPLETE

## QUEENSLAND HANDBOOK,

ISSUED BY THE

COLONIAL GOVERNMENT FROM THE EMIGRANTS  
INFORMATION OFFICE,

31, BROADWAY, WESTMINSTER,

DATED APRIL, 1891.



ALSO

COPIOUS EXTRACTS FROM THE HAND-  
BOOKS OF THE  
OTHER AUSTRALASIAN COLONIES.

Confirming, or otherwise illustrating the information contained  
in the narrative of the Author's Travels.

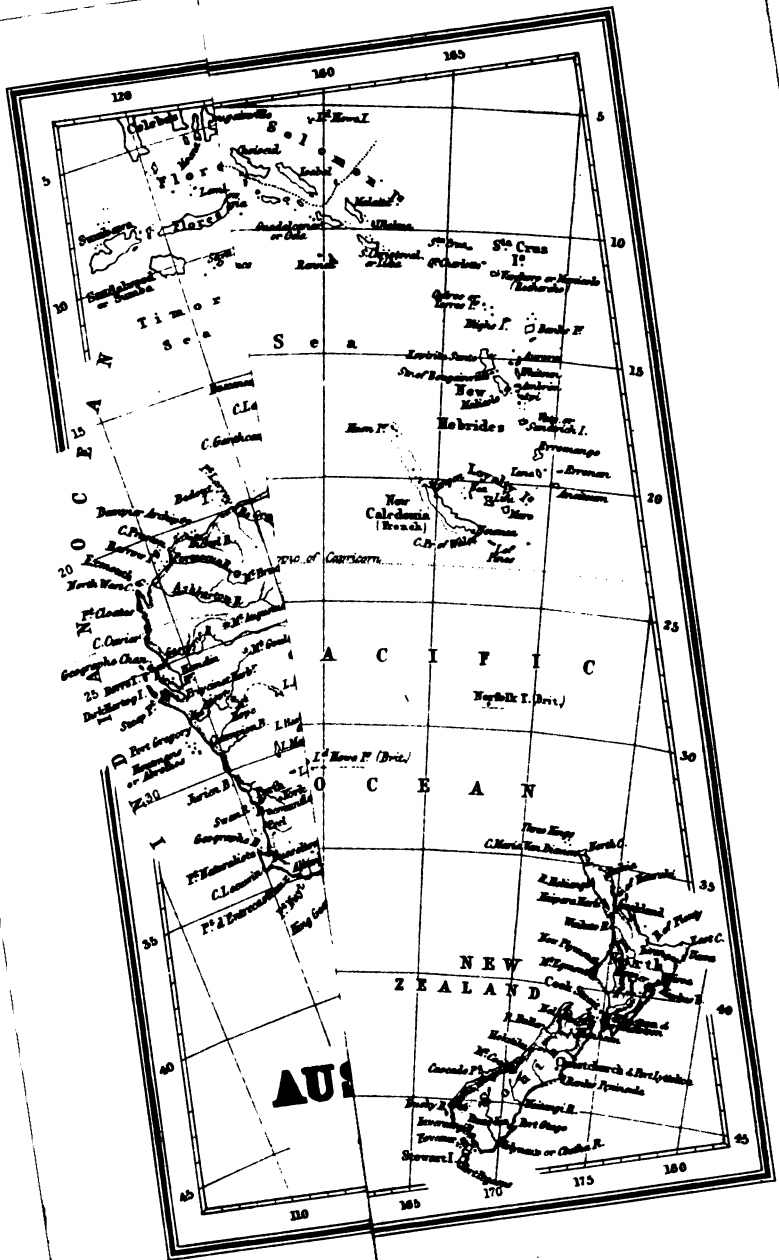
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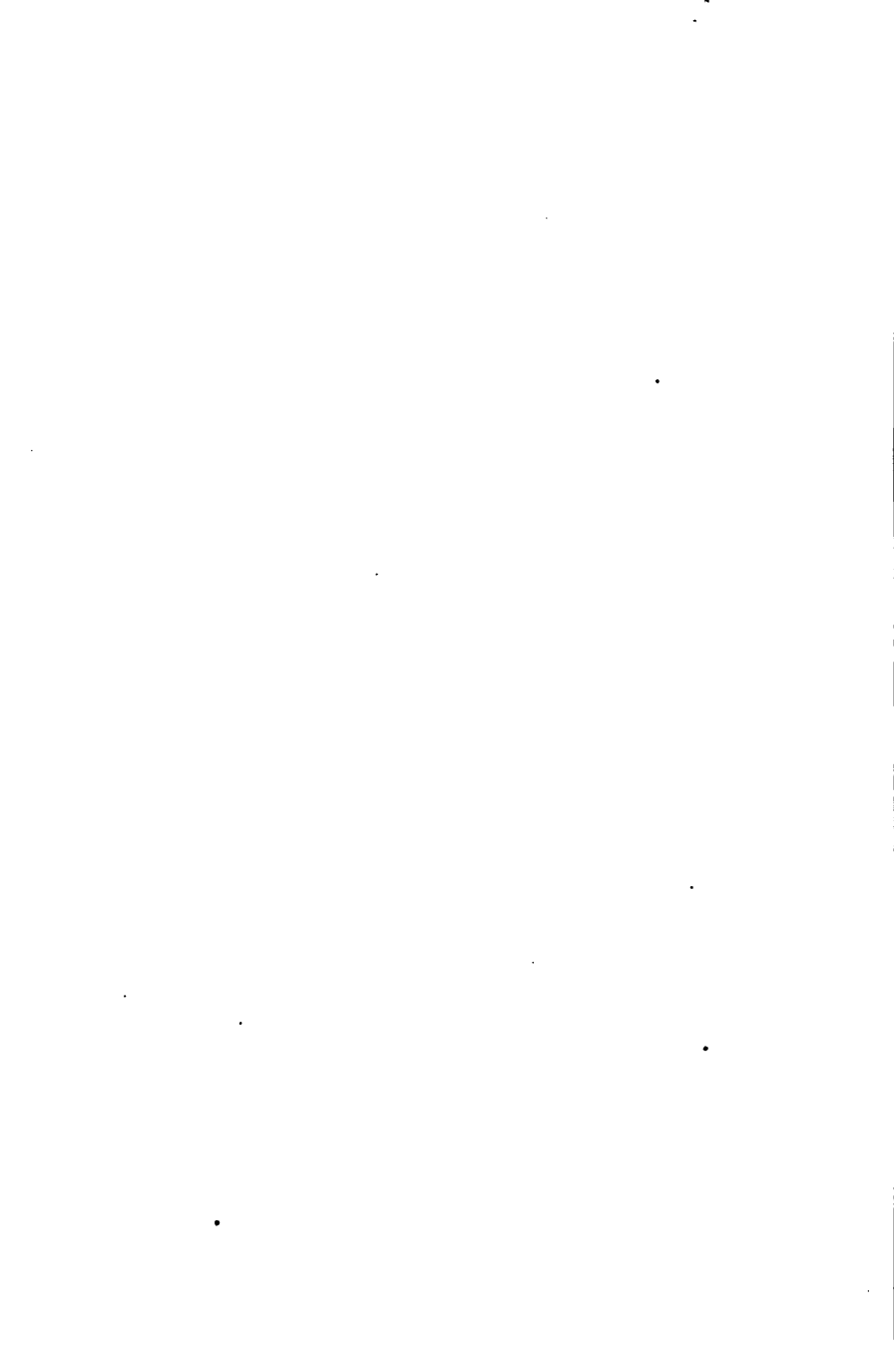
CUTTINGS FROM NEWSPAPERS, HOME  
AND COLONIAL.

With the object of giving the reader every opportunity for  
forming a correct estimate of each Colony.











## →⇒ QUEENSLAND. ⇒←

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### I. POSITION, DISCOVERY, AND CHARACTER OF COUNTRY.

**T**HE Colony of Queensland occupies the whole of the north-eastern corner of Australia. It extends from latitude 10° to 29° south, and longitude 138° to 153° 30' east, and is bounded on the east by the Pacific Ocean, on the north by Torres Strait and the Gulf of Carpentaria, on the west by the northern part of the Colony of South Australia, and on the south by the Colony of New South Wales.

The northern coasts of Australia were known to the Portuguese, Spaniards, and Dutch in the early part of the 17th century, but there was no systematic exploration before the voyage of Captain Cook, in 1770. In 1788 settlement in Australia was commenced, and Sydney, the present capital of New South Wales, was founded; but for a long time no settlement took place in the part now called Queensland. At length, in 1823, the Government at Sydney despatched a party of convicts, under a commandant, to Moreton Bay, and formed a penal settlement there. Free settlers followed, as the fertility of the district became known, and squatters soon began to occupy the good land of the Darling Downs to the west of the Moreton Bay district. By 1842 so many were attracted, that the Sydney Government was induced to withdraw the convicts, and to proclaim the Moreton Bay district a free settlement open to immigrants. After a time the new colonists felt the inconvenience of being governed from so distant a point as Sydney, and demanded separation from New South Wales. After a long agitation and much discussion as to the re-admission of convicts, the settlers obtained their object, and a new colony of freemen only was established, under the name of Queensland, on December 10th, 1859.

The length of the Colony from north to south is 1,300 miles, breadth 800 miles, and coast line about 2,250 miles. Its area is 668,497 square miles, or nearly 428,000,000 acres, almost 12 times the area of England and Wales.

Towards the north the country narrows into a peninsula, the most northern extremity of which is called Cape York. The Gulf of Carpentaria is on the west of this peninsula. A range of mountains called the Dividing Range, a continuation of the Dividing Range in New South Wales, extends the whole length of the country from south to north, and divides the eastern or Pacific districts from the western. In the southern part of the Colony several ranges branch

off towards the coast from this main range. The direction of the coast line is north-west, and, at distances varying from 20 to 100 miles from it, there are several ranges, running between and, roughly speaking, parallel with the coast and the main dividing range. Many of the peaks of these coast ranges, as they are called, are higher than the highest in the dividing range. About half way between the northern and southern extremities of the Colony high land runs westward from the Dividing Range. This land is known as the Selwyn, Kirby, and McKinlay ranges, though much is only high and open downs. The rivers running northward from these ranges flow into the Gulf of Carpentaria. Those flowing southward, and many of those flowing westward, from the main Dividing Range have no sea outlet, but either lose themselves in the sand or ultimately fall into the salt lakes of South Australia. Some of the south-western rivers, however, are tributaries of the great Darling River, which, rising in Queensland, flows through New South Wales, joins the Murray, and, passing through the south-east corner of South Australia, falls into the Southern Ocean. From the more northern part of the Dividing Range the rivers flowing westward fall into the Gulf of Carpentaria, while from all parts of that range there are numerous shorter streams flowing eastward into the Pacific. Several of the Queensland rivers are of little importance, being, for the greater part of the year, merely series of water holes. On the east coast, the chief rivers, in order from north to south, are the Endeavour, the Daintree, the Johnstone, the Herbert, the Burdekin, the Fitzroy, the Burnett, the Mary, and the Brisbane.

*Divisions.*—Queensland has been divided into three great divisions, for the purposes of local government, viz. :—the northern containing 255,405 square miles, the central division 223, 249 square miles, and the southern division 187,750 square miles.

The Colony is also divided into 13 districts, which are sub-divided into counties. The Pacific districts, or those to the east of the Dividing Range, are, beginning from the south, Moreton, Wide Bay, and Burnett, Port Curtis, Leichhardt, Kennedy, and East Cook.

West of the Dividing Range, Burke and West Cook are in the north by the Gulf of Carpentaria; south of these are the dry western plains of Mitchell and Gregory; and still further south are Warrego, Maranoa, and Darling Downs, forming the south-west Darling basin.

Another division of the country is into "settled" and "unsettled" districts. The settled part consists mainly of the southern agricultural country and 30 miles inland all along the coast. The unsettled part is the "squattling regions," and contains 581,000 square miles, while the settled part only contains 68,000.

Darling Downs, in the south, is the only district that can fairly be said to be within the temperate zone. The other part of southern Queensland, as far north as a line drawn westward from Rockhampton, are semi-tropical. North of Rockhampton is the torrid zone. The winter months are May, June, and July. December, January,

and February are the three summer months. The mean temperature in Brisbane, Moreton Bay district, is 70° as against 51° in London. It may be said, generally, that the Pacific districts are moist and hot, the west dry and hot, and that it is only in the south and west that frosts and cold winds are known. Even there the frosts are chiefly at night, and on the rare occasions when snow falls it melts as it reaches the ground. In the summer the heat is great, and it is felt the more in the tropical coast regions on account of the heavy rains, the rain falling, not in the winter, as in New South Wales and Victoria, but mainly in the summer months. But although the heat makes out-door work arduous and uncomfortable, such work can nevertheless be carried on throughout the summer without injury to men of steady and temperate habits. Again, the south-east sea breezes which, in the Darling and coast districts, blow for seven months in the year, temper the climate very considerably. In the western districts droughts are the great difficulty, the rainfall in some parts of Mitchell and Gregory has been known to be as little as 10 inches in the year. Experience of the Colony, however, shows that water may be found in many places by sinking for it, and the possibility and practicability of irrigation on a large scale is being abundantly proved. During 1890 the Government has been vigorously promoting irrigation works in many different parts of the Colony, mostly with very great success. Artesian wells have been, and are being, sunk in a large number of localities. In the coast districts the rainfall varies very considerably. Moreton Bay has a moderate amount. Darling Downs, which lie from 80 to 120 miles from the coast, have generally a sufficient supply. Further north, along the coast, the region of tropical rains begins at Mackay, in South Kennedy, and extends to Cooktown in East Cook. In the south part of Cook, a very large quantity of rain falls, amounting sometimes to more than 160 inches in the year. But even in the rainy zone there is much variation; in the district round the mouth of the Burdekin, in North Kennedy, the climate is much drier than anywhere else along the coast, the average rainfall being about 30 inches. Another dry spot is Rockhampton, in the semi-tropical district of Port Curtis.

Notwithstanding the heat, the climate is said to be not unfavourable to European constitutions, especially to people with weak chests, or subject to rheumatism. On the other hand, there is in Queensland, as in other hot countries, more low fever and diarrhoea than in England. The death-rate was, in 1889 15·44 per 1000 against 17·9 in England and Wales.

## II. PRODUCTS AND INDUSTRIES.

Amongst the chief products are wool, gold, sugar, cattle, horses, sheep, tin, hides, and skins. The principal industries are connected with production rather than manufacture, and are, therefore, pastoral, agricultural, and mineral. The prosperity of the country depends on the value of its products in outside markets, as well as

the amount of its production. The measure of the former is given by the amount of the exports. For this reason, in the following brief account of the Queensland industries the values of some of the chief exports are given in addition to the quantities produced.

1. *The Pastoral Industry.*—The resources of the larger part of Queensland are mainly pastoral. The rank natural vegetation in the coast districts, and in the tropical latitudes generally, gives excellent pasturage for cattle and horses, but is quite unfit for sheep. On the other hand, the herbage in the drier climate of the interior gives the best sheep pasture. For this reason the high lands of Leichhardt and Kennedy, which are at some distance from the coast, are the only parts of the Pacific districts which are suitable for sheep. In the south, the Darling Downs district has the finest pastoral capacities, but, the best land being taken up, men of small capital must go farther afield. Warrego and Maranoa, also in the south, but further west, have good sheep country. Sheep are very healthy in the dry and warm western downs. Dams, wells, and pumps worked by windmills have, to some extent, stayed the evils of drought. The stock are fed almost entirely on the indigenous grasses, except at some places near the coast and in the Darling Downs district, where either Lucerne or Californian prairie grass is grown for the purpose of fattening store sheep and cattle for the Brisbane markets. English grasses do not thrive in Queensland. In ordinary times the price of store cattle, 2½ to 3 years old, averages about £3 10s. to £4 per head, and of fat cattle in the Brisbane sale yards about £5 10s. Mixed cattle 30s. to £2 10s. The price of horses is, blood stock (of which there are about 3,000 in the Colony, bred principally for racing purposes) from £30 to £500; medium hacks, £5 to £15; superior hacks, £20 to £30 and upwards; medium draught, £20 to £30; superior draught, £25 to £50; superior sires up to £500. The price of sheep is, fat wethers shorn up to 12s.; ewes to 9s.; fat merino wethers, in wool, 10s. 9d.; shorn, 8s. 6d.; fat merino ewes, 8s.; store wethers, 7s. to 9s.; maiden ewes, 8s. to 10s.; mixed breeding ewes, 5s. and 6s. The live stock in Queensland is peculiarly free from disease, but in times of severe drought, many sheep die, causing the farmers heavy loss.

The following table gives the numbers of horses, cattle, and sheep in the Colony during the years 1888 and 1889. The increase during the latter year may be reasonably considered as satisfactory, when it is remembered that 1888 was one of the most trying periods ever experienced by stock holders of the Colony.

—	Dec. 31, 1888.	Dec. 31, 1889.	Increase, 1889.
Horses - -	824,326	353,864	28,038
Horned cattle -	4,854,962	4,873,416	217,484
Sheep - -	18,444,005	14,470,095	1,026,090

*Horses* do admirably in Queensland; the numbers have advanced steadily year by year, and have doubled in 9 years.

The value of the live stock exported in 1889 was £827,716 as against £902,444 in 1888.

*Wool*.—This is the most profitable product of the pastoral industry. The quantity exported in 1889 was 59,228,753 lbs., valued at £2,680,134, a larger quantity than was ever exported from the Colony before, in any one year.

*Hides and Skins*.—The value of the exports was £15,171 more in 1889 than in 1888. Some skins are now made into leather in Queensland, or their value would have been still higher.

*Tallow*.—There was a decrease of £14,190 in the exports of this product. The increase in the manufacture of soap and candles in the Colony may to some extent account for this.

*Frozen Meat*.—The trade in preserved meat is increasing. The value of the exports in 1888 was £78,710, and in 1889 £81,199 preserved, and a further value of £12,282 for meat extract.

The average rent on grazing farms is 1½d. per acre. The methods of obtaining land are explained in the section on "Crown Lands."

Emigrants going to Queensland with the object of getting work on a sheep or cattle station must remember that, in the outside regions, some roughness and hardships will have to be encountered, but the workers on a run earn good wages, and, having but few expenses, steady sober men can save money. For earnings on stations, *see* wages.

2. *The Agricultural industry*.—Farmers in Queensland must adapt their methods to the climate and soils. All along the coast and on the northern seaboard maize (generally called "corn" in Queensland) is most successfully cultivated. It grows with great rapidity, and yields large crops in return for small labour. In the northern coast districts two crops can be grown in one year. On the "scrub" land trees and jungle are felled and burnt off and a thick deposit of ash is left. Then, small holes are made with the hoe, and the maize seed dropped in. No further cultivation is necessary, beyond keeping the ground clear with the hoe until the crops ripen. It is the chief grain food of all the horses in the Colony. In 1880 there were only 44,109 acres under this crop, but these figures rose steadily, year by year, with only one exception, until in 1889 they reached 97,698. Up to 1888 the yield justified this increase, the lowest average produce being 21·50 bushels to the acre, in 1884, while in 1888 it was 25·38. The extreme dryness which prevailed during the latter year was most favourable to this crop, but was followed, in 1889, by most disastrous floods, which interfered to such an extent with the maize harvest as to cause the production to fall to 17·84 bushels to the acre, a lower average than in any previous year. The price of maize during 1889 was from 3s. to 6s. 6d. per bushel. In the north it was higher.

Owing to the droughts, which have of late recurred somewhat frequently, and have been very severe, and to the great prevalence of "rust," wheat growing has not been profitable. The following returns for the six years ending with 1889 show the precarious nature of this industry in Queensland:—1884, 16·17 bushels to the acre; 1885, 5·11; 1886, 3·13; 1887 (an exceptional good year), 22·10; 1888; 0·89; 1889, 15·88. In 1888 one of the most severe drought of recent times prevailed throughout most of the year. The season of 1889 was favourable at first, but at harvest time heavy floods damaged the crop, and also a considerable quantity had to be cut for hay owing to "rust." Wheat is often grown, and other cereals mainly, for the purposes of green feed or hay, which is made of oaten or wheaten crops. These are cut just when the ear is full, but before the straw loses its green colour. Good hay is thus made. Meadow hay as grown in England is not known, although a coarse hay is sometimes made from native grasses, and lucerne takes the place of clover.

Some farmers obtain two crops in the year, but the summer crop, as it is called, sometimes fails. The potatoes are generally free from disease, and of very good quality. The yields from 1884 to 1889 were:—1884, 1·81 tons to the acre; 1885, 1·70; 1886, 2·41; 1887, 2·37; 1888, 1·90; 1889, 2·38. The sweet potatoes stand next to maize as the most useful and profitable production of the farmer. They are not only used as food for men, but stock of all kinds thrive well upon them. The average yield in 1889 was 5·64 tons to the acre, against 5·39 in 1888, and 7·11 in 1887. Many varieties of millet and sorghum are grown by the coast land farmer, and yield very large quantities. They take only three or four months to mature. Tobacco will grow anywhere in the Colony, with care and labour, and the industry is being developed by the establishment of manufacturing at Brisbane and some other places. Rice is another special product, but it is not yet a regularly grown crop, only a few farmers, in the Cook and the extreme northern districts, growing it for sale. Irrigation is wanted to develop its production. Arrowroot is easily raised. 280,337 lbs. were exported in 1889, as against 318,044 lbs. in 1888, and the approximate price obtained was about £33 per ton. Oranges, lemons, figs, olives, pomegranates, citrons, melons, peaches, pineapples, bananas, and other productions of hot climates grow and pay well in South Queensland, and are proving even more successful further north. The drought of 1888, and the floods of 1889, however, caused a falling off in the production of several kinds during those years. The Brisbane district, and that round the town of Roma, in Maranoa, are proving to be specially suited for grapes and wine making. Settlers in North Queensland will do well to turn their attention to, and make themselves familiar with, what suits the climate and soil. As it is, many have wasted much energy and patience on attempting to raise the products of cooler latitudes, with but indifferent results, while much larger success would have been



achieved had the same pains been taken with those plants which are indigenous to the tropics.

Sugar is the produce which is, perhaps, more suitable than any other for cultivation in the Colony; but, from many causes, the area under cane cultivation has steadily decreased since 1885, and, unless means can be found to revive the industry, it is feared by some that it will shortly become extinct. In previous years sugar has been grown with great success along the whole coast line. In the south the system adopted is cultivation on small holdings, the cane being crushed at mills owned by a company of from four to eight farmers, and very little coloured labour is here employed. In the middle districts, where the climate is still moderately cool, the same principle of farm cultivation is in practice, but the manufacture is undertaken by very large refineries. Further north, in the tropical regions, the cultivation and manufacture is carried on almost entirely by large capitalists. Attached to each mill is an extensive area of cane cultivated at present by large numbers of Pacific Islanders (Kanakas). By an Act of the Queensland Parliament, the importation of these islanders will shortly cease; and this, in all probability, is one of the chief causes of the decreased activity in the sugar industry.

Market gardening is an industry which offers considerable scope to the skilled gardener, but owing to the want of irrigation it has been greatly neglected. The Chinamen have taken it up to some extent, each choosing his position near a creek, and assiduously watering his crop. Their vegetables, however, are not in so much demand as those grown by the skilled European gardeners in the Colony.

The results of the experimental irrigation which has already been carried out are marvellous; the sugar-cane growers have found that where one ton of sugar per acre was raised from a field not watered, four tons are now obtained. Irrigation is equally successful with other crops. Thus, the farmer who intends to devote himself to arable farming must settle as near available water as possible. This applies more particularly to the interior, the necessity for irrigation on the coast lands being not nearly so great. The recurrence from time to time of severe droughts is the chief of all the difficulties with which the farmer has to contend; but in very many places water has been sunk for and found; dams, wells, and water-holes are being made upon farms in all directions, and in localities which were thought to be useless for farming purposes a few years ago water is now easily obtained.

Other difficulties, of course, there are, but not more disheartening than those in other countries. The scrub lands are magnificent soil, but the labour of clearing is often very heavy. The wheat rust has been mentioned. The droughts are often followed by great floods which, at times, destroy certain crops upon low-lying lands, but they leave as a set-off a fertilizing mud-deposit, which brings an increased crop the next season. Fires are a source of anxiety to both

farmer and grazier, but due care will often prevent and almost always check them before they have caused any great disaster. Queensland was also threatened with the rabbit pest, but various means have been adopted to prevent the incursion. The erection of a rabbit fence, which is the chief of these means, has been vigorously carried on, and has been attended with a large measure of success. Perhaps the greatest difficulty of all for a newcomer is to learn to adapt himself to his position, and to make himself familiar with new methods, a tropical climate, and conditions to which he has not been accustomed. To enable him to struggle successfully with these difficulties he should refrain from taking up land as soon as he arrives, but should rather seek employment while he is looking about him and gaining that experience of the peculiarities of the country which is essential for the successful management of a farm. With the new conditions understood, a climate such that stock can be exposed to the open air all through the winter, and an abundantly fertile soil suitable to a large variety of crops, the farmer need not confine himself to one venture, but has every opportunity of combining grazing, dairy farming, and cereal growing with advantage. There are many hundreds of square miles, not yet under the plough, entirely suitable for such mixed farming. Farmers emigrating to the Colony are advised to call on, or write to, the Department of Agriculture at Brisbane, in order to ascertain where good land is situated, means of access, distance from a market, and general information and advice.

3. *The Mineral industries.*—The Colony is rich in minerals of all kinds, and as irrigation and railway works progress, this form of industry will doubtless be largely developed.

Goldfields are scattered all over the eastern and northern parts of the Colony. Charters Towers is the best developed and most important field in the whole north at present, and up to 1888 had a larger output than any field in all Queensland. In 1889 it produced 165,552 ozs. of gold, valued at £3 5s. 6d. per oz. on the field as against 187,522 ozs. in 1888. The number of miners employed was 2,010 Europeans and 20 Chinese. The Ravenswood field is 52 miles from Charters Towers. It employs 305 European quartz-miners, 75 Chinese, and 43 European alluvial miners. In 1889 it produced 15,719 ozs. as against 10,666 in 1888, value £3 7s. 6d. per oz. Further north, in the Cook district, the Etheridge, Cloncurry, Woolgar, Hodgkinson, Croydon, and Palmer River Goldfields are all, more or less, actively at work. Of these the Croydon field was only proclaimed a goldfield on January 18th, 1886. Its yield in that year was 2,144 ozs., while in 1889 it produced 52,541 ozs., valued at an average of £2 14s. 7½d. per oz. It employed 900 miners, all Europeans. The Palmer also had an increased output in 1889, but the others, most of which are small fields, had a diminished output in that year. In the central part there are mines at Rockhampton and Gladstone in the Port Curtis district, and at Clermont in the Leich-

hardt district. Those in Port Curtis employed on December 31st, 1889, 1,013 Europeans and 48 Chinese. The Rockhampton fields, which include the celebrated Mount Morgan Mine, gave the large output, in 1889, of 325,683 ozs., against 117,800 in 1888. In Leichhardt some Chinese are employed.

In South Queensland there are gold mines at Gympie and Mount Perry in the Wide Bay district, and at Warwick in the Darling Downs district. Of these, the Gympie fields are the most successful and extensive. They are situated on the Upper Mary River in the Wide Bay district, 114 miles north of Brisbane and 60 miles south of the port of Maryborough, with which they are connected by rail. The yield for 1889 was 115,590 ozs., or 8,497 in excess of 1888, value £3 10s. 5½d. per oz. The number of miners employed on December 31st, 1889, was 1,536 Europeans and 4 Chinese.

The final returns of all the fields for 1889 show a net increase of 259,460 ozs. on 1888. The total output was 739,888 ozs., more than double that of any previous year except 1887 and 1888, when the outputs were 425,923 and 481,643, respectively. The increase is largely due to the success of Mount Morgan, the principal mine at Rockhampton in the central fields. There were also notable increases at Charters Towers, Ravenswood, Croydon, and the Palmer, in the north, and at Gympie in the south. The total number of miners employed at all the fields was 8,955 in 1889 against 9,491 in 1888.

Any man can obtain a miner's right to dig for himself, or work for another, by paying 10s. a year. He can have a claim in any proclaimed area, for dry alluvial digging, 50 feet long by 50 feet broad; two persons can have 50 by 100 feet; and four 50 by 200 feet. In wet alluvial ground, two have 100 by 100 feet, and four 100 by 200 feet. A man may transfer his claim.

A quartz claim is 50 feet on the line of stone-reef, with a width of 400 feet. Only six claims of this size are allowed to one party. A quartz collecting claim in search of gold is, like an alluvial prospecting one, larger than the ordinary area. The discoverer of a new field, or fresh reef, has an extension of claim granted to him, according to the distance of discovery from another working.

The gold-field regulations are administered by wardens, who are also police magistrates. Leases of auriferous ground not exceeding 25 acres are given for 21 years at an annual rent of £1 per acre.

Business licences upon the goldfields cost £4 a year

Chinese miners, by a recent law, pay £30 admission to the Colony, and £3 a year for miner's rights. Their business licence cost £10.

The production of copper was 1,010 tons in 1887, 1,126 in 1888, and 1,079 in 1889.

Alluvial tin mines, employing 498 men in 1889, are worked at Herberton (in North Kennedy), about 60 miles from Cairns. There is also alluvial tin in the Cooktown district, at Port Douglas and at Stanthorpe in the south (Darling Downs district). The Cooktown fields employed 425 men in 1889, those at Port Douglas 40, and at

Stanthorpe 96. There were 1,162 miners employed in tin mining throughout the country. The production for 1889 shows an increase of 267 tons at the Herberton mines, but a decrease at all the others, giving a total decrease of 553 tons.

Silver and lead are found at Ravenswood and at Herberton, both in the North Kennedy district, and at some other places.

Antimony, bismuth, manganese, iron, chrome iron, cobalt ore, and quicksilver are also found and worked.

Marble and building stone are found near Warwick (Darling Downs district), and at Gladstone and Rockhampton (Port Curtis).

The total coal area in Queensland has been estimated as twice as large as all England, but only a comparatively small part of this area is as yet worked. The chief fields where coal is now being raised are those in the neighbourhood of Ipswich, 23½ miles from Brisbane, and those situated 18 miles from the Port of Maryborough, in Wide Bay district. The official returns for 1889 shows a falling off in production; but this is only apparent, as returns from several large colliery proprietors had not been received for that year. In 1888 there were 626 miners employed at Ipswich, and 238 at Maryborough. Throughout the Colony there were 896 employed in 1888, as against 787 in 1887. During the last 10 years both the quantity and value of coal raised has increased steadily year by year. In 1878, 52,590 tons, valued at £21,272 were raised; in 1888 the figures were about six times as large as these, being 311,412 tons, and £127,947.

*Exports and imports.*—The following is a table of some of the chief exports for 1888 and 1889:—

*Agricultural.*

—	1888.		1889.	
		£		£
Sugar, raw . . .	266,778 cwt.	216,611	397,108 cwt.	336,382
" refined . . .	157,797 "	167,764	88,274 "	107,187
Rum . . . . .	8,641 galls.	1,016	5,954 galls.	835
Arrowroot . . .	818,044 lbs.	4,642	280,887 lbs.	4,321
Green fruit . .	- . . . .	23,652	- . . . .	86,778
Cedar . . . . .	775,874 ft.	7,024	238,900 ft.	2,119
Saw pine . . . .	220,559 "	1,947	264,186 "	1,607
<i>Pastoral.</i>				
Wool . . . . .	50,675,269 lb	2,268,365	50,223,758 lbs.	2,680,184
Tallow . . . . .	77,026 cwt.	75,198	60,455 cwt.	61,008
Hides . . . . .	- . . . .	82,512	- . . . .	81,148
Skins . . . . .	- . . . .	30,217	- . . . .	46,757
Preserved meats (includes Frozen)	- . . . .	77,857	- . . . .	81,190
<i>Mineral.</i>				
Gold . . . . .	467,222 ozs.	1,662,639	742,385 ozs.	2,754,382
Tin, ore, slag, and smelted	- . . . .	280,360	- . . . .	196,132
Copper ore . . .	- . . . .	4,562	- . . . .	14,126

The total exports for 1880 were £7,736,309, or £19 0s. 6d. per head of the population. In 1888 they were £15 16s. 3d. per head. The total imports in 1889 were £6,052,562, or £14 17s. 8d. per head, as against £17 3s. 7d. in 1888.

### III. THE DISTRICTS.

Taking the districts in the Pacific Division of the Colony, that is, the division lying to the east of the main Dividing Range, from south to north, the first district is that of Moreton in the extreme south-eastern corner of the Colony. The Pacific Ocean bounds it on the east, the Dividing Range on the west, the Colony of New South Wales on the south, and the districts of Burnett and Wide Bay on the north. A large area of the district is under cultivation. Sugar is grown in the south. In the west the chief crop is maize. Vegetables are also largely grown. Many agricultural farms are now open for selection, and there are areas set apart for village settlements. Coal is found and worked along the banks of the River Bremer. Several railways run through the district.

Brisbane City is the metropolis of the Colony, and the seat of Government. It is a flourishing seaport, with a large shipping trade. It has regular communication by steamer with London, Sydney, and the Northern Queensland ports. Ipswich, the next town in the district, is 23½ miles west of Brisbane, with which city it is in direct railway communication. It is a centre of a coal mining and agricultural country.

The Burnett and the wide Bay districts are mainly pastoral (for cattle) and mining districts, but tropical productions such as sugar (very largely), maize, arrowroot, etc., grow well. There is gold at Gympie, Mount Shamrock, and Eidswoold, coal at Burrum, and copper at Mount Perry. Railways connect the mines with the ports. Numerous grazing and agricultural farms are surveyed and ready for selection in the district, and several village settlements have been proclaimed open. Twelve others have been ordered to be surveyed.

Maryborough is a port and manufacturing town, and centre of timber trade, situated 25 miles up the River Mary and 180 miles north of Brisbane. Bundaberg is also a port for seagoing steamers, situated 10 miles up the River Burnett. It is connected by railway with Mount Perry and Maryborough, and has very large sugar refineries, being the centre of an important sugar-growing district. Gympie is also an important town in this district, as it is the centre of the largest goldfield in South Queensland.

The Port Curtis district lies due north of Burnett and Wide Bay. It is a hilly timbered country, but there are cattle stations among the ranges. There are goldfields and marble quarries being worked; there is also copper in the district. Rockhampton is the chief town, and is the centre of an important gold district. It is situated on the Fitzroy river, about 40 miles from the mouth, and is connected by railway with the western interior. Farming is carried on in the

neighbourhood, and there are also gold mines and meat-preserving works. The land is good, and maize and potatoes are grown. Gladstone is a town on the coast, 91 miles south-east from Rockhampton. Maize, fruit, and (some) sugar are cultivated, and there are goldfields in work in the neighbourhood.

The Leichardt district lies west, north-west, and south-west of Port Curtis. It is a good pastoral district, but very little agricultural farming is done. The mining population is not large, but gold is worked, and there are other minerals and marble in the district. The chief towns are Clermont (mining neighbourhood), Springsure, and Emerald, the two latter in pastoral neighbourhoods. The railway from Rockhampton to the west passes through this district.

The Kennedy district, comprising North and South Kennedy, is situated north of Leichardt. Inland there are tracts of good grazing country; near the coast it is mostly wooded hilly country, with occasionally high broken ranges. It grows sugar, maize, fruits, and tobacco, is adapted for the pasture of sheep and cattle, and has extensive goldfields. Several village settlements, with surrounding farms, have been proclaimed open for selection. Its ports are Mackay, on the Pioneer river, in South Kennedy, and Bowen, Townsville, and Cardwell on the coast in North Kennedy. Mackay is also the centre of a large sugar district. Another important town is Charters Towers, in the centre of the largest and most important goldfield in North Queensland.

The Cook district occupies the extreme north of the Colony, stretching from the Pacific on the east to the Gulf of Carpentaria on the west. There are goldfields in many parts of the district. Tin is very largely found, and coal in some parts. Sugar is extensively grown on the east coast, and there is sugar-growing land on the banks of some of the rivers flowing into the gulf on the west. Rice is also grown in the east. Cedar is largely cut and exported. Village settlements, with surrounding farms, have been proclaimed open for selection. The towns are Cooktown, Cairns, and Port Douglas, all ports on the east coast. Maytown, is 122 miles west of Cooktown. Gold and tin are found in the neighbourhood. Thornborough, 60 miles west of Port Douglas, is in a gold country; Herberon is a tin mining township, 85 miles from Port Douglas. Chinese as well as Europeans are employed at the mines, and, at present, South Sea Islanders (Kanakas) in sugar cultivation.

West of the Dividing Range, and immediately south-west of West Cook is the district of Burke. It is bounded on the north by the Gulf of Carpentaria, on the west by the northern part of South Australia, on the south of Mitchell and Gregory districts, and on the east part of Kennedy. Much of the district is unsettled, but such parts as are occupied are mostly used for grazing purposes. A railway is projected to open up the gold and copper country in this district. Normanton is the chief town; it is situated near the shores of the gulf on the River Norman, about 25 miles from its

mouth. It is the centre of a large sheep and cattle district. Cloncurry is a rising town on the Cloncurry river, the centre of a mining district. There are both cattle and sheep stations in the neighbourhood. Hughenden on the Flinders river, 90 miles (154 by rail) south-west of Charters Towers, is the centre of a pastoral district. The prosperous goldfield of Croydon is in this district.

The Mitchell district is almost in the centre of the Colony. It has North Kennedy and Burke to the north, Gregory to the west, Warrego to the south, and South Kennedy to the east. The country is almost altogether pastoral. There are, however, village settlements in the district. There is but little rain, and the country is not well suited for agriculture. The towns are Blackall, 380 miles eastward from Rockhampton, and 60 miles from the nearest railway station, sheep country; Tambo, 400 miles by rail and coach from Rockhampton, sheep country; Aramac, 390 miles from Rockhampton, 40 from nearest railway station, sheep country, but not agricultural; not much natural water, but large dams have been constructed, and give good supply; Muttaborra in the north, and Isisford in the centre, are small towns surrounded by pastoral country.

The Gregory district, comprising north and south Gregory, is not much known. It is entirely pastoral, and occupies the extreme south-western corner of the Colony.

The Warrego district is south of Mitchell, and is almost wholly pastoral; in dry weather there is often a scarcity of water, and there are some tracts of back country quite dry. The chief towns are Charleville, the present terminus of the Western railway, pastoral district; Cunnamulla, pastoral district; Thargomindah, the centre of a country which is at present chiefly used for cattle, but is also well adapted for sheep; water is here found close to the surface. The nearest railway station, 240 miles, is in New South Wales.

Maranoa district consists of table land and downs. It is bounded on the east by the Darling Downs district, on the north by Leichhardt, on the west by Warrego, and on the south by New South Wales. It is mainly a pastoral district, and is watered by several rivers. Village settlements have been proclaimed open in the district. Roma is a flourishing town, the centre of a rich pastoral district, 317 miles north-west of Brisbane, and connected with it by railway. Agriculture is also carried on in combination with cattle and sheep grazing; maize is grown, and there are orangeries and vineyards. Surat is a small town, 346 miles due west of Brisbane, with which it is connected by rail and coach; it is the centre of a sheep country where irrigation has been successfully employed. St. George is a considerable town 380 miles west-south-west of Brisbane, and connected with it by rail and coach. Good sheep and cattle stations and some agriculture. Mitchell, a large town on the railway, is the centre of a pastoral district; many large cattle and sheep stations, some agriculture, and vine growing.

Darling Downs district is immediately west of Moreton district

It has the Colony of New South Wales on its south side, Maranoa on the west, and Burnett and Leichhardt on the north. It includes a large tract of down country lying on the summit of the Dividing Range, and is the finest pastoral country in the Colony. It has also good agricultural land: maize, wheat, barley, oats, arrowroot, and potatoes being grown with success. Fruit and vegetables are also largely grown. Coal is found in the district. It was one of the earliest districts occupied by the settlers, and the land is now so valuable that the small capitalist will, in all probability, have to seek a settlement further north or west. Village settlements have, however, been proclaimed open. A railway runs through the district. The chief towns are, Toowoomba, 100 miles west of Brisbane, and 76 miles from Ipswich by rail. It is the centre of a pastoral and agricultural district, and has saw mills, flour mills, tanneries, foundries, a tobacco factory, soap factory, etc. Warwick is also a flourishing town 100 miles south-west of Brisbane (166 by rail). It is the centre of a rich agricultural district, and is also famous for its grape growing. Dalby is 152 miles by rail west of Brisbane, and is the centre of a sheep grazing district. Condamine, 240 miles west of Brisbane, is in a sheep and cattle country. Stanthorpe, the centre of a tin mining country, is near the New South Wales border; Allora, centre of a good agricultural country, and Goondiwindi, in a pastoral and agricultural country, are two other noticeable towns in this district.

#### IV. THE VOYAGE FROM ENGLAND.

The voyage out takes, by steamer about 55 days, by sailing ship about three months.

The main lines of steamers and sailing ships are as follows:—

The British India Steam Navigation Company (Gray, Dawes, and Co., 13, Austin Friars, London, E.C.). This company's steamers go direct to Queensland and carry the mails, calling at the northern ports of the Colony on the way to Brisbane. Passengers by the steamers of the following lines have to tranship at Melbourne, Sydney, or Adelaide, or in the case of Shaw, Savill, and the New Zealand Company, at Hobart, Tasmania.

Aberdeen Line, 24, Leadenhall Street, E.C.

Anglo-Australasian Steam Navigation Co., 2, Billiter Avenue, E.C.

Bethell, C., and Co., 110, Fenchurch Street, E.C.

The Colonial Shipping Co., 2, New Broad Street, E.C.

German Australian Steamship Company (Smith, Sundius, & Co.), 158, Leadenhall Street, E.C. (via Antwerp).

Green, F., and Co., 113, Fenchurch Avenue, E.C.

Houlder Bros. and Co., 146, Leadenhall Street, E.C.

New Zealand Shipping Co., 138, Leadenhall Street, E.C.

North German Lloyd Co. (via Antwerp for 3rd class passengers), 5 and 7, Fenchurch Street, E.C.

Orient Line Steam Co., 5, Fenchurch Avenue, E.C.



Peninsular and Oriental Steam Navigation Co., 122, Leadenhall Street, E.C. No steerage passengers taken.  
 Shaw, Savill, and Albion Co., 34, Leadenhall Street, E.C.  
 The "Shire" Line, Thomas Law & Co, 123, Hope Street, Glasgow (sailing ships)

Trinder, Anderson, and Co., 4, St. Mary Axe, E.C.  
 Wigram Money and Sons, Limited, 7, Leadenhall Street, E.C.  
 Australian Mutual Shipping Co., 3, Brabant Court, Philpot Lane, E.C. (sailing ships only).

Steamers belonging to one or other of these companies run every few days from London and Plymouth. Sailing ships are also despatched at frequent intervals.

The Passenger Act, 1855, and other Acts, require passenger ships carrying emigrants to be seaworthy, have proper accommodation, furnish good and sufficient food, provide medicines, and on large ships a surgeon, and in other ways to protect the interests of emigrants. If the ship improperly fails to start on the day contracted for, the emigrant, or any emigration officer on his behalf, may claim subsistence money till she does start. Short summaries of these regulations are posted up in every ship. Emigrants who find they are not being treated fairly should immediately complain. Passengers by the North German Lloyd and other companies whose vessels do not clear from English ports are not protected by these regulations.

The ships and berths, with the addresses of the brokers or owners, can also be obtained from the advertisements in the principal London and Provincial newspapers.

The passage money by steamer to Brisbane is from about £44 12s. first class, from £31 10s. second class, and from £14 14s. third class, from London, but passengers by any other steamers than those of the British India Company have to transfer at Sydney, Melbourne, or Hobart, which may involve delay and expense. The steerage fare direct by that Company is £17 to all the principal Queensland ports. By a German line, the fare to Southern and Central Queensland ports is from £14 14s. including fare to Antwerp, from which port the steamer leaves. These rates include everything required during the voyage except beer, wines, and spirits, but third-class passengers must provide their own bedding and mess utensils. (These will be supplied if wanted at the cost of from 10s. 6d. to £1.) Third-class passengers are allowed 20 cubic feet of luggage free by the British India Company's steamers; 15 feet by other lines; by sailing ship the amount of free luggage varies.

The fares by sailing ships, which only run occasionally, are about 43 guineas first class, about 21 guineas second class, and about £15 15s. third; £14 14s. from Glasgow, about every six weeks. As a rule, in steamers, children from 3 to 12 years of age are half price; one child under three years free, other children under three years quarter fare; in sailing ships, under 12 years, half price, under one year free.

As the above fares are very liable to change, the advertisements in the daily newspapers should be consulted to ascertain the exact fare at any given time.

No large outfit is necessary, nor need it be new. Emigrants having knives, forks, spoons, bed and table linen, kitchen utensils, sewing machine, light tools, and other small articles or ornaments, should take them, but not heavy furniture nor rough common tools, as free luggage is limited. Emigrants should take all the clothes they have, but not less, if possible, than the following for the voyage and subsequent use. *For men*, two pair of boots, one strong suit, two pairs of white or light tweed trousers, and one jacket of similar cool material, one cloth cap and one broad brimmed straw hat, one pair slippers or canvas shoes, and one overcoat, and six articles of each kind of underclothing. *For women*, two pairs strong shoes, one warm and two cotton gowns, one broad-brimmed straw hat, and one close-fitting hat, one pair slippers, one cloak or shawl, six articles of each kind of underclothing, and sewing materials. *For children*, one warm cloak or greatcoat, two pairs strong shoes, two warm suits, and six to nine articles of each kind of underclothing. Two or three coloured serge suits for men, and an extra supply of flannel for women and children will be very useful. If the emigrant is going by sailing ship, extra warm clothing will be required. N.B.—There are not many opportunities for washing clothes on board.

Any time of the year is suitable for arriving; April to October for preference. December to February are the summer months, the seasons being nearly the opposite to what they are in England.

#### V. EMIGRATION AND DEMAND FOR LABOUR.

(a.) *Free passages* are given to single female domestic servants and to single agricultural labourers from 17 to 35 years of age, and to a limited number of approved families with not more than two children under 12 years. No agricultural labourers, however, are granted free passages, except those specially selected. Application should be made to the Agent-General in London, or to the Local Agent.

(b.) *Assisted passages* are granted to unmarried labourers connected with the land, such as ploughmen, gardeners, miners, navvies, and the like, and to a few married men of these occupations with not more than two children under 12 years; also to single females, such as domestic servants, nurses, sempstresses, and the like, at the following rates:—

Males	between 1 and 12 years of age,	£4 each.	
Males	„ 12 „ 40	„	£8 „
Females	„ 1 „ 12	„	£2 „
Females	„ 12 „ 40	„	£4 „
Both sexes	„ 40 „ 55	„	£12 „

Applications should be made to the Agent-General.

(c.) *Nominated passages*.—(Important to those who have friends in the Colony.) Persons who have resided in the Colony for six

months can nominate others who have been duly proved to be their relatives or *personal* friends for free passages upon the following payments being made in the Colony:—

Males.—From 1 to 12 years of age, £2. From 12 to 40, £4.  
From 40 to 45, £8.

Females.—From 1 to 12 years of age, £1. From 12 to 40, £2.  
From 40 to 45, £8.

N.B.—The nominee must not be over 45 years of age. Only female domestic servants, farm labourers, and labourers connected with the land, *e.g.*, ploughmen, gardeners, miners, navvies, and the like, and their families are eligible for nomination. No family with more than two children under 12 years will be nominated. The nomination is good for one year. The nominee must apply to the Agent-General for the date of sailing, etc.

Emigrants going out under clauses (a), (b), and (c), are free to work where and with whom they please in Queensland, but must remain in that Colony for one year, and must not have previously resided in any of the Australian colonies.

(d.) *Indented passages*.—Employers in Queensland who have resided in the Colony for six months may engage labourers in England or on the Continent of Europe, subject to the approval of the Agent-General; or, in special cases, with the approval of the Minister in the Colony, may engage mechanics and artizans, and can obtain free passages for them on making the following payments at the Immigration Office, Brisbane, or to the Agent-General, London, to whom application should be made:—

For males between the ages of 15 and	
45 years - - - - -	£2 each.
For females between those ages - - - - -	£1 „
Children under 15 years - - - - -	£1 „
All over 45 years - - - - -	Full passage money.

All steerage passengers, including full payers, assisted, nominated, indentured, and free, must consider themselves under the regulations of the Queensland Government during the voyage. A library is provided by the Government in each of the ships for the use of passengers. Single women are placed under the care of an experienced matron. The regulations as to free, nominated, and assisted passages frequently change. The quarterly circular issued by this office, free of charge, should be consulted for the latest information on these passages and on the demand for labour.\*

Money (not exceeding £200) can be transmitted by the emigrant, as follows: he must deposit it with the Agent-General in England and will obtain a receipt, which, when presented at the Government Savings Bank in the Colony will entitle him to receive the amount with interest. If desired the money can remain in the bank at interest.

Assisted, free, nominated, and indented emigrants are received at

\* See copy of the Quarterly Circular for July, 1891, at the end of these Extracts.

Government depôts established at the principal ports and in various parts of the Colony for a few days after arrival free of expense. All emigrants on their arrival in Brisbane should apply for information as to obtaining employment to the Government Immigration Office in that city, which is in communication with branch offices throughout the Colony. The assistant emigration officers at the branch offices have also instructions to give full information to emigrants on their arrival. Immigrants, who proceed into the country within 14 days after their arrival at the port, generally receive *free* railway tickets. Among private agencies for female emigrants is the Lady Musgrave Lodge, Wickham Terrace, Brisbane. Emigrants having friends in the Colony should communicate with them beforehand, and those having no situation should write to Mr. F. W. Galloway, Chief of the Government Immigration Office, Brisbane, stating the kind of work they require and the ship they are coming by.

The long and disastrous drought of 1888, which did not break up till well into 1889, was followed early in 1890 by equally disastrous floods. Before the country could recover from the effects of the droughts and floods, the great maritime strike took place, and for a time paralysed the slowly reviving trade of the Colony. So serious were the effects of this succession of troubles, that all through 1889 and 1890 there were many unemployed seeking work, and it will take some time before they are absorbed, and there is again room for men from the outside. The skilled labour market is overstocked, and it is not advisable that intending emigrants of the artizan and mechanic class should go out unless assured of work on their arrival.

Mining, like the other staple industries of the Colony, suffered by the drought and floods, but not to the same extent. The output of 1889 was larger than in any previous year, and although work was interfered with by the floods during the early part of 1890, there was considerable activity during the most part of that year in the chief mining districts. Still, so many were out of work in other parts that there was no general demand for labour. Should the weather continue favourable a demand will probably grow up again, but at present it is limited, and is supplied at once. It should also be noticed that there is a tendency to a reduced rate of wages on some fields.

In the pastoral districts there has been but little demand for labour during the last year, except during the shearing season. Owing to the droughts, floods, strikes, and the low price of wool, this industry has suffered severely. There is, however, always some demand on the sheep runs in the shearing season (July to September). Men can usually get work on the cattle stations if they know anything about cattle or horses. During 1890 what demand there was came mostly from Charleville and Barcaldine in Central Queensland, and from Townsville in the north. For general farming the demands were mostly from Townsville in the north, from Mackay and Rockhampton in the central coast districts, and from Warwick, Toowoomba, Bundaberg, Maryborough, Brisbane, and Ipswich in the south. In

some of the outlying districts the life and fare are often hard, but men who are sober, frugal, and industrious, and ready to turn their hands to anything, will generally find work in the agricultural and pastoral districts. By hiring on to a farm or station they may save money and gain experience, which will be of the greatest use to them if, after a time, they take up land on their own account. Men with capital should be most careful not to invest in land until they have learnt the capabilities and the methods of the country.

For female domestic servants the demand is greater than the supply throughout the Colony.

For information as to architects, doctors, police, teachers, railway servants, auctioneers, barristers, solicitors, etc., see *Professional Handbook*, issued by this office, price 3d.

For the demand for labour existing at any given time in the different districts of the Colony, see the *Quarterly Circular* issued, free, by this office.\*

The average wages during 1889 were, according to the official report :

*Artizans, per day, without board and lodging.*—Engineers, cabinet makers, and brassfounders, 12s.; blacksmiths, 11s.; bricklayers and carpenters, 11s.; other building trades, 10s.; wheelwrights, coopers, watchmakers, tailors, bookbinders, 10s.; shoemakers, 9s.; brickmakers, 7s. Butchers, *per annum, with board and lodging*, £60 to £70; bakers, £50 to £60. *Agricultural labour, per annum, with board and lodging.*—Farm labourers, ploughmen, reapers, £40 to £52; bush carpenters, £40 to £60. *On stations.*—Shepherds and stock keepers, £40 to £60; sheep washers, 5s. to 7s. per day; shearers, per 100 sheep sheared, 15s. to 25s. On the 13th June, 1890, an agreement was signed between representative squatters and shearers, that the rate should in future be 20s. per 100. *Female domestic servants, per annum, with board and lodging.*—Cooks and laundresses, £30 to £50; housemaids and general servants, £20 to £35; farm servants and dairywomen, £26 to £35; nursemaids, £18 to £25. *Miscellaneous labour, per day, without board and lodging.*—Quarrymen, 6s.; general labourers, 6s. to 7s. 6d.; miners, £3 to £4 a week; seamen, £1 to £6 a month with board and lodging. During 1890 there was a tendency towards a fall in several of the above rates. The ordinary working day for artizans is eight hours. It should be noted that a high rate of wages does not necessarily imply a demand for labour. Farm and station labourers are usually boarded and lodged, and single men, as a rule, preferred to married.

#### VI. COST OF LIVING.

Generally speaking, the cost of living, as compared to earnings is certainly not higher than in England, but just now it is more than usual, owing to the increased prices of provisions, etc.

In the south the rents for working men's houses of four rooms vary from 6s. to 12s. a week. In the central towns, four-roomed

\* The one for July, 1891, is inserted at the end of this series of Extracts.

houses from 8s. to 12s., but half a mile out of town they can be had for 8s.; some small ones at 6s. In the northern towns, etc., rents range from 10s. to 22s. 6d. Two rooms not lined or ceiled, 10s.; a four-roomed cottage lined and ceiled, 22s. 6d. In the north and central coast country, people mostly use tents till they can buy or build a house. A bark house (humpy) costs from £10 to £20; a wooden house from £100 to £150.

Board and lodging for single men costs in the central coast and southern districts 18s. to 25s. a week; further north 20s. to 30s., but most men find for themselves.

Clothing is from 15 to 20 per cent. (3s. to 4s. in the £) dearer than in England. In the north it is often still dearer, but, owing to the climate, less is required. Tweed coats, can be bought for from 9s. 6d. to £1 1s.; moleskin trousers, 5s. 6d. to 8s. 6d.; shirts, 1s. 9d. to 5s.; blucher boots, 6s. 9d. per pair; hats 1s. 6d. to 10s. It is said a man can dress for from £3 to £5 a year.

The average retail prices of provisions in Brisbane in 1889 were, according to the official report, as follows:—*per lb.* beef, 2d. to 4d.; mutton, 3d. to 5d.; bread, 1½d. to 2d.; flour, 2d.; tea, 1s. 9d. to 3s.; coffee, 1s. 8d. to 1s. 10d.; sugar, 2d. to 4d.; butter, fresh, 1s. to 3s.; ditto, salt, 10d. to 1s. 6d.; cheese, 7d. to 1s. 4d.; bacon, 7d. to 1s.; potatoes, ½d. to 1d.; ditto, sweet, ½d.; rice, 3d. to 4d.; milk, 2d. to 3d. per pint; eggs, 1s. to 2s. 6d. per doz. During 1890 prices fluctuated considerably, with a general tendency to be somewhat higher than the above prices, but still, as a rule, lower than English rates, with the exception of vegetables, which are good but dear. Prices in the north are generally higher than in the south.

#### VII. GENERAL INFORMATION.

The estimated population of Queensland on December 31st, 1890, was 414,716, comprising about 240,400 males and 174,300 females. Of these the Chinese are about 8,000, and the Polynesians (usually called Kanakas), about 9,000. The Aborigines, numbering about 20,000, are not included. The above figures give one inhabitant to nearly two square miles, against 492 to the square mile in England and Wales.

The constitution is based upon the British model. There is a Government appointed by the Crown, and a responsible minister is at the head of each department. These ministers form the Executive Council. There are two Houses of Parliament, a Legislative Council (39 members, nominated for life by the Crown), and a Legislative Assembly (72 members, elected by ballot for five years). "The Payment of Members Act, of 1889," entitles members of Parliament to £300 per annum each, and also to mileage expenses of 1s. 6d. on land, and the actual cost of passage to and fro by sea.

Any man of 21 years of age, being a natural born or naturalized subject of the Queen, who has resided in the Colony for six months, and who possesses a freehold of £100, or who pays a rental of £10

for lodgings alone, or £40 a year for room and board, or is in receipt of £100 per annum as salary, is entitled to vote for members of the Assembly.

There 28 municipalities in the Colony. Outside these the Country is divided into sections, each of which is governed by a "divisional board"; the members of these boards are elected by the ratepayers, and their duties are to levy local rates, and control all highways, roads, bridges, wharves, reservoirs, and other public works. During the first five years of the operations of the Act, the Government pays £2 for every £1 raised by the rates, afterwards a sum equal to the rates collected each year.

The total amount of public revenue for the year ending June 30, 1890 was £3,211,795 5s. 11d., and the public expenditure was £3,695,774 13s. 9d., giving a deficit for the year of £483,979 7s. 10d., but as there was an outstanding deficit of £485,165 0s. 8d., the net deficit at the end of the year was £966,144 8s. 6d.

The total taxation was £1,437,666 or £3 10s. 8d. per head. The public debt was, on December 31, 1889, £25,840,950, or £63 10s. 11d. per head. This debt has been incurred for immigration, railways, and other public works. There are no income or property taxes. The local rates are from 6d. to 1s. in the £.

Justice is administered by a Supreme Court, by district courts, each presided over by a judge, by police magistrates, and by justices of the peace.

The Rabbit Act, 1885, enforces the destruction of rabbits.

Marriage with a deceased wife's sister is lawful, by Act of 1878.

Master and Servants Act, 1861, and other Acts regulate the law between masters and servants.

By the Licensing Act of 1885-6, the sale of liquor on Sundays is prohibited except in cases of *bonâ fide* travellers or lodgers on the premises.

The Employers Liability Act, 1886, is similar to the English Act, except that private agreements, which would disentitle the workmen to its benefits, are illegal.

Nearly all the religious denominations of the old country are represented in Queensland. There is no State church, but ministers of religion are registered to enable them legally to celebrate marriages.

Education is free, secular, and compulsory, but the compulsory clauses have not yet been put into operation. Religious instruction is provided for at some of these schools, and at numerous Sunday schools. Higher education is also assisted, the Government granting sums of money for the formation and maintenance of grammar schools, providing for scholarships and exhibitions at universities, and for similar purposes. There are girls' grammar schools at Brisbane, Maryborough, and Rockhampton.

Almost every town of importance has its School of Arts, where there are evening as well as day classes, and where classes are held for technical instruction as well as for drawing, painting, science,

etc. There are also mechanics' institutes, miner's institutes, free libraries, and museums. Some of these institutions receive Government aid. There are numerous friendly societies in the Colony, comprising the Odd-fellows, Foresters, and others known in England. There are also public hospitals and other benevolent institutions. Co-operative stores are increasing in the Colony.

Horse-racing, cricket, football, cycling, athletic sports and games are popular throughout the settled parts of the Colony. There are five State holidays in the year.

By a recent Act, "All the male inhabitants of the Colony between "the ages of eighteen and sixty are liable to serve in a Defence Force "for a period of three years from date of enrolment." On January 1st, 1890, the available land force under arms (including 1,209 adult volunteers) was 3,939, besides 754 well-drilled and trained police, and about 1,000 members of rifle clubs. The marine defence force and naval volunteers numbered about 400.

There were on January 1, 1890, 43,875 depositors in the Government Savings Banks, and the amount to their credit was £1,597,784, being an increase on the previous year of 872 depositors, but a decrease in the amount to their credit of £14,092. On amounts not exceeding £100 the interest is 5 per cent. On sums from £100 to £200 it is 4 per cent. No interest is allowed on sums in excess of £200.

The principal railway system is the Southern and Western from Brisbane. It extends westward to Charleville 483 miles, and southward to Wallangara 232 miles, and has other short branches. The next most important railway is the Central, which starts from Rockhampton and extends westward to Barcardine 358 miles. This also has branches, one of which opens up the copper district of Clermont, 62 miles. The Northern Railway starts from Townsville, and extends 236 miles south-west to Hughenden, and has a branch to the gold district at Ravenswood. There are also short lines running inland from Maryborough, Bundaberg, Mackay, and Cooktown. The fares are 2½d. per mile first class, and 1½d. second, the lowest passenger rate.

Tramways are in operation in Brisbane, and are projected in some of the principal towns.

Coasting steamers keep up a constant communication between all the principal towns on the sea-board. Coaches connect many railway stations with the more distant inland towns.

The total number of manufactories in the Colony on January 1, 1890, was 1,334, showing an increase of 133 on the previous year. The most numerous are, sugar mills, saw mills, brickyards, iron and tin works, foundries, waggon manufactories, ship and boat building yards, and agricultural implement manufactories, but there are many others. The "Native Industries Act" grants land for the encouragement of capitalists to start trades, and gives a bonus for their successful establishment.

There are heavy customs duties in Queensland. A full list of



duties and of articles exempted can be seen on personal application at this office. Upon jewellery and plate (gold and silver) there is an *advalorem* duty of 25 per cent. Upon cotton piece goods and some other articles (*see* list at this office) there is an *advalorem* duty of 5 per cent. Upon all articles on which no special duties are levied, or that are not exempt, a 15 per cent. *advalorem* duty (i.e., £15 on every £100 of value) is imposed. The free list includes the following:—Animals, alive; books, printed; garden seeds, bulbs, trees, and shrubs; flour; machinery; newspapers, printed; passenger's cabin furniture, baggage, and personal effects (not including vehicles, musical instruments, glass-ware, china-ware, silver and gold plate, and plated goods, and furniture other than cabin furniture) which are imported with and by passengers *bond fide* for their own use, and not for the purpose of sale; specimens (natural history); tools; wheat; etc.

#### VIII. THE LAND SYSTEM.

The administration of the Acts dealing with Crown Lands is chiefly in the hands of a Land Board appointed by Parliament. The Colony is divided into land districts, and Local Commissioners hold Land Courts every month. There are at present about 400,000,000 acres of land unsold in Queensland, the greater part of which is held under lease in extensive runs or blocks for grazing sheep and cattle. A considerable part of these runs is now made available for settlement, in the following manner:—From time to time large tracts of country are declared open for selection by a Proclamation, stating whether the land is to be taken up for agricultural or grazing farms. In the case of agricultural farms, the most land that can be selected by one person is 1,280 acres. The rents per acre may not be less than 3d. A purchasing price is also fixed, not less than £1 per acre. Applications to select must be made to the land agent in the district in which the lands open are situated, and are then approved, or otherwise, by the Local Commissioners, and confirmed or not by the Land Board. First year's rent and survey fee must be lodged with application; license to occupy is issued on confirmation. If there are any improvements on the land when selected, they must be paid for within seven days of date of approval. The selector must enter upon the land within six months of the issue of the license, and must occupy it continuously during the currency of the license. Any holder of an agricultural farm of not more than 160 acres may select in any area open for selection within a distance of 15 miles from his residence, a grazing farm of not more than 640 acres, and so long as he occupies the agricultural farm, be exempt from residence on the grazing farm.

Within five years the selector must fence his land or make other improvements equal to cost of fence, and must then apply for certificate of performance of conditions; if the certificate be granted, the selector is entitled to a lease of the land for 50 years. The rent

per annum for the first 10 years is that specified when the land was opened for selection; the rents for each succeeding five years is determined by the Land Board. After 10 years the lessee can purchase the land at the rate stated in the original proclamation, all rent paid during the period of personal residence being counted in reduction of purchase money.

Special facilities for the acquisition of the freehold of agricultural farms not exceeding 160 acres are given to the selector, who must reside personally on the land for five years out of the first seven years of the lease, and must during that time expend a sum equal to 10s. per acre in improvements. Then, if he has duly paid his rent, he is entitled to the freehold on payment of the deed fee, £1 10s., and survey fee of £7 7s. 6d., to be paid in five equal instalments of £1 9s. 6d.

In the case of grazing farms, the maximum areas vary from 2,560 to 20,000 acres, according to quality and district, the annual rent must not be less than 3d. per acre, the fencing must be done, and certificate of fulfilment of conditions applied for within three years, instead of five. The selector is then entitled to a lease for 30 years.

Special provision is made for the settlement of small communities, so that the settlers may live together for mutual protection and convenience, in townships on freehold town allotments, with farms of 80 acres contiguous or in close proximity to their residences.

Any person approved by the Agent-General, who pays his own passage, or that of any member of his family (also approved), from Europe to Queensland, is entitled to a land order of the nominal value of £20 for himself and for each member of his family above 12 years of age, whose passage he pays, and a land order of half that value for each member of his family under 12.

One of these land orders will exactly cover the five years' rent on a homestead (160 acres), which may thus be practically acquired for nothing. Application must be made before leaving Europe to the Agent-General, or some officer appointed for the purpose.

Amongst the books, papers, etc. on the Colony which have been consulted for this Handbook, are the "Annual Reports" and "Statistics" issued by the various Departments of the Queensland Government; Messrs. Gordon and Gotch's "Australian Handbook;" "Handbook for Emigrants to Queensland," by authority of the Agent-General, London, Waterlow and Sons, Limited; the Colonial Office List, Messrs. Harrison and Sons, 59, Pall Mall, S. W., and the Queensland newspapers. Answers from correspondents of this office in the Colony have been largely used. The Committee of Management gladly acknowledge the great use of these answers, and would be pleased if the number of their correspondents were increased.

For further particulars on the Colony, apply to the Agent-General for Queensland, Westminster Chambers, 1, Victoria Street, London, S. W.; or to the Chief Clerk at this Office (office hours, 10 to 6, and on Saturdays 10 to 1.30), where maps and directories may be seen.

## NEW GUINEA.

This is the largest island in the world. Its close proximity to the northern territory of Queensland caused a feeling of uneasiness in the latter Colony, lest it should be occupied by a foreign Government, which might become hostile, and dangerous, hence the agitation of the colonists for the annexation of its southern coast.

BRITISH NEW GUINEA was formally taken possession of by the English authorities and proclaimed a British Colony on the 4th Sept., 1888. The island is about 1,500 miles long, and from 200 to 400 miles in breadth. It contains an area of 250,000 square miles. The British portion consists of the southern part of the half of the island east of 141° of east longitude, and is estimated to contain 86,382 square miles, or 55,284,480 acres. German New Guinea consists of the northern part east of the above degree of longitude, and contains 68,803 square miles, or 44,033,920 acres. The western half of the island belongs to the Dutch. The nearest point to Cape York is 90 miles distant, and it is easily reached from Thursday Island. The country is hardly fit yet for European settlement, but all we know of the interior at present is derived from the missionaries, who appear to have been fairly successful. No settlers are permitted to traffic with the natives for land. The Administrator only is empowered to deal with them, and settlers must obtain land from the Government. The Administrator of the Government is Sir William McGregor, M.D., K.C.M.G., and the Colonial Secretary is Mr. Anthony Musgrave. Their address is Port Moresby, New Guinea, *via* Cooktown, Queensland.



EXTRACTS FROM HANDBOOK OF  
WESTERN AUSTRALIA.

APRIL, 1891.

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*Much of the information contained in the handbook is omitted here as it already appears in my narrative. (pages 103 to 113.)*  
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**W**ESTERN AUSTRALIA was first settled in 1829. The colony is bounded on the east by South Australia, and on other sides by the ocean. It has an area of about 1,000,000 square miles, or about eight times as large as that of Great Britain and Ireland.

There are six land divisions—viz., South-West, Gascoyne, North-West, Kimberley, Eucla, and Eastern.

*Eucla Division.*—The coast is more or less rocky from West Mount Barren to Cape Arid, between which a few small streams flow into the sea. The interior of the division has been partially explored, and some salt lakes discovered; but for the most part it is unknown and uninhabited. There are some considerable pasture lands in the neighbourhood of Esperance Bay, and behind the cliffs that connect C. Pasley with Israelite Bay; the Hampton plains are also said to be fit for pasture.

*The Eastern Division.*—The vast central part of this division is a desert. So far as it has been explored it appears to be a level expanse of sandstone with some granite elevations and depressions forming hills and pools, the surface being covered by what is locally known as spinifex, and thinly wooded with belts of mulga and other shrubs, and occasional white gum trees near the pools of water. No rivers water these extensive regions, which offer but little attraction to settlers. On the western side of this district is situated what is called the Lake District. It consists of an undulating surface of granite rocks, interspersed with lakes of greater or smaller extent according to the rainfall. A considerable portion of this district is after rains richly grassed, and has been utilized for grazing sheep and cattle, but as rain falls at very irregular periods and often at long intervals, it is unfit for agricultural purposes. Long belts of a thick, but low growth of small Eucalypti are found crossing it at intervals. It may probably be found hereafter rich in minerals. The extreme western border of the Eastern Division is separated from the South-West Division by the elevated waterheds of the rivers, the valleys of which open to the coasts of the Colony. Here

again there are some considerable stretches of land which affords good pasturage for sheep, cattle, and horses. No wheat or other cereals are grown.

*Gascoyne Division.*—The Murchison is a large river for Western Australia. In its lower and middle courses it winds through an irregular valley rich in minerals for more than 100 miles in a direct line without an affluent. In the upper valleys it has several affluents, the Sanford, Impey, and Roderick, the valleys of which have an extent of from 100 to 200 miles. In ordinary seasons the Murchison is dry or consists of occasional pools of water; but in times of flood a great volume of water is poured down to the sea. The plains above the head waters of the Murchison and to the east of the Greenough are being rapidly occupied by sheep farmers. There is not much grass except near the rivers, but there is plenty of salt-bush and mulga on which sheep do well; there are also large numbers of horned cattle and horses. Scarcity of water and want of cheap transport are two of the difficulties to be reckoned with. The basin of the Upper Gascoyne is marked by high and rocky hills; it is rich in minerals, and has many available pastoral locations; it may present an irregular curved area of 200 miles long by 60 broad. The Lyons joins the Gascoyne about 75 miles from the sea, and they flow on together into Sharks Bay. About the mouth there is much good pastoral land, which has been mostly taken up. Vessels drawing 14 feet can enter the harbour at the mouth of the river. From the Murchison a barren sandstone plain extends to the coast near the mouth of the Ashburton, broken only by the lower course of the Gascoyne, and supposed to be waterless. Carnarvon at the mouth of the Gascoyne is the principal port; coasting steamers call here.

*North-West Division.*—With the valley of the Ashburton the pastoral district of the North-West Division commences, and extends for 300 miles to the De Grey. Throughout this district from Exmouth Gulf the coast is generally low and covered with mangroves, while to the west it is bold and rocky. The principal rivers, the Ashburton, Fortescue, and De Grey, have their sources among the granite ranges of the interior. Although much of the land is very fertile, yet as the rainfall is uncertain, and often at long intervals, this district is not well suited for agriculture; but as there is water for stock, and the natural grasses are permanent, it has become one of the most important grazing districts in the Colony.

*The Kimberley Division* covers an area of about 134,000 square miles, of which some 33,000 are leased from the Crown, and the remainder is open to selection on pastoral lease. Those who settle here must be fully prepared for a very much hotter and less healthy climate, and, even in the best parts, a far scarcer supply of rain and running streams than we have in England, as for several months in the year there is no rain at all. No wheat or other cereals are grown here, but vegetables grow fairly in parts; no clearing is required.

Not less than 10,000 acres and £1,000 capital would be necessary for anyone beginning pastoral pursuits.

Gold has been discovered in this division. The nearest ports to the gold-fields are Derby (304 miles) and Wyndham (212 miles). The road from Derby is the best, but that from Wyndham is the shortest. Provisions are scarce at both these ports, and the route lies by very bad roads and creeks, through very rough country, which will not in itself supply much food except in the dry season, when game might be obtained. The journey, which is generally made on horseback, is expensive. The natives are numerous, and have on many occasions shown themselves hostile. A strong party well equipped, is absolutely necessary to do anything in these districts, not only with any chance of success, but with any reasonable safety. According to the last reports, some rich gold was being obtained from one or two mines, but a great many others were almost deserted. There was great scarcity of grass and water. Some 80 to 90 men were on the ground. There is often a good deal of sickness caused by the hot climate and hard fare. There is but little machinery in use at present. There are other gold-fields in the Colony, but their inaccessible positions check their progress and development.

*The South-West Division.*—This covers the best part of the Colony, and it is here that the principal population is settled. It has three natural divisions. Firstly, we have on the east the line of elevated watershed of the rivers of the west and south coasts dividing the more settled part of the Colony from the unoccupied regions in the interior; secondly, the great forest land extending to within from 10 to 15 miles of the sea; and lastly, the coast districts of the south and west. The first is the course taken by the railway from Albany to Beverley with its great southern outlet, King George's Sound; the second contains not only a vast expanse of the finest timber, but in the upper and middle valleys of the rivers agricultural and horticultural areas still unoccupied, besides the mineral wealth of the hills, which awaits development; the third is probably the best suited of all the lands in Western Australia for European settlement, and is the outlet for the export of the staple products of the whole district. The land is well suited both for agriculture and pasture.

The whole of this district, nearly the size of France, is mainly level, but often undulating. The Darling Range runs parallel to the west coast at a distance of 10 to 25 miles, and rise to a height of between 2,000 and 3,000 feet. The western coast is generally rather flat country of a sandy character. The whole country from north to south, except where it has been cleared for cultivation, is heavily timbered with trees and bush. There are occasional open sandy plains, covered with shrubs and flowering plants of great variety and beauty, and in the north and east low scrubby trees and bushes often take the place of timber. There are good roads and

bridges in most parts. The agricultural land available for settlement is limited, but is not yet nearly taken up. Farming is fairly remunerative, but the farmer has to contend with several difficulties, such as want of farm hands, poorness of soil, poisonous plants, denseness of forests, and the scarcity of water.

In the northern part of the South-Western Division, between the Murchison and the Irwin, is situated the *Victoria District*. This is said to be about the best part of the Colony for pastoral purposes. There is some rich pasture land about the Greenough River, and there is generally a very fair supply of water. Wheat also grows well, and from Geraldton to Dongara at the mouth of the Irwin is a succession of good farms. The chief towns in the Victoria District are Geraldton, Northampton, Greenough, Dongara, Guildford.

*Perth* (8,000), the capital of the Colony, is prettily situated on the river Swan. Most of the houses are built of stone and brick, bricks being made at Perth, Fremantle, and Guildford. There are here many churches of all denominations, buildings necessary for business and amusement, a mechanics' and working men's institute, high school, and hospital. There are some pleasant gardens, and small manufactories.

*Fremantle* (population about 5,000) is 12 miles from Perth, and is connected by rail and river; it is the chief port on this coast, and its harbour is being improved. There are some manufactories in the town, and the sea breeze makes it cooler in summer than Perth. Vines, etc., grow well in this neighbourhood.

*Albany* (population 1,000) is prettily situated on King George's Sound, 261 miles south-east of Perth (railway fare about 36s.) The P. and O. and Orient lines from England call here. Being the terminus of the railway from Perth, and the principal port of the Colony, it is likely to become an important town. It made considerable progress in 1890, and the town land realized increased prices. The climate is pleasant, and cooler than that of Perth.

Throughout the South-Western Division there is a natural abundance of grapes, melons, figs, oranges, etc., but they receive little cultivation as a market is wanting. There are also extensive forests, which are being cut down for timber. Port Augusta, 190 miles south-west of Perth, Rockingham, 25 miles south of Perth, and Busselton, all connected by coach and sea with Perth, are some of the chief centres of the timber trade. There are considerable saw mills also.

#### CLIMATE OF WESTERN AUSTRALIA.

The Colony is generally healthy in spite of the bad sanitary arrangements in most of the towns. In a country of such extent there is a great range of climate, but even in the farthest north there is an absence of the malarial fevers common to the tropics; the heat is dry, though very oppressive in the Kimberley Districts, but the nights are tolerably cool; in the central portions of the

coast region the climate is like that of Southern Italy. The South-Western corner is, however, the most salubrious, being seldom too hot, except during the three months of summer, or too cold, and having regular and temperate seasons. Throughout Western Australia the traveller camps out at night, generally without any covering but a rug, and never seems to receive any injurious effects. The regularity of the sea breezes in the summer tempers the heat of the sun. The summer is much hotter and the winter brighter and not nearly so cold as in England. The mean maximum of the thermometer at Perth is 73°, and the mean minimum 54°.

*Ports and Shipping.*—The amount of shipping done in 1889 was a fourth as much again as in 1888. More than half of the whole is done at Albany; the next largest port is Fremantle, and then Ports Broome, Walcott (Cossack), and Wyndham on Cambridge Gulf in the North.

Steamers run every two or three weeks from Melbourne *via* Adelaide and Albany, right up to the North, calling at all West Australian ports. P. & O. and Orient steamers arrive at Albany in alternate weeks from England and from Sydney *via* Melbourne and Adelaide, making almost a weekly mail service from England and from the Eastern Colonies.

There is a regular steam service about once a fortnight between Albany and Champion Bay (Geraldton), touching at Busselton (the Vasse), Bunbury, and Fremantle; also about once a month between Fremantle, Cossack, and Derby (King Sound), and, less frequently, Cambridge Gulf (Wyndham); all these services touch at Geraldton, Sharks Bay, Gascoyne (Carnarvon), Ashburton (Onalow), and Cossack.

In addition to these there is a steam service every two months from Fremantle to Singapore *via* Geraldton, Sharks Bay, Carnarvon, Ashburton, Cossack, and sometimes Derby.

*Population.*—The population on 5th April, 1891 was 50,000; there were about 7,000 more males than females. The inhabitants are settled mainly along the coast, and within 100 miles of it. The population of Perth and Fremantle comprise nearly a third of the entire population of the Colony. The native population is not large, and in the more settled districts they are fast disappearing. They are very useful to the pioneer settlers, as shepherds, stock-riders, and general station hands, and settlement is very much assisted by their aid, though they sometimes take to sheep-stealing. In the Northern Districts they are largely utilized as pearl-shell divers. An Act was passed in 1889 to restrict the immigration of Chinese. There is a poll tax of £10 on every Chinaman landed.

*Constitution and Government.*—By an Imperial Act passed in 1890, the Colony becomes self-governing, and is given the management and control of its waste lands, including all royalties, mines, and minerals. Power to divide the Colony, at any time, into one or more portions under separate governments is reserved to the Crown. The new Constitution provides for the creation of a Legislative Council



and a Legislative Assembly; every member must possess freehold property in the Colony of the value of £500 sterling, or of the yearly value of £50. An elector to the Legislative Assembly must possess, at least one year before being registered, either (1) a freehold of £100 value; or (2) a leasehold of the value of £10 a year; or (3) a mining or occupation license from the Crown of the value of £10 a year; or (4) must occupy, as householder or lodger, a house or room of the value of £10 a year. During the next six years, or until the population of the Colony reaches 60,000, the Legislative Council is appointed by the Governor, after that time it becomes elective, on a franchise higher than that for the Assembly. Municipal bodies, elected by the ratepayers are general in the settled districts.

The administration of justice is very similar to that in England.

There is a Post Office Savings Bank at Perth, with several branches in the country. The balance on December 31, 1889, was £31,000, showing a slight increase over 1888.

The revenue for 1889 was £442,725, as against £357,003 in 1888; and the expenditure £409,701 (including a debit balance from 1888 of £23,701), as against £385,129 in 1888. There was thus a balance for the year of £33,024. The taxation and the revenue per head are both higher than in any other of the Australian Colonies. The Public Debt at the end of 1889 was £1,371,981.

The imports in 1889 were of the value of £818,127 (of which £364,386 were from the United Kingdom, and £438,151 from British Colonies); and the exports £761,391 (of which £506,023 were to the United Kingdom, and £206,268 to British Colonies). Comparing 1889 with 1888 the imports from the United Kingdom are almost identical, and from British Colonies, show an increase of £24,153, while the exports to the United Kingdom show an increase of £23,761, and to British Colonies, £29,747. The total imports from all countries show an increase of £31,877, and the total imports an increase of £81,046.

*Railways.*—Most of the railways are under Government; the gauge is 3 feet 6 inches. Those already opened and those in course of construction will measure about 700 miles.

The Timber Companies have about 50 miles of railways or tramways for bringing timber from the ranges to the sea.

The lowest railway rate is 1d. a mile.

*Customs Act, 1888.*—The following are the principal goods admitted free of duty :—

Books, printed, not being account, including music and charts.

Immigrants' tools and instruments of trade, not exceeding £10 in value, per immigrant. Personal baggage (not including vehicles, glassware, chinaware, silver and gold plate, and plated goods and furniture other than cabin furniture), which is imported with and by passengers, immigrants, and travellers *bond fide* for their own personal use and not imported for the purpose of sale.

Machinery for boring for water and coal. Plants, seeds, and bulbs. Surgical or scientific instruments.

All other goods are charged with a specific duty, or an *ad valorem* one of 5, 12½, or 20 per cent. Details may be had at this office. All dogs (except those coming from other Australasian colonies) are put into quarantine for at least six months after landing, the owner bears all expenses of this, and pays an immediate deposit of £10 (Regulations of 1884). The Customs receipts in 1889 were larger than those in 1888, and those in 1890 larger than those in 1889.

Marriage with a deceased wife's sister is lawful.

#### PRICES OF LAND : WORKING CAPITAL, ETC.

From 100 to 300 acres is the size of an ordinary farm; improved land would cost from £2 to £4 an acre and upwards; a further sum of £200 to £300 would be required for working capital; about £150 would start a man on 20 acres. The price of clearing land varies much; some highly timbered land can be partially cleared, leaving the larger trees untouched for 30s. to 60s. an acre; other land can be completely cleared for £5 to £8 an-acre, and more heavily timbered from £12 to £15, but sometimes for not less than £20 to £30 an acre. The land is generally the richest where the clearing is the heaviest. Of course, if the settler can clear the land himself, he will be saved this expense. Such clearing as the last is seldom attempted, unless the timber is valuable. There is also a machine used for pulling down the trees. Water may generally be obtained by sinking wells 12 to 20 feet deep; but along the railway south of Beverley there is little or no good water for 200 miles. The West Australian Land Company have a large quantity of land to sell within some miles on each side of their railway from Albany to Beverley. The land varies in quality, some of it near Albany is heavy and well suited for potatoes, etc., and in many parts for fruits; further up it is sandy and better suited for vineyards, and in parts, as at Pootenup, Etipup, etc., for farming; the prices vary from 5s. to £2 an acre according to quality and situation; or the land may be rented; recent prices were from 14s. 10d. for rural lands and £40 17s. for town sites. Almost the whole of this land is covered with timber, and requires clearing. The trees are mainly gum, which is only useful for fuel and rough fencing. There is also jamwood along the northern half of the line, which is good on cabinet work; and here and there some jarrah and karri are found. In some districts of the south-west there are no good local markets; in the south, Albany and the large steamers which call there every week would make a good market for vegetables and fruits. At present cereals, vegetables, etc., are largely imported by the Colony.

In 1889 there were 117,833 acres of land under cultivation.

*The statistics produced in the handbook respecting agriculture shows badly, and are not worth reproducing here, evidently agriculture is but a small item in the present condition of the Colony.—J. H.*

There would seem to be a considerable opening for dairy farming in the Colony; bacon can be made ready for market at 7d. to 1s. a lb., which would give farmers a good profit. During 1889 not less than 143,000 lbs. of ham, bacon, and tongue, 378,000 lbs. of butter, and 124,000 lbs. of cheese had to be imported for home consumption.

*Pastoral.*—To the north of Geraldton, the country, as will have been seen, is used almost exclusively for pasturage, and is suited for horses, cattle, and sheep. The principal drawbacks are the presence of poisonous plants in many parts of the Southern portions of the Colony, and the scarcity of water. The largest squatting properties are now to be found in the Northern, Gascoyne, and Champion Bay districts of the Colony; and pastoral pursuits are successfully followed there by enterprising colonists, but the quantity of land taken up for pastoral purposes has been gradually decreasing since 1882-3. This is mainly owing to the difficulty of stocking the land; about 15,000,000 acres have been forfeited in the Eucla district. In spite of this the numbers of all stock are higher in 1889 than in 1888.

At the end of 1889 there were 2,366,000 sheep in the whole Colony; the export of wool in that year was 9,501,000 lbs., valued at £395,900, or an average of 10d. a lb. Comparing 1889 with 1888, the quantity exported in 1889 was 1,000,000 lbs. more, but the value was 2d. a lb. less. Nearly a third of the whole number of sheep were in the North district. The Champion Bay and Gascoyne districts come next with about 330,000 and 380,000 each, and then the Irwin with 177,000. Sheep are worth from 9s. to 12s. each.

At the same time there were nearly 43,000 horses, pretty well distributed all over the Colony. There is some trade in horses with outside markets; over 400 horses being exported annually to Singapore, Mauritius, etc., at an average value of £12 a head.

At the same time there were 120,000 horned cattle; of these 18,000 were in the North district and 40,000 in the Kimberley district; but every settled part has some.

At the same time there were some 27,000 pigs and 4,700 goats.

The vine grows luxuriantly throughout the southern portions of the Colony, and fruits of all kinds, both English and tropical, abound. In 1889 there were 1,088 acres under vines, producing an average of 189 gallons of wine to the acre, showing an increase of 200 acres over 1888; the average price per gallon was 5s. to 6s. Four-fifths of the vines are in the Perth, Fremantle, Guildford, and Toodysy districts. The soil and climate are admirably suited for their production, and the profits after the first three or four years are large. There is probably no industry which offers so many openings for a man of small capital and some experience. Very fair wine is already made, and with improved methods of making should command a ready market outside the Colony. Comparatively little fruit is grown at present as a marketable article, but its production is easy and will probably largely increase in time. It requires a

little capital as the land is expensive to clear, and the grower has to wait three or four years until he gets a return from his outlay. The following may be taken as a rough estimate of preparing and planting 10 acres; the cost of the land and clearing (if any) must be added. *First year*, ploughing, £15; raising cuttings, £7 10s.; planting £10; cultivating and training, £10; total, £42. *Second year*, cultivating and training, £15; filling up misses and pruning, £3; total, £18. *Third year*, £20; total expenses for three years, £80. *Fourth year*, a yield of 1,000 lbs. of grapes per acre at 1½d a lb., gives £62 10s., less expenses £40, leaving a balance of £22 10s. *Fifth year*, a yield of 2,500 lbs. per acre at 1½d. a lb., less £50 expenses, gives £108 5s. *Sixth year*, a yield of 4,500 lbs. per acre at 1½d. a lb., less £65 expenses, gives £216 5s. *Seventh and subsequent years*, the vines should be now in full bearing and should yield 6,000 lbs. per acre, which at 1½d. less £75 expenses, gives £300 for the 10 acres. Apricots and peaches should return £40, and oranges and lemons £100 an acre when full grown.

For further, and the latest information respecting this Colony, apply to the Emigrants' Information Office, 31, Broadway, Westminster, S.W.



EXTRACTS FROM HANDBOOK OF  
SOUTH AUSTRALIA.

APRIL, 1891.

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*Much of the information contained in the handbook is omitted here as it already appears in my narrative. (pages 122 to 138.)*

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**S**OUTH AUSTRALIA was first settled in 1836. It is, with the single exception of Western Australia, the largest of the Australian Colonies, and stretches across the whole continent from south to north. It is more than seven times as large as the United Kingdom. It touches all the colonies of Australia, bordering on New South Wales, Victoria, and Queensland on the east, and being bounded on the west by Western Australia. Twice, since the establishment of the Colony, its limits have been extended. In 1861, a strip of land south of lat. 26°, was detached from New South Wales and annexed to South Australia by the Imperial Legislature; and in 1863 the northern boundary of the Colony, which was originally the 26th parallel of latitude, was shifted to the northern coast line, thus bringing within her borders the large area now known as "The Northern Territory."

CLIMATE OF SOUTH AUSTRALIA.

The climate is much hotter and drier than that of England; it is more like that of southern Italy. The seasons are nearly the opposite to what they are in England. The four hottest and driest months are December to March inclusive, when the heat, sometimes increased by hot winds, is very intense, but the dryness of the atmosphere renders it bearable. Those who can afford it, spend the summer on the hills, or at watering-places along the south-east coast. The remaining months of the year are very pleasant, the weather being brighter, dryer, and warmer than in England. The winter is wet; there is no cold weather as in England. The climate is healthy.

The *rainfall* at Adelaide is generally about 21 inches in the year, the wettest months being from May to September. In 1888 it was only 14½; but in 1889 it rose to nearly 31 inches, which makes it the wettest year yet recorded.

In the hill districts, as at Mounty Lofty, the fall is much heavier. In the far north, especially in the plain country, the rainfall is lighter and more uncertain. In much of the squatting country the annual rainfall seldom exceeds, and often does not reach, 7 inches.

The best time for arriving in the Colony is from May to October; speaking generally, the emigrants would always do well to arrive in good time to settle down before the hot weather comes on and the shearing and harvest begin.

The population is estimated at 324,142; there are 10,000 more males than females.

There is regular communication by sea between Adelaide and the other Australasian Colonies, as well as with the principal ports of the Colony itself; the ocean steamers now anchor at Largs Bay (10 miles from Adelaide) instead of Glenelg.

*Exports and imports.*—The imports for the year ending June 1890 were £7,381,465, showing the large increase of £1,409,110 over those of 1888-9; and the exports of the Colony's produce, £8,171,136, or £1,454,852 more than in 1888-9. Of imports during the last three years, 36 per cent. came from the United Kingdom, 58 per cent. from British Possessions, mainly New South Wales and Victoria, and 6 per cent. only from Foreign States. Of the exports nearly a half go to the United Kingdom, and rather less to British Possessions, mainly Australia. The principal articles of produce of the Colony, exported in 1889, were wheat, £236,898 only as against £1,492,145 in 1888; hides, skins, etc., £181,060 as against £210,408 in 1888; copper, ore, etc., £295,288 as against £325,227 in 1888; flour, £691,777 as against £663,701; hay, chaff, etc., £117,750 as against £64,201; wine, £44,891 as against £33,903; wool, £1,541,972 as against £1,353,632; manufactures, £204,114 as against £193,623.

*Revenue and expenditure.*—The actual revenue for the year ending June 30th, 1890, was £2,478,981, or £176,487 more than in 1888-9, and the expenditure £2,404,179, or £138,230 more than in 1888-9. The Public Debt in July 1890 was £21,151,500, or nearly £65 per head, raised at various times for public works. An income tax is levied; of the total revenue not quite a third is raised by taxation, mainly customs, and over £1,000,000 is derived from the railways and tramways.

*Government.*—Besides the Governor, who is appointed by the British Government, there is the Legislative Council, and the House of Assembly. The Legislative Council is composed of 24 members, who must be natural-born or naturalised subjects of Her Majesty the Queen, of thirty years of age, who have resided for not less than three years in the Colony. The qualification of electors for the Legislative Council is the possession of a freehold of the value of £50, or a leasehold of £20 annual value, or the occupation of a dwelling-house of £25 annual value. The elector must also be twenty-one years of age, a natural-born or naturalised English subject, who has been registered voter for not less than six months. The House of Assembly, or "Lower House," is composed of fifty-four members; elections are triennial. The only qualification of a member of, or an elector for, the Assembly, is that he must be a subject of Great Britain, 21 years of age, who has been on the

electoral roll for six months. The elections are by ballot. Polling hours are from 8 a.m. to 7 p.m. (Act of 1889). A member of either House, if he does not receive an official salary, is paid £200 a year (Act of 1890). Local Government is general.

*Religion.*—All religious bodies are represented. There is no established church. At the census of 1881, out of a population of 279,865, there were 76,000 belonging to the Church of England, 43,000 Roman Catholics, 42,000 Wesleyans, 20,000 Lutherans, and 18,000 Presbyterians. These and other smaller denominations have places of worship in all the settled parts of the Colony.

*Justice.*—The administration of justice is very similar to that in England.

*Education.*—The fees are 4d. per week for children under eight years, and 6d. for pupils above that age, for those who can pay. The Free Education Bill introduced last session did not pass. The education is compulsory and secular; but the teacher may, if he likes, and must if requested by 10 parents of pupils, read out a portion of the Scriptures, for half an hour before school begins. There are also many Sunday schools. There are many scholarships and exhibitions open to all. About a quarter of the total amount spent by the State on education is recouped by payment of fees, etc. There are several colleges, such as St. Peter's and Prince Alfred Colleges, where higher education and religious instruction are given; and a School of Painting and of Design. The highest educational establishment in the Colony is the Adelaide University, having several valuable scholarships and the power of conferring degrees on both men and women.

*Agricultural College.*—There is also an Agricultural College situated on the Government Experimental Farm at Roseworthy, about 30 miles from Adelaide. The college has not hitherto been very successful, and has not been much used by the farming class, for whom it was intended. Steps have recently been taken to remedy this, and the fees have been reduced to £30 including everything. There are some 25 students. The course includes the principles and (8 hours a week) practice of agriculture, book-keeping, mensuration, elementary chemistry, and natural science, anatomy and physiology of live stock, elementary mechanics and surveying, and recently viticulture has been added.

Hospitals and charitable institutions are numerous. The total number of persons relieved by rations in the whole Colony during 1890 was 4,221, of which 90 only were "unemployed."

Many Clubs have been started in Adelaide for the promotion of sports, such as Hunt, Archery, Lawn Tennis, Yacht, Rowing, Swimming, Cricket, Football, Athletic, and Bicycle Clubs.

#### PRODUCTS.

These have been repeatedly referred to in the foregoing pages; they are here grouped together.

*Agriculture* is confined to the counties. In those in the South and centre the area under cultivation is slowly increasing; but in two or three of the northern counties cultivation has been for the most part abandoned owing to the insufficient rainfall. A Select Committee of the House of Assembly have (Dec. 1890) endorsed the fact that wheat growing is becoming less and less profitable, and the great importance of growing grapes for wine. The principal field crops are wheat, hay, barley, oats, sown grasses, and potatoes. Two-thirds of the tilled ground is under wheat. The total acreage of wheat decreased from 1,942,000 in 1884-5 (when the last statistics were taken) to 1,842,000 in 1889-90; the average produce per acre in both years was nearly eight bushels; the average price in 1889 was 3s. 3d. to 4s. 10d. a bushel, and in Dec., 1890, 3s. 8d.

The hay crop of 1889-90 was a very good one, the average yield being 24 cwt. to the acre, and 25 per cent. above the average.

Only some 20,000 acres of barley are cultivated, yielding an average of 12½ bushels an acre. It is chiefly grown in the southern counties, Kangaroo Island, Yorke's Peninsula, and the Port Lincoln District.

Some 10,000 acres only of oats are cultivated, chiefly in the same parts as barley; the average yield is over 12 bushels an acre.

Peas are principally grown in the hills, and in 1889-90 suffered from excessive moisture. The number of small holders having barley, oats, peas, sorghum, and other subsidiary crops is rapidly extending.

Permanent grasses have greatly increased in area. This culture is extending among small farmers and graziers, who are more generally keeping flocks and is not confined to the large estate holders. Lucern has decreased, chiefly in the southern districts.

Minor crops include maize, sorghum and millet (largely), beet, turnips, onions, pumpkins, melons, rye, rape, mustard, sunflowers for feed, wattles, canary seed, chicory, flax, hops, etc.

The mode of farming in South Australia is very different from that pursued in Europe. Hand labour is too tedious and costly, and harvesting operations are done by machinery. In March or April the early rains are looked for, and ploughing is very general during the three months of April, May, and June. The intense heat of summer hardens the ground, so that ploughing is difficult and costly prior to the advent of the rains. Sowing is begun in April, May, or June, according to the locality and as a rule, is completed by July. In recent years, sowing has been done by mechanical seed sowers, which are largely manufactured in the Colony. With this machine, 100 acres per day can be easily sown at a cost of about 3d. per acre. The operations of rolling and harrowing are very much the same as on English farms, only that the ground being drier and more friable requires less working. The principal rains are expected to fall in June and July; in August as the days lengthen, the crops shoot up, and in the next two months they grow rapidly.



As the month of November approaches, the crop begins to show for ear. In certain unfavourable seasons, red rust then develops and injures whole fields of wheat. Hay harvest is generally in full swing by the middle of November, the corn harvest following immediately afterwards, the forwardness of the crops depending upon varying circumstances such as early or late varieties of wheat, early or late sowing, or favourable or unfavourable climatic conditions. Hay is made in South Australia of the wheat plant, mowed just as the wheat is forming in the ear, and dried for a few days in the sun. By the beginning of December, when the summer has set in, reaping operations have fairly commenced; and by Christmas, harvesting is general throughout the Colony. The average daily work is from eight to ten hours, and the area reaped per day may also be set down on an average of from eight to ten acres, according to circumstances. It is difficult to accurately state the cost of reaping, but it runs from 3s. to 5s. per acre.

The capital required to work a farm, over and above the purchase money, is from £300 to £600 for 500 to 1,000 acres; improved land costs from 40s. to 75s. an acre, or 3s. to 5s. an acre to rent. Owing to the low price of produce during the last two or three years, land values have declined 25 to 30 per cent., and it is needful to combine grazing with agriculture, which necessitates a large holding, say 1,000 acres, and a capital of not less than £1,000. Clearing timber land, where needed, costs from £1 an acre, and scrub land 10s. The chief difficulties which the farmer has to contend with are dearth of farm hands, the rabbit plague, droughts, and, last year, the locusts.

*Pastoral Settlement.*—The sheep and cattle runs range from a few square miles up to several hundred in extent, and there are cases of a squatter or a squatting firm leasing one or more thousand miles of of pastoral country. In 1889-90 nearly 45,000,000 pounds of South Australian wool were produced, or more than in 1886, 1887, and 1888, but less than in 1884 and 1885. The principal breed of sheep is the merino; the weight of a good merino being about 60 lbs. The number of sheep decreased from 6,645,000 in 1885\* to 6,386,000 in 1890; three-fourths of these were depastured within the counties; the above decrease occurred in the Central, Upper North, and South-East divisions of the counties.

Drought has destroyed large numbers of sheep during the last few years; but it is hoped that by the sinking of artesian wells, the storing of water, and irrigation, the danger of drought may be to some extent obviated. The rabbit plague also causes great loss, especially along the Murray Flats, and wild dogs have become an increasing danger. But there are no contagious diseases; and the wool clip in 1889 was most satisfactory, and prices good. The price in the Adelaide markets in 1889 for first-class Merino fat wethers ranged from 9s. in November and December, to 25s. in May. Prices were higher for

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\* No statistics of any live stock were taken between 1885 and 1890.

wethers than in 1887-8. The average price of Adelaide wool in London in 1889 was 10d. per lb., as against 8d. in 1888.

Cattle have, on the other hand, increased from 258,000 in 1885 to 324,000 in 1890, the increase being chiefly in the Diamantina country. One of the chief diseases is red-water. The price in the Adelaide markets in 1889 for first-class bullocks varied from £6 in December to £23 in April; for first-class cows from £4 10s. in November to £15 10s. in April.

Horses show a slight increase as compared with 1885; this increase is principally in the far north, where large breeding stations have been established. They were rather unfortunate in 1889, owing to the equine fevers, strangles, etc.

Pigs show a large falling off in number, though a good breed has been introduced: there are considerable bacon-curing establishments at Mount Gambier.

Other stock are camels for the interior, angora goats, and ostriches, the largest ostrich farm being near Port Augusta.

*Dairy Farming.*—There would seem to be excellent prospects for dairy farmers. A large amount of export trade in dairy produce, especially in eggs, is already done with the other Australian Colonies. A trade with England is now being opened up by means of cool chambers on the mail steamers, which is capable of unlimited expansion. Butter and cheese factories have greatly developed in the Colony of late years; but the establishment of more of these, or of a large central factory, appears to be essential if this new trade is to become a success.

Every kind of fruit that can be grown in England is found, as well as olives, figs, oranges, peaches, guavas, grapes, lemons, almonds, etc., growing in the open air, and thriving most luxuriantly. There is a large number of market gardeners within a few miles of Adelaide, who gain their living by growing fruits and vegetables; many of the working hands are Chinese. The country is well suited for the growth of fruits, and probably in this and the wine industry there are more openings in the future than in any other. The planting of orchards continues to increase; but the imports of dried fruits have actually increased during the last 10 years.

Potatoes are grown mainly in the neighbourhood of Mount Gambier, in the south-eastern district of the Colony, where also there are a few hop plantations. In the Mount Lofty Ranges, also, potatoes are grown regularly along with the other crops of common garden vegetables, but the cultivation is not large. Upon the plains, the crops are uncertain owing to want of rain, though sometimes a few acres will turn out well. The average yield of potatoes is from 3½ to 4 tons an acre.

The soil and climate are very suitable for the production of all sorts of wine. The Adelaide plains produce wines similar to those of the south of Spain, whereas the hilly districts are adapted to the growth of clarets and the lighter descriptions of wine. Out of a

total area of 7,300 acres under vines, 6,000 are in the counties of Adelaide and Light. At Tintara, 30 miles south of Adelaide, where there are many good vineyards, land costs from £3 to £10 an acre. An acre of vines in bearing is put down as worth £100; the return is £10 an acre for the grapes, and 50 per cent. more for the produce, if sold in the shape of wine under one year old. Vineyards and orchards represent in production quite four times as much money as wheat at 10 bushels to the acre. There are great possibilities in this industry, which in time will no doubt be one of the main industries of the Colony. The quantity of wine made in 1890 was over a million gallons, or nearly double what it was in 1886.

#### MINERALS.

In 1888 the price of South Australian copper in London was much higher than in previous years, ranging from £82 to £93; but in 1889 the price fell again to £43 to £53. The production in 1889 was about the same as that in 1881 and 1882, but larger than in any other of the last 10 years except 1884.

At the end of 1889, the only copper mines which were being worked at all were at Hamley, Moonta, and Wallaroo, 85 miles N.W. of Adelaide; Burra Burra, 100 miles N.E. of Adelaide; Blinman, 262 miles N.; Kurilla, 85 miles N.N.W.; Leigh's Creek, 380 miles North; Mildaltie, 260 miles N.E.; Sliding Rock, 325 miles North; Mutooroo, 290 miles N.E.; and a few others. The mines at Wallaroo, Mutooroo, and Moonta are practically the only important mines that are now working.

Gold mines were being worked at the end of 1889 a few miles from Teetulpa and Manna Hill (N.E. of Petersburg), Adelaide, Gawler to the north and Blumberg to the east of Adelaide, and in a few other districts, but the results were not very large.

At the end of 1889 silver mines were being worked near Adelaide, near Beltana and Farina in the North, and near Callington and Mount Barker, S.E. of Adelaide; cobalt mines near Blinman in the N.E.; and bismuth near Mount Barker, etc. There are also several freestone and sandstone quarries, which have not been much developed at present; granite at Port Elliot; marble near Kapunda and Angaston; and slate at Willunga and Mintaro.

*The manufactories* are not very large. The principal are those for making machinery and agricultural and other implements, provisions, beer and spirits, and leather saddlery and harness. There are shipbuilding establishments at Port Adelaide, and carriages, etc. are made at the Government railway works. The first locomotive made in the Colony was started in 1890. There are also a good many brick-making, chaff-cutting, and clothing establishments, and saw-mills. Most of the timber suitable for manufacturing and building purposes is imported, as very little grows in the Colony. The total value of manufactured goods exported in 1889 was over

£204,000, or £10,000 more than in 1838, and £54,000 more than in 1887.

The total number of hands employed in 1889 was 9,587 males, and 1,842 females. There were also at that time 79 mills for grinding and dressing grain, employing 641 hands.

*An irrigation settlement* at Renmark, on the Murray, from which the water is pumped up, is being established by Messrs. Chaffey, but at present only part of the land has been surveyed. It has an area of 250,000 acres, and a river frontage of 60 miles, the frontage blocks being heavily timbered with red gum. The prices are £15 per acre for agricultural lands, £20 for fruit-cultivating lands, and £20 for town allotments of one-eighth acre, and £100 for suburban allotments of 2½ acres. The soil in most places is a red sandy loam, with a clay sub-soil. Messrs. Chaffey are to spend £300,000 on the land within 20 years (Act of 1887). There are several hundreds of persons there now, and a considerable portion has been selected for cultivation, and for houses. The settlement is still in a primitive condition, but ultimate success is looked for. Vines, oranges, lemons, raisins, currants, almonds, figs, lucerne, and maize all promise well. The climate is extremely hot, and the rainfall very small. Settlers must have considerable capital, as in addition to the price of land, some £20 to £30 per acre must be spent in clearing, fencing, ploughing, planting, etc., besides cost of buildings. The route there is by rail from Adelaide to Morgan, 105 miles (fare from 10s. 10d.), and thence by steamer up the Murray (160 miles, fare from 15s.). The agent in England is Mr. J. Vincent, Cornwall Buildings, 35, Queen Victoria Street, E.C.

At Emu Flat, in the Ninety Mile Desert, a large quantity of land is being irrigated, and planted with vines and fruit trees; and between Lake Bonney and the Murray a scheme is in progress for irrigating 6,000 acres of land. In December, 1890, leave was given to form on the Murray "the Mannum Irrigation Colony."

*Having given very full and concise information respecting these in the course of my narrative at pages 127 to 130, I will simply refer my reader to those pages, and for fuller details to the various authorities mentioned on page 124.—J. H.*

*The Game Act.*—By the Game Act, 1886, (1) certain birds and animals are protected, in the counties and islands only, during certain seasons of the year; (2) trespassers in pursuit of game on enclosed land, except land held on lease from the Crown for pastoral purposes, may be fined £5.

*Bush Fires Act, 1885.*—By this Act, (1) no scrub may be burnt during November, December, and January; (2) no stubble may be burnt from November to the end of April, except during stated hours; (3) no smoking is allowed in the open air within 20 yards of hay, corn, or stack, from November to the end of April, except with a pipe properly covered.

*Rabbit Acts.*—In consequence of the great damage caused by

rabbits, Acts were passed in 1879, 1884, and 1889 (Land Act), with the object of suppressing them. Millions have been destroyed. The Vermin Boards or Commissioner of Crown Lands give roughly for the scalp of a kangaroo, 5d. ; a rabbit, 2d. ; and by the Wild Dog Act of 1889 a sum not exceeding 10s., now fixed at 5s., for that of a wild dog or fox. Sparrows are to be destroyed in proclaimed districts (Sparrow Act, 1889).

Vaccination is by the Act of 1882 compulsory, under penalties not exceeding £5.

Marriage is allowed with a deceased wife's sister (Act of 1871).

At the end of 1889 the militia and volunteer military defence force was over 3,000 ; the naval defence force, 165 ; and there was one vessel, the *Protector*.

Land is transferred very cheaply and rapidly on the lines of the Torrens' system. Registration is compulsory. (Real Property Acts, 1886-87.)

The Chinese Immigration Restriction Acts, 1888-9-90, limit the admission of Chinese.

A complete copy of the Customs' Tariff, 1887, may be seen at the Emigrants Information Office. On some articles there are specific duties ; on others, duties ranging from 10 to 25 per cent. on the value ; and there is an extensive free list. The Customs' Tariff for the Northern Territory is that of 1885, and is, as regards some articles, slightly different ; it may be seen at the same Office.

*Prospects.*—The Treasurer, in making his Financial Statement in September, 1890, said : "The deficit of £1,108,795, accumulated during the previous five years, has been reduced to £875,000. Three years ago you could go round Adelaide and its suburbs finding any number of uninhabited houses ; to-day you can hardly find a single uninhabited house, and this plainly shows that our population, which was then absolutely decreasing, has come back. The financial position of South Australia, and the prospects of the province generally, were never better than they are to-day. [The South Australian loan, however, placed on the London market early in 1891, was only partly subscribed for.] Our people generally, instead of being unemployed, are all employed at the present time, and everything looks encouraging and prosperous. The people will be able to find profitable employment in consequence of the impetus given to fruit-growing in various parts of the Colony, and to all our industries generally."

For further, and the latest information respecting this Colony, apply to the Emigrants' Information Office, 31, Broadway, Westminster, S. W.

EXTRACTS FROM HANDBOOK OF  
VICTORIA.

APRIL, 1891.

*Much of the information contained in the handbook is omitted here, as it has already appeared in my narrative.*

**T**HE Colony of Victoria, which forms the south-eastern corner of Australia, is bounded on the north and north-east by New South Wales, on the west by South Australia, and on the south and south-east by the Pacific Ocean.

Its extreme length from east to west is about 420 miles, its greatest breadth about 250, and its extent of coast line nearly 600. Its area is 87,884 square miles, or 56,245,760 acres, being somewhat less than England, Scotland, and Wales, and about one 34th part of the whole continent of Australia.

The coast of what is now called Victoria was first sighted in the year 1770 by Captain Cook, but it was not till 1802 that Lieutenant Murray sailed up the bay of Port Phillip and gave that name to the whole district, nor did any successful attempt to colonise the country follow until the year 1835, when a settlement was made upon the present site of Melbourne.

In 1836 the first English official arrived; the name of Melbourne dating from the following year. Until 1850 Port Phillip formed part of New South Wales, but in that year an Act of Parliament was passed making it a separate colony, under the name of Victoria. From its earliest beginning the colony had on the whole prospered, but in 1851 a sudden impulse was given to it by the discovery of gold mines of extraordinary value near Ballarat. Although the yield of gold is no longer what it was, yet the influx of colonists and the amount of mineral obtained has enabled the various natural resources of the country to be opened out far sooner than would otherwise have been possible in so short a time.

Victoria is traversed with more or less regularity throughout its entire length from E. to W., generally at a distance of 60 or 70 miles from the coast, by a chain of mountains and lesser hills known as the Dividing Range. All the Victorian rivers rise in this range or its spurs.

The principal rivers in Victoria are the Murray, which forms for 980 miles its northern boundary, the Goulburn (a tributary of the Murray), the Wimmera, the Loddon, the Campaspe, and the Yarra Yarra. In winter the rivers, swollen by rains, frequently cause

great damage by floods, and in summer the lesser streams, and even the rivers in the west, often dry up altogether, causing terrible loss to stock. The character of its rivers is thus one of the chief obstacles to the opening up of the country.

Victoria is divided into four *districts and thirty-seven counties*. The districts are Gippsland, the Murray, the Loddon, and the Wimmera.

*Gippsland.*—This district occupies the S. E. portion of the colony. Its area is about 14,000 square miles, or nearly 9,000,000 acres. Great parts of it, especially in the north and east, are rugged and mountainous, and therefore unsuited for settlers, but there are large tracts of grazing and tillable country, the soil in parts being extraordinarily rich. Owing, however, to the heavy timber, the expense of clearing the land is very great. In the south and west portion a large quantity of land is already occupied. The Melbourne winter markets are largely supplied from Gippsland cattle, and great attention has been of late years given to the fattening of sheep. The climate and soil are well suited for oranges, limes, tobacco, and opium. Potatoes do well, and turnips and mangolds are likely to be a profitable crop. Horse breeding is extensively carried on. About two-fifths of the total hop crop of the colony are grown in this district. In West Gippsland pig farming is extensively carried on.

The population throughout South Gippsland is rapidly increasing. In parts the rent of land is as high as £1 an acre, but this is unusual. There are two distinct classes of soil on the rich ridges. The one is the celebrated volcanic or chocolate soil. The other, which is not so well known, but is equally fertile, is derived from a soft slate or shale with which the greater portion of the mountain ranges is built up. The mineral resources of the district comprise gold, coal, silver, lead, tin, iron, and copper. The scenery around its lakes is very beautiful, and their waters abound with fish. Anchovies have been discovered in them.

*The Murray district.*—This is a large tract of country lying in the north and comprising the Omeo, Ovens, and Goulburn districts. It is generally mountainous. In the north-east are large plains of fine grass land, chiefly used for pastoral purposes. A large area at the Omeo Plains is under wheat and oats. The Ovens district is well adapted for the growth of maize. The climate varies from the almost tropical heat of the level land along the Murray to the cool temperature of the foot-hills of the Australian Alps, consequently there is a great variety of products. Upon the north bank of the Murray, flax, amber-cane, and maize are now being grown. Fruits range from currants and gooseberries in the upland valleys to vines, figs, olives, and even oranges and lemons in the warmer lowlands. Vine-growing has lately been much developed along the Murray and Goulburn valleys, and fruit farming is greatly on the increase. The grain grown is generally of the finest quality. Its chief drawback

as a grazing district is its long hot summers. To meet this, lucerne and other fodder crops are being planted, and silos used. The north-eastern is especially the tobacco-growing district of the colony, and there are numerous hop gardens. Tomatoes in the Goulburn Valley give, in some cases, a return of £200 per acre, but the area over which this crop is grown is as yet very small.

Upon the eastern side of the Goulburn the need of irrigation is very great, while land upon the western side, though naturally much inferior, is, through irrigation, becoming more valuable. Good agricultural land can be bought in the Goulburn Valley at prices starting from about £5 per acre. Land is being largely subdivided into small farms of about 20 to 30 acres. From about 25 acres a good steady man, starting with a capital of £500, should, it is stated, in about four years, be getting a return of £400 a year. He might, of course, succeed with less, but would have to wait longer and endure greater privations.

In the Murray district the cost of clearing land from timber and scrub varies from about 30s. to £3 per acre.

The North-Eastern Railway cuts through this district, and is helping to open it out.

*The Loddon District.*—This district, occupying the north central portion of the colony, is principally pastoral, but grows some crops. The chief town of the Loddon district is Sandhurst (formerly Bendigo) (population about 27,000), an important gold-mining centre. About 4,500 miners are employed chiefly in quartz mining. Sandhurst is also the centre of a rich wheat district; land near fetches from about £5 per acre. Other towns are Inglewood, a mining and wheat growing centre; Rochester, an agricultural and pastoral centre; Pyramid Hill and Kerang are irrigation centres.

In the Loddon and Campaspe districts dairy-farming is greatly on the increase, and the factory system is being introduced.

The district is served by the Melbourne to Echuca line and its extensions.

*The Wimmera District.*—This district occupies the whole of the north-west portion of the Colony, and covers an area of 25,000 square miles or 15 million acres. Of this about 11½ million acres are what is called the "Mallee" country. This is land wholly or partially covered with the various species of stunted trees called "Mallee," and is dealt with on a separate footing from the rest of the land of the Colony. "Mallee" (*Eucalyptus dumosa*) is a gnarled bulb-like root frequently of large size, from which a number of weak-kneed shoots spring to the height of from 8 to 12 feet. Mallee land can be cleared and put under crops at a cost of about 19s. to 25s. per acre, and after giving two or three crops it grows excellent grass. (Contract prices are 22s. 6d., divided as follows:—Rolling and burning, 9s. per acre; ploughing, 6s.; harrowing, sowing, and purchasing seed, 7s. 6d.) In 1886 some three to four thousand acres of mallee were under cultivation, but the area in 1889 was as much as 150,000, and it is



increasing very rapidly. The reddish friable soil of its better portion is capable of yielding heavy crops of cereals, and is also specially adapted for fruit growing. A considerable increase in the value of mallee allotments has lately taken place, settlers from South Australia being especially attracted thither. Blocks sold four or five years ago at prices varying from £5 to £50 per square mile are now fetching from £50 to £130. By a recent Act mallee settlers are now placed upon the same footing (as to the selection of 320 acres of their holding) as settlers in other parts of the colony. The area of mallee land under lease is over 7,000,000 acres, out of which allotments one mile square and covering over 2½ million acres have been granted to individual selectors.

In the western part of the mallee water can be obtained anywhere at a depth of a little over 100 feet, and by means of wells can now be brought to the surface, at an expense of under £200.

In the *Wimmera* district generally, in the absence of irrigation, the tendency is for the smaller holdings of 320 acres to be absorbed into holdings of about 1,000 acres; the general opinion being that areas under from 600 to 1,000 acres do not pay. Wheat is, practically, still the only crop. Land within an easy reach of markets fetches about £4 10s. per acre.

The county of Borung or East Wimmera, extending from the Dividing range into the mallee country, contains nearly a quarter of the wheat-growing area of the colony. Four years ago this large area averaged less than five bushels per acre. This year the yield was about 14½ bushels. The area under wheat is estimated as about 308,000 acres, as against about 300,000 last year. The county of Lowan or West Wimmera lies between Borung and South Australia. It has a better rainfall than the country to the eastward, and grows as a rule large crops. This year the yield was about 13½ bushels per acre. The area under wheat was estimated as 205,000 acres, as against 195,000 last year. Ordinary timbered land is grubbed by hand at an average cost of 30s. per acre.

Three lines of railway now touch on the southern portion of the Wimmera district. Ararat to Dimboola and Serviceton (with branch lines), the St. Arnaud and Donald extension, and the Inglewood extension.

*Counties.*—The counties not comprised in the four above-named districts are *Rodney* (wedged in between the Murray and the Loddon districts), chief towns Echuca (156 miles N. of Melbourne, fare 17s. 3d.), terminus of the Murray River Railway and the connecting place of the the overland intercolonial trade. Echuca is the centre of a thriving agricultural and pastoral district and of a large trade in native red gum timber; but the last year has been one of great depression owing to floods. Kyabram is an improving district; land in some cases fetches from about £6 to £7 per acre. Also Toolamba, near which land fetches in some cases about £9 per acre.

*Western Counties.*—Follett, Normanby, Dundas, Villiers, Ripon,

Hampden, and Heytesbury, which form the western district of the colony. Potatoes are the staple product of the west, and the district is also extensively pastoral, and pigs are largely bred. Maize and sorghum are beginning to be grown with great success for green fodder. In the Tower Hill district, situated about midway between Warrnambool and Belfast, land fetches from £50 to £70 per acre. It is often let for a single potatoe crop at rents varying from £5 to £8, the yield to the acre being very large. This tract of volcanic soil is only about 3 or 4 miles wide, and from 17 to 20 miles long, extending from Warrnambool to Port Fairy.

The chief towns in the west are Warrnambool, a sea port and centre of rich agricultural and pastoral district; Port Fairy; Hamilton, the centre of a pastoral (chiefly sheep grazing) and agricultural district; Portland, a sea port; Coleraine, an agricultural centre; land near it fetches from £10 to £25 per acre. Ararat, the commercial centre of the grain and wool producing district of the north-west, near which all the easily accessible land has been now taken up. Between Ararat and Stawell lies the great western vine-producing district. The area under vines is being largely increased, and there is an almost unlimited extent of suitable land. Braxholme, near which land is worth from about £5 to £14 per acre. Camperdown, land near fetches about £20 per acre.

Talbot, towns Castlemaine, a mining and agriculture centre, Daylesford, do. *Dalhousie*, chief towns Kyneton, a good agricultural district; Heathcote, the centre of an important dairy district; the land about is very suitable for wheat, barley, and oats, and also for both vines and fruit trees. *Anglesey*, chief towns Seymour and Malmsbury.

*Mornington, Grant, and Grenville*, chief town Ballarat (74 miles W.N.W. of Melbourne, (Population above 40,000), the largest gold-mining district in Victoria, is also agricultural and pastoral, the finest wool in the world being grown in its neighbourhood. There are several iron foundries, two woollen mills, and other factories, but there is at present no opening for labour from outside. In the Bungaree, Dean, and Learmouth districts about Ballarat, agricultural land now fetches from about £50 to £60 per acre. In Bungaree, termed "the garden of Ballarat," the worst land averages about £4 per acre. Land for lucerne growing at Bacchus Marsh, on the Werribee (31 miles N.W. of Melbourne reaches the value of nearly £100 per acre. An irrigation colony has been lately started at Werribee (17 miles S.W. of Melbourne, the land being sold at prices varying from £95 to £200 per acre.

In the *Gordons District* (17 miles from Ballarat) land averages about £50 per acre. It is chiefly held in holdings of about 100 acres. Potatoes, peas, barley, oats and wheat give very heavy yields.

*Geelong* (45 miles S.W. of Melbourne, fare 5s.) is the chief seat of the colonial woollen industry. There are several tanneries and

fellmongeries. Farms and orchards surround Geelong, but the vineyards have for the present been closed under the Phylloxera Act. A very large area has been selected in the Otway Ranges, near Geelong, and selection is still progressing. The most highly cultivated portion of the colony is perhaps the strip of country eastward from Geelong and Queenscliff railway near Drysdale. The main crop is onions, but carrots, parsnips, peas, lettuce, and cauliflowers are also grown. In the Portarlington district the yield of maize is sometimes as high as 18 tons per acre, and rents are paid varying from £5 to £8 per acre per annum. *Pokoarth*, chief town Colac, land near fetches from £35 to £40 per acre, and is let at from £2 to £5 per acre, 10 tons of potatoes per acre being an average crop, and *Bourke* in which is Melbourne, the capital.

*Melbourne*, the most important and populous city of the Southern hemisphere, is more fully described in the course of my narrative, especially on pages 191 to 207, whose population in 1881 was 283,373, had increased in ten years from that total to 488,999 at the recent census in March of this year.

*Ports*.—Williamstown, Port Melbourne, Warrnambool, Geelong, Portland, Port Fairy, and Port Albert are the principal sea ports of the colony.

#### GENERAL INFORMATION.

The climate of Victoria, from its geographical position, is more temperate than that of other parts of the continent of Australia, the annual mean temperature being nearly 58, against 49·4 in England. Upon the average on four days during the year the thermometer rises above 100° in the shade, and generally on about three nights during the year it falls below the freezing point. The average number of wet days in the year at Melbourne is 130, and the average yearly rainfall between 25 and 26 ins., slightly exceeding the rainfall of London. Owing, however, to the dryness of the air and soil, moisture is absorbed much more quickly in Victoria than in England; further, the rainfall in parts of the colony is very uncertain, and serious loss and inconvenience are sometimes caused by droughts. As a rule, the portion of the colony north of the Dividing Range is drier than the portion south, and there is more rain in the more timbered parts, such as Gippsland.

The climate of the colony is distinctly healthy. The death rate for every 1,000 is upon an average about 17·5 against 20·6 in England and Wales. (It must be remembered that the English rate is brought up by circumstances not experienced in a new country.) In Melbourne, however, it is about 19·5, and sanitary arrangements are recognized as very bad. A thorough scheme for the drainage of the town is to be carried out based on a report furnished by an eminent English engineer. Until the last year typhoid fever has been greatly on the increase, and consumption of the lungs is not uncommon, being ascribed, in great measures, to the eating of meat tainted by disease.

*The population of Victoria is about 1,140,130. In September 1890 there was estimated to be in the colony 603,838 males and 536,294 females. There are about 13 inhabitants per square mile, whereas in England and Wales there were, in 1881, 446. In England and Wales there were at the same time about 1.4 acres. in Victoria there are about 47½ acres to each inhabitant. Considerably more than half the population of the colony live in the towns.*

Victoria enjoys a constitution roughly modelled on that of Great Britain. The Government consists of the Governor, the Legislative Council, and Legislative Assembly. The Lower House or Legislative Assembly consists of 95 members, elected for three years, returned in 84 electoral districts. There is no property qualification for members, and every male of 21 years or upwards, with the exception of convicted criminals, is allowed a vote. Voting in the elections for both Houses is by ballot, and each member of the Lower House is paid £300 a year.

Municipal or local government is almost universal throughout Victoria, only about one-ninetieth of its whole area not being included in either urban or rural municipalities.

The administration of justice in Victoria very closely resembles that in the mother country.

An important branch of the law is concerned with land questions; the Torrens system, under which persons acquiring possession of land can get their title registered at the district office, all dealings with the land being effected by registration, having been introduced into Victoria in 1862, and continuing still in force. The Act also applies to new grants from the Crown.

A land tax of £1 5s. in the £100 is paid by estates of over 640 acres, or valued at over £2,500. There are about 300 of such estates in the colony.

Death duties are paid upon an ascending scale, according to the value of the property of the deceased, beginning with 1 and ending with 10 per cent. Children of deceased are subject to half duty only. Small estates under £1,000 are exempt from duty.

Vaccination is compulsory. The penalty on conviction is not less than 10s. or not more than 40s., and twice as much on second conviction. The penalty is in no case to exceed £5.

#### RELIGION AND EDUCATION.

In Victoria there is no established church. The Church of England, the Roman Catholic, the Presbyterian, and the Wesleyan Methodist, are the most important denominations. Churches and chapels are very numerous. The state education is free and secular for the children of parents willing to accept it, but in any case satisfactory evidence must be given that all children are educated up to a certain standard. The course of instruction is elementary, but extra subjects are taught on payment of a small charge. The system of payment by results holds. The prescribed school age is from 6 to 13 years.

*Technical Schools* are being established in the more important townships of the Colony, largely supported by voluntary efforts.

At present there are no State schools of a higher grade, but exhibitions, each of the annual value of £35, tenable for six years, are awarded each year to scholars attending State schools, by competitive examination. The successful candidate has to attend for two years a public grammar school, or other school approved by the Minister of Education, and then proceeds to the University of Melbourne, which is subsidised by the State. There are also 200 scholarships provided of £10 each, for three years, to be held at any of the grammar schools of the colony. At the end of the first year there is a further examination, and 30 additional scholarships, £40 each are given for two years, and at the end of the second year 15 more of £40 each are given for the remaining year.

*Agricultural Schools* are at work at Dookie, near Shepparton, in the county of Moira, and at Longeronong in the Wimmera district.

The course of studies comprises Chemistry, Botany, Entomology, English, Arithmetic, Mensuration, and Book Keeping. And practical work upon the farm is a marked feature of the course; every alternate day of the student's time being devoted to field work. The farm comprises an area of about 5,000 acres, 15 of which are devoted to experimental culture.

Eventually three more such schools will be established in the different districts of the colony. The five will then be affiliated to a central college, where more advanced studies in special branches may be carried on.

*Friendly Societies* occupy a position of great strength in the colony. The number of their members exceeds the total number of artisans in the colony, and include nearly all the manufacturing hands as well as a considerable number of small shopkeepers. The principal societies are the Manchester Unity, Grand United and Independent Order of Oddfellows, the Foresters, Druids, Rechabites, etc., etc.

Either *public libraries* or *mechanics' institutes*, or both are found in almost every town in Victoria. At Melbourne there is an excellent public library open gratuitously to anybody six days a week, from 10 in the morning till 10 at night. There are numerous schools of designs for promoting technical education, and excellent schools of mines. A Working Men's College opened in 1887 has now more than 1,000 students on its lists. About three-fifths of the total number are skilled mechanics or artisans.

There is *no poor law* in Victoria, but a very complete organisation exists for the relief of the sick and the destitute by means of numerous charitable institutions. Most of these institutions are subsidised by the State, generally in the proportion of £2 to every one subscribed privately. There are nearly 40 general hospitals situated in the principal towns, beside several for special kinds of complaints, and five benevolent asylums which receive a certain

number of aged and infirm persons as inmates, and also distribute out-door relief.

Since 1862 Victoria has provided for her own defence, so far as land troops are concerned. The colony now possesses a fleet of her own, consisting of a flag ship, turret ship, and several gun and torpedo boats, and extensive defence works have been carried out.

The Victorian police is a well-organised body of men. It consists of about 1,300 men of all ranks; sufficient recruits can always be obtained in the colony.

*Railways.*—The policy of the Victorian Government has been to open up the interior by means of railways, so that the railway communication shall keep pace with settlement. All the railways are the property of the State. On the 30th June, 1890, 2,470 miles were open for traffic. For the year 1889 the railways returned a net profit of 3·28 on their total capital cost. The lowest passenger rate is about  $\frac{1}{4}$ d. per mile, and specially low rates exist for suburban traffic.

*Tramways.*—Melbourne has a system of admirably working cable tramways, and at Sandhurst they are worked upon the electric system.

*Natural Resources.*—The principal mineral wealth of the colony lies in its gold. The largest amount raised in any one year was in 1853, when 3,150,021 ozs. were raised. Of late years the yield has been diminishing, in 1890 it was 588,560 ozs. against 614,830 ozs. in 1889. The gold-mining centres, in order of importance, are Ballarat, Sandhurst, Maryborough, Beechworth, Castlemaine, Gippsland, and Ararat. The gold-mining population numbers over 25,000, of whom about 3,000 are Chinese.

Gold-mining is of two kinds, quartz mining and alluvial digging. Some of the quartz mines are now worked to the depth of nearly 2,500 feet, and even alluvial mining requires at the present day extensive machinery and, therefore capital, so that the days of fortunes to be made by individual diggers are now past.

The wages of those employed in mines is approximately as follows:—

Per week:—

Engine drivers, £2 2s. to £3	Miners, £2 2s. to £2 10s.
Pitmen, £2 5s. to £3 10s.	Surface men, £1 16s. to £2 5s.
Blacksmiths, £2 10s. to £3 10s.	Boys, 15s. to £1 10s.
Carpenters, £2 10s. to £3	Chinese, 15s. to £1 10s.

Silver, copper, and tin are found but in trifling quantities.

Coal has been found, and until recently was being worked near Moe, in Gippsland.

The probable exhaustion, within a definite period, of the Victorian timber supply, and its effect upon rainfall and climate, has called great attention to Forest Conservation. Out of the 56 millions of acres in Victoria, rather more than a million are now under forests.

The principal are the Gunbower and Barmah, west and east of Echuca, the Grampian, west of Ararat, the Victoria, near Healesville, in Evelyn, and Otway Forest, near Geelong. There are numerous sawmills. The principal trees are of the Eucalyptus tribe, popularly known as gum trees. The most valuable timber is that of the red gum, used for piles for engineering works, planking for bridges, etc. Next comes that of the ironbark, box, blue gum, etc. The peppermint trees are the highest in the world. Several varieties of the acacia (of which the Wattle is the most common) are valuable timbers, Wattles can be grown on very poor land, and will in seven years give 10 tons of bark to the acre, or £90 per acre. The Wattle bark is extensively used in the tanning trade, etc., and owing to scarcity, the price in recent years has greatly increased. The crop of willows and osiers grown on the Murray and flats are worth in three years £20 to £30 an acre for basket-making. Under the Wattle Act of 1889, an area of about 320,000 acres is to be let out for Wattle growing, at 21 years leases, and a rental of 4d. per acre. No one person can lease more than 1,000 acres.

*Wheat and other products.*—Although attention is being now more given to the growth of other products, wheat is still by far the most important crop grown in Victoria.

Of every 1,000 acres cultivated in 1889, 449 were under wheat 172 under hay, 90 under oats, 34 under barley, 18 under potatoes, and 237 under other kinds of crops. The yield of wheat for the harvest of 1889-90 was 11,495,720 bushels from 1,178,135 acres, being an average of about 9.75 bushels per acre. In 1888-89 the yield was 8,647,709 bushels from 1,217,191 acres, being an average of 7.10 bushels per acre. For the present harvest it is estimated as over 17½ million bushels from 1,225,000 acres, or about 14½ bushels per acre. (In England upon an average year the yield is about 29 bushels per acre).

Potatoes and onions are grown in certain districts with very great success. The area under lucerne and sorghum is being largely extended. Maize also is being introduced into new districts. Oats and barley are grown in parts of the colony. Hay is made from oats or wheat cut just before ripening. Turnips and mangolds do well. Hops are grown, but the area under them has, owing to bad prices, within the last few years, been diminished, but is at present again increasing.

The average of prices in the colony in March 1890 of agricultural produce were as follows: wheat, 3s. 8d. per bushel; oats, 2s. 10d. per bushel; barley, 3s. 2d. per bushel; hay, £3 2s. per ton; potatoes, £4 3s. 4d. per ton; flour, £9 to £12 10s. per ton.

*Farming Stock.*—The following are the prices of some articles of farming stock: Good double-furrow ploughs, £20; single, ditto, £10; scarifiers, £20; harrows, £10; rollers, £5; waggons, £40; drays, £15; good horses, £25; 10 cows and bull, £100; cross-bred ewes, 8s.; rams, £2. In 1890 the average prices of machine reaping

and binding were 8s. 2d. per acre; machine mowing, 3s. 9d. per acre; thrashing and winnowing, 19s. 6d. per acre.

*Fruit growing.*—The soil of the colony is peculiarly adapted to fruit growing, and in the Goulburn Valley and other districts it is being largely extended.

The following is a list of Victorian fruits:—Grapes, apples, pears, apricot, peach, nectarine, plum, cherry, oranges, lemons, figs, walnuts, almonds, quinces, raspberry, strawberry, currants, gooseberries.

With a view to the encouragement of the agricultural and wine industries, a sum of £233,000 was voted in 1889 in bonuses for vine growers, for the cultivation of new plants, for certain articles of export, for butter factories, creameries, etc., etc.

In March 1890 about 29,250 acres were under gardens and orchards, as against about 27,530 in 1888.

*Vines* do well in Victoria, the yield being on an average 250 gallons of wine per acre, while the quality is good. In 1890 about 15,660 acres in the colony were under vines.

The actual cost of preparing 10 acres of irrigated land and planting with vines for the first year is estimated at £42 10s., in the second year £18, the third year £20, making in all £80 10s., or about £8 per acre; from which should be deducted the Government bonus of £2 per acre. In the fourth year there should be some return with a yield of 1,000 lbs. of grapes per acre, at 1½d. per lb., giving £62 10s., and with the management at £40 there would be a balance to credit of £22 10s. In the fifth with a yield of 2,500 lbs., giving £156 5s., and an expenditure of £50, there would be a credit balance of £106 5s., and in the sixth, with 4,500 lbs., giving £281 5s., and an expenditure of £65, there would be a credit balance of £216 5s. In the seventh year the vines in full bearing should give 6,000 lbs., giving £375 10s., which, after deducting £75 10s. for management, would leave £300 to the credit balance on ten acres. Apricots and peaches in full bearing should return £40 per acre, and oranges and lemons as much as £100. It is stated, however, that oranges are not succeeding in the Goulburn Valley.

*Sheep farming* is an important industry, especially in the northern and western districts.

In March 1890 there were about 10,882,231 sheep. First class wethers fetch from about 12s. to 15s. In 1889 about 57 million lbs. of wool were produced, valued at nearly £2,450,000. The Victorian wool commands the best price in the London market.

In March 1890 there were about 1,394,209 cattle. Prime pen bullocks average from about £9 to £15 15s.; good ditto from £5 to £11.

*Dairy farming.*—For many years the butter produced has been of a very variable character, and has hence commanded bad prices. Factories established on the co-operative principle, started with



conspicuous success in New South Wales, have been and are being set on foot in several districts to remedy this state of things, and improved appliances introduced. Over 70 dairy factories and creameries are at work in the Colony, chiefly in the Gippsland, Western, and North-Western districts. The Government has set on foot an export trade to England of butter, by means of bonuses given to the producer when it is sold in the London market. It is reckoned that a dairy cow should give an annual clear profit of about £12 per year. The Ayrshire is said to be the most profitable breed of cow for dairying purposes.

*Pigs* are bred, especially in the western districts, and in Gippsland, and are said to be the most profitable kind of live stock husbandry.

*Horse breeding* is extensively carried on, and horses are exported to India to supply the cavalry, the price being £53 10s. per horse. Much of this, however, goes into the pockets of middlemen. Gippsland is the chief district for horse-breeding, nearly half of the principal horse-breeding establishments (about 130 in number) being in this district.

*Indigenous and other Animals.*—The largest indigenous animal is the kangaroo. Opossums are numerous. Rabbits have been introduced, and become a great pest. More than £25,000 of public money has been spent a year in their suppression, but hitherto with little result. Under a recent Act the work of rabbit extermination is transferred from the local authorities to the central Government. The Colony is portioned out into 57 vermin districts, under rabbit inspectors. Money is set apart for the erection of vermin-proof wire fencing, which is advanced to the local authorities. Foxes are increasing, and locusts occasionally (as in this year) do great damage. Deer and Angora goats have also been introduced.

*The fishing industry* has been much neglected in the Colony, and, for the purpose of developing it a bonus of £1,000, and £500 for oyster cultivation, has been voted by Parliament.

*Irrigation.*—The climate of Australia being a dry one, the rainfall is in parts so uncertain that great losses of stock, as well as crops, occur in some years. To remedy this an Act was passed in 1886, which has been recently amended, with the view of promoting irrigation on a larger scale. It authorises the construction of national works by the State, and enables directly elected trustees of "irrigation areas" to carry out their scheme with money advanced from the Treasury. The Act further takes away any riparian right that might prevent the use of the water for irrigation. The first national work—a weir on the Goulburn—is now completed.

Twenty-seven trusts have been constructed under the Act: the gross area of the districts under their control in October last was nearly 2½ million acres, of which over 500,000 acres could be irrigated. The largest trust districts are the Western Wimmera and the Tragowel Plains. Extensive works for the storage and

supply of water for domestic and mining purposes have already been constructed by the Government. The most important of these is the Yan Yean, with its subsidiary reservoirs, which supplies Melbourne.

*The Mildura settlement.*—Having given expression to my opinions of this settlement on page 208, and which corresponds with that given in the handbook, I will not reproduce it.—J. H.

*Manufactories.*—In March 1890 the total number of manufactories, works, quarries, etc. was 3,380 as against 2,154 in 1889. These employed 50,854 males and 8,327 females as against 49,118 males and 7,153 females in 1889. (The rates of wages are difficult to estimate in the various trades, I therefore omit the list.\*—J. H.)

The ordinary working day for artisans is eight hours.

*Mode of obtaining land from the Crown.*—The area of the colony (exclusive of the Mallee country) is 44,673,760 acres, of which at the end of 1889, nearly 22½ million were already alienated, or in process of alienation; nearly 5,000,000 were occupied by reserves, etc.; about 3½ millions were occupied under lease for pastoral purposes, and 13,785,351 acres were available for settlement.

The "Land Act, 1884," classifies the whole of the unalienated Crown lands, exclusive of the mallee country, as follows:—Pastoral lands, grazing and agricultural lands, auriferous lands, lands which may be sold by auction, swamp lands, State forests reserves, timber reserves, and water reserves.

*Pastoral lands* are to be leased in "pastoral allotments" capable of carrying from 1,000 to 4,000 sheep, or from 150 to 500 head of cattle for any term not exceeding 14 years. Rent is to be paid at the rate of 1s. per head of sheep and 5s. per head of cattle, upon a basis of not more than 10 acres to a sheep, and the equivalent number of acres for cattle. Upon the expiration of the lease the incoming tenant must pay the lessee the value of all improvements, not to exceed 2s. 6d. per acre.

The "agricultural and grazing lands," amounting to over 8 million acres, are divided into blocks termed "grazing areas" not exceeding 1,000 acres each, but often falling far short of that area. Each block may be taken up by one individual. The allotments are surveyed and shown numbered on a plan. The applicant applies for a given block, and if there are more than one application a Land Board decides who is to have it.

Out of the block so taken up the occupier may select a part not exceeding 320 acres, for agricultural purposes, which he can buy within 20 years, without interest, at a price of £1† per acre, subject to the following conditions:—

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\* The very latest is inserted in the Quarterly Circular of the Australasian Colonies, which follows these extracts, which see farther on.—J. H.

† 1s. per acre annually for 6 years, after which he may either continue paying 1s. per acre for another 14 years, or he may pay the balance, namely, 14s. per acre, at once and obtain a Crown grant.

1. He must cultivate one in every 10 acres, and make other improvements to the value of at least £1 per acre.
2. He must either reside within 12 months of license and continue to reside, or pay twice the amount of purchase money, and spend on improvements £2 instead of £1 per acre.

The remainder of the block is held by the occupier for pastoral purposes on a 14 years' lease, at a rental of from 2d. to 4d. per acre. The only important conditions imposed on the lessee of a grazing area are that he shall within the first three years fence the land and destroy vermin thereon. He must not assign, sublet, or subdivide without express consent, but need not reside. At the end of the term this land reverts to the Crown, the lessee receiving compensation for improvements to an extent not exceeding 10s. per acre.

Any person of 18 years of age, not being a married woman, can take up land under this law, but not if he has land already so as to make his total holding more than the 1,000 acres.

When the Government lands are all taken up and the growth of population increases, land will of a certainty command a much higher price than at present.

*Gold Mining.*—Miners' rights are issued for any number of years not exceeding 15 at the rate of 5s. for every year. "Miners' rights" entitle the holders to take possession for gold mining purposes and for residence of so much of the Crown lands as may be prescribed by the byelaws of the local mining board of the district within which the land is situated.

Leases of auriferous lands in quantities not less than one or more than 30 acres are granted for any term not exceeding 15 years at an annual rental of £1 per acre.

The lands comprised within State forests are not to be alienated for freeholds, but may be licensed for grazing and other purposes.

*The Mallee.*—With regard to the mallee, the Mallee Pastoral Leases Act, 1885, divides the country into two main divisions, the larger division containing about 10 million acres, being known as the "mallee country," and the other containing about 1½ million acres, and situated along the southern and eastern borders, as the "mallee border."

The "mallee border" is to be subdivided into "mallee allotments" varying in size but not in any case exceeding 20,000 acres. The "mallee country" is taken up under lease in alternate blocks, the one set of blocks for a term of 20 years, the other for five years dating from 1884. Thus the tenure of the five years leased blocks expired on December 31st, 1888. The lessees of both blocks are the same; the rental being the same, at the rate of 2d. per sheep carried, or a minimum of 2s. 6d. per square mile. On January 1st, 1888, the rental upon the whole of the mallee blocks was increased to 4d. per sheep, and at the end of 10 years it will be increased to 6d. per sheep. "Mallee blocks" may be converted into "Mallee allotments," and such allotments subdivided into areas suitable for farming; the

maximum rental being fixed at 40s. per square mile ; in which case the right is given to a 15 years' lease. In accordance with this provision an area of one million acres (out of the 4½ which fell in last year) is now converted into "allotments." With regard to the remaining "mallee blocks," there is power to resume any of the leases, by giving three years notice, should a requirement at any time arise for more mallee lands, for sub-division into farms, the formation of irrigation colonies, or any other purpose.

*Holdings.*—The total number of cultivated holdings in Victoria in 1889-90 was about 36,500. The extent of land under cultivation amounted to 2,627,262 acres, being about 2½ acres per head of population.

*Customs Duties.*—The policy of the Victorian Government has been to protect native industries by the imposition of heavy import duties, ranging up to 30 per cent. The duty on tea is 1d. per lb. A copy of the customs tariff may be seen at the office of the Handbook.

The following are some of the articles exempted from duty. It will be noticed that amongst them is furniture and luggage for a passenger's own use :—All surgical instruments or appliances. Agricultural instruments known as reapers and binders. All minor articles of mixed or undescribed materials used in the making up of saddlery. Furniture, second-hand, accompanying any passenger, which has been in such passenger's own use, up to the value of £50, and which is not imported for sale.

*Revenue.*—For the financial year 1889-90 the receipts were £8,519,160, and the expenditure £9,645,860. In 1889-90 the taxation per head was about £3 5s. Of the public revenue, about 33 per cent. is derived from custom duties, about 36 from railways, about 7 from Crown lands, and about 10 from direct taxation. The public debt was, on the 30th June, 1890, over 41½ million pounds, a large sum when compared to the numbers of the population. At the same time the money borrowed has been spent on productive works, the interest obtained on which is much higher than the interest paid on the money borrowed, and, as has been pointed out, the railways alone would sell for more than the whole debt of the colony.

*Imports and Exports.*—In 1890 the total approximate value of the imports was £22,952,516, against about £24,400,000 in 1889. That of the exports, £13,227,673 against £12,734,734 in 1889. The difference between the amounts of imports and exports continues very marked. The principal articles of export are wool, gold, breadstuffs, and live stock.

*Demand for Labour.\**—Official reports as to the demand for labour were made in August and September last to the Victorian Government from 51 towns and 124 country districts. In the towns generally there was no demand, and many of the reports spoke of

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\* For changes, see Quarterly Australasian Colonies Circular, issued free.

great depression. Out of the 124 country districts there was reported to be no demand in 95, and some demand for good farm labourers, etc. in 29, viz., Alexandra, Bairnsdale, Bellarine, Bulleen, Creswick, East Loddon, Flinders, Marong, Mount Rouse, Newstead, Oxley, Romsey, Rutherglen, Shepparton, Springfield, St. Arnaud, Swan Hill, and other places where the demand was very limited.

In preceding editions of this handbook attention has been called to the scarcity of agricultural labour and to some of its causes. This scarcity and the causes do not tend to diminish, on the contrary, the difficulty of getting labourers has more and more led to the subdivision of estates into holdings small enough for a man with a family to be independent of outside labour. Nevertheless, for good agricultural labourers who will be content to rough it at first, in the hope of becoming themselves owners of land, there are still suitable openings, especially in the Murray and Wimmera districts. Gippsland, for some years to come, will offer inducements chiefly to the capitalist (though the capital need not be in many places large) or the pioneer, nor would it generally be wise for a man without experience of Australia to go at once into the business of mallee cultivation.

*Capitalists.*—For the small capitalist, Victoria, in its present transition state, (as being more and more given up to small holdings very highly farmed), offers many attractions. The land is limited, and to a great extent occupied, and therefore dear; at the same time new industries, such as fruit growing, market gardening, etc., are becoming of more and more importance, and will probably give large returns for the skill and capital invested in them. The extension of irrigation, while tending greatly to multiply the number of small owners, may very probably increase to an enormous degree the natural wealth of the country, and is perhaps the most important factor to be considered in weighing the inducements held out for the investment of capital.

*Town Labour.*—With regard to town labour the situation remains unchanged. Of the general prosperity of Melbourne there can be no question. The depression caused by the great strike of 1890 will probably be only temporary. At the same time the various causes which prevent much demand for outside labour continue to operate, and, as an illustration of the state of things in the colony, we may note that last year when there were vacancies on the Government railway for about 600 workmen, 11,500 applied for the places.

*Female Servants.*—Female servants are comparatively scarce and in great demand, and in Victoria, as in most new countries, the number of women falls short of that of men.

*Advice to Emigrants.*—Apart from the uncertainty as to obtaining work, Victoria undoubtedly possesses many attractions to working men. Wages (as have been shown) are high, the recognised working day is eight hours (in many trades now 45 instead of 48 hours per week); in no country is the political and social status of

the working classes on a higher level, property more evenly distributed, or class bitterness more unknown. At the same time it cannot be too urgently impressed upon emigrants that in all cases, if possible, they should communicate with friends or relatives in the colony before leaving England; that they should take with them characters and letters of recommendation, whether from trade or friendly societies, or from private persons; and that in any case they should arrive with sufficient money to support themselves during the time that they are searching for work, as otherwise they run a grave risk of incurring hardships themselves, and becoming a burden upon the community on whose shores they land.

For further, and the latest information respecting this colony, apply to the Emigrants' Information Office, 31, Broadway, Westminster, S.W.



EXTRACTS FROM THE HANDBOOK OF  
 NEW SOUTH WALES.

APRIL, 1891.

*Much of the information contained in the handbook is omitted here, as it has already appeared in my narrative.*

**N**EW SOUTH WALES was discovered by Captain Cook in 1770, and first settled in 1788. In 1851 the south-western districts were formed into the Colony of Victoria, and in 1859 the northern districts into the Colony of Queensland.

The Colony lies on the eastern side of the Australian continent. It is bounded on the north by Queensland, on the east by the Pacific Ocean, on the south by Victoria, and on the west by South Australia. The coast line from Point Danger to Cape Howe is about 700 miles long. The extreme breadth is about 850 miles, and mean breadth 600 miles. The greatest length is 900 miles. The total area of New South Wales is 310,700 square miles, or about 199,000,000 acres, being a little over  $2\frac{1}{2}$  times the size of Great Britain and Ireland, or about the size of Great Britain and France joined together.

There is considerable diversity of physical aspect in this large extent of country. At a distance varying from 25 to 120 miles from the seaboard, a range of mountains (called the Dividing Range) from 3,000 to 7,000 feet in height, stretches from north to south, throwing out spurs in every direction. Between this range and the ocean lies the eastern division of the Colony described below. On the western side of the range lie the central table lands, which again further west develop into the vast western plains.

Besides the Dividing Range and its spurs the principal ranges of mountains are the Interior and the Coast Ranges. The former lie near the western boundary of the Colony; the latter lie on the east side of the Great Dividing Chain and run parallel to it for a considerable distance.

All the rivers (with a few exceptions) rise in the Great Dividing Chain, and flow thence into the sea by the eastern or western watershed. The great rivers of the western watershed are the Darling, the Lachlan, the Murrumbidgee and the Murray, with their affluents. The Darling is navigable in favourable seasons for 1,758 miles (from Wentworth to Walgett), the Murrumbidgee and Lachlan for 900 miles, and the Murray for 1,120 miles. The principal rivers flowing

eastward are the Hawkesbury, the Hunter, the Clarence, the Macleay, and the Manning.

The Colony falls into three natural divisions, the Coast District, the Table Lands, and the Plains of the interior.

The *Coast District* is a strip of undulating land varying in width from 35 to 125 miles, 60 or 70 miles being its average. It extends back to the Dividing Range. The soil of this part of the colony is for the most part very rich. It is well watered, and though much damage is caused by floods, a rich alluvial deposit results from them, that produces any kind of crop in abundance, without the need of fallowing or manure.

The *Table Lands* are a high plateau or elevated district traversing the entire length of the country, and extending westward to about the 141st meridian. Beyond this point there is a gradual fall to the great *Plains of the interior*, which form the chief pastoral lands of New South Wales.

*Sydney*.—Sydney, the capital of New South Wales, picturesquely situated on the southern shore of Port Jackson, resembles in many ways an English town. The narrow and winding streets are, however, rapidly giving way to new buildings. George and Pitt are among the principal streets. House property in Sydney, as in Melbourne, has of late years risen very greatly in value. Most of Sydney and its suburbs is under leasehold tenure. The principal buildings are the University, St. Andrew's Cathedral, and the new buildings for Government offices. Hyde Park, The Domain, the Botanical Gardens, and the Centennial Park (opened to commemorate the centenary of the Colony), are among the reserves laid out for the public. The National Park, about 15 miles from Sydney, is one of the largest public parks in the world, being 36,000 acres. The country about Sydney is very fertile. Parramatta (14 miles W., fare, 10d.), is the centre of an important fruit-growing district (orangeries and orchards). Good fruit growing land can be purchased at from £20 to £30 per acre within easy distance of Parramatta, and very fair land at from £10 to £15 per acre. The cost of clearing is from £3 to £10 per acre. A man might start with about 10 acres, and, if he has an income of £50 per acre for five years should then be succeeding well. A grower has been offered as much as £630 in one season for his seven acres of oranges and lemons, and the return should be not less than £64 per acre. Passion fruit growing is becoming an important industry, and is stated to be more profitable than orange growing.

*Ports*.—The magnificent expanse of water called Port Jackson, on which Sydney stands, is almost unrivalled as a harbour, both for beauty and for convenience. The high and rocky coast of the Pacific is suddenly broken, and the cliffs form an opening to an estuary of sufficient capacity to shelter all the navies in the world, and of sufficient depth for the largest ships afloat. From the Heads to Sydney is a distance of four miles, beyond which the harbour



extends for eight miles further. The breadth varies from three-quarters of a mile to over two miles. The principal other ports are Newcastle and Wollongong.

*The Climate* of the colony varies greatly according to locality, and depends less upon latitude than upon height above the sea-level. Sydney and the low coast settlements have a more equable and moister climate than that of the dry elevated regions of the interior. In the summer there are occasionally hot winds which sometimes raise the temperature above 100° in the shade. These are unpleasant on account of the dust which they raise, but they are not unhealthy, and do not last long. The air is clear, the light brilliant, the sun hot, and the sky generally cloudless. Snow is almost unknown, except at high levels, and the frost is never severe. It is very healthy, especially in the hilly parts, where the mortality is said to be nine, as compared with the English 20·6 per thousand. In Sydney, however, and its suburbs, there is complaint of the sanitary arrangements, and there is a good deal of typhoid fever and consumption of the lungs. The mean death rate during 1889 was 16·53 in Sydney, 17·15 in its suburbs, and 11·59 in the country districts of the colony. The mean temperature of Sydney is 63°, of the New England table-land 57°, and of Bourke about 66°. The rainfall varies considerably in the Colony; the greatest amount being found along the coast-line. In Sydney, upon an average of years, there falls about 50 inches, at Wentworth not quite 14. It must be remembered that, owing to the dryness of the air and soil, moisture is absorbed much more quickly than in England. During 1885, and a considerable portion of 1886, drought prevailed, and, after abundant rainfalls in 1887, 1888 was a year of severe drought. Upon the other hand 1889 and 1890 were two of the wettest years ever known. The recurrence of droughts, especially in the interior, is the chief evil against which the Colony has to contend.

Any time of the year is suitable for arriving in the Colony; September to November for preference. December to February are the summer months, the seasons being nearly opposite to what they are in England. The shearing season is in October and November. The busiest month for harvest operations is December.

*The population* of the Colony is now about 1,200,000,\* the excess of males over females being over 114,000. Roughly this gives about 186 acres to each inhabitant. In England and Wales there was, according to the last census, about 1·4 acre to each inhabitant.

The population of Sydney, including the suburbs, is now about 390,000.

*Government.*—The members of the Legislative Council hold their seats for life, and are appointed by the Governor (who is himself appointed by the Crown), with the advice of the Executive Council.

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\* From telegrams received the population according to the recent Census was 1,184,000, exclusive of Chinese, an increase of 832,000 during the last ten years.—J. H.

The Legislative Assembly consists of 137 members, elected by manhood suffrage and vote by ballot. Parliaments are triennial. The system of payment of members (£300 per annum) is in force.

*The administration of justice* and laws such as that of master and servant are substantially the same as in England.

An "Employers' Liability Act" was passed in 1886 with provisions similar to those in force in England. This Act facilitates the recovery of wages by workmen from contractors employing them, by attaching money due from others to such contractors in respect of the contract work.

*Liquor Laws.*—A modified form of Local Option prevails in the Colony. Sunday closing is enforced. Wages may not be paid in public houses, and children apparently under 16 years of age may not be served with liquor.

*Death duties* are paid upon an ascending scale, according to the value of the property, beginning with one and ending with five per cent.

*Vaccination* is not compulsory in New South Wales.

*Local government* by means of "municipalities" prevails throughout the "incorporated districts" of the colony; but the area of such districts is not large, although they include more than 55 per cent. of the total population. An extensive measure of "local government" has been for some time in prospect. The ordinary rates seldom exceed 1s. in the pound, but many of the boroughs have additional special rates varying from 3d. to 6d.

*Religion.*—There is no established church in New South Wales. The Church of England, the Roman Catholic, the Wesleyan Methodist, and the Presbyterian are the most important denominations.

*The educational system* of New South Wales is under the control of the Minister of Public Instruction. Teachers are recognised as civil servants, are paid by fixed salaries (the system of payment by results not being in force), and are appointed by the Government in the Colony. The school fees are paid into the Treasury as revenue. In 1889 there were about 2,350 public elementary State schools and 700 private, with an average attendance of over 114,000, and over 41,500. In addition to public schools, evening public schools, high schools, and superior public schools have been established, and itinerant teachers and work-mistresses are provided for. There were at the end of 1889, 5 high schools and 57 superior public schools. The public school fee is 3d. per week, per child, but children going to school travel on the railways free. Provision is made for the education of children who are unable to pay school fees, and for schools for neglected children. A local board is appointed for each school district. Public schools are erected wholly at the expense of the Government. Denominational schools have ceased to be supported by the State, but general religious instruction is provided for. Clergymen of the various

denominations are entitled to appropriate one hour a day for religious instruction in the tenets of their respective churches. The New South Wales educational system is spoken of as highly successful.

In addition to the various classes of public schools maintained by the State, there exist several institutions receiving annual subsidies from the Government; the most important of these is the Sydney Grammar School, with a daily attendance of about 400.

The *Sydney University* was established in 1851, the charter being framed after the model of that of the London University. Three denominational colleges and a college for women are affiliated to it. There is a Technical College in Sydney open to students of both sexes, with a daily average of nearly 1,200 students. Branch Technical Schools have also been established in the suburbs, and in the northern, southern, and western districts of the Colony. Technical workshops have been fitted up in Sydney, where teaching with practical illustration is given.

At Sydney there is a Mechanics' School of Art, with a Working Men's College in connexion with it.

A special Department of Agriculture has been recently started. In connexion with it an Agricultural College is about to be opened near Windsor (34 miles N.W. of Sydney).

The State also supports free libraries, schools of art, and mechanics' institutes. The Sydney Free Library is open to the public from 10 a.m. to 10 p.m. on weekdays, and from 2 p.m. to 9 p.m. on Sundays.

New South Wales possesses various hospitals, benevolent asylums, orphan and industrial schools, and other benevolent institutions. There is no poor-rate, but the State subsidises benevolent institutions, generally in the proportion of £1 to every £1 privately contributed. There is a Charity Organisation Society at Sydney. The probationary treatment of first offenders has been introduced, and the system of boarding out orphan, deserted, neglected, and even slightly criminal children is widely in use, and has been very successful in its operation.

The principal railways are Government property. In June 1890 there were about 2,180 miles open. The net interest earned by the State railways on capital expended was in 1890 about 3·2 per cent.

There are also in New South Wales two private lines of railway, one 45 miles in length, from Deniliquin in the Riverina to Moama on the Victorian border, and a second, 35 miles in length, from the Barrier silver mines, Silvertown, and Broken Hill, to the South Australian border.

*Tramways.*—Sydney and its suburbs are served by steam tramways, of which there are about 30 miles in operation. There are also tramways between Newcastle and Plattsburg.

*The natural resources* of New South Wales are (1) Pastoral, (2) Agricultural, (3) Mineral.

(1) *Pastoral.*—The principal product of the Colony is wool. As a

wool-producing country it stands by far the first among the Australasian Colonies. The loss of sheep occasioned by the drought of 1885, and the continued low price of wool, were the chief causes of the depression that for some time prevailed. In 1889, over 299,000,000 lbs. (valued at about £10,620,000) of wool were produced against about 270,000,000 lbs. in 1888. At the end of 1889 there were over 50 million sheep in the colony. The chief sheep-owning districts are Bourke, Wentworth, and Murrumbidgee.

Horse breeding (especially of saddle and light harness horses) is extensively carried on, but as yet, only for the local market.

The breeding of pigs appears to be much neglected, the number of pigs being less in 1889 than it was in 1880 by about 70,000.

Cattle rearing has also decreased in importance, compared to sheep farming, during the last few years. While, however, this is true of cattle generally, dairy farming has, on the contrary, made very rapid progress. During the year 1890 there were over 260,000 dairy cows in the colony; the greatest numbers being in the Eden, Camden, Shoalhaven, Kiama, Richmond, Illawarra, and metropolitan districts. A marked feature of the last few years has been the starting of butter factories worked upon co-operative principles. In 1889 there were 234 cheese and butter factories, chiefly in the Eden, Shoalhaven, and Kiama districts. Out of about 10,000 hands employed at dairy farming, 1,339 were employed in these factories. It is found that factory-made butter commands at least 3d. per lb. more than home-made (about 1s. 3d. to 1s. 6d. against 1s. to 1s. 3d.) The establishment of factories has caused land in their neighbourhood to increase in value from £1 to £2 per acre.

Natural pastures exist throughout the colony, but especially in the Western districts, where are to be found many varieties of the best fattening grasses, herbage, and salt-bush.

(2) *Agricultural*.—The extent of its territory ranging through so many degrees of latitude and longitude, from temperate south to semi-tropical north, and from the comparative moisture of the coast to the prevailing dryness of the interior, accounts for the variety of agricultural resources contained in the colony. Of the total 199,000,000 acres of the colony, not quite 1,165,000 acres were in 1890 under cultivation. Of these about 420,000 were under wheat, nearly 174,000 under maize, about 22,350 under oats, about 17,500 under potatoes, about 3,240 under tobacco, over 18,700 under sugar cane, about 190,000 under hay (from wheat, barley, and oats), about 8,000 under vines, about 19,000 under orchards, nearly 10,000 under orange-ries, and 4,500 under market garden produce.

The area under sown grasses is constantly increasing; in 1889 there were under artificial grasses over 245,000 acres, an increase of over 180,600 acres in the last 10 years.

Lucerne and other permanent grasses are laid down principally in the Hunter districts and the south coast. They are also being extensively used in the Richmond district. It is, however, in

dairy-farming districts that the practice of laying down permanent grasses is most common.

*Tobacco.*—Both the soil and climate of the colony are well fitted for growing tobacco, and it is cultivated principally now in the Murrumbidgee Valley and Tumut districts, almost exclusively by Chinese.

*Sugar growing* is carried on chiefly in the Richmond River and Clarence River districts. The annual yield being from about £7 10s. to £10 per acre planted.

*Grapes* flourish all along the Coast district, and the wines of the Albury district have a high reputation throughout Australia. The produce per acre on an average of years is about 200 gallons. In 1889 there were 1,650 vine growers, the average area of each vineyard being 4·7 acres. A considerable area (about 1,750 acres) is also given to the cultivation of table grapes, especially in the districts surrounding Sydney.

*Orangeries.*—The area under orangeries in the Central Cumberland districts and the Hawkesbury and Nepean Valleys is greatly increasing. Parramatta is the most important centre. The number of orangeries in 1889 was 1,173, and their average area 8·4 acres.

*Fruits* of all kinds common to England grow in abundance, as well as lemons, bananas, figs, pineapples, and other semi-tropical fruits, but at present the cultivation of all fruits except grapes and oranges appears to be retrogressing. As things are, New South Wales imports fruit, so that there would seem a great future for the fruit-growing industry in the Colony. Arrowroot, cocoa, coffee, currants and raisins, hops, mustard, olives, rice, spices, tea, vanilla, are articles that might be raised in the Colony.

Taking the lines of railway, good arable land extends along the *Southern*, which runs to Goulburn, as far as Marulan (114 miles from Sydney). The *Northern* passes, nearly its whole length, through a good agricultural and grazing country. Along the *Western* are orangeries, vineyards, and homesteads, but until the Bathurst plains are reached, the land is for the most part too mountainous for agricultural purposes.

The most fertile land of the Colony is to be found on the margin of the rivers, particularly the flats of the Hunter, Clarence, Macleay, Manning, Hawkesbury, and Shoalhaven, but these are inevitably exposed to loss from floods.

*Timber.*—New South Wales is rich in timber of all kinds, many of them possessing a beautiful grain suitable for decorative woodwork. The cedar is the most valuable, and is found in the northern parts of the Colony. Next come the different varieties of the Eucalyptus known as the ironbark, box, blue gum, stringy bark, grey gum, etc. More than a hundred kinds of acacia abound in the colony. It is to be observed that the trees are almost universally evergreens, and when their leaves, which are destitute for the most part of salts, fall, their decomposition into mould is prevented by the heat and dryness of the climate.

The necessity of preserving the timber resources of the colony has been recognised, and State forests and timber reserves are now protected by the State. The total area of land given up to the conservation of timber in New South Wales amounts to over 5½ million acres. In 1889 there were 325 saw mills in the colony, employing 3,578 hands.

*Mineral.*—New South Wales abounds in minerals, the most important of which is coal, the colony possessing the most extensive coal and cannel coal seam in the Southern Hemisphere.

The coal-producing area is estimated at 24,000 square miles, the richest portion of which is near Newcastle, in the northern or Hunter River district. In 1889 out of 103 registered coal mines 67 belonged to this district, 16 to the Illawarra, and 16 to the western district. In 1889 the amount produced was 3,655,000 tons, valued at over £1,632,000, as against over 3,200,000 in 1888. The price on an average of years at the pit's mouth is about 9s. 9d. per ton. In 1888 it was 8s. 11d.

Over 119,000 ozs. of gold to the value of about £434,000 were produced in 1889. The principal seats both of alluvial and quartz gold mining are the Bathurst and Mudgee districts. Alluvial mining alone is carried on in the country watered by the various feeders of the Upper Lachlan, and also (among others) in the Tumut and Adelong districts. Quartz mining is, however, yearly growing in importance as against alluvial.

Of late years the production of silver has become of great importance, owing to the discovery about 1882 of silver deposits extending over an area of about 2,600 square miles in the Barrier Range District beyond the River Darling, upon the borders of South Australia.

In 1889 about 417,000 ozs. of silver and over 34,500 tons of silver-lead ore, valued at nearly £2,000,000, were exported, a great increase over 1888, when the total value exported was over £1,142,000.

Tin mines are being worked in the extreme north of the Colony near Tenterfield and Vegetable Creek, and other districts of New England, and copper chiefly in the central part of the Colony between the Macquarie, the Bogan, and the Darling Rivers. Iron is widely found throughout the Colony, especially in the mountain districts. As yet the only ironworks are at Eskbank, near Lithgow.

Other minerals are shale, manganese, antimony, bismuth, cobalt, mercury, and cinnabar.

About 28,000 persons were engaged in mining in 1889 as against about 26,800 in 1888, of whom about 10,300 were coal miners, about 10,200 gold miners, about 5,600 silver and silver-lead miners, 1,200 tin, and 380 copper. Including families there is a population of about 138,000 dependent upon the yield of the mines.

The Colony possesses an abundant supply of all the various kinds of stone. Marble limestone is found near Bathurst, Marulan, and several other places. Granite is found near Goulburn, etc., and

Sydney itself has an inexhaustible supply of building sandstone. Clays, for brickmaking purposes, abound throughout the Colony.

Diamonds are found in river drifts, but the industry is as yet in its infancy.

The waters of the Colony abound with fish. The bays and estuaries along the coast furnish natural oyster beds many miles in length. These are, besides those in the neighbourhood of Port Jackson, in the rivers Hunter, Clarence, Manning, and Clyde. Deep-sea fishing has been hitherto much neglected.

The principal indigenous animals of New South Wales are kangaroos, wombats, and opossums. Deer and hares have been introduced and thrive. Rabbits, also introduced, have increased so as to become a great pest. It is estimated that over a million sterling has been spent in the destruction of rabbits, but it is now generally recognised that nothing but a system of connected wire fencing throughout the Colony will do much to abate the nuisance.

*Irrigation.*—A Royal Commission dealt in 1887 with the question of irrigation in the Colony. Their report considers that irrigation properly executed in the country west of the Dividing Range would benefit the Colony.

In 1884, through drought, 6 million sheep were lost, in 1887 about 4 million, and in 1888 less than half a million. On the lower Darling, land in its natural state scarcely capable of sustaining one sheep per acre, when irrigated and laid down in lucerne, was able to support 20 sheep per acre. Among the areas pointed out by the Commission as capable of irrigation are the valley of the Namri River from Gunnedah to its junction with the Darling, the valley of the MacIntyre River from its head to the same point, and the track of country lying between those rivers and waters by the Gwydyr and its branches. An irrigation colony upon the lines of Mildura, formed by Messrs. Chaffey, has been sanctioned by the Legislative Assembly at Mulgoa (near Penrith, 40 miles west of Sydney).

*Manufactories.*—The total number of manufactories and works in existence during 1889 was 2,926, as against 3,106 in 1888. The total number of hands employed in 1889 was 44,989, as against 45,564 in 1888. Of the manufactories, and its suburbs, employing nearly 25,000 hands, were in Sydney and its suburbs. Among the more important manufactories are wool-washing establishments (employing about 1,482 hands), tanneries (employing about 760), aerated water manufactories (employing about 1,079), sugar mills and refineries (about 2,424), breweries (about 826), flour mills (about 513), boot manufactories (about 2,400), clothing, textile fabric (about 5,520), woollen cloth (172), brickyards (1,874), saw mills (about 3,578), iron, brass, smelting, silver, copper, and tin works (about 2,836), machinery and engineering (about 1,996), railway workshops and carriage factories (about 2,229), bedding and furniture (about 1,290), printing works (about 3,784), gasworks (about 1,059), soap and candle manufactories (about 250), tobacco factories (about

621), boiling down establishments (140), and butter and cheese factories (about 1,339).

*Gold and Mineral Licenses.*—The authority to dig or mine for gold costs 10s. a year, and entitles its possessor not only to take up the ground for mining, but also to occupy a quarter of an acre of land for his dwelling or an acre for a business site. Mineral licenses are also obtainable at a cost of 20s. per year, entitling the holder to occupy from 4 to 640 acres of crown land for the purpose of searching for minerals other than gold.

*Number of Occupiers.*—For the year ending March 31, 1890, there were in New South Wales 47,620 occupiers of more than one acre of land (excluding those for pastoral purposes). The average area of holdings was about 862 acres, but this varies very much in the different districts. In the Western districts the average is as high as over 4,600 acres. In the Central it is about 1,200, while in the Eastern Division, especially around the centres of population it is much lower. In Kiama, Hawkesbury, Central Cumberland, and Goulburn, the average lies between 120 and 38 acres. During the last ten years, holdings under 15 acres have increased 36·5 per cent., those from 15 to 200 have been stationary; between 200 and 400 a slight increase; between 400 and 1,000, an increase of nearly 38 per cent.; from 1,000 to 2,000 an increase of nearly 81 per cent.; from 2,000 to 10,000, 92·5 per cent.; and from 10,000 upwards, an increase of 10·1 per cent. It is calculated that, at the end of 1888, no less than 53 per cent. of the occupied lands was in the hands of 580 occupiers.

The total extent of *holdings* was nearly 36 million acres of freehold and nearly four million of leasehold land, of which not quite one million were under cultivation, about 35½ million acres were enclosed, but not under cultivation, and not quite three million acres were unenclosed.

*Land disposed of.*—The total area of land sold in fee simple up to the end of 1889 was 22,912,864 acres; the area granted was 3,113,393 acres; and the area in process of alienation under the system of deferred payment was 17,574,059 acres, making a total of 43,600,116. The area leased to pastoral tenants and others comprised nearly 137½ million acres, so that out of the total available area of the Colony, viz., 195,982,150 acres, there were either leased or sold about 181,300,000 acres, leaving a balance of about 14,600,000 acres, representing chiefly the land reserved alike from sale and lease, as well as the area of country not suitable for settlement.

For the sale or disposal of public lands, the Colony has been divided into 80 land districts with 89 land offices, at each of which a Crown Land Agent is stationed, whose duties are to receive all applications for the purchase or lease of Crown Land and to give the public all necessary information as regards the alienation of land. The title to any conditional purchase or conditional or homestead lease commences under the new Act from the date of application. [The mode of procuring land and the cost of settlement etc. in New South Wales is



very similar to that prevailing in Victoria and varies with the nature, quality, and quantity of land required, and as the space available in this book prohibits particulars I must refer my readers to the pamphlet published by the Emigrants' Information Office.—J. H.]

*Customs.*—New South Wales is at present a free trade Colony, though the majority in its favour is not large, duties being imposed, as in England, for revenue purposes. The principal duties are on spirits, beer, tobacco, tea, and sugar. A copy of the tariff may be seen at the office of the Handbook. The duty on tea is 3d. per lb.

*Revenue and Debt.*—The gross revenue was in 1889, over £9,000,000, as against over £8,800,000 in 1888. The expenditure was over £9,200,000, as against about £8,800,000 in 1888. The public debt was, at the end of 1889, about £46,650,000. The rate of taxation per head was, in 1889, £2 8s. 6d.

*Imports and Exports.*—In 1889 the value of the imports was £22 863,057, as against £20,085,557 in 1888; that of the exports £23,294,394, as against £20,920,130. The main articles of export are wool, gold (in coin), coal, live stock, tin, silver, copper, skins, and tallow. The export of grain, leather, and sugar is now inconsiderable.

*Summary.*—At the present time the condition of things in the colony is very favourable. A continuance of plenteous rains has secured an abundance of grass, and stock and sheep were never in a more flourishing condition. At the same time the Land Act of 1889 has given satisfaction to the owners of sheep farms, and is said to have materially increased the value of land in the west. The amount of wool for last season was satisfactory, though the price tended downwards during 1890. The harvest of 1890-91 suffered from an excessive rainfall, but on the whole the outlook for the present year is full of hope.

*Demand for Agricultural Labour.*—Looking, however, at the colony as a field for emigration, it must be remembered that large as is the area of New South Wales the portion under cultivation is as yet very small compared to the whole colony, being not much over a million in a total of 199,000,000 acres. The holders of land of more than one acre are over 47,600 in number (excluding those for pastoral purposes), while only about 80,000 are engaged in agriculture. From these figures the conclusion is inevitable that the number of regular agricultural labourers is as yet not large. What is required is that some method of correspondence should be established by which farm labourers shall be advised of districts in which they will find an opening, otherwise emigrants tend to swell the town population.

*Demand for Town Labour.*—With regard to town labour the situation remains for the most part unchanged. It must be remembered that in the Australian colonies the tendency is for the capital cities to grow at a great rate of increase, while the smaller country towns tend to be stationary or to increase very slowly. The situations of Newcastle and Silverton make them exceptions to this rule, still it may be generally stated that artisans emigrating to New South Wales or Victoria will go to add to the populations of Sydney or Melbourne.

The large supply, however, of local labour renders the position of the new comer by no means easy. A really good workman will probably succeed, but he must possess strength of character as well as skill in his trade; he must be prepared to take the first work that comes to hand, and not expect employment at once in his own skilled trade, and above all he must be steady in his habits. With regard to the general question, it must be remembered that the Trade Unions are strong and well-organised, and prefer to keep up a high rate of wages even though constant employment cannot be found at that rate, rather than that a day's wage should fall below a certain limit. The depression of recent years, so far as town labour was concerned, was largely due to the sudden cessation some years ago of public works, owing to the unsatisfactory state of the revenue. The labour market of the colony is still too restricted easily to absorb men suddenly thrown out of work, and, as a consequence, the class of "unemployed" came to the front, the genuine workmen being largely added to by loafers, undesirable emigrants, and general ne'er-do-weels. For these "unemployed" relief works are in years of depression started, upon which large sums of public money have been spent, so that the introduction of emigrants, unless they are of the right sort, may only tend to swell the ranks of the "unemployed" and add to the taxation of the New South Wales community. At the present time several proposals for new railways, etc. have been sanctioned, and these works will shortly be begun (but for any changes in the labour market consult the quarterly circulars issued free by the Information Office). Apart from the uncertainty of obtaining work, New South Wales undoubtedly possesses many attractions to working men, wages are high, the recognised working day is eight hours, and in no country outside the Australian Colonies is the political and social status of the working class on a higher level. For persons with some small capital there is undoubtedly a great opening. The resources of the country are great, and to a very large extent as yet undeveloped. It is true that, unless irrigation can altogether change the nature of things, large tracts of country must always be given up to sheep, but even under the present circumstances the area of land fit for agriculture is said to equal the whole area of Victoria, while the area under cultivation is much less than half of the area under cultivation in that colony. New industries, such as fruit farming, etc., are becoming year by year of more importance, while irrigation, which is being undertaken, will, as in Victoria, tend to cut up large estates. Of course money should in no case be invested until knowledge and experience has been gained of the condition of things prevailing in the colony.

For the main business of the colony, sheep farming, a return to good seasons, together with the alterations in the law already mentioned, should ensure a period of prosperity, but sheep farming is becoming more and more the concern of the large capitalist.

For female domestic servants there is a steady demand which is likely to continue.

Emigrants who go out from this country should, if they have no friends of their own in the colony, try to take introductions to some one who would be able to put them in the way of work, or at least to some trade or friendly society ; they should take with them characters ; they should be prepared not to remain in Sydney, but to pass on without loss of time or money to the country districts ; they should be ready to turn their hands to the first job which presents itself ; and they should be careful not to leave England without the certainty of having some money in their pockets when they arrive at Sydney to keep them while looking for work, and to prevent them from being destitute in a new country, and becoming a burden on a community on which they have no claims.

For further, and the latest information respecting this colony, apply to the Emigrant's Information Office, 31, Broadway, Westminster, S. W.



EXTRACTS FROM THE HANDBOOK OF

## TASMANIA.

APRIL, 1891.

*Much of the information contained in the handbook is omitted here, as it has already appeared in my narrative.*

**T**ASMANIA is an island, nearly as large as Ireland, situated at the southern extremity of Australia, from which it is divided by Bass's Straits, 120 miles wide.

It was discovered by the Dutch navigator, Tasman, in the year 1643, and by him named Van Diemen's Land. At the end of the next century it was visited by Cook and other voyagers, but was not inhabited by Europeans till the year 1804, when some colonists from New South Wales settled in the south of the island. Tasmania is, therefore, the oldest, next to New South Wales, of the Australasian Colonies. From that time its progress, though not always so rapid as that of the sister colonies, has been steady. Being much smaller than any of them, the amount of land available for sheep-runs was far more limited than in the other colonies. Hence properties are smaller, the population is more scattered over the country, and the villages are more frequent. The whole surface of the island is diversified with forests, rich valleys and plains, and mountains rising to 4,000 and 5,000 feet, while running streams abound in all parts. With the exception of the western part of the island, which is for the most part densely wooded, and where the coast is rugged and exposed to frequent storms, the country is more or less dotted over with settlers. In some parts, notably in the north-west, the soil is very rich, and only requires clearing of timber to become excellent agricultural land. The northern part of the island is generally the most favourable for agriculture.

*Climate.*—The climate is very healthy and genial. The winters are much warmer than in England. Snow seldom falls, or remains on the ground more than a few hours, except in high situations. The summers, though rather hotter, from the greater power of the sun, than in England, are much less oppressive than those in Australia, and the air is dry and seldom sultry. At Hobart the mean maximum temperature is 62°; and the minimum 46°; the greatest heat in 1889 was 96° in November, and the lowest 32° in October. At Launceston in 1889, the mean maximum was 65°, and the mean minimum 45°. The rainfall is very variable; that at

Hobart is about 23 inches a year (but 30 in the wet year of 1889), each month having some rain. Launceston and the north coast have more rain. In 1889 there were 32 inches at Launceston, and 44 at Latrobe. In the interior there were 29 inches at Oatlands, and 20 at Hamilton. On the east coast Swansea had 45 inches, Fingal and Falmouth 39. The W. and S.W. coasts are always very wet, Mount Bischoff having 81.3, and Corinna 73.80 inches a year. Many diseases, which in England are often serious, are in this climate comparatively slight. The rate of infant mortality is particularly low. So generally recognised in Australia is the pleasantness of the Tasmanian climate, that a great number of persons go there every summer from Melbourne and Sydney to escape the heat and dust of the continent.

The seasons are nearly the opposite to what they are in England, the summer commencing in December.

*Government.*—Tasmania has a Governor appointed by the Crown, usually for a term of six years, and a Parliament consisting of two Houses, the Legislative Council and the Legislative Assembly. Each member of the Legislative Council sits for six years from the date of his election, this House not being, like the Legislative Assembly, subject to dissolution by the Governor. The Legislative Council has 18 members, the Legislative Assembly 36. The qualification for an elector to the Legislative Council—is the possession of a freehold estate of £20 or leasehold of £80 yearly value, or the fact of being a barrister, graduate, minister of religion, medical practitioner, or an officer of the army or navy. The qualification for an elector to the Assembly—is to be assessed as owner or occupier of property, or to be in receipt of income of £60 a year; lodging and rations count as income; residence for 12 months is necessary. Every member, except those receiving official salaries, is (by an Act of 1890) paid £100 a year, provided that he attends 20 sittings. Municipal government is general.

*Justice.*—The laws are substantially identical with those of England.

The various religious bodies have their own churches or chapels as in England. There is no State Church, but each body manages its own affairs. The majority of the people are Protestants.

By the Education Act, 1886, education was placed under the minister controlling the Department of Education. Besides Government schools there are many grammar schools and private establishments; and an Act of 1889 authorised the establishment of a University at Hobart. Education is compulsory for children between seven and 14 years, and fees are charged. The teaching is entirely unsectarian, but opportunities are given for religious instruction where desired.

There are several exhibitions and scholarships to be competed for.

The revenue for 1889 was £678,909 as against £640,068 in 1888; the expenditure £681,674, as against £709,486 in 1888; in each year from 1884 to 1889 the expenditure exceeded the revenue. The

public debt on 31st December 1889 was £5,019,050 as against £4,499,470 in 1888. Nearly two-thirds of the revenue (or £2 16s. per head) is derived from taxation, including customs £307,000, land tax £41,000, licences £14,000, and dividend tax £10,000. Local taxation is 11s. a head in addition. Gas, water, and light rates are excluded from the above amounts. In 1890 the revenue rose to £753,245, and exceeded the expenditure by £31,000.

The total imports for 1889 were £1,611,035, an increase of £371 over 1888; and the exports £1,459,857, an increase of £125,992. The chief trade is with Victoria, and most of the balance is with the United Kingdom and New South Wales. Among the exports the principal articles were green fruit £110,000, an increase of £26,000 over 1888; jam, £16,500, a decrease of £14,000; oats £36,600, an increase of £36,000; potatoes £167,700, an increase of £132,000; hops £23,000, an increase of 10,000; hides and skins £18,000, an increase of £4,000; rabbit skins £11,300, a slight decrease; wool £283,200, a further decrease of 23,700; bark £87,200, a further increase of £26,400; timber £63,000, a decrease of £8,000; gold £123,400, a further decrease of £4,000; tin £345,000, a decrease of £81,000; horses £8,800, an increase of £1,500; and sheep £60,400, an increase of £4,400. It will be noticed that wool and minerals comprise more than half the exports. The principal articles of import are books ironmongery, cotton wool, and silk, wheat, sugar, tea, tobacco, spirits, timber, coal, and coke, iron, and tin, and cattle, and sheep.

There are about 374 miles of Government and private railways open; the lowest fare is 1½d. a mile; generally 56lbs. of luggage is allowed free. The principal line runs from Hobart to Launceston (133 miles), passing through the centre of the island; fare 20s. At Bridgewater (13½ miles), there is a branch (15 miles), to Glenora; at Conara (98 miles) there is a branch (47 miles) to Fingal and St. Mary's; at Evandale (122 miles) there is a branch (80 miles) to Ulverstone on the N. W. Coast, which is to be extended to Emu Bay. There is also a line from Emu Bay, on N. Coast, to the Mount Bischoff Tin Mines (43 miles), and from Launceston, N. E. to Scottsdale (47 miles, fare 7s. 10d.); one or two others are under construction. The total profit on working all these lines in 1889 was £22,000.

It may be taken generally that, where there are no steamers or railways, all the towns mentioned in this Handbook are connected with Launceston or Hobart by coach; there is thus a fairly complete network of intercommunication throughout the Island.

The Colony is connected by telegraph with England and other parts of the world; and there is connection between the principal towns and villages in the Island; the charge for an inland telegram is 1s. for 10 words, and for one to or from the United Kingdom 9s. 9d. a word.\* There are also 346 miles of telephone wires.

\* The charges to the Australian Colonies are lately reduced to less than half this sum, I presume that Tasmania has participated in the reduction.—J. H.

Postage rates, to and from the United Kingdom, are, substantially the same as the other Australian Colonies.

There are hospitals at Hobart, Launceston, Campbell Town, Mount Bischoff, etc.; lunatic asylums at Hobart and New Norfolk, N.W. of Hobart, and other charitable institutions.

Public libraries, mechanics' institutes, etc. are to be found in nearly all the principal towns.

The same sports and pastimes are carried on as in England, and there are many cricket, football, rowing, bicycling, and other clubs. For sportsmen, there are kangaroo, opossum, wild duck, quail, wattle-bird, black swan, goose, trout, perch, mullet, bream, etc.

A ton of flour equals 2,000 lbs., a cwt., 100 lbs., and a quarter 25 lbs. A bushel of wheat, maize, beans, peas, tares, or rye equals 60 lbs.; of barley, 50 lbs.; of oats, 40 lbs.; and of bran or grass seed, 20 lbs.

#### PRODUCTS AND INDUSTRIES.

(1) *Farming*.—The soil and climate of Tasmania are favourable to the cultivation of all the English cereals, fruits, trees, and plants, and on account of the mildness of the winters, and the greater amount of sunshine, their growth is more rapid, and the production of fruit especially is much more certain and abundant than in England. Many plants, such as the geranium, which would not survive a winter in England, grow luxuriantly without any protection.

As in all countries where land is plentiful and cheap, and labour scarce and dear, the cultivation of corn is carried on with little, if any, regard to rotation of crops or manuring, though guano and bone dust manure are now used to some extent. Consequently the yield per acre as compared with an old country like England is not a true measure of the productiveness of the soil. There is a small Government farm at New Town, near Hobart.

*Price of Land*.—First-class cleared arable farms with buildings, cost from £10 to £15 per acre, and generally range from 100 to 300 acres; capital required to stock and work them is about £300 for every 100 acres; this land may also be rented at rates up to 20s. an acre, the ordinary rate for first-class land being 10s. to 12s. an acre. Second-class farms cost £6 to £10 an acre; capital required, £250 for 100 acres, or from £150 to £200 for a holding of 60 acres; rent from 7s. 6d. an acre. Small farms of from 50 to 200 acres are, in some parts, not easy to obtain. Farm implements are dear. The cost of clearing land averages about £5 an acre. The cost of raising an acre of wheat is put down variously from £3 to £5 including rent, manure, etc. The average yield for the Colony of 18 bushels an acre would give—if 7s. 6d. is added for straw—a good profit on the lower estimate, but not on the higher, unless the yield was greater. The use of reapers and binders, and of reapers and mowers combined is increasing year by year; and also the use of steam power machines for irrigation works. There is a land tax of  $\frac{1}{4}$ d. in the £ on the capital value of the land.

*Crops.*—The quantity of land under cultivation for the year ending 31st March, 1890 was 488,354 acres, or 7,000 more than in 1888-9, of which about 49,000 acres were in wheat, 40,000 in oats, 4,400 in barley, 536 in hops, and 190,700 in permanent artificially sown grasses. There was a large increase of acreage over 1889 in wheat and oats; other crops were about the same. Owing to wet and rust in 1889-90, less wheat was produced than in 1888-9, though the acreage was greater; but oats showed a good increase; the yield of hops was less. Wheat cultivation is less than what it was before 1882, owing to competition from American wheat in the markets of the world, and Tasmania has to import considerable quantities for home consumption. The average produce of bushels per acre for the whole island in 1889-90 was: wheat 15 (against 20 the year before); oats 29; and barley 24. The average price of wheat at Hobart and Launceston was 4s. to 5s. per bushel, barley, 3s. 6d. to 3s. 9d., oats, 2s. 3d. to 3s., and pease 3s. to 4s., all rather less than in the previous year.

*Hops.*—Out of 536 acres of hops in the Island, 430 are at New Norfolk; the average produce per acre during the last 10 years ranged from 1,000 lbs. to 1,650 in the exceptional year of 1882-83; the price in 1889-90 was 9d. to 10d. a lb., which is slightly above the average.

*Root crops.*—Potatoes are the chief root crop, the acreage being 17,000 acres; then follow turnips with 2,500 acres, mangel wurzel with 1,044, carrots with 87, and onions 48 acres. The prices per ton in that year were: potatoes, 70s., turnips, 30s., mangel wurzel, 15s. to 30s., carrots, 30s. to 40s.

*Sown grasses.*—The total area under grasses has steadily grown during the last 10 years.

(2.) *Gardens and Orchards.*—All English fruits, as well as grapes, grow excellently throughout all the settled regions. In 1889-90 there were 9,800 acres of gardens and orchards, which is the largest acreage yet reached, the acreage having steadily increased year by year since 1880. The principal fruit is apples, and these are now being sent to the London market. The Franklin district in the south claims much the largest share in the fruit industry, 265,500 bushels of apples having been grown there during the year ending March, 1890, out of a total produce of 503,000 (which latter is the largest crop on record), New Norfolk coming next with 61,000 bushels. The pear crop is much smaller; nearly all of it is produced at Franklin, and in the S.E. division of the island. An interesting experiment in the production of grapes with irrigation for wine-making has been started on Maria Island, on the East Coast.

*Stock.*—There is excellent pasturage for stock in the N.W., N.E., Midland, and S.E. districts of the Colony. They generally remain in the open throughout winter and summer. Merino, Leicester, and Lincoln are the principal breeds of sheep: cattle are mainly Herefords and Devons. On March 31, 1890, there were over 1,500,000 sheep, 150,000 cattle, nearly 30,000 horses, 59,000 pigs, and 30,200



dairy cows. The export of wool in 1889 was 6,240,000 lbs., which is much less than in former years. More than half of the total number of sheep are in the midlands round Bothwell, Hamilton, Oatlands, etc. Cattle, dairy cows, pigs, and horses are distributed all over the Colony, except in the south-west by Franklin and Macquarie, where there is not much stock of any kind. Early in 1891 stock were looking well, and feed was plentiful. A cow would cost from £5 to £8.

*Timber.*—A considerable part of the island is more or less thickly covered with timber, the predominant trees being the eucalypts, which grow to a greater height than any other known tree. The growth of the gum trees is a proof of the mildness of the climate, as it will not thrive in a country so cold as England. The pine grows in the S. and S.W., and is very durable and well suited for boat-building; while the blackwood, red and white myrtle, swamp gum, Huon pine, stringy bark, etc., are well adapted for smaller objects; and a good deal of wattle bark is exported for tanning purposes. Blackwood, Huon pine, and myrtle are excellent cabinet woods.

*Gold mining* is a principal industry of the colony. In 1889 there were 1,128 persons employed in the gold mining, which is the highest number since 1883; 418 of these were at Beaconsfield, and 390 on the West Coast. The production of gold has steadily decreased during the last ten years.

*Tin.*—In 1889 there were (roughly) 2,200 persons, or 300 more than in 1888, employed in tin-mining, of whom 455 were at Mount Bischoff in the N.W., and 1,700 round Ringarooma and Portland in the extreme N.E. corner of the Island; the tin workings at Mount Heemakirk in the West are now very small. The total production was (roughly) 5,500 tons (valued at £317,000) of which 2,600 were produced at Mount Bischoff, and 2,000 in the Ringarooma and 400 in the Portland districts. The total production has varied very little during the last eight years, but the price has lately declined; there are smelting works at Launceston.

*Coal.*—The production of coal in 1889 was 40,300 tons, which is slightly less than in 1888, but much larger than in previous years. The principal mines are at Fingal, the production there being 32,800 tons; 2,000 tons were raised round Longford, and also at Franklin; 2,500 at Mersey, and smaller quantities at Oatlands, New Town near Hobart, Jerusalem, 32 miles north of Hobart, and at Adventure Bay, south of Hobart. The industry at present is but small, only some 130 men being employed, but is capable of considerable extension; in 1888 it benefited from the strike at the Newcastle coal mines in New South Wales. Coal in Hobart costs 18s. to 20s. a ton.

*Silver and silver lead.*—At the silver and lead mines at Mount Zeehan, on the West Coast, there are comparatively few men at work, but this is mainly owing to the difficulties of access; over 200 lots,

or 54 acres, were bought in 1889 at an aggregate cost of £6,000. The easier way from Hobart is by boat to Macquarie Harbour, and then through a wild country to the mines, 40 miles off; the projected railway from the harbour to the mines is now being constructed, and is expected to be finished at an early date. At present it costs £7 to £8 per ton to take machinery there from Hobart. Other likely silver and lead mines in the neighbourhood are at Mount Lyell and Mount Dundas. Buildings increased largely at Zeehan in 1890, and several of the mines looked very promising. The Mount Dundas Field also appears to be "a very extensive and valuable mineral district," but at present is hardly at all developed. The difficulties of opening up both fields are largely owing to the heavy rainfall, which makes such tracks, as there are, almost impassable for machinery and supplies. North of these mines, and 13—16 miles from Mount Bischoff, lie the Whyte River and Heazlewood silverlead deposits, which are at present very difficult to get at, but promise well when sufficiently opened up.

*Other Minerals.*—Copper is said to exist at Frankford, 12 miles South-west of Beaconsfield, and at Mount Lyell, north-east of Macquarie Harbour, on the S.W. Coast, and there is a small mine at Westbury. There are also considerable stone quarries—flag, free, and building stone—round Launceston, and smaller quarries at Hobart, New Norfolk (limestones), Bothwell, Ross, Glenorchy, Oatlands, and Clarence near Hobart. Excellent slate is also quarried at Selby (in the N.E.) and elsewhere. Nickel has lately been discovered near Heazlewood; minerals suitable for the manufacture of paints, near Beaconsfield and Launceston, and kaolin near Branxholm and on the Mussel Roe River.

*The manufactories* are not very large, as appears by the number of persons employed in some of the principal ones in 1889.

*Crown lands.*—Tasmania has an area of 15½ million of acres, and the 65 adjacent islands 1¼ million acres. Over 4½ million acres have been sold or granted to settlers by the Crown, leaving in the hands of the Crown over 12 million acres, of which 630,000 are leased by settlers for sheep-runs or other purposes. In 1889 50,566 acres (or 15,000 more than in 1888) of Crown lands in the country were sold to selectors at an average price of £1 7s. 2d. per acre, and 885 acres of town and suburban lands at an average price of £15 17s. 6d. (as against £8 4s. 1d. in 1888) an acre. A large number of lots were sold at the new mining town of Zeehan. The Crown Lands Offices are in Hobart and Launceston, where application for land must be made; most of the best lands are occupied; land transfer is simple and cheap. Crown lands are generally heavily covered with timber and scrub, which is expensive and laborious work to clear; clearing and "burning off" costs 15s. to 35s. an acre, and from £2 to £10 per acre and upwards according to density of scrub, before it is thoroughly clear of stumps and trees. But the practice is to sow grass seed in the ashes after the burn-off, and for two or three years to fatten stock on

the sward that results. During these years the smaller stumps become loose, and may then be removed. A rough hut may be erected by the settler himself; a three to four room house would cost £20 and upwards. It will take him some years to clear his farm; if he has money he had far better buy a cleared farm at once. But the practised hand can turn the timber on his farm to profit by splitting palings, etc. for market, as well as for his house material. The middle and south parts of the island are less heavily timbered than the north, where some trees are 300 feet high.

*Crown Lands Act, 1890.*—The reserve price of all Crown land, whether town or suitable for agriculture, is £1 per acre. If such land is within a mining area, the selector must reside on it. Anyone may obtain permission to search for minerals on such land on giving compensation to the occupier. All Crown land, whether townland or agricultural, may be paid for in cash within a month, or on credit. If the latter, a third of the price is added thereto, and the whole is payable one-eighth at once and the rest in 14 annual instalments beginning at the end of one year from the time of sale. Leases of rural lands may be sold for grazing purposes by auction at an upset annual rent of not less than 5s per 100 acres for not more than 14 years. This land may, on six month's notice, and on compensation be resumed by the Crown for other than grazing purposes.

Licenses may be granted to fell timber, to remove gravel and stone, etc.

*Deferred payments.*—With the view of facilitating the acquisition of rural Crown land by persons of limited capital it is also disposed of on deferred payments extending over 14 years, and one-third of the purchase money is added to the price of land. Thus the cost of 100 acres on this system would be:—

	£	s.	d.
100 acres at 20s. - - - -	100	0	0
Add one-third for credit - - - -	33	6	8
	<hr/>		
	133	6	8
	<hr/>		
	£	s.	d.
Payment at time of purchase - - - -	3	6	8
„ first year - - - -	5	0	0
„ second year - - - -	5	0	0
Each of the following 12 years at £10 per year -	120	0	0
	<hr/>		
	133	6	8
	<hr/>		

Under these regulations not more than 320 acres of land nor less than 15 can be purchased by the selector; the selector must be at least 18 years of age. To the above £133 6s. 8d. must be added £10 for survey and fees.

**Mineral Lands.**—Leases are granted for 21 years of not less than 20 acres. The rent for lands containing coal, shale, slate, or limestone is 2s. 6d. an acre per year; for other mineral lands 5s. The lessee must spend £3 an acre every year in mining operations, or employ one man for every 20 acres during nine months in each year. By two Acts of 1888 the Government may make grants in aid of mining, and some grants have already been made.

**Gold mining.**—A miner's right costs 5s. a year for not more than 10 years, and entitles the holder to mine for gold within a certain fixed area. Leases, for not more than 21 years, of Crown lands not exceeding 10 acres may be granted for gold-mining purposes; on condition (among others) that the lessee employ for the first six months one man for every 2 acres, and afterwards one man for every acre. (Gold Field Regulations, Government Gazette, 2nd August, 1887.)

**Timber.**—Licenses to fell and split ordinary timber from Crown land available for the purpose can be obtained through the police, or from the Crown bailiffs, on the monthly payment of 5s. for each person employed; to fell and split blackwood and pine, 2s. 6d. per week for each person employed; to fell and remove ordinary timber in the log, 5s. per week for each person employed; to fell and remove blackwood or pine in the log, 10s. per month for each person employed; to strip wattle bark, 10s. per month for each person employed; to cut pine in certain areas of the West Coast (Sept. 1887 Regulations) £1 per month. (*See also Crown Lands Act, 1890.*)

**Customs Acts, 1888 and 1890.**—The tariff is rather high, and is largely protective. A complete copy of it may be seen at the office of this handbook. There is a specific duty on many of the articles, and the *ad valorem* duties range from 5 to 20 per cent. Harrows, etc., are charged 5 per cent. *ad valorem*, and watches, gold and silver jewellery, and plate and plated ware 20 per cent. A large number of articles are admitted free, of which the following are the most important, *viz.*, other agricultural implements and machinery, live animals (except sheep and cattle, by Act of 1890), blacksmiths' bellows, printed books, engines and fittings and engineers' tools, cabinetmakers' and upholsterers' materials, jewellers' and watchmakers' tools, printing material, saddler's materials; tools generally; all articles used exclusively in boot and shoe making; hatters' materials; machinery generally not worked by hand; manures; passengers' baggage and cabin furniture, except musical instruments and plate, arriving in the colony at any time within six months before or after the owner thereof; also household furniture and effects arriving within six months before or after the owner thereof, the same having been in the owner's use for a period of not less than six months before the removal to Tasmania, such furniture and effects not being for sale; any machines used for the destruction of rabbits; sewing machines; sheep-shears.

**Cost of living.**—A mechanic, if in full work, should earn from £2 10s. to £3 a week, and would spend for rent, food, fuel, and

clothes, for himself, wife, and two children about 42s. a week.

*Rent.*—Small cottages in Hobart, Launceston, and suburbs, with three rooms, cost, per week, 5s. to 8s., or, with garden, 7s. to 9s., and in the country from 2s. 6d. to 6s.; with four to five rooms, 9s. to 15s., or with kitchen garden, 11s. to 20s., and in country, 5s. to 10s.; larger houses £45 to £80 a year. Board and lodging cost 15s. to 25s. per week; for farm labourers. Firewood at Hobart cost 10s. to 12s., and coal 18s. to 20s. a ton, kerosene oil, 2s. 4d. to 2s. 9d. a gallon, and gas, 7s. 6d. per 1,000 cubic feet.

*Provisions.*—The average retail cost, per lb., of provisions in the colony is roughly as follows:—

Bacon	- 8d. to 1s.	Milk	- 4d. to 6d. per quart.
Beef	- 4d. to 7d.	Mutton	- 4d. to 6d.
Bread	- 3d. to 4d. per 2 lb. loaf.	Potatoes	- 3s. 6d. to 6s. per cwt.
Butter	- 10d. to 2s. 6d.	Sugar	- 2d. to 4d.
Cheese	- 6d. to 1s. 2d.	Tea	- 1s. 6d. to 2s. 9d.
Coffee	- 1s. to 1s. 9d.	Tobacco	- 4s. 6d. to 5s.
Flour	- 1s. 3d. to 1s. 6d. per stone.		

*Clothing* of the cheaper kind is about 10 per cent. (2s. in the £) dearer than in England; but less is required owing to the equable climate.

*Wages.*—The rate of wages in the colony is very similar to that obtained in South Australia *see* pages 124 to 126.

*Summary.*—Tasmania as in climate it is the most temperate of the Australasian Colonies, so in its industrial and economical aspect it is perhaps the quietest and least subject to the fluctuations of commercial excitement. From its comparatively small size, and from its not containing any very large towns, it has never had capital enough to attract and absorb any sudden rush of immigrants. But the growth of population, if not rapid, has been steady. If fewer large fortunes have been made, if labour is not quite so highly paid as in some other colonies, nowhere, probably, does the mass of the population live in greater ease and comfort. It is seldom difficult for anyone to find work of some kind or other, though at times he may have to shift his quarters to obtain it. The delightful climate of Tasmania, its beautiful hills and valleys, its abundance of water, its flowers and hedge-rows would seem to offer more attractions to British settlers than the hot summers, the long droughts and endless plains of many parts of Australia. There is perhaps no Colony which offers so many advantages to a man of small income who is in search of a comfortable home, an equable and temperate climate, and pleasant society. The manufactories are still very small, and for capitalists opportunities are continually occurring for investing in fresh undertakings. There is no such poverty there as in England,

the necessaries at least of life are cheap, the wages are high, and a man with a family will often have a much better chance of placing out his children well than he would have in England.

In a comparatively small community, particular branches of industry are easily overstocked for a time, and mechanics must be prepared, if necessary, to do occasionally other work than that to which they have been accustomed. Trades are not so sharply defined as in England. A carpenter, for instance, will often be called upon to act as a joiner, wheelwright, cooper, etc., and a bricklayer as mason or stone-cutter. Emigrants should accept the first fair offer of work, even though it may be outside their own particular trade. At the present time there is a good demand for bricklayers, blacksmiths, etc. The cheapness of land makes it easy for persons to purchase enough on which to employ advantageously any spare time they may have.

*Clerks, shopmen, and warehousemen, are warned against emigrating.*

*Farmers with £200 capital are, with prudence, likely to succeed in Tasmania; but if they invest their capital before they have gained experience of the Colony they may not improbably lose it. In Tasmania, generally speaking, farming means, and is something very different from the English notion of the term. Even if it were the same in itself, it is obvious that differences of soil, climate, and seasons would have to be studied and taken into account. Such persons, therefore, will do well to work on a farm in Tasmania first before taking up land there, as the experience that they will gain by so doing will more than compensate for the delay it entails. It is necessary to remember that the greater part of the island is wild and unsettled, that though Crown land is cheap to buy it is laborious and expensive to clear, and that to become the owner of a good farm requires capital or many years of hard work.*

In general farming, such as cereals, hops, or stock raising, dairy farming, and breeding of stud sheep, there would seem to be good openings for English farmers. The soil, climate, and herbage are excellent, and droughts are rare; as it is, considerable quantities of wheat, cattle, and sheep are imported every year. Fruit farming is probably the most profitable industry of all, especially for men with families who can work in the orchards, and now, that fresh fruit can be sent to the English markets, is very likely to be extended; a fair start could be made on a 10-acre block with a capital of £200. In the north-west of the island especially there is excellent potatoe and vegetable land, which brings in good profits.

There is a demand for miners, navvies, agricultural labourers, dairymen, ploughmen, men who are well up in working land, pruning fruit trees, and nursery work, gardeners (but not fancy flower gardeners), bushmen, etc., but they must understand their work or they will have difficulty in getting places. The development of the mines in the west is increasing the openings for miners.

*Fishermen.*—There are plenty of fish around the coast and islands,

and a man who could combine fishing and cultivating a plot of ground, would generally get a good living, but he would require a little capital at first for fishing tackle, etc. A sea-going boat would cost about £100, and nets and lines £20. There is plenty of good timber on the spot for building boats.

There is a good demand for women and girls as domestic servants, sempstresses, dressmakers, machinists, etc., but not shop assistants, or those unaccustomed to work at a trade.


For further, and the latest information respecting this beautiful island, apply to the Emigrants' Information Office, 31, Broadway, Westminster, S.W.



EXTRACTS FROM HANDBOOK OF  
**NEW ZEALAND,**  
 AND A LEAFLET, PUBLISHED BY AUTHORITY, 1891.

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POSITION, DISCOVERY, AND CHARACTER OF THE COUNTRY.

 HIS Colony consists of a group of islands in the Pacific Ocean to the south eastward of, and about 1,000 miles from, Australia. The most northern part is in 34° 23' south lat., the most southern in 47° 19' south lat. The two principal islands, called the North and South Islands,\* almost wholly constitute the colony, and the description in the Handbook will be entirely confined to them. During 1889, however, Stewart Island, a small island lying to the south of South Island, was brought into notice in consequence of the discovery of tin there.

New Zealand was first discovered by Tasman, the Dutch Navigator, in 1643, but it was hardly known prior to the visits of Captain Cook, who in 1769 and subsequent years sailed round the islands and surveyed the coasts. The first European settlement dates from 1814; the first systematic colonization from 1840.

The group of islands is more than 1,000 miles long with an average breadth of 104 miles. No point in them is more than 75 miles from the sea. The coast line extends over 3,000 miles, and is indented by navigable estuaries and good harbours.

The North Island is 500 miles long, and contains an area of 44,467 square miles, or 28,459,580 acres. The South Island is a little longer, and has an area of 58,525 miles, or 37,456,080 acres. The two together are a little smaller than Great Britain and Ireland.

New Zealand is mountainous. In the North Island there are several low ranges varying from 1,500 to 4,000 feet high, and also several lofty volcanic peaks, one of which, Ruapehu, is 9,100 feet high.

In the South Island a high range of mountains, called the Southern Alps, extends the whole length of the island near the west coast. One of its peaks, Mount Cook, is 12,349 feet high. The slopes of the mountains in the interior of the North Island are for the most part thickly wooded, while those in the South are open, well grassed, and used for pasture. Some of the higher peaks are covered with perpetual snow, and in the South Island there are magnificent glaciers. But, although the country is mountainous, it has, also, extensive plains, lying in the North Island mostly on the western side, in the South Island mostly on the eastern. New Zealand also abounds in rivers and streams, and the lakes are numerous.

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\* South Island is often called "Middle Island."



The summer months in New Zealand are the winter months in England, and, the colony being in the Southern Hemisphere, the northern part is hotter than the south. The long periods of drought to which the Australasian Colonies are subject are unknown in New Zealand. The climate is much like that of Great Britain, only warmer and more equable. The mean annual temperature of the North Island is 57°, and of the South Island 52°, that of London and New York being 51°. There is about 20° difference between the warmest and the coldest months. The climate on the west coast in both islands is more equable than on the east, and there is much more rain on the west than on the east. In the North Island the amount of rainfall at Taranaki on the west is double that of Napier on the east, while in the South Island nearly five times as much rain falls on the west coast as on the east. There are often high winds in New Zealand. The death-rate is exceptionally low, being in 1889 only 9·40 for every 1,000 inhabitants, as against 17·9 in England and Wales. The excess of births over deaths, which in England is 57 per cent., is in New Zealand more than 200 per cent.

There are in the two islands, taken together, and exclusive of native lands, about 33,000,000 acres of Crown lands still remaining for disposal. Of these over 14,000,000 are open fern or grass lands, 10,000,000 forest, and 9,000,000 barren mountain tops, lakes, and worthless country. The forest country is, of course, difficult, and, therefore, expensive to clear, but the great size of the trees and richness of the vegetation prove the great fertility of the soil. Some of the open land near the rivers and lakes consists of swampy flats covered with New Zealand flax and Tussock grass, which are costly to drain and clear, but would in all probability give valuable returns.

New Zealand, is, first, a pastoral and, second an agricultural country. Sown grasses are grown almost everywhere, more especially in the west and south of the North Island. The great capacity of the land for receiving these grasses, and the facility with which much of the bush can be burnt down, sown over without previous ploughing, and thus in a short time converted into good grazing land, has made the colony a wool and meat producing country. In 1890 there were 345,259 acres more land either under crop or broken up ready for cultivation than in 1889, the total number of acres actually under cultivation being 7,865,447, of which 6,525,049 were under grass and about 46,000 in hay. This shows that the land is mainly used for raising sheep and cattle. Wool is the staple product. The sheep and cattle runs cannot, as a rule, be compared in size to those in Australia, but the land, acre for acre, is much more productive to the woolgrower. Almost every farmer does something in raising stock, and the number of dairy farms in connexion with arable tillage is large. The grass land is nearly equally divided between the two islands, but, while in the North Island by far the greater part has been laid down in grasses without previous

ploughing, in the South most of it has had to be ploughed first. This is accounted for by there being more bush in the North.

*Summary of agricultural and pastoral information.*—The following is a short summary of the general character of the country:—

1. New Zealand is *first* a sheep raising, and therefore a wool producing country; it also exports frozen mutton largely; *second*, a cattle raising country, exporting hides and some frozen beef; *third*, an agricultural and fruit bearing country, and exports grain largely; and *fourth*, a mineral bearing country, producing gold, coal, etc.

2. The country is very suitable for mixed farming.

3. While the most favourable districts for wheat growing are Canterbury and Otago, in the South Island, there is also much agricultural land in many parts of the North.

4. "The distinctive style of New Zealand farming, laying down artificial grasses," is pre-eminently successful in Auckland and Taranaki, in the North Island.

5. The country is one of small holdings, and men of limited capital of, say, £100 to £500, if willing to work themselves, can make a comfortable livelihood, and reasonable provision for the future.

*Towns.*—Table showing the principal Towns, and the Provincial Districts and Counties in which they are situated. The figures under the names of the towns show estimated population on March 31st 1890:—

## NORTH ISLAND.

Districts.	Towns.	County.	Remarks.
Auckland.	Auckland 46,000.*	Eden	Chief city of the district; large seaport; harbour on the east coast; railways to the north and south, and telegraphs to all parts; ship-building works; foundries; meat freezing; flour mills, etc.
	Onehunga 8,000	Eden	On Manukau harbour, west coast; trades in timber and agricultural produce; railway connecting with Auckland, 8 miles; connected with southern ports by steamer; saw-mills; ironworks; woollen factory, etc.
	Thames 4,500	Thames	The borough of Thames includes the towns of Grahamstown and Shortland; gold-mining district.
	Gisborne 2,000.	Cook	On the east coast; agricultural and pastoral district; connected by steamer with Auckland, Napier, and the southern ports.
	Tauranga 1,200, and some Maoris.	Tauranga	East coast; seaport; port of departure for Hot Lakes district. Centre of agricultural and pastoral district. Government land open for selection.

\* Includes suburbs.

## NORTH ISLAND—(Continued).

Districts.	Towns.	County.	Remarks.
Taranaki, Hawkes Bay	Napier - 8,876.	Hawkes Bay.	East coast; seaport; chiefly coasting trade; connected by steamer with northern and southern ports, and by rail with agricultural and grazing districts. Timber trade, and frozen meat.
	New Plymouth 8,080.	Taranaki -	Chief town of the district, west coast; connected by steamer with Auckland and the southern ports, and by rail with Wellington, etc.; grazing district, chiefly.
	Wanganui - 5,000.	Wanganui	Four miles from the coast up the Wanganui River, south-west coast; steamers and rail connect with other towns; exports grain, wool, dairy produce, etc.; pastoral and agricultural district.
Wellington.	Palmerston North. 4,000.	Oroua -	Agricultural district; saw mills; steam flour mills, etc. Rail to Wellington, etc.
	Wellington 80,052.*	Hutt	South coast of North Island; capital of the colony and seat of Government; seaport; all the usual industries of a capital. Railways, etc.
	Masterton - 3,850.	Wairarapa North.	Largest inland town in the North Island. Agricultural and grazing district. Rail to Wellington.

## SOUTH ISLAND.

Canterbury, Marlborough, Nelson.	Nelson - 7,777.	Waima -	Chief city of the district; seaport; north coast; connected by steamer with other New Zealand ports; railway; agricultural district near.
	Westport - 2,700.	Buller -	Good port. Coal and gold district.
	Blenheim - 3,200.	Marlborough	Chief town of district, connected by rail with Picton, chief port of the province. North-east coast; steamers connect with Wellington in the North Island; timber and agricultural district.
	Christchurch 40,000.*	Selwyn -	Chief town of district; seven miles inland, but connected by rail with Port Lyttelton; other railways both north and south; agricultural and pastoral district. The Canterbury School of Agriculture is at Lincoln (14 miles by rail).
	Port Lyttelton 4,127.	„	Lyttelton, seaport; east coast.
Timaru - 4,000.	Geraldine -	Port and chief town in South Canterbury; east coast; rail to Christchurch and Dunedin; meat preserving works; agricultural implement factories, etc.; pastoral and agricultural district.	

\* Includes suburbs.

## SOUTH ISLAND (Continued).

Districts.	Towns.	County.	Remarks.
Otago, including Southland.	Greymouth - 4,000	Grey	Port; west coast; connected by steamer with other ports; railway 8 miles, being extended; gold and coal mining district.
	Hokitika - 2,600.	Westland	Port on west coast; chief town of district; steamers connect with other ports; mining district.
	Oamaru - 5,600.	Wairaki	Port on east coast; rail to Christchurch, Dunedin, and Invercargill; tanning, meat preserving, woollen, and other works; stone quarries; centre of the largest grain producing district in South Island.
	Dunedin - 47,500.*	Tairāri	Chief city of district; large seaport; east coast; many and various manufactories; University of Otago is in Dunedin; connected by rail with very large tracts of fertile country a few miles away, and with Christchurch, Invercargill, etc.
	Invercargill - 8,150.	Southland	Chief city of Southland, 8 miles up New River Estuary; port for coasting vessels; connected by rail with larger harbour at Bluff, 17 miles off, and with Christchurch, etc.; good timber trade; manufactories; centre of pastoral district; some agriculture, which is rapidly extending.

\* Includes suburbs.

*Prospects.*—During 1888 the depression which had previously most seriously affected all the principal industries began to pass away, and the colony steadily increased in prosperity till August, 1890, when the great shipping strike so disorganised trade of all kinds that every industry received a severe check. The strike, which lasted 11 weeks, ceased at the beginning of November, when trade at once began to recover, and although there were still some men out of work at the end of December, the prospects of the colony are now very much what they were before the strike. The advance of New Zealand trade is very conspicuously shown by comparing the values of the exports for the past four years. In 1887 they were £6,866,169; in 1888, £7,767,325; in 1889, £9,339,265; and in 1890, £9,811,700. The remarkable rise in the exports, showing, as it does, a largely increased outside trade, was, no doubt, greatly accelerated by the drought in Australia, and the consequent failure of crops there. New Zealand agricultural and dairy products were in such demand in the Australian colonies that prices advanced by leaps and bounds. Of course this increased demand was only temporary, and it cannot be expected or desired that the cause which produced it will recur, and the figures for 1890, during which year this cause

was not operating, show that the prosperity of New Zealand trade was continued after this abnormal demand had been withdrawn. Again, in addition to the fact that the immediate prospects of the colony have greatly brightened, the goodness of the climate, the richness of much of the soil, the high average yield of wheat, the fact that New Zealand stands first of all the colonies in its sheep bearing capacity, and that its mutton commands the highest price in the English market, all tend to make the colony a promising field for farmers and agriculturists generally, and to inspire the belief that there cannot be much doubt as to the future of those who are prepared for steady work, some self-denial, and "roughing it" a little during their first years as colonists. Though there is not more chance of making a large fortune in New Zealand than there is anywhere else, yet a comfortable living, a house in healthy surroundings, a fair start for their children, and a reasonable provision for their own future are within the reach of emigrants if they are careful and industrious. On the other hand, it is not very likely that *serious* distress should prevail in a country larger than Great Britain, with fertile soil, good climate, and a population not much larger than that of Devonshire. Even during the depression, when many men were thrown out of work, the privations suffered bear no comparison with poverty and distress as we have known them in England. Artizans and mechanics are not in demand in New Zealand at present, the tendency to flock to the towns and stay there has overstocked the market for all kinds of such labour, but steady, careful men, willing and able to undertake farm work, who are prepared to go into the country districts, and turn their hands to anything they may find to do, are pretty sure to get on. Small capitalists again will find an opening, if they are prudent, and do not mind working for wages while they are looking about them, and gaining information as to the country and its capabilities. It is far better to be working for others until a reasonable amount of experience has been gained, justifying the investment of capital, than to take up land immediately on arrival in the colony. The small capitalist who intends to succeed as a farmer should also remember that he must himself work hard upon the land; that, although it is often advantageous to buy land from colonists instead of taking up Crown lands, he must not pay too high a price for it, nor be over anxious to extend his farm as soon as he finds he is succeeding. He should also be very careful as to borrowing on his land. With regard to buying land, it should be pointed out that lands are conveyed in a much more simple manner than in England, and that those purchased from settlers will be more accessible and more or less cleared and drained, while the Crown lands are for the most part not so easy of access, and require to be sown, fenced, etc. On the other hand roads are being everywhere made, the climate is good, and the land once cleared, speedily gives good returns. The "Village Settlement System," although in the opinion of some not at first entirely suc-

cessful in some districts, cannot fail to be of great advantage, as it enables a man to obtain a few acres of his own on which to work, when he is unable to get employment from others. The want of success referred to above may, probably, in some cases, be traced to the want of fitness in the selectors for the work they had to do.

The *Mountains* and broken country of New Zealand are generally clothed with forests of the finest timber, while the lowlands are commonly covered either with strong indigenous grass, as in the Middle (or South) Island, or with fern, easily cleared by burning off, as in the North Island, and are almost ready for the plough. The colony is well watered, and streams and rivers abound everywhere. Over a large portion of the country snow never falls—and in parts where it does fall, save on some of the highlands in the interior, it rarely lies for more than two or three days, and never interferes with farming operations throughout the year. Cattle live and thrive in the open air through the winter.

The *Climate* is admitted to be most healthful as well as most pleasant. The annual death rate of New Zealand, which is 11 per thousand, is the lowest of all the Australian colonies; that of the British Islands being 21½ per thousand, or almost twice as great, whilst the excess of births over deaths, which in England is 57 per cent., stands in New Zealand at 197 per cent. The climate ranges from that of the South of England to that of the South of Italy. Its coldest is not so cold as that of any part of Ireland, and its warmest is the home of the orange, the olive, the vine, the fig, and the water-melon, which grow and ripen in the open air. All the year round the climate is exceedingly enjoyable, and in the warmer portions of the colony it is not to be surpassed in the world as a remedy for bronchial and pulmonary complaints.\*

The *Soil* which is of every variety is in large part of extreme fertility, and aided by the character of the climate, shows a productiveness unsurpassed by that of any other colony on the face of

\* Since writing my notes on New Zealand, a very valuable book by J. Murray Moore, M.D. has been brought under my notice.—Its title is *NEW ZEALAND for the Emigrant, Invalid, and Tourist*.—In which he professes to set forth with care and original research, fruits of his nine years' professional work in the colony. The various Climatic Zones into which New Zealand, viewed as a health-resort, is divisible, and a fully detailed account of the characters and therapeutic achievements, up to date of the principal Thermal Springs of the North Island. The Emigrant will find Chapters 1, 4, 8, 9, 11, suited to his requirements. The Invalid will be especially interested in Chapters 2, 4, and 5; while the Tourist may study the whole book profitably, except the last chapter, which is written for medical men alone. Dr. Moore went there almost a hopeless invalid, and acknowledges with gratitude the renovation of his health, due to the salubrious New Zealand air, and ends his preface in these prophetic words:—"That New Zealand will very soon completely emerge from her financial clouds into the full sunshine of prosperity, and that she will become in time the wealthiest and most influential, as she is now the healthiest and most adventurous of the Australasian group, is the confident hope and expectation of  
Canning Street, Liverpool. THE AUTHOR."

This well written book is published by Sampson Low and Co.—J.H.

the earth. The following table gives the average yield per acre in the British Colonies, and in the world :—

	Period.	Wheat.	Barley.	Oats.
		bushels.	bushels	bushels.
NEW ZEALAND ... ..	12 years, 1878-84	26·28	27·23	32·83
New South Wales ... ..	"	14 98	20·88	20·31
Victoria .. ..	"	12·52	20·23	20·83
South Australia .. ..	"	7 90	12 52	12 99
Queensland ... ..	7 years, 1878-84	11 38	17·42	14·88
Western Australia ... ..	12 years, 1873-84	11·86	14·79	15 87
Tasmania ... ..	"	18·19	23·84	25·36
Cape Colony ... ..	1875	9	15·4	8·1
Ontario ... ..	1884	22	26	26
Manitoba ... ..	"	22	31·4	41 8
The World ... ..	"	18	17	21

It will be seen that in the production of Wheat, New Zealand occupies the highest place, and it is to be remembered, that this is from land that has not known manure, but has been recently in a state of nature. All the productions of the British Islands flourish luxuriantly in New Zealand—wheat, barley, oats, potatoes, flax, beans, peas, mangold, turnips, cabbages, apples, pears, plums, cherries, gooseberries, currants, raspberries, strawberries, etc.; and peaches, apricots, quinces, loquats, figs, grapes, melons, ripen in the open air. Manure is unnecessary for the rich virgin soils of New Zealand; and the potato, unblighted, are floury as they were in Great Britain before the failure of 1847. There is not a wild beast or a venomous reptile in New Zealand, nor are the crops ever withered by drought as in Australia and South Africa, or devastated by locusts or grasshoppers.

Land can be obtained from the Government on application at any of the Land Boards of the land districts of the Colony. The applicant has to ascertain for himself the locality and general boundaries of the piece of land which he may consider suitable for his requirements, and he will be furnished at the office of the Land Board with maps for inspection, and also with information as to the terms under which land can be obtained and the localities where it is procurable. The bulk of settlement lands is now being dealt with under the system which gives to the selector the option of choice of tenure between cash, deferred payments, and perpetual lease, and most of it is selected under the latter tenure. Deferred payments and cash follows in the order named in public estimation, some of the other tenures having almost fallen into disuse. Small grazing runs are also let by public auction, the upset rent ranging from 1½d. to 1s. per acre. Special Settlements can be formed under certain regulations.

On the 1st January, 1891, Crown Lands suitable for settlement amounting to 951,453 acres, were open for selection in the ten land

districts of the Colony, nearly the whole of which may be selected under the three systems already referred to, namely, cash, deferred payment or perpetual lease, at the option of the selector.

Persons desirous of obtaining information as to the Crown Lands of the Colony (now open or shortly to be opened) for sale or lease can obtain full particulars on application at the General Crown Lands Office, Wellington, or at the Crown Lands Offices at Auckland, New Plymouth, Wellington, Napier, Nelson, Blenheim, Christchurch, Dunedin, Invercargill, and Hokitika. The "Crown Lands Guide," which is published from time to time, contains particulars as to the quantity and quality of land open for sale or leasing in different parts of the colony, and can be obtained at all the principal book-sellers throughout the Colony, and at the Office of the Agent-General in London.

Farms, improved or unimproved, may also be bought from private owners, some of whom have acquired large tracts of land at low prices in former times. In the farming districts, in the majority of cases, farmers themselves are the owners of the lands, and even in the towns and suburbs the artisan or labourer usually purchases an allotment and has his own cottage home. In 1890 there were produced 8,500,000 bushels of wheat, 13,600,000 bushels of oats, 1,350,000 bushels of barley and 160,000 tons of potatoes. The pursuit of farming has been one of the most steadily prosperous industries of the colony, and certainly when compared with the published accounts of the condition of agricultural affairs in Britain, the prospect offered by New Zealand must present a tempting aspect to those engaged in struggling along in the same pursuit in the Old Country.

*Minerals* of all kinds abound. Extensive coal beds have been found in almost every district, varying from ten to forty feet in thickness and are practically inexhaustible. The gold fields have already produced over forty-six millions pounds sterling worth for export, and are still affording a rich field for enterprise. Silver, copper, lead, zinc, antimony, manganese, are produced, and await capital and enterprise for their development. Iron mines have not yet been worked, but many varieties of iron ore, and in many cases of the purest character, are found in immense quantities in many districts of the colony; a large extent of sea coast being covered with almost pure iron sand. Mineral oils and petroleum, have been found of excellent quantity in three distinct localities; building stone of every kind abounds, basalt, granite, sandstone, limestone, some of the latter being extremely beautiful while the excellence of the materials already used for the manufacture of Portland cement, pottery, etc., has been proved.

*All English Trees* grow well in New Zealand, and the forest trees indigenous to the country are of the finest kind. Over thirty varieties of these have been proved of special value for strength, durability, and adaptability for building purposes or cabinet work.



The forests are evergreen, and many of the best timbers, as kauri, totara, rimu, pukatea, etc., reach 160 feet in height.

*Pastoral* pursuits have attained great magnitude owing to the mildness of the winter and general suitability of the country for grazing. According to the latest statistics there were 187,000 horses, 853,000 cattle, and 16,116,000 sheep in the colony; and the annual value of wool exported amounts to between three and four million sterling. Over one million and a half carcasses of frozen mutton were exported in 1889-90, and over 12 million pounds of butter, and 4½ million pounds of cheese are produced annually. The bays and seas surrounding teem with fish, a hundred and forty species of which are known, of which thirty-three have been found of great value as articles of food. Fisheries have been but partially established, but afford a magnificent field for enterprise. The rivers are being rapidly stocked with salmon and trout from England and America, while perch, carp, tench, and various other fish have been acclimatized. The Acclimatization Societies have also successfully introduced large numbers of English birds. Pheasants now abound also quails, hares, grouse, partridge, blackbirds, thrushes, etc., and the lark is to be heard, as commonly as in England.

*Manufactories* have grown rapidly. In 1886 there were 58 iron and brass foundries, 89 carriage works, 53 ship and boat building yards, 6 woollen factories, 97 tanning and fellmongery establishments, 44 boiling down and meat preserving works, 268 sawmills, 127 brick, tile and pottery works, 61 clothing factories, etc.; while there are woodware factories for extent and efficiency rivalling those of the largest cities in the world. The commerce of the colony is shown in the imports being, in 1890, of the value of £6,260,000, and the exports £9,820,000, the principal portion of the imports coming from the United Kingdom and British Colonies. The Returns of exports for 1890 show an increase of nearly £4,000,000 on those for 1881. Farming implements of the newest and most improved kinds are manufactured in the colony, or imported, and as well as all other requisites of daily life are on sale at reasonable prices in the shops and stores of all the towns and cities, many of the shops being as extensive and complete as those in the best towns in the British Isles.

There are about 44,000 Maories or aboriginal inhabitants. A great part of these are given to the same peaceful pursuits as the European settlers; growing wheat, potatoes, etc., and keeping cattle. Every year is increasing this. Schools are everywhere established for the Maori children; they have their own Churches and Christian ministers, and the possibility of any disturbance with the Maories has passed away, and life and property are as safe in New Zealand as in England.

*The State System* of elementary education is secular and free of all cost to pupils. Wherever twenty-five children can be assembled a school is established and a teacher paid by Government. Teachers

holding good certificates and otherwise unexceptionable have a good prospect of obtaining employment in the Board Schools. All such appointments are made in the colony, requiring personal application to the Educational authorities there. There are 1,155 District schools, with 114,355 pupils, and 2,894 teachers, 229 private schools with 16,376 pupils and 71 village schools for Maories. There are 25 endowed Colleges and Grammar Schools for the higher education of boys and girls in all the cities and large towns, and there is a School of Agriculture in Canterbury. The University of New Zealand has power to confer degrees. There are about forty daily newspapers published in the colony, with a number of papers published half-weekly, weekly, etc, together with numerous religious and other magazines. Museums, Public Libraries, Mechanics' Institutes, and Reading-rooms abound, and one or other of these is to be found in every town and village.

There are 1,145 *Post offices*, delivering and receiving forty million letters, sixteen million newspapers, one million and-a-half post cards, and nearly five million book-packets a year. The postal rate for letters is a penny within town delivery, twopence within the colony or Australia, and twopence-halfpenny to England. There are 11,617 miles of Telegraph wire in operation. The charge for telegrams is a shilling for ten words within the colony, sixpence for "delayed" or posted telegrams. Money can be transmitted throughout the colony, also to and from the Australian Colonies and the United Kingdom by post office order. New Zealand is connected by telegraph cable with England, Ireland, and Scotland. There are 36 public hospitals; 8 lunatic asylums; 4 industrial and reformatory schools; but no workhouses or poor rates. There are 6 Banks with branches in every town and village. The currency is the same as at home, sovereigns, florins, shillings, and pence, with local bank notes. Every Post Office is a Government savings' bank, and a Government Life Insurance Office. The Savings Bank deposits amounted in 1878, to £1,043,000, and in 1888, to £2,691,693.

New Zealand has a General Assembly consisting of the Governor, appointed by the Queen, and two Houses of Parliament, namely, the Upper House or Legislative Council, consisting of about 45 members, appointed by the Governor; and the Lower House or House of Representatives, consisting of 75 members elected for three years by the electors throughout the colony and including four Maori representatives. The executive Government consists of about six Ministers of the Crown, who hold office so long as they possess a majority in the Lower House. The General Assembly, which follows the usage of the British Parliament, makes all laws for the colony, which may be, but are very rarely, disallowed by the Queen. The franchise almost amounts to manhood suffrage, and the voting at elections is by ballot.

*The Judicial Business* is administrated by a Supreme Court, with a Chief Justice and four Puisne Judges; also by District Judges,

Resident or Stipendiary Magistrates, and Justices of the Peace : proceedings being in almost all respects as at home. Municipal institutions are established throughout the colony. Local Government is exercised by eighty-five Boroughs, with Mayors and Councillors, by seventy Counties with County Councils ; also by a large number of Highway Boards, Harbour Boards, River Trusts, etc. The rate-payers are the electors of these Institutions and fix their own local rates. The general Revenue of the colony, raised mainly from the Customs, Railways, and the proceeds of the leasing and sale of public lands, is about four millions per annum ; which is expended by the votes of the legislature. The Public Debt amounts to about £37,000,000, of which over £15,000,000 is represented by the cost of Railways of the Country, which are the property of the Government.

*The Classes* who are most in demand in New Zealand are especially farmers with capital of from a few hundreds or a thousand pounds upwards ; also capitalists seeking secure and lucrative investments for their money ; also farm labourers, and to a very limited extent carpenters, blacksmiths, masons, bricklayers, etc., also female domestic servants, cooks, dairymaids, etc., for whom there is always a good demand. The following are some of the rates of wages ruling :—farm hands from £40 to £55 a year and found ; married couples £60 to £85 and found ; ploughmen £45 to £60 and found ; carpenters, blacksmiths, masons, and bricklayers, 6s. to 10s. a day ; cooks and laundresses £30 to £45 a year and found ; dairymaids and general servants £20 to £35 a year and found. Clerks and others belonging to no particular vocation and only suited for some light employment, such as shop assistants, will as a rule, find it difficult to obtain situations. There is also little or no prospect for those who would rely on procuring a livelihood by means of obtaining some appointment under Government. The Police force, which is limited in number, must not be looked upon as offering any certainty of employment. Food is cheaper generally than in the United Kingdom ; beef 2d. to 6d. per lb. ; mutton 2d. to 5d. ; bread 4½d. to 7d. the 4 lb. loaf ; potatoes 4s. to 7s. per cwt. ; butter 6d. to 1s. per lb. ; eggs 7d. to 1s. per doz. ; tea, coffee, sugar as in the United Kingdom. Clothing about 10 to 20 per cent. over home retail prices.

The Government of New Zealand have discontinued granting free and assisted passages.

There are three lines of *Sailing Vessels* to the several ports of New Zealand, the passage being ordinarily one of about 90 days. By these lines (1) Shaw, Savill, & Albion Co's. sailing from London, (2) the New Zealand Shipping Co.'s liners sailing from the same port, or by (3) P. Henderson & Co's liners, the latter sailing from Glasgow for Otago alone : the fares are usually saloon £37 to £45 ; second cabin £21 ; third cabin £13 13s. to £15 15s. For full particulars apply to Shaw, Savill, & Albion Co., 34, Leadenhall Street, London ;



## Frozen Meat Exports.

Years.		£
1882	.. ..	73,736
1885	.. ..	455,258
1888	.. ..	714,928
1890	.. ..	1,238,644

## Public Revenue.

1853	.. ..	146,855
1867	.. ..	1,787,314
1888	.. ..	3,859,000
1890	.. ..	3,979,975

## Savings Bank Deposits.

1858	.. ..	7,862
1868	.. ..	243,615
1887	.. ..	2,407,776
1888	.. ..	2,691,693

## Gold Exports.

Years.		£
1857	.. ..	40,422
1888	.. ..	914,309
Total Export to Dec. 31, 1890 :—		£46,425,629.

## Kauri Gum Exports.

1858	.. ..	20,037
1878	.. ..	132,975
1889	.. ..	329,590

Hemp Exports (*Phormium Tenax*).

1864	... ..	170
1874	.. ..	37,690
1888	.. ..	76,282
1889	.. ..	361,182
1890	.. ..	503,000



## THE LATEST INFORMATION AVAILABLE.

*Being Extracts from the Australasian Colonies Quarterly Circular issued by Government, July 1st, 1891.*

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There is no change with regard to demand for labourers, mechanics, clerks, shopmen, and female servants, the demand or otherwise remained the same as recorded on page 449.

Emigrants are recommended to beware of strangers, and to apply for information to the Government Agents, where any.

Emigrants have little or no chance of working their passages out on board ship.

Food (three or four good meals a day), sleeping accommodation, and medical attendance are in all cases included in the fares given on page 449, but third-class passengers must provide their own ship kit, consisting of bedding, knives, forks, etc., which can be bought from the steamship companies or at a shop for from 10s. 6d. to £1; kits for children, if more than one, are generally at a reduced rate. Each third-class passenger by steamer is generally allowed 15, and in some ships to Queensland 20 cubic feet free; children about half this quantity. Two boxes, each 2 feet 6 inches long, 2 feet broad, and 1 foot 6 inches deep, make up 15 cubic feet; and two boxes, each 2 feet 6 inches long, 2 feet broad, and 2 feet deep, make up 20 cubic feet; but any sized boxes will do so long as the permitted quantity is not exceeded. Luggage required for use on the voyage should be labelled "Wanted." By sailing ships each third-class passenger is allowed 10 to 20 cubic feet of luggage free.

Passengers by vessels clearing from foreign ports are not protected by the Board of Trade regulations as to accommodation, food, medical attendance, etc., which apply to emigrant ships only which clear from British ports, and which are expressly intended for the benefit of emigrants. If a ship clearing from a British port improperly fails to start on the day contracted for, the emigrant or any emigration officer on his behalf, may claim subsistence money till she does start.

Particulars as to the despatch of vessels are advertised in the English, Irish, and Scotch newspapers; or may be obtained from the various shipping companies, or from the Emigrants' Information Office. Emigrants should ascertain the *hour* the ship starts, in case it is necessary for them to sleep on board the night before. Sailing vessels leave for Australia from Glasgow, and Scotch emigrants will often find it cheaper to start from that port. There are no boats going direct from Ireland; Irish emigrants must therefore go by Glasgow, or by London, Plymouth, or other English port.

Emigrants receiving free, nominated, or assisted passages are not called upon to repay their passage money and are perfectly free to work in the colony to which they are assisted, where and for whom they please; but they must remain in that Colony for at least 12 months after arrival.

No large outfit is necessary, nor need it be new. Emigrants having knives, forks, spoons, bed and table linen, kitchen utensils, sewing machine, light tools, and other small articles or ornaments, should take them, but not heavy furniture nor rough common tools, as free luggage is limited. Emigrants should take all the clothes they have, but not less, if possible, than the following for the voyage and subsequent use. *For men*, two pair boots, one strong suit, two pairs of white or light tweed trousers, and one jacket of similar cool material, one cloth cap, and one broad-brimmed straw hat, one pair slippers or canvas shoes, and one overcoat, and six articles of each kind of under-clothing. *For women*, two pairs strong shoes, one warm and two cotton gowns, one broad-brimmed straw hat, and one close-fitting hat, one pair slippers, one cloak or shawl, six articles of each kind of under-clothing, and sewing materials. *For children*, one warm cloak or greatcoat, two pairs strong shoes, two warm suits, and six to nine articles each kind of under-clothing. Two or three coloured serge suits for men, and an extra supply of flannel for women and children will be very useful. If the emigrant is going by sailing ship, extra warm clothing will be required. N.B.—There are not many opportunities for washing clothes on board.

Emigrants' goods are generally admitted free. A copy of the customs tariff of each colony may be seen at the Emigrants' Information Office.

English money is used. The emigrant is recommended not to take his money in cash, but by means of one or more money orders, obtainable at any post office here, and payable to himself at a post office in the Colonies. Large sums of money should be sent over through a bank, or in the case of Queensland through the Agent-General. Emigrants, especially those with families, should also have a little ready money on landing to keep them till they get work.

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## NEW SOUTH WALES.

*The Address of the Agent-General for New South Wales is Westminster Chambers, 9, Victoria Street, London, S. W.*

*Free passages and assisted passages, none.*

*Nominated passages.*—There is no system of such passages in force. A few are occasionally granted on application in *Sydney only*, under

special authority, for the wives and children of residents, but no applications are entertained in this country by the Agent-General. The following payments towards such passages must be made in Sydney:—£2 for wives not exceeding 40 years of age; £1 for children of 3 and under 14 years of age. Passages from England to Sydney can be obtained 3rd Class, by way of Antwerp, for £13 13s. by German steamer, time 45 to 52 days.

	£	s.	d.
3rd Class direct Steamer from London..	14	14	0
2nd     "           "           "           "	30	0	0
1st     "           "           "           "	42	0	0

As a rule, in steamers, children from 8 to 12 years of age, half price; one child under 3 years, free; other children under 3 years, quarter fare: in sailing ships and in some steamers, under 12 years half price, under 1 year free.

Steamers leave Glasgow also regularly for Sydney via the Cape calling at Liverpool; fares are, 3rd class, £14 14s.; 2nd class as per agreement; 1st class, £36 15s.; children under 12 years go half price, and under 1 year free. There are also regular sailing vessels from Glasgow (involving transfer at Melbourne); 3rd class, £16; 2nd class, £21; 1st class, £42; children under 12 years, half price, under 1 year free. This applies also to Victoria and South Australia.

Emigrants on arrival in Sydney should apply to Mr. G. F. Wise, the Government Immigration Agent, Sydney. Among private agencies for female emigrants at Sydney are the Young Women's Christian Association (Sec. Miss Sarah Fox), Loma House, Wynyard Square, and the Girls' Friendly Society, 159, William Street, Sydney. Emigrants can apply at Port Macquarie to Mr. T. Palmer, J.P., and, at Cootamundra, to Messrs. Miller and Miller. Emigrants having friends in the Colony should communicate with them beforehand, and female emigrants would do well to write beforehand to one of the above institutions, and to take characters with them.

Towards the end of April of this year there was a satisfactory rainfall, and the general pastoral and agricultural prospects of the colony are very good. There is now a considerable scarcity of capable hard-ground miners.

A correspondent calls attention to what he states to be the growing evil of sending out persons to New South Wales in an advanced state of consumption. Consumptive patients should never emigrate save by the advice of some doctor.

Domestic servants continue to be in steady demand throughout the colony.

NOTE.—Farm labourers are usually boarded and lodged, and single men are, as a rule, preferred to married men with families. A high rate of wages does not necessarily imply a demand for labour. The ordinary working day for artisans is eight hours.



## VICTORIA.

The address of the Agent-General for Victoria is 15, Victoria Street, London, S. W.

Free, assisted, or nominated passages, none.

Passages from England the same as for New South Wales.

Female domestic servants are in good demand throughout the Colony, and a large number of reports lay stress on the great difficulty of procuring any.

Private reports speak of chemists' assistants, with English or equivalent certificates, as likely to do well in Melbourne (£2 to £3 per week, with board and lodging).

Victoria is about the same size as Great Britain; the population is about 1,200,000,\* of whom nearly half a million live in Melbourne.

Rents of houses in Melbourne, suitable for artisans and labourers, vary from 8s. to 15s. per week. In many of the inland towns rent is lower. House rent is, as a rule, higher than in England, but many workmen possess houses of their own. In country districts rents of houses vary generally from about 5s. per week.

Board and lodging for single men is from about 15s. to about 25s. a week; for country districts see note page 456.

The retail price of provisions in Melbourne is roughly as follow:—

Bacon - - - 6d. to 1s. per lb.	Milk - - - 4½d. to 5d. per quart.
Beef - - - 3½d. to 7d. ,,	Mutton - - 2d. to 4d. per lb.
Bread - - - 5d. to 6d. per 4 lb. loaf	Potatoes - - 3s. to 5s. per cwt.
Butter - - - 1s. to 1s. 6d. per lb.	Sugar - - - 2d. to 4d. per lb.
Cheese - - - 6d. to 1s. ,,	Tea - - - 1s. to 2s. ,,
Coals - - - 27s. 6d. to 31s. per ton.	Tobacco - - 3s. 6d. to 5s. ,,
Coffee - - - 1s. to 2s. per lb.	

Clothing is roughly 25 per cent. dearer than in England, but less is wanted owing to the warm climate.

The rate of wages in Melbourne is roughly as follows:—†

I. Without board and lodging:—

(1) Per day:—

Blacksmiths - 10s. to 14s.	Masons - 10s. to 11s.
Bricklayers - 10s. to 11s.	Painters and glaziers - 8s. to 10s.
Carpenters - 10s.	Plasterers - 10s. to 12s.
Coopers - 9s. to 10s.	Plumbers and gasfitters - 10s. to 12s.
Iron moulders - 10s. 8d.	
Labourers, general - 6s. 6d. to 7s. 6d.	

\* See Census Returns for Victoria at page 465, just received.

† This Schedule of wages varies but very little in all the Australasian Colonies, I therefore omit all others.—J. H.

## (2) Per week :—

Bakers . . . . .	£2 to £3	Millers (flour) . . . . .	40s.
Bootmakers . . . . .	30s. to 46s.	„ (saw) . . . . .	50s.
Brewers . . . . .	45s.	„ (woollen) . . . . .	42s.
Brickmakers . . . . .	45s.	Miners . . . . .	42s. to 50s.
Clothing factory hands . . . . .	32s. 6d.	Printers . . . . .	55s.
Butchers . . . . .	30s. to 40s.	Tailors . . . . .	40s. to 60s.
Foundry hands . . . . .	50s.	Tanners . . . . .	42s.
		Tinsmiths . . . . .	40s. to 60s.

## II. With board and lodging, per year :—

Female cooks . . . . .	£35 to £50	Housemaids . . . . .	£30 to £40
General servants . . . . .	£30 to £40	Laundresses . . . . .	£35 to £52
Girls . . . . .	£15 to £25	Nurses . . . . .	£30 to £40

## III. Agricultural and Pastoral Labour :—

## (1) Per week and found :—

Married couples . . . . .	25s. 8d.
Ploughmen, Gardeners, Sheepwashers . . . . .	About 22s.
Farm labourers, and generally useful men . . . . .	About 20s. : more at harvest time.
	32s. 6d.
Mowers . . . . .	or 5s. per acre.
	30s. 4d.
Reapers . . . . .	or 14s. 9d. per acre.

## (2) Per 100 sheep shorn ; and found :—

Shearers . . . . .	15s. to 20s.
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## (3) Station hands per year and found :—

Stockmen . . . . .	£48 5s.
Boundary riders . . . . .	£45 16s. 4d.
Shepherds . . . . .	£38 2s. 5d.

## (4) Per week and found :—

Generally useful men . . . . .	17s. 10d.
Sheepwashers . . . . .	22s. 4d.
Shearers . . . . .	16s. 3d.
Dairymaids . . . . .	11s. 11d.
Other female servants . . . . .	11s. 7d.

## (5) Threshers

(5) Threshers . . . . .	9s. per basket without rations.
	3½d.
Hop pickers . . . . .	per bushel, without rations.
	5½d.
Maize pickers . . . . .	per bushel, without rations.
	20s. per week with rations.
Grape pickers . . . . .	20s. per week with rations.

NOTE.—Farm labourers are usually boarded and lodged, and single men are, as a rule, preferred to married men with families. A high rate of wages does not necessarily imply a demand for labour. The ordinary working day for artisans is eight hours.

## SOUTH AUSTRALIA.

*The address of the Agent-General for South Australia is Victoria Chambers, 15, Victoria Street, London, S. W.*

*Free, assisted, or nominated passages, none.*

There is no Government depôt for emigrants. There is a servants home under private management for the reception of female servants, in Flinders Street, Adelaide; also a G.F.S., and Y.W.C.A. in Rundle Street. Emigrants who have friends in the colony should communicate with them beforehand.

There is great scarcity of useful female domestic servants. Clerks, shopmen, and warehousemen are especially warned against emigrating. For mechanics the demand, though improved, is still small. A few blacksmiths for stations and country shops, bakers, butchers, and grooms have been lately wanted, but the demand was supplied on the spot. The building trade has been very slack, but is now improving. Artizans are said to be fully employed in the following trades: bootmaking, leather, furniture, iron, wire-working, brick, and mining; when there is any demand for fresh hands it is supplied from Victoria.

There was during last quarter, which is the busy season of the year for farmers, a good demand for ploughmen and general farm hands, and the supply of *experienced* men was reported as in some cases not sufficient to meet the demand. Married couples without children for station and farm service, strong youths for farm work, shepherds, and bullock drivers were also in good demand. Male station hands were plentiful.

For farmers with capital the prospects are generally fair, but they vary from season to season owing to the great uncertainty of the rainfall. The acreage under wheat has decreased during the last five years. Fruit growing and wine-making offer to men of capital and experience steadier prospects than ordinary farming, and are capable of unlimited extension. The harvest this year was below the average; much damage was done by the locusts. The grape harvest was not quite equal to the last seasons's owing to the dry weather. Stock have done fairly well, and in the Northern Territory very well. For price of land, farming, fruit growing, etc., see the South Australia Handbook, 1891.

South Australia is more than seven times as large as the United Kingdom. Its estimated population is 324,142. (*See page 465*).

The chief products are wheat, wool, copper, gold, fruits, and wine. Manufactories are increasing. The first locomotive made in the colony was started last year, and the Government have just accepted a local tender for the manufacture of 92 more.

The cost of living for those who rent houses and employ servants is rather high; but board and lodging for single persons is cheap. The rent of a house of four rooms and offices suitable for an artisan and his family in Adelaide varies from 6s. to 13s. per week; in the

country the rate is from £10 to £15 a year. Large numbers of artisans, however, reside in their own freehold cottages.

At private houses in towns board and lodging for single young men, shopmen, etc., 16s. to 20s. per week; single females, 10s. to 15s. In country districts the rate is about 15s. a week.

### QUEENSLAND.

*The address of the Agent-General for Queensland is Westminster Chambers, 1, Victoria Street, London, S. W.*

*Free passages* are given to unmarried female domestic servants and unmarried agricultural labourers from 17 to 35 years. For particulars see pages 368 to 370, which remain unchanged. Emigrants having friends in the colony should communicate with them beforehand. Among private agencies for female emigrants is the Lady Musgrave Lodge, Wickham Terrace, Brisbane.

The great shearers' strike has caused the most serious depression in almost all kinds of trade and business throughout the colony, with the results that there is practically no demand for any kind of labour from outside, and the number of unemployed men is increasing.

The only exceptions to the above statement are (1) good farm hands can, in some places, get employment at from 12s. to 15s. a week, with board and lodging. As to station hands, with the strike still unsettled, it is impossible to say what the demand is likely to be. (2) Mining prospects are still improving, and there is a small demand in some districts, but not much at present. (3) Female domestic servants are in good demand, more particularly general servants and cooks. There is no demand for artisans, and many are out of work in several districts. Clerks are especially warned against emigrating to Queensland.

Queensland is more than five times as large as the United Kingdom; its estimated population on 31st December, 1890, was 414,716.\*

Provisions vary in price according to district, and may be quoted as below.

	Brisbane.	Charters Towers and other Northern Towns.
Bacon . . . . .	3d. to 8d. per lb.	1s. to 1s. 4d. per lb.
Beef . . . . .	2½d. to 4d. per lb.	4d. per lb.
Bread . . . . .	3½d to 4d. per 2 lb. loaf.	5d. half quartern.
Butter . . . . .	9d to 1s. 2d. per lb.	1s. 3d. to 2s. 6d. per lb.
Cheese . . . . .	1d. to 6d. per lb.	1s. to 1s. 4d. per lb.
Coffee . . . . .	1s. 4d. to 2s. per lb.	2s. per lb.
Eggs . . . . .	11d. to 1s. 6d. per doz.	1s. 3d. to 2s. 6d. per doz.
Flour . . . . .	12s. per 100 lbs.	15s. 4d. to 16s. 6d. for 100 lbs.
Milk . . . . .	2d. to 3d. per pint.	3d. per pint.

\* Census reports had not reached the Agent-General in London on July 9th, 1891.

	Brisbane.	Charters Towers and other Northern Towns.
Mutton . . . . .	2½d. to 4d. per lb.	5d. per lb.
Potatoes—English . . . . .	£3 10s. to £5 5s. per ton.	10s. to 14s. per cwt.
"    Sweet . . . . .	80s. per ton.	2s. to 2s. 6d. per quarter.
Sugar . . . . .	2d. to 5d. per lb.	3½d. per lb.
Tea . . . . .	1s. 6d. to 8s. per lb.	1s. 9d. to 8s. 6d. per lb.
Vegetables . . . . .	—	All dear.

Land Orders, issued under certain conditions, are given to persons paying their own passages. They must obtain Land Order warrants from the Agent-General or some officer appointed for the purpose.

#### WESTERN AUSTRALIA.

*The address of the Crown Agents for the Colonies is Downing Street, London, S. W.*

*Free passages, none.*

*Assisted passages* can at present be only granted to farmers, agriculturists, millers, wheelwrights, and others likely to be useful in country districts, all of whom must be possessed of some small capital. The amount required in each case will be decided by the Crown Agents for the Colonies, and must be deposited with them. As a rule a single man will be required to deposit not less than £100, and a married couple not less than £150, and £50 for each child over 12 years of age. The deposit will be repaid to the emigrants immediately after their arrival in the colony. Each Adult emigrant will be granted £10 towards his passage money, and £5 for every child between 1 and 12 years of age.

Each intending emigrant above the age of 15 years desiring to obtain an assisted passage must undertake to conform to all regulations established on board ship during the voyage, and to remain in the colony for at least 12 months from the date of arrival.

*Nominated passages*—Important to those who have friends in the Colony.

Assisted passages are granted to a limited number of emigrants nominated to the Immigration Board by persons residing in the colony, or to the Crown Agents by Western Australian Colonists resident in England. They must be either (1) artisans, farmers, agricultural labourers, vine dressers, miners, shepherds, or gardeners, under 45 years of age (with their wives and families, if any), or (2) single female domestic servants or widows, not exceeding 35 years of

age. They must in all cases be approved by the Crown Agents for the colonies. The nominators or the emigrants must pay £6 10s. towards their passage, and £1 for ship kit. N.B.—All nominations lapse at the expiration of 12 months from emigrants receiving notice from the Crown Agents.

There is no depôt for the reception of emigrants, but all persons seeking employment may apply to the Labour Registry Office in Perth, 12 miles from Fremantle, at the office of the Board of Immigration; they should also communicate with that office beforehand, and with any friends they may have in the colony, mentioning their trade, and the ship they are coming by.

It should be remembered that the population of the colony is still very small, and that therefore the demand for all kinds of labour is necessarily very limited. There is a good demand generally for cooks and other female servants, and dressmakers, but none for laundresses or governesses. There is a good opening for market gardeners, fruit growers, and farmers, with £150 and upwards, as fruits and vegetables sell at high prices, but they should get experience of colonial farming before taking up land. For price of land, farming, fruit-growing, etc., see pages 384 and 385 of this book.

The construction of the new railway north of Perth, the first section of which is now open, and of the Perth waterworks, is providing work for navvies and general labourers, and there is a good demand for them. There is a moderate demand for carpenters, joiners, and wheelwrights, bakers, bricklayers and masons, gardeners, lumbermen, and sawyers; but the numbers wanted are very small, and there is no demand in other trades. The building trade at Albany has lately been brisk. Goldminers may do well in mining districts, but the journeys are generally expensive, and the life is rough; there is a middling demand for them at the Kimberley gold fields. The Government is now offering a bonus to anyone sinking three shafts at the Yilgarn gold fields (nearly 300 miles east of Perth), for the purpose of proving them.

Western Australia is about eight times the size of the United Kingdom. Its estimated population on the 31st March 1891 was 47,389,\* there being 8,000 more males than females.

The chief products are fruit, wine, grain, cattle, sheep, horses, timber, pearls and pearl shells, guano, gold, and a very little coal, copper, and tin. The manufactories are small.

The cost of living is rather high in towns for those who rent houses and employ servants; board and lodging for single persons is cheap. The rent of a 3-roomed house in towns is 7s. to 10s., in the country 5s. per week; of a 5-roomed house in towns 12s., and in

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\* A Telegram received at Downing Street July 9th states the Census return to be 50,000.

the country 9s. Board and lodging for single persons costs from 10s. to 20s. a week; at the Kimberley gold fields 30s. a week, but men there generally camp out.

The retail price of provisions per lb. in Perth is roughly as follows:—

Bacon	-	-	1s. to 1s. 4d.	Mutton	-	-	4d. to 5d.
Beef	-	-	6d. to 7d.	Pork	-	-	8d. to 10d.
Bread	-	-	2d.	Potatoes	-	-	1s. per stone.
Butter	-	-	1s. to 2s.	Sugar	-	-	3d. to 4½d.
Cheese	-	-	9d. to 1s.	Tobacco	-	-	5s. to 5s. 6d.
Coffee	-	-	1s. 6d.	Tea	-	-	1s. 6d. to 2s. 6d.
Milk, per quart-			4d. to 6d.				

On the Kimberley gold fields prices are higher: thus, tea is 3s., flour 10d., sugar 1s., bacon 3s., beef and mutton 6d., cheese 2s. 6d., coffee 3s., tobacco 8s., and preserved potatoes 1s. 9d. per lb.; milk (condensed) 1s. 9d. per tin; and eggs 10s. a dozen. Board and lodging costs 25s. to 30s. a week. The cost of living generally, as compared with earnings, is low. On the Ashburton River gold fields mutton is 4d., beef 6d., flour 9d. to 10d., tea 3s., sugar 9d. to 1s., preserved potatoes 1s. 6d., salt 1s., rice 1s., and oatmeal 1s. 3d. per lb.

Clothing is a little dearer than in England, especially at country stations; but less is required owing to the warm climate.

The revenue of Western Australia for the year 1890 was £414,314, and expenditure £401,737.

The imports £875,000, exports £772,000, which compares well with the previous year, see page 383. The public debt on July 1st, 1891, was £1,365,967, and the accumulated sinking fund £91,016.

Railway lines open 569 miles, and under construction 230 miles. Government lines about to be constructed, 321 miles. Telegraph lines open 3,330 miles, through which 197,587 messages were transmitted during the year, producing a revenue of £10,165.

The moneys to be raised under the Loan Act of 1891 (54 Victoria, No. 9.) are to be applied in the construction of railways, telegraphs, harbour works, immigration, development of mineral resources, and survey of land for agricultural settlement.

## TASMANIA.

*The address of the Agent-General for Tasmania is Westminster Chambers, 5, Victoria Street, London, S. W.*

*Free, assisted, or nominated passages, none.*

*Unassisted passages from England to Tasmania, direct to Hobart or via Melbourne to Launceston (fares liable to change: consult advertisements in daily newspapers):—*

—	By Sailing Ship (about 3 months) occasionally.	By Steamer (from 40 to 45 days).
3rd class . . .	Roughly, From £14 14s.*	From £13 18s.* to £14 14s.* (via Antwerp); other boats, £15 15s.*
2nd class . . .	£28*	From £30 direct.
1st class . . .	£44*	From £44 2s.* or £52 10s. direct.

\* Via Melbourne and Launceston, involving possible delay and expense; direct steamer fare by New Zealand steamer to Hobart is £16 16s.

As a rule, in steamers, children from 3 to 12 years of age, half price; 1 child under 3 years, free; other children under 3 years, quarter fare; in sailing ships and in some steamers children under 12 years half price, under 1 year free.

Passengers from Scotland may go direct from Glasgow to Melbourne, and then change; the extra fare on to Tasmania would be £3 for 1st class, and £1 for 3rd class.

No special arrangements are made by the Tasmanian Government. A voluntary Immigration Committee has been formed in Launceston. Emigrants should apply to the Secretary, Mr. A. Everahed, who is in communication with farmers and employers of labour in the northern half of the island. They should also write to him (and their friends if they have any) beforehand, mentioning their trade and the ship they are coming by; or obtain advice from the Agent-General. At Hobart all members of trades unions or labour societies in this country would do well to communicate with the Secretary of the Trades and Labour Council at Hobart on or before arrival. Men may also apply at the Wharf Club, Macquarie Street, and women at the Young Women's Institute, Argyle Street.

For further particulars, see pages 426 to 437, which remain substantially the same.

## NEW ZEALAND.

*The address of the Agent-General for the New Zealand is Westminster Chambers, 13, Victoria Street, London, S. W.*

*Free, nominated, or assisted passages, none.*

*Unassisted passages from England (fares liable to change: consult advertisements in daily newspapers).*



By sailing Ship (about three months) occasionally.

Second cabin (when carried) - £21 1s. to £31 10s.

Saloon cabin - - - £42 to £47 5s.

By steamer (45 days) to Dunedin, Christchurch, Wellington, or Auckland and other ports.

Steerage, for males or females - £15 15s.\*; £16 16s. to £21 by direct boat.

2nd class - - - £36 15s.

1st class - - - About £50 by change at Melbourne or Sydney; £63 by direct boat.

Children, in steamers, from 3 to 12 years, travelling with their parents, half price; under 3 years, free; other children under 3 years, quarter fare; children in sailing ships, and in some steamers, under 12 years, half price; under 1 year, free.

From Glasgow also sailing ships go regularly to Dunedin at 3rd class, £14 14s.; 1st class, £42; children under 12 years half price, infants free.

There are now no immigration depôts or other Government arrangements for the reception of immigrants, but persons arriving in the colony can obtain information as to rates of wages, land, etc., by applying at any Crown Lands office to the Commissioner of Crown Lands.

There has been improving demand for farm and station hands, partly owing to the large increase in the number of agricultural holdings, and partly to reviving trade. The harvest and threshing being over, there is no special demand for agriculturists just now, but as the spring advances renewed demand is expected. The demand for flax hands is improving, and there is demand for bush fellers. Emigration must still, however, proceed with caution, and gradually. There is also a good demand for female domestic servants. Business has been reviving, but there is no likelihood of there being any demand for artisans from outside for some time to come. Miners, however, both of coal and other minerals, are decidedly in demand.

New Zealand is a little smaller than Great Britain and Ireland; population on 31st March, 1891 was 620,000† (exclusive of Maories about 41,000).

During the shipping strike the prices of provisions rose in some places considerably, but they have now fallen again, which is very much what the were before the strike.

\* By Antwerp, and change at Melbourne or Sydney, involving possible delay and expense.

† Census returns had not reached the Agent-General on July 9th, 1891.

*Extracts from the Comments of a Liverpool paper on the statements of Sir H. A. Atkinson, New Zealand Treasurer.*

What one likes to see in the statement of Sir H. A. Atkinson is that none of the difficulties or drawbacks of settlement are concealed. His manifesto is on the face of it a prosaic and candid document. He invites no idlers to come to New Zealand, but on the contrary indicates clearly that there comfort and luxury come as the rewards of toil and industry. Not less surely does he make it plain that those who are willing to work need not be afraid of their labour proving in vain. The other systems of tenure in the colony, such as the homestead and the pastoral run, need not be dealt with, especially as they are not convertible, and apply only to lands special in character and situation. The plan under which thousands of acres are being rapidly taken up, even in the midst of a so-called depression and stagnation of trade, is the perpetual lease, and the concluding words of the Colonial Treasurer may be regarded as furnishing to those who are sufficiently informed on the subject ample explanation of the confidence that is felt in the future of the Colony and the fact that so large a proportion of those who go there go to stay. He says:—"I have shown that as a whole our population is well and profitably employed. It is clear, therefore, that no heroic policy is required to set us right. All we require is a steady pursuit of our present policy of careful economy in the administration of our affairs; a steady refusal to again resort to borrowing to make matters more pleasant, and a determination to get our waste land settled as rapidly and as well as possible, by offering every facility to those now among us desirous of settling on the land, and by inducing the immigration of a suitable class of persons to supplement those already here. Put it in a last few words I should say: Sober finance, extended settlement, increased industries—these, with never-failing confidence in our future, will carry us prosperously on, and leave this land as a noble inheritance for our children." We shall not be surprised if shortly much more is heard of New Zealand as a field for sober settlers, as distinguished from the gold-finders who never find any, than for many years past.

NOTES FROM NEW ZEALAND.

In common with the other parts of the British dominions the census of the population was taken here on the 5th of April, but the complete returns have not yet been published, and it appears that so much as has been published is not reliable. One day the total European population of the colony was given at 618,888; next day it was found that a whole district, or rather a borough town of over 4,000, had been left out of the reckoning. Then, comparing the statistics of births against deaths, and immigration against emigration, it is confidently affirmed that there must be error still. So when we shall know the truth, or whether we shall ever know it,

remains to be seen. The computed total, exclusive of the Maories, is 623,000. The returns of the natives have only been published in fragments running up to about 9,000, and of the Chinese no returns have appeared at all. I am afraid these facts will not give you a very high idea of our expedition and accuracy in doing some things, but you must remember that to a large extent we are a people few and far between, and scattered over a wide and wild country. And yet, though few and scattered, we do wonderful things.

Last week the average daily arrival of grain and potatoes at Dunedin from the country was about 5,400 bags, and many are storing past expecting a rise in price. Wheat is now a good price; 4s. 3d. can be had at Dunedin, but some expect a farther rise. Oats are in demand at 1s. 6d., and we are hopeful. We have reaped and thrashed an excellent harvest in this district, but in the north of Otago they have suffered sorely from drought. The meat freezing industry is a great boon to us, and we have just started a new industry, viz., factories for preserving the meat of rabbits for exportation, which also promises well. Quite a number of factories have been started; 5d. and 6d. a pair is given for the rabbits, men and boys make good wages trapping, the farmers get them kept down free of expense, the rabbits are turned to good account, and it is hoped that poisoning and rabbit inspectors, especially the latter, will soon be things of the past.

WILLIAM M'CAW.

*Glenore, 26th May, 1891.*

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## CUTTINGS AND EXTRACTS FROM THE NEWSPAPERS, &c.

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### THE POPULATION OF SOUTH AUSTRALIA.

Considering the immense area over which settlement is spread in South Australia and the limited number of census enumerators placed at the disposal of the Government Statist, Mr. Sholl and his assistants are to be complimented upon the expedition with which they have issued the summary tables of the population of the colony at the beginning of April. Unfortunately the information supplied is not so satisfactory as could have been wished. We have been made only too well aware by the periodical returns of immigration and emigration that the province has for some time past been barely holding its own in the interchange of population, but from such material as he had at his disposal the Registrar-General of Births, Deaths, and Marriages reckoned that the number of inhabitants

within South Australia, exclusive of the Northern Territory and of aborigines, was 326,000. We have now awoke to find that this modest estimate exceeds the reality by some 11,000 souls. Ten years ago the men, women, and children within our borders on census day numbered 276,414, and the total at the beginning of last month was only 313,330, being an aggregate increase of 36,926, or barely 11 per cent. No blame attaches to Mr. Ayliffe for raising our expectations higher than the facts warranted. While it is easy to ascertain approximately how many persons leave our shores and how many are brought to them by sea, and to what extent the natural increase swells our numbers, there are no trustworthy means of computing the immigration and emigration by land. There was abundant occasion to fear that a considerable number of persons had left South Australia overland by reason of depression in the mining interests and the unsatisfactory results of wheat-growing, and it is evident that sufficient allowance has not been made for the exodus owing to these causes. The chief source of consolation to us is that to the growth of settlement in the Barrier district is chiefly due the discrepancy between the estimated and the actual population. The number of South Australians who have found their way to the Broken Hill district can be counted by thousands, and we have the satisfaction of knowing that these absentees from the colony are not lost to us. Except in name they still belong to us, and are employed in industries from which the province reaps incalculable benefit. The trade of the district is chiefly ours; the fruits of the industry of those engaged in the mines to a large extent come to us; and hundreds of those who are at work there have their wives and families amongst us. This last-mentioned fact is made evident by the tables showing the proportion of males and females in the province. Bearing all these considerations in mind, and remembering what a severe time of depression we have passed through, the results of the census, although disappointing, are by no means disheartening. We know that the Government Statist in Victoria overestimated the population of that colony—which has been enjoying a long period of unexampled prosperity—by some forty thousand souls, and we have the comfortable assurance that with us the tide of adversity has been checked, and that we have entered upon the better times for which we have been so long waiting.—*The Register, Adelaide, Saturday, May 16th, 1891.*



PORTION OF MY MANUSCRIPT MISLAID, WHICH SHOULD HAVE BEEN INSERTED AT PAGE 211.

On my return voyage from Sydney I became acquainted with a Victorian farmer of great experience; his name, betraying his nationality, was Angus McGillivray, 47 years of age, and quite as grey and aged looking as myself. His address is Granite Springs, Ball Rock, Terrick Terrick, via Pyramid Hill, Victoria. When I managed the business of Richard Parker, at Geelong, from 1854 to 1866, he used to visit our establishment as one of the overseers on Phillip Russell's Station at the Leigh. Here he remained until 1874, when with £200 hard earned money he ventured out under the free selection system, and took 1,200 acres in accordance with the deferred payment clauses of the act. He had twenty years to pay for it, at the rate of one shilling per acre, per annum, subject to four per cent. interest for the unpaid balances, (not five per cent. upon the whole sum for the whole term, as in the case of the Chaffey conditions of sale). Under the land act system the amount of interest becomes less and less after every year's payment, the last yearly interest being only £2 8s. 0d., viz., on the last payment of £60. Thus the 1,200 acres of land becomes the absolute property of the selector at the end of twenty years, by the payment extending over twenty years of £1,200, and £456 of interest for the accommodation. In round figures, it will have cost him £1656, or about twenty-six shillings per acre—which he will have been able to pay easily out of the profit of the land after all the cost of fencing, grubbing, building, and improving have been deducted. Thus it has been with our friend Angus McGillivray. He has built a comfortable house, fenced his land into paddocks, and brought a large quantity under cultivation. He has paid his yearly instalments regularly, reared a family, started two sons in life, and in three years more the whole of the 1200 acres will be his own freehold absolutely, and in splendid condition.

He gave a brilliant account of the prosperity of the Murray district and the wonderful progress made in subduing the Malee and Titree Scrub. The Malee Scrub are small trees from 5 to 12 feet high, and often standing so close together as to be impenetrable without cutting your way through. The task of clearing them for cultivation has been a problem insoluble until recently grappled with by the practical genius of modern engineering. He has a very high opinion of the colony at Mildura—established by Chaffey Brothers. But as I said before, practical men, not afraid of work, will buy direct from the Government, with or without the deferred payment conveniences, do their own work and let the Government provide irrigation for which they will pay a yearly water rate.

McGillivray thought it a good plan for an intelligent industrious man to purchase from 640 to 1,200 acres in a good position for road traffic and start a store. He should build his house on a corner allotment at a cross road if he can. The store might be managed

by wife and children, while he attends to the fencing, clearing, and cultivating. The one that has the first start with a store thus located makes it the nucleus for small men to settle on a few acres of land from his lot, and hire their labour to him, and thus may be laid the foundation of a town.

He has a good opinion of the future of Victoria, considers the land and climate good, and the industrial facilities greater than those of any of the other colonies. Although the protection policy enhances the price of English goods, farmers can buy colonial-made implements more suitable for their requirements, and all the large items of expenditure are cheaper in Victoria than they are in New South Wales, with its free trade. I must now draw this narrative of my visit to the Colony of Victoria to a close. Many of my friends have expressed surprise at the amount of sight-seeing and work accomplished within the very limited period of four months. But these were four months of intense interest to me, under most favourable circumstances, and amongst the kindest of friends, and with my never-failing habit of diary-writing the work, although requiring incessant application was agreeable and yielded much pleasure.

FROM THE GOVERNMENT GAZETTE OF MAY 27TH, 1891.

## CENSUS OF VICTORIA,

TAKEN ON THE 5TH OF APRIL, 1891.

\* \* The following tables have been compiled chiefly from the Enumerator's Summaries, which have not been finally checked, some Schedules have been received since the first return was published in the newspapers of May 4th, and in dissecting the summaries some mistakes were discovered. From these causes the numbers of population exceed those given on May 4th by 3,426, viz., 3,019 males and 317 females. It is not certain that these increases will be ultimately sustained, until the Schedules are thoroughly examined, etc.

HENRY HEYLYN HAYTER,  
GOVERNMENT STATIST.

Melbourne, 19th May, 1891.

TABLE I.—Summary of the Population of Victoria, April 5th, 1891.

Population.	Males.	Females.	Total.
Exclusive of Chinese & Aborigines -	589,076	539,475	1,128,551
Chinese (including Half-Castes) -	7,761	376	8,137
Aborigines (including Half-Castes) -	352	232	584
	597,189	540,083	1,137,272

## MELBOURNE AND SUBURBS.

TABLE X.—Summary of the Population and Dwellings in Melbourne and suburbs, 5th April, 1891.

Municipalities, etc.	Males.	Females.	Total.	Increase since 1881.	Dwellings.
Melbourne ... ..	38,635	32,888	71,523	5,664	13,658
North Melbourne (1) ..	11,221	10,382	21,603	3,764	4,088
Fitzroy .. .. .	16,232	16,101	32,333	9,215	6,174
Collingwood .. .. .	17,115	17,871	34,986	11,157	7,266
Richmond .. .. .	19,571	19,294	38,865	15,460	7,989
Brunswick ... ..	11,147	10,777	21,924	15,702	4,441
Prahran .. .. .	18,601	21,066	39,667	18,499	8,666
South Melbourne (2) ...	21,255	20,255	41,510	16,136	7,979
Port Melbourne (3) ...	6,874	6,191	13,065	4,294	2,634
St. Kilda .. .. .	8,977	10,820	19,797	8,143	3,691
Brighton .. .. .	4,619	5,222	9,841	5,086	1,851
Essendon (4) .. .. .	6,938	7,452	14,390	11,577	2,875
Flemington&Kensington	5,039	4,904	9,943	7,715	1,951
Hawthorn .. .. .	9,200	10,370	19,570	13,551	3,776
Kew .. .. .	4,013	4,446	8,459	4,171	1,326
Footscray .. .. .	9,978	9,137	19,115	13,122	4,132
Williamstown ... ..	8,120	7,817	15,937	6,903	3,233
Northcote (5) .. .. .	3,829	3,628	7,457	5,873	1,477
Oakleigh (6) .. .. .	658	581	1,239	1,061	285
Malvern .. .. .	3,863	4,250	8,113	6,316	1,546
Caulfield .. .. .	3,812	4,187	7,999	5,511	1,522
Boroondara .. .. .	2,934	3,250	6,184	4,659	1,238
Preston (5) ... .. .	1,912	1,645	3,557	2,147	657
Coburg ... .. .	3,266	2,466	5,732	3,073	1,010
Remainder of district ...	7,750	6,723	14,473	7,166	2,979
Shipping in Hobson's Bay and River ...	1,597	120	1,717	(7) 319	...
<b>Totals</b> ... .. .	<b>247,156</b>	<b>241,843</b>	<b>488,999</b>	<b>205,626</b>	<b>96,444</b>

(1) Was called Hotham in 1881.

(2) Emerald Hill 1881.

(3) Sandridge 1881.

(4) Essendon, Flemington, and Kensington were one borough in 1881.

(5) Northcote and Preston were formerly united under the name of Jika Shire.

(6) Oakley Borough formed part of Oakleigh Shire in 1881.

(7) Decrease of population.

## JOTTINGS IN VICTORIA.

BY CECIL W. JONES, M.A., BALLARAT, TO THE MANCHESTER EXAMINER.

*Ballarat, February, 1890.*

A writer on colonial matters can hardly avoid what is a good deal in the air just now—federation. "In the air" is perhaps as fitting a phrase as any, for the idea, so far, rests on no rock-built foundation. Though the subject is daily brought before the public eye by big-type paragraphs in the papers, it is astonishing how little it occupies the ordinary mind or figures in ordinary talk. Ask a Victorian what he thinks of it, he opines that it would be a good thing, but cannot be seriously contemplated till New South Wales has "gone" for protection. Ask a New South Walian, and his reply is that the thing is impossible unless complete intercolonial free trade, at any rate, is adopted as a basis.

Here is the whole difficulty in a nutshell: How can colonies be united by any but the flimsiest bonds when they are trade rivals and commercially at loggerheads? Victoria and New South Wales, at any rate, have grown up into a state of enmity and jealousy in trade, and the tendency does not at present seem to run towards reconciliation. The present Victorian Coalition Cabinet has been forced, ostensibly against its will, to make many additions to the tariff, including the historical "twopence a dozen on eggs"—eggs were already half-a-crown a dozen in winter.

In New South Wales the Protectionist minority grows nearer to a majority every election, and the cry of retaliation against Victoria is likely to complete their victory. South Australia has just declared unmistakably, if the words of the Premier are the voice of the people, that she will not join in a Customs Union.

It may be, of course, and often is, urged that we may begin and federate on some question—say defence, for instance—in which all parties have an equal stake, or, at any rate, where particular interests do not come into collision, leaving all dangerous points on one side. This may prove the beginning of a solution. To be federated for one purpose will familiarise the national mind with the idea of union and prepare it insensibly for further extensions in the same direction.

Meantime, as a counter agent to the opposite ideas of independence and separation, by all means let the doctrine of federation be preached, fostered and instilled into men's minds. This is a time when national sentiment may be said to be at the "parting of the ways," and it is for men of light and leading to throw their weight on to the side which they think will lead to the highest progress and development of the race. The strength of the Protectionist party in Victoria is certainly a puzzle to the new-comer, fresh from free-trade England, who thinks himself fortified against all arguments in favour of a close tariff. It must not be supposed that the matter is managed by a ring of manufacturers. On the contrary, many manu-



facturers are in favour of free trade, intercolonially at least. The farmers, too, would be glad to get their implements at 25 per cent under present prices. But it is the working classes who are thoroughly and wholly Protectionist. They protect themselves, as far as they can, against the introduction of competitive labour, and keep up their own wages by keeping up the price of what they make. They do not, or will not, see that they are thus paying double the natural price for what they use themselves. Argument is out of place; they prefer a big price when they have the money to pay it, and being masters of the situation they have their own way.

Free Traders are to be found in every class among the thoughtful few, and the *Argus* is never weary of exposing the folly and fallacy of the national policy; but as a party Free Traders can hardly be said to exist in Victoria.

Public attention has been greatly roused here by a series of articles in the *Argus* on the public finances, or rather the method of book-keeping adopted in public accounts. The present Treasurer (Mr. Gillies) has given a lengthy reply, which has only served to emphasise the main points in the indictment. Practically his answer is, "Why abuse me? I have only done what others have done before me." The gist of the matter, in commercial parlance, is this: What has been put forward as a surplus at the end of the year is a book, and not a cash, balance—that is, no account is taken of what is owing or due at the end of the year, and not yet received or paid. Such a method, from a business point of view, is ludicrous and, from a national standpoint, is dangerous. For Victorian surpluses will be looked upon as suspicious on the other side of the world. Yet nothing was elicited by the discussion to show that the colony was not well within its means. It is without doubt a fact that the railways alone could be sold any day in the open market for many times the amount of the whole public debt. The matter will certainly be discussed at length during next session, and it is to be hoped that we shall in future know whether there is a real surplus or not at the end of the year.

The intending colonist, when paying his round of farewell visits before leaving the old country, is usually cheered with the remark that the change is a mere nothing. As soon as he lands in Melbourne he will imagine himself at home again—English faces, dress, tongues, and habits, with no doubt a finer sky, as if the climate had improved during his absence. Well, externally, perhaps, he does not seem to have landed in a foreign country; but he soon finds that he is in a very different national atmosphere from that which he has left. Is it not natural? Transplant an insular people from a cool climate to a boundless continent which enjoys eight months of summer weather, and let them freely work out their own destinies, will they not soon be differentiated into a new species. Some enthusiasts have already discovered a special Australian type of feature approaching the Grecian. This may be fanciful, or at least

premature, but there is certainly a peculiar Australian deportment, —freedom of carriage, careless and independent mien, breathing and reflecting a democratic estate. Independence of thought, action, and expression is the leading trait. Hence the plague of domestic servants, who do not think that subservience is bought by their wages of £30 or £40 a year. The railway porter, whose father is perhaps an M.L.C. (*Anglice*, M.P.) will answer your questions on equal terms, but the cabman must fetch the boxes to and from the platform if you won't do it yourself. The workman whose refrain is—

Eight hours' work, eight hours' play,  
Eight hours' sleep, and ten shillings a day,

is as good as his master any day, very often better. Hence, perhaps, the reason why lads of tender years occupy such an important position in business houses. The usual thing is to find one or two capable and pushing men at the head of an enterprise with a staff of boys. A bank office served by smooth-faced gentlemen, who look considerably under 20 years of age, and fitter for school than the desk, is a remarkable, if not wholly satisfactory, sight. Side by side with this fact may be mentioned the startling number of embezzlements and frauds on the part of clerks that have occurred in Victoria of late years. Can it be that servants are perforce trusted before they have been tried?

They live in a sporting community. The man, woman, or child is rare who does not hold a speculative mining share or two, or "put the pot" on his favourite tip for the next race meeting, or belong somehow or other to a syndicate connected with the latest boom. A syndicate of six boys, ages 12 to 16, won something considerable over the last Melbourne Cup; the writer has seen young ladies, scarcely out, eagerly studying the day's morning reports and quotations —no doubt anxious to find out whether all their next instalment of pocket money must go paying "those horrid calls."

But what can you expect in what is, socially if not politically, a plutocracy? Money is the only thing esteemed; therefore by all means let us get money. The leaven of culture has not yet leavened the whole lump, nor indeed much beyond itself; and the university must labour on for another generation or two before much of a change can be made. Perhaps the love of racing, like the love of leisure, is also Grecian. Every small country town has its racecourse reserve, which is not left idle. Cricket, strange to say, takes second place in popular favour to football. A week ago there was great talk about a revival of interest in cricket on the occasion of a match between New South Wales and Victoria, played in Melbourne. The gate money (thought very large) for the four days, at slightly higher rates than prevail in England, did not reach £1,000, though the new Governor was present on two of the days, and the match was exciting to the end. We seem to remember something like double the amount coming in in three days at Old Trafford.

But over football the whole community runs wild. The rules of the game are a sort of mixture of Rugby and Association, with peculiarities and additions that belong to neither, and it takes the new chum some little time before he can appreciate all the points of play; but the general effect of the rules seems to be to make the game more one of skill than brute force. The various districts of the colony compete, as at home, for the championship, and the winning team is almost as much thought of as the Olympic victor, and thinks much more of itself. Lawn tennis is firmly fixed in popular favour; and baseball promises to find a footing in the colony, in which case it will run cricket hard.

Boys may be interested to learn that whipping tops are unknown in Victoria, in spite of the lovely broad pavement—perhaps they involve too much exertion, or are not “sporting” enough—and that catapults go by the name of “Shanghai,” and are rigorously confiscated by the police. This is what you read in a morning paper: “Constable X—yesterday made another determined raid on the Shanghai nuisance, and succeeded in capturing no less than eight of these dangerous weapons.”



## SIR C. DILKE ON AUSTRALIAN LABOUR QUESTIONS.

FROM HIS LECTURE DELIVERED AT BRUSSELS, 1890.

In Australia, labour was better organised than anywhere, also wages were higher, and the wealth of the labouring classes, as a whole, was very great. Several categories of workmen already enjoyed an eight-hours day. It would therefore seem that nowhere had a general strike better chance of succeeding than in Australia. But as his hearers had seen, there likewise the workmen had been beaten, which proved that capital well organised was able to successfully resist the demands of labour. This conclusion on his part was not due to the wish being father to the thought, because his sympathies were all with the workmen. But he was anxious to deal with the matter in a scientific manner in addressing an audience which was capable of appreciating all the bearings of the question. He proceeded to describe in detail the system of government in the Australasian Colonies, and stated that the political influence of the working classes in those colonies had down to the present been practically nil. About half of the working-class population was migratory, and this was a serious obstacle to electoral rights. It was only in the large towns that workmen were able to enjoy to the full their political rights. Again, religious difficulties and contests between workmen in favour of free trade were an additional source of weakness. The speaker discussed at length the causes which had led to the strike, and the consequences which followed upon the

opposition of the shipowners, who claimed the right to employ and retain in their employment non-unionists, or, as they were called in England, "blacklegs." In this connection Sir Charles drew a far from flattering picture of the sheep-shearers, who gave the first signal of defection from the ranks of the strikers, and failed to keep their promise to come forward with pecuniary aid. The success of the employers was complete, and they absolutely refused to reconsider their decision to employ indiscriminately the free labourers or "blacklegs." The workmen, nevertheless, gave the employers clearly to understand that although for the moment they were discouraged, they would organise for future action. The Australian strike entirely upset the governmental coalition of Victoria and New South Wales. During the contest the colonial Government maintained a neutral attitude, which satisfied the employers, but was by no means so satisfactory to the workmen. The only practical outcome of the strike was this—that for the future the workmen would endeavour to take a more active part in the political life of the colony, and would direct their efforts to obtain the increase of all taxes affecting capital in Australia. If British capitalists still continued, in spite of the threatened augmentation of taxes, to invest their capital in the colonies, this only proved that they had a considerable margin of profit. Socialism, except in the form of State Socialism, had not taken deep root in Australia, because the great bulk of the workmen in that colony were proprietors of their holdings. The system of co-operative societies, he held, had similarly no chance of success, because the workmen did not really care about the small savings that were effected under the system, this indifference being due to their excellent situation from a material point of view. Dealing next with the question of immigration, the lecturer declared that the Australian labouring classes were strenuously opposed to the importation of Chinese labour. They regarded the Chinese as pariahs. They also entertained the greatest horror for the convict labour and that of Lascars, both of which forms of labour were encouraged by the State. The intellectual status of the Australian labourers was exceedingly high, and to this he attributed their aversion to the introduction of convict labour. The question of Chinese immigration was a complex and difficult one, and Great Britain would perhaps be forced to abandon, by some means or other, the obligations imposed by the existing treaties with China. Sir Charles was not afraid Australia would suffer from excessive immigration. The wants of European and Chinese population were totally different, and the Australians dreaded more the dangers arising from Chinese immigration than those which would attend the invasion of a civilised though hostile race. As illustrating the difficulties of arriving at a settlement of this question, the lecturer mentioned that many of the Chinese who flocked into Australia were British subjects, while among them were numerous influential merchants. Legal actions bearing upon the controversy were pending in several courts

of justice, but Sir Charles considered it would be folly to exclude the necessitous Chinese by exceptional legislation. It would be much better to frankly prohibit their importation than to be forced one day to protect them from violence on the part of the other colonists. In Australia many workmen got through as much work in eight hours as Europeans could do in twelve. Laws existed in the colonies regulating labour, but they were better than those of the United Kingdom. A comparison of the average wages earned by European and Australian workmen was, Sir Charles showed, entirely in favour of the latter, good workmen making from £3 to £5 a week, although they worked a shorter day. With regard to female labour, there was a sweating system in force which was, unfortunately, only too extensive, but in the matter of child labour complaints were less numerous than in England or Scotland. In spite of loans, which formed a heavy burden to the Australian Colonies, he was convinced they would continue to prosper. Their resources were enormous. Public wealth increased at a rate which was altogether unknown in Europe. Excellent results were obtained by boards of conciliation, but these had not succeeded in preventing serious labour disputes. Having further discussed the question of State Socialism, the lecturer concluded by expressing the conviction that Australia would go on developing her resources without great modification in that connection. The Australians would, no doubt, make experiments with all sorts of State Socialism, but they would not allow themselves to be carried away by impracticable socialistic doctrines. He hoped and believed the colony would have a great future.

The lecture was delivered under the auspices of the *Société des Etudes Sociales et Economiques*. The chairman was Senator Montefiore, and among others who accompanied him to the platform was M. Couvreur, a former member of the House of Representatives.

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#### MR. J. B. PATTERSON, M.L.A., IN GREAT BRITAIN.

The *Newcastle Daily Journal* of April 1st contains a report of a banquet given on the previous evening at Alnwick, his birthplace, to Mr. J. B. Patterson, M.L.A.

Mr. Patterson, in the course of his speech on the occasion, said,— After an experience of nearly 40 years in Australia, I have no hesitation in advising any persevering person to go there. Should they not succeed, it will not be the fault of the country; they will have to charge such failure to some defect in themselves, such as the lack of self-reliance depending on other people to do everything for them, or giving way to intemperate habits; Australia is no place for idlers or drones; but for industrious people, I don't know of, I never heard of any place so good, or where there is such a chance of

improving their position and establishing a freehold permanent home. The average comfort of the Australian population is better, I do believe, than it is anywhere else. The wages are high, the hours of labour reasonable, food very cheap, and a mild climate to live in. To say there is no poverty in the land would not be correct, but there is none of that poverty and wretchedness resulting from the want of food. Such a thing is almost unknown; and I must say that the object of all Governments has been to facilitate as far as Governments can the operations of industry that gives promise of constant and profitable employment to the people. (Applause.) The supreme consideration in the colony of Victoria is to point the way to permanent reproductive employment. To that end manufactures have been encouraged, irrigation works established, railways constructed, and land granted on exceptionally advantageous terms, with excellent results, as a visit to the colony never fails to impress the observer with our marvellous progress. I can strongly advise respectable young men and women to make room in Great Britain and supply a want where they will find a welcome in Australia, especially those accustomed to country life and domestic duties; but they must not expect to win their way all at once without an effort, and sense to keep clear of factions, so as to maintain their liberty of action. Those who are only capable of performing clerical duties are not in demand; indeed, the market is already overstocked. It is a qualification, no doubt, to be able to use the pen, provided they are not too proud to work at the plough as well. The man that can work with the quill, or work in a quarry, is just the sort to succeed in a new country like ours. (Applause.) Now, allow me to say we have been largely assisted by English money to carry out great reproductive public works which have helped to advance the colony, and it has also afforded, and will always afford an excellent investment for British capital without an atom of risk as to the security. But what we require besides are some of your best working men; that is the commodity which constitutes the real capital and the true wealth of every country. By way of simple illustration, the colony may be likened unto a farm. If it requires 20 men to work it, and you have only two, it must go to grass. The resources of the colonies are abundant. I speak of all the colonies, as we are all in the one boat. There is a very wide field for agriculture, and the land is obtainable at an easy price. Dairy farming gives excellent results with the minimum of care, and a complete absence of the trouble there is in rearing and housing stock in these isles. The grazing capabilities of Australia are so well and so widely famed that I need not dwell on that fact more than to mention that our wool from sheep counted by millions commands the highest price; the silken fineness of its staple serves to improve other wools by mixing with coarser kinds, and a marketable textile at a reasonable price is proposed to meet modern taste. Our vineyards are everywhere extending in area, and the quality of

Australian wines improving, gradually insinuating to the taste of epicures in quarters where the price is high in proportion to the haziness of the whereabouts of distillation. In various minerals, as you are aware, there is an unlimited field. Every year proves that we have only touched the fringe of our mineral wealth; hidden riches await a sufficiency of hands to win them from the bowels of the earth. If the produce of gold shows any decrease it is because fewer diggers are searching for the precious metal; and if there are not so many now engaged in searching for gold, it is because so many other sources of wealth are available in Australia that people are not content unless they get a product that gives an annual crop, which is not the case with gold. Fruit growing will prove a veritable gold mine. The quality of our fruit is so excellent that it only requires to take a lesson from our friends in California in horticulture and in packing and preserving fruit for export: then there is no telling our possibilities in that branch of industry. (Cheers). Those who have a trade—especially in the building line—have always an advantage in the centres of population. Buildings increase, of course, with the advancement of the locality, but any depression is felt acutely by artisans; they can never be prosperous when things are dull in other pursuits. (Cheers). Just a very few words on the politics of Victoria. When we got rid of party lines the colony advanced by leaps and bounds. When you find public men preferring to put the state first and party afterwards, then the people are clothed and in their right mind. It may be that party leaders suffer by the diminution of their personal power; but their loss is a decided gain to the whole people who become repossessed of their legitimate authority. In the colonies serious questions sometimes arise, We have to consider our duty first to our own people, and next to our neighbours. We are a very long distance from any active foreign influence, and it may be accepted that Australasia is, and always will be, the dominant power in that part of the world; and we are prepared to defend our own, with some force to spare, which will always be ready to assist old England in any righteous cause. To the empire it goes without saying that we are loyal; indeed, the way that the affairs of the Colonial Office are administered gives us as colonists nothing to complain of or to be wished for, and the sentiments of Lord Salisbury, speaking at a Chamber of Commerce gathering, where he reiterated his policy of non-interference with so much force and significance, I am sure, will meet with hearty approval in the colonies. Lord Salisbury appears to be really a practical man—(loud applause)—honest and unaffected. It is something to be able to say that he is relied upon, trusted, and believed in by the Continental powers of Europe, and, above all, he is a supporter of the Crown and a true friend to the people. The English Government have not only been careful, but singularly successful, in the selection of Governors for the colonies. We vie with each other in praise of our Governors—

(cheers)—I think I speak for Victoria when I say that Lord and Lady Hopetoun have endeared themselves to the people of that colony. Such appointments to fulfil vice-regal duties do strengthen, if that be possible, the ties that unite the empire; long may it continue. May every part be bound by affection, as it is by monetary and commercial operations. (Applause.) Verily, the British subject is not by nature intended to limit his horizon of enterprise to any particular locality, but claims to have a living interest over the widest range where the authority of British subjects prevail. There is no city great enough to satisfy his aspirations. His mission and his delight is to control peoples and territory, and to improve the waste places of the earth; the greater the difficulty the better he likes it. May we never effeminate to the politics of the parish pump. (Hear, hear.) May we never cease to take an active interest in the extension and preservation of the empire, not only holding what we have already got, but stretching out in search of more; more homes for our people, more comfort for all, and a larger inheritance for our race, feeling confident that none other on the face of the earth are better to wield power with justice, or to exercise authority with that firmness which is the surest indication of tenderness and mercy. Continue to think of us in that far-away country, where we have made a pleasant home; rest assured the dear old land will never be absent from our thoughts. Let each one patriotically perform his part, let strength and unity be our motto, let not anything won by those who preceded be sacrificed or surrendered, either in these isles or beyond the seas, but keep intact the most glorious empire the world has ever seen. (Loud cheers.)

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"THE SEAMY SIDE OF AUSTRALIA."

*London, April 3rd, 1891.*

In the opinion of the Hon. J. W. Fortescue, Mr. Charles Fairfield's recent essay on "State Socialism in the Antipodes" is by far the most valuable contribution to colonial literature that has yet appeared. But still Mr. Fairfield has only turned up one corner of "the seamy side of Australia," and has therefore left room for Mr. Fortescue to complete the revelations which regard for truth and the interest of the British investor compel him to make. He does so in the form of an article in the *Nineteenth Century*, and the alarmist character of his strictures has directed very general attention to his contribution. The keynote of the paper is sounded in the opening sentences, in which he confesses to a feeling of profound disappointment after reading Lord Carrington's recent description of his Australian impressions. Instead of giving expression to the social,



economical, and climatic difficulties which exist there, Lord Carrington had simply joined in the chorus of admiration which lulled England and the colonies to rest in a fool's paradise. Mr. Fortescue falls into no such error. He has resided in the colonies, but apparently has found little to commend in them. The rapidity with which the public debt is increasing fills him with alarm, for he notes that it is growing faster than the population or the revenue, and, though the money has been chiefly spent upon so-called reproductive works, yet the railways (with one exception, which may be regarded either as satisfactory or suspicious) fail to pay the interest on their cost. He cites, as an "excellent example" of a "reproductive railway" a line in New South Wales, which he declares runs for 500 miles through country carrying for the most part only one sheep to three acres, and having no long distance traffic. He denies that the railways are answering expectations in opening out the country for settlement, and thinks that there must be more borrowing for water storage before that will be accomplished, which reduces the colonial system to this—first, borrow money to build "reproductive railways," and then borrow more to make them reproductive; but even then the shadow of repudiation was supposed to hang over a state irrigation scheme. Mr. Fortescue almost accuses the colonies of borrowing to meet accruing interest on old loans, and thus accounts for Mr. Goschen's hesitation to open colonial investments to English trustees. He deplores the waste, folly, and extravagance now rampant in Australia; the rapacity and unscrupulousness of the typical working man, "who flits from loan to loan;" the blind subservience of colonial politicians to the mob, their reckless finance, and unblushing misstatement in presenting their accounts to the British public. He is especially severe in his comments upon the anti-Chinese agitation, which he asserts was wholly factitious. The main lesson to be drawn from it, Mr. Fortescue tells the British capitalists, is this—that Australians are prepared to leave a vast extent of their territory untouched and unprofitable sooner than admit another race that can turn it to account; in other words, to cancel a considerable portion of the assets, on the security of which they have borrowed and are borrowing millions of money. The cry of "Nationalism" is interpreted to mean the expression of a determination to obtain as much as possible from the old country and then to break off the connection. But, says Mr. Fortescue, "it is futile to talk of nationalism, independence, and separation in respect of communities which have deliberately pledged their existence to the British capitalist, and rely on him to renew their bills to eternity," except upon the hypothesis that these words connote repudiation.

COPY OF LETTER FROM THE OFFICE OF THE AGENT-  
GENERAL OF NEW SOUTH WALES.

*London, 20th July, 1891.*

Sir,

In reply to your letter of the 19th instant, I am desired by the Agent-General for New South Wales to inform you that he has received no official information regarding the recent Census in the Colony.

From telegrams appearing in the daily newspapers it would appear the population is, according to the recent Census, 1,134,000, exclusive of Chinese. This would show an increase in the last ten years of 382,000.

I am, Sir,

Your obedient Servant,

S. YARDLEY,

Secretary,

N. S. W. Government Agency.

Mr. J. Hughes,  
Ironmonger,  
Bangor.

—:—

A NEW ITALY.

New England, New Ireland, New Caledonia, New Zealand, and New York can all be easily found on the map, but how many can lay their finger on New Italy? To what continent would they turn? It is the name of a remarkable little town that has sprung up in the north of New South Wales, between the rivers, Clarence and Richmond. It is the only exclusively Italian settlement in Australia, and has a peculiar and pathetic history. Its inhabitants are the survivors of the ill-starred attempt of the Marquis de Roy to colonize the island of New Britain. Ten years ago, on the collapse of that disastrous experiment, the poor Italians were brought to Sydney in a starving and penniless condition. There they were for a time housed and fed at the public expense in the Agricultural Hall. With the assistance of the Government they were gradually enabled to take up small farms in the north of the colony, and the results of this wise experiment in State Socialism are to be seen in the flourishing settlement covering 4,000 acres now called New Italy. Three hundred Italian families are here established on the soil and doing splendidly. To use the words of a correspondent who recently visited New Italy, "frugality and industry have made what was nine years ago a barren waste a model agricultural settlement, in which choice grapes, lemons, citrons, apples, peaches, loquats, mulberries, figs, bananas, sweet potatoes, maize, oats, barley, lucerne, sugar-cane, onions, cabbage, lettuce, peas, and tobacco, are grown in large quantities." It is as well to remember that Italian emigrants are not at all as bad as the Americans make out.



## — PART VII. —

### SKETCH OF THE AUTHOR'S LIFE.

#### CHAPTER I.

**I** WAS born at Rhuddlan, in the County of Flint, on the 15th of January, 1829. My father, Roger Hughes, was descended from a hardy stock of mountain farmers who occupied Hafod Ifan, in the Parish of Yspytty, for many generations. John Jones of Hafod Ifan, a noted pioneer preacher among the Calvinistic Methodists, was my father's uncle, and he was also the last of our race that held that upland farm. My childhood was one of frailty and frequent ailments, culminating in a severe attack of Typhus Fever at eight years of age, which nearly proved fatal, and was followed by prolonged convalescence, frequent headaches, and general weakness, which interfered greatly with my education, but at the same time gave me rare opportunities for meditation, and at an early age I became an original thinker. My ailments had also necessarily exempted me from the usual strict discipline of my father's family, and I was indulged in many ways. At the age of eleven I was sent to a private day-school in Liverpool, under the guardianship of an elder brother, where I was the only Welsh boy; my schoolmates were far from kind to me, mocked my nationality, irritated my temper and made me very unhappy. I absented myself from school frequently, and made no progress. I was removed into another school, with very similar results, after which I was sent to a boarding school, at Holywell, conducted by Mr. Cole, and it was here that I first came under the influence of systematic discipline. I was at this time about thirteen years of age and very backward in my attainments. The many breaks which had taken place in the continuity of my education, and the instruction being conveyed through the medium of a foreign language, deprived me of the benefits I might have received had I been better acquainted with the English language. I made rapid progress in arithmetic, geography, and penmanship. These accomplishments were not so dependent on language, hence my progress, but I was very slow in taking up the more intricate subjects, especially grammar, which I never appreciated nor comprehended during my school days. I remained in this school for two years; the care, the strict discipline, the athletic

exercises, and the delightful excursions over the hills, improved my health and strengthened my body. I became fleet on my legs, and a good climber, I was an expert at ball catching in rounders (cricket being unknown in Wales at that time), and when I left school, my name was the only one inscribed on the loftiest trees in our wooded ravine. At fifteen my school days were over, before my mind had been touched by ambition, before the great value of knowledge had been revealed to me, and indeed, before the receptive capacity of my mind had been fairly tested. I returned home to Rhuddlan without any conception of my future career. My father had by this time prospered greatly, and became a land-owner, and was cultivating one of the farms in addition to his business as shopkeeper. Here I spent the succeeding six months, partly in the shop and partly on the farm, and soon discovered that too many brothers at home was undesirable, and that I was one too many. I was consequently sent to Chester, apprenticed to the old firm of Powell, Edwards, & Co., wholesale and retail Cutlers and Ironmongers, for a term of five years, commencing with June, 1844.

The business carried on by P., E., & Co. included the button trade, a legacy from the times when all buttons were made either of brass, wood, or horn. But during my service a change took place, when gilt buttons were discarded, and the cheaper cloth, linen, bone, etc., took their place. The gilt button trade had been worth cultivating, and our sale of these in North Wales was enormous, but with the substitution of the cheaper kind, the button trade gradually left us and was taken up by the wholesale drapers.

The old house of Powell, Edwards, & Co., turned out some remarkable characters. Mr. Powell was an accomplished musician, from whom the late Mr. Edward Peters (late ironmonger) caught his inspiration and became a most refined master of the science, but not equal to his more talented successor in apprenticeship, viz., Mr. John Owen, or more popularly, *Owain Alaw*, who developed into an accomplished composer and master in music. The late Mr. Edward Parry, the Bookseller, and eminent Welsh historian and antiquarian, also served an apprenticeship in the old shop, and left the trade for more congenial work. The late Mr. John Frimston, of Manchester, and Mr. E. T. Jones, of Denbigh, learnt their trade in the same quaint old building. When I entered as an apprentice the whole atmosphere of the business was impregnated with religion, music, and literature, every member of the firm and every assistant in their employ was an example of moral rectitude and religious devotion, and I felt as if I had been introduced into a very superior society. There were many such firms in the England of the past, and those who experienced an introduction to them must remember with some enthusiasm the pure moral atmosphere which pervaded them.

The Welsh Colony in Chester at that time was in a very flourishing condition, Commonhall Street Chapel was attended by talented young men, who were taken in hand by yet more talented

leaders, whose classes in the Sunday Schools were thronged, whose music classes and literary meetings were enthusiastically attended, and contributed largely to the happiness and well being of the Welsh youth in the old city. I had not been many weeks in Chester before I was asked to join the literary society, and was glad to do so, although I felt utterly unfit for admission, my education having been so incomplete, and my mind so unfurnished with the necessary knowledge, but I was not long before my capabilities were put to the test. The very first evening of my attendance I was given the task of preparing an essay on the existence of God, which happened to be the subject of the evening. I had never heard His existence questioned, and I had never dreamt of the necessity of proof; but, however, I went to the librarian of the Mechanics Institute, the kind and gentle Mr. Huxley, who gave me suitable books, and two or three pregnant hints. I went home, burned the midnight oil, discovered that there were whole continents of knowledge waiting to be explored. I composed my first essay in the Welsh language, and delivered it, and from that moment became possessed of an unquenchable thirst for knowledge.

Here I may be allowed to observe, that during the whole of my apprenticeship and afterwards, I served my employers faithfully and diligently, never allowed the cultivation of my mind to encroach upon my duties to them which commenced at 7 a.m. and ended at 8 p.m., and was always at my post to open the shop, and attended to the early requirements of the business. At the same time I utilized every moment of my scanty leisure in acquiring knowledge, and in making up the deficiencies of my education. I never sat at meals without a book in my hand, and after an early supper always retired to my bedroom to study and write my notes, seldom or ever retiring to bed till one or two o'clock in the morning. With this awakening of my intellectual faculties, I became possessed with an intense desire of knowing the history of other nations in addition to that of the Jews, whose legends, traditions, and history had, as it were, been ingrained into my very existence through the instrumentality of the admirable Sunday Schools of Wales. Several circumstances, as well as my natural inclination, conspired to lead me to investigate the early history and literature of my own people "the Cymry." In this I was greatly favoured by intercourse with the before mentioned *Edward Parry*, the Historian; with *Ieuan Glan Geirionydd*, the immortal poet; with *Huw Erfyl*, the amiable and careful Welsh Literateur; as well as being a favourite pupil of *Tegidon*, the enthusiastic friend and counsellor of the Welsh youths of Chester. I had also access to valuable private libraries, and I became a voracious reader and note writer, and wrote volumes of extracts for future use.

Here I may also be permitted to record an incident that ultimately (though not immediately) affected the whole of my after life, and which may explain, if not excuse, what may have appeared to many

as an eccentricity in my character. During this period I read "Celtic Researches" by "Edward Davies" with absorbing interest. His introductory sketches of primitive society, pages 39 to 41, leaving a profound impression upon my mind, wherein he shews that the author of Genesis was only a compiler and editor of various documents and oral traditions previously existing, and that the two first chapters had emanated from distinctly different sources, viz., the Elohist and the Jehovistic, the former knowing nothing of the story of the temptation and fall of man, but having a concise and inoffensive, if not a correct account of the origin of the world and man, from the unscientific point of view; while the Jehovistic account contained all the elements of romance and unreality. This discovery was the first rude shock to my implicit religious faith, and it coloured my studies of the Scriptures throughout my after-life. It was not long before it dawned upon my mind that the greater portion of the Old Testament was composed of the writings of antagonistic schools of thought, but most conspicuously the sacerdotal and the prophetic, or the conservative priests and the progressive reformers. I fought hard for many years against the inevitable conclusions of my reasoning faculties, but it was useless. I became convinced that however much of infallible truth was contained in the Bible, it was also at the same time the repository of error. But, nevertheless, I was able to satisfy myself for some years with a compromise, and I clung with tenacity to those portions of the Prophets and the Psalms, which I fondly considered to reveal the character of God as a fond, forgiving, and merciful Father, and my faith in what I considered the fundamental doctrines of Christianity remained undisturbed. During the greater portion of this time, I was Secretary, and afterwards Superintendent, of the Sunday School, and, filled with missionary enthusiasm, I walked ten miles every Sunday to assist at one of the stations of the Welsh Home Mission Society. I merely state these facts to shew that during all my sojourn in Chester for upwards of eight years, I was constantly employed. I was never intrusive, but my services were in request, I never pushed myself forward, but on the contrary I had to be drawn out, and when once engaged in useful work, I endeavoured to instil the same enthusiasm into my fellows, and generally succeeded. During 1849-50, when in my twenty-first year, I presumed to attempt to write a popular account of the *Origin of the Cymry*, embodying the results of my investigations into the sources of information at my command. I wrote about one hundred pages, in Welsh, which were never published, but I have been surprised to find my opinions therein adopted unconsciously by eminent writers who have followed. My health failing in consequence of close confinement and excessive mental activity, I was compelled to relinquish this ambitious work, but I look at the manuscript with great interest, as mirroring the thoughts of my youthful days. I also wrote at this time a series of letters on the utilization of the Welsh Language in the day schools of the pri-

cipality. These appeared in *Cronici Cymru*, a Welsh paper published in the Isle of Man, and afterwards in Jersey. These were written in consequence of the damaging reports of the Education Commissioners who visited Wales a short time before, and were the means of starting very spirited discussions upon the subject of Welsh Education at the time. I also wrote a prophetic story of a visit to Snowdonia in the year 2150, forecasting the results of the introduction of railways and English residents upon the existence and destiny of the Welsh Language, and, following the example of other aspirants I attempted poetry, but found it to be wanton waste of time to string my thoughts to the jingle of words, and by the advice of the venerable Welsh minister, John Parry o Gaer, I gave it up.

In the year 1850, the great National Eisteddfod of Wales was held at Rhuddlan, my native place, and I entered into its details with great enthusiasm, and, as it must appear to my readers, I was drifting into the Maelstrom of Welsh literature, fascinated by the allurements of bardism, and the companionship of Bards and Literati, which would doubtless have spoilt my career as a business man if I continued much longer under their influence. Fortunately I had intelligence enough to thoroughly balance the contingencies, and thus ended my short career as a literary man. When I look back upon it, I have no reason to grieve over the time spent over it. It was indeed my educational career, and without the stimulus of special attempts, I should never have acquired even the very imperfect status which I reached, and would have been doomed to look upon the world and man from a very much lower level, and would have lost the principal enjoyments of my after-life.



## CHAPTER II.

IN 1851, I was present at the first Great Exhibition in London, where my ideas of the world and its realities were revolutionized. The news of the discovery of Gold in Australia arrived whilst I was in London, the glowing accounts filled my mind with wonder and gave rise to new aspirations. I became filled as I never was before, with a desire for wealth, not for the sake of self-indulgence but to acquire the means of fulfilling my visionary mission and destiny in the service of humanity, and I never rested until I had persuaded my father to send me to the land of gold. Two young men of my acquaintance being also bent upon venturing out, we arranged to go together, and if possible to cling to one another as partners in the great southern land, being more than ordinary friends, by arrangement of the affections with one another's sisters. We sailed from Liverpool in the ship *Cambridge*, 2000 tons burden, Capt. Hole, Master, with nearly 500 passengers, on Thursday, July 22nd, 1852, and after the usual incidents of a long voyage in a crowded Sailing Ship we arrived in Melbourne on October 13th, being 83 days from port to port or 78 days from land to land, a record which had only been beaten in one instance by the famous Australian Clipper the *Marco Polo*. We found Melbourne in a fearfully congested state in regard to population, every private house was crammed with new arrivals, tents were pitched on vacant lots, large wooden sheds were run up, and fitted with rough stretchers and bunks in ship fashion and quite a town of tents was erected on the outskirts of the city.

I had brought with me six strongly worded testimonials, two of them from Lord Mostyn, and his son the Hon. Price Lloyd, introduced me to the Governor of the Colony, Mr. Latrobe, and my name was written on a list of candidates for a Government appointment. I delivered the other letters of introduction and found that among the swarms of new comers, arriving at the rate of a thousand per day I had no chance of a situation and was strongly advised, if I had any inclination that way, to try my luck at the diggings. It happened that I had a very strong inclination, and the romance of a wild and free country life charmed my imagination, and, as we had plenty of money we took a moneyless shipmate into partnership, and prepared for a long journey of 200 miles to the Ovens diggings; we paid £120 for a jerry-built cart and a jibbing horse, and loaded it with tent, utensils, miners' tools, implements and a general stock of provisions. Our journey up was full of romance, adventure and misfortune, and our experiences on the diggings were a combination of success and failure, of joy and sorrow, I could fill a volume with exciting reminiscences of this eventful nine months; of snake stories, of centipedes, gold stampedes, of being lost in the forest, among bushrangers, narrow escapes from accidents, murders, etc. I have also witnessed and have been the recipient of generous conduct as well as foul treachery, and more especially I would record the tender



care of Jane Jones the wife of one of my mates, who nursed me like a mother, when I was struck with dysentery, and saved my life from the very jaws of death, and enabled me to return to civilization and the comforts which I needed in my weak condition,\* but I am compelled to curtail, on account of space. It was with deep sorrow, and great disappointment that I turned my back on the diggings, and experienced the collapse of all my visionary wealth and affluence and with them all the plans which I had imagined for the welfare of mankind.

After recruiting my health for a fortnight in Melbourne, I went in search of a situation, for, after all my gold digging experiences and rough life, my capital was too limited to start an ironmongery business of my own. I called on the Governor to see how my name stood on the list of candidates for office. I also called upon all the parties to whom I had been introduced on my arrival in the colony. I tried the ironmongers and answered scores of advertisements without success. If I had rented a vacant lot and erected a shanty upon it, and invested my £150 in hardware goods, I have now, no doubt, I should have succeeded to my heart's content. But in my extremity I made a sad mistake. In an evil hour I was persuaded to join a young man, from Festiniog, in a lodging house enterprise. We invested £150 each, and gave acceptances for £200 more in the purchase of the furniture and good-will of an old established lodging house of the better class. And although the rent was £12 per week, water five shillings a barrel, firewood two pounds a load, and servants wages high, there was a handsome profit remaining at the week's end. But, unfortunately, my mate and I were ill matched, I had to do all the work while he walked like a gentleman, so we quarrelled, and I was left sole proprietor of the establishment, my partner leaving his £150 in the concern at interest. It was under these circumstances, with a fairly promising future that I ventured to ask a young lady who had lately come out under the guardianship of her brother and sister-in-law, for her hand and heart, which were granted; and we were quietly married in my own house, by the Rev. Irving Hetherington, of the Scots Kirk. This new partnership was much more agreeable than the one I had just dissolved, and everything justified the sense of confidence which we then felt as to our future prosperity. I am not a believer in fatalism, if I had been I should have been inclined to believe that the fates had resolved to thwart my purposes and wreck my life, for I had no sooner got things into working order after my marriage, my house full of lodgers and money becoming plentiful, than a circumstance happened which threw everything into confusion. A great new gold field was discovered, with rumours of fabulous results. Melbourne became crazy, the

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\* See my narrative Page 178, for a fuller account, at that time it was a rare thing to find half a dozen women among two thousand men, on the diggings.

exodus was tremendous, nearly all my lodgers left me, some of them deep in my debt, leaving behind them valueless trunks. In less than a month I was in arrears with my landlord, had to dispense with my servants, and sell the furniture at an immense loss, and give away the good-will as worthless.

Thus, in less than three months after our marriage, we were homeless. I paid all my debts excepting that of my late partner, and we had a small balance left, with which I erected, with my own hands, a framed canvas cottage, in one of the suburbs of Melbourne, made my own bedstead and furniture, and took the first situation which offered itself, where I received £3 10s. 0d. per week of wages as warehouseman in a wholesale hardware store. The wages here proving unsatisfactory, I was tempted to try my hand at the building trade, where I earned from five to eight pounds per week, as a rough mechanic, and was becoming quite expert at the work, when I was attacked by rheumatic fever, the effects of exposure to cold currents in open buildings, and was ordered by the doctor to find employment in my own trade, that my early training and habits prohibited such occupations as required muscular strength of limbs. On my recovery I had great difficulty in meeting with a suitable situation, but ultimately found one in the town of Geelong, a rival of Melbourne, about 50 miles away. I left my wife, in a weak state, behind me, with our firstborn boy, who was then just two weeks old, and suffering from a common infantile ailment. A neighbour promising to give them every assistance that might be required. Under the circumstances, I accepted the situation with great reluctance, but feeling that I could not help it I went to Geelong, and entered the service of Mr. Richard Parker; I found the town pleasantly situated, and my employment and employer very satisfactory, and every prospect of making a happy home there. I had not been there quite a fortnight, and on a wet, cold, drizzling afternoon my poor wife walked into the shop, wet, weary, and sick at heart. She had written to tell me that the child was dying, but the letter miscarried, and when her first great sorrow happened, she was alone! in a framed tent, and, in her bewilderment, she locked the door, walked the three miles to Melbourne, and on a wet, cold day, took the steamer thence to Geelong to find me as before related. I will not attempt to describe our feelings, and perhaps it is indiscreet on my part to reveal so much of our early trials and sorrows, but the relation may be useful to another young traveller on life's rough road, to show that the troubles do come when least expected, and that they can be surmounted, and that a very happy and useful life may follow.

After taking my wife to my lodgings for refreshment and a change of garments, I returned to my employer and related the circumstances, which affected his kind heart very much. He handed me ten pounds, told me to go and comfort my wife, and go with her to Melbourne the following morning to bury the child, and dispose of

tent and superfluous articles, and return as soon as possible; at the same time giving me the encouraging assurance that my services were appreciated, and that my salary should be increased by fifty pounds per year. This was cheering, my heart bounded with gratitude, and, Richard Parker, by this kindly act acquired a servant, who devoted twelve of the best years of his life, in season and out of season, to his services. We returned to Melbourne, everything was done decently and in order, our child was buried, our little home was broken up, we removed every thing we valued to Geelong, started humble housekeeping under more cheerful circumstances, and though saddled with a debt of £150 to my late partner, I foresaw an early date when all would be paid, and at once set to work to accomplish this desirable end. The business hours were from 8 a.m. to 6 p.m., after which I had four hours before bed time for recreation or extra work. I chose the latter, and with the assistance of my wife we added £100 a year to our income, paid all my debts within twelve months, and in less than three years had purchased a freehold allotment, and built a comfortable cottage thereon. In this we lived for nine years, and in it all our surviving children were born, and, with garden, poultry, and canaries, my leisure time was happily and profitably employed, new laid eggs and singing birds being always in demand at good prices. The aviary being also a source of delight to our children as well as ourselves.

I had not been quite two years in Mr. P's employ, when, for business and pleasure he decided upon revisiting England, taking with him his wife and four children, and expected that his foreman would continue to take charge of the business during his absence, but at the last moment the foreman refused, and I was called upon to take his place. My salary was advanced from that day, and I immediately entered upon the responsible duties, determined to use my every exertion in keeping the business together, and, if possible, to extend it. This visit of my employer to England was a very unfortunate mistake. He went away at a time when a serious crisis in the history of Geelong was pending. Hitherto Geelong had been the great emporium and seaport for Ballarat and the Western District. Buyers from the diggings, the sheep stations, and the agricultural settlements traded with it. Over seven thousand people in Geelong and suburbs were supported by the carrying trade alone. Great caravans of drays and wagons debouched every evening along the Colac, the Leigh, and the Ballarat roads. Up to 1856 there was no railway between Geelong and Melbourne, and the only communication was by steamers. The up country buyers were satisfied with their purchases in Geelong, rather than incurring the loss of time and the extra expense of a visit to Melbourne. But about that time the railway, which had been in course of construction at the expense of Geelong capital was completed, and communication between the two rival cities was accelerated, and the great struggle for supremacy and monopoly of trade which had existed for several years, almost

immediately began to favour Melbourne, and when the Government built the railway to connect Geelong with Ballarat, the importance of the former rapidly diminished, and the latter became its rival as a distributing centre in direct communication with Melbourne, to the great loss of the tradesmen and merchants of Geelong.

It was at the commencement of this crisis that my employer left the colony on his visit to Europe, and did not return for about two years. He had evidently not foreseen the impending crisis, and consequently departed without leaving special instructions how we were to cope with the difficulties of the situation. With a stock valued at thirty thousand pounds on our hands, and fresh consignments arriving at irregular intervals by sailing vessels. Mr. Parker's original trade was that of a grocer, to which, in colonial towns was added the most prominent lines of the hardware trade, and when Geelong had developed into an important town my employer had dropped the grocery and removed the hardware business into fine central premises built expressly for that trade, of the details of which, as it was then developing he knew literally nothing. On arrival in London his inexperience led him (or he was led by interested parties) to buy all sorts of unsuitable and unsaleable goods, amongst these was a purchase of between seven and eight hundred pounds worth of solar, camphine and candle lamps, by the best manufacturers in England, some of the table lamps and chandeliers being of beautiful and costly designs, and not satisfied with this he purchased the whole stock of a lamp dealer, consisting of a great number of French moderator, solar, and Palmers candle lamps with all their accessories and extra glasses and fittings. There is no doubt that these latter were supposed to be a great bargain, but he did not know what the vendor knew, that paraffin and petroleum oil had been discovered, which required a special burner for its consumption and utilization, and that all these lamps which he had taken off their hands would be useless under the new conditions of illumination. Amongst other unsuitable and unsaleable articles which he purchased at this time were felling axes, shovels and mining tools made in England, and purporting to be good imitations of the American articles which had been introduced with such success into the colony. When these arrived in Geelong, the Melbourne merchants were doing a roaring trade in American kerosene lamps of neat and useful designs which took the fancy of the colonists at once, and it was almost a mockery to open our newly arrived stock, which made a grand display in our windows, but alas their day was over. The English axes, shovels and mining tools were simply inferior imitations, detected at once and doomed to irretrievable disfavour. I simply mention these particulars to shew the embarrassments with which I was surrounded, and the difficulties I had to contend with under the altered circumstances, and how impossible it was to keep our trade together without introducing radical changes during Mr. P's absence. Our stock had increased enormously, so much so that we were compelled

to rent large additional warehouses to store the packages as they were landed. It was under these unpleasant conditions that I anxiously waited the return of my chief, and when he did arrive, no one was ever welcomed back with greater eagerness than he was. After receiving our reports and examining the stock books and much consultation, he decided to send me out to visit our old customers, the storekeepers in the country townships, and on the Western Gold Fields, as well as the squatters at their various stations, and to open branch stores at the principal outlying diggings. My life during the following seven years was a very busy and eventful one, my employer's interests were my only care, I invested my own savings in gold mines by the advice of competent friends, most of which proved abortive, and I devoted myself to the general superintendence of all the branch stores, to visiting the squatters and country storekeepers, travelling a circuit of nearly 500 miles twice a year. I also acted as buyer for all our stores whilst they continued in our possession. My visits to Melbourne for that purpose being frequent and my purchases often very large, I was well known to most of the hardware merchants, commission agents, auctioneers, and consignees.

I remained in Geelong long enough to clear off nearly all the unsuitable stock which had been purchased without my consent, the solar and moderator lamps were converted into kerosene lamps, many dozens of useless cross-cut saws were sold to implement makers for conversion into chaff-cutter knives, the remainder of the imitation American axes were sold at about half the original cost price after keeping them seven or eight years. My commercial journeys in the western district brought me in contact with many characters, some of whom I remember with great pleasure, notably Mr. J. L. Currie, J. G. Mack, Nicholas Cole, Neil Black, Donald Craig, John Calvert, John McVean, Andrew and Hugh Murray, the two Manifolds, Hugh Morrison, Dennis Brothers, Mr. Bacchus, etc., etc., at the stations of most of these I was always welcomed, and often pressed to spend the nights in their pleasant company, while listening to the stories of their early pioneer life in the Bush.

During this period of time, thousands of miles of fencing was being put up, and bush tracks, which were familiar on one journey, were fenced across by the time I came round again, creating confusion and loss of time besides upsetting my plans; I have also many reminiscences of hair-breadth escapes in swamps, bogs, and extinct volcanoes, encounters with natives and herds of kangaroos, the narration of which would occupy more space than I can spare. I must, however, not close this portion without mentioning one of the great incidents of my life. It was in the height of summer, I had stopped for the night in a place called Chatsworth, and, to escape the great heat of midday, I started on my journey to Dunkeld before six o'clock in the morning, intending to reach a waterhole, which I knew, before eight o'clock, where my horse could have a drink and a feed before proceeding. But we had not left the hotel half an hour when the

wind veered to the north, and the morning air became warm; it gradually got warmer, and long before eight o'clock I realized that we were in for a hot wind, but we pressed on against heat and dust and reached the waterhole by nine: this was a deep bend in a winter creek, which usually held a considerable quantity of water for some time after the creek had become dry, there was also a slight depression in the ground which afforded us some shelter from the heat of the wind. I found about a bucketfull of muddy water in the hole, utterly unfit for man or beast under ordinary circumstances. I always carried a two gallon keg of water with me in the trap for my own use. I now kindled a fire and set my kettle to boil whilst I mixed a good mash for my horse, who was obliged to be satisfied with it moistened with the muddy mixture from the waterhole, and a quarter of a pint of brandy added, after which I infused my own tea, boiled my eggs, and made a hearty breakfast. After about an hour's rest we resumed our journey, expecting to reach another waterhole by one o'clock, but the heat and dust was fearful, my horse sometimes fairly staggering against it, but nevertheless we managed to reach our rendezvous by two o'clock to find it completely dried up, and without a particle of shelter, a more uninviting spot could not be realized. But we could not move a step further without refreshments. It was something fearful. I was too exhausted to release the horse from the trap, but I managed to mix some crushed oats and meal and moisten it with three pints of my small supply of water, and I then prepared something for myself, fortunately I had brought a few sticks with me from my last camping ground, wherewith I kindled a fire and boiled my tea, and, with my dried up bread and a tin of sardines, made a refreshing meal, but this was a dreadful place to stop at, an unsheltered plain, exposed to all the fury of the hot wind, it was worse, if anything, to remain than to proceed. But my horse would not budge this time to face the wind. It was now 4 p.m., and I had fifteen miles to travel before I could reach my hotel at Dunkeld. I had about two quarts of water in my keg, I mixed it all with the remainder of the oats and meal and poured nearly half a pint of brandy into it, this produced a wonderful effect upon my horse, he seemed to understand the extremity we were in, he faced the wind and travelled at a great rate for many miles, during which I was being consumed by the fierceness of the heat, my nostrils were burning, my brain seemed to be on fire, after which I became unconscious, until I found myself lying on the sofa in the hotel, with the host and hostess and the servant watching over me, bathing my head with the coldest water they could find, this with a good cup of hot tea brought me round. I then learnt that my horse had brought me safely to my hotel door. I had, it seems, when I lost my consciousness, fallen on the floor of the buggy, where I was found by the ostler, who knew me and my horse on former visits. After ascertaining that my horse was properly attended to, I retired to bed, had a grand sleep, and got up next

morning as if nothing unusual had happened ; finished my business in the township, and proceeded on my journey.

Up to this date my sense of smell was particularly keen, and my nostrils always moist, but ever since then my nostrils have been generally dry, and the sense of smell gradually diminished, and ultimately deserted me altogether. This I have experienced to be a great loss, and I have had much anxiety lest this loss should prove contagious and affect some other sense, such as those of taste or sight, but I am glad to say that both continue good after the lapse of thirty years.

During the later years of my service in Geelong I had invested my savings in gold mining shares. Nearly all the clerks and shop assistants became involved in these wild speculations, carried away by the prospect of sudden wealth. All my acquaintances were in the fling, and I was not one to be the exception. For several years two to three pounds per week of my salary went to pay calls, which were parted with cheerfully, in sure and certain hope of realizing an early fortune and independence, but, alas, for the realization ! One by one of my companies became insolvent through exhaustion of capital, and left me at the end of 1865, after thirteen years of hard working colonial life, a comparatively poor man.

Several circumstances connected with my employer's circumstances caused me to anticipate possible changes, made me anxious for the future, and I began to feel my way in several directions. My great inclination was to go and settle on the land and live a country life, and I very nearly bought 320 acres near Geelong with this object in view. (See my narrative, pages 186 to 189.) In this interval of unrest, I received a letter from home stating that my father had been visited by a second paralytic stroke, that he was anxious to see me, and that it might be to my advantage if I returned to Wales. The natural emotions again mastered me, and a great yearning to see my good and aged parent took possession of my whole soul. I gave three months notice to my employer, and when the rumour of my leaving reached our Melbourne merchants, I received flattering letters from six of them, remonstrating with me, and at the same time offering to start me in business in any part of Victoria, or the other Australian Colonies, or to take the management of branches for them as I pleased. This was a very unexpected demonstration of confidence, it was as gratifying as it was unexpected, and a severe struggle followed, but all-powerful nature conquered. I wrote to thank them for their kind offers, and asked them to leave them open for twelve months, or until I should return, to which four out of the six sent kind letters, expressing their readiness to renew the offer should I return. The question now arose, should I leave my wife and children behind me to await my return at an uncertain date? or take them with me to be introduced to my friends at home? One circumstance decided the case for the latter alternative. The children had suffered from whooping cough and measles,

or scarlatina, and we trusted the voyage would benefit them, and thus the balance turned. I sold my house and furniture at a great sacrifice, cleared all my liabilities and assets, with the exception of my shares in the Golden Stream Gold Mining Company of Scarsdale, and sailed in the good ship *Norfolk* for London on the 21st of January 1866, and thus ended my colonial career. If I had foreseen the life of incessant labour, worry, and disappointments which awaited me in Wales, I would rather a thousand times have remained in the colony under any circumstances whatsoever.

Before leaving the record of my colonial career, it is but right that I should make some mention of my mental development during the fourteen years of freedom from the restraints of home society, inasmuch as I have recorded the same up to the date of my leaving England in 1852. My career in Chester was a course of reading and storing: my colonial attitude was one of thinking and realizing, which tended to revolutionize my previous convictions with regard to religion and philosophy. With the upsetting of the story of the fall of man as recorded in my Chester experiences, which was further emphasized by Darwinianism, and prehistoric discoveries, the doctrine of the atonement became unnecessary. The controversies of the prophets and priests of Israel regarding the value of sacrifices and ceremonial offices, convinced me of their purely human origin, and that the necessity for them was incompatible with the comforting doctrine of the Fatherhood of God. I admired the character of our loving brother Jesus Christ, the great reformer and teacher of mankind. I continued a thoughtful reader of the Hebrew Scriptures, the margins of my Bible being covered with notes, exhibiting the gradual extinction of my faith in it as an infallible book. Whilst recording my unceasing admiration of it as the most remarkable book which has reached us through the vista of the ages, recording the development of human thought in its various stages regarding the character of God, and the conduct of man in connection with brutal wars and savage butchery, as well as with sweet peace and holy aspirations, in regard to priestly intrigues with kingly power, and prophetic promises to a weary people. The Bible to me was a profound study, and of constantly increasing value since I began to look upon it as a purely human compilation.

Thus, having no supernatural revelation to guide me, my mind was open to receive any new development of thought, I rested upon compromises, and trusted in the Fatherly goodness of God alone. During the anxious portion of this transition stage, I was greatly assisted and comforted by my clear headed and kind hearted friend J. T., with whom I was in constant communion of thought, the friendship and brotherly attachment then formed has been cemented by continuous correspondence, and has stood the test of nearly forty years.



## CHAPTER III.

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WALES AGAIN.

THE voyage of the ship *Norfolk* from Melbourne to London occupied eighty days, a quick passage for a sailing vessel in those days, but a weary time compared with the thirty-five days of rail and steamer in 1891, but it was not all weariness with me; occupation charms all the little incidents, and makes monotony impossible. I went to Australia alone but returned with wife and four children. Every day brought its own duties, and time went merrily on. With the exception of an excessively narrow escape of shipwreck on the rocks of Scilly, during a dense fog, we arrived home in perfect safety. Here we experienced the usual displays of joy at the return of the exiles. I found my aged parent very infirm and his speech affected. All my brothers and sisters received us very kindly; and as fortune had hitherto not been very prosperous at the antipodes, I was persuaded to try what could be done in Wales; and Bangor was selected. I had some difficulty in securing suitable premises, none being available in a business position excepting a private house recently vacated. This I took, and converted into a shop, and fitted it up for the requirements of my trade at great expense, where I started with a very small capital, without a single personal friend, in a strange town. I was introduced to two or three friends of my father, who interested themselves in my favour, and I am particularly indebted to the late Mr. James Nixon for more favours than I have space to enumerate. I was fairly well supported from the first, but we all (both my wife and self and children) fretted much in thinking of the happy home we had thrown away when leaving Australia. My business continued to increase, but the stock and liabilities increased with it; and although dividends from my gold mine, and legacies from my father were received, the development of my trade and extension of premises and workshops absorbed them all, and more also. But I continued to work early and late, added plumbing and smithing to my former tin and copper works, and had plenty to do in every department. The culminating point was reached in 1880—the last year of the great development of trade in England, when everything went down with a rush. Large stocks reduced in value, keen competition with rival tradesmen, great losses on contracts by unprincipled workmen, etc. This made business extremely unpleasant, accompanied by pressure of creditors, extreme anxiety and worry, followed by sleepless nights and unprofitable financing, in hopes of better times to come. I am conscious of labouring hard, honestly to serve the public with faithfulness and unswerving honesty. And I have received very

gratifying instances of the perfect confidence of my customers in my good faith and honourable trading, but it must be confessed that of late years large stocks are not appreciated, and some branches of the trade have been carried on at a loss. There is no doubt that a great deal of this is due to the false notions of the Clergy, Gentry, and Professional men, concerning the London Co-operative and other stores. There is no doubt that it is very convenient to be able to furnish everything that one may want from one establishment, and spend a day or days in visiting the various departments. But is it really profitable? Do the buyers get equal value, upon the whole, as they would if their orders were divided and given to separate local tradesmen? If they should make a mistake can they rectify it as easy at the big store as with the local tradesman? or if they should buy a bad bargain, can they command the big stores to listen to their complaints and make reparation? I think not. In fact, parties have frequently confessed to me, that had they known my prices and my cash discount, they would have bought at my shop, and saved many pounds by so doing. To give an example of the unfairness of such trading.—A valuable customer of mine, a clergyman, came to me some time ago to buy a lamp, he was going to buy a good substantial duplex table lamp to cost about 7s. 6d., and in the middle of trading another clergyman of the same church came in, heard the price, and remarked that he had bought a lamp at Plymouth with chimney and shade complete for 2s. 3d., which gave a splendid light, and that several of his friends had joined with him to send for half a dozen more between them for the same price. Hearing this, I took down a German reading lamp, and asked him if it was like that, he confessed that it was. I told him that my price at that time was 2s. 6d., and would gladly sell him half a dozen at 2s. 3d., therefore where is your profit after paying for package and carriage and taking the risk of breakage? I took the liberty of giving him a lesson in social economy, in which, my friend, the other clergyman, fully concurred. I think the social aspect of this question of centralisation of trade in London deserves the serious attention of the leaders of the people, as doubtless it is ruining healthy enterprise in country towns, depreciating the value of property and tending to drive all men of any culture from engaging in trade since it cannot be developed.

In consequence of these depreciations and losses, together with the intrusion of excessive competition from English towns, coupled with unfortunate building speculations, my circumstances became greatly embarrassed in the year 1837, and all my efforts to extricate myself were abortive, until I was voluntarily assisted by my creditors, but even then the ordeal which I passed was fearful. The mental strain and excessive labour, connected with re-arranging my finances, told greatly upon my health, but I was favoured with universal sympathy, and was able to retain the confidence of creditors and customers. One old friend in Australia demonstrating his by

sending a cheque for a large amount, which ended all my difficulties, and placed my finances on a sound footing. But when all the real causes for anxiety were removed, the effects of the ordeal continued, and excessive depression of mind ensued, my bodily strength diminished, and a collapse seemed imminent.

When in this condition my medical man peremptorily ordered me to go away, as far as possible from my business, and by change of scene and circumstances to banish it from my mind entirely—to do this would require a prolonged absence. I took his advice, and the Trip round the World, as recorded in this book, was the result.

I have now been engaged in trade in the City of Bangor for exactly a quarter of a century, and am glad to say that I feel quite capable of undertaking the laborious work of removing from my present scattered, rambling, and inconvenient premises, into new, extensive, and convenient ones, where every department will be under one roof and my immediate and constant supervision; and where, I trust, to economise labour and other items of expense, and at the same time afford greater facilities to my customers. The very interesting and enjoyable trip described in this book, the restoration of my health, and the means of accomplishing the removal of my business from the old to the new premises, I shall owe in great measure to the princely munificence of my Australian friend.

Hitherto I have given no hint whatever of my social life in Bangor apart from my business, what became of my mental, moral, and religious developments during this period of twenty-five years? On my return to Wales I fully realized the change of circumstances; I had left behind me the atmosphere of perfect freedom of action when I turned my back on the unclouded skies of Australia, my return to the "birthplace of phantoms, the home of the clouds," required a change of front, unless I was prepared to battle against everything that was held sacred by my countrymen, and make to myself enemies instead of friends. I was also a sociable being, and ostracisation was a horror. This I could not contemplate, especially as it would affect my wife and children as well as myself. So I made up my mind, as many better men had done before under similar circumstances, to conform with the usages of society, and enter my old home among the Calvinistic Methodists, as if no break in the continuity of membership had taken place. No questions were asked, and I made no revelation of the change which had taken place. I conformed outwardly, much as Naaman the Syrian did of old, justifying my actions to myself by certain mental reservations. I acknowledge that I had thus placed myself in a very awkward position, one that required wisdom and constant watchfulness to avoid exposure, but my intentions were honest and my action pardonable. It was not by any fault of my own that I had lost the faith of my youth, it was simply by a natural evolution of the mind, which I could not prevent, any more than I could prevent the sun from rising in the morning. No one that has not gone through the

ordeal can form a conception of the misgivings, and the horror of blank despair with which the mind has to struggle during the period of transition from the old faith into a settled agnosticism. The old affections and pleasant associations of the past continually flitted before my eyes and filled them with tears, which often obscured the clearer landscape of scientific truth. Hence my pardonable attempt to deceive myself and the public by conforming outwardly with the religious sentiments of the people with whom my home was fixed. I had hoped that the officials of the chapel would have allowed me to remain as a simple worshipper, and member of a class in the Sunday School, which for several weeks I fully enjoyed. It was like the return of the prodigal to the home of his youth. I revelled in the exercises of the school,\* and my membership was appreciated. But in an evil hour I was selected to fill the place of an absent teacher, the absentee never returned, the members of the class, who were grown up young women, insisted upon retaining me as their permanent teacher, the class increased until it filled three large pews in the gallery. Here was a position to be in! How was I to teach these women good ethics without compromising my honesty and truthfulness and yet without revealing my private convictions? I did it, and for many months my class was one of the best attended in the school, the young women came there to learn instead of to gossip. I instilled germs into their minds that grew and developed, there was a charm in that class which is acknowledged to this day by those who attended, many of whom are now mothers of young men and women. This was all very well while it lasted, but one after another of the awkward questions cropped up, such as Noah and the Ark, Jonah and the Fish, the three young men in the Fiery Furnace, etc., which were evasively answered by recommending each to satisfy her own mind and exercise the faculty of faith. On one of these occasions I happened to say that I had my own opinions, but that they were of no value, and advised them to seek for explanations in the authorized commentaries. I found, alas! that I had led them up to the door which would reveal to them the light, and had lacked the courage to open it, and I reluctantly and with unfeigned sorrow gave up my charge. I could go no further without a full revelation of my convictions, and rather than do that I resolved upon retiring into obscurity, and begged to be allowed to join one of the adult classes; this was granted, but the members of my old class were inconsolable, they tried every means of inducing me to return to them, but it was of no use, the spell was broken and one of my secrets out. I continued for several months to attend the high

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\* Readers unacquainted with the Welsh Sunday School, will not understand, how an intelligent man of 38 years of age could be a member of a class, and it is necessary that they should know that men and women of all ages attend their classes regularly, where the old comfort one another, and warm discussions take place among the young upon the interpretation of difficult and doubtful passages of the Scripture.

class, and greatly enjoyed the learned theological arguments, and the ingenuity with which impossible conditions were discussed, and I was many times tempted to cut the gordian knot by denying the possibility of the occurrences or the supposed facts. Until at last the great doctrines of original sin and the atonement came before us, and in the heat of discussion and the excitement of the moment, my tongue was loosened, and, carried by a deep sense of my obligations, I pronounced the story of the fall a myth. I advocated the comforting doctrine of the Fatherhood of God, and his right to forgive his erring children, and hence the absurdity and uselessness of a vicarious atonement. Of course, and at once I was reminded that the class was in connection with the Calvinistic church, and that my denunciation included the essential doctrines of the confession of faith, and if I had expressed my mature convictions it was my duty to resign. This I did, and thus ended my nominal connection with a Christian church.

Several rumours floated about, and exaggerations of my opinions were circulated, the mis-informed called me an infidel, the ignorant called me atheist; but I was neither, and as misconceptions lead to alienation, and as I could not afford to lose the confidence and respect of the people among whom I lived, I felt compelled to publish a pamphlet repudiating the offensive appellations applied to me, and stating my exact position; this saved me much trouble and loss of time in arguing the points with those who button-holed me. I have certainly lost much of the pleasure of social intercourse by my isolation, but I have been comforted by the secret sympathy of hundreds of Nicodemuses in the front ranks of religion and intelligence.

Let me here, acknowledge with sincere thankfulness, the extreme kindness and generous support which has been accorded to me by all classes in Bangor and the surrounding country, but especially I mention the clergy and ministers of all denominations as well as the large majority of intelligent laymen. It has been great comfort to me, while trading in a large way, that I have never known the loss of a single customer on account of my religious convictions or my moral and social conduct in life.

It is also a source of pleasure to record the fact that I was elected by a large majority to serve my fellow citizens on the Local Board of Health, and was afterwards chosen as a member of the first Council of our Municipal Corporation. These and many other tokens of esteem and confidence, have been very gratifying to my feelings.

I am now getting advanced in years, and in the face of decreasing strength and the inevitable end of life, I have great and increasing comfort in anticipating the hereafter, without a single dread or fear but let me add, with implicit trust, and some degree of hope.

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