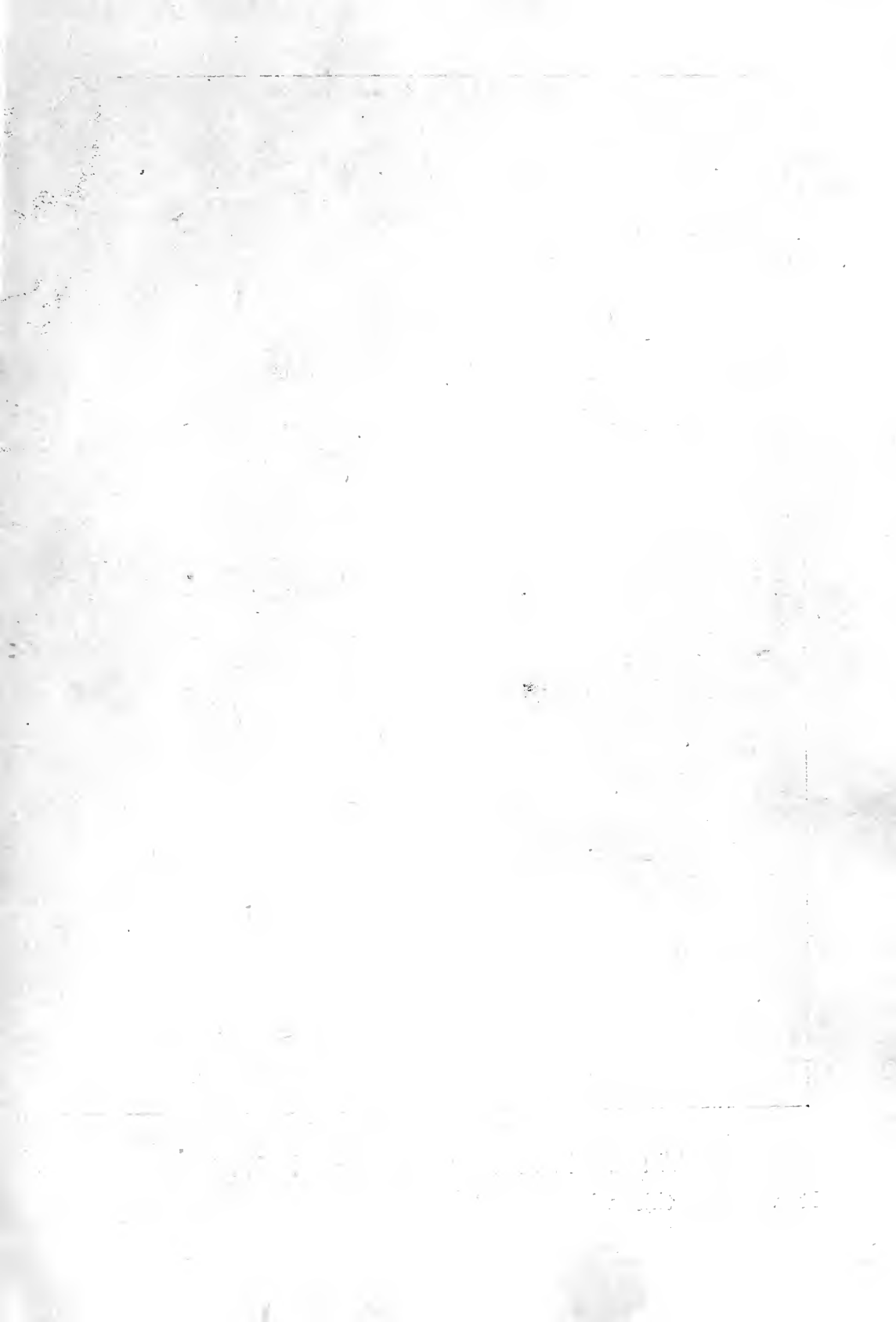


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Photo, Vester & Co., Jerusalem

Via Dolorosa, Jerusalem, Palestine

It was up this winding, tortuous street that Christ is supposed
to have borne His Cross

61

THE
ENCYCLOPEDIA
OF THE
BRITISH EMPIRE

THE FIRST ENCYCLOPEDIA
RECORD OF THE GREATEST
EMPIRE IN THE HISTORY
OF THE WORLD

EDITED BY
C. W. DOMVILLE-FIFE

VOLUME III.

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THE ENCYCLOPEDIA OF THE BRITISH EMPIRE

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MANDATORY TERRITORIES

PALESTINE, IRAQ, TANGANYIKA, SOUTH-WEST AFRICA,
TOGOLAND, CAMEROON, AND PACIFIC ISLANDS

THE territories conquered by the Allies during the Great European War, and finally ceded to them by Germany in Articles 118 to 158 of the Treaty of Peace, and by subsequent Treaties with Turkey, Austria and Bulgaria, are administered, according to the Covenant of the League of Nations (*q.v.*), by one or other of the Allied Powers under an entirely new political code, *i.e.*, by Mandates from the League of Nations.

The exact nature of this new form of Government and political ownership, which, as capital and labour are being expended in these territories, it is presumed must be permanent, can best be described here by giving the somewhat vague clauses in the Covenant referring thereto.

League of Nations

That part of the Covenant signed in 1919 which refers to the territories which passed from under enemy control during the Great European War is contained in Clause 22, and reads as follows:—"To those Colonies and territories which as a consequence of the late war have ceased to be under the sovereignty of the States which formerly governed them, and which are inhabited by peoples not yet able to stand by themselves under the strenuous conditions of the modern world, there should be applied the principle that

the well-being and development of such peoples form a sacred trust of civilisation, and that securities for the performance of this trust should be embodied in this Covenant.

"The best method of giving practical effect to this principle is that the tutelage of such peoples should be entrusted to advanced nations, who, by reason of their resources, their experience or their geographical position, can best undertake this responsibility, and who are willing to accept it, and that this tutelage should be exercised by them as mandatories on behalf of the League.

"The character of the mandate must differ according to the stage of the development of the people, the geographical situation of the territory, its economic conditions and other similar circumstances.

"Certain communities formerly belonging to the Turkish Empire have reached a stage of development where their existence as independent nations can be provisionally recognised, subject to the rendering of administered advice and assistance by a Mandatory until such time as they are able to stand alone. The wishes of these communities must be a principal consideration in the selection of the Mandatory.

"Other peoples, especially those of Central Africa, are at such a stage that the Mandatory

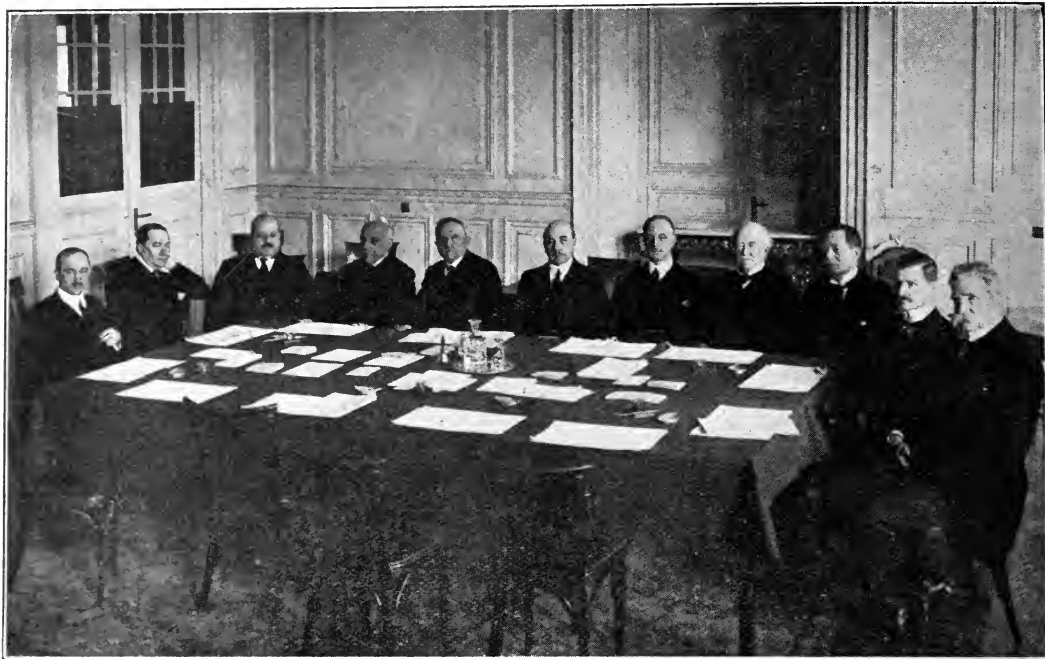


Photo by kind permission of the League of Nations

THE COUNCIL OF THE LEAGUE OF NATIONS

must be responsible for the administration of the territory under conditions which will guarantee freedom of conscience and religion, subject only to the maintenance of public order and morals, the prohibition of abuses, such as the slave trade, the arms traffic and the liquor traffic, and the prevention of the establishment of fortifications or military and naval bases, and of military training of the natives for other than police purposes and the defence of territory, and will also secure equal opportunities for the trade and commerce of other members of the League.

"There are territories, such as South-West Africa and certain of the South Pacific Islands, which, owing to the sparseness of their population, or their small size, or their remoteness from the centres of civilisation, or their geographical contiguity to the territory of the Mandatory, and other circumstances, can best be administered under the laws of the Mandatory as integral portions of its territory, subject to the safeguards above mentioned in the interests of the indigenous population.

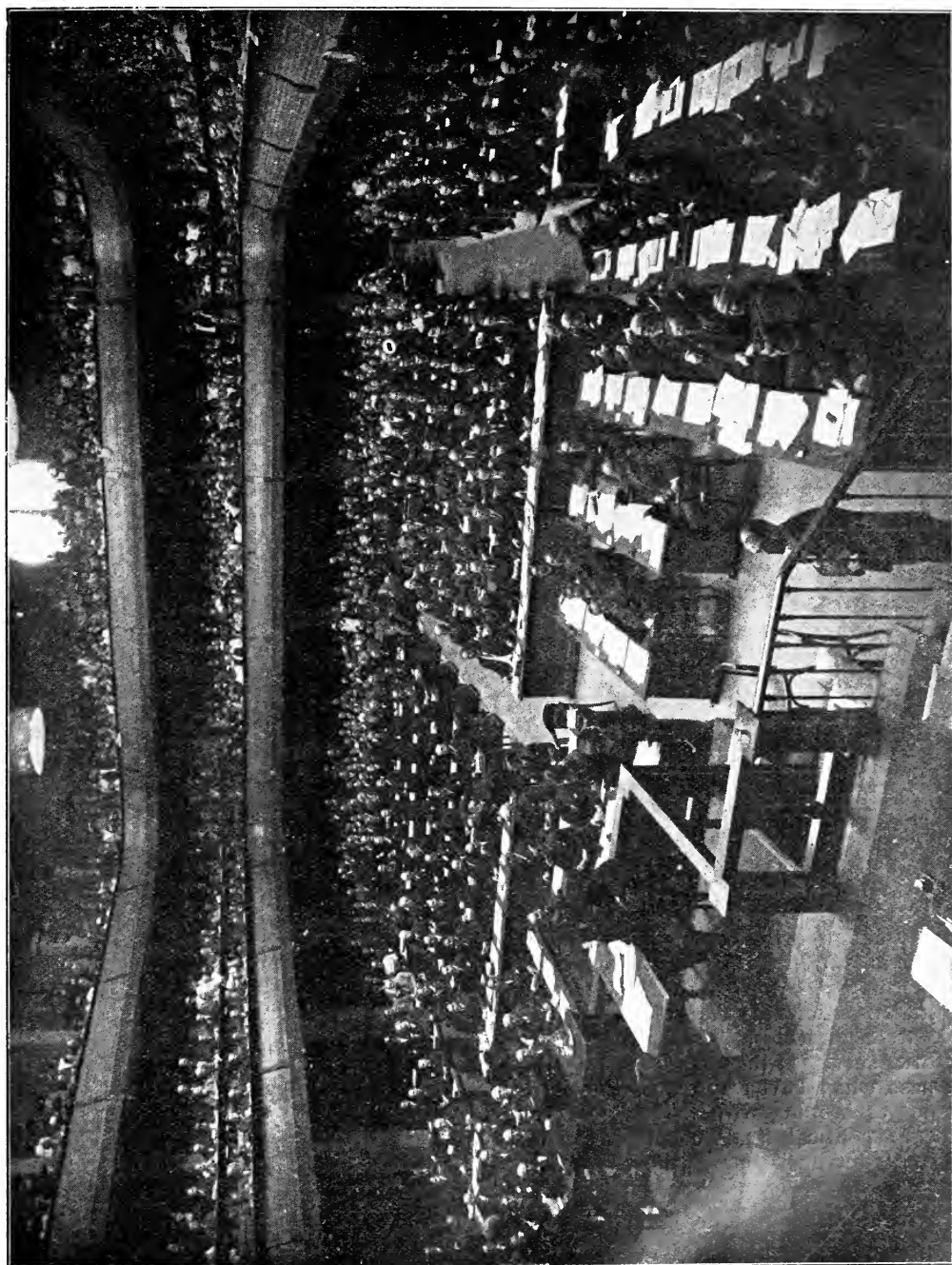
"In every case of mandate, the Mandatory shall render to the Council an annual report in reference to the territory committed to its charge.

"The degree of authority, control or administration to be exercised by the Mandatory shall, if not previously agreed upon by members of the League, be explicitly defined in each case by the Council.

"A permanent Commission shall be constituted to receive and examine the annual reports of the Mandatories and to advise the Council on all matters relating to the observance of the mandates."

Palestine

The ex-Turkish province of Jerusalem, to which had been added in 1906 the Kaza of Nazareth, as well as parts of the province of Syria, generally known as Palestine, was invaded by Field-Marshal Lord Allenby and his British and Arab Forces (under King of Hedjaz) early in 1917. On November 7th Gaza fell to British Arms, and ten days later Jaffa was entered. Jerusalem was captured



THE FOURTH ASSEMBLY OF THE LEAGUE OF NATIONS
Photo by kind permission of the League of Nations



Photo, Vester & Co., Jerusalem

**A CARPENTER OF JERUSALEM WORKING
WITH HIS HANDS AND FEET**

on December 9th, Jericho in February of the following year, and Damascus in October, 1918. In this way the whole of Palestine, or the Holy Land, came under British or Allied control. (See also *War for Civilisation*.)

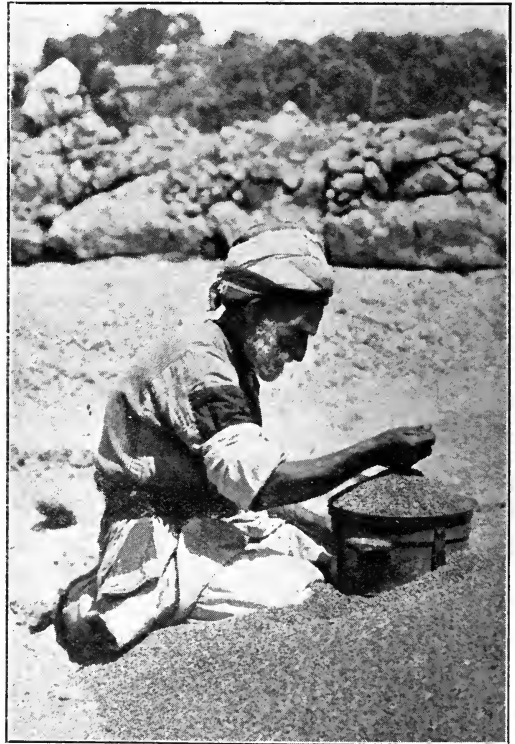
The economic or geographical value of Palestine at the present time is of little account compared with its great historic and religious interest. It is therefore advisable to begin this article with a necessarily brief survey of the changes and events of the past, which have given it a prominence quite out of keeping with its relative geographical, political and economic value among the territories and peoples of the modern world.

AT THE DAWN OF HISTORY.

The earliest name by which Palestine was known is the land of *Canaan*, derived from the descent of its inhabitants from Canaan,

the fourth son of Ham, and a grandson of Noah. The word *Palestine* was first used by Greek authors, and came from the Hebrew *Pelescheth*, meaning the land of the Philistines. Both Josephus and Philo used this designation, and thereby added ancient authority for its modern use, although no such name occurs in Scripture.

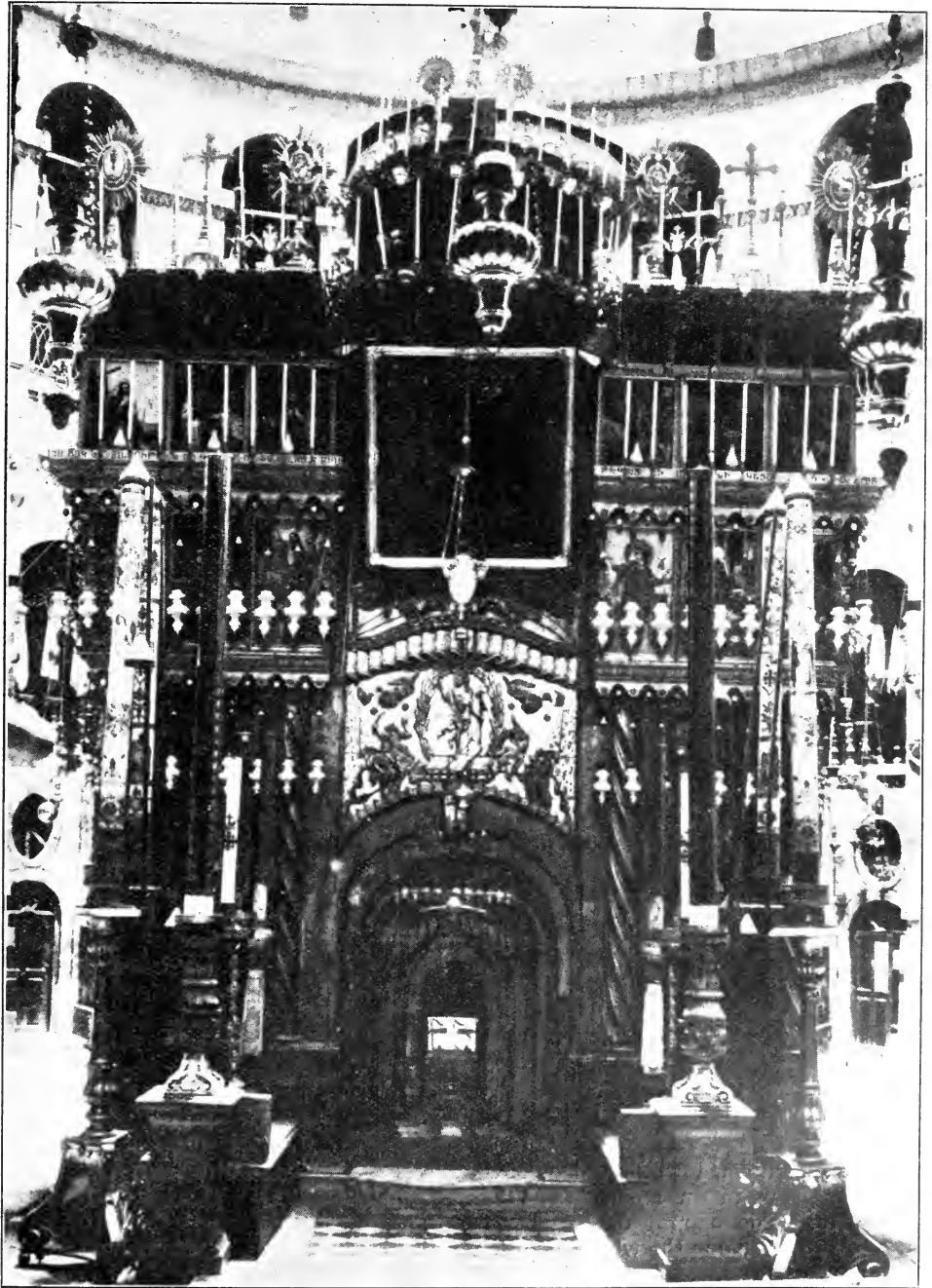
It was, in this very dim and remote period of history, inhabited by various independent tribes, the best known of which were the Kenites, on the east of the River Jordan; the Hittites, in the hills of the south; the Canaanites, along the central coast; the Philistines, in parts of the south; and the Phœnicians, on the northern coast. In the days of Moses, the land lying eastwards of the River Jordan was conquered and distributed among the various tribes of Reuben, Gad, and the half-tribe of Manasseh. The work of conquest was continued under Joshua, and the land to the west of the



Photo, Vester & Co., Jerusalem

MEASURING CORN

"Pressed down, shaken together and running over"



THE HOLY SEPULCHRE

Photo, Vester & Co., Jerusalem

Jordan was divided between the remaining half-tribe of Manasseh and ten other tribes, among which were those of Benjamin and Judah, who received large areas in the south. Solomon completed the conquest, and included all the land within his own kingdom, but his son, Rehoboam, caused the land to

afresh as a colony of the Babylonian Empire. With the fall of Babylon, the country succumbed to the Persians, and later to the Macedonians. With the rise of the Roman Empire, Palestine fell beneath the sway of the Cæsars, and in the time of our Saviour it was split up into

the provinces of Galilee in the north, Samaria in the centre, Judea in the south, and Perea, lying to the east of the Jordan.

THE OTTOMAN EMPIRE.

Rome fell through internal luxury and vice, and the empire of the Cæsars changed hands. Under the Emperor Constantine—the next great Mediterranean power—Palestine first became known as the Holy Land, and gained rapidly in interest and prosperity. The division of the Byzantine Empire into two independent kingdoms by Theodosius, in A.D. 396, caused Palestine to be allotted to the weak eastern kingdom, and it was in this helpless condition when Islamism began slowly to extend its influence. In the year 636 Omar conquered the Holy Land, and converted it into a dependency of the Caliphate.

The Crusades were undertaken by the Christian nations of Europe because of the ill-treatment of the Christians in Palestine, and to free the

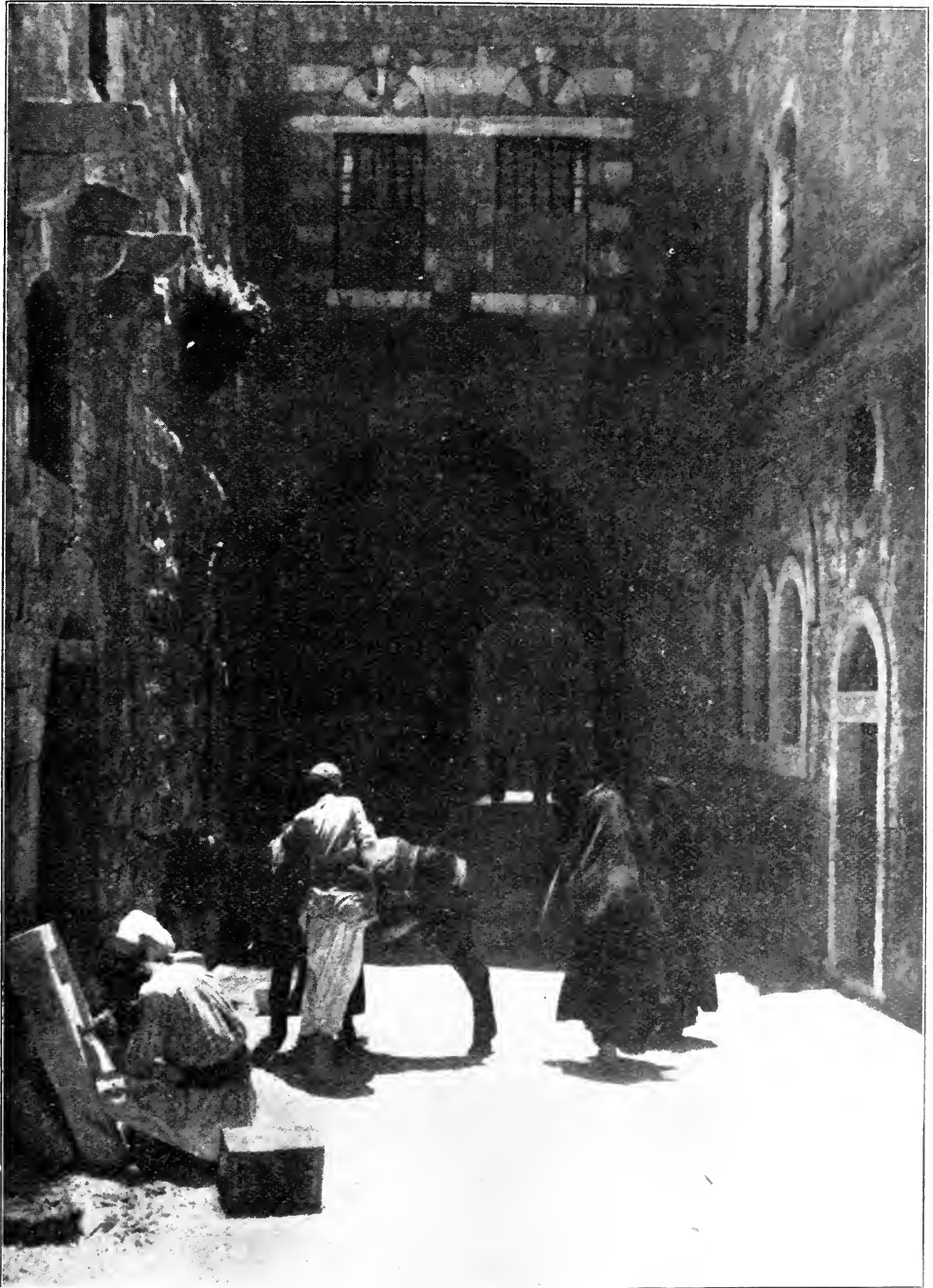
Holy City of the Faith from a Mohammedan dominion. For a time Jerusalem became the capital of a small Christian kingdom, then it fell to the Mohammedan Power (Saladin), and was ruled by the Sultans of Egypt until, in the year 1517, it was captured by the Turkish Prince, Salim I, and absorbed in the powerful Ottoman Empire.



CHURCH OF THE HOLY SEPULCHRE
Photo, Vester & Co., Jerusalem

be divided by civil war into the independent Kingdoms of Israel in the north and Judah in the south. The capital of Israel was Samaria, by which name the whole kingdom was sometimes known.

Next came the Babylonian conquest, which carried away many of the old tribes into captivity, and peopled parts of the land



A STONE MASON, JERUSALEM

Photo, Vester & Co., Jerusalem

Palestine remained a province of Turkey for exactly 400 years, until liberated by General Lord Allenby and the British Forces, who entered Jerusalem on December 9th, 1917, and completed the conquest of the Holy Land in the following year.

THE HOLY LAND.

Topographically, Palestine is considered to be mountainous, although with the exception of Mount Hermon, which reaches an elevation of about 10,000 feet, there are no peaks which rise above 3,000 feet. One range of low mountains extends southwards from the Lebanon, and runs parallel with the Mediterranean coast, while another turns

more to the east and forms the left side of the Valley of the Jordan. Here again we find the influence of history on geography, for although there are no mountains of topographical importance, there are, nevertheless, several, which are little more than hills, with names familiar in every Christian country, caused by their frequent mention in the Scriptures, and the remarkable events which occurred on and around them when the world was young. Most notable among these are the Mount of Olives, Zion and Moriah, in and near Jerusalem; Gilead and Nebo, on the east side of the River Jordan; Ebal and Gerizim, in the Samaria Valley; Tabor (Jebel Tur), on the plain of Esdraelon; and the wonderful Carmel, forming a promontory in the Mediterranean, on the south-west side of the Bay of Acre.

Deep valleys and level plains separate the mountains. Although *much neglected*, the soil is highly fertile, and the whole country justifies its early description of a land flowing with milk and honey.

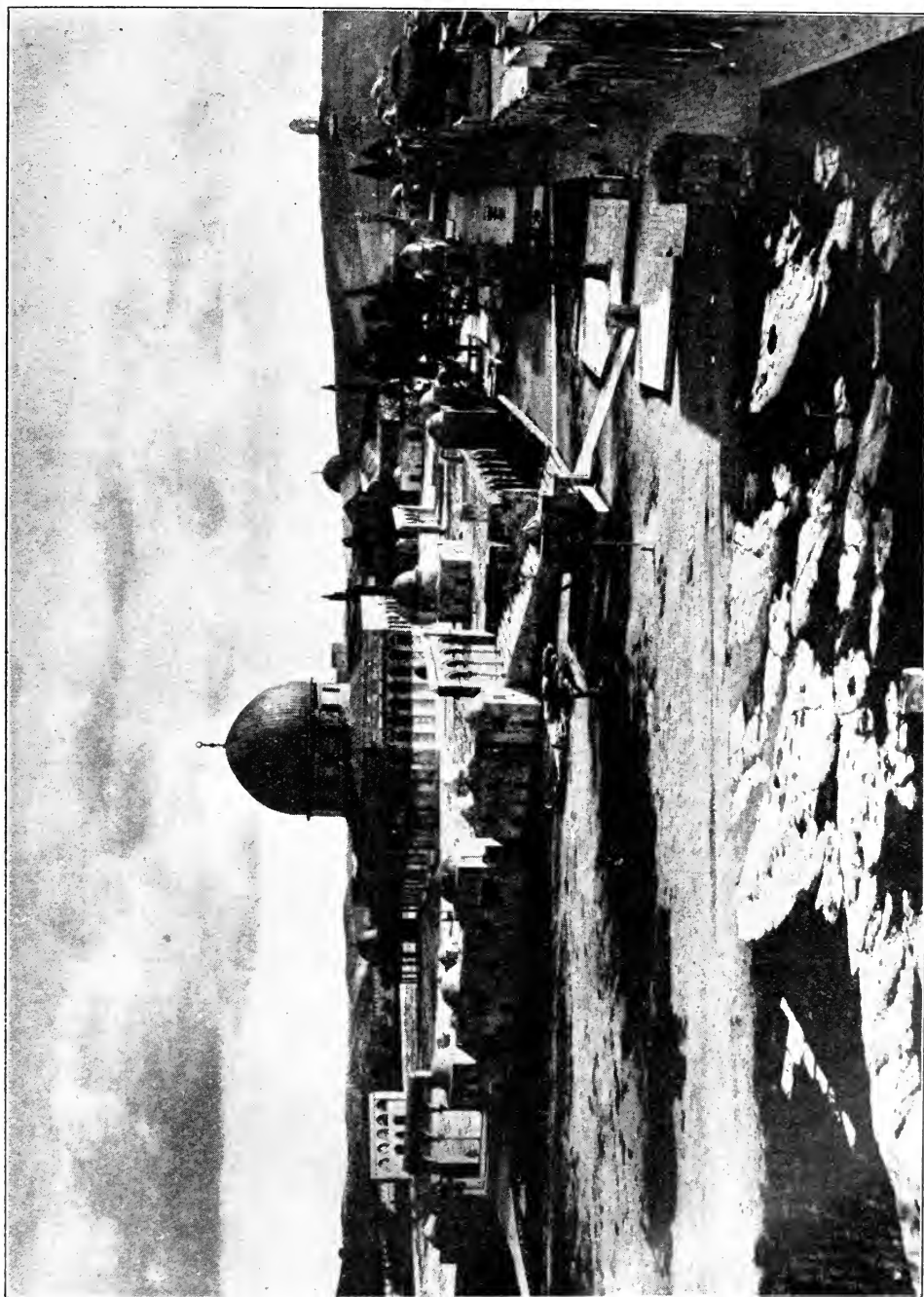
Although there are a large number of streams which water these somewhat dried-up and dusty lands, the Jordan is the only important river. One of the truly remarkable features of this stream is the great depth of the valley through which it flows. Rising in the Lake of Tiberias (Sea of Galilee), 84 feet below sea-level, it gradually falls until it empties itself into the Dead Sea, which is approximately 1,312 feet below sea-level.

The plain in which lies this remarkable "sea" is almost tropically hot, and in the deep Jordan Valley bananas grow well. A contrast is, however, afforded on the Mount of Olives, three miles from Jerusalem, where the air is always cool and at times quite cold.



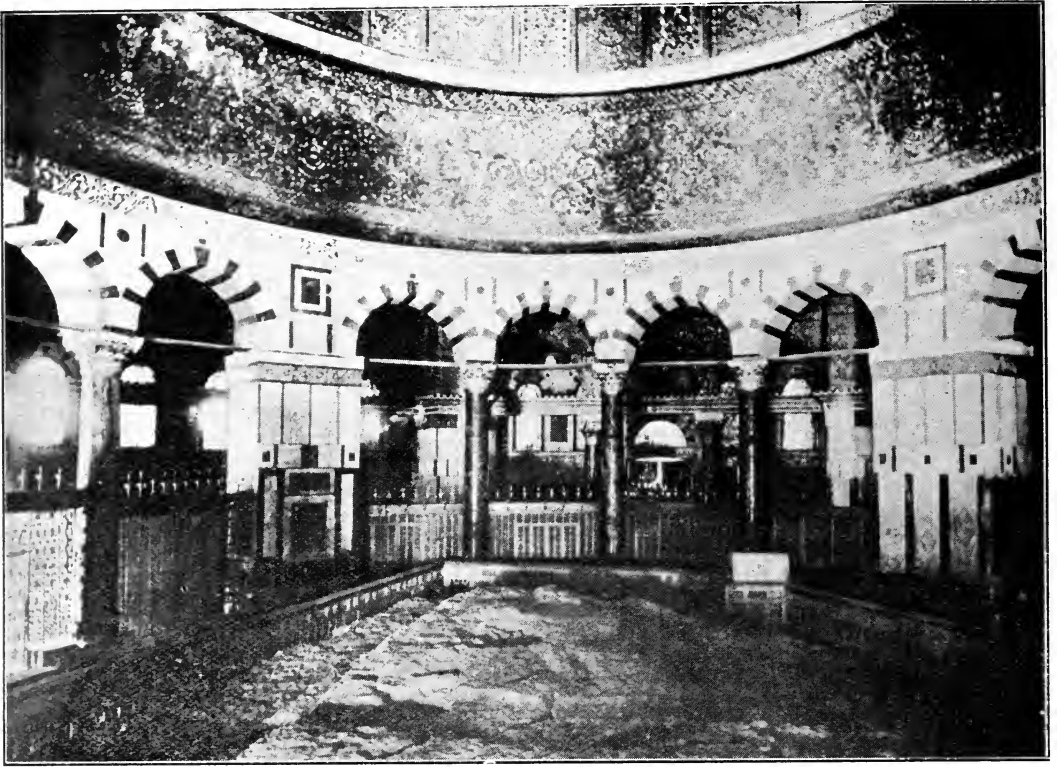
SPINNING

Photo, Vester & Co., Jerusalem



DOME OF THE ROCK, JERUSALEM

Photo, Vester & Co., Jerusalem



DOME OF THE ROCK (MT. MORIAH)

Photo, Vester & Co., Jerusalem

The threshing floor of Araunah, the Jebusite. The Place of the Ark

In the valleys of the Holy Land the days are often quite warm, but the nights are sometimes cold. Sleet and frost are by no means unknown among the high hills.

The celebrated lake, known as the Dead Sea, is situated in the old Pashalic of Damascus, 25 miles east of Jerusalem, and 10 miles south-east of the site of ancient Jericho. It has a length of about 41 miles, and a maximum breadth of $9\frac{1}{2}$ miles. It lies, "deeply embedded between lofty cliffs of naked limestone," and is surrounded by utter desolation. The waters are extremely salt, and so buoyant that human beings can float without effort, like pieces of cork.

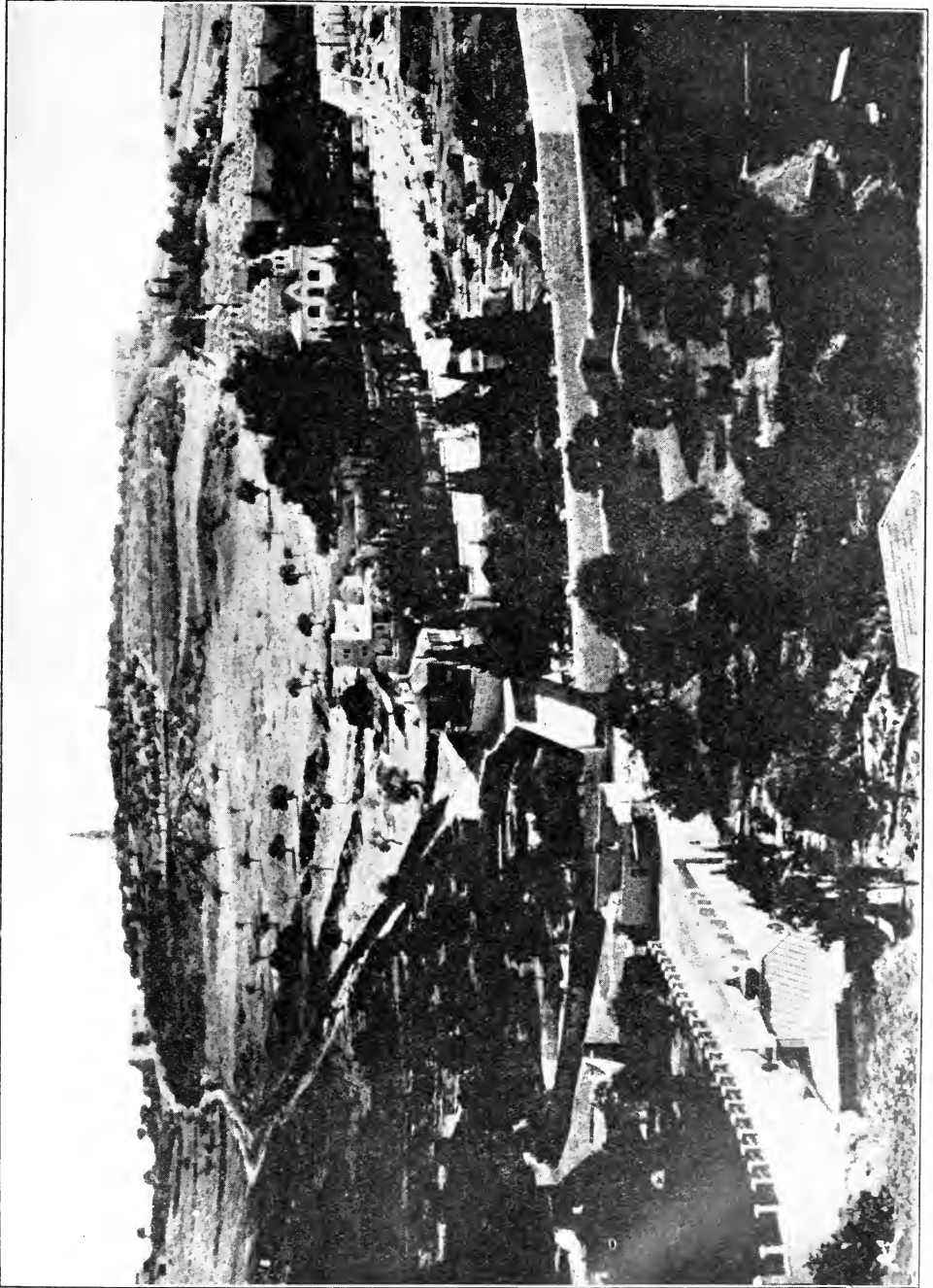
Situated about three miles from Jerusalem, on the great down known as the Mount of Olives, is Government House. It was originally built by the Kaiser, and is a vast, showy palace of maze-like stone corridors. In pre-war years, when German influence was making itself felt all over the Holy Land, this grey building on the sacred green

mountain was the show-place of the German colony. From the windows and terraces, on the chilly hillside, can be seen, deep down in the valleys, almond trees, gay with pink and white blossoms, and orange-groves laden with fruit.

A POLYGLOT PEOPLE.

The modern inhabitants of Palestine are of many races, and speak many tongues. There are Arabs, Armenians, Turks, Greeks, Egyptians, French, Russians, Georgians, Poles, Italians and Britons. Hebrew and Yiddish are spoken almost simultaneously with Arabic and French. Turkish and English may also be occasionally heard, and Russian is known to a large number of the Jewish colony. There are churches, missions and hospitals of almost every race and religion, regardless of the fact that the majority of the people belong either to the Mohammedan or the Jewish faith.

The Jewish colonies, of which there are about 45, mostly situated near Jaffa, seem



Photo, Vester & Co., Jerusalem

OLIVET AND THE GARDEN OF GETHESEMANE

to possess good roads, houses and well cared-for vineyards. Wine, which is not unlike Medóc, is largely made. These colonies were originally established by Baron de Rothschild, and consist principally of Russian Jews, maintained either by private enterprise or by the Jewish Colonisation

to Jaffa there are also four German agricultural colonies. The Jewish settlers have over 140,000 acres under cultivation, cereals, cotton and fruit being the principal productions.

JERUSALEM.

One of the oldest and most interesting cities in the world, Jerusalem today has a population of about 80,000, and is connected with Jaffa, on the Mediterranean, by a railway line 54 miles in length. It is elevated about 2,500 feet above sea-level, and stands on a plateau, rugged and sterile in general appearance, although the olive grows well, and much of the land is more or less cultivated. The city, itself, lies between the Valleys of Jehoshaphat and Hinnom, and is subdivided by other hills and depressions, forming the four hills; Zion, on the S.W.; Moriah, on the S.E.; Bezetha, on the N.E., and Acra, on the N.W. In the Valley of Jehoshaphat is the brook Kedron, which flows only during the rainy season. Overlooking the city is the Mount of Olives; and other low eminences traverse and encompass the whole town.

The walls of Jerusalem have a length of $2\frac{1}{2}$ miles, and were built by the Turks, over three centuries ago, from the materials of the older walls.

It would occupy undue space to catalogue here the sights and holy places of this mother of Christian cities. It is sufficient to mention the Garden of Gethsemane, situated at the foot of the Mount of Olives, the Pool of Bethesda, near St. Stephen's Gate, the Church of the Holy Sepulchre, the Via



CALVARY

Photo, Vester & Co., Jerusalem

Association. Each colony has a *Waad*, or administrative council, for they possess almost entire autonomy. There are Jewish public libraries, schools, baths, synagogues, hospitals and agricultural schools. There is a Hebrew High School at Jaffa with over 800 students, and Hebrew is the language in general use throughout these colonies. Near



BETHLEHEM, THE CHURCH OF THE NATIVITY

Photo, Vester & Co., Jerusalem

Dolorosa, up which Christ is believed to have borne His Cross, and the Noble Sanctuary. Then comes the Mosque of Omar, sometimes called "The Dome of the Rock," the third of the holy places of the millions of Mohammedans, as it contains a relic of Mohammed and the sacrificial stone of Abraham; the Mosque of El Akra; the Jews' wailing place, where men, women and children face the rough city wall while they weep and pray; and finally the busy, narrow, overarched streets, lined with squatting Jews selling carpets, oranges and souvenirs (mostly from Europe), Armenians chatting and turning sewing-machines, Arabs with laden donkeys, and beggars innumerable.

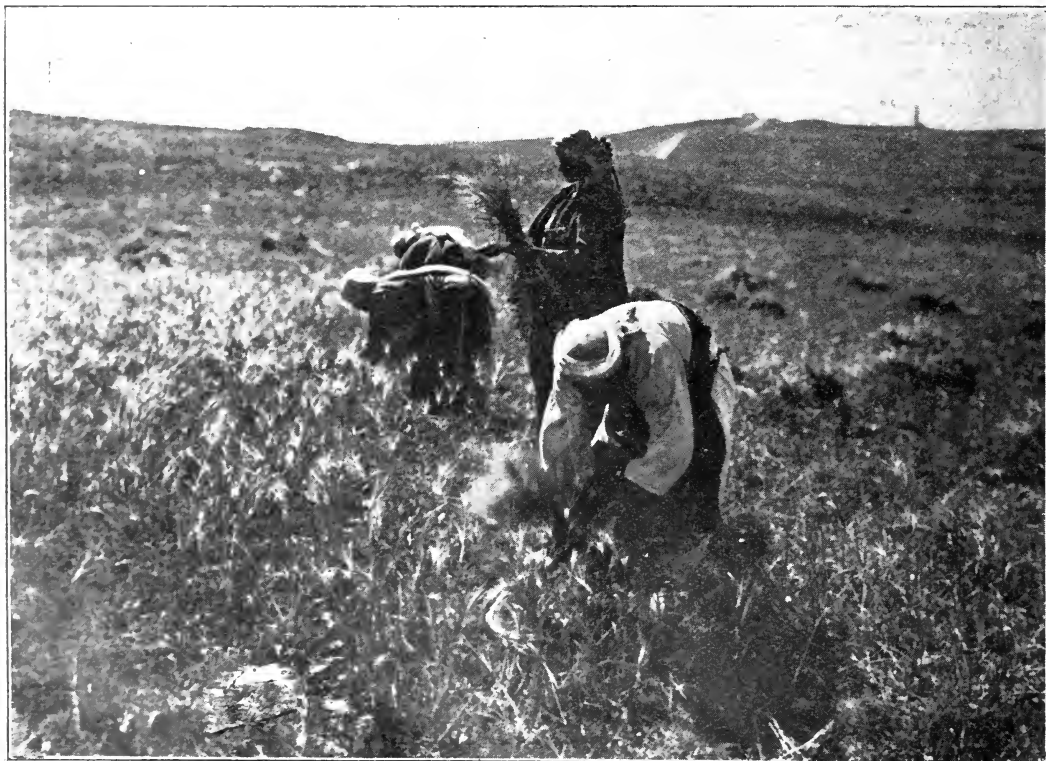
When the westering sun tinges the grey-white cupolas with its yellow light, the square-looking city in its crumbling walls is indeed Jerusalem, the golden.

BETHLEHEM.

About six miles south-west of Jerusalem, surrounded by hills and valleys, covered with

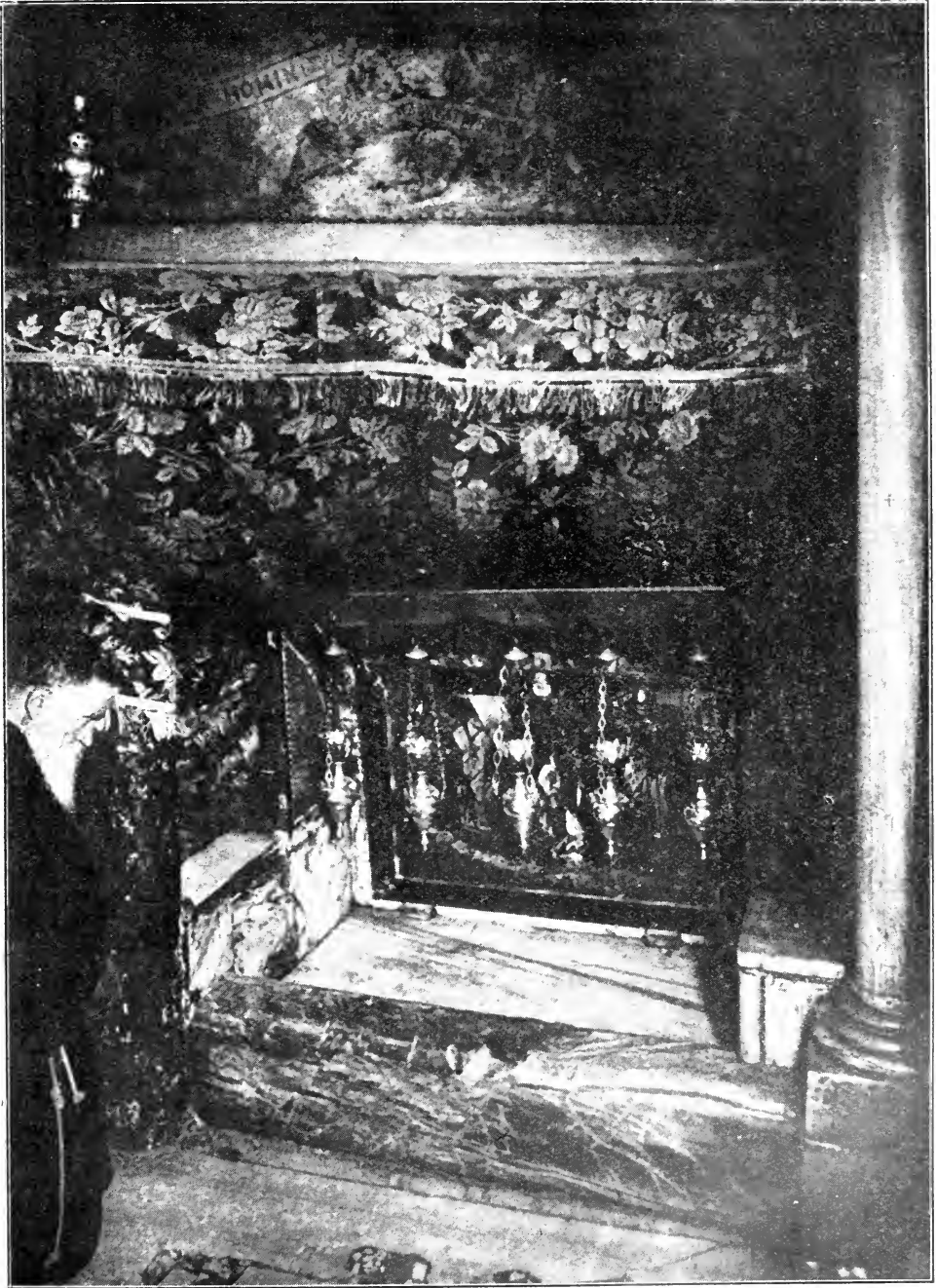
olives and vineyards, stands Bethlehem, or the Church of the Nativity, which was built by Helen, mother of Constantine the Great, and is believed by many to stand on the spot where Jesus Christ was born. There is a cave beneath the chancel called by the monks from the neighbouring monastery "The Cave of the Nativity." An inscription reads, "*Hic de Virgini Maria Jesus Christus natus est*" (Here Jesus Christ was born of the Virgin Mary).

Palestine is too full of places of historic and religious interest to enable an adequate description here, and the exact location of many of these holy places has been questioned by modern authorities. Some have been proved to be false, and others are supposed to be genuine. The other towns of importance are: Nazareth, about 25 miles W.S.W. of the Sea of Galilee (Lake of Tiberias), with a population of just over 9,000; Jaffa, the headquarters of the Jewish colonies, with 45,000 inhabitants; Gaza, with a population of 14,981; Acre, 4,100, and



HARVESTING

Photo, Vester & Co., Jerusalem



THE MANGER, BETHLEHEM

Photo, Vester & Co., Jerusalem

Haifa, with 34,100 people. The five railway systems have their main junction at Ludd. One line, the Rafa-Haifa, continues southward to Kantara, where passengers and freight are conveyed across the Suez Canal to the Egyptian State Railways (*q.v.*); another line runs from Haifa through Acre to Damascus in French Syria (Mandatory); then comes the Jaffa-Ludd-Jerusalem line, and two branches, one of which goes to Rafa and Beersheba. The whole country is divided into seven administrative districts under District Governors, with English, Arabic and Hebrew as the official languages. The total population is about 762,000, com-

posed of 585,000 Mohammedans, 88,000 Christians, and 81,000 Jews. Beyond the hills and "stony places" lies the Arabian desert, and far away over its sand-rimmed horizon is Mesopotamia.

Iraq (Mesopotamia)

The old Turkish Province of Mesopotamia, formed by the Vilayets of Mosul, Bagdad and Basra, with a total area of about 144,000 square miles and a population of 2,849,282, was conquered by British and Indian forces in 1914-18. The Armistice with Turkey being signed in October of the latter year.

The territory extends northward from the Persian Gulf to Kurdistan and eastward from Syria and the Arabian Desert to Persia.

The old name of *Mesopotamia*, which came into use after the Macedonian conquest of Asia, means, "Between the Rivers," and was applied to this territory because it lies in the valleys of the Tigris and Euphrates, which join waters at a point about 70 miles north of the town of Basra, and then flow in a single stream through the southern portion of the Vilayet of that name into the Persian Gulf.

ASIATIC EMPIRES OF THE PAST.

Although in that remote period of history about which so little is definitely known there appears, from discoveries made in recent years, to have existed a high degree of Asiatic civilisation in the area now known as Iraq, and as far back as 2750 B.C. we learn that Sargon I was ruling in Mesopotamia, so little reliable information is



Photo, Vester & Co., Jerusalem

A BREAD SELLER, PALESTINE



THRESHING BY TREADING

Photo, Vester & Co., Jerusalem

available that no systematic history is possible until many centuries later. The frequent mention of Mesopotamia in the Bible has led to the belief that this portion of Arabia was the land of Eden, but regarding the accuracy of this there is much doubt. In later years the tide of conquest ebbed and flowed across

completed the conquest in 1519, but the Arabs remained the real masters of the Persian Gulf littoral, although compelled to pay tribute to the Turkish Sultan, until the coming of the British.

BRITISH INVASION.

With the opening of the Great European War Turkey joined the Central Powers, and the Allies declared war on the Sultan in November, 1914. Basra, on the Persian Gulf, was occupied by the Anglo-Indian forces under General Townshend on November 21st, 1914, and in June of the following year the small British and Indian force advanced, capturing Kut-el-Amara, and reaching Ctisphon. On December 1st General Townshend and his few regiments were compelled by superior Turkish and Arab armies to retreat from Ctisphon to Kut-el-Amara, in which place he was closely besieged until April 29th, 1916, when the hard-pressed garrison surrendered to the Turks.

A strong relieving force under General Sir Stanley Maude had, however, been concentrated at Basra, and, although not able to relieve the garrison at Kut in time to save it from capitulation, commenced a general advance on Bagdad in February, 1917, recapturing

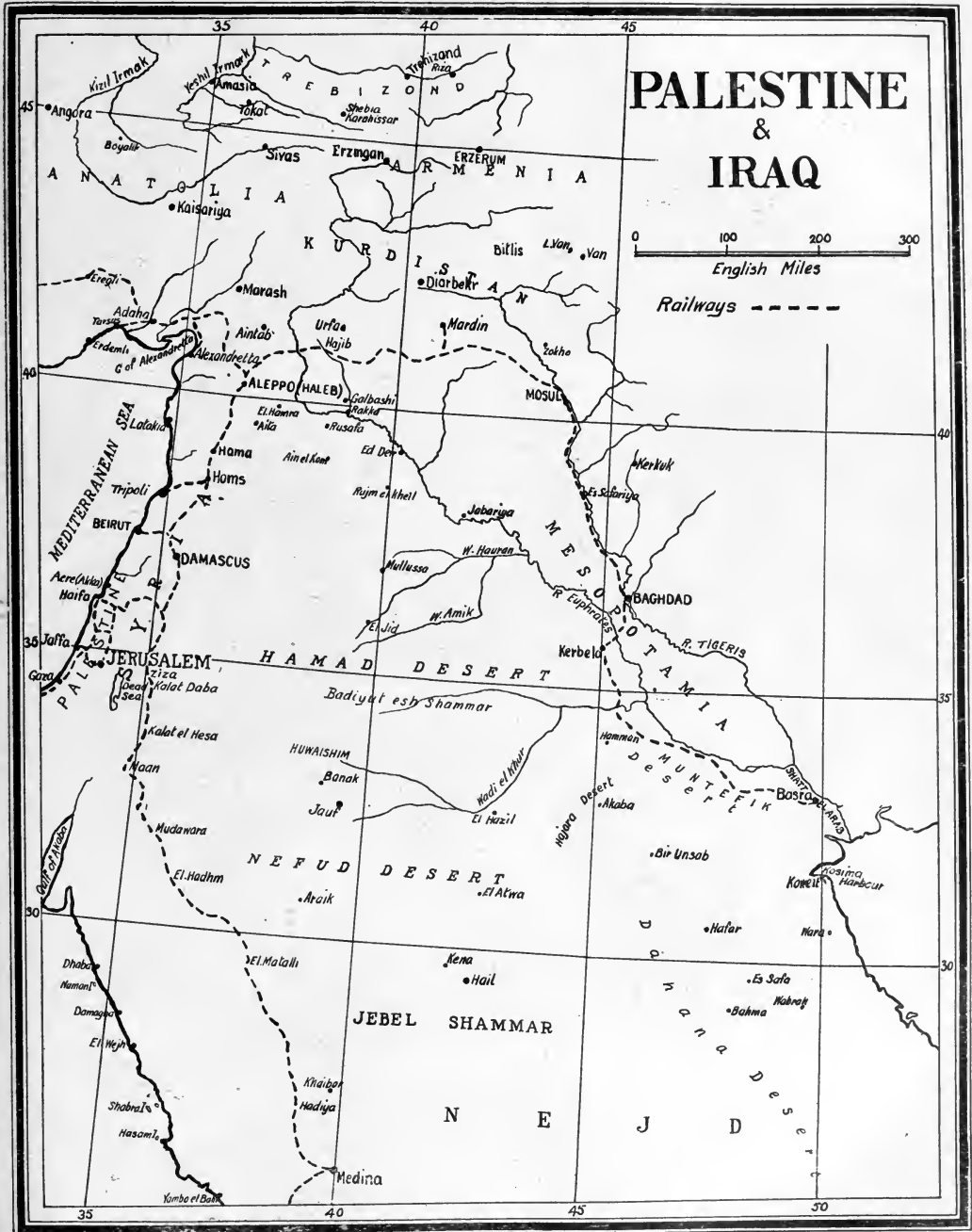


ARABS AT JERICHO

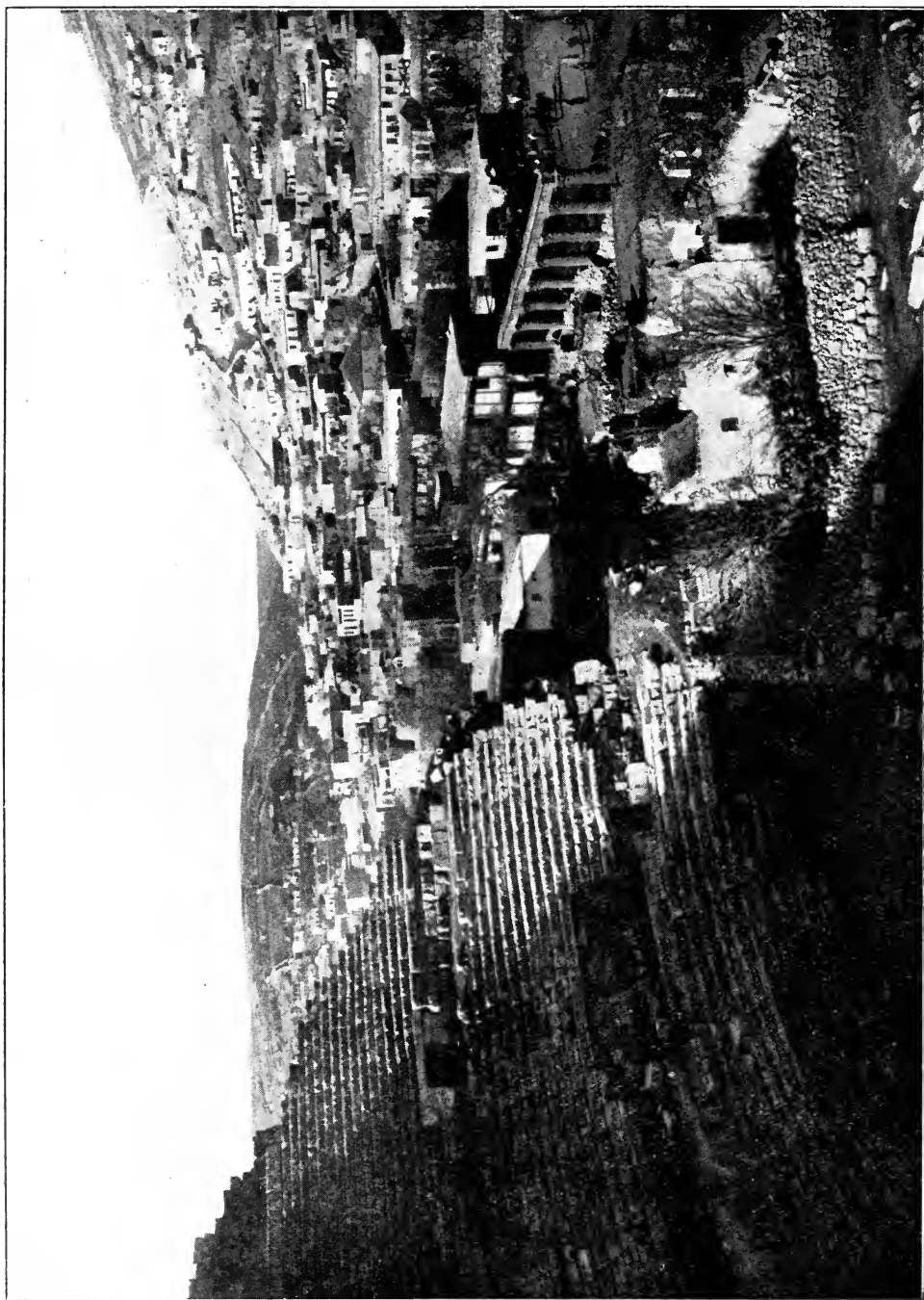
Photo, Vester & Co., Jerusalem

the Euphrates and Tigris giving ascendancy to the Macedonians, Persians and Moguls. The modern history may, however, be said to begin with the conquest of Mesopotamia by the Turkish Sultan Selim I, who drove the Persians back across the Tigris, conquering Mesia (Arabia), Palestine, Syria, Egypt and Northern Mesopotamia. His son, Soliman II,

capturing Kut-el-Amara on February 24th, and Bagdad on March 11th. Samarra, to the north of the capital, was occupied in April, and on September 28th the Anglo-Indian forces routed the Turks at Ramadie, on the Euphrates. General Sir Stanley Maude died on November 19th and the command of the forces in Mesopotamia was taken over by



SPECIALLY DRAWN FOR THE ENCYCLOPEDIA OF THE BRITISH EMPIRE BY A.H. LEE.



CAPITAL OF TRANS-JORDANIA

General view of modern Amman which is now the Capital of Trans-Jordania. In ancient times it was the Capital of the Amonites, hence its name. In Roman times it was an important city, being one of the Decapolis. To the left of the picture, in the foreground, may be seen part of the Grand Roman Theatre capable of seating at least 4,000 persons. Trans-Jordania, or Kerak—the country beyond the Jordan—has been under the Provisional Government of the Emir Abdullah (brother of King Feisal of Iraq), assisted by British Advisers.

Photo, Harold J. Shepstone

General Marshall. Early in 1918 the advance was continued. Hit, on the Euphrates, was occupied on March 9th, and Kifri, north of Bagdad on April 27th. Kirkuk, situated about 109 miles south-east of Mosul was captured, and nearly the whole of Mesopotamia was brought under Anglo-Indian control. In October, 1918, Turkey sued for Peace, and an Armistice was granted by the victorious Allies.

When considering the acceptance by Great Britain of the responsibility for the administration of Iraq, when offered by the Supreme Council of the Allies after the signature of the Treaty of Peace in 1920, whereby Turkey renounced her sovereignty over this territory, the geographical position of this country in relation to that of the Indian Empire must be closely studied. In November of the same year a provisional Arab Government was set up, so that British rule should be purely confined to the maintenance of order and good government. In the following year (1921) the Emir Feisul, son of the King

of the Hedjaz, was elected King of Iraq, and by a Treaty between Great Britain and this new State, signed in October, 1922, the former undertakes to use its good offices to obtain the admission of Iraq to the League of Nations; and when this has been accomplished the mandatory responsibility of Great Britain will be more or less terminated.

IRAQ TO-DAY.

Mesopotamia, for the purposes of topographical description, is best divided into four zones: (1) the country lying to the east of the River Tigris and bordering Persia, which may be considered as more or less fertile; (2) the territory lying between the Rivers Tigris and Euphrates, at one time in history one of the most fertile tracts in the world, but now, much neglected and subject to floods; (3) the territory lying to the west of the Euphrates, a flat, sandy and almost waterless plain, except along the often flooded river banks, which make highly-productive rice fields; and (4) the hot,



BAGDAD, CAPITAL OF IRAQ
The bridge of boats across the Tigris

desert-like littoral of the northern extremity of the Persian Gulf.

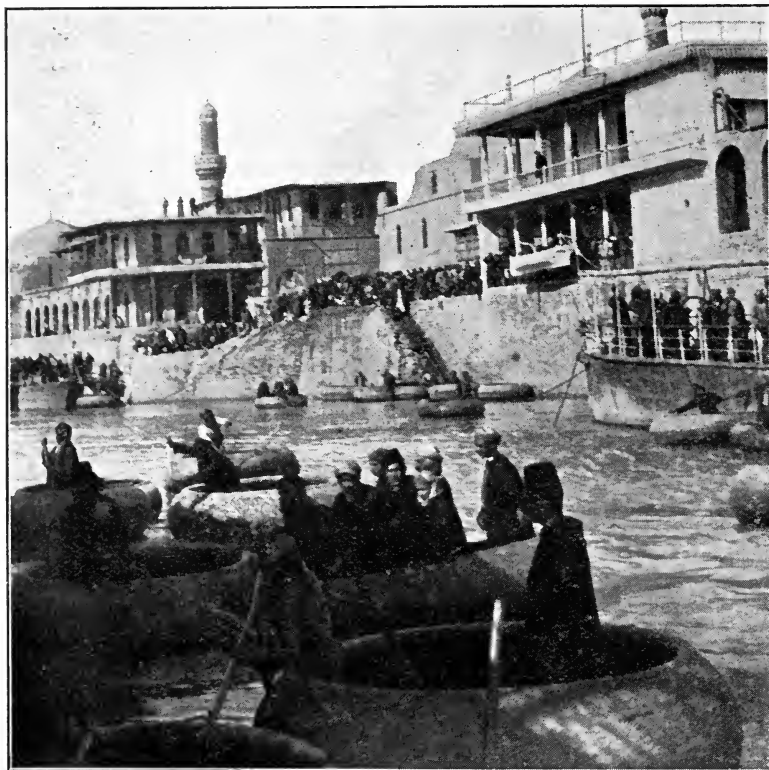
The climate of this vast region, which has a population of only about 9 persons to the square mile, is very hot in summer, and unhealthy in the regions subject to inundations. Malaria among Europeans is prevalent, as well as certain kinds of tropical fevers. The plague in epidemic form has frequently visited the cities of Mesopotamia. In 1831

The cultivated and irrigated areas yield abundant crops of cotton, rice, tobacco, hemp, flax, and even wheat and barley, but there are, at present, immense expanses of desert and much flooded land during the rains. Dates are one of the most important articles of export. The fertility of the soil of Mesopotamia, when properly attended to, has been proverbial for many centuries, but agriculture, commerce and all else has

suffered from lethargic Turkish rule for so many years, that even under enlightened administration, combined with the outlay of much capital in irrigation, some considerable time must elapse before this naturally fertile tract can be made to yield a tithe of what it is capable of producing. About the mineral wealth of Mesopotamia little is definitely known. Petroleum has been discovered on the Middle Tigris, and for centuries past fishing has been an industry in the Persian Gulf.

Mesopotamia has been administered by the British since its conquest during the Great European War, and much has already been accomplished in the way of agriculture, road construction and maintenance, the pro-

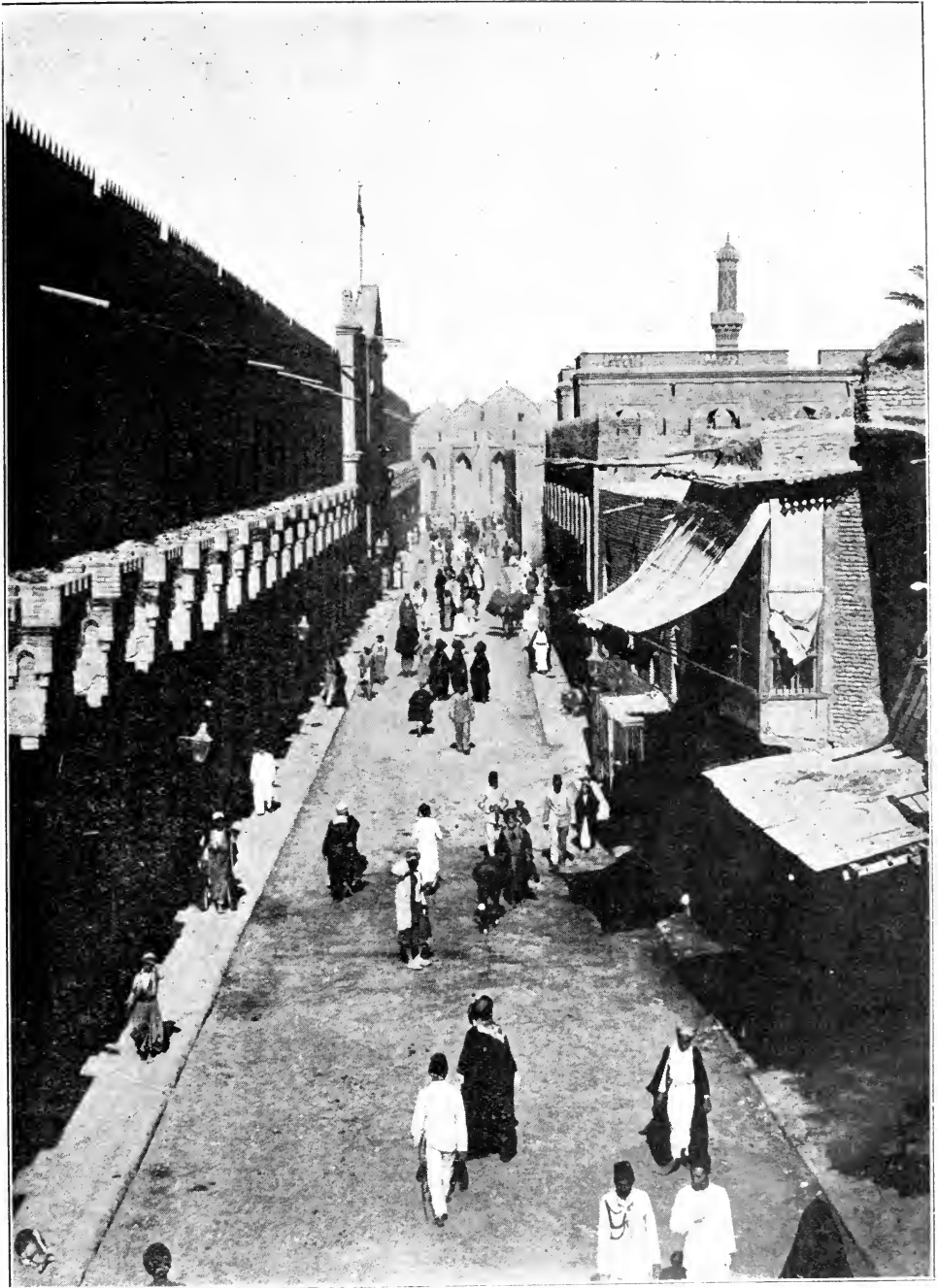
tection of life and property, water transport, and honest financial and judicial administration. One year after the conclusion of the war there had been opened thirteen Government primary schools, four Municipal schools, a school for the training of native teachers, and one for instruction in surveying. Agricultural classes were also being formed in many parts of the country. Land, untilled for centuries, had been ploughed and seeded by the use of



RIVER SCENE AT BAGDAD

The circular boats are made of wicker work

4,000 died every day from this scourge of Asia. There is a hot wind, known as the *Samiel*, which blows during certain parts of the summer. The winter is cold and heavy rains occur usually about the end of September or the beginning of October and again in April and May, converting much of the country into a dreary mud flat. In summer the flies are troublesome, but there are long dry periods of great heat, when the country may be considered not altogether unhealthy.



A STREET IN BAGDAD

Photo, Harold J. Shepstone

mechanical tractors, imported for war purposes and now turned to more productive uses. Artillery horses have also been largely used to supplement the efforts of the people to recover agriculturally from the devastation and stagnation of misrule followed by war. Trade has been greatly stimulated by the establishment of a more or less regular system of water transport, aided by power-driven vessels imported for the British campaign, and also by the construction and repair of roads, and the security of life and property, which hitherto existed only within the cities, and was then qualified by the usual extortions of Oriental maladministration.

BAGDAD.

The capital of Iraq is a city of about 170,000 Turks, Arabs, Kurds, Armenians and Jews, with a sprinkling of British and Indian officials and the military. It stands on the banks of the Tigris, at its junction with an important tributary flowing down from the Persian hills, and is subject to floods. A severe inundation, which followed the plague visitation in 1831, was supposed to have drowned 15,000 people in one night.

Bagdad, which was at one time capital of the Kalifs, stands on both banks of the Tigris about 190 miles to the north of the junction of that river with the Euphrates. It is a walled city bordered and intersected by palms. From the distance it presents a truly Eastern and picturesque appearance, but on closer acquaintance is found to be dirty and dilapidated, although there are over 100 mosques with gaily tiled domes and minarets, reflecting in mosaic colours the brilliant rays of the Arabian sun.

The principal bazaar, built originally by Dawd Pasha, has been one of the finest in all the Turkish Dominions, and, even now, is well stocked with the diverse arts and commodities of both East and West. This city has been for centuries the emporium for the vast and thickly-peopled tracts of South Central Asia.

In 1258 Bagdad was destroyed by Hulagu Khan, and, when rebuilt, it became, in later years, the capital of the Abbasside dynasty, during which period the best-known Kalif was Haroun al Rashid of "The Arabian Nights."

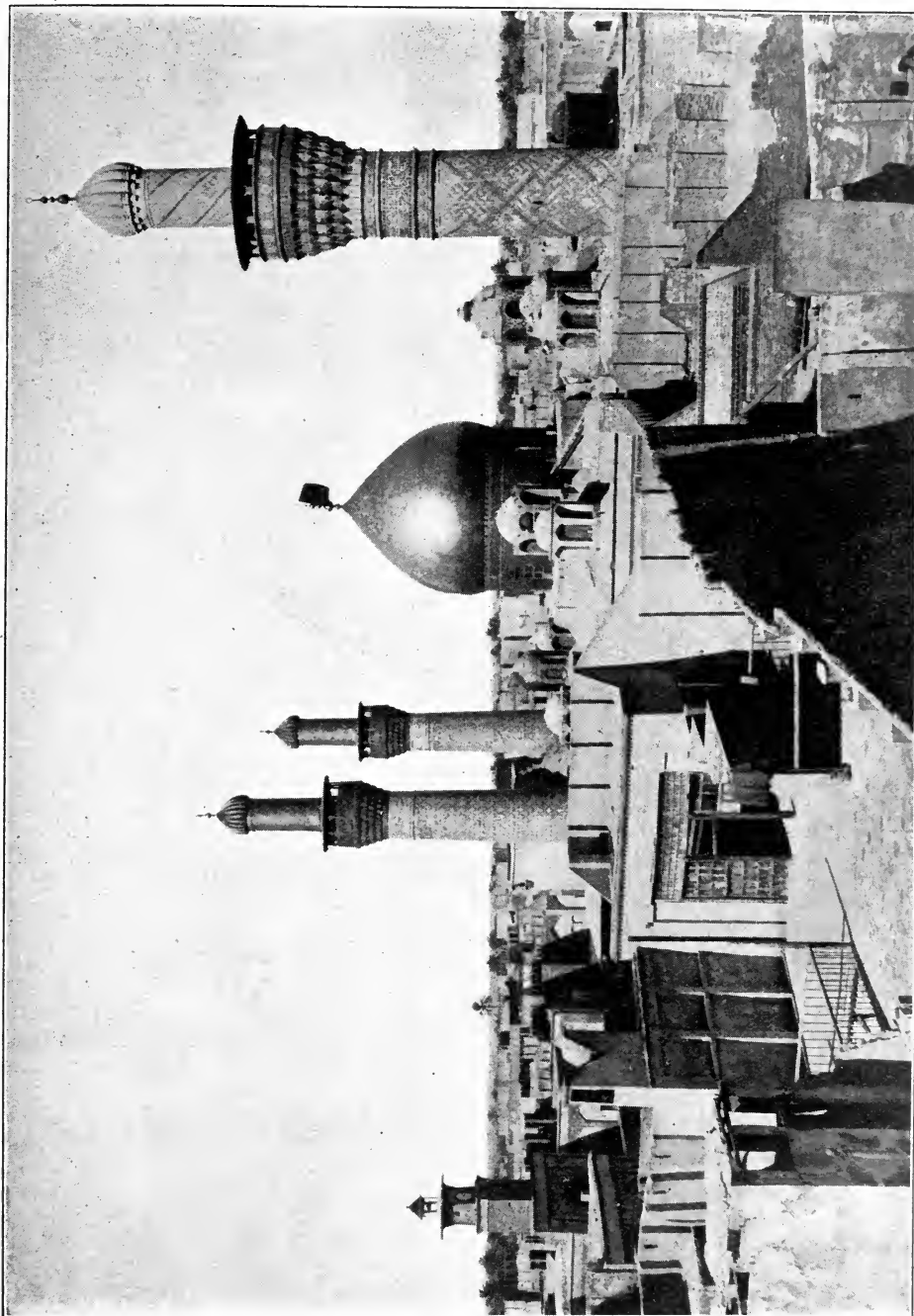
The only other towns of importance are Mosul, on the upper reaches of the Tigris, opposite the site of Nineveh, with a population of about 90,000; Basra, below the junction of the Tigris and Euphrates, on the Persian Gulf, with a population of about 85,000; the old city of Ctisphon (ruins), from which General Townshend retreated to Kut-el-Amara in December, 1915, and a few large villages on the Euphrates and Persian Gulf.

BAGDAD RAILWAY.

The importance of the British sphere in the Persian Gulf, because of its proximity to that portion of the Indian frontier which is naturally most difficult to fortify, has long been conceded. The Gulf, itself, was cleared of pirates and made safe for navigation by the long-sustained efforts of the British Navy, treaties of friendship were effected with the Arab chiefs of the hinterland, to whom subsidies were also paid. Aden, to the west of this coast line was heavily fortified and was included in the Indian sphere, while Quetta at the eastern extremity and on Indian territory became an important garrison town.

In face of these well-known political and military factors, Germany, in 1899, obtained a concession for the construction of large sections of a Bagdad Railway from the Sultan of Turkey. The control of this line by a militant Germany would have constituted a continual threat to this important British sphere of interest—for it was nothing more at that date—and, thereby, to the safety of the Indian Empire.

For these reasons there were times when diplomatic discussions raged around the granting by Turkey to Germany of this iron-road from Europe to the East. It was the German scheme to continue the existing Anatolian Railway from Konia (Kinich), *via* Adana to Aleppo and Jerablus, where the line would have crossed into Iraq, and from there it was to be extended to Mosul and then down the south bank of the Tigris to Bagdad and the Persian Gulf. One projected branch from the main system was to run *in the direction of the North-West frontier of India*, through Persia, and another was to extend westwards *towards Egypt*. About 1,200 miles of this line had been constructed



THE GOLDEN DOMES AND MINARETS OF KAYEMAIN
A Shia Settlement near Bagdad

Photo, Harold J. Shepstone

by 1914, but, owing to the strong opposition of the British Government, the Persian Gulf Section was to be in British hands.

At the present time about 1,000 miles of this line is being worked. The total distance from Basra, on the Gulf, to the terminus of the Anatolian railway system is 1,550 miles. The first through train from Basra to Bagdad left the former port on January 13th, 1920. Other sections have been built to the north of the capital, and the line coming down from Aleppo crosses the Euphrates at Jerablus and enters Iraq. There are, however, several gaps in the system, especially in the desert of Northern Iraq and among the Aleppo hills. It seems probable that this line will be operated by an Allied Commission or that sections will be under Turkish, French and British control. It will then be possible, with only a short break, to travel by train from London or Calais to Bagdad and Basra.

IRRIGATION.

It is known that Iraq in ancient times was a rich and highly fertile land, but the fact that much of its fertility was due to primitive forms of irrigation has only recently been established. In 1908 Sir William Willcocks carried out a more or less complete survey of large areas of country which had apparently been desert for many centuries. This survey brought to light clear evidence that many tracts of waste land had been irrigated in remote ages. A vast scheme of water conservation was projected by Sir W. Willcocks, which would convert hundreds of thousands of desert acres into fertile and cultivable lands. The pioneer work was completed, and the first section of the gigantic irrigation scheme carried out successfully by the completion of the Hindie Barrage in December, 1913. The work of irrigating Iraq was being carried on when the Great European War broke out and stopped further operations. It has since been continued.

PEOPLE AND INDUSTRY.

The present population of Iraq is only 2,849,282, whereas it has been estimated that if proper water conservation schemes were carried out the country could easily maintain 20,000,000 people, so fertile is the soil when properly irrigated. In cotton growing alone, an industry which has become

important during recent years, it is considered that with water and labour 300,000 bales of this commodity could easily be produced each year for the mills of the world.

Iraq is at present divided into three vilayets:—

Bagdad, with a population of	1,360,304.
Basra, „ „	785,600.
Mosul, „ „	703,378.

The vilayet of Mosul covers much of the ancient Kingdom of Assyria, and the ruins of the old capital can be seen on the banks of the Tigris near the present town of Mosul.

The population is divided into the following religious groups: (1) Sunni Mohammedans, 1,146,685; (2) Shüte Mohammedans, 1,494,015; (3) Jews, 88,000; (4) Christians, 78,000; and (5) other Eastern religions, 43,000. The area under cultivation is about 1,600,000 acres, and the principal crops are wheat, barley, beans, rice, peas and Indian corn. Dates and piece goods are the principal exports.

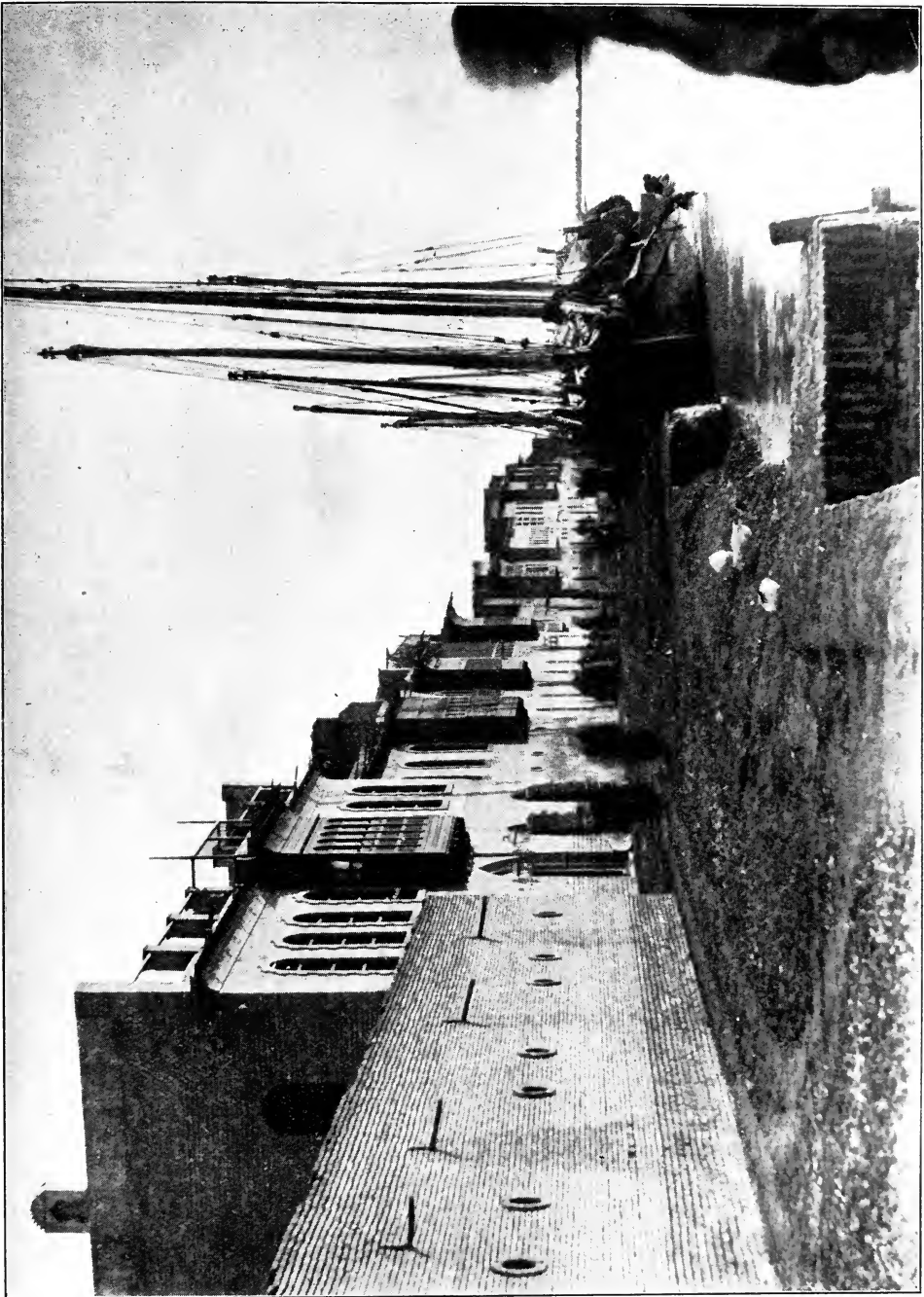
Tanganyika Territory

This territory, which was formerly German East Africa, has an area of just under 385,000 square miles, and a population of about 4,050,000. Under German administration there was a population of over 7,600,000, in 1913, but since the transfer of this territory to Great Britain the thickly-populated provinces of Ruanda and Urundi have been included in the Belgian sphere. The Europeans in the British zone number about 2,500, and the natives are, principally, of the mixed Bantu tribes.

Tanganyika is bounded on the north by Kenya and Uganda (*q.v.*), on the west by the Congo State (Belgian), on the south by Portuguese East Africa, and it has an eastern coast line, on the Indian Ocean, of about 620 miles.

PARTITION OF EAST AFRICA.

Setting aside the Anglo-French Treaty of 1862 Germany commenced aggressive operations on the East Coast of Africa, in the sphere generally acknowledged as tributary to the Sultans of Zanzibar (*q.v.*), in 1884. Dr. Karl Peters, of the "Society for German Colonisation," made so-called treaties with the various Chiefs and annexed the territory, which, up to the Peace of 1919, formed German East Africa.



Photo, Harold J. Shepstone
AMARA, A TOWN ON THE TIGRIS, MIDWAY BETWEEN BAGDAD AND THE PERSIAN GULF

Strong protests came from the Sultan of Zanzibar, who had, himself, given the German pioneers letters of recommendation to officials of his Government already occupying portions of the territory, but, on the advice of the British Agent, the question was referred to diplomatic discussion in London and Berlin.

At this time (1884-5) the foreign affairs of Great Britain were in a state of peculiar and unavoidable complexity. The great work of reorganising and controlling the administration of Egypt had commenced and France was, in consequence, a jealous rival; trouble was brewing on the North-West Frontier of India; the Transvaal was in a state of unrest; and there was every possibility of disturbances in the West African hinterland. It was doubtless these reasons which induced Lord Granville to give way to the desires of Prince Bismarck. The German Emperor granted a Charter of Protection to the Society in 1885, and a German squadron visited Zanzibar and obtained the Sultan's recognition of the new Protectorate.

A few months later the "British East Africa Association" was formed to exploit the territory lying to the north of the German Protectorate, and a mixed British, French and German Commission was formed to delimit the territory belonging to the Sultan of Zanzibar on the mainland of Africa. Germany refused to recognise the right of the Sultan to anything but a few isolated towns and a narrow strip of coast. The Commission furnished a report and a settlement was effected in London in 1886. The Sultan was confirmed in his possession of the Islands of Zanzibar and Pemba and all the islands off the coast, a strip of land 10 miles broad from Tunghi Bay, in the south, to Kipini, in the north—on the mainland of Africa—and a number of isolated places situated to the north of these limits.

Italy purchased the important parts of the Somali coast, and Germany acquired the rights of the Sultan of Zanzibar to the narrow strip of East African coast territory by the payment of 4 million marks in 1890; thus consolidating her East African possessions. The annual subsidy from the Imperial German Government averaged over £300,000, and enabled railways and public works to be constructed in the territory.

On the outbreak of the Great European War in 1914 armed forces were organised in

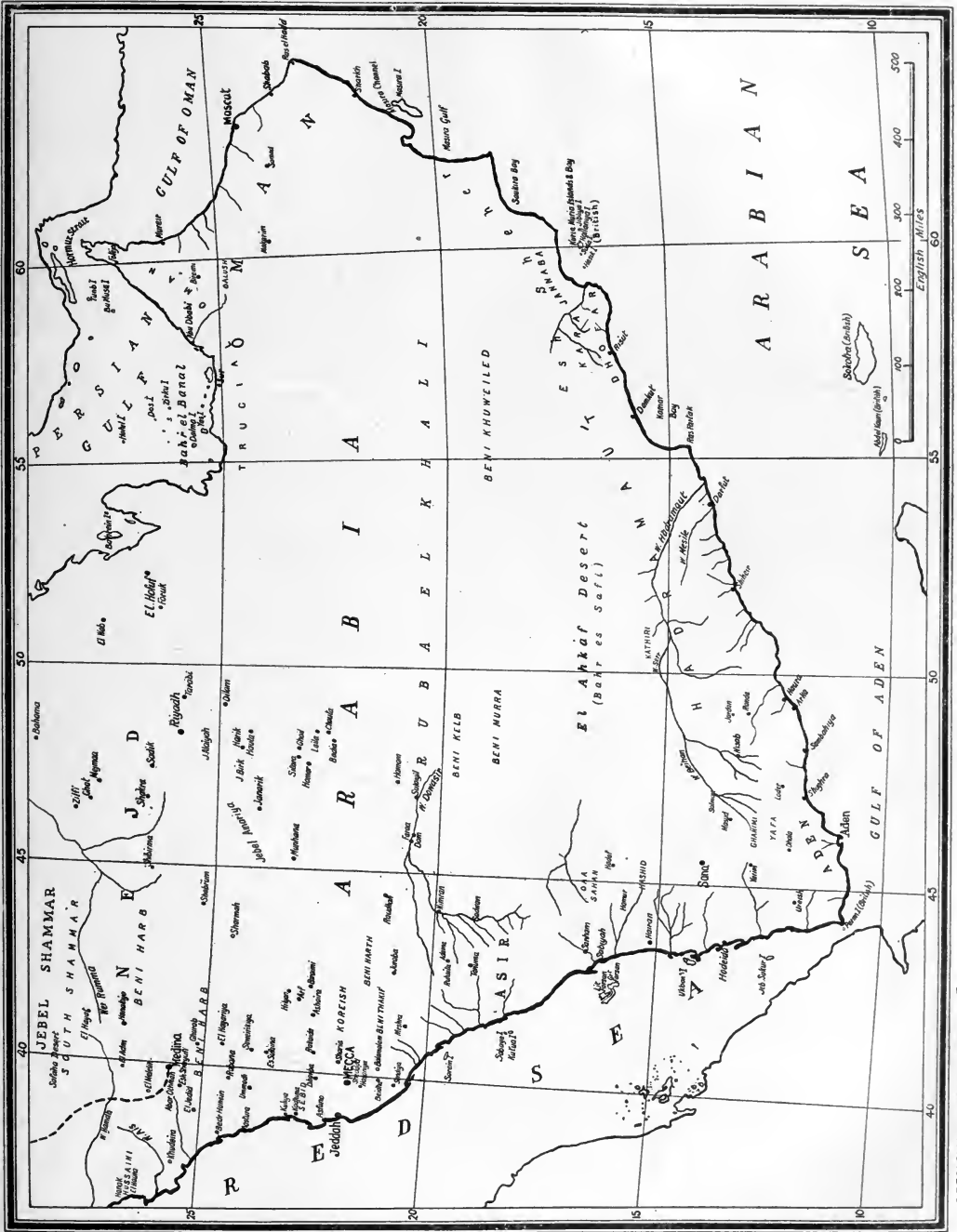
Kenya, Uganda, Nyasaland, and United South Africa for the invasion of the German Protectorate. Actual operations were somewhat delayed for the conquest of German South-West Africa to be completed, and for the dispatch of Allied forces from the Belgian Congo and Portuguese East Africa. The various columns advanced during 1915-16-17. The capital, Dar-es-salaam, surrendered to the British on September 4th, 1916, and after protracted bush fighting, German East Africa was finally conquered by the Allies in December, 1917.

A SURVEY OF THE TERRITORY.

This portion of East Africa resembles very closely the adjoining British territories of Kenya and Uganda. It has a low-lying coast with a hot and damp climate. Here are mangrove forests, tamarinds, coco-palms, and a chaos of tropical vegetation. Strictly speaking, this portion of the territory is not suitable for the permanent residence of whites, and must always remain, so far as labour conditions are concerned, a black man's land. The climate is malarious, and the land swampy. About one hundred miles inland the country rises considerably, coffee plantations take the place of mangrove swamps, and cotton trees, acacia, sycamores, banyans and other more temperate vegetation replaces the prolific growth of the tropical sea-board. Within a few miles the summit of the East African plateau is reached, and open bush country, interspersed with immense areas of prairie land, extends for many miles towards the centre of the continent, gradually decreasing in altitude until the equatorial forests and lakes of "Darkest Africa" are reached (average altitude 4,000 feet). The climate of the highlands is cooler, drier and much more healthy for Europeans than the feverish coast lands, but in the southern districts of Tanganyika the country bordering Portuguese East Africa is decidedly low-lying and unhealthy, whereas on the northern frontier, adjoining the Kenya highlands, Mount Kilimanjaro, one of the highest mountains in Africa, raises its huge, sugar-loaf crest 19,000 feet into the air. It is clad with eternal snows, and surrounded by sombre forests.

From Voi Station, on the Uganda Railway, a good road runs through the Bura Hills

ADEN & ARABIAN HINTERLAND PERSIAN GULF



SPECIALY DRAWN FOR THE ENCYCLOPEDIA OF THE BRITISH EMPIRE BY A. H. LEE.



NEW MARKET, DAR-ES-SALAAM



TANGANYIKA TERRITORY. THE HARBOUR, DAR-ES-SALAAM

(7,000 feet) to Taveta, which was once the Government Station on the German frontier, and on to Kilimanjaro. It is a five days' march, with the Catholic mission at Bura as one of the resting places. Here there are some wonderful vineyards and coffee plantations belonging to the Mission Station.

breadth. It is elevated about 3,800 feet above sea level. Much of the surrounding country is covered with dense tropical forests, but during certain seasons of the year the climate is not altogether unhealthy.

One of the principal lake ports in the ex-German Sphere is Shirati, where the country

THE PALM AVENUE,
MWANZA



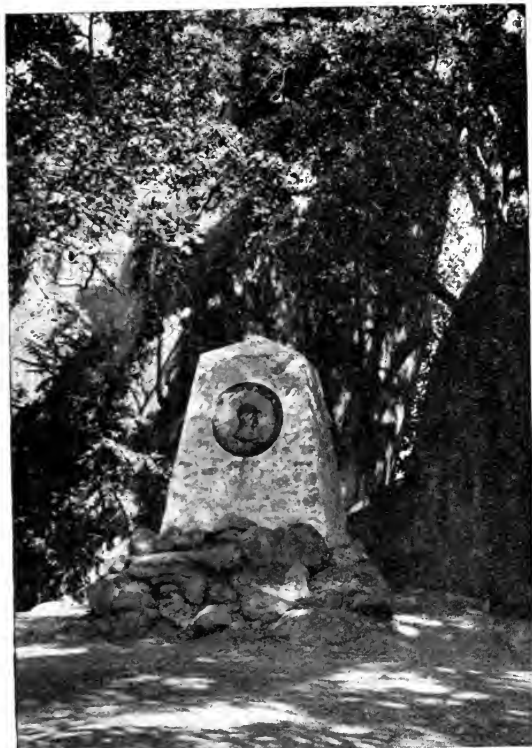
MWANZA GULF,
VICTORIA NYANZA

VICTORIA NYANZA AND TANGANYIKA.

A portion of the great Victoria Nyanza lies within this region, and is situated between the Equator and 3° S. latitude, 585 miles from the coast. This huge lake is about 240 miles in length, and 150 miles in

is decidedly barren, with the exception of some avenues of acacias and wild fig trees, planted by German officials in the neat little, half-native town dominated by the fort. Hippopotami are here very numerous. On the island of Elkerewe, situated about one hundred miles south-west from Shirati,

Photos. Uganda Riv



MWANZA. THE OLD BISMARCK MEMORIAL

herds of elephants roam about, and are so tame that they approach the encampments, but it is against the law to shoot on this preserve. At the head of Speke Gulf, an arm of this inland sea, big game are very plentiful, and can be shot under licence.

The next port, going round the lake from east to west (a fortnight's voyage) is Mwanza. The most striking feature of this portion of Victoria Nyanza is the calm serenity of the scene. "Water-fowl skim over the lake, and now and again the white sails of a dhow gleam in the distance, as she works her way round some rocky headland. Canoes 40 or 50 feet long, such as in the old days were used for conveying Europeans across to Uganda, occasionally glide along, propelled by paddles. The setting sun sheds its glory on sky and water alike, throwing into sharp relief the numberless islands and creeks, which stretch away as far as the eye can reach down the Mwanza Gulf. It is, perhaps,

one of the finest bits of scenery on the lake, and has a charm of its own."

"The town of Mwanza is as clean as a new pin, and the avenues of trees furnish grateful shade. An enormous 'fetish tree' is an object of curiosity, and there is a very large and interesting market. Travellers in pre-war days were shown with some pride the Bismarck Memorial—an obelisk—surrounded by shady trees, bearing a large brass medallion of Germany's old hero. Mwanza is one of the oldest European settlements on the lake, and it was here, in the middle of the last century, that the great explorer Speke, journeying from Lake Tanganyika, first set eyes on Victoria Nyanza, and confirmed the reports that had long been circulating in the coast districts of the existence of a great lake in the heart of Eastern Equatorial Africa. From near here, also, Stanley commenced the first proper circumnavigation of the lake in the seventies."* Bukoba is the only other little lake-side port-of-call for the steamboat



Photos, Uganda Railway

* *From Mombasa to Victoria Nyanza*, published by the Uganda Railway, Nairobi.



JUNGLE AND STREAM IN EAST AFRICA

Photo, Uganda Rly.



Photo, South African Government

ZOOLOGICAL GARDENS, WINDHOEK, SOUTH-WEST AFRICA

service on the Victoria Nyanza. (See also under *Kenya* and *Uganda*.)

DAR-ES-SALAAM.

The eastern shore of Lake Tanganyika and the whole of Lake Rikiva is also within this ex-German sphere. The chief port on the former is Ujiji, which is connected with Dar-es-Salaam by the Central Railway, 780 miles in length, and completed in 1914. The only other railway of importance runs from Tanga to New Moshi (230 miles), but there are services of Government steamers on the rivers and lakes.

The principal seaport along the 620 miles of coast-line is Dar-es-Salaam, the capital and administrative headquarters, which is a clean and well laid-out European town, connected with the interior by railway and telegraph, and with the outside world by cable and wireless. It has a fairly good harbour. The other coast towns, very few of which are accessible to ocean steamers,

are Saadani, Pangani, Kilwa, Sindi, Tanga and Mikindani.

There is an extensive and well-kept system of highroads throughout the territory, with Dâk bungalows, or rest houses, at intervals. The area of the forests belonging to the Administration is over 650,000 acres, and there are several experimental farms, also plantations of coffee, cotton, tobacco, vanilla, coco-nuts, tea, sugar and sisal hemp. There are about 3,147,442 cattle and 3,405,103 sheep and goats in the territory.

There is a fairly extensive educational system, with several hundred thousand pupils, but, when it is remembered that slavery was only abolished in 1905, and that even up to the time of the British occupation a mild form of slavery was in vogue, it is scarcely to be expected that education will make much headway for some years.

The chief exports are copra, rubber, coffee, ivory, sisal, ground-nuts, skins and cotton.



Photo, South African Ry

WINDHOEK, CAPITAL OF SOUTH-WEST AFRICA

The minerals known to exist include iron, lead, copper, coal, mica and salt, while topaz, moonstones, tourmaline and garnets have been found. (See also under *Commerce*, *Finance*, etc.)

South-West Africa

German South-West Africa was invaded, on September 27th, 1914, by 65,000 Union troops under General Botha. Windhoek, the capital, was entered on May 12th, 1915, and the country finally conquered two months later. Since then it has been administered under Mandate as an integral part of the Union of South Africa. It is, therefore, a grandchild of Empire.

Geographically, the Protectorate is situated on the west coast, at the southern extremity of the African continent, and is bounded on the north by Portuguese West Africa, and on the south and east by the Union of South

Africa and Rhodesia. It has a coast-line of about 800 miles (including Walvis Bay, *q.v.*), which is washed by the South Atlantic. The area is 323,000 square miles, and the population about 228,000, of whom, approximately, 19,000 are whites (mostly Germans), exclusive of the military forces and administrative officials of the Government.

Topographically, the country may be divided into three zones: (1) the hot, waterless, desert region of the south (Namaqualand); (2) the slightly more fertile centre (Damaraland); and (3) the tropical northern territory adjoining Portuguese West Africa (Amboland). The coast, except where irrigated, is mostly barren, and the prevailing south-westerly winds and heavy Atlantic rollers render almost useless for shipping purposes many of the natural anchorages along the 800 miles of coast, the exception being Walvis Bay (which has always belonged to Great Britain) and Luderitz. An effort



THE OLD "KAISERSTRASSE," WINDHOEK



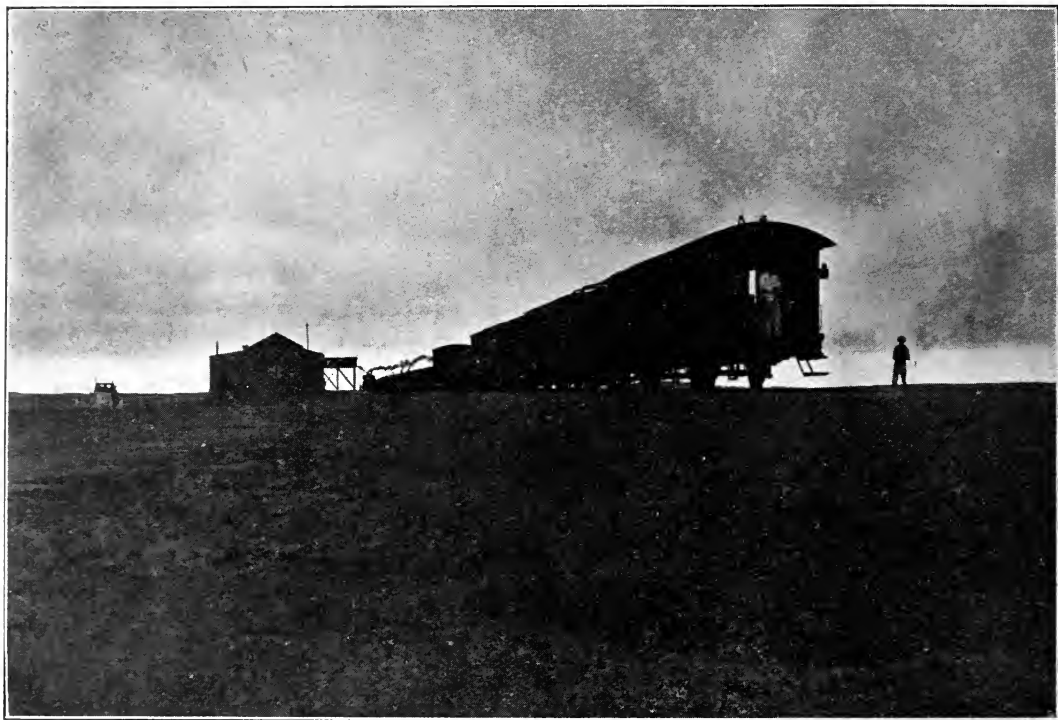
Photo, South African Government

SWAKOPMOND, SOUTH-WEST AFRICA

was being made by the Germans in 1914 to convert Swakopmund into a fair-weather port, but the unsuitability of the place has caused the work to be abandoned.

Much has been done during recent years to obtain supplies of water on the desert trails by means of artesian wells, and, for the most part, these wide-spread boring operations have proved successful, greatly benefiting the pastoral industry. There is but little agricultural activity, except in the

cattle 210,000, sheep 480,000, horses 16,000, mules and asses 14,000, camels 700, pigs 8,000, angora goats 32,000, other goats 490,000. The natives, especially the Hereros and Hottentots, own large numbers of cattle, sheep and goats. The total area of South-West Africa is approximately 83,000,000 hectares of 2.4 acres, of which 13,353,000 hectares were alienated, or in process of alienation, during the German régime, and 3,967,000 hectares have been disposed of

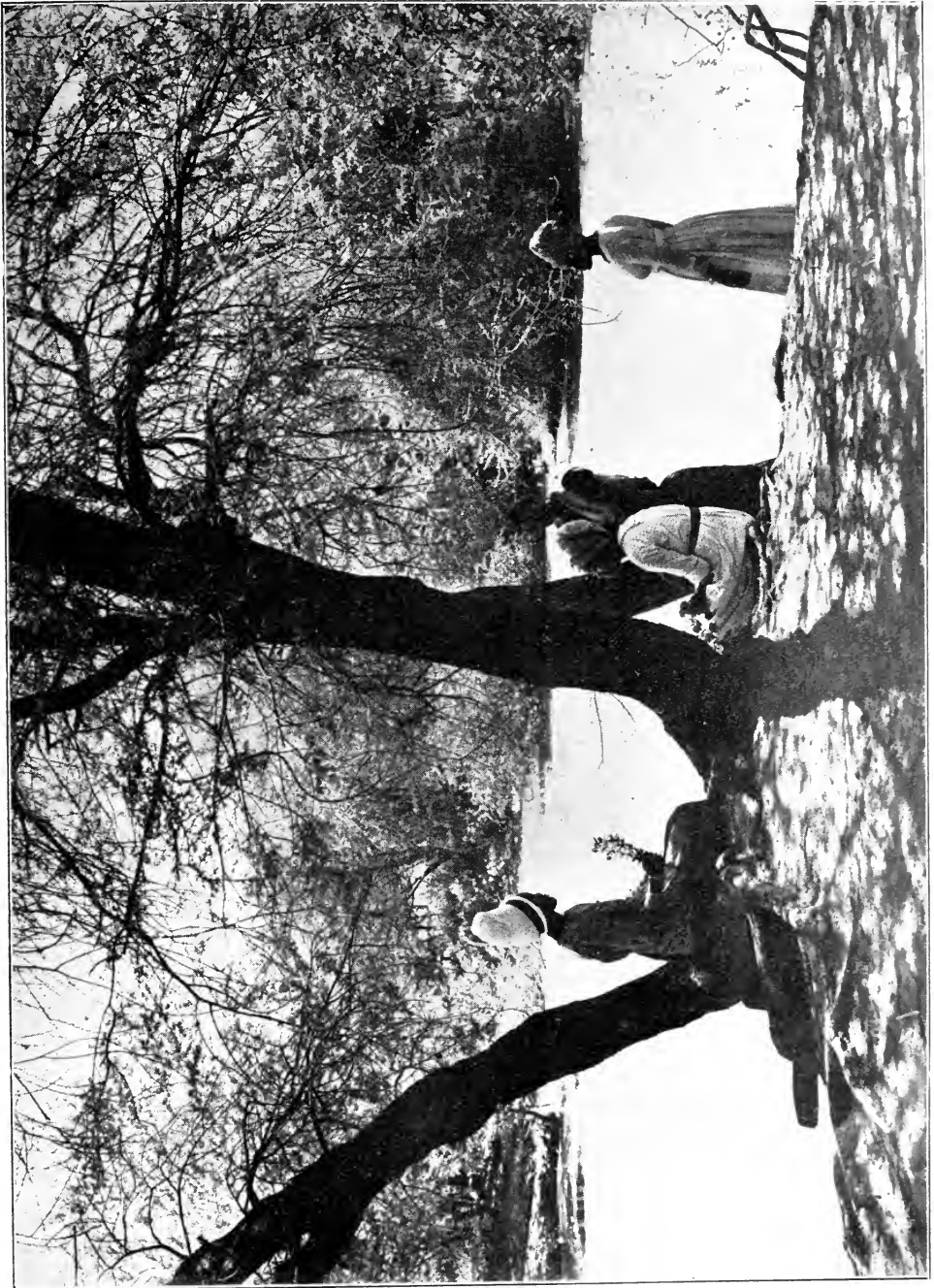


ON THE NAMIB DESERT

north, where the Ovambos natives cultivate considerable, but scattered areas of land. There are, however, a number of prosperous plantations along the coast and in the central zone. Tobacco growing is increasing. Cotton is being tried, viticulture has existed for some years, and silk culture is in the experimental stage. Market gardens are numerous.

The principal industry is live-stock breeding, and the number of animals at the time of the British occupation was as follows:

since the country was taken over by the Union Government. Land settlement by the present administration was only commenced in 1920, and 200 settlers a year have since been placed on the land. The average price of pastoral land in accessible areas is about three shillings an acre. The major portion of this country is still unsurveyed, but in due course all these vacant areas no doubt will be exploited. Experience has shown that certain areas which were not surveyed by the late German Administration



NATIVE WOMEN ON THE BANKS OF A SOUTH-WEST AFRICAN RIVER Photo, South African Government

have been reported to be very excellent, and on survey by the present Administration there has been no difficulty in allotting these lands. Particular reference may be made to the Gobabis district.

The whole of South-West Africa is divided for administrative purposes into 17 districts, and the following particulars (abbreviated) of the different areas, taken from an official

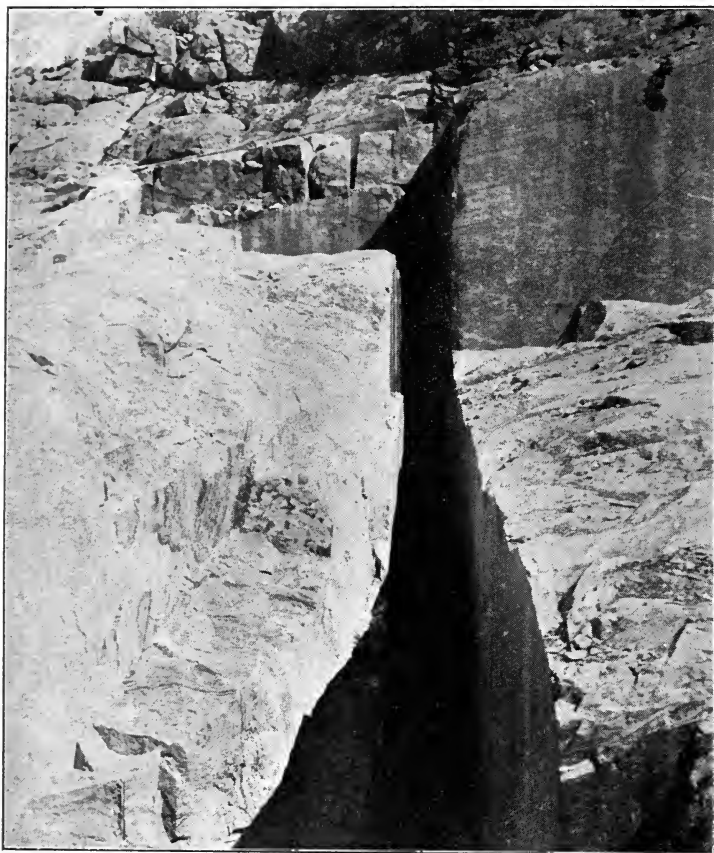
rainfall averages from 4 inches to 6 inches annually, falling from February to April in the form of thunder showers. The farms are necessarily large, being from 10,000 to 20,000 hectares. Water is obtained by boring.

"The central area, comprising Rehoboth, Windhoek, Okahandja and Gobabis, is considered very suitable for mixed stock farming, as well as for a certain amount of agriculture. These districts are well grassed and timbered, and offer excellent facilities for cattle. The grass is fairly heavy, and on this account the farms do not as a rule exceed 5,000 hectares in extent. Parts of Rehoboth, Windhoek and Okahandja are hilly, but the veld is of excellent quality, and as a rule there is a fair supply of large trees, heavy bush and scrub. Gobabis district is flat country intersected by grass glades and belts of fine camel thorn trees, and so-called yellow-wood trees. Maize can be grown in favourable seasons in the northern portions of Gobabis district, and in the sand veld portion of Okahandja district.

"With the exception of Windhoek and parts of Okahandja, water will be found at quite a reasonable depth within the central area of the territory. In Windhoek district and the part of Okahandja referred to, the contour of the country generally lends it-

self to the construction of storage dams, which, even with a low rainfall, gather water, as the run-off is considerable. Boring has recently been successfully undertaken on farms along the Elephants River, Windhoek district, supplies of from 8,000 to 27,000 gallons per day being obtained.

"The rainfall in these districts varies considerably; Rehoboth averages 7 inches per annum, Windhoek 12 inches, Okahandja 14



Photo, South African Government

MARBLE QUARRY, KARIBIB

publication of the Union Government, will give some idea of the value of the country acquired by the Empire in this part of Africa.

"The southern belt, comprising Warmbad, Keetmanshoop, Aroab, Bethanie, Gibeon and Maltahohe, is mainly suitable for sheep farming. These districts have an arid climate, and are similar in all respects to the districts of the north-western Cape. The veld consists mostly of small bush. The



AN OLD BUSHMAN (KLIP KAFIR), OTIJWARONGO REGION



A NATIVE VILLAGE, NEAR OTAVI

inches, and Gobabis $12\frac{1}{2}$ inches to 14 inches in the southern portion of the district and 18 inches to 22 inches in the northern portion."

The northern area, comprising the districts of Karibib, Omaruru, Outjo, Otjiwarongo and Grootfontein, varies considerably. Parts are contiguous to the Namib Desert, and are subject to severe droughts. The rainfall varies from $2\frac{1}{2}$ to $12\frac{1}{2}$ inches. They are mostly cattle ranching districts, and in places there are large forests of mopane.

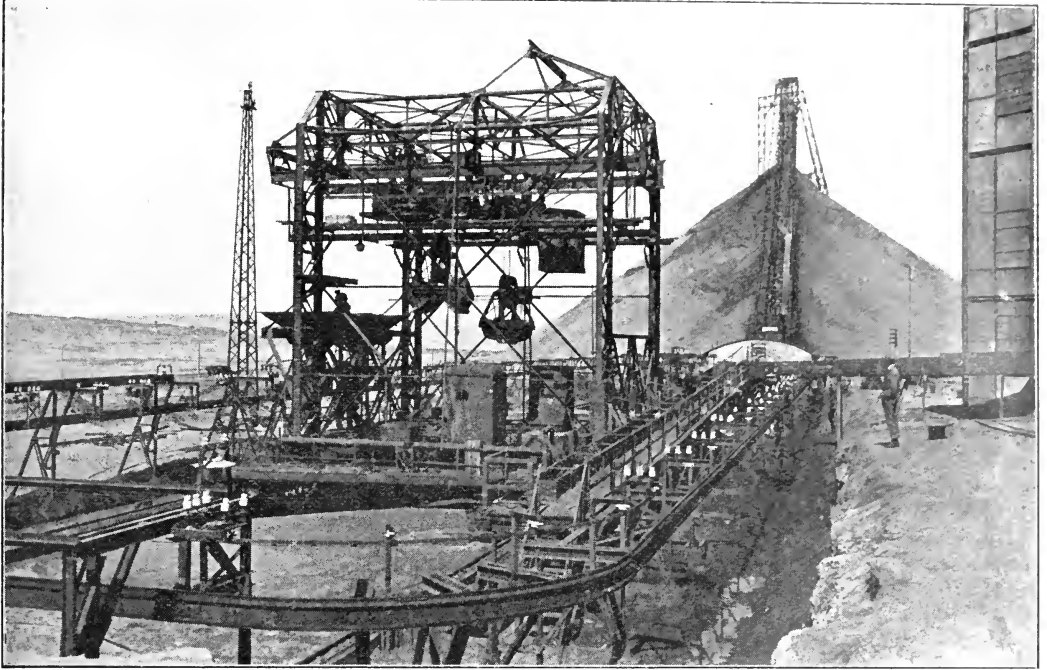
RIVERS AND MOUNTAINS.

There are *practically* no perennial streams in South-West Africa, and in most parts surface water is non-existent or very scarce, but, generally speaking, water can easily be obtained in sufficient quantities for stock by boring or by the construction of dams. Along the Auob Valley, in the Gibeon district, artesian water is found at depths varying from 280 to 350 feet, some boreholes yielding up to 750,000 gallons per day.

Among the interesting features of this country may be mentioned the wild ostrich, which is to be seen everywhere. Prior to hostilities, the German farmers were beginning to import ostriches from the Union in order to grade up with the wild birds. It is impossible to say what success was achieved, as practically all the imported birds are to-day roaming at large.

On the upper reaches of the Orange River, which forms part of the southern boundary of South-West Africa, are the Great Falls. These are twice the height of Niagara. This stream, together with the Okavango and Cunene—on the northern frontier—are the only perennial streams in the territory.

Perhaps the greatest discovery of artesian water in the whole of Africa has been made along the Auob River, where sufficient has been found at a reasonable depth to convert what was formerly a dry river bed into a stream of considerable size, and which runs for 70 miles before it finally disappears into the sand.



A DIAMOND MINE AT KOLMANSKOP
General view of the Dumping Plant

Photo, South African Rlys



A COPPER MINE, TSUMEB

Photo, South African Rlys

There are quite a number of mountains in the territory, including the Anas Range, a little to the south of Windhoek, which has peaks up to 8,148 feet; Omataka, in the north, 8,790 feet; the Gansberg, 7,662 feet, in Great Namaqualand; the Khomas Highlands, near Windhoek, 6,000 feet; the Onyati, 7,198 feet; the Chankaib, near Luderitz, 3,520 feet; and Geitsi Gubib, the great extinct volcano near Berseba.

MINING.

Although some wide-spread mineral surveys have been made, comparatively little actual mining work has so far been carried on, notwithstanding the known mineral wealth of the territory. An exception has been the case near Luderitz, where diamonds were first discovered in 1908. This find was followed by feverish speculation in Germany, and during the six following years stones to the value of about £9,000,000 were recovered. All the important German companies have been bought out by a British and American combine. An electric railway now runs from these fields to Bogenfels, 70 miles to the south. The value of the average annual

production of stones, which are found on or near the surface, is £2,500,000. A considerable portion of the Government revenue from this territory is provided by the royalties on diamonds.

Copper is being largely worked in the Tsumeb and Grootfontein districts. The principal mine is in the former region, which is situated in the north of the territory. The average production is 600,000 tons a year. It is the most successful base mineral mine in South Africa. Coloured marble quarries are in operation at Karibib, and tin, gold, lead and iron are known to exist.

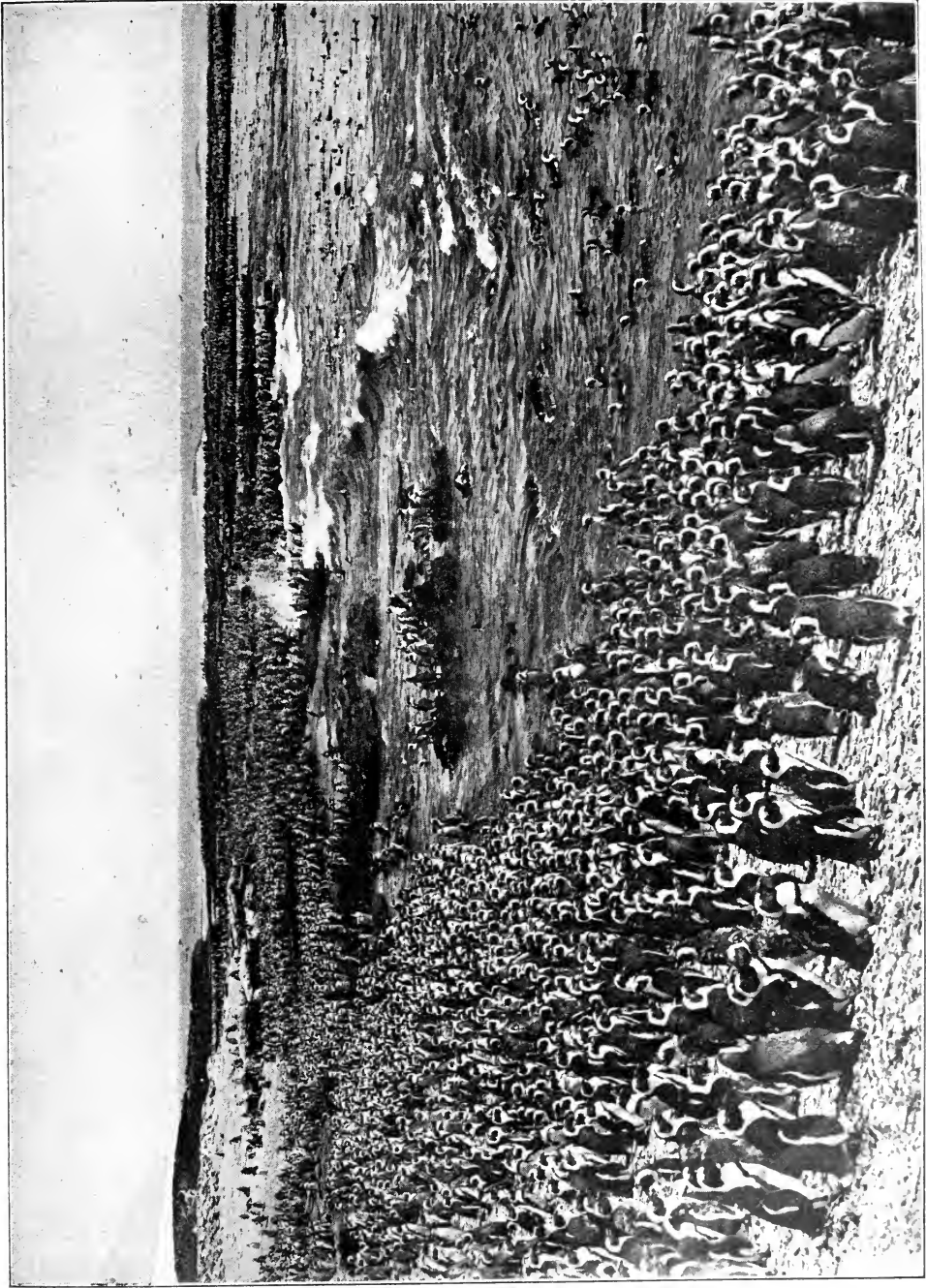
The principal big game regions are in the north and north-west, but kudu, gemsbok and eland exist in all parts. Along the banks of the Cunene and Okavango Rivers elephants, rhinoceros and giraffes abound, while in the north-western districts lions are plentiful.

NATIVE RACES.

The principal native races are the Hereros, a wandering pastoral people greatly reduced in numbers by the German-Hereros War; the Hottentots, of the arid southern regions;



FLAMINGOES, SWAKOP RIVER



A BIRD COLONY, HALIFAX ISLAND, SOUTH-WEST AFRICA

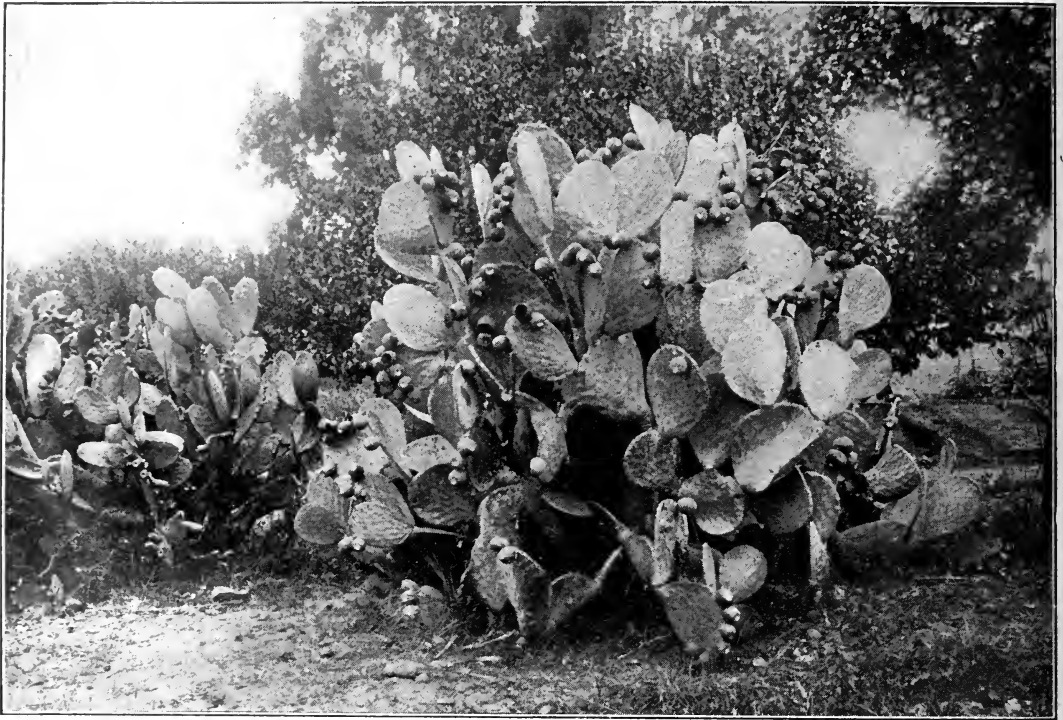
the Bushmen, who are nomadic hunters; the Agricultural Ovambos, of the northern territory (largest race); the Bastards, or half-breeds (Europeans and Hottentots), who came from Cape Colony in 1855-75, and now reside mostly in the Rehoboth districts, numbering about 5,000; and the Berghdamaras, of the northern region.

FINANCE.

Under German rule the administration of this territory received an Imperial subsidy,

which, in the year 1907, amounted to 3¼ millions sterling, and the ordinary revenue then totalled about £250,000. In subsequent years the ordinary revenue and expenditure increased, and the subsidy was considerably reduced. During the first year of the British occupation (1915) the ordinary revenue and expenditure amounted to, approximately £1,165,000 and £834,000 respectively. The war expenditure of the Union of South Africa during the year 1915-16, principally on account of the South-West African Cam-

aign, was about £11,000,000. The average annual values of the imports and exports taken over a period of 7 years, balance at about 2 millions sterling each. Education, since the occupation, has made considerable progress, about 30 schools having already been established. The number of pupils attending these establishments is approximately 2,640. Cable communication with oversea countries is maintained *via* Cape Town, although there is a cable station at Swakopmund. The length of



SPINELESS CACTUS, NEUDAAM, SOUTH-WEST AFRICA

which, in the year 1907, amounted to 3¼ millions sterling, and the ordinary revenue then totalled about £250,000. In subsequent years the ordinary revenue and expenditure increased, and the subsidy was considerably reduced. During the first year of the British occupation (1915) the ordinary revenue and expenditure amounted to, approximately £1,165,000 and £834,000 respectively. The war expenditure of the Union of South Africa during the year 1915-16, principally on account of the South-West African Cam-

telegraph line in the Protectorate is about 4,500 miles, and there is an efficient postal service.

SETTLEMENTS.

Windhoek, the Government headquarters, is situated in the central zone, 180 miles inland from Swakopmund, and is a prettily laid-out little European town with a decidedly German colonial atmosphere. It is in telephonic communication with Walvis Bay and the principal administrative centres of the Protectorate.



Photo, South African Government

A DESERT SCENE IN SOUTH-WEST AFRICA



PEACE STONE, KORAB

Photo, South African Government

This marks the place where hostilities terminated in South-West Africa, on 9th July, 1915

The white population in the rural district surrounding the capital number about 3,460. The principal ports, other than Walvis Bay—which is in Union territory—are Swakopmund, a healthy little seaside settlement with a population of just over 1,000 Europeans in the surrounding country, and Luderitz Bay, with a white population of 1,010. The inland settlements are at Keetmanshoop (1,026 whites), Aroab, Gibeon, Bethanie, Gobabis, Grootfontein, Karibib, and about seven other districts.

TRANSPORT.

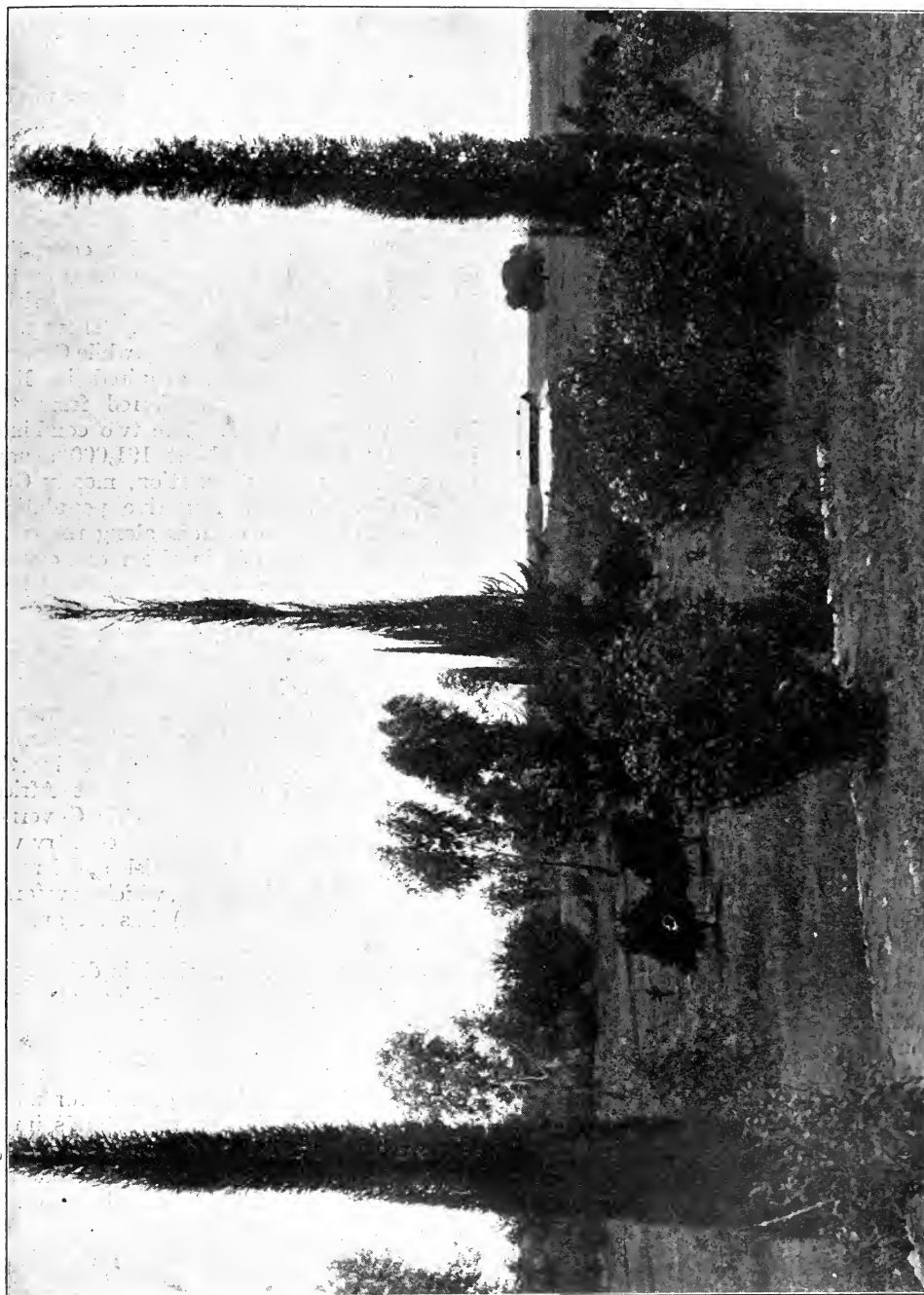
South West Africa is connected to the Union Railway system by a line from De Aar Junction (see UNION OF SOUTH AFRICA) to Nakop, on the Protectorate border, 344 miles, and from this point to Karibib (657), Swakopmund and Windhoek (240) and a branch to Walvis Bay (20). From this last-named port steamships run regularly to

Cape Town. There is a branch from Seheim to Luderitz, 19 miles.

In addition to these main standard gauge lines, which have a total length of 968 miles, there are 339 miles of narrow gauge track being worked as branches from the trunk system. The principal section runs from Karibib to the copper district of Tsumeb, 250 miles; and branches extend from Otavi to Grootfontein (57), Kranzberg to Onguti (10), Outjo to Otjiwarongo (22), and 99 miles of privately-owned lines. There are thus two alternative routes into South West Africa: (1) by steamship from Cape Town to Walvis Bay and thence by railway, or (2) by railway from De Aar Junction.

Togoland

In the year 1884 Germany acquired the small West African Colony of Togoland, including Porto Seguro and Little Papo, lying between the British Gold Coast (7.v.)



Photo, South African Rlys

RIETFontein Farm, South-West Africa

and French Dahomey. This territory was occupied by British and French forces on August 26th, 1914, after a campaign lasting only three weeks. In 1920 the country was divided into a British and French sphere. The former has an area of about 10,200 square miles with a population of 200,000. It is administered as a part of the Gold Coast, and none of the 28 miles of coast line is included in the British sphere.

The coloured population belong to many tribes, but are mostly negroes, although they differ greatly in mode of life, degree of civilisation, and general characteristics. From the palm-fringed and sandy coast line up to about 120 miles inland the country and people may be described as developed and more or less civilised. There are in this region many good roads, with Dâk bungalows for the accommodation of travellers, telegraphs, post offices, and a main railway line: Lome to Atakpame, 110 miles, with two branch lines. From rail-head to a point about 100 miles further north, near the French Government station of Sokode, the country is but little developed and native warfare is not unknown. The Kon Kemba people inhabiting this region, a portion of which is in the British Empire, are fierce looking, go about fully armed, and are generally in a state of semi-nudity. There are no railways, few plantations, and the general condition may be described as semi-civilised, although there is a good main road, with rest houses every 15 miles from railhead at Atakpame to Sokode. Beyond this Government station to the borders of the French Sudan lies a stretch of country, about 90 to 100 miles broad, which is nominally under the control of an official with headquarters at Yendi (British) near the River Ôti, but the Kabu and Taberma mountaineers, the Tsehokossi and Gourma people are extremely backward and hostile to white men. The whole of this northern area has yet to be developed and civilised.

The climate of the low palm-bordered coast, which extends for about 32 miles from the Gold Coast to French Dahomey, is very unhealthy for Europeans. Inland the country becomes more hilly with a few streams. Here the climate is more suitable for the temporary residence of white men. It is a country of forests and dried-up plains. In the extreme northern sector, around Nangu, the

physical characteristics begin to blend with those of the French Sudan; sandy wastes alternate with stretches of coarse grass and clumps of dry-trees. The climate here is far more healthy, and it is estimated that there are nearly 20,000 head of cattle in this region. (See GOLD COAST COLONY, of which British Togoland forms part.)

Cameroon

The German Cameroons had a coast line of about 200 miles, and were situated on the Bight of Biafra, West Africa, between British Nigeria and the French Congo. There were really two territories in this erstwhile German Colony; old Kamerun, acquired in 1884 and New Kamerun, transferred from the French Congo in 1911. The two combined had a total area of about 191,000 square miles with a white population, mostly Germans, of 1,900, and a native population, composed of Bantu negroes along the coast and Sudanese negroes in the more distant interior, numbering in all about 2,500,000. In 1913 the frontier between Nigeria and the Cameroons was settled.

This Colony was finally conquered by British and French forces in February, 1916, and New Kamerun, which was the territory ceded by France under the Franco-German Treaty of 1911, was administered by the Governor-General of French West Africa. Old Kamerun was placed under the Governor of British Nigeria. In 1920 the country was definitely divided into a British and French sphere. The British section, which now forms a portion of Nigeria (*q.v.*) has an area of 28,000 square miles.

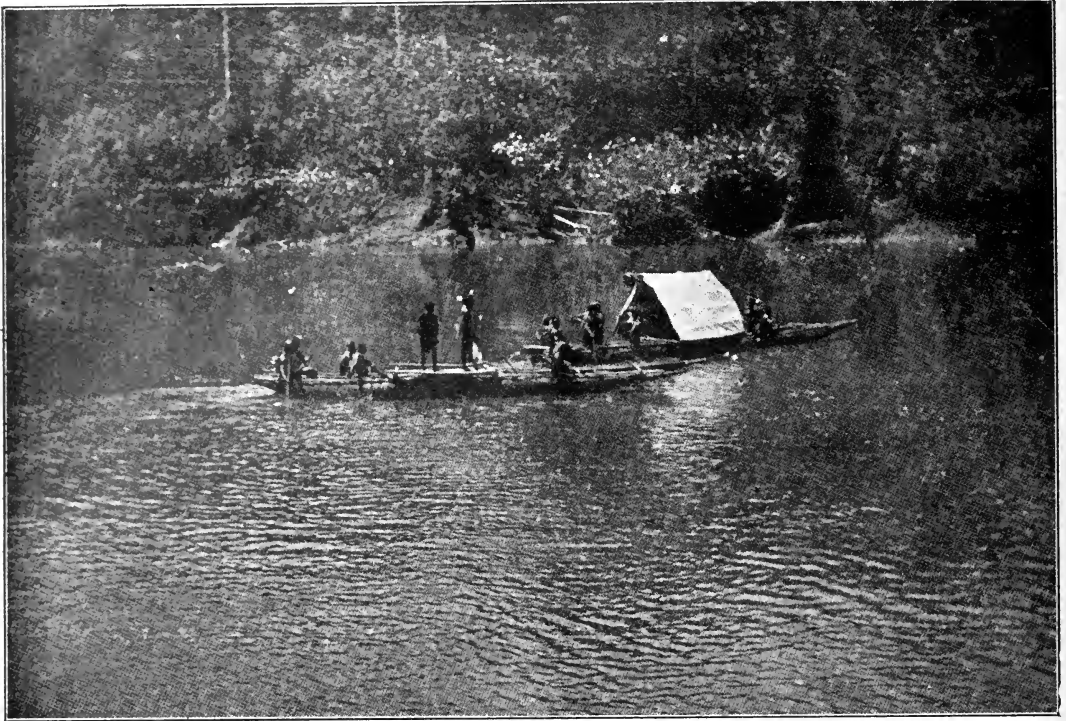
The coastal belt, from the Rio del Rey to Victoria, is somewhat low-lying and unhealthy, but the soil is extremely fertile. Further inland comes Cameroon Mountain (13,370 ft.) and beyond this the country is covered with dense forest growth for many miles. Next comes open grass lands interspersed with sandy wastes which extend to the shores of Lake Chad, the great inland sea of West Central Africa which is generally supposed to have no outlet.

In the fertile areas cocoa, rubber, vanilla, pepper, ginger and cloves are largely grown, and the forests are rich in ebony and other hardwood. There is a considerable trade in ivory and palm-oil, but little mining has so



Photo, Elder Dempster Co. Ltd.

CAMEROON MOUNTAIN
Once a portion of German West Africa and now within the sphere of British Nigeria



NATIVE CRAFT ON A PAPUAN RIVER *Photo, Australian Government*
 (Kaiser Wilhelm's Land is now a portion of the Australian Dependency of Papua)

far been carried on, although gold, iron and tin in payable quantities have been found. In the more healthy regions of the interior cattle-breeding is an important industry.

The principal town is Buea, on the slopes of Cameroon Mountain. During the German dominion this was the capital of the whole Protectorate, but Duala, now in the French sphere, was the more important commercial town and port, with a population of 22,000. Buea is connected with Victoria, the chief port, by a short railway line. There are several good main roads connecting the coast towns of Victoria and Rio del Rey with Buea and the inland trading stations. The telegraph system has been extended to include nearly all parts of the country in which there are European residents, and a cable links this portion of Nigeria with the outer world *via* Bonny (*v.*).

Victoria is a beautiful port with an imposing entrance. Far away in the distance can be seen the Island of Fernando Po, while on the land side, the Cameroon Mountains

tower up into the brazen sky. The entrance to the harbour is flanked, first by forest-clad islands and then by a natural breakwater of rocks. There are some fine botanical gardens, well-kept roads and neat bungalows. In the immediate vicinity of this port tin is known to exist, but so far no mining has taken place.

The journey by train from Victoria to the little mountain capital, Buea, is full of charm and interest. Although only a few miles the line winds through jungle, and up the steep slopes of the Cameroons, to where rose gardens, strawberry beds, gooseberry bushes and almost temperate foliage take the place of the highly tropical coast jungles, swamps and lagoons. From this it will be apparent that Buea is a health resort. It is, in fact, *the* health resort of the whole of West Africa. The houses are provided with fire-places, and the beds with blankets, for although the days are hot the nights are quite cool and refreshing. It is the one spot on this otherwise feverish coast which is beautiful and yet comparatively healthy. There is a hospital

for cases which are carried up from the great Equatorial forests around, and quite a number of fine bungalows and administrative offices. In the last days of the German occupation the government offices were moved up to this hill station from the more populous and important town of Duala. (See *Nigeria*, etc.)

New Guinea

All the Western Pacific Islands, included in the German Protectorate (except Samoa)

were governed from Rabaul—the chief town of the Island of New Pommern in the Bismarck Archipelago (now called New Britain),—and the name by which this scattered protectorate was known was, “German New Guinea.” The sphere in these seas was divided into seven districts, and included (1 and 2) Kaiser Wilhelm’s Land, acquired in 1884, which adjoined the Australian Dependency of Papua (*q.v.*), and had an area of 75,000 square miles, with a native population of about 300,000; divided into two administrative districts; (3) The



A JUNGLE VILLAGE IN CENTRAL NEW GUINEA (PAPUA)



A "PILITA," OR NATIVE PRISON; IN WHICH JUVENILE OFFENDERS ARE CONFINED

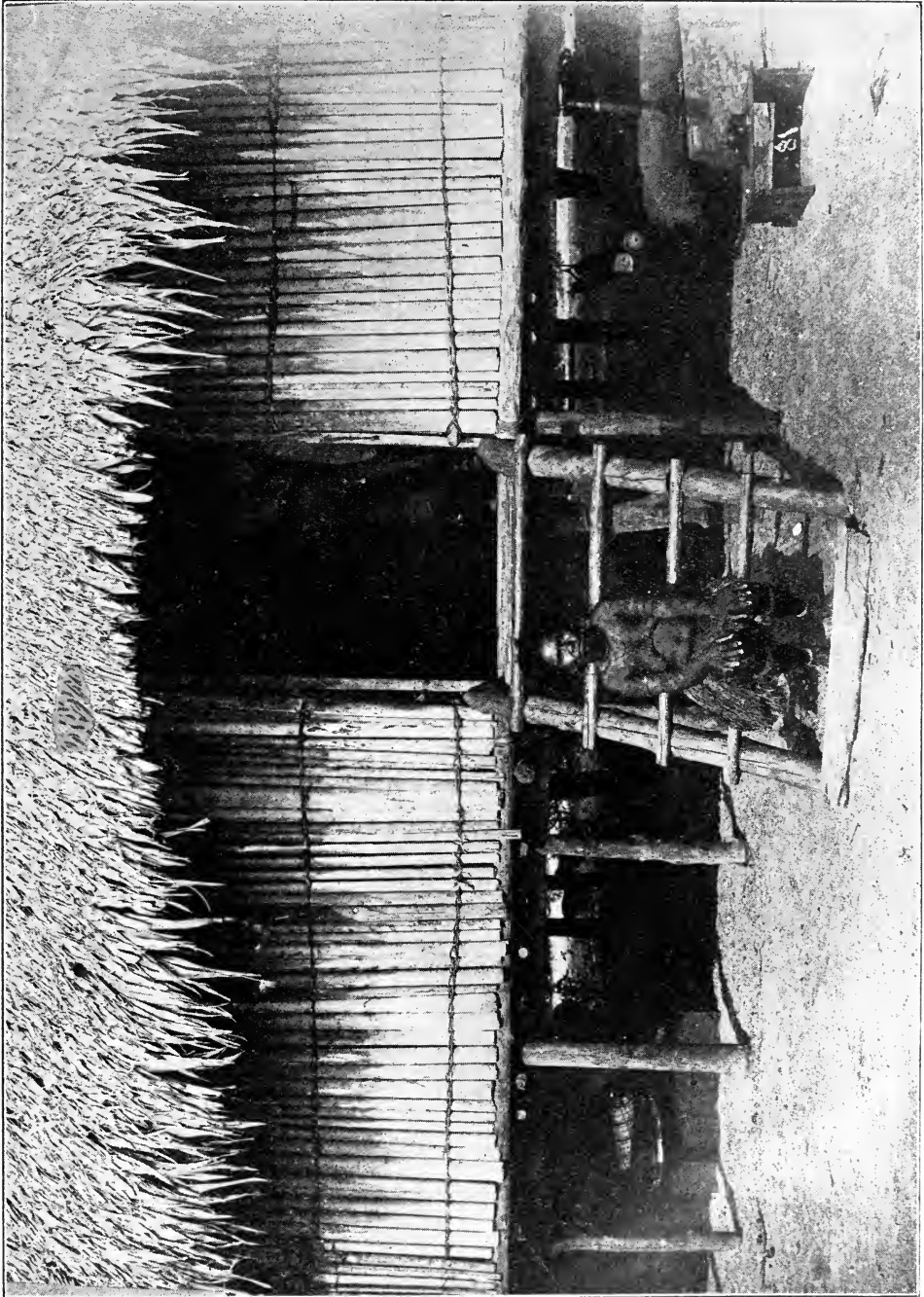
Bismarck Archipelago, also acquired in 1884, lying between Long. 140' and 154' E., and extending from the Equator to 8' S. Lat., with a total area of about 16,000 square miles and a native population of 52,000, including the little group known as the Admiralty Islands; (4 and 5) The Caroline, Pelew, and Marianne (or Ladrone) Islands, acquired from Spain in 1899 (Guam, the largest island in the latter group belongs to the United States) comprising some 500-600 small islets with a native population of 60,000, and divided for administrative purposes into (4) the Eastern Carolines, with headquarters at Penap^s, and (5) the Western Carolines, including the Pelew and the Marianne groups, with Yap as the seat of government; (6) The Solomons, acquired in 1886 (part of this group was transferred to Great Britain in 1889—see *Fiji* and *New Zealand*), with a total area of 3,500 square miles, and a native population of 46,000. The German administrative headquarters were at Kieta on the Island of

Bougainville; and (7) the Marshall Islands, twenty-four in number, acquired in 1885, with a population of about 15,000. The seat of Government was on the Island of Jaluit; and (8) the German Samoan Islands, Savaii and Opolu, with the seat of Government at Apia in the former island, made a separate colony. These were acquired from Great Britain in 1899, and have a total area of about 1,300 square miles, with a native population of 42,000.

KAISER WILHELM'S LAND.

The first German settlement in this portion of New Guinea was at Finschhafen, on the south-eastern frontier, near the Australian territory of Papua, or British New Guinea.

Three other stations were formed, one at Hartzfeldt, one at Konstantine and the district headquarters at Frederick Wilhelm's Haven (renamed Madang). For eight years, from 1884, Kaiser Wilhelm's Land was administered by the German New Guinea



A PILE DWELLING IN PAPUA



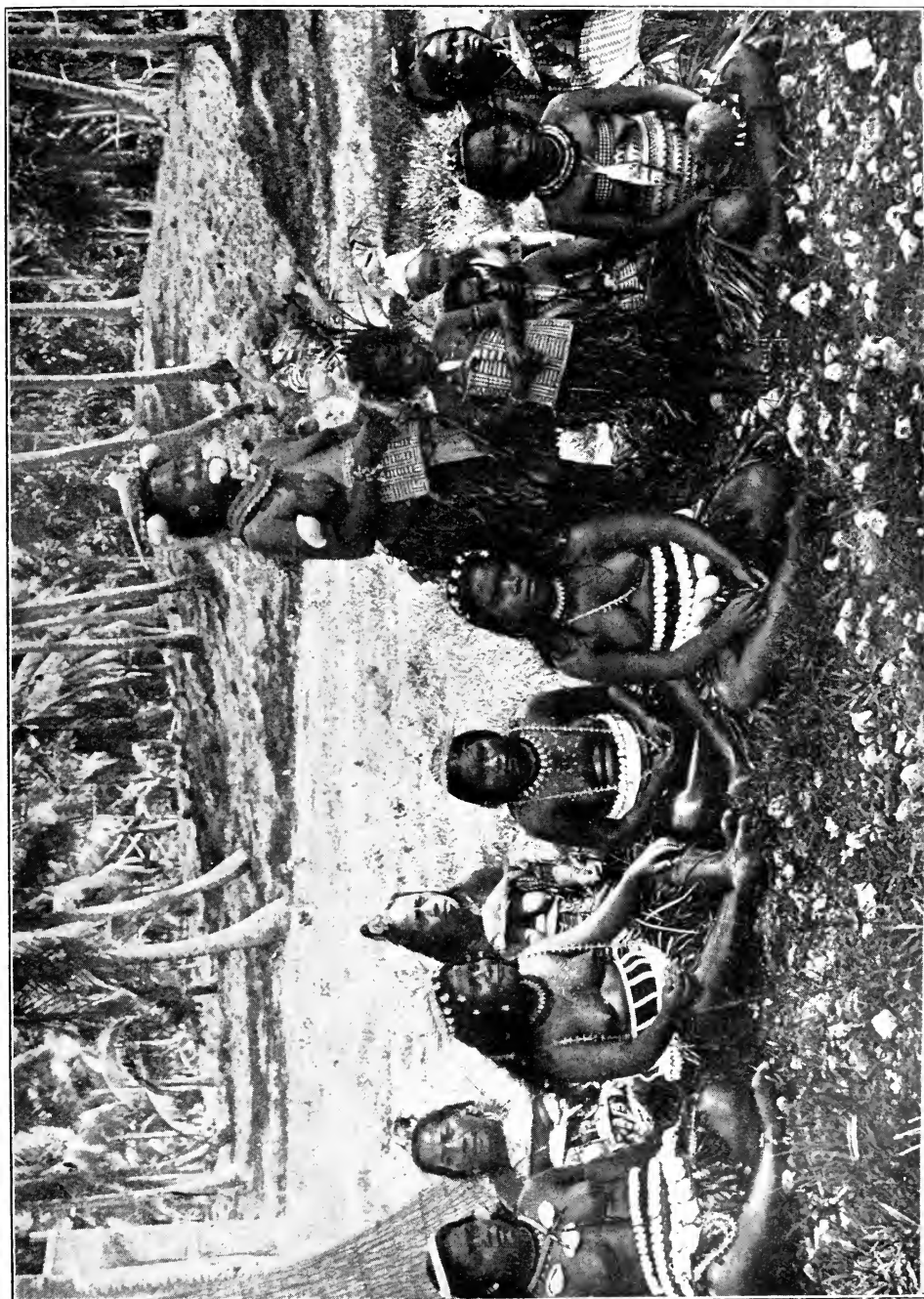
A PAPUAN GIRL WATER CARRIER
Showing grass ballet skirt

Company, but in 1899 the territory was taken over by the Imperial Government and administered as a Crown Colony through a Governor appointed by the Emperor. There was no Legislative Council or other local governing or advisory body. On the outbreak of the Great European War, Australia dispatched an Expedition to Kaiser Wilhelm's Land, and officially occupied it on September 12th, 1914; since which date it has been continuously administered by the Commonwealth. From its geographical position it will be recognised that the possession of this

portion of New Guinea, which not only adjoins Papua (*q.v.*) but commands the northern trade routes to and from the Australian States, is of great importance to the Commonwealth and to the security of the British Empire in the Pacific.

TOPOGRAPHY AND CLIMATE.

Topographically this territory is dominated by the lofty mountain ranges running parallel with the coast plain, which varies in width from 48 to 110 miles. The interior is but little known, and is very mountainous, some



Photo, Harold J. Shepstone

DANCING GIRLS, SAMOA

of the peaks rising over 13,000 ft. above the virgin tropical forests. There are at least three important rivers, the Sepik, which rises in Dutch New Guinea and flows through the territory in an easterly direction, which is navigable for over 240 miles; the Rasnu, which has its mouth about 19 miles eastwards of that of the Sepik; and the Markham which flows into Astrolabe Bay.

The total area under cultivation is about 18,900 acres, of which 15,000 acres are planted with coco-nuts. Rubber, cocoa and fruit are also grown for export, with copra as the chief product. The principal foods of the natives are sago, bananas, taro, and yams, or sweet potatoes. There is considerable mineral wealth as yet unexploited because of the difficulties of transport. Diamonds have been discovered during recent years.

SETTLEMENTS.

The climate is hot and unhealthy in the lowlands, and the rainfall very heavy. The principal towns are Madang, the capital, with a white population of under 300; Morobe, and Eitape, with less than 100 white people each, exclusive of the Australian military garrison and administrative officials.

NEW BRITAIN ARCHIPELAGO.

The Bismarck Archipelago have once again been given its old name—The New Britain Archipelago. The principal island of this and the Admiralty group is New Pommern, renamed New Britain, which has an area of 10,000 square miles. It is a half-moon shaped island, 300 miles in length and 51 miles in breadth. A chain of volcanoes, culminating in the "Father," 8,000 ft. high, occupies the almost unknown interior. The chief town is Rabaul, on Simpson Harbour, which is a well laid-out settlement with a pretty public garden, a landing stage, a wireless station, and a number of good bungalow residences. The population (resident) numbers about 820. There are several well-sheltered natural anchorages, but the only one visited regularly (twice a month) by shipping is the fine and completely sheltered Simpson Harbour in Blanche Bay. Coco-nuts are the principal products.

The second largest island of this group is New Ireland, which lies to the north of New

Britain, being separated therefrom by the St. George's Channel. There is a range of mountains running through the centre of the island, but, during recent years there have been no signs of volcanic activity. The principal harbour is Nusa, on the north coast, but Kae-wieng is the chief European settlement and has about 95 white residents. Coco-nuts are the chief product. The interior is only very imperfectly known.

The principal island of the Admiralty group is Tau, or Great Admiralty Island, with administrative headquarters at Lorengau. The white residents number about 47. There are, in all, over 200 small islets more or less adjacent to the coasts of Papua, or New Guinea, all of which come within the Australian sphere and are administered by the Commonwealth (see *Papua, Australia, New Zealand and Fiji*, etc.).*

British Solomon Islands

The German Solomon Islands were acquired in 1886, and have a total area of about 3,500 square miles with a population of 46,000, less than a hundred of whom are Europeans. Several islands included geographically in this group, notably Choiseul and Isabel (Mahaga) were transferred to Great Britain in 1899, but Germany maintained the more important islands of Bougainville (347 square miles) and Buka (29 square miles).

Nearly all the Solomons are both mountainous and volcanic, although most of the cones are generally considered to be extinct.

The most lofty peak is *Balbi*, in the Main Range, situated in the centre of Bougainville, which is over 10,000 ft. high, and forms a landmark for navigation among these islands. The one really active volcano, *Bagano*, also forms one of the peaks of this impressive range. Kieta, on the east coast of Bougainville, is the principal harbour and administrative station. There is, at present, but little export trade, although many of the islands are highly fertile. The Solomons may be numbered among the most picturesque of the Western Pacific Islands, many of the present generation of natives have been cannibals, and until quite recent years these islands were veiled in mystery. (See *Western Pacific Islands*.)

* Norfolk Island is administered by Australia (*q.v.*).



GOVERNMENT HOUSE, RABAUL
Capital of the New Britain Archipelago (Ex-Bismarck Archipelago)

Photo, Australian Government

During August, 1914, all the Pacific Islands belonging to Germany were occupied either by British or Japanese forces. Those lying on, or south of the Equator are being administered by Australia (*q.v.*), Samoa by New Zealand (*q.v.*), and those in the North Pacific by Japan.

Samoan Islands

Previous to the epoch-making year 1914 Germany owned the two largest islands and several small islets in this group, while the remainder belonged to the United States. Great Britain had renounced her rights over Samoa by the Anglo-German Agreement of 1899, and Savaii, Upolu, and some of the smaller islands were formed into a German Colony, with administrative headquarters at Apia, in the island of Upolu, while the United States established her rights to Tutuila and other islands. On August 29th, 1914, New Zealand forces occupied Apia, and the German Islands have since been administered by that Dominion.

The area of the ex-German Colony is approximately 1,300 square miles, with a population of about 42,000, of whom 700 are whites, and the remainder mostly Polynesian natives. Savaii is the largest island, having

an area of over 600 square miles and 13,000 native inhabitants. Upolu comes next in order of size, being 340 square miles in area. The other islands are comparatively small and unimportant although thickly populated.

Both Savaii and Upolu are mountainous and highly fertile. There are Government and Mission schools, 100 miles of made road, a wireless station and many plantations. Apia, the seat of Government, has a good harbour, visited annually by over 60,000 tons of shipping, and there is regular steam communication with New Zealand. The imports into Western Samoa, since the British Administration, have averaged about £30,000 per annum, while the exports during the same period have totalled nearly £300,000 in yearly value. The revenue exceeds the expenditure by about £2,000 a year, the figures being: revenue, approximately, £68,000, and expenditure £66,000. The German currency has been replaced by New Zealand notes and coins. Among the native population there are over 1,400 Chinese, and among the white inhabitants over 300 Germans.

The Nauru Group, with a population of about 1,000, are administered by New Zealand, Australia and Great Britain jointly. About these islands little can be said for they are only coral reefs.



MANUFACTURING INDUSTRY

TO the British Isles, the manufacturing industry is of vital importance. About half the dense population of the Motherland lives directly or indirectly upon the great industries which have been built up during the past two centuries. To the Dominions and Colonies, the continued prosperity of the manufacturing industries of Great Britain is of almost equal concern, because the sparsity of their population and the vastness and richness of their territory cause them to be agricultural, pastoral and mining rather than industrial countries, and, as such, they supply a very large proportion of the raw material from which the manufactured goods are produced.

An important factor, which should always be remembered when considering the present and future conditions of the manufacturing industry of the Empire, is that there are about 400-500 millions of coloured subjects in India, Malaya, Africa, the West Indies, and elsewhere, who, for many years to come, will depend almost entirely for the necessities of civilised life on the output of the manufacturing centres of the Empire.

INDUSTRIAL CENTRES OF ENGLAND AND WALES.

The manufacturing industries of England and Wales are more extensive, valuable, and diversified than those of any other country in the world, and only a general and statistical survey is here possible. Of these industries, cotton and woollen are the most

important, and these have become highly specialised, mainly in the counties of Lancashire and Yorkshire, though the industries connected with them are widely spread over different parts of England and Wales where local advantages prevail. In Lancashire (as also in North-East Cheshire) the advantages in connection with the cotton trade are a moist climate, the proximity of coal, excellent communications, and the possession of the ports of Manchester and Liverpool. The cotton industry is old; but it received a great impetus at the time of the Industrial Revolution, and was much advanced during the period of the Napoleonic Wars. The advantages then gained, supplemented as they have been by a fine water supply, the ease of obtaining raw material, and the skill of the operatives, have given this part of the world a lead which seems unlikely to be snatched away. In many respects, the same considerations apply to the woollen industries of Yorkshire, as well as those of the West of England. Manufactures of iron and steel goods are too well known to need detailed accounts, and in various parts of the country articles of an enormous value are made, extending from pins and needles to armour plates, and steam-engines and machinery of every description. This industry, like that of cotton during the Napoleonic Wars, received a wonderful impetus during the great European struggle of 1914-18. The production and importation of vast quantities of modern machinery



THE RAW MATERIALS FOR MANUFACTURE *Photo, Port of London Authority*
 Arrival of a consignment of feathers at the Port of London

and the training of thousands of new mechanics increased the possible productiveness of the iron and steel industries of Great Britain.

Shipbuilding is another industry of gigantic proportions, the chief work being done at Newcastle-on-Tyne, and other Tyne ports (South Shields, North Shields, Gateshead, Jarrow), Sunderland, West Hartlepool, Barrow, London, Birkenhead, and Hull. Owing to various economic causes, the London trade has declined. The Government dockyards are at Chatham, Portsmouth, Sheerness Devonport, and Rosyth (Scotland). There are, however, few things which can be enumerated which are not made to some extent in one part or other of the country.

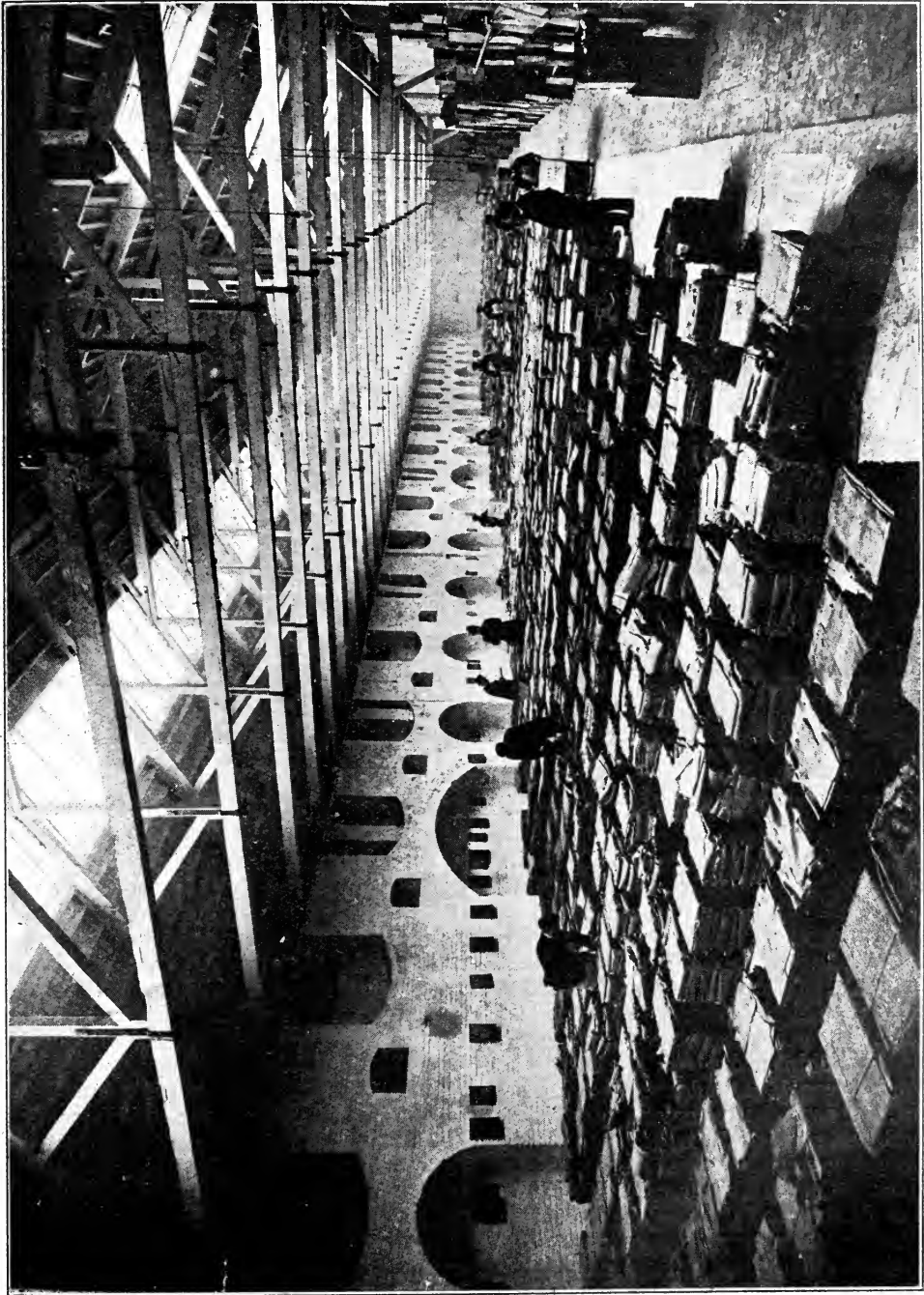
The leather trade has its headquarters at Bristol, Leicester, London, Northampton and Nottingham, with outposts in other cities and towns. The production of boots and shoes alone averages 42 million pairs a year. Earthen and china ware is principally made in the pottery district of South Staffordshire,

where there are not only very productive coal fields but also vast supplies of coarse clay and iron stone. The China clay being obtained in Cornwall or imported from abroad. Paper making, brewing, chemical manufacture, clothing and food products are widely-scattered industries. Lace is made principally in Nottingham, Derby and Kilmarnock (Scotland).

The total number of people employed in factories in England and Wales is approximately 6,200,000, and the annual increase during the past ten years has been 97,000. The total average value of the manufactured goods (wholly or partly) produced in Great Britain (and Ireland) is approximately £2,780,000,000 a year.

INDUSTRIAL CENTRES OF SCOTLAND.

Of the manufacturing industries of Scotland, that of iron is of high importance, and, in it, there is much specialisation. The



Photo, Port of London Authority

RAW MATERIAL
The Rubber Store, London Docks



CLOTH WEAVING

The weaving room in the works of J. Emsley & Co. Ltd, Bradford. Founded over half-a-century ago with 40 looms these works now have an output of over two million yards of cloth a year

chief towns engaged are Glasgow, Airdrie, Coatbridge, Kilmarnock, Falkirk, Hamilton, and Motherwell. Glasgow engineering works turn out locomotives, various kinds of machinery, and, in fact, practically every kind of iron goods. Excellent communications, the coal in the neighbourhood, and the easily obtainable iron ore give these centres great advantages. Shipbuilding on the Clyde at Glasgow, Greenock, Dumbarton, and Port Glasgow, still ranks as the most important in the world, and some of the largest and fastest of ocean-going ships have been launched on this river. Cotton is manufactured into thread at Paisley, and Glasgow makes cotton goods, but not to a very great extent. Coal and a moist climate are factors aiding the industry. "Tweed" woollen goods are made at Peebles, Galashiels, Hawick, Jedburgh, Langholm, and Dumfries, where wool

is easily obtained, where streams abound, where railway transport is good, and where coal is the only factor of success lacking, but can be obtained with no great difficulty from the coalfields of the Midland Valley. Tartans are manufactured at Stirling, and carpets at Ayr and Kilmarnock. Fife possesses advantages for the linen industry in the coal of the Fife and Clackmannan coalfield, the humid atmosphere, and, in past years, the ease of obtaining flax from the Baltic countries. Dunfermline, the chief centre, is noted for its table linen; Kirkaldy (also noted for its linoleum and oilcloth), Forfar, Arbroath, and Dundee make coarser linens, such as canvas and sailcloth. Jute and hemp manufactures, notably sacks and ropes, are confined to Dundee, Arbroath, and Montrose, Jute being obtained from India. Of the chemical manufactures, Glasgow is the chief

centre, possessing advantages for the production of sulphuric acid and soap. In the oil shale districts, candles are manufactured. Paper is made in the Esk Valley, near Edinburgh, the pure water and wood pulp, easily procured from Norway and Sweden, lending aid. Dundee is noted for its jam and orange marmalade. Beer is chiefly brewed at Edinburgh, and whiskey is distilled in the Highlands and all the large cities. Campbeltown is an important centre. A special flavour is given to the Highland whiskey by the smoke of burning peat. Greenock refines sugar obtained from the West Indies. The famous Harris tweed cloth is made by the crofters of the Highlands and the Hebrides.*

The total number of people employed in all classes of industrial establishments is approximately 1,100,000. The value of the products is included in the figures given in the preceding article.

INDUSTRIAL CENTRES OF IRELAND.

The principal manufacturing industries of the States of North and South Ireland are linen and woollen making, shipbuilding, brewing, biscuit making, tobacco manufacture, flour-milling, tanning and leather manufacturing.

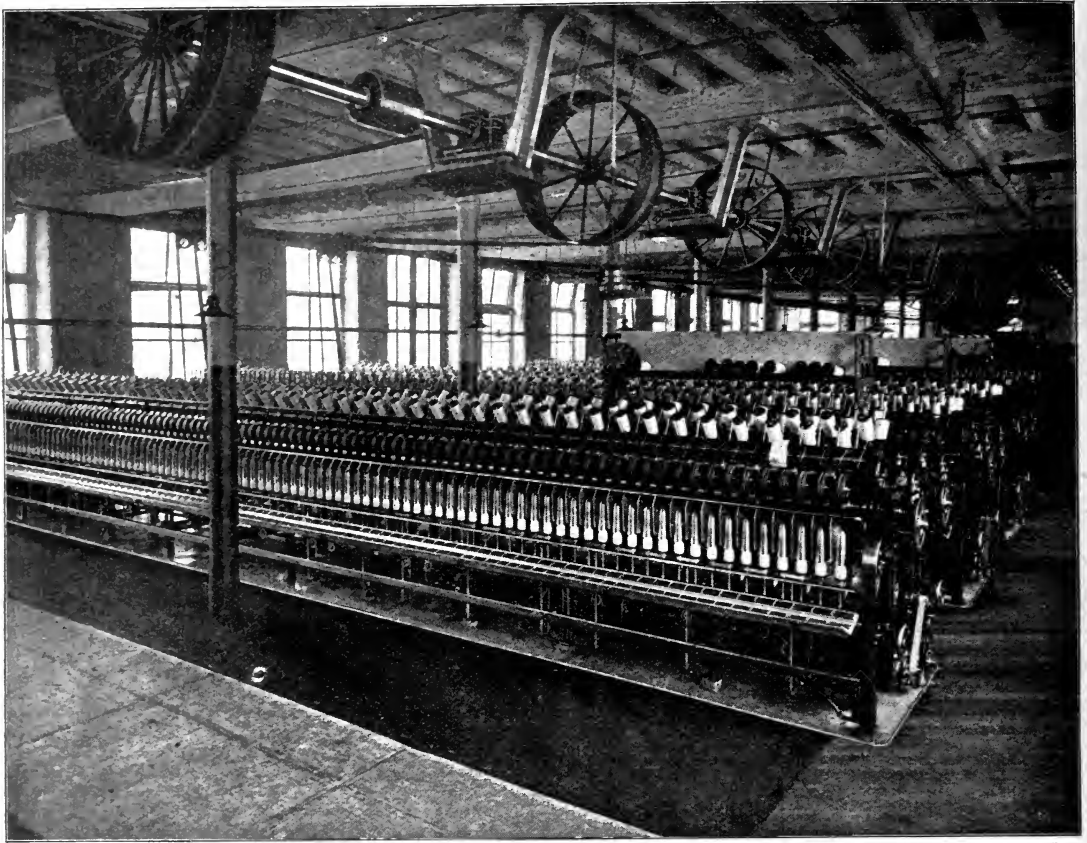
Belfast, in Northern Ireland, is the centre of the linen industry, and owes its importance and its very existence to the growth of

* *Vide* Pitman's Commercial Atlas.



CLOTH MANUFACTURE

Burling and mending room in the Globe Mills, Bradford. In these works great interest is taken in the welfare of the employees and there are sports and welfare departments



MANUFACTURE OF WORSTED FABRICS
 One of the spinning rooms in the Ashfield Mills. 35,000 spindles are employed

Photo, John Priestman & Co. Ltd.

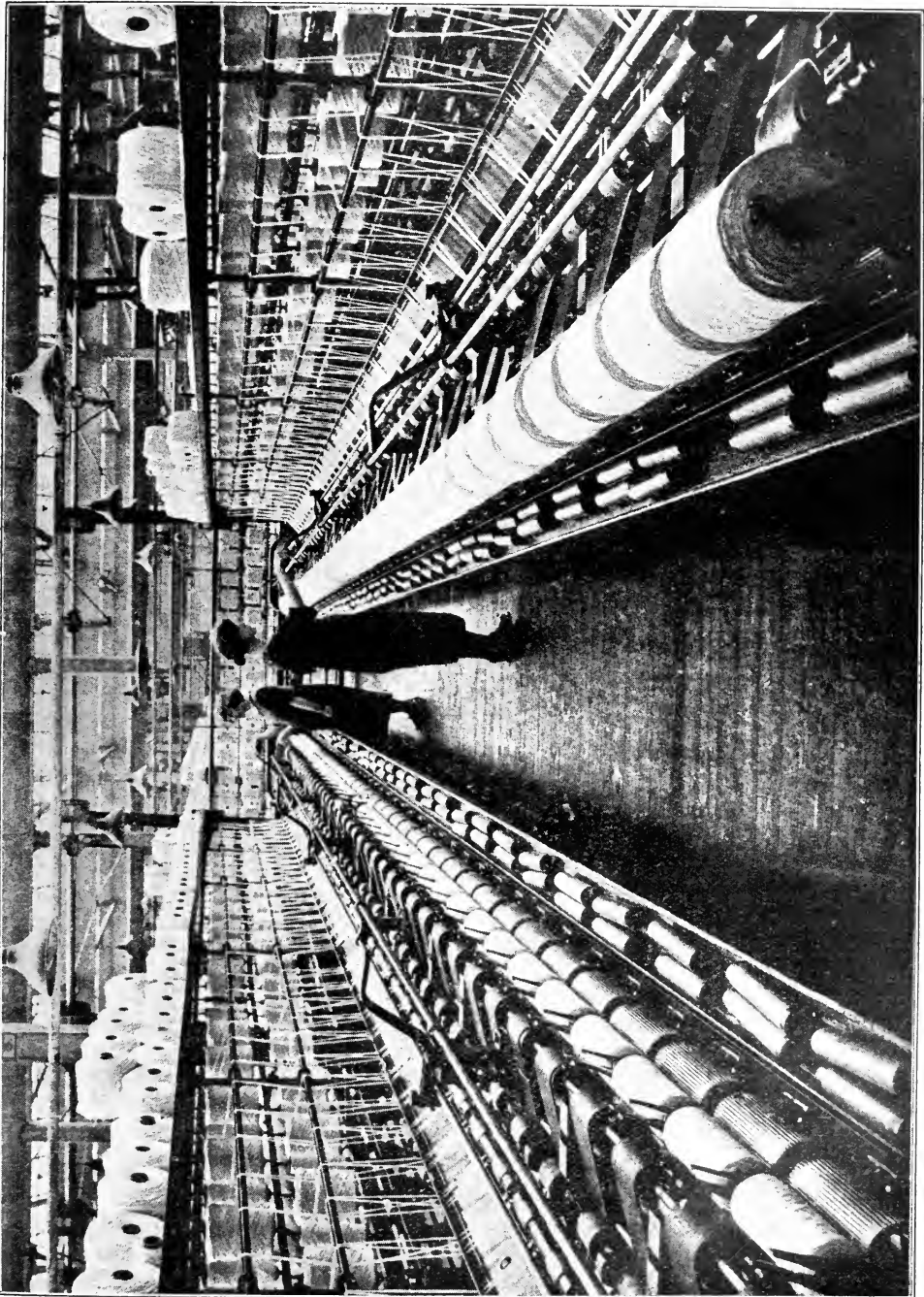
flax in the immediate neighbourhood, its situation near the sea, and the quality of the water of the River Lagan for bleaching and dyeing. Belfast does in fact, produce more linen than any other city in the world, and has to import large quantities of flax, in addition to that which is grown locally. Other towns engaged in the linen trade are Londonderry, Coleraine, Carrickfergus, Lisburn, Lurgan, Portadown, Newry and Larne. The woollen trade is carried on in several small towns, the only one of any size thus engaged being Kilkenny. The purely agricultural industries, such as ham and bacon-curing, are common throughout the country, but are inclined to have their centre in Cork. Brewing, biscuit-making and tobacco manufacture have their headquarters in Dublin and Belfast.

The importance of the shipbuilding of Belfast cannot be overlooked. It is, in fact, as far as the city itself is concerned, the leading industry. Nearly 30,000 men and boys are employed, and it is here that some of the largest ships in the world are built. The industry depends largely upon the coal obtained from Scotland and Cumberland, and upon the iron and steel from Barrow.

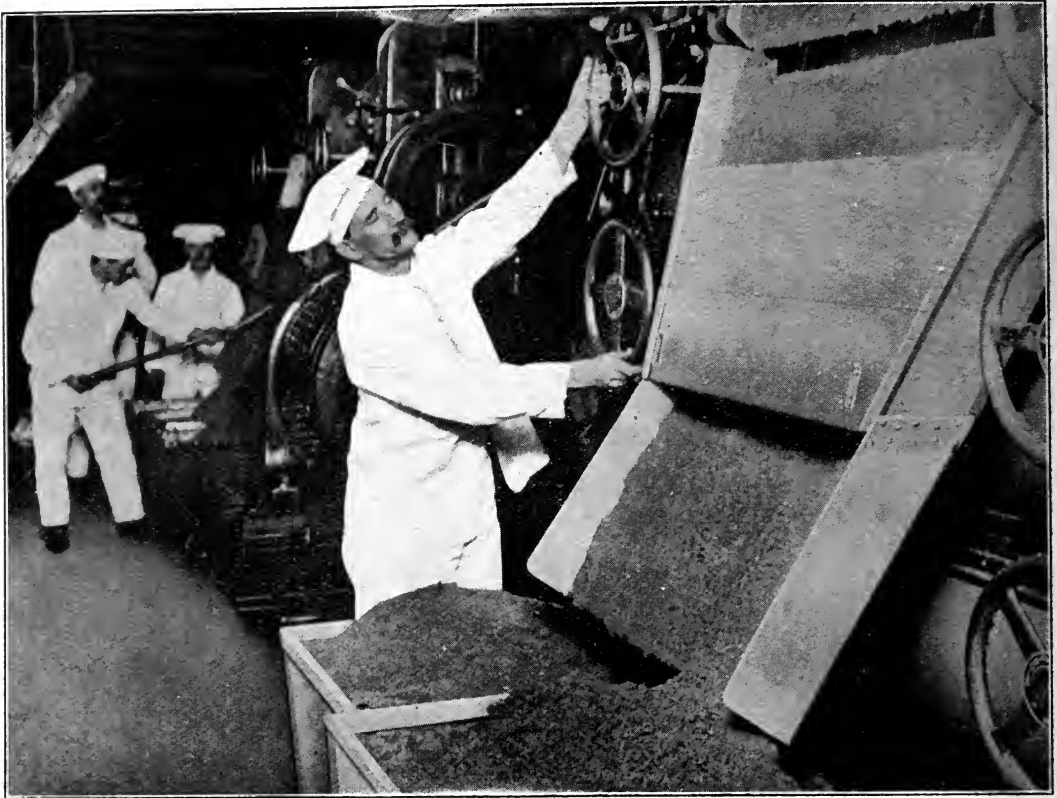
The total number of people employed in industry, apart from agriculture, is approximately 600,000 in both North and South Ireland.

INDUSTRIAL PRODUCTION.

One of the most valuable industries in Great Britain and Ireland at the present time is the manufacture of textiles. Yet,



THE WOOLLEN TRADE
A view in the Wolsey Mills, Bramley



GRINDING CHOCOLATE

Refining at Messrs. J. S. Fry & Sons Ltd., Cocoa and Chocolate Works, Bristol

it is of comparatively modern growth, for less than 100 years ago, according to a reliable estimate, the value of cotton, linen, woollen and worsted yarns and piece goods manufactured in the United Kingdom did not exceed £22,000,000, whereas the export alone now averages in value £220,000,000 a year, and the capital employed amounts to over £600,000,000. There are 56,600,000 spindles in the British Isles, and it is estimated that, directly and indirectly, 5,000,000 people depend for a living on the textile industry, which is so largely supported by the Dominions, Colonies and Dependencies of the Empire.

Another important industry is shipbuilding, which employs several million people and hundreds of millions of capital. The tonnage of merchant ships built each year averages 3,800,000 (half the annual tonnage built in the whole world).

The value of iron and steel goods produced can be estimated from the fact that the average exportation of these manufactures (exclusive of ships, arms and ammunition) is valued at £64,000,000 per annum, and machinery of all kinds at £75,000,000. The blast-furnaces in operation number 318, and the average annual production of pig iron, steel ingots and castings is 10,000,000 tons. Over 4 million people depend for their living upon the prosperity of the metal industries. The largest customers are India and Australia.

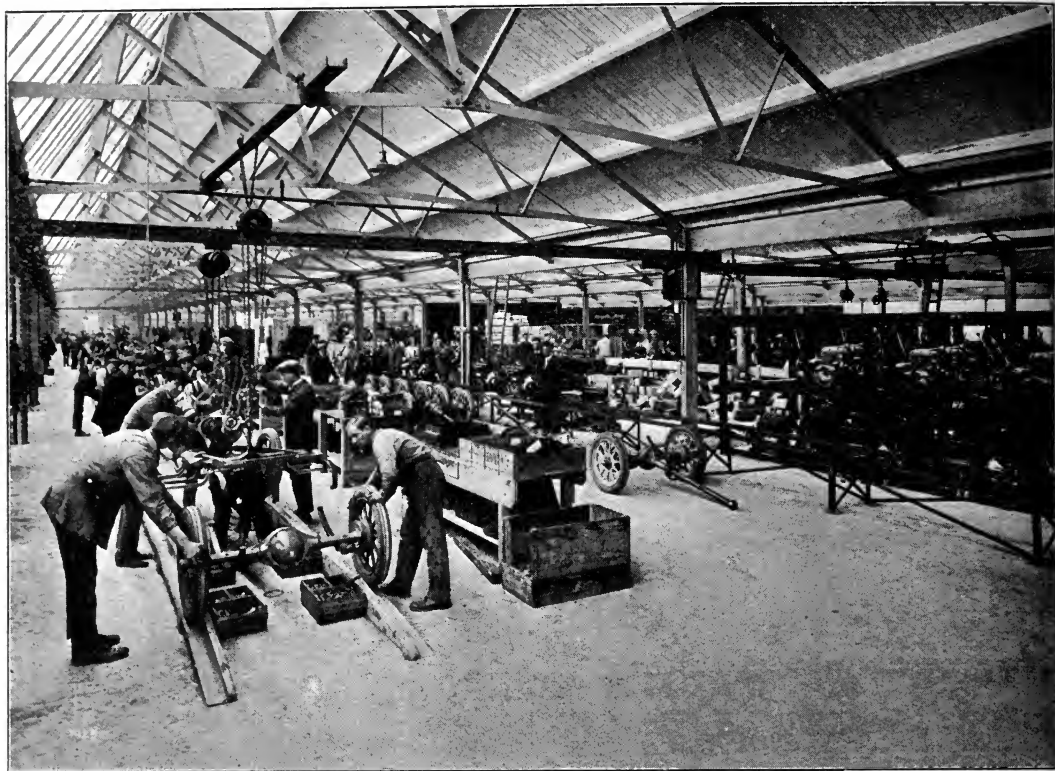
EXPORT OF MANUFACTURED GOODS

The following table shows the average annual value of the exports of the principal goods manufactured in the British Isles during two average pre-war years and two average post-war years.



Photo, Brunell & Bowers

THE MOTOR CAR INDUSTRY
One day's supply of Morris Cars, at the Cowley Works, Oxfordshire, England!



THE CHASSIS ASSEMBLY LINE AT THE MORRIS WORKS

Photo, Brunell & Bowers

Maximum capacity 2,000 cars a week

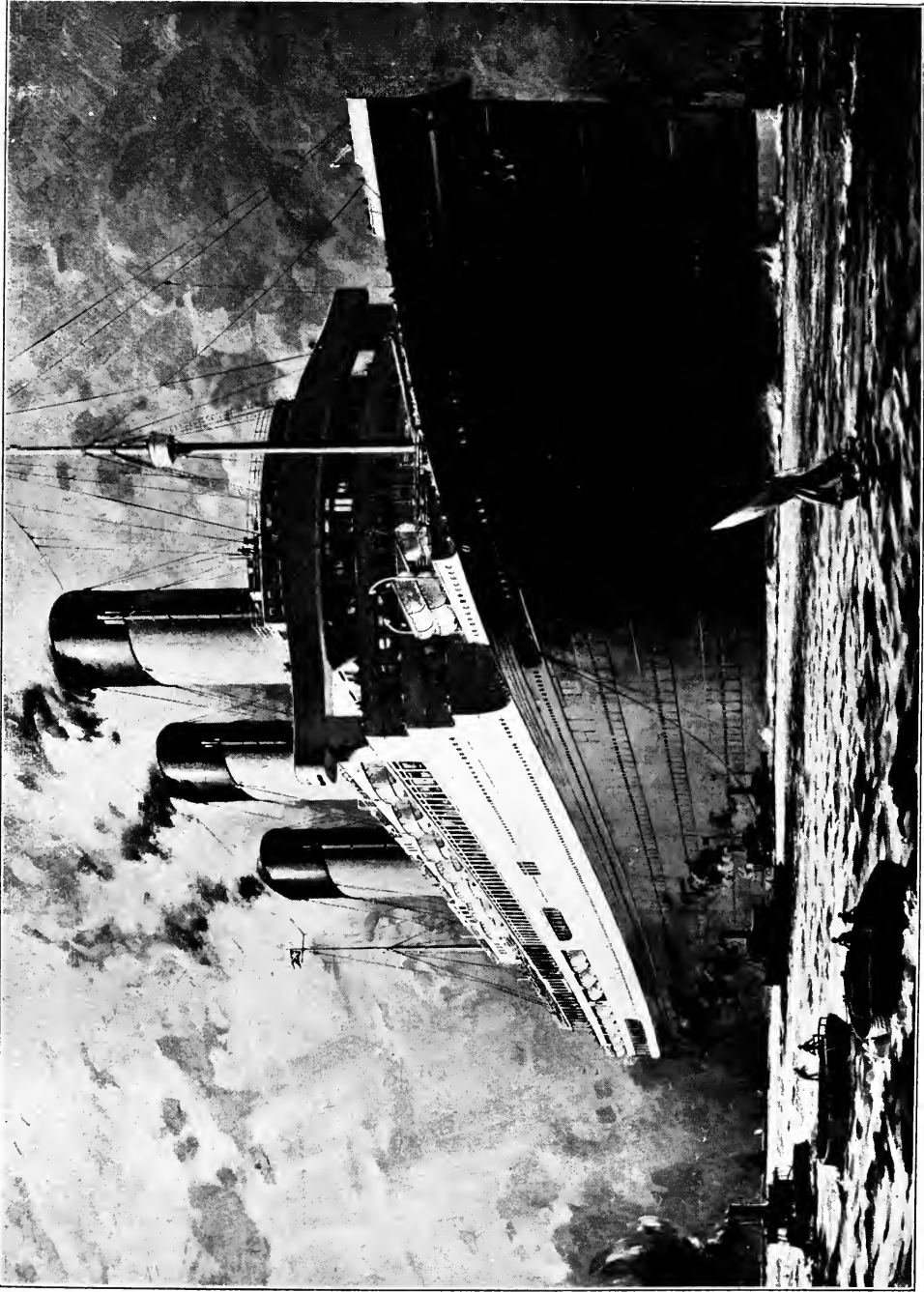
Export.	Pre-war value.	Post-war value.
	£	£
Textiles - -	170,000,000	220,000,000
Iron and steel goods -	49,000,000	64,000,000
Machinery - -	19,000,000	75,000,000
Ships - -	40,000,000	22,000,000
Chemicals and dyes -	12,000,000	28,000,000
Wearing apparel -	15,000,000	18,000,000
Food, drink and tobacco -	23,000,000	44,000,000
Raw material - -	66,000,000	104,000,000
Total (manufactured articles only)* -	413,000,000	854,000,000

* Including articles not specified above.

Australia

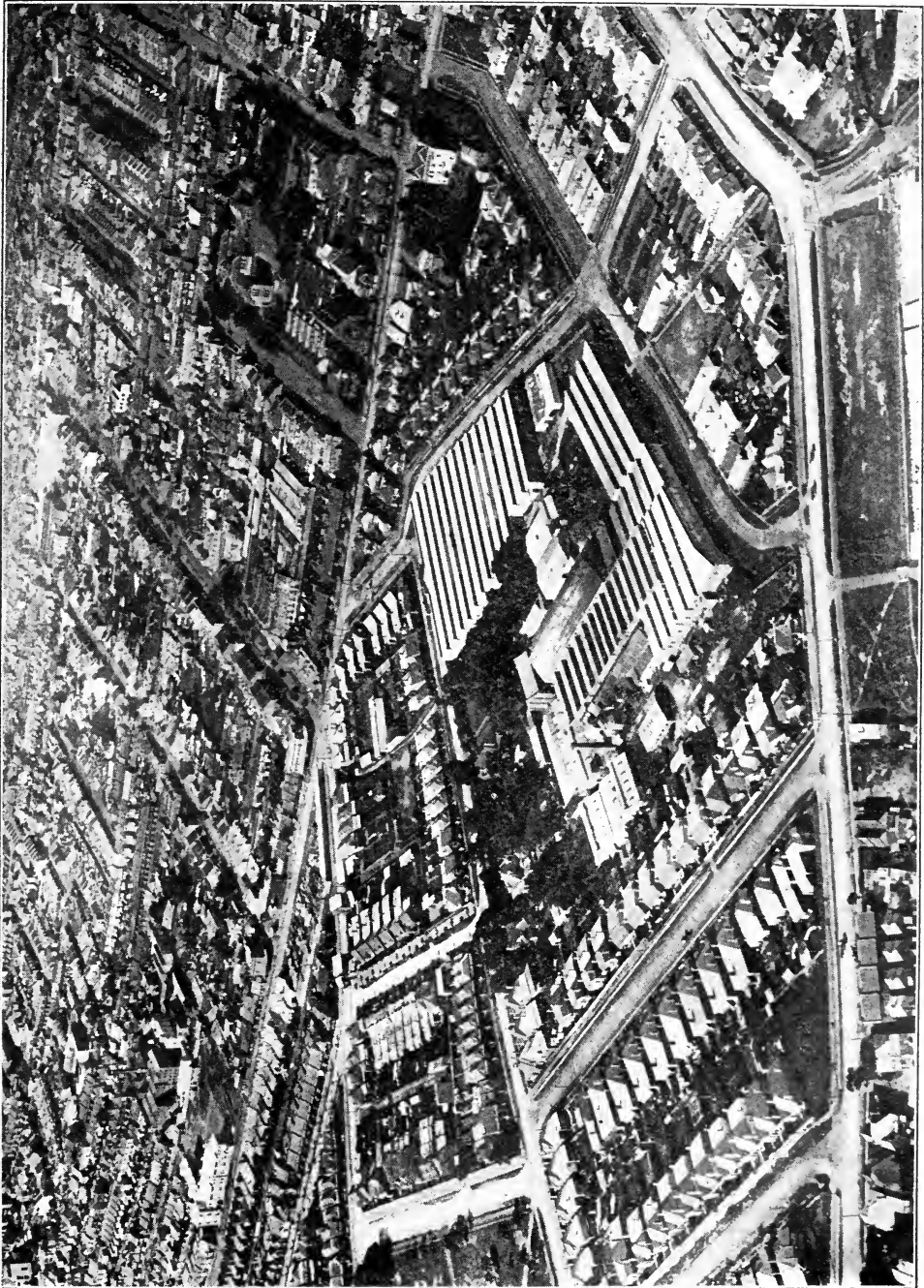
During the period prior to the gold discoveries (1851), little was done in regard to manufacturing industries in Australia. Such

industries as had then been established were chiefly connected with the preparation of food-stuffs, and were, to a large extent, called into being by the isolated position of the country. It was found that, owing to the comparatively high prices which could be obtained for the products of the pastoral industry, those engaged in such pursuits in Australia could compete successfully in the world's markets. Owing to the sparseness of its population, and to the distance of Australia from the world's centres of distribution, there was but little incentive towards any decided progress in agriculture, which was, accordingly, for many years almost entirely subsidiary to sheep and cattle raising. With the adoption of improved methods of agriculture, however, there were signs of an early extension in the cultivation of wheat, when the discovery of gold, in 1851, completely changed the economic aspect in Australia



SS. "Majestic" of the White Star Line. One of the largest vessels in the world (56,551 tons)





MARRICKVILLE, AN INDUSTRIAL SUBURB OF SYDNEY, NEW SOUTH WALES, AUSTRALIA

This aerial view shows the great Vicar's Woollen Mills
Photo, Australian Government



PACKING FRUIT IN AUSTRALIA

Photo, Australian Government

and effected a revolution in all industrial relations. The large towns were practically depleted of their male able-bodied population, and the first effect of the gold rush upon manufacturing industries was disastrous. The supply of labour in many occupations was exhausted, and most branches of industry came to a standstill. There was, however, a rapid change. A decline in the activity of the gold-fields threw many immigrants, whose early lives had been passed in English cities, out of employment. The surplus of labour thus engendered accumulated in Melbourne and a few other large towns, establishing incipient artisan communities. This, no doubt, intensified the early impulses towards industrial employment. In Victoria, in particular, it was sought to encourage the investment of capital in manufacturing enterprises by the establishment of protective customs duties. Manufacturing industries were revived on a larger scale than formerly, and the population attracted by the discovery of gold remained in Australia and furnished the labour necessary to operate the factories thus established.

The number of factories rose from 11,575 employing 228,560 hands, in 1906, to 14,455 establishments, with 311,772 operatives, producing goods to the value of £133,186,560, in 1911, and to a five years post-war average of 17,113 factories, with 386,639 employees producing manufactures valued at £320,000,000.

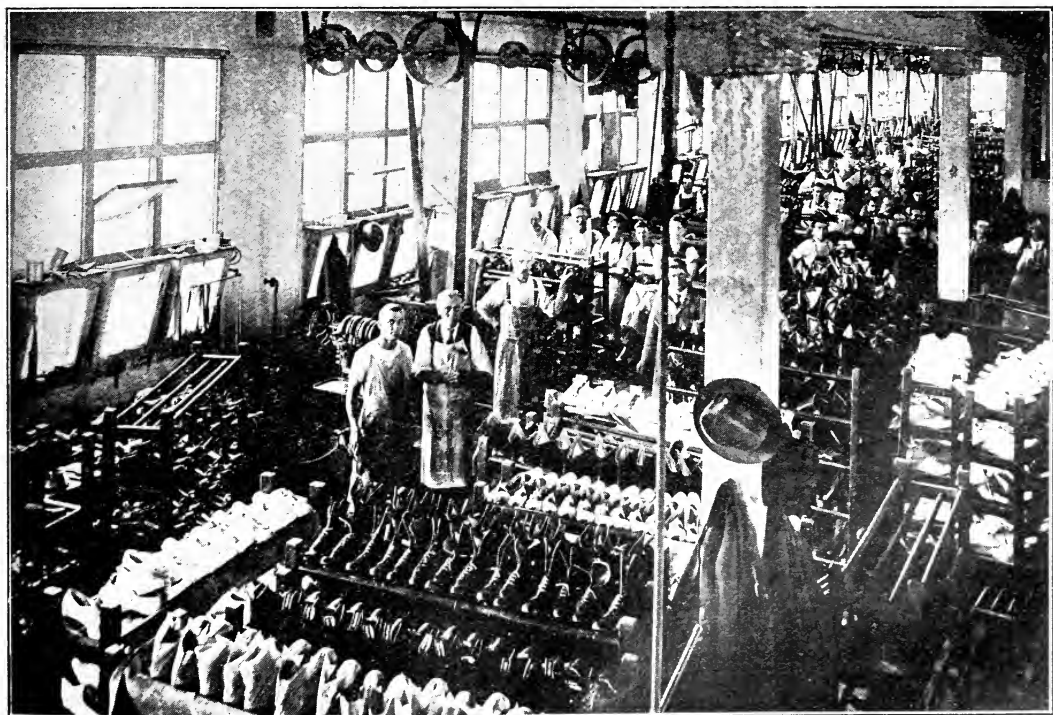
The established policy of the Commonwealth Government is that of effectively encouraging the development of local industries by means of protective duties, as well as by the payment of bounties and bonuses. In addition to tariff support, contracts are frequently placed with local manufacturers at prices higher than those which would have to be paid for imported goods. There is thus a determination on the part of the Australian people to become more self-supporting by creating and maintaining manufacturing industries, and hence to assure a maximum condition of employment.

Canada

Between the years 1900 and 1910 there was an extraordinary growth in the country's



INSPECTING FRUIT BEFORE SHIPMENT, VICTORIA, AUSTRALIA



A BOOT AND SHOE FACTORY, NEW SOUTH WALES, AUSTRALIA

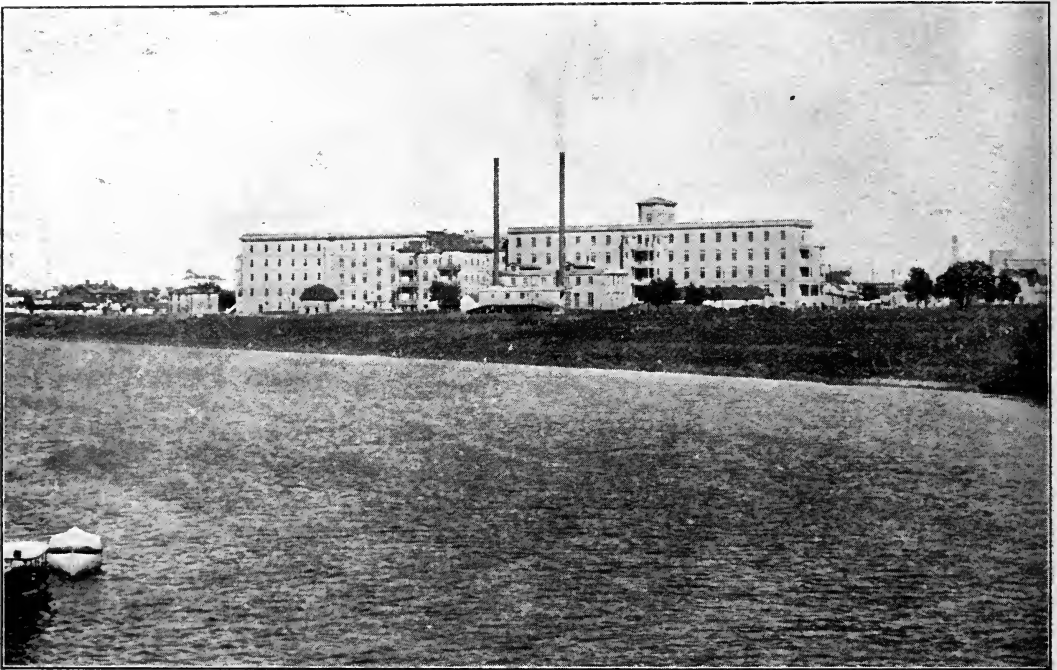
Photos, Australian Government

industrial activity. The increase in the number of factories was 4,568, and in the number of people employed 176,030. This was the first year in which both the capital and value of goods produced exceeded 1,000,000,000 dollars. During the five war years the total number of establishments increased to 21,306 with a capital of 1,994,103,272 dollars, employing 514,983 people, and producing goods to the value of 1,409,137,140 dollars. Toronto and Mont-

very largely for this great increase in industrial prosperity, but each branch of activity shared in the rapidly-rising trade of the Dominion. Details of the manufacturing industries in the various Provinces will be found in the articles devoted to *Canada*.

India

In ancient times the people of India attained a high state of perfection in various



A LARGE FACTORY ON THE ST. LAWRENCE RIVER, CANADA

Photo, High Commissioner for Canada

real became the principal manufacturing centres.

In post-war years the number of establishments rose to 29,180, spread over the whole range of industrial activity, with food products, wood-working and textiles as specialties. The capital invested increased to 3,230,000,000 dollars, and the number of employees to 681,500, who were paid wages totalling about 700,000,000 dollars. The value of the goods produced increased to 3,520,000,000 dollars. The numbers of paper, printing, iron, steel, shipbuilding, glass and motor car establishments accounted

manufactures. About 200 years ago, the manufacturing industries of India compared favourably with many European countries, especially is this the case with artistic working in metals, stone and wood, weaving and dyeing, and architecture. Many of the buildings remaining are still among the finest monuments in the world, and even to-day some of the old handicrafts still survive, particularly metal working, forms of carving and cotton-weaving. India stood aloof, however, from the successive waves of industrial enterprise and development which changed the face of Europe. The reasons for



FACTORIES AT SHERBROOK, QUEBEC
One of the industrial centres of Canada

Photo, Canadian Government



A SALMON CANNERY ON THE FRASER RIVER, BRITISH COLUMBIA

Photo, Agent-General for British Columbia



Photo, Agent-General for British Columbia

UNLOADING SALMON IN A FRASER RIVER CANNERY

this being the lack of desire for the *superfluities* so long as the *needs* of life were satisfied, the estimation of personal attributes rather than possessions, and last, but by no means least, the absence of female extravagance, for, when studying the reasons for the growth of the manufacturing industry in all countries it becomes apparent that most Western industries owe their existence to the desires of women. In the East, there has been, in the past, little or no spur of this kind.*

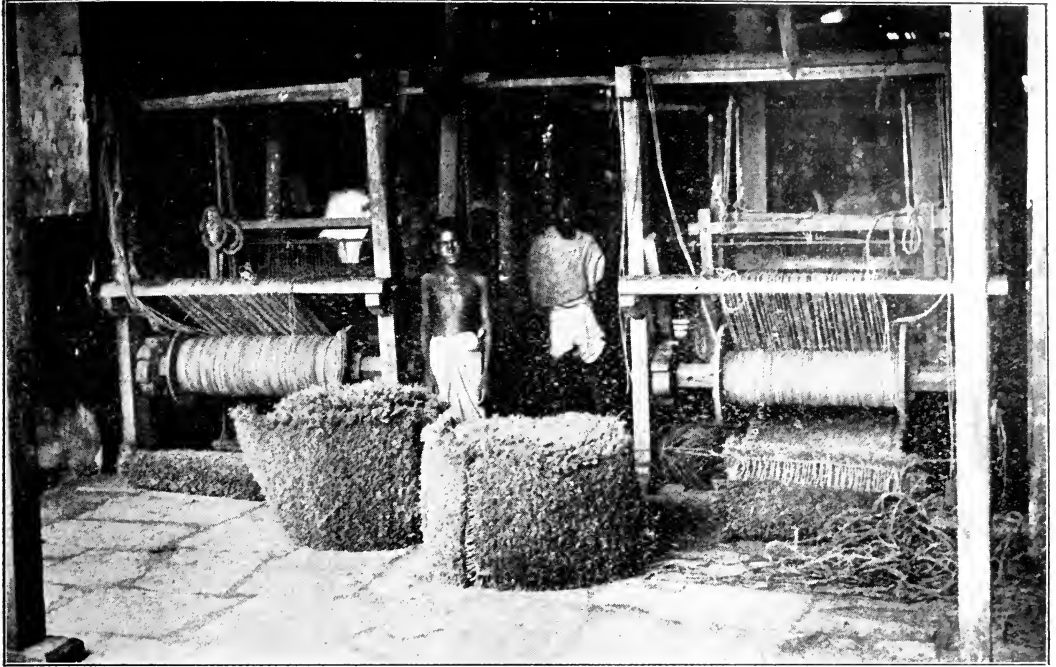
The *modern* manufacturing industries of India are as yet in their infancy, but, during recent years, signs of their slow but steady growth have become apparent. From this it will be seen that industrial activity in this great Asiatic Empire falls under two head-

ings: the survival of the old, which may be called "handicrafts," and the introduction of the new, or modern, manufacturing industries. About the former, only the briefest information is here possible, but more will be found in the section devoted to the Indian Empire.

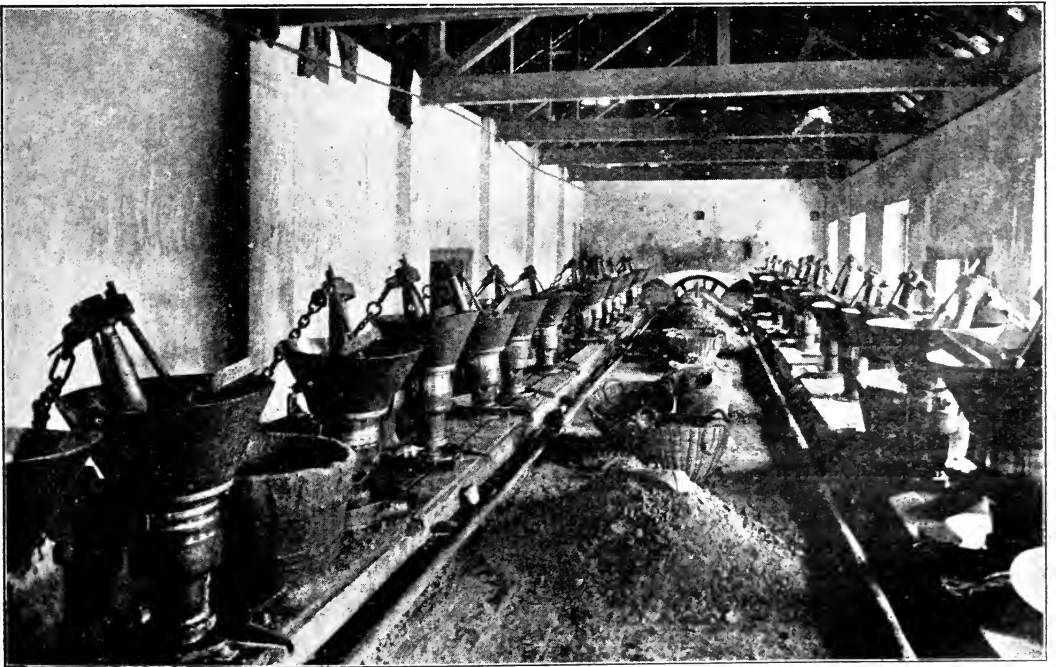
HANDICRAFTS.

These comprise the simple wants of the Indian villager—nine-tenths of the people of India—and are made by village artisans. The objects of art and beauty which have accumulated in the great cities, towns and palaces are the result, in most instances, of the work of village craftsmen, and not of organised art manufacture. Perhaps the chief Indian industry has been the weaving

* *Empire of India.* Sir J. Bampfylde Fuller.



WEAVING COIR MATTING, TRAVANCORE, INDIA



MILLING COPRA, SOUTHERN INDIA

of cotton, and India is the home of the cotton plant. It was not until the Arab conquests in the eighth century that the cultivation of cotton spread westwards beyond the Indian frontiers. Hand-loom weavers have, however, now been largely abandoned for more remunerative employment, and where they are still in use machine-made yarn is employed. About forty years ago, the imports of British cotton fabrics amounted to about 1,400,000,000 yards per annum and about 84,000,000 yards were made by Indian mills. The imports of cotton fabrics have risen to an average of 1,900,000,000 yards per annum, and the output of Indian mills has risen to over 950,000,000 yards a year.

Hand-loom weavers are, however, still used all over India, especially in Assam and Burma, for the making of fine and decorative clothing. The weaving of coloured yarns into patterns, has enabled this industry to resist, to a certain extent, the encroachments of the machine-made product.

But the competition of the West, and the introduction of machinery, have all but destroyed a large proportion of the native industries. Home-made cottons cannot compete with the products of Lancashire, and the establishment of various factories in Bombay and Ahmadabad has made the maintenance of the old state of things more difficult than ever. Moreover, the factories are rapidly increasing in number. Again, the celebrated fine muslins of Dacca, in Bengal, and of Madras, for which India was once so celebrated, have become practically a thing of the past. Silk and jute factories have been set up, the former in Bombay and the latter in Bengal. Still, the Indian artisan does maintain his pre-eminence with regard to the making of certain articles of luxury and art, especially in those wrought in ivory, gold, silver, copper, and brass, and these are prized all over the world. Kashmir shawls are well known, and so are rich figured silks. Carpets and rugs are still extensively and profitably manufactured.

MODERN MANUFACTURES.

Beginning with cotton mills, we find that less than 60 years ago there were only two or three mills in the whole of India, whereas to-day there are about 263 mills, with over 6,714,000 spindles and 118,000 looms. These mills are situated principally in Bombay

and Ahmadabad, and are financed and managed by *Parsis* (see *India*), but there are also a number in Delhi, Cawnpore and elsewhere. In Bengal and Madras, however, there are comparatively few, considering the demand for cotton and cotton goods. The average annual output of yarn exceeds 638,000,000 pounds, about one-third of which is exported to China and Japan. The annual production of woven goods averages about 384,000,000 pounds. There are, also, 1,300 cotton ginning, cleaning and pressing mills.

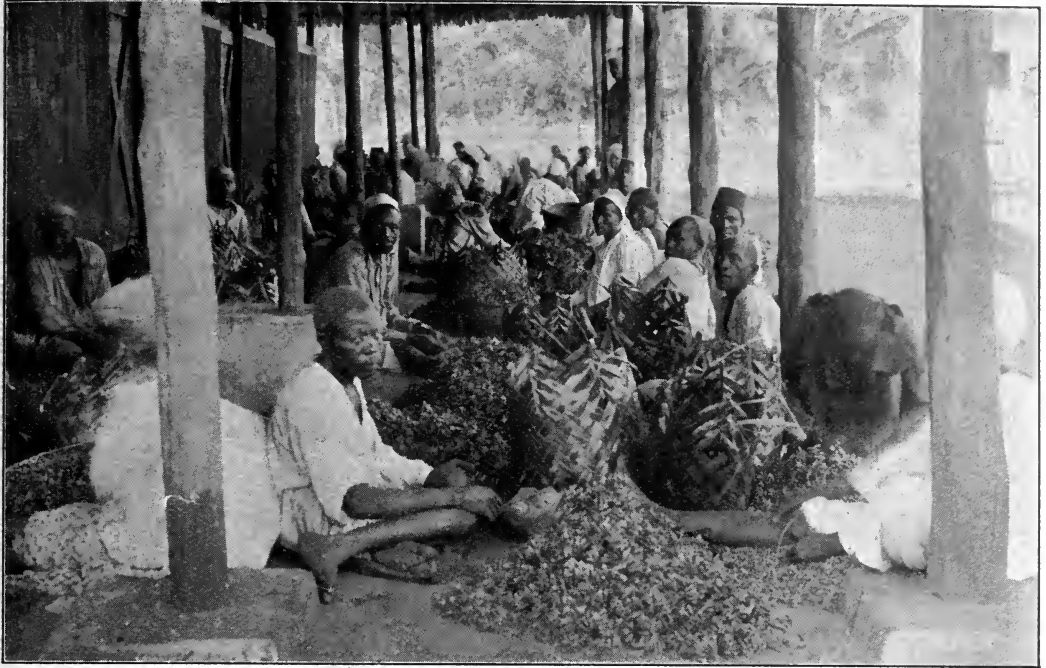
Next in order of importance to cotton comes jute mills. It was originally used for the clothing of the poor, but jute now supplies the material for bags and packing-cloth. Bengal is the seat of the jute manufacturing industry, and there are in all about 76 mills, with 840,000 spindles and 40,000 looms, having an output valued at £15,000,000 per annum. A considerable portion of the Indian jute crop is exported to Dundee (see *Scotland*) and, in pre-war years, also to Germany. There are a large number of jute mills in Calcutta.

There are about seven woollen mills, and a large number of iron and brass foundries, notwithstanding which the imports of iron and steel have risen from £13,000,000 to over £22,000,000 in average annual value during the past ten years. There are also several large potteries and tile works, and many small ones. Leather working is going ahead rapidly, and India now exports boots and shoes. The headquarters of this industry are in Cawnpore; but it has extended to many parts of India, chiefly, however, in Bombay and Madras. There are 16 breweries and a very large number of ice-making plants. Of paper mills there are about 9, with a total output of 68,000,000 pounds. In Burma, there are seven or eight large oil refineries with 275 miles of pipe-line from the wells.

In the Indian Empire there are about 3,200 factories, employing 1,280,000 people, but by far the largest number of these are cotton, rice and jute mills and railway workshops.

New Zealand

The number of industrial establishments in the Dominion increased from 4,186 in 1906 to 4,402 in 1911, and during recent years it has averaged 4,800, but only about



CLOVE SORTING AND PACKING, ZANZIBAR

2,500 more people are employed than in 1911. The estimated capital invested is £29,000,000, and the total average value of the products £41,000,000 a year.

The rise in the value of the land used for industrial purposes is, however, more striking. In 1906 it was valued at £3,750,000, in 1911 it had increased to £4,200,000, and in recent years the value was £6,180,000. Mining and Crown lands are excluded from this valuation. In the same way a very large increase is found in the value of machinery and plant, The figures being 1906, £5,500,000; 1911, £8,000,000; and the post-war average, £11,000,000. The increase in the value of manufactures taken over ten years averages 9 per cent. per annum.

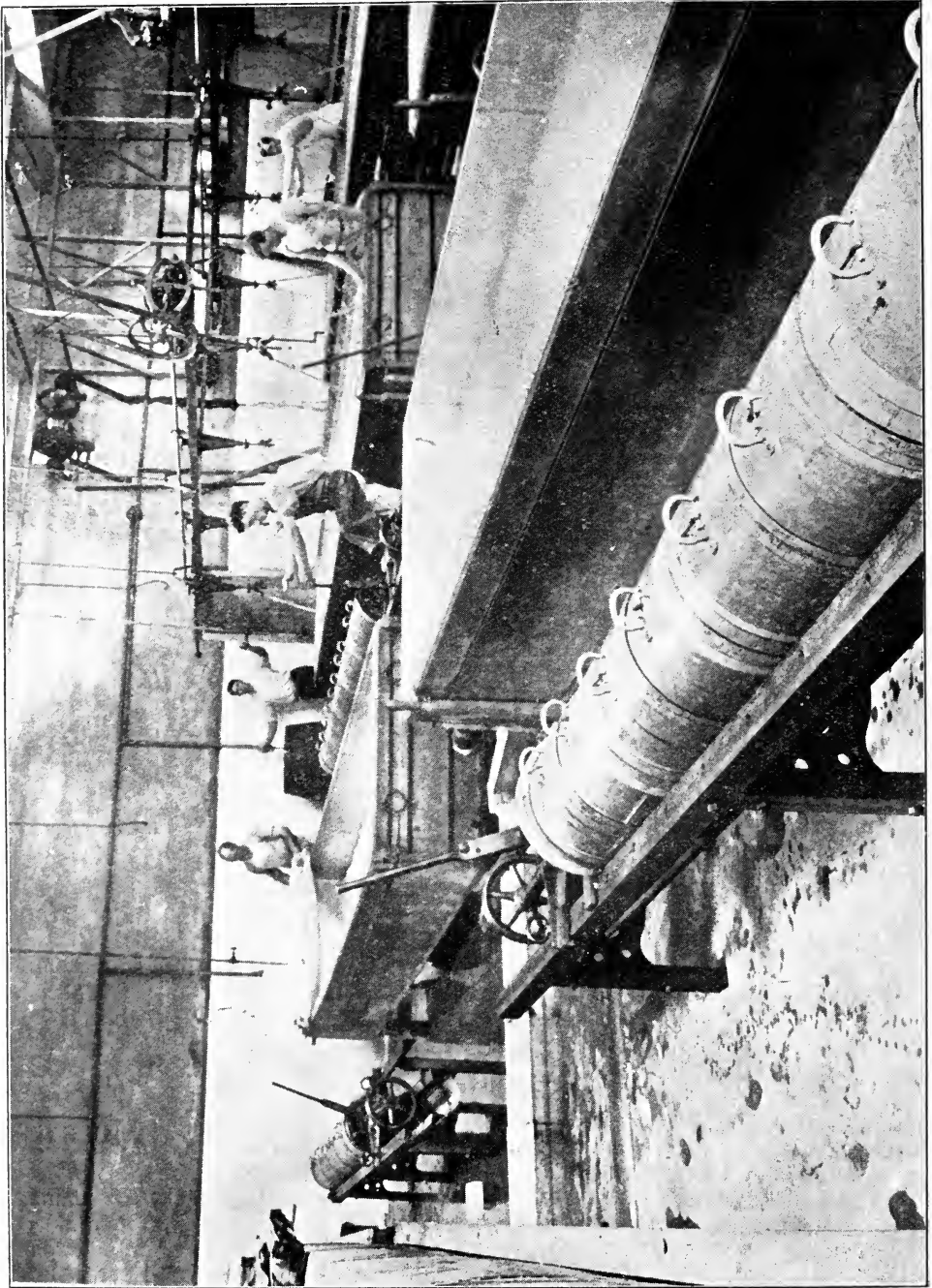
The principal industries are meat freezing and preserving, butter and cheese factories, grain mills, saw mills and wood-working factories, tanning and fell-mongering, printing and bookbinding, clothing, gasworks, engineering, tailoring, boot and shoe factories and woollen mills.

Union of South Africa

The manufacturing industry in the Union of South Africa is at present in its infancy.

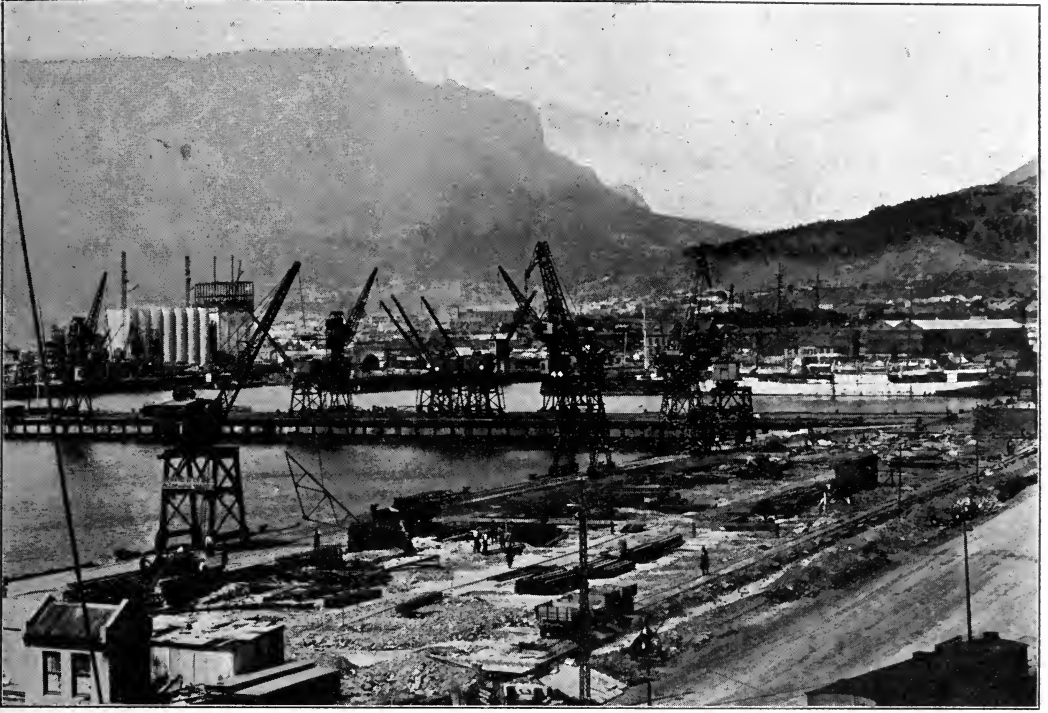
The mining, pastoral and agricultural industries having absorbed the work and the attention of the capitalist and industrial worker. In the Cape Province, a large percentage of the manufactured goods are imported, principally from the United Kingdom. (See *Commerce*.)

Among the comparatively important industries must be mentioned wagon, cart and harness making, flour milling, founding, brewing, jam-making, tailoring and dress-making, also a large explosives factory at Somerset West. In Natal, the few factories are situated in Durban and Pietermaritzburg. But in other parts of the Province also there are some corn mills, saw mills, biscuit factories, tobacco factories, wagon-making establishments, aerated water manufactories, printing offices, iron foundries, wattle bark-cutting works, electric light works, brick and tile yards, breweries, clothing, and various other establishments; and along the coast there are many sugar, tea, and coffee factories. There is a large explosives factory near Durban. Most of the employees in these manufactories are Indians or natives. For the encouragement of manufacturing industries, the Government offer



Photo, New Zealand Government

THE CHEESE MAKING INDUSTRY, NEW ZEALAND
Pressing the curd



Photo, South African Rlys

THE NEW MARITIME AND INDUSTRIAL AREA OF CAPE TOWN

from time to time rewards to manufacturers for certain products, such as slate, or mill-board, manufactured from Natal asbestos.

In the Transvaal and Orange Free State Provinces, the manufacturing industry is of even less importance, with the exception of the few industries connected with mining and agriculture. The only important establishments in the Transvaal being a dynamite factory at Modderfontein, near Johannesburg, a candle and soap factory at Delmore, a cement factory near Pretoria, brick yards at Vereeniging and Pretoria, breweries at Johannesburg, Pretoria, and Middelburg, numerous grain mills in the country districts, railway workshops at Pretoria, printing works at Pretoria and Johannesburg, and pottery and tile-making at Oliphantsfontein.

The Great European War stimulated the manufacturing industry in United South Africa, especially the production of leather and leather goods, for which the country is eminently suitable. Tanning extract is being made from wattle bark. Cement is being

made in increasing quantities. Beer and matches are produced in sufficient quantities to meet the home demand. Among other products now being made in the Union may be mentioned, calcium carbide, sulphate of ammonia, bottles, starch from maize, cigarettes, and printed matter. There is also increasing activity in the dairy and fruit-packing industries.

The total production of the factories has an average annual value of about £100,000,000 per annum. The number of important factories is 6,180, about 3,800 of which are in the Cape and Natal Provinces.

British Empire

Where manufacturing is carried on in the smaller Colonies it is treated under the respective territorial headings. The average annual value of the manufactured products—the output of the factories of the Empire, *exclusive* of India—is approximately £4,045,000,000.

MAURITIUS

CLUSTERED round the north and north-west coasts of Madagascar are many small unimportant islands belonging to Great Britain, all of which form dependencies of Mauritius — the one really valuable Imperial asset in these seas, exclusive of those of strategic value. Mauritius, which is an island lying between Lat. $19^{\circ} 58'$ and $20^{\circ} 33'$ S., and Long. $57^{\circ} 18'$ and $57^{\circ} 49'$ E., has an area of about 720 square miles, a large portion of which is composed of fertile soil. It is situated about 550 miles east of Madagascar. The population numbers about 376,474, of whom 265,455 are Indian coolies—originally imported for work on the plantations. The climate is healthy but hot, and the rainfall, during the wet season, is in many parts of the island very heavy, although, curiously, during the summer months droughts are not unknown. Agriculture forms the chief industry; and, in common with all sugar-growing countries, this island suffered much in pre-war years when the cultivation of cane was made almost unprofitable by the introduction of beet sugar. The area of the Colony, including its small island dependencies, is about 809 square miles.

THE FRENCH AND ENGLISH.

Being situated on the trade route from the Cape to India and the East, Mauritius was, previously to the opening of the Suez Canal, a much more frequented port-of-call than it is to-day, although such were, even then, the mercantile attractions of India that, although many Portuguese and Dutch

ships called at Mauritius and also at the neighbouring island of Rodrigues, only one or two half-hearted attempts were made during the sixteenth and seventeenth centuries to develop the agricultural resources of these islands.

In 1712 the Dutch relinquished their settlements on the island, and three years later the French, who had already commenced colonisation in the islands of Bourbon (Réunion) and Madagascar, dispatched a vessel under the command of Captain Dufresne to take possession of Mauritius, and the name was changed to "Ile de France."

Although the work of exploitation was commenced by the badly governed French East India Company in 1721, and a large number of settlers were sent out from Europe, little was accomplished until the arrival, as Governor-General, of that great, though ill-starred, French administrator, Mahé de Labourdonnais, who addressed himself in earnest to the work of colonisation and development. He suppressed the armed bands of runaway slaves which were a terror to the settlers, and moved the capital from Port Bourbon on the south-east coast to what is now known as Port Louis on the north-west coast. Labourdonnais also carried out many useful public works during his two terms of office, but such was at that time the gratitude of his country that on his return to France, in 1746, he was thrown into the Bastille, where he remained a State prisoner for over three years, dying shortly after his release in great poverty.



PALM AVENUE, PORT LOUIS, MAURITIUS

Photo, Miss Freeland

The Isle of France continued to thrive for many years. Even the French Revolution and the long-sustained war with Great Britain did but little to check its rapidly increasing prosperity, which is worthy of close study as it is somewhat unusual in the early history of French colonial enterprise. The settlers did not confine themselves, however, to the development of the resources of the island, but fitted out privateers to harass British shipping on its way to and from the Indies; and, in 1810, the Indian Government dis-

resolves itself into a long chapter of administrative reforms, the extension of the electoral principle, and the gradual abolition of slavery. To the credit of the people of the island it should be said that the settlers themselves agreed and assisted in carrying out this last difficult measure. Indian coolie labour was substituted for slavery, and today a large portion of the population of this island and its dependencies is composed of Indian labourers and their descendants. Two millions sterling was also paid by the



THE COAST OF MAURITIUS *Photo by kind permission of Miss Freeland*

patched a strong naval and military force to capture the island. The Seychelles had already been brought under British administration, and the Island of Bourbon surrendered after a brief resistance. The French in the Ile de France maintained their position for some months, but a large force under General Abercrombie invaded the island and compelled its surrender after three days' fighting. The capitulation was subsequently confirmed by the Peace of Paris signed in 1814.

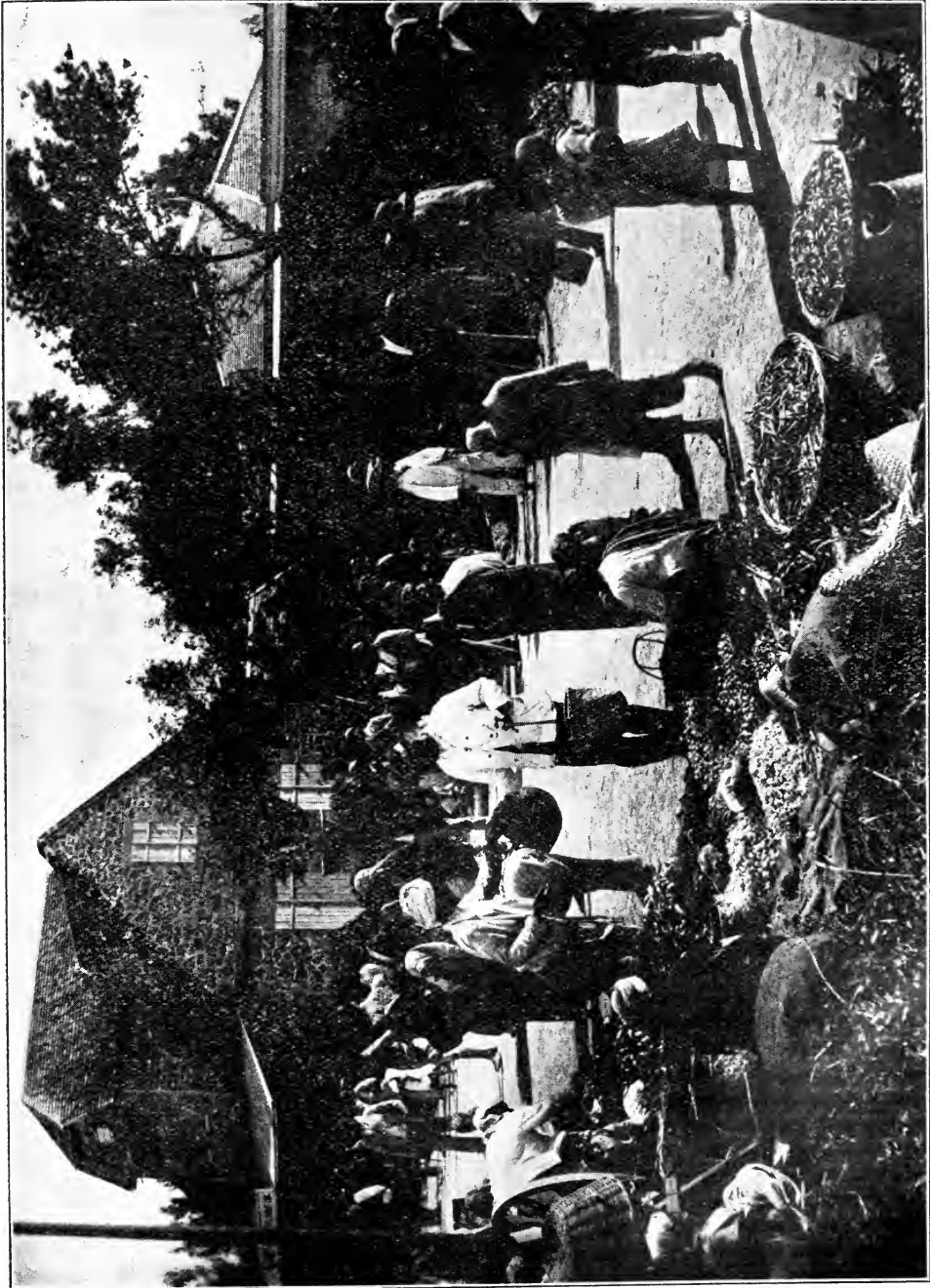
With the coming of the British the story of war ceases, and the history of Mauritius

Imperial Government as compensation to slave owners in Mauritius.

The form of administration now in vogue is that usual in Crown Colonies, but a considerable elective element is present in the Legislative Council (10 out of 27). The total area under cultivation is 266,000 acres, of which over half is planted with sugar cane. The principal exports are sugar, aloë-fibre, copra and coco-nut oil. (See *Commerce*.)

ISLAND OF PAUL AND VIRGINIA.

To the French belongs the honour of having been the first to recognise and profit by the



THE FRIDAY BAZAAR, PORT LOUIS

Photo, Miss Freeland



A COUNTRY ROAD, MAURITIUS

Photo, Miss Freeland

agricultural resources of Mauritius and the adjoining islands. Here, as in Canada, they showed the best example of their colonising ability, and although the chances of war have placed the chief of these islands in British hands it is only right to remember that the difficult pioneer work was nearly all accomplished by the early French settlers. Even now there is a strong French and Creole element living in perfect harmony with the Anglo-Indian; and the French language, laws, and customs are preserved by the British administration.

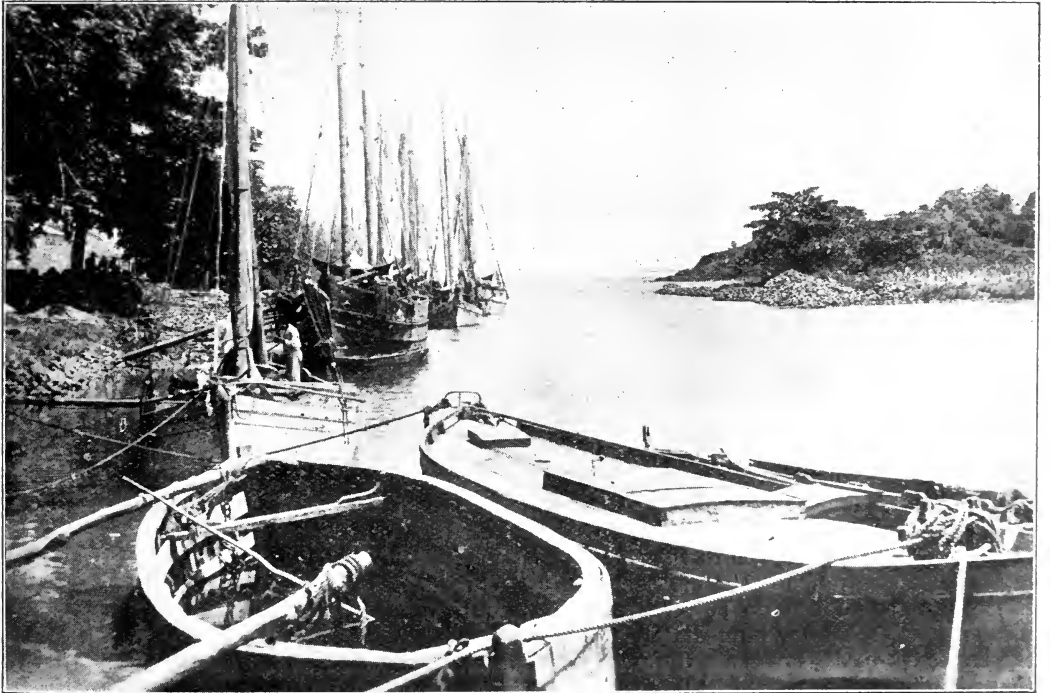
Mauritius, the island of *Paul and Virginia*, possesses a wonderful combination of wild and rugged mountain peaks, rushing torrents and waterfalls, wooded valleys and plantations; with tropical vegetation everywhere—moist, green and luxuriant, except, during the hottest months, on the lowlands of the coast—which gives to this island some of the most beautiful scenery to be found under the bright sun of the tropics. It is distant about 550 miles eastward from the coast of Madagascar, and its nearest neighbour is the French island of Réunion, or Bourbon.

Considering that Mauritius lies within the tropics the climate is fairly healthy in all parts of the island, although, as in Ceylon, the highlands of the interior are cooler and less enervating for Europeans than the hot and damp atmosphere of the low-lying littoral, where malarial fever is very prevalent. Epidemics have occurred in the past of cholera and small-pox, and leprosy is not unknown; but the rigid enforcement of quarantine regulations has done much to stamp out these diseases, and the death rate among Europeans is by no means high for a tropical country. The hottest months in the year are from December to April, when the temperature on the coast often rises to 100 deg. F. in the shade; but up in the mountains and on the plateaux of the interior the heat is much less, though the rainfall, which, on the coast averages about 50 in. annually, is there much greater. In the hot season hurricanes occasionally sweep across the island causing considerable damage to the buildings and plantations; and, during the cool months, the south-east trade winds blow fresh and steadily from the



PORT LOUIS AND THE CITADEL

Photo, Miss Freeland



NATIVE CRAFT. A TYPICAL COAST SCENE

Photo, Miss Freeland



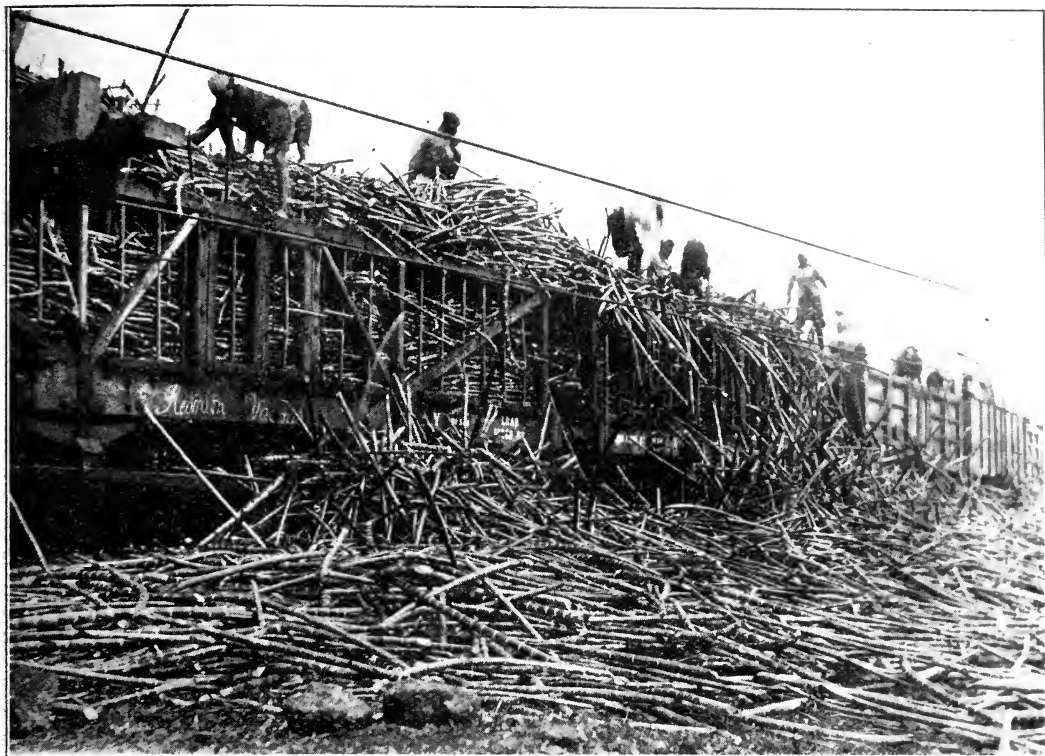
Photo, Miss Freeland

A TYPICAL GARDEN IN THE ISLAND OF "PAUL AND VIRGINIA"

vast stretches of ocean which girdle the southernmost limits of the earth.

The topography of Mauritius is not unlike that of Ceylon. The coast is for the most part low-lying and well wooded, while parts of the interior are very mountainous. The centre of the island is composed of a plateau supported on all sides by mountains, but only three small ranges are well defined. The most important of these stands behind Port Louis, the capital, and shields it from the south-east trade winds, but causes its climate to be less healthy than if the town was open to these fresh sea breezes. The second range consists of the Black River and Savanna Mountains in the south-west; and the third range, which forms a background to Grand Port, lies in the south-east corner. In this range is the highest peak in the island, the Piton de la Rivière Noire, 2,700 ft. high, while immediately behind the harbour of Port Louis are the two queer-shaped mountains named "Pieter Both" and the "Pouce."

Mauritius possesses no large unexploited resources, either mineral, agricultural, or sylvan, although, undoubtedly, the great variety of climate and soil offers opportunities for growing more profitable crops than are at present cultivated. Many of the necessities of life are imported from India, South Africa, Great Britain, France and Australia. Over 60 per cent. of the population of Mauritius are Indians. This accounts to a great extent for the large importation of rice and other grains from India. There are also several thousand persons of French descent, and many half-castes and African natives, as well as a few Chinese and descendants of slaves from Madagascar; but above all the Indian community predominates; and Mauritius, portions of Malaya, British Guiana, Zanzibar, East Africa, Fiji, and until recently, Natal were, previous to the passing of an Act prohibiting the outflow of indentured labour from India (*q.v.*), the principal immigration grounds for the population of the Indian Empire, which is



LOADING CANE ON A SUGAR PLANTATION

Photo, Miss Freeland



THE MOUNTAINOUS INTERIOR OF MAURITIUS

Photo, Miss Freeland



RAFFIA PALMS AND INDIAN CHILDREN ON THE RIVER BANK
AT VACOAS

Photo, Miss Freeland

increasing at the rate of 20,000,000 every ten years.

PORT LOUIS.

The capital, which has a population of 50,308, is the only important commercial centre in the island, and besides being the chief port-of-call on the Cape to Ceylon and India route it is the emporium and government headquarters for many of the small surrounding islands. As a fortified naval coaling station it is an essential link in the chain of British island-bases which girdle the ways of Empire, for it lies on the only practical route whereby a hostile European fleet could hope to reach Indian waters. It is

also conveniently situated for the operations of a fleet blocking or keeping open the Cape route to Australia and New Zealand, should the commerce or independence of these dominions be threatened by a foreign Power; but as a strategic position Port Louis is of much less importance than Gibraltar, Malta and Aden, especially as Great Britain possesses several other coaling stations in these seas, such as the fine harbour in the island of Diego Garcia, one of the Chacos group, situated midway on the direct route from the Red Sea to Australia, and also in close proximity to the track of vessels plying between the Cape, Mauritius and Ceylon; and Port Victoria on the north-east coast of the island of Mahé, the chief of the Seychelles archipelago.

Port Louis from the harbour makes a pretty view. The town and anchorage are enclosed on three sides by mountains which are so precipitous that even the railway lines which connect the country districts with the capital skirt their bases. The total length of line in operation is 144 miles, part of which is narrow gauge. The harbour, which is commanded by forts garrisoned by British artillery, is fairly spacious, although the entrance is narrowed by coral reefs. The town itself possesses the usual complement of Government buildings, and a goodly number of shops and hotels, but it is to the harbour that Port Louis owes the sum of its prosperity.

Mauritius is divided into nine districts, but the only one of importance, other than that of the capital, is Grand Port in the south-east, where there are still a large

number of planters and others of French descent. It takes its name from the harbour where the first European settlement was founded in Mauritius over two-and-a-half centuries ago.

DEPENDENCIES.

Port Louis is the Government headquarters of Mauritius and its many small island dependencies, which include, besides Rodrigues, the next in importance to Mauritius, the scattered groups off the north coast of Madagascar, the Chacos Islands, Amsterdam, and St. Paul, numbering in all about thirty-five small coral islands situated in the south-western portion of the Indian Ocean. About these nothing more need be said, for there are but few which have a permanent

white population. A Commissioner visits them occasionally to settle native disputes. An exception, however, must be made of the Island of Rodrigues, which has an area of about 50 square miles and a small white population. It is administered by a commissioner and a police official, and is one of the most picturesque islands belonging to Mauritius. The capital is Port Mathurin, a small village on the coast, opposite the only navigable channel through the coral reefs which completely encircle this little island. Sheep and cattle are reared in considerable numbers, and limes and oranges are grown for export. There is a hospital, one or two missions and a cable station. The oversea trade of Rodrigues is carried on entirely with Port Louis. (See also under *Agriculture, Trade Routes, Commerce, Finance*, etc.)



MERCANTILE MARINE

THE importance of ocean shipping to a sea-divided Empire will be apparent to everyone, but it is not so generally realised that even if there was no Empire, no natural or political cohesion between the component parts, each of these parts would be just as dependent upon shipping as it is to-day. It is not a political factor but a geographical and economic law which renders all nations or communities increasingly dependent upon sea transport. Exactly how far aerial navigation will modify or alter this old rule it is, as yet, impossible to forecast.

The total number of merchant ships owned by the Empire is about 11,300, of 22,000,000 gross tons. Second on the world's list comes the United States with 5,500 ships of 17,000,000 tons. The remaining countries possess, between them, 17,200 vessels of 25,400,000 tons. From this it will be seen that over one-third of the world's shipping sails under the Red Ensign.

The number of steamers, of over 100 tons, owned in the United Kingdom is 8,400, and by the Self-Governing Dominions 1,800. Sailing ships total 419 and 639 respectively. The remainder, making up the total to 11,300, are motor ships. The personnel of this huge fleet varies in number from 554,000 to 626,200. The percentage of British subjects is 94.45, making it, of all professions and trades outside the Government service, the most truly British in both ownership and control.

RISE OF THE BRITISH MERCANTILE MARINE.

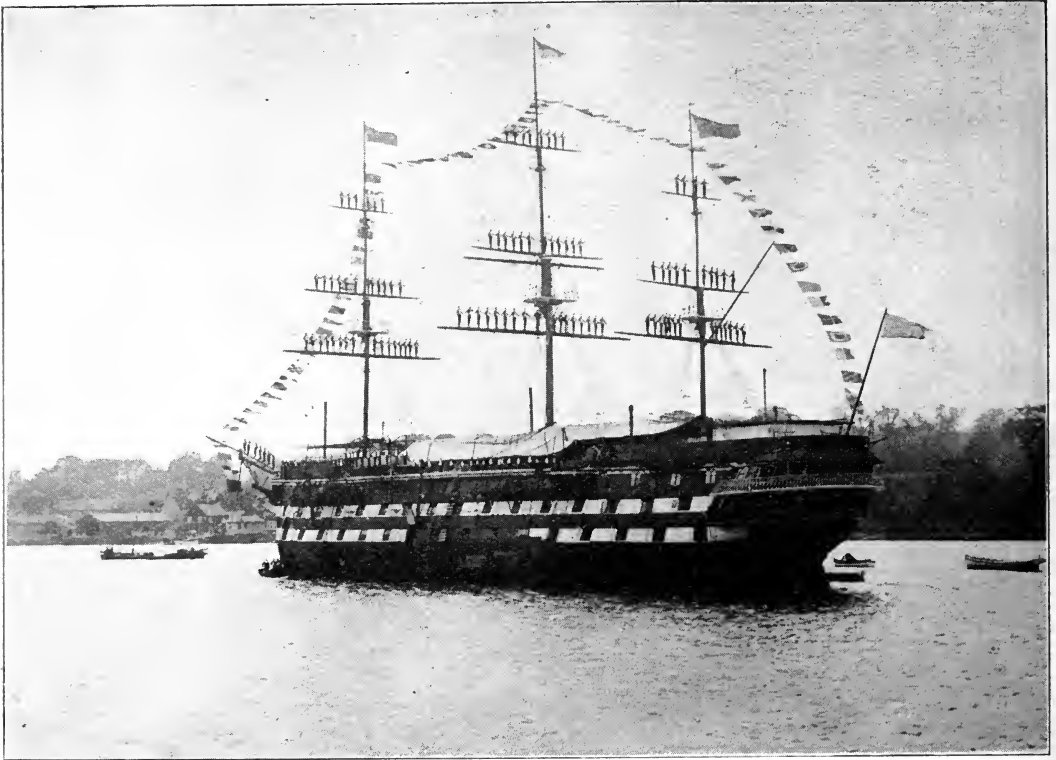
The first vessels were constructed of wood and the dried skins of animals, and were in use about 50 B.C. Then came the Roman occupation during which time ship-building in these islands was greatly developed. King Alfred (the Great) was the first to build comparatively large vessels, which, although used primarily for warlike purposes, made some successful commercial ventures during the latter part of his reign. When King Richard (Cœur de Lion) came to the throne the Mercantile Marine received a further fillip, and was placed on a sound legal basis by the "Shipping Code," which was established about 1282.

In the year 1340 there were 700 merchant ships of various kinds in England, and by 1440 this number was more than doubled. An Act passed in the reign of King Henry V required all merchant ships to be measured under certain rules, and their tonnage and description registered. This was the beginning of the Registration of Merchant Shipping.

About 1550 an association called "The Merchant Adventurers Company" was formed, and through the energies of this concern another company was started in 1555 called "The Muscovy Company." King Henry VII was one of the pioneers of English maritime trade. He had constructed and fitted out many ships, entirely at his own expense, for commercial ventures overseas.



THE PASSING OF THE SAILING SHIP *Photo, Australian Government*
The ship "Carradale" under full sail coming into Port Phillip Bay, Australia



THE WOODEN WALLS OF OLD ENGLAND

A warship of the past now used as a training ship for officers of the British Mercantile Marine (H.M.S. Worcester in the Thames)

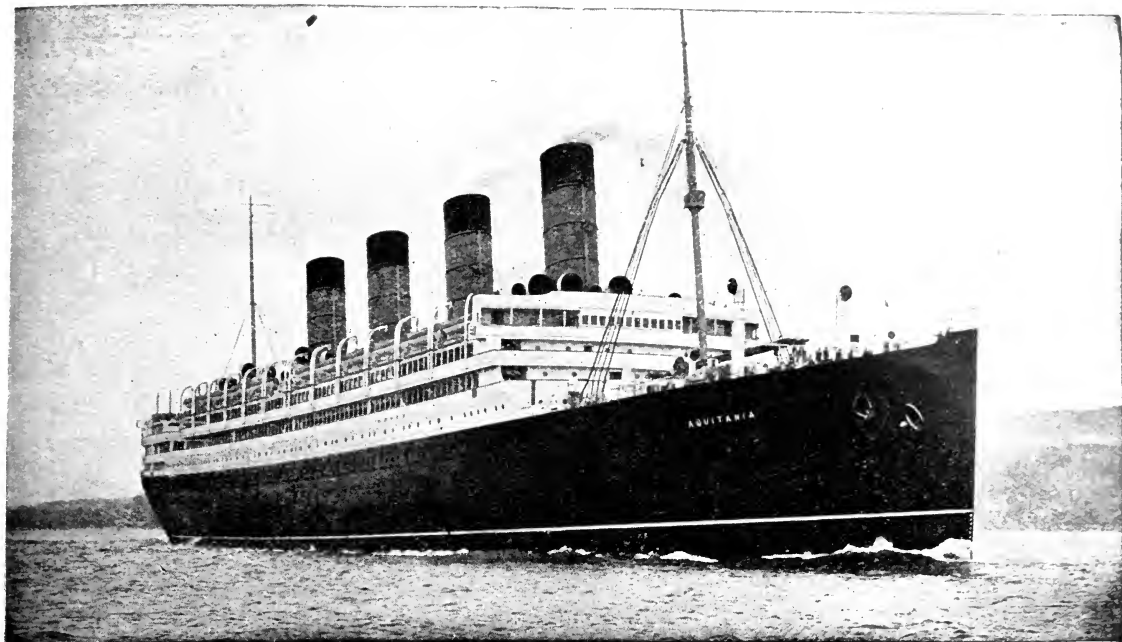
In the sixteenth century vessels of over 1,000 tons were first built; and in the reign of Elizabeth the Mercantile Marine may be said to have had its real birth, for, although there has been many setbacks since, from that time onward has been a period of rapid progression. The colonisation of Virginia, early in the seventeenth century, helped this end, and Cromwell's Navigation Act in 1651 was another determining factor. By this Act, which was really a form of protection, the importation of goods in any other than British ships was prohibited.

The year 1800 saw the birth of the steamship, and 1811 the first passenger steamer. Soon after this a steamship made the first passage across the English Channel. In 1701 there were between 500 and 600 large vessels belonging to the Port of London, and at the close of the century the coasting coal trade had commenced to assume considerable proportions, about 250 000 tons per annum

being conveyed from the North of England to the Thames. In 1702 there were about 3,275 merchant vessels belonging to Great Britain, the average tonnage being under 100.

In 1789 the first of the London Docks was completed, and in 1869 the Suez Canal was opened. Although at first British Mail Ships were prohibited from using the canal, the control of this great inter-oceanic highway was eventually secured by Great Britain, and almost incalculable has been the benefit derived by the mercantile marine from the consequent reduction in the voyage from Europe to India and the Far East—the great highway of Empire.

Most of the large steamship lines started operations in the early part of the nineteenth century. About 1830 the East India trade, which had been formerly in the hands of the East India Company, was thrown open to all comers, and this event marked the



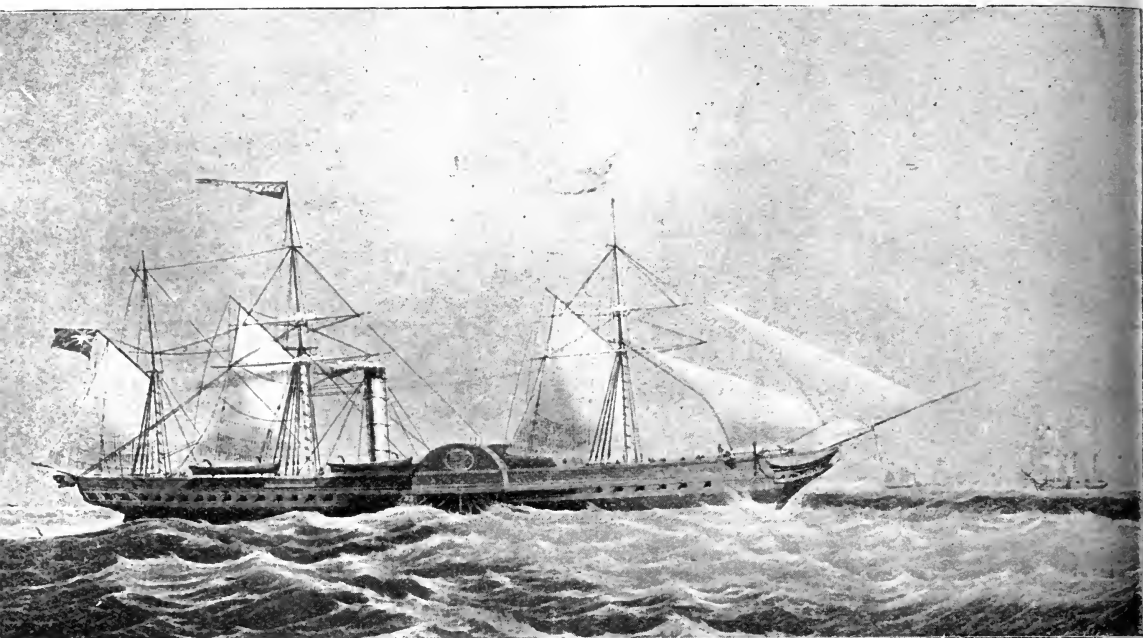
THE R.M.S. "AQUITANIA" OF THE CUNARD LINE

One of the great liners of the present day. She has a gross tonnage of 46,000, and is 901 feet in length



THE PALLADIAN LOUNGE OF THE "AQUITANIA"

One of the largest and most beautifully decorated apartments in any ship afloat. In the style of Sir Christopher Wren its decorative scheme is carried out in wine red and celandine grey



THE FIRST OF THE CUNARD FLEET

arrival of the ocean tramp-steamers which make up a large proportion of the mercantile marine of to-day.

PROGRESS IN SIZE AND SPEED.

When vessels were built of wood the construction yards were centred about the wood producing districts, and now that iron and steel are used instead ship-building yards have sprung up in districts close to the iron producing centres. To a certain extent this is what has happened as regards commercial ports also.

The progress in shipbuilding was more methodical than rapid. The following table will give some idea of when and how the sailing ship gave place to the steamer.

- 1802 First steam tug-boat, *Charlotte Dundas*, designed by Symington.
- 1804 The steamer *Phoenix* made first sea trip from New York.
- 1807 First passenger steamer, *Clermont*, built by Robert Fulton in America.
- 1812 First passenger steamer to be regularly employed in British waters built by Miller in Scotland and named *Comet*.
- 1818 The first cargo steamer, *Rob Roy*, built in Glasgow.
- 1819 Auxiliary paddle steamer *Savannah* (American) crossed the Atlantic.

- 1825 SS. *Enterprise* made first voyage of steamship to India.
- 1834 Establishment of Lloyds Register for British and Foreign Shipping.
- 1838 *Archimedes* made first crossing of the English Channel (Dover to Calais) by screw steamer; and first iron tug-boat (SS. *Stockton*) crossed the Atlantic.
- 1845 SS. *Great Britain*, 2,084 tons, the first of the liners, crossed the Atlantic.
- 1858 The *Great Eastern*, 18,918 tons, 680 ft. long, launched in the Thames after taking four years to design and construct.

Although several of the large shipping companies of to-day were in existence long before the coming of the steamship, many whose names are now known from one end of the world to the other, were either established, or else acquired their first steamer, between the years 1820-50. It will be sufficient to mention here a few examples: Allan Line (1820), City of Dublin Steam Packet Company (1823), General Steam Navigation Company of London (1824), Aberdeen Line (1824), P. and O. Line (1825), Harrison Line (1830), Royal Mail Steam Packet Co. (1839), City Line (1839), Cunard Line (1840), Pacific Steam Navigation Co. (1840), Wilson Line (1845), Houlder Line



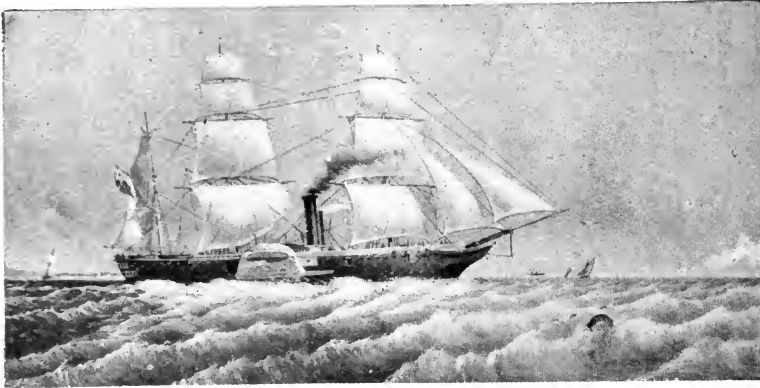
THE PALM COURT OF THE SS. "MAJESTIC," WHITE STAR LINE

(1849), Natal Line (1850), African Steamship Co. (1852), Union Castle Line (1853), British India Steam Navigation Company (1855).

The progress in tonnage and length was temporarily arrested by the troubles experienced with the *Great Eastern* in 1858. Previous to the launching of this vessel, the largest ship afloat was the *Great Britain* of 2,084 tons. Then came the famous but unwieldy leviathan of the age, with a length of 680 ft., against the previous vessel's 300 ft., and a tonnage of 18,918, against 2,084 tons. For 12 years afterwards little progress was made, and no vessels of over 3,000 tons were built. Then came the first of the *Oceanic* class, in 1871. This vessel had a length of 400 ft., and a displacement of 3,807 tons. A further ten years elapsed before the next great stride. In 1881 the *Servia*, 500 ft. in

length and 7,392 tons displacement, was launched, and progress became more general although by no means rapid. It must be remembered, however, that in those days there was little demand for ships of over 5,000 tons because neither the passenger nor the cargo traffic had reached either the bulk or intensity of more modern times. It was twelve years later (1893) when the *Campania*, 600 ft. in length and 12,952 tons displacement, was launched.

From this date progress became far more rapid, although confined very largely to vessels in the Trans-Atlantic service, where the traffic warranted the increase, and the demand was for luxury, steadiness and speed. On many of the ocean routes there was nothing to justify a great and costly increase in length, draught, displacement and speed.



R.M.S. "DEE"
1,849 tons, launched in 1842. This was the first vessel of the Royal Mail Steam Packet Co., who now own one of the largest mercantile fleets in the world

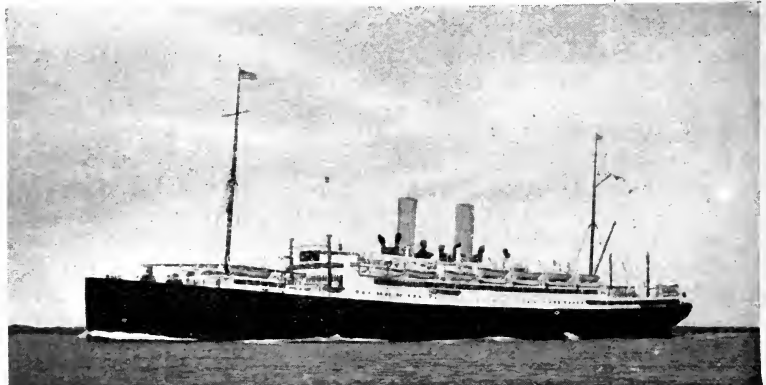
In fact on the second most important of the sea highways, that to India and the Far East from Europe, any great and sudden increase in size was prevented by the depth and width of the Suez Canal.

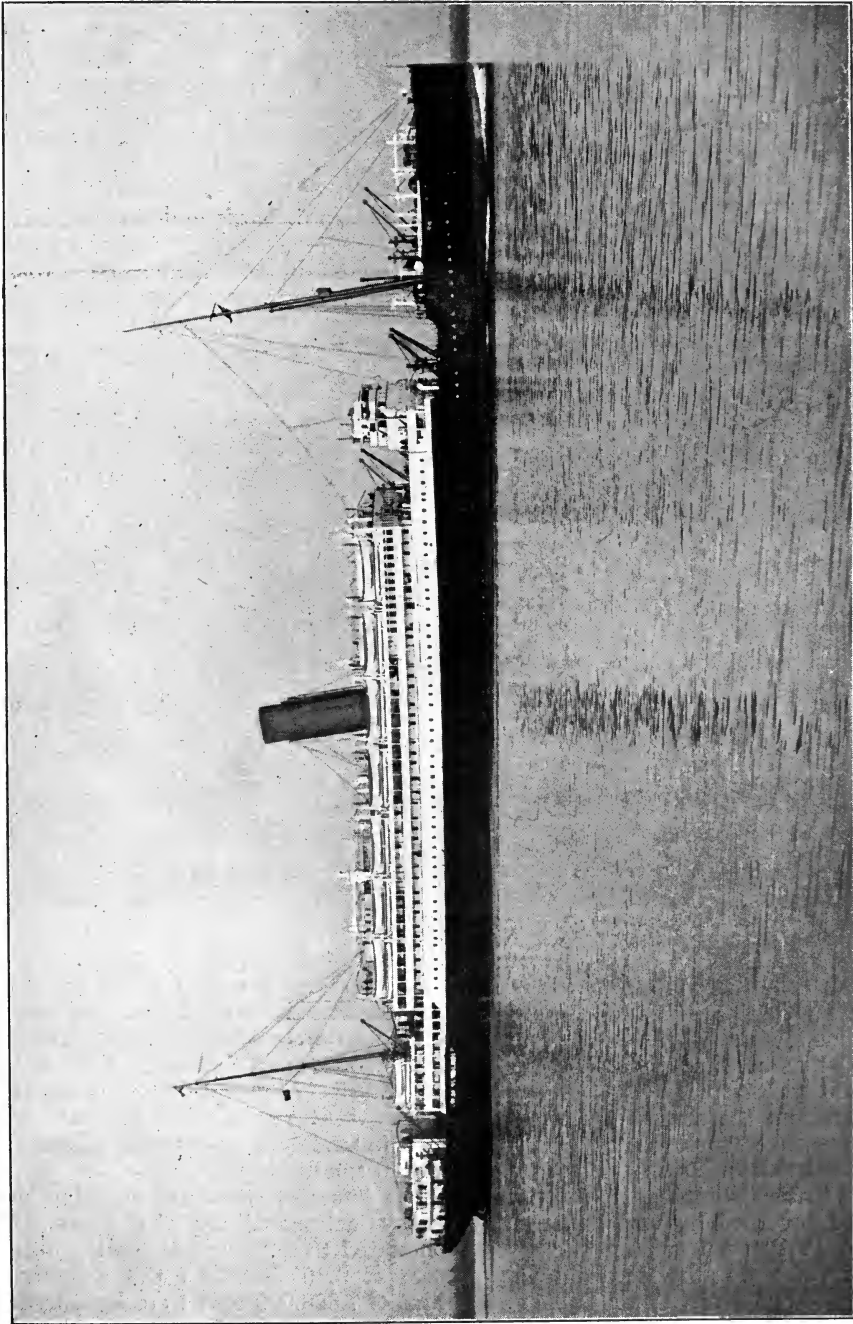
In the year 1899 the second of the *Oceanic* class was launched, and the maximum length rose to 685 ft., with a corresponding increase in the tonnage to 17,247. About five years later the *Baltic* came into being. The tonnage rose to 23,884 and the length to 709 ft. Only three years elapsed before the next great stride. This was made by the *Mauretania*, 762 ft., and 30,696 tons; then came the *Olympic* (1911) 852 ft., and 46,439 tons; the *Berengaria* (1912) 838 ft., 52,706 tons; and the *Majestic* (1914) 915 ft., 56,551 tons. Other vessels are building which will eclipse these, but the ships on all routes, except those between Great Britain and the United States, are far below this high standard of size and luxury.

The largest liners going to and from other parts of the world seldom exceed 20,000 to 25,000 tons. The average British passenger ship has a tonnage of about 15,000, and the cargo steamer between 6,000 and 10,000 tons. The speed of the fastest ocean liner (*Mauretania*) does not exceed 27 knots. The average passenger ship accomplishes about 16 knots and the cargo boat anything from 10 to 15 knots.

The big Atlantic liners cost anything from £1,000,000 to £1,500,000 each, and are decorated by skilled artists in the most elaborate manner, a dining or drawing room suite and fittings frequently cost over £20,000, and this does not include mural decorations, which sometimes double this figure. The average vessel of this type requires from 6,000 to 10,000 tons of best steam coal to fill her bunkers for each eight days' steaming at full speed. Each ship burns about 145,000 tons of coal during the year while covering

R.M.S. "OHIO"
19,000 tons. One of the latest vessels of this great fleet. She is on the Europe-New York Service





R.M.S. "ALMANZORA," OF THE ROYAL MAIL STEAM PACKET CO. (15,551 tons)
South American Service

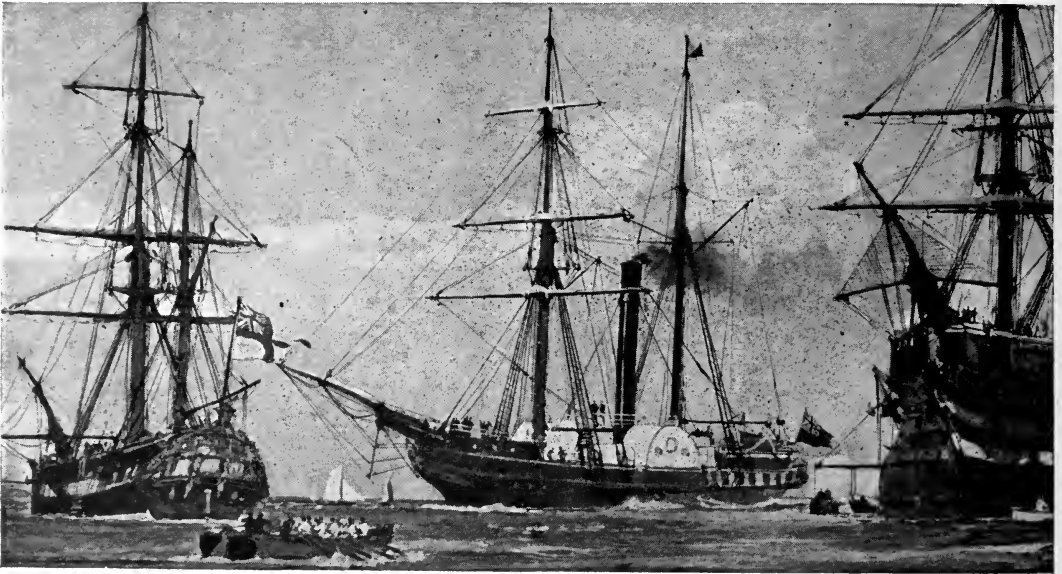
105,000 knots and carrying anything from 30,000 to 50,000 passengers. In one day the furnaces of these vessels consume about 1,000 tons of coal.

In this connection it is interesting to note that a country which aims at maritime supremacy needs to be also a big producer of coal or oil fuel, otherwise much of the profit earned by her ships will be expended in foreign countries for the purchase of fuel. The world's production of coal is 1,160,000,000 tons a year, of which the British Empire supplies 298,820,000 tons and the United States 400,000,000 tons. Many of the largest ships

SHIPBUILDING.

The shipbuilding and repairing resources of the Empire are very considerable. There are over 330 building yards for vessels of over 100 tons. Of this number over 20 yards are capable of constructing ocean liners of 25,000 tons upwards; 101 yards can build vessels up to 6,000 tons, and 209 yards are principally engaged in the building of coasting vessels of 100 to 1,000 tons. The British Isles have 260 yards and the Dominions 60.

The average annual tonnage of shipping constructed in the British Isles (past ten years including war-period) is approximately



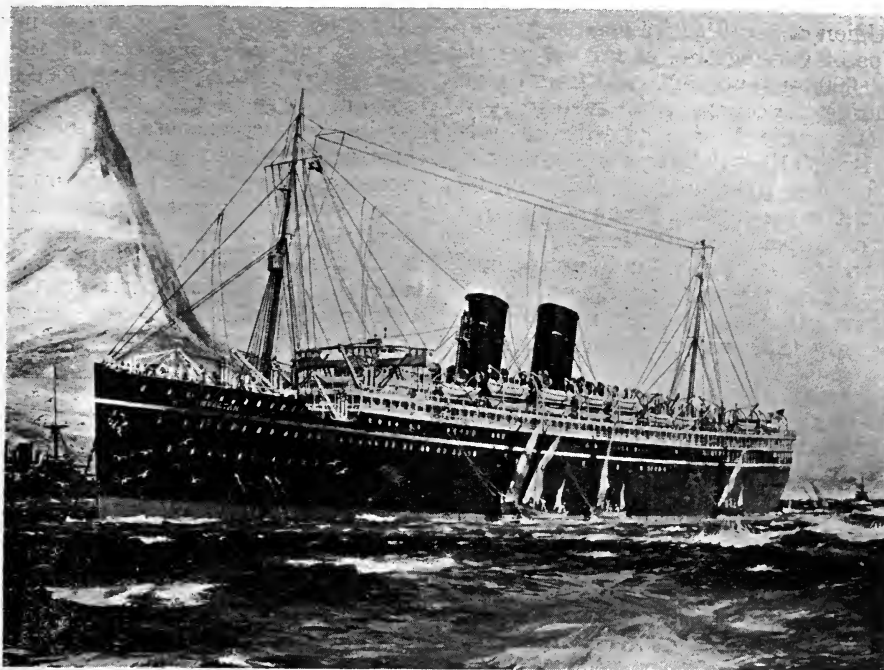
THE BEGINNING OF THE P. AND O. LINE

are, however, now using oil fuel, and the consumption for this purpose alone exceeds 13,000,000 tons a year, which is equivalent to 20,000,000 tons of coal.

Over 30,000 gallons of fresh water are distilled daily from the sea, and the same number of passengers are, on an average, crossing the Atlantic in British ships at the same time. British shipping is organised, protected and governed by various Acts of the Imperial Parliament, among the most important of which are: the Merchant Shipping Acts of 1854 onwards, Chain Cable and Anchor Acts, Passenger Acts, Merchant Seamen Act and the Sea Fisheries Acts. 1868 onwards.

1,400,000 tons, which is about equal to the new construction of all the other countries of the world combined, although the United States of America, which has 45 yards for vessels of over 1,000 tons, is steadily making headway in this important respect, and Holland comes next with 35 large yards and 70 smaller ones.

The losses of merchant shipping through enemy action during the years 1914-18 amounted to 2,774 vessels with a total tonnage of 9,600,000. Of this number 2,197 ships of 7,628,000 tons were British, but certain large and small vessels captured from the Central Powers helped towards making good the deficiency caused by war losses.



P. AND O. LINER "MOOLTAN" (21,000 tons)

MERCANTILE MARINE OF THE DOMINIONS.

Australia has a growing Mercantile Marine numbering about 2,860 ships with a total tonnage of over 480,000. There is a regular service of large vessels running between Great Britain and Australia, which are Government owned, and a privately-owned service is maintained with New Zealand and many of the largest of the Pacific Islands (*q.v.*). The Inter-State Coastal Service connects all the ports on the east, south, and west coasts of this Island Continent. The tonnage which annually enters and clears from Australian harbours averages 9,500,000, and the number of vessels 3,680, of which 1,300 sail under the British flag.

The Canadian Mercantile Marine may be divided into two classes: sea-going vessels and those which operate on the Great Lakes. A great proportion of the former are either fishing, sealing or coasting ships. Large freighters of between 9,000 and 12,000 tons are used on those huge inland waterways, the Great Lakes, and one set of locks passed through 60,000,000 tons of freight in one year. The locks are free to all ships and are

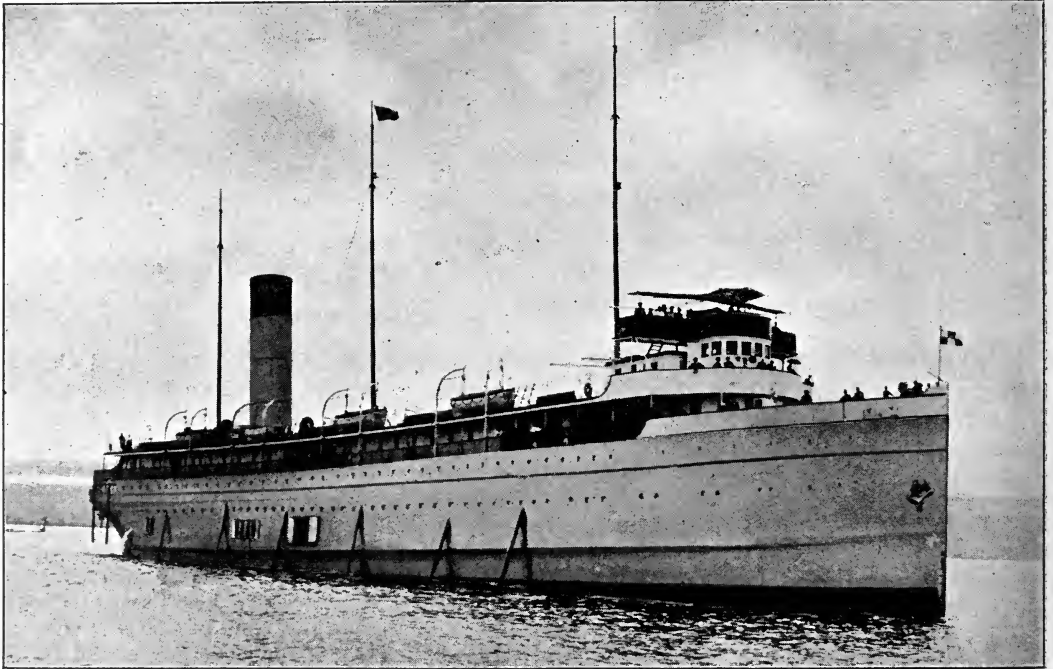
worked by the United States and Canada jointly. The sea and lake fleets consist of about 4,300 sailing ships and 4,400 steamers, with a total tonnage of about one million. The average volume of shipping entering and clearing from Canadian ports in one year is approximately 25,300,000 tons, of which 17,000,000 tons is British (and Canadian). The passenger traffic to and from Canada averages 760,000 persons a year. The fishing industry is an important one, and 55,200 men are employed in the catching operations and 14,000 of both sexes are engaged in canning and curing. The average value of the catch is 40,000,000 dollars a year. The seal and cod fisheries of Newfoundland are important industries, but they will be described in detail under *Newfoundland*.

The Mercantile Marine of New Zealand is in an early stage of development, but, as this Colony is made up of two large islands and there are good local harbours, the service is bound to increase rapidly. It now amounts to over 600 vessels having an approximate total tonnage of 100,000. The number of vessels entering and clearing from Dominion harbours averages 1,356 of 4,000,000 tons.

The Union of South Africa possesses about 180 ships of varying size, and 7,100 vessels of 20,400,000 tons enter and clear from Union ports during the course of the average year.

The Mercantile Marine of British India and the British East Indies generally, may be said to number 200 vessels of about 20,000 tons, but it is the trading ground for a large number of British tramp steamers, and the various ports are busy and prosperous. Certain of these ports are on the sea routes from Europe to the Far East and are rendered busy by the continuous through traffic.

sidered by many to be a serious menace to national safety. The fact that the British Isles can produce sufficient food-stuffs to feed only a small part of their population has in the past encouraged ship-owners to construct vessels to bring food supplies from overseas; now these British owned craft have become so numerous and their safety so vitally important, that vast provision, in the form of Navies (*q.v.*), has to be maintained by the Empire to protect this widely distributed trade. Besides the numerous food requirements, there is the still larger



Photo, Canadian Pacific Rly

A GRAIN AND PASSENGER SHIP ON THE CANADIAN LAKES

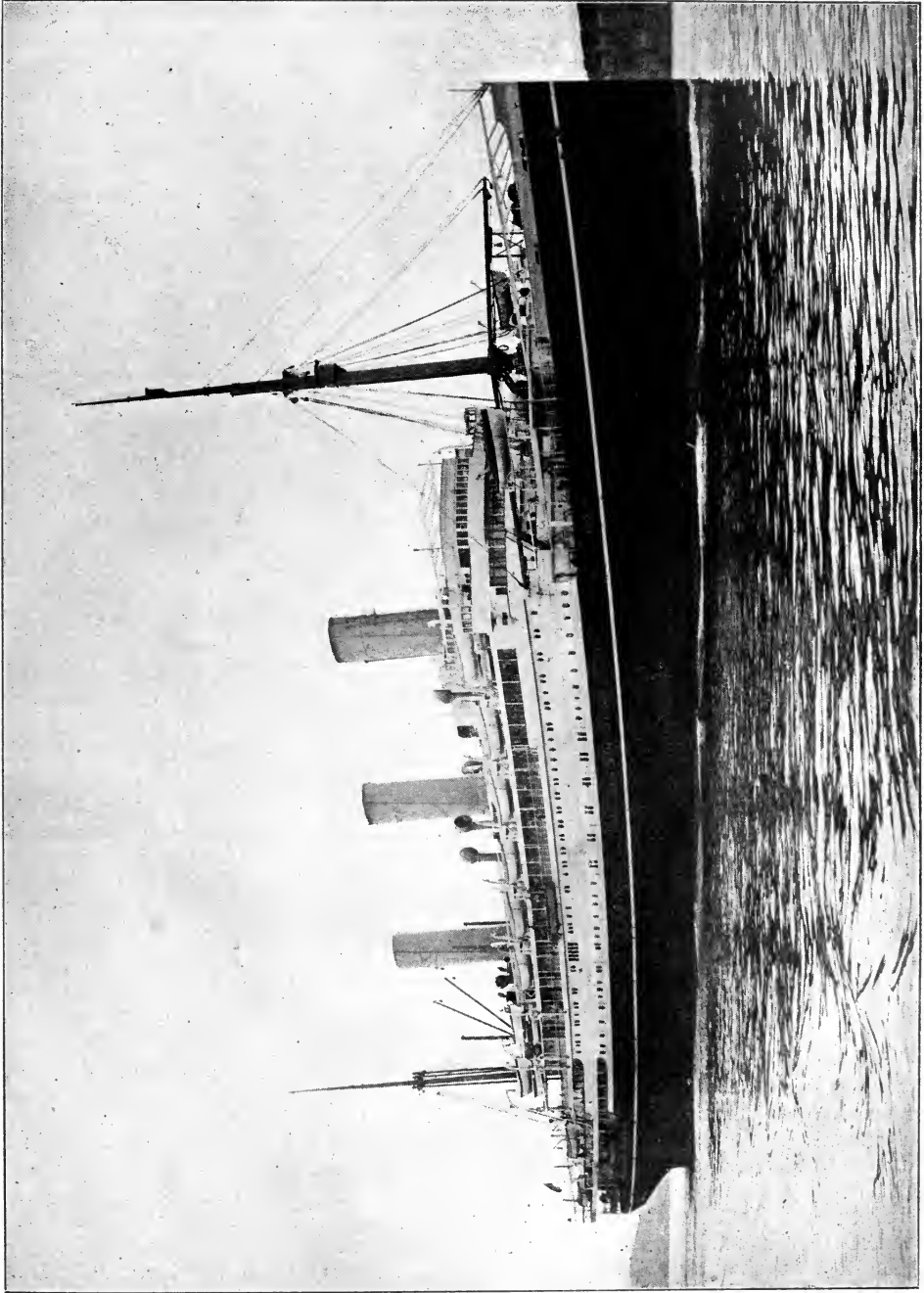
It should be pointed out here that many of the smaller ships included in the mercantile fleets of the Dominions are not registered at Lloyds, and therefore do not figure in the total statistics for the whole Empire given at the beginning of this section.

IMPORTANCE OF SEA-BORNE TRADE.

One of the circumstances that originally helped to encourage the Mercantile Marine of Great Britain has now become what is con-

raw material import trade which is necessary to keep the factories and industries at work. In all, and counting the value of the ships themselves (other than warships) between £2,500,000,000 and £3,000,000,000 in British and Colonial property is on the high seas each year, or an average of about £8,000,000 per day. Between 80 per cent. and 90 per cent. of this huge total is carried in vessels flying the British flag.

The question of food supply in war-time is one that is always under the consideration



R.M.S. "EMPRESS OF AUSTRALIA"
This vessel of the C.P.R. Line maintains a regular service between British Columbia and the Far East. She has a displacement of 21,861 tons and is 589 feet in length



OCEAN LINERS IN SYDNEY HARBOUR

Photo, Australian Government

of the "Committee of Imperial Defence," and each year brings it more into prominence as the shrinkage of arable land in the British Isles averages over 100,000 acres per annum, while there is a large yearly increase in most parts of our overseas Empire.

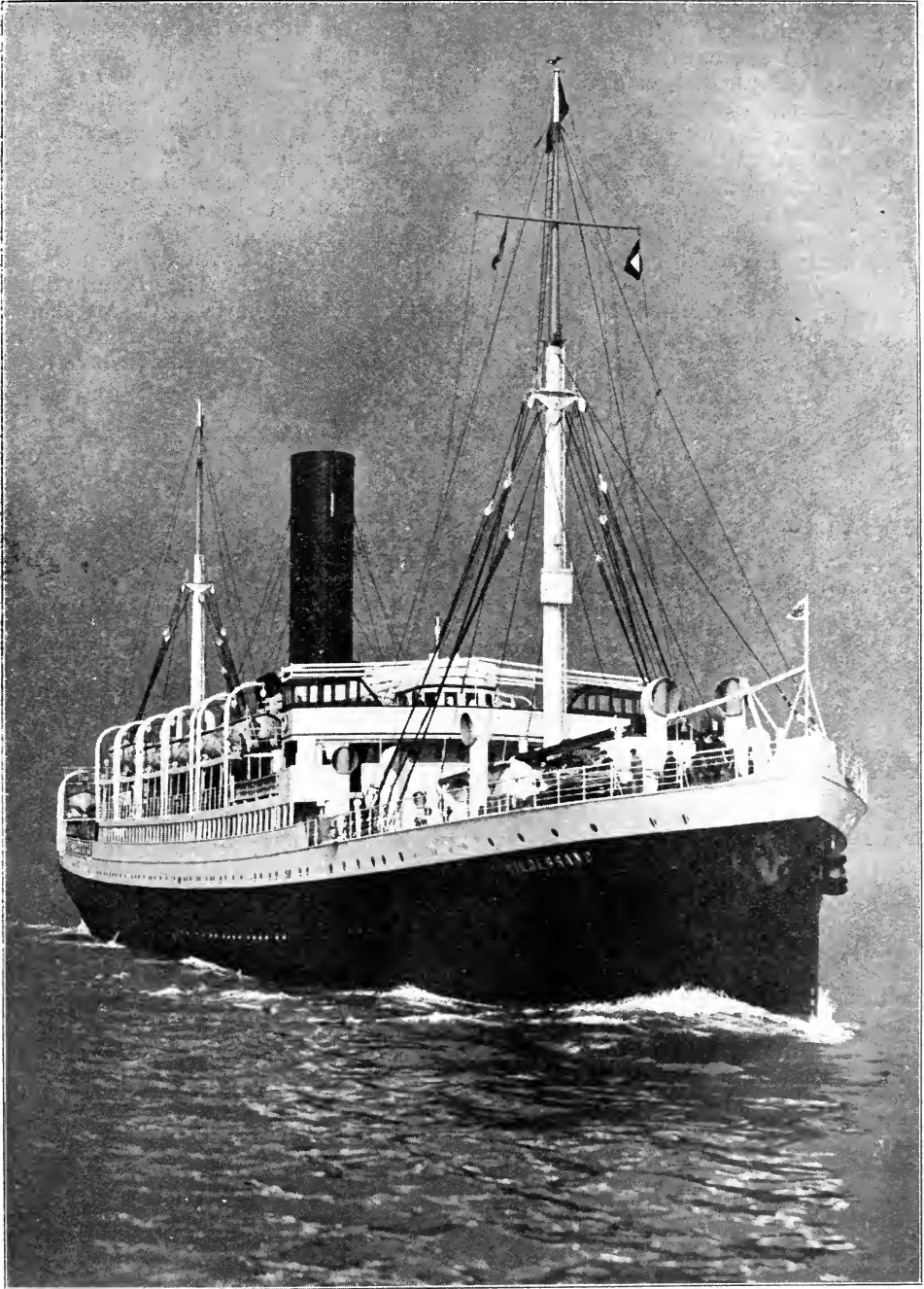
The complex nature of the case, and the divided and various opinions concerning it, render this question of supplies in war-time one of the most important that British people have to face when considering the position of the British Mercantile Marine.

SEA-TRAINING.

There are three distinct departments of the Mercantile Marine: (1) The Executive or Navigating; (2) The Engineering; (3) The non-executive. A distinct training is needed for the first two departments, but the third is principally recruited from ordinary shore employment. In the first branch are officers and seamen. The officers receive their training in one of the two Cadet ships, H.M.S. *Conway*, Rock Ferry, Liverpool, and H.M.S. *Worcester*, Greenhithe, Kent. Each of these vessels train about 100 per annum, and

has apprentices and midshipmen in sea-going ships. Officers have to pass Board of Trade examinations and serve certain stipulated periods in each grade, *i.e.*, 2nd mate, mate, master (captain) and extra master. The men receive training in one of the Merchant Service training vessels, *i.e.*, the *Clio* of Bangor, Wales, and belonging to the North Wales, Chester and Border Counties Training Ship Society; the *Indefatigable*, New Ferry, Liverpool; the *Mercury*, Southampton, for boys of good character only, and the *Cornwall* reformatory vessels of Purfleet and other like ships. In some cases the seamen come from the Royal Navy, whilst in others they are recruited from fishery vessels, or ship direct into merchant vessels as ship's boys. A seaman is eligible to sit for the Board of Trade examinations for officers.

The Engineering branch is composed of three ranks: (1) Engineers (officers); (2) engine-room hands; (3) stokers. The engineers mostly enter the Mercantile Marine Service from one of the large marine engineering works on shore, and join first as junior engineers, eventually serving the



THE FAMOUS BOOTH LINER "HILDEBRAND"

This vessel penetrates into the heart of the South American Continent by traversing the Amazon River for over 1,000 miles

required time and passing the necessary examinations qualifying them to act as 2nd or 1st (chief) engineers. The engine-room hands (greasers) are mostly recruited from ordinary workshops and engineering employment ashore. Stokers very often enter direct and are generally men belonging to the port from which the vessel sails. There are also electricians, who are generally trained electrical engineers from shore employment, and wireless operators who receive a combined training in electricity and wireless telegraphy.

The purely non-executive branch comprises several different occupations such as pursers and clerks, who enter direct as junior clerks or purser's assistants; cooks or chefs,

pulsory examination of Captains (Master Mariners), Officers (Mates), and Engineers; the establishment of shipping offices at the various ports for the employment of seamen and granting discharges, and, to a certain extent, the control of the Pilot Services. The Harbour Department deals with all matters relating to Harbours, Rivers, and shore details. All sea fisheries are under the direction of the Fisheries Department, while the financial portion of all these varied interests is dealt with by a special Financial Department. The Board of Trade obtains its powers from the Merchant Shipping Acts. This Department of the Government is described under *Civil Services of the Empire*.



OFFICERS AND MEN OF THE NIGERIAN MARINE

Representative of the crews of the river steamers on the Niger and other great fluvial highways of West and Central Africa

Photo, Elder Dempster Co. Ltd.

who are shore-trained in their arts and crafts; and stewards and stewardesses, who mostly enter direct as under-stewards and under-stewardesses.

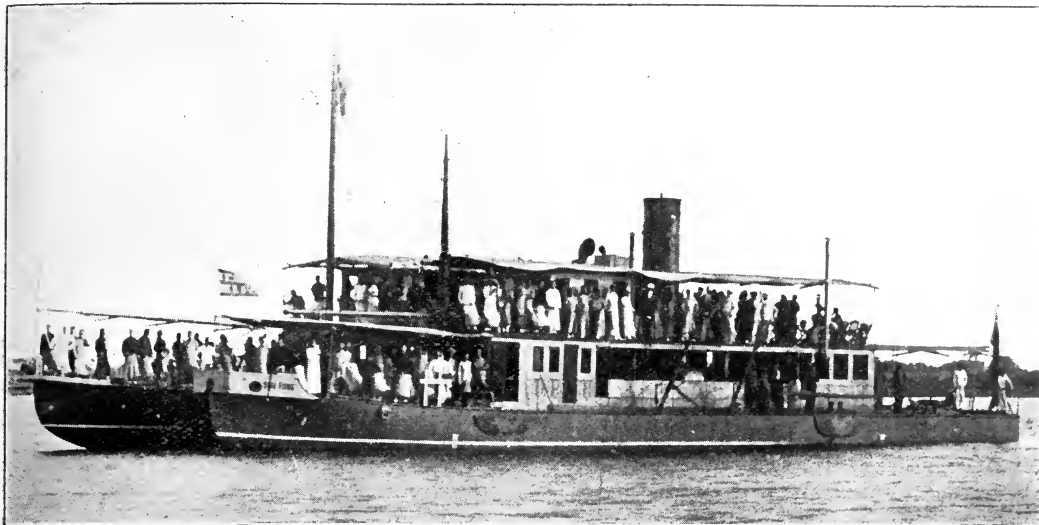
The total personnel of the British Merchant Service is about 554,000, of whom over 500,000 are British, nearly 20,000 Lascars, and the remainder foreigners, mostly Norwegians, Swedes, and Dutchmen. There are about 25,000 British captains on Lloyd's list.

BOARD OF TRADE.

The Marine department of the Board of Trade is the ruling authority of the British Merchant Service, and supervises all matters relating to mercantile trade. Amongst other duties this Government Office is interested in the following: Survey of Vessels, Com-

LLOYDS.

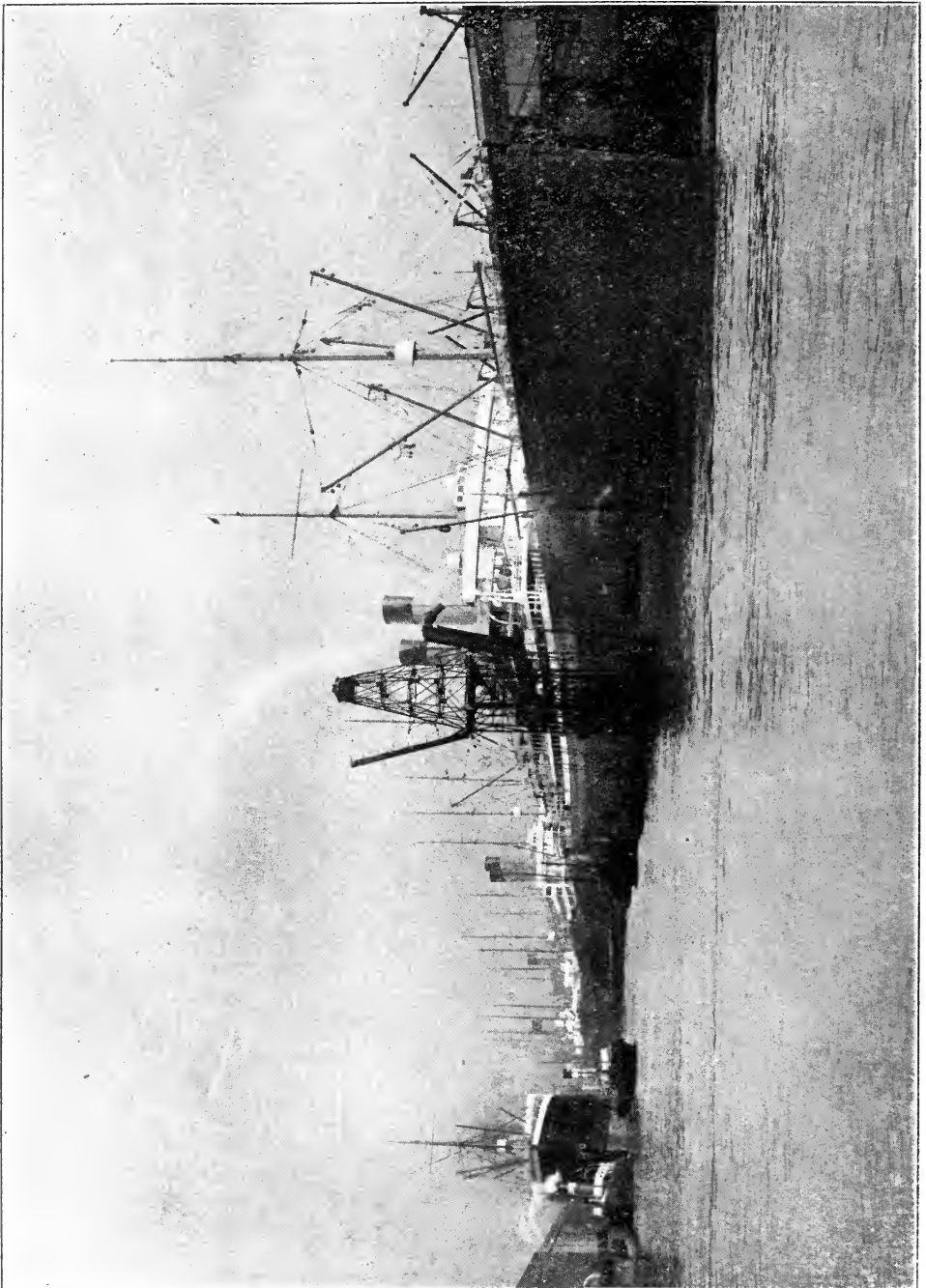
The chief marine society is "Lloyds"; it was established in Tower Street, London, by Edward Lloyd about 1690, later being removed to Lombard Street, and again, in 1772, to the Royal Exchange, when it had about eighty members. The objects of the Society are defined by an Act obtained in 1911 (which repealed a previous one of 1870) as "The carrying on by members of the Society of the business of Insurance of every description, the advancement and protection of the interests of members of the Society in connection with the business carried on by them as members of the Society and in respect of shipping, cargoes, freights." The Society has about 1,500 agents distributed all over the world, besides many expert advisers. Among its various projects are



Photo, John J. Thorneycroft & Co. Ltd.
SHALLOW - DRAFT, TUNNEL - STERN BOAT,
Built in England for service on the Yang-tse-Kiang River, China



Photo, New Zealand Government
A BIG CARGO AND PASSENGER SHIP
Alongside the export wharf, Wellington, New Zealand



ATLANTIC LINERS IN ONE OF THE 87 DOCKS AT THE PORT OF LIVERPOOL.

included signal stations and an enquiry office. Lloyds also issue many publications, amongst which are: *Lloyds List* (daily), *Lloyds Weekly*, *Shipping Index*, *Lloyds Calendar* (end of each year), *Lloyds Book of House Flags and Funnels*, etc. A Captain's Register is kept containing the names of 25,000 Mer-

foreign) shipping is voluntarily maintained by the shipping community, and has for its object the classification and registration of all vessels. It is a recognised authority throughout the world.

The Society of Lloyds is managed by a committee of seventy-two and a large body of expert advisers, representing the various arts and crafts relating to sea affairs. There are also various Branch Committees, which also have expert advisers attached. The Society has Government authority, and acts as such in testing anchors, cables, assigning freeboard and determining load-lines. Since the Act of 1894 about 27,000 or more vessels have been so examined. Most new vessels are now built under the supervision of Lloyds agents.

MARINE SOCIETIES.

Among the many societies formed to promote and assist the interests of the British Mercantile Marine must be mentioned the Chamber of Shipping which consists of over thirty associations representing the ship-owning industries of Great Britain and Ireland and is interested in all matters relating to British and Colonial Merchant Shipping. The Shipping Exchange, which consists of over 2,000 members. The Shipwrecked Fishermen and Mariners' Society, Pall Mall, London, is a Society formed for what its name implies



THE ROYAL EXCHANGE AND LLOYDS

The great shipping and marine insurance centre of the empire

chant Master Mariners. A register of yachts is also published containing the names and particulars of about 8,000 vessels. The Society have what is termed a *Loss Book* where the particulars of all lost vessels are recorded. Two medals are issued, one for life saving and the other for meritorious services. Lloyds register of British (and

—the helping and rewarding of shipwrecked mariners and fishermen of all kinds. The Imperial Merchant Service Guild, Lord Street, Liverpool, is a Society composed of captains and officers in the Merchant Service to forward, promote and protect their interests and to help them in any actions or enquiries arising through their employment. The Royal



SHIPPING IN THE THAMES

Photo, L. Toms & Co. Ltd.

Only comparatively small vessels go further up the Thames than the Tower Bridge (seen in the distance) and only river craft can pass under London Bridge

National Lifeboat Institution is certainly one of the most worthy of all the societies connected with sea life. It maintains a fleet of several hundred lifeboats situated all round the coast of the British Isles, and is solely responsible for the saving of thousands of lives since its inauguration in 1824. Other societies attend to the mental and spiritual welfare of seamen. One excellent institution provides libraries for the crews of British vessels, another supplies medical assistance in the fishing areas of the North Sea, and there are several orphanages and homes for aged sailors and their dependants, maintained by voluntary contributions. The Navy League, which has done so much to further Imperial interests, is, however, more intimately concerned with the Navy than the Mercantile Marine.

PILOTAGE.

Surveying and charting is the work of a service attached to the Imperial Admiralty,

and about twelve vessels are engaged on the work during the year. India has its own Marine Survey Service and two ships are continually employed. Over 8,000 square miles of ocean are sounded every year and about 1,000 miles of coast line are surveyed by these two services. Besides this, dangerous sands are watched, river and harbour mouths and entrances examined, tides and ocean currents are checked, and the whole of such information is recorded and used in drawing charts, which are used throughout the Naval and Mercantile Services.

Home pilotage is under the authority of *Trinity House*, which controls all the pilots navigating the seas around the British Isles. This office, situated on Tower Hill, London, was incorporated by King Henry VIII in 1514, and its main functions are: (1) To act as the Authority for Lighthouses, light-vessels, beacons, buoys, fog and danger signals and wrecks around the British Isles; (2) Head of the Home Pilotage Services and

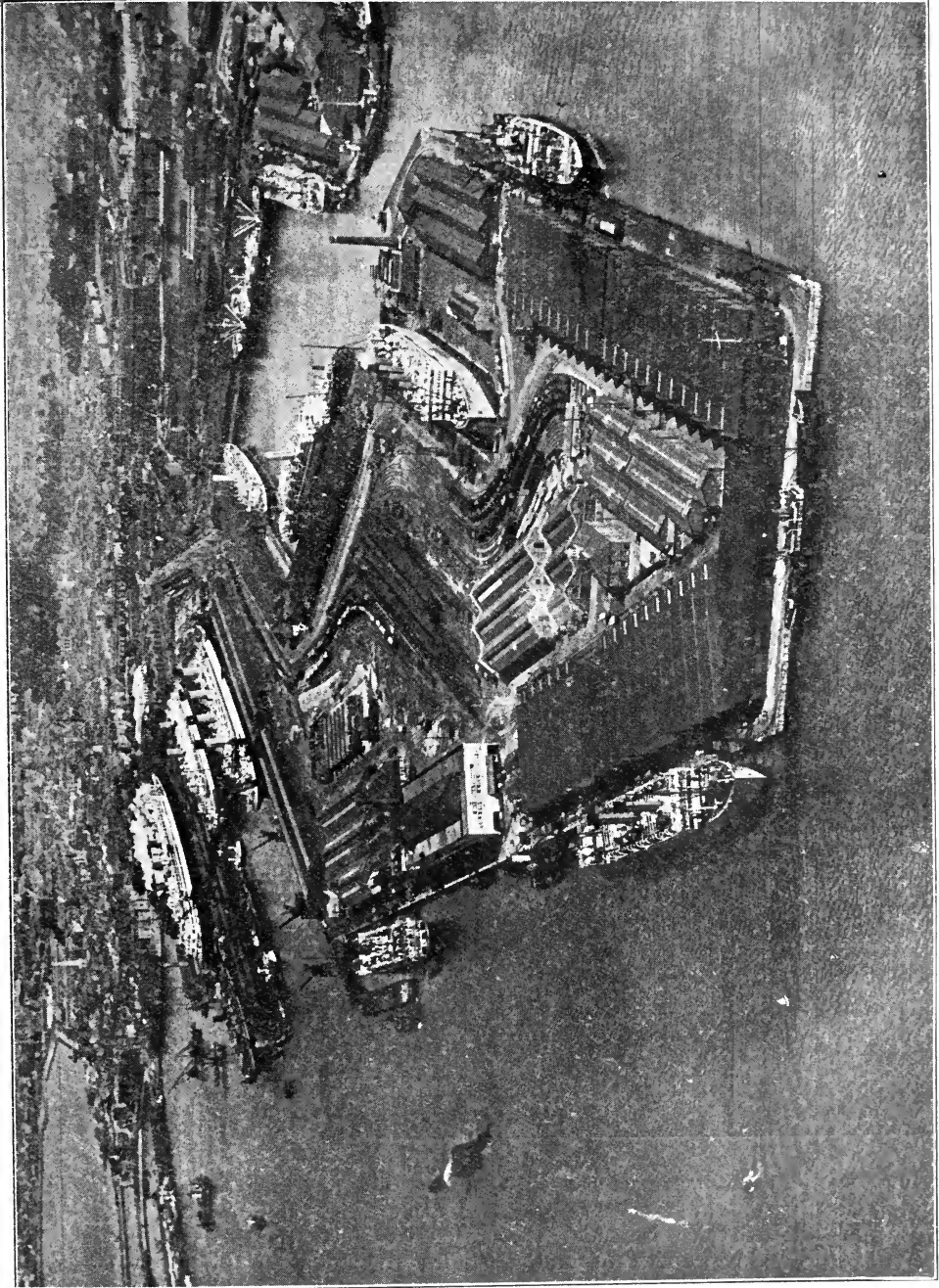


Photo by kind permission of the Southern Ry

THE DOCKS, SOUTHAMPTON

Aerofilms

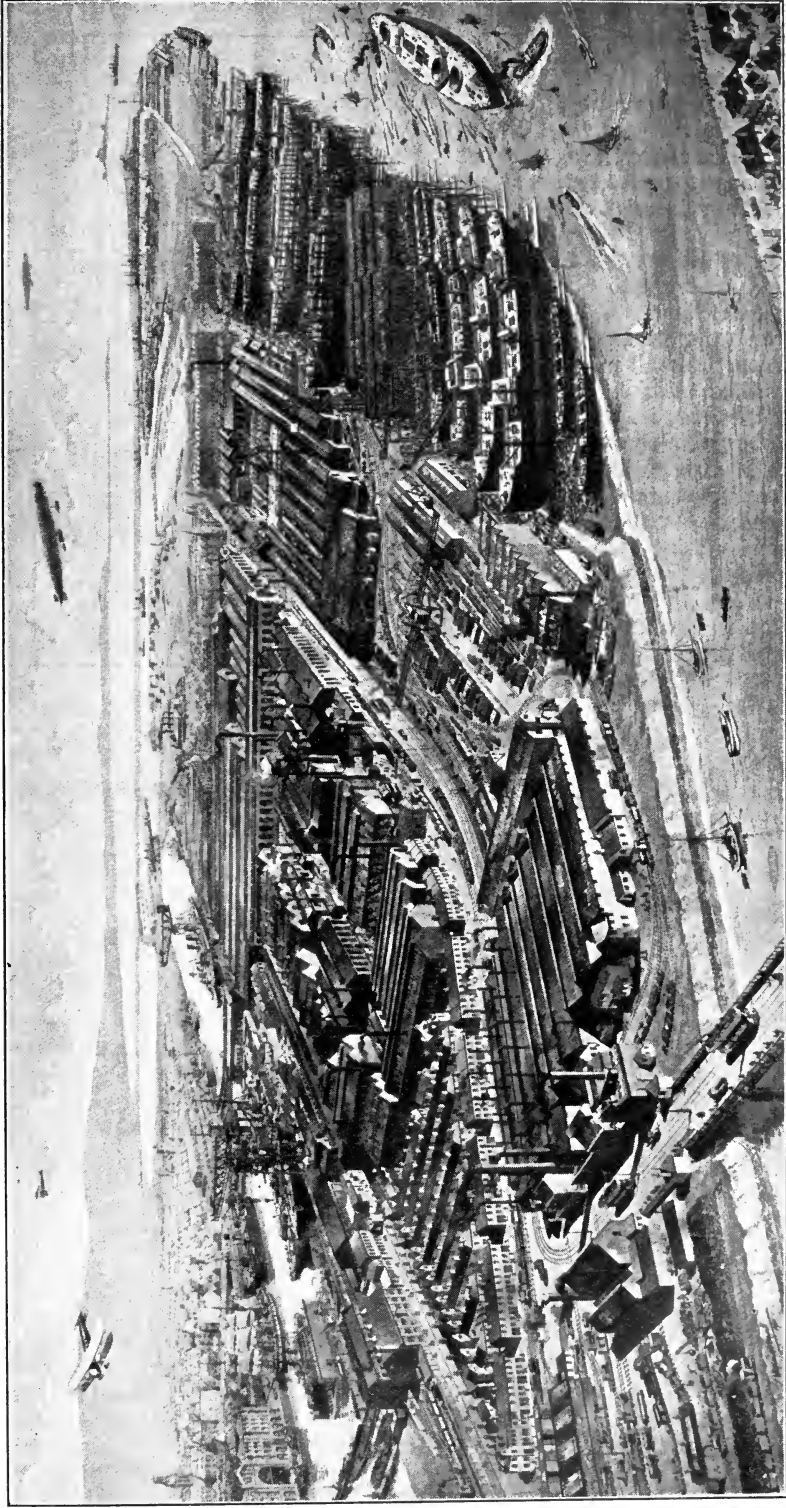
BRITISH PORTS AND DISTANCES.

Name of Port	Distance from England	Remarks
	NAUTICAL MILES from—	
ALEXANDRIA - - -	2,954 Southampton	Egyptian
ADEN - - -	4,380 "	Main Route to Far East, and Gate of Red Sea
ADELAIDE - - -	10,658 "	Capital of South Australia
ASCENSION - - -	3,637 Plymouth	Cable Station
BELIZE (Brit. Honduras) - - -	4,691 Liverpool	Near Panama Canal
BERBERA - - -	4,520 "	British Somaliland (near Aden)
BERMUDA - - -	4,440 Liverpool	Naval Station. Service from Canada
BRIDGETOWN (Barbados) - - -	3,624 "	Important Port of Call and Exchange
BOMBAY - - -	6,030 Southampton	Principal Port of Western India
BRISBANE - - -	12,205 "	Capital of Queensland, Australia
CALCUTTA - - -	7,933 London	Principal Port and late Capital of India
CAPETOWN - - -	5,947 Southampton	Capital of "The Union of South Africa"
COLOMBO - - -	6,472 "	Capital of Ceylon and on Main Route to East
DURBAN (<i>via</i> Cape) - - -	6,750 "	Chief Port of Natal, South Africa
PORT STANLEY (Falkland Islands) - - -	7,364 London (<i>via</i> Monte Video)	Off South America, near Cape Horn
FREMANTLE - - -	9,370 Southampton	Important Australian Port
GEORGETOWN (B. Guiana) - - -	4,010 Liverpool	Capital British Guiana, and only British Port in South America
GIBRALTAR - - -	1,143 Southampton	Famous Naval Station, and "Gate" of Mediterranean
HALIFAX - - -	2,485 Liverpool	Canadian Port
HONG-KONG - - -	9,720 London	Principal British Possession in Far East
HOBART (<i>via</i> Cape) - - -	10,946 Southampton	Capital of Tasmania
KINGSTON (Jamaica) - - -	4,026 Liverpool	Capital of Jamaica; important Port
KARACHI - - -	5,845 Southampton	Port for the Punjab
PORT LOUIS (Mauritius) - - -	8,303 "	Capital of Mauritius
PORT SUDAN - - -	3,780 "	Port in the Red Sea
LAGOS (W. Africa) - - -	3,925 "	Port in British Nigeria
MADRAS - - -	7,052 "	Famous Indian Port
MALTA - - -	2,134 "	Naval Station, heavily fortified
MOMBASA (Kilindini) - - -	5,980 "	Terminus and Port for British East Africa and Uganda Railway
MELBOURNE - - -	11,158 "	Capital of Victoria, Australia
PORT SAID - - -	3,070 "	Mediterranean entrance to Suez Canal
PORT MORESBY (British New Guinea) - - -	13,509 " (<i>via</i> Australia)	Principal Port in Papua
PORT OF SPAIN (Trinidad) - - -	3,740 Liverpool	Capital of Trinidad, British West Indies
QUEBEC - - -	2,625 Liverpool	Capital of Quebec, Canada
RANGOON - - -	7,707 Southampton	Capital of Burma
SINGAPORE - - -	8,050 "	Capital of Straits Settlements; distributing Port
SYDNEY - - -	11,733 "	Capital of New South Wales, Australia
St. JOHN'S (Newfoundland) - - -	1,960 Liverpool	Capital of Newfoundland; seal-fishing centre
SEYCHELLES - - -	5,779 London	Naval Station; Islands, Indian Ocean
SANDAKAN (British North Borneo) - - -	9,088 London (<i>via</i> Singapore)	Capital of British North Borneo
SIERRA LEONE (Freetown) - - -	2,800 Southampton	West Africa Colony of Sierra Leone
SHANGHAI - - -	10,573 London	International Port in China
WELLINGTON - - -	12,090 "	Capital of New Zealand

other minor services and occupations, connected with these two main functions.

The Bengal Pilot Service is under the supervision of the Government of India, and all vessels using the Port of Calcutta are obliged to ship a pilot, from the pilot vessel (which used to be sailing brigs, but

are now up-to-date steam vessels) at the mouth of the Hoogly River. The navigation of this waterway, approximately about 100 miles to Calcutta, is extremely difficult, dangerous and changeable, and the Pilot Service is composed of highly trained and efficient men, who have previously served



THE NAVAL CONSTRUCTION WORKS, BARROW-IN-FURNESS
(Messrs. Vickers Limited)

an apprenticeship in the British Merchant Service, afterwards entering the B.P.S. direct at a comparatively early age. They receive high salaries and pensions.

The laws relating to pilotage were consolidated by an Act in the reign of George III, and this was amended in 1825 and in 1853, and 1854; further additions and amendments were introduced and embodied in the Merchant Shipping Act. This Act of Parliament is from time to time revised to suit the changing conditions, and all pilotage authorities (besides other Marine departments) obtain their powers from it.

British ports overseas have their own pilots, the actual ruling authority differing according to the part of the Empire in which the port is situated. In some places there are two kinds of pilots, those who bring ships in from the sea, and those who take vessels into harbour or dock.

The accompanying tables give the principal ports of the British and Indian Empires,

together with their distances from England, and from other parts of the Empire

INTER-COLONIAL PORTS AND DISTANCES.

Port.	Distance to	Port.
	NAUTICAL MILES.	
Capetown - -	6,150	Melbourne
Colombo - -	1,577	Singapore
" - -	1,231	Calcutta
" - -	580	Madras
" - -	1,285	Rangoon
" - -	4,386	Capetown
Bombay - -	883	Colombo
Durban - -	1,552	Mauritius
Wellington - -	1,233	Sydney
" - -	940	Hobart
Hong-Kong - -	3,017	Colombo
Port Said - -	1,310	Aden
Gibraltar - -	991	Malta
Victoria (B. Columbia) - -	5,780	Hong-Kong
" - -	6,818	Sydney
Hong-Kong - -	853	Shanghai
Colombo - -	4,770	Melbourne



MINING

THE mining industry is one of direct primary production, and as such is of the greatest possible economic value. Its ramifications permeate almost every industry, for gold and silver are still, very largely, the standards of currency; coal is the main producer of power; iron, copper, tin, lead and other minerals are the materials by the aid of which the power obtained from coal is controlled and utilised; oil is a modern rival of coal; and upon the production of power not only do all manufacturing industries depend for existence and prosperity, but, from the everyday life of the citizen to the defence of empires—in all their complicated phases—it is the primary factor. It has, in fact, been stated that there is scarcely one hour in the life of a civilised being in which he is not dependent, directly or indirectly, on this industry. But these are well-known facts which need only be brought to mind to enable a proper realisation of the importance of the mining industry to the greatest manufacturing nation in history.

BRITISH ISLES.

The total number of mines being worked in Great Britain and Ireland is 3,275, and the number of persons employed averages 1,340,000. In addition there are 4,362 quarries, giving employment to 80,000 people. The total annual value of all minerals obtained from mines in the British Isles ranges from £425,000,000 to £450,000,000. Coal

and iron are the two most important products. The quantity of the former annually raised averages about 230,000,000 to 240,000,000 tons, valued at £300,000,000; and of the latter, 13,000,000 to 14,000,000 tons, valued at £8,830,000.

The principal coal fields are situated in the following counties (maximum production).

ENGLAND—		Million tons.
Yorkshire	- -	- 38-39
Durham	- -	- 37-38
Lancashire	- -	- 22-23
Derbyshire	- -	- 16-17
Staffordshire	- -	- 13-14
Northumberland	- -	- 13-14
Monmouthshire	- -	- 13-14
Nottinghamshire	- -	- 11-11½
Other Counties	- -	- 13-14
WALES—		
Glamorgan	- -	- 33-34
Other Counties	- -	- 6- 6½
SCOTLAND—		
Lanarkshire	- -	- 16-17
Other Counties	- -	- 22-23
		Thousand tons.
IRELAND	- -	- 90-91

A great variety of minerals are found in the British Isles, the principal of which are:—

Mineral.	Tons.
Iron	13,100,000
Lead	15,500
Iron pyrites	6,700
Tin (dressed)	5,000
Zinc	5,000
Copper ore	280
Manganese	12,900

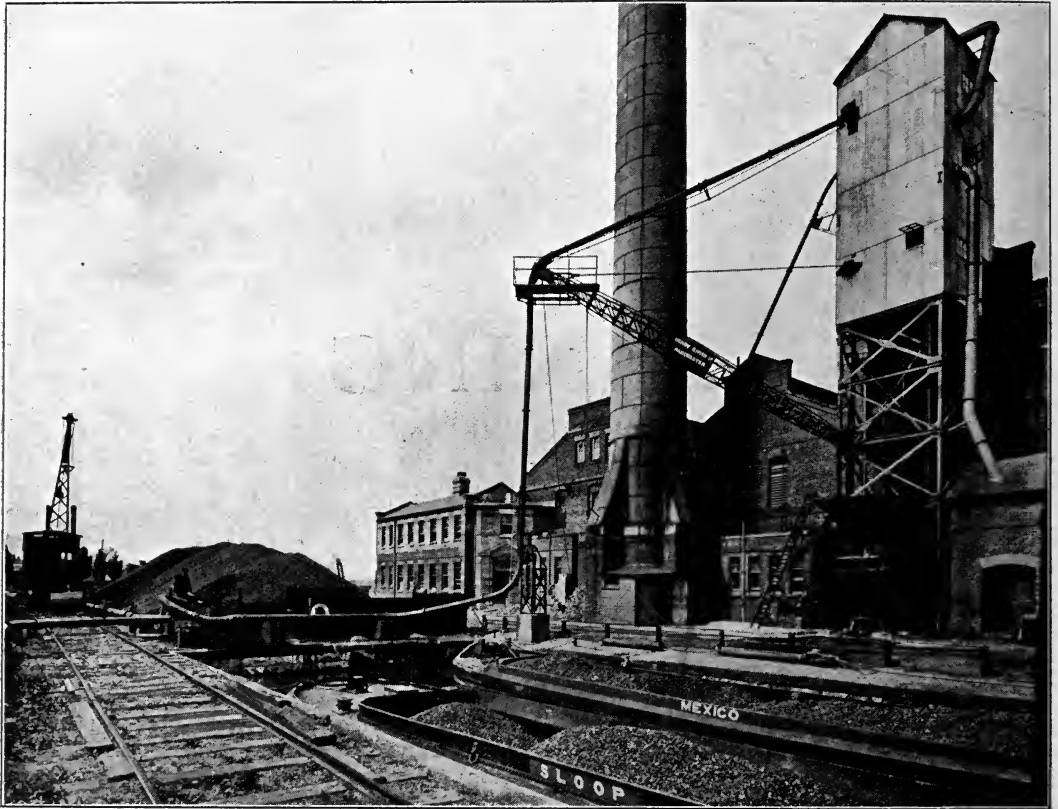


Photo by kind permission of the "Iron and Coal Trades Review"

PNEUMATIC COAL HANDLING PLANT

Discharging coal from the dumps and conveying it to the bunkers by means of the "Simon" pneumatic plant

Among non-metallic products the following are the principal:—

	Tons.
Coal - - -	230,000,000
Limestone - - -	11,300,000
Igneous rocks - - -	6,000,000
Clay and shale - - -	11,000,000
Sandstone - - -	2,200,000
Oil shale - - -	3,000,000
Salt - - -	2,200,000
Chalk - - -	3,800,000
Gravel and sand - - -	2,800,000
Slate - - -	220,000

Other non-metallic products are barium, arsenic, ochre, fluor-spar, and mica. The principal mining districts, together with the minerals produced, are as follows:—

Iron Ore—Yorkshire (Cleveland), Lincoln, Leicester, Northampton, Cumberland, Lancashire, Stafford, Scotland (Ayr, Renfrew, and Lanark), Ireland (principally Antrim). *Copper*—England (Cornwall), Wales (Car-

narvon), Ireland (Wicklow and Cork). *Lead*—Derby, Durham, Isle of Man, Westmorland, Wales (Flint and Cardigan), Scotland (Dumfries and Lanark). *Tin*—Cornwall. *Zinc*—Northumberland, Cumberland, Isle of Man, Wales (Denbigh and Cardigan). *Gold*—Wales (Merioneth). *Silver*—Cornwall. *Manganese-ore*—Derby, Devon, Wales (Carnarvon and Merioneth).

AUSTRALIA.

Although the annual return from the mining industry is now considerably less than that yielded by the pastoral, agricultural and manufacturing industries, nevertheless it was the discovery of gold in 1851 that attracted large bodies of population to Australia, and thus laid the foundations of its nationhood. This question has been alluded to at greater length elsewhere (see

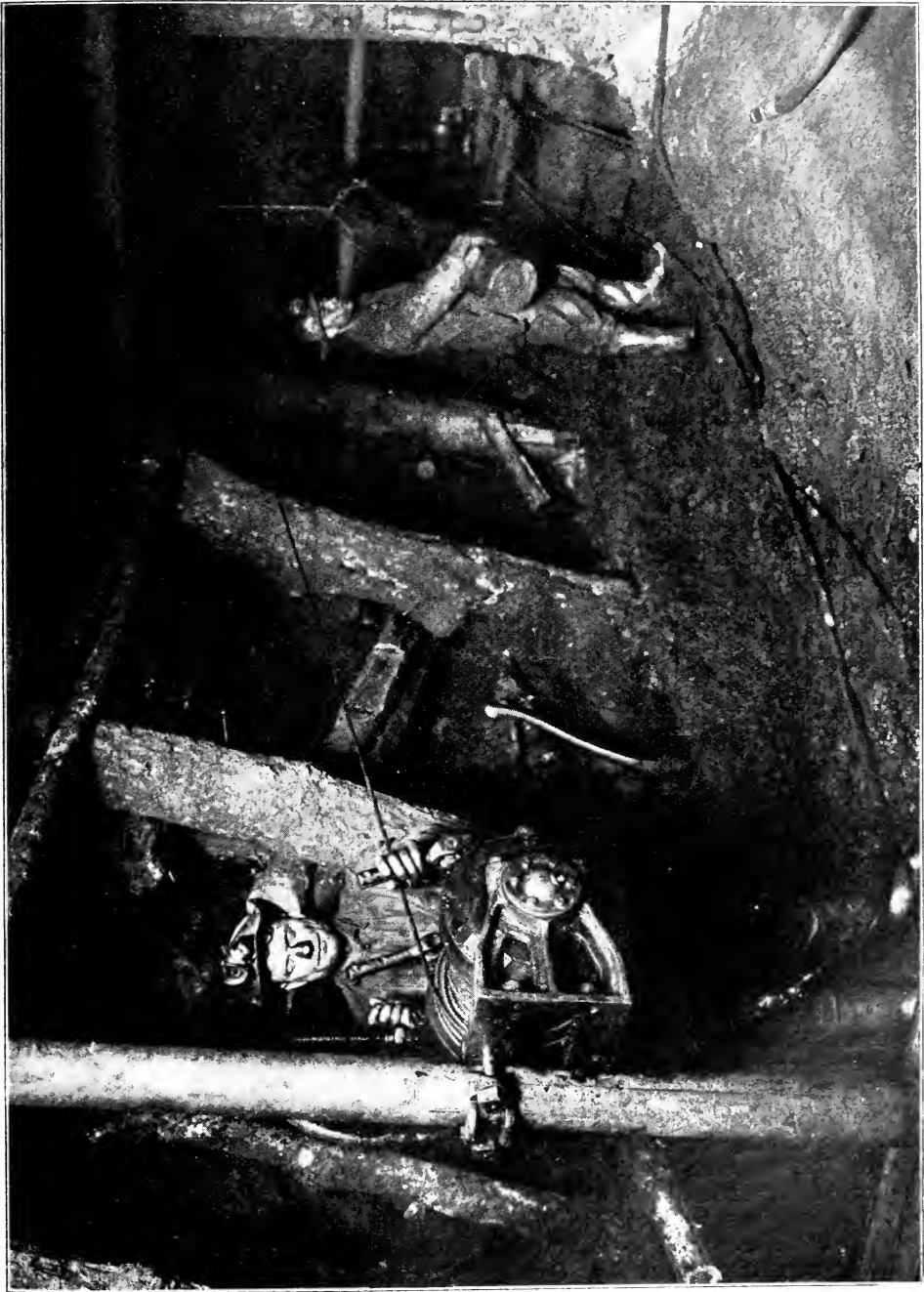


Photo by kind permission of the "Iron and Coal Trades Review."

WORKING A POWER-HOIST IN A COAL MINE



Photo by kind permission of the "Iron and Coal Trades Review"

IN ONE OF THE UNDERGROUND GALLERIES OF THE POOLEY HILL COLLIERY

AUSTRALIA). It will be sufficient to note here that, while the population of Australia in 1841 was only 221,000, the total had increased to over 1,168,000 by the end of 1861. The large production of gold, silver, copper and tin, the extent of the coal deposits, the presence of large quantities of iron ore, and the great variety of minerals found in appreciable quantities, suggests that the future history of mining will, in all probability, be more remarkable even than that of the past. For the extent of the total mineral wealth of Australia cannot yet be regarded as well ascertained, since the mineral exploration of the country is, after all, still in its infancy. The presence of considerable deposits of valuable minerals has long been known. Thus, coal was discovered in 1797, and a shipload was exported to Bengal in 1799; silver was discovered by Count Strzelecki as early as 1839, and was worked as early as 1864; copper mining dates back to 1844; lead to about 1848; iron to about

1850; while the discovery of gold in paying quantities dates back to 1851. Cobalt, nickel, manganese, chromium, tungsten, molybdenum, mercury, antimony, bismuth, zinc, and radio-active ores, have all been found, some in fairly large quantities.

Among the more valuable non-metalliferous substances may be mentioned kerosene shale, graphite, alunite, asbestos, diatomaceous earth, clays, ochres, and among building materials, sandstones, syenites, granites, basalts, augiteandesite, porphyries, serpentines, slates, limestones, and marbles. Precious stones include diamonds, emeralds, rubies, sapphires, amethysts, opals, turquoise, topaz, garnets, agates and moonstones. In general it may be said that the variety of Australian mineral wealth is very considerable.

Remarkable masses of gold have been found in the Commonwealth at various times. The first "nugget" was discovered at Hargraves, in New South Wales, in 1851, and weighed a



Photo by kind permission of the "Iron and Coal Trades Review"

RESCUE WORK IN MINES

A Rescue Brigade man at the coal face with Oldham Cap Lamp (and respiratory apparatus which enables him to work amid the most poisonous fumes)

little over 1 lb. The Burrandong nugget, found near Orange in the same year, weighed 2,217 oz. 16 dwt., and the "Brennan" was sold in Sydney for £1,156. The "Jubilee," found in 1887, weighed 347 oz. In Victoria a nugget which weighed 1,620 oz. was found in 1853 at Canadian Gully. The "Welcome," found near Ballarat in 1858, weighed 2,217 oz., while the "Welcome Stranger," unearthed in 1869 at Mount Moliagul, near Dunolly, weighed 2,315 oz., of which 2,284 oz. were fine gold and 31 oz. silver, and was valued at £9,534. Probably the largest mass of gold ever found was obtained at Beyer and Holtermann's claim at Hill End, New South Wales, in 1872. The specimen was 4 ft. 9 in. high, 2 ft. 9 in. wide, and about 4 in. thick, and contained only a comparatively small admixture of quartz. An offer of £13,000 was refused for this prize when it was first exhibited. A miner in Western Australia "dolloed" out £15,000 worth of gold in 1890 from the cap of a reef on the Yalgoo field, and £20,000 worth was won in a few days

by the discoverer of the Wealth of Nations mine.

The Broken Hill silver field, which was discovered in 1882, is one of the richest and most productive mining centres in the world, but there has been considerable labour trouble in this area during recent years.

Although the return from iron is at present comparatively small it by no means represents the possibilities of working this metal, there are vast deposits throughout the Commonwealth which have never yet been touched.

The average annual production of coal is valued at £9,500,000; the bulk of the yield being contributed by New South Wales. In the Newcastle and Northern District of this State is situated one of the most productive coalfields in the world, the coal-bearing strata extending from the Newcastle Harbour to a distance of about 50 miles inland, and containing practically inexhaustible supplies of excellent coal. There are extensive deposits in the Southern District,



Photo by kind permission of the "Iron and Coal Trades Review"

PIT PONIES OVER TWENTY YEARS OF AGE

The goggles over the horses eyes are to prevent blindness on being brought to the surface after years underground



Photo, "Iron and Coal Trades Review."

THE SPRAY POND AT THE ALPRETON COLLIERY



IRON MINING

Photo, "Iron and Coal Trades Review"

General view of the ground and wharf, Port Clarence, showing cranes and transporters at work

while the Western coalfields are in close proximity to vast stores of limestone and high-grade iron ore. Victoria possesses deposits of valuable black coal in addition to immense deposits of lignite and brown coal, the beds in the Latrobe Valley being over 800 ft. in thickness. In the event of the application of a cheap and efficient process of manufacturing fuel briquettes from the product, the value of these vast accumulations of soft coal can hardly be over-estimated. An extensive deposit of good, hard, clean coal was discovered through boring in 1908 in the Powlett River district, and the output has already assumed large proportions. Good coal is also mined in Queensland, Western Australia, and Tasmania. In view of the very great wealth in coal, iron, and limestone possessed by the Commonwealth, its success as a manufacturing country should be assured.

Salt is produced from salterns in South Australia, and also in Victoria; and there are deposits of almost pure chloride of sodium on some islands near Fremantle (W.A.). Gems are found throughout the Commonwealth, the most important being the opal, many beautiful varieties of which are found in

New South Wales and Queensland. The official returns by no means adequately represent the total production, as much of the opal raised is sold to foreign buyers on the fields and is not recorded.

The annual value of the total mineral production of Australia amounts to about £23,000,000, divided principally among the following:—

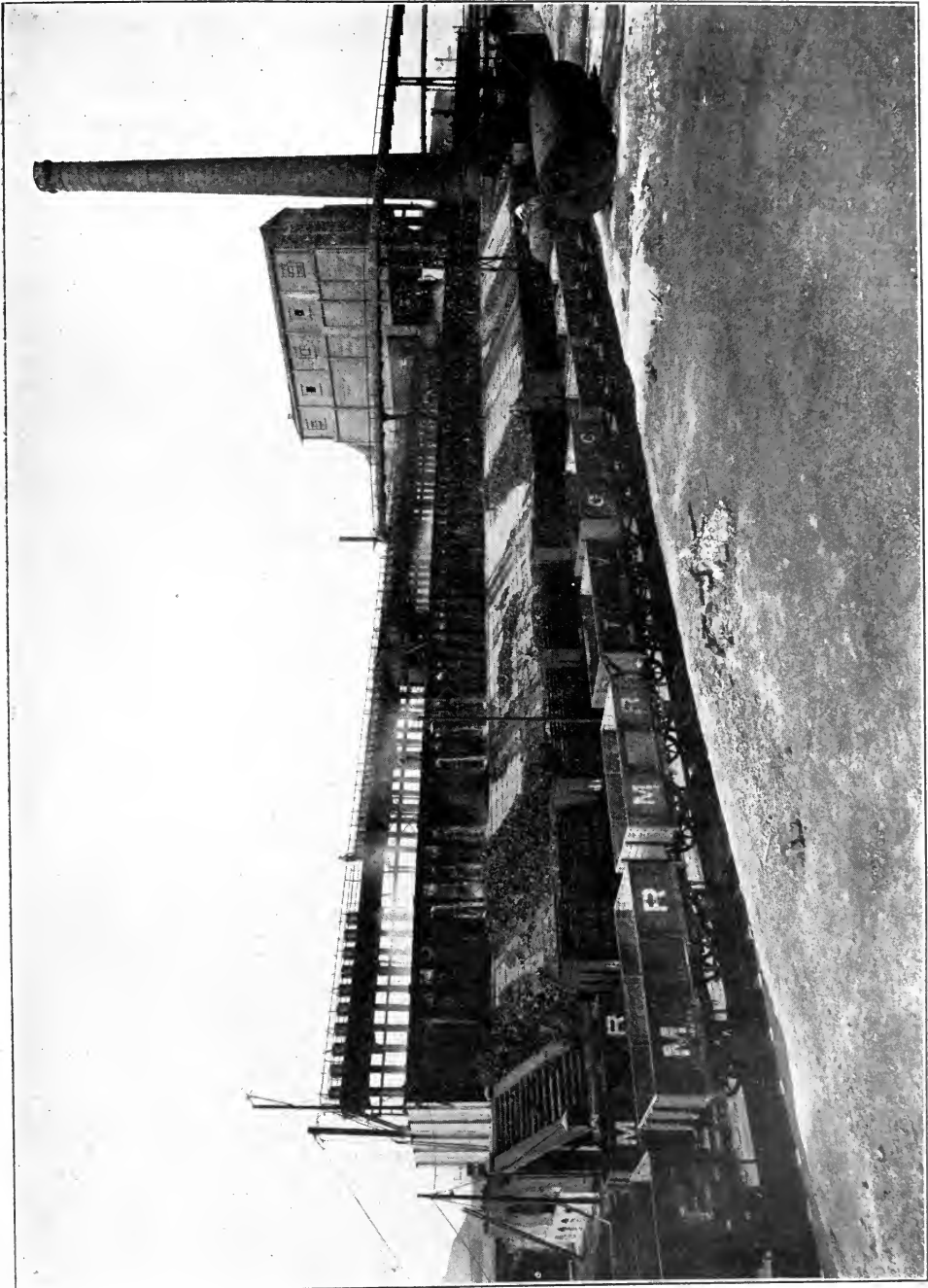
Gold	-	-	-	£	4,800,000
Copper	-	-	-		3,000,000
Tin	-	-	-		1,200,000
*Silver-lead	-	-	-		3,000,000
Coal	-	-	-		9,500,000
Opals	-	-	-		60,000

* Normal years.

The total number of people engaged in the mining industry is approximately 92,000. Liberal State aid is given to miners and prospectors, especially in the Northern Territory (*q.v.*). The total mineral production of the whole of Australia since the commencement of mining statistics is about £1,009,000,000.

CANADA.

The average value of the annual production of minerals in Canada is approximately



Photo, "Iron and Coal Trades Review"

A BATTERY OF COKE OVENS

£26,833,000, of which about 42 per cent. comes from the Province of Ontario and 25 per cent. from British Columbia. The goldfields of the Yukon, since their discovery in 1896, have yielded over £32,000,000 worth of precious metal. At Sudbury, Ontario, centres the world's production of nickel; and the cobalt mines in the same province have already yielded about £15,000,000 worth of silver. Canada is one of the world's largest producers of asbestos.

In order to give a clear understanding of the mining industry of the Dominion it is necessary to treat the three great mineral producing provinces separately.

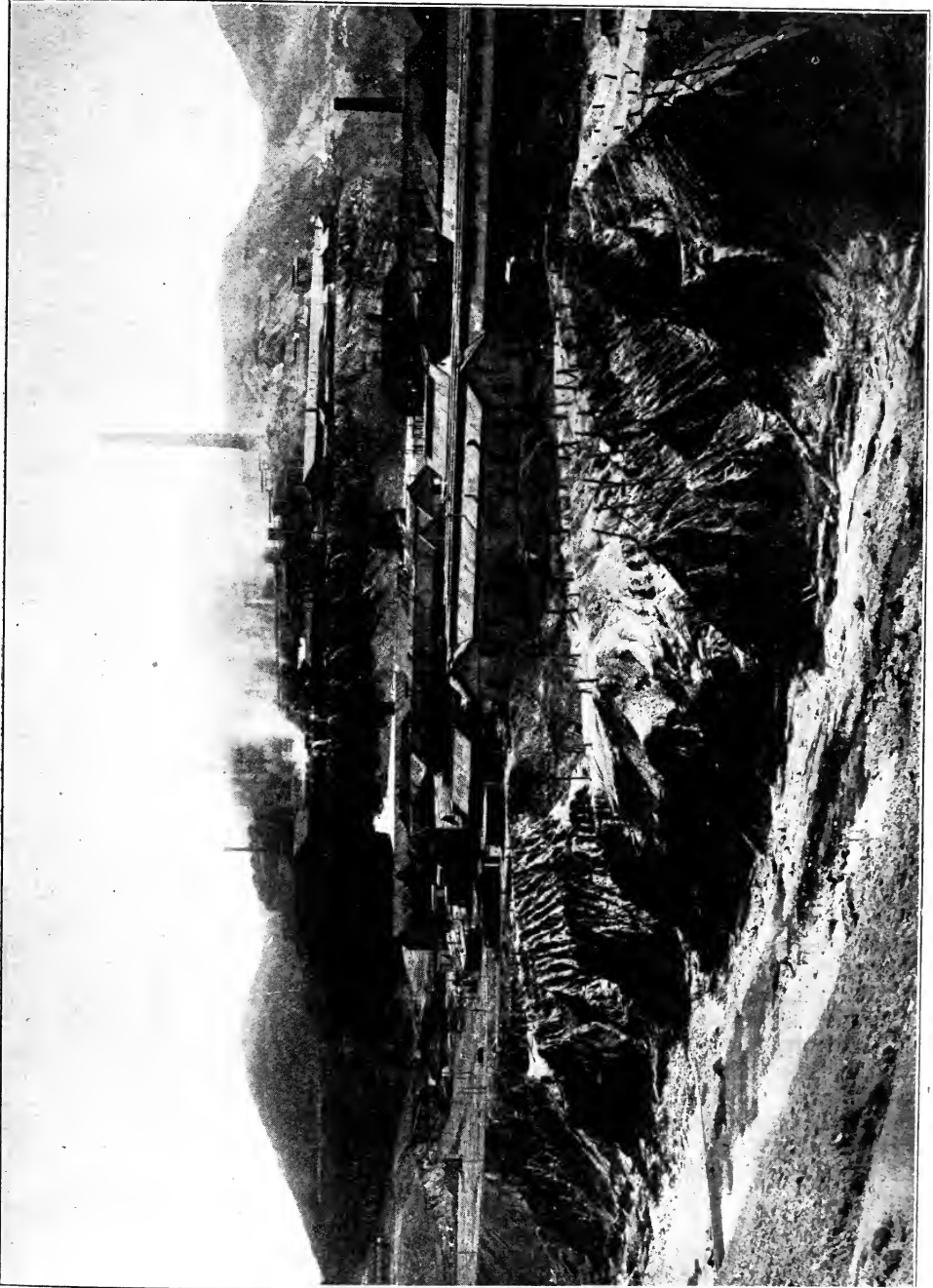
Nova Scotia.—In this province, mines rank next in importance to agriculture. Nova Scotia gold commands the highest price in the world—nearly £4 an ounce. The value of its annual production exceeds £120,000, and there will be greater development in the future. The yearly returns from coal production now amount to over £4,000,000. Cape Breton mines show 75 per cent. of the total output, and to this

industry is due the steady increase in importance of the Port of Sydney. In the past twenty years this city gained over 15,000 inhabitants. The coal deposits are owned by the Government and leased on a royalty system to mining companies. These mining royalties to-day provide nearly one-half the revenue of the Provincial Government, so that there is no necessity for direct taxation of the people for provincial purposes, and the funds are sufficient to aid materially in road and bridge-building and in educational work. More than two-thirds of the total coal production of the Dominion is mined in Nova Scotia. Iron and antimony ores are mined in considerable quantities, and manganese on a small scale. There are numerous deposits of gypsum, while sandstone and granite are extensively quarried. There are extensive deposits of iron ore on Cape Breton Island, and at Sydney are situated the largest steel works in Canada.

Ontario.—Though British Columbia is usually called the Mineral Province, Ontario now heads the list, having the largest annual

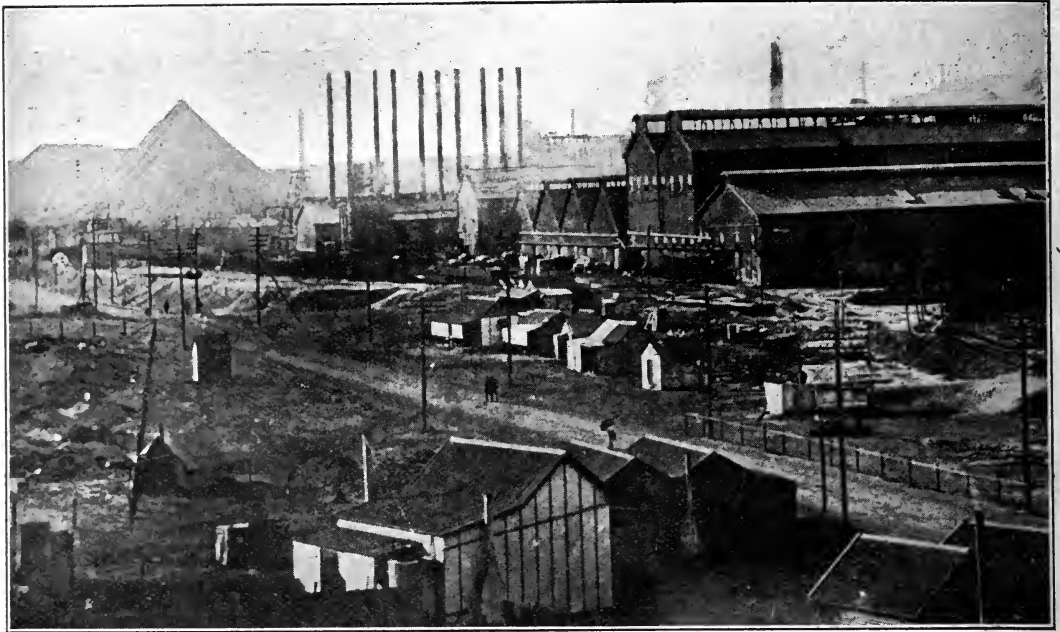


Photo, "Iron and Coal Trades Review"



THE MT. MORGAN MINE, QUEENSLAND
One of Australia's richest gold and copper mines

Photo, Australian Government



THE "GOLDEN MILE," KALGOORLIE
The centre of the West Australian Goldfields

Photo, Australian Government

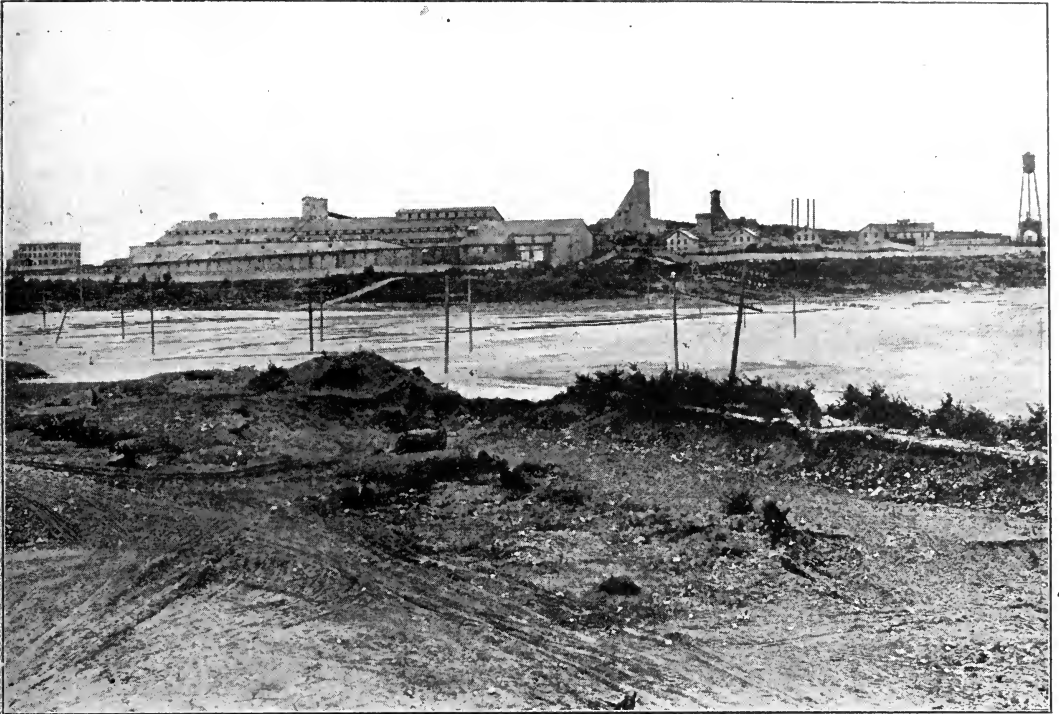
mineral production of any section of Canada. More than £10,600,000 is the value of the yearly output. Since the discovery of silver in the Cobalt district, close to £15,000,000 worth of this metal has been mined there; and the Sudbury district for the past twenty years has been a steady producer of nickel, with copper deposits half as great. The largest iron mine in Canada is to be found at Hichipicoten. Its annual output of ore amounts approximately to about two-thirds of the iron mined in the entire Dominion. Practically the whole output of the Dominion's petroleum is procured from the district around Petrolea, about 300,000 barrels being obtained annually. Among non-metallic products the corundum is especially pure, while natural gas, salt, mica, and feldspar are also found in considerable quantities. Clay and stone products reach a value of more than £2,500,000 each year. Cement, lime, sand lime brick, and gravels amount to £2,700,000. In recent years, free gold has been discovered at Porcupine, and the richness of the samples stimulates the work of development.

British Columbia.—This province is second only to Ontario in the value of the products

of her mines, which realise more than £8,000,000 annually. This section is rich in gold, silver, copper, lead, coal, and iron deposits, and mining constitutes the chief industry. Fully half of the coal mined is sent to the United States, but so great is the supply of both bituminous and anthracite that the vast beds have scarcely been touched.

The Yukon.—Until the discovery of gold on the Forty Mile and other rivers which flow into the mighty Yukon, this country was inhabited only by a few Indians and miners, with a scattering of Eskimos. But the year 1896 marked a stampede to the Klondike, famous as the Mecca of gold hunters. In the decade from 1885 to 1895, little more than £200,000 rewarded the searchers for ore, but in the next sixteen years the value of the output amounted to nearly £28,000,000. Coal, copper, silver, and other ores are also mined in considerable quantities.

During the past twelve years the production of gold in the Yukon has materially lessened, and the population of its 207,076 square miles, which in 1901 was 27,219, has steadily diminished until the present



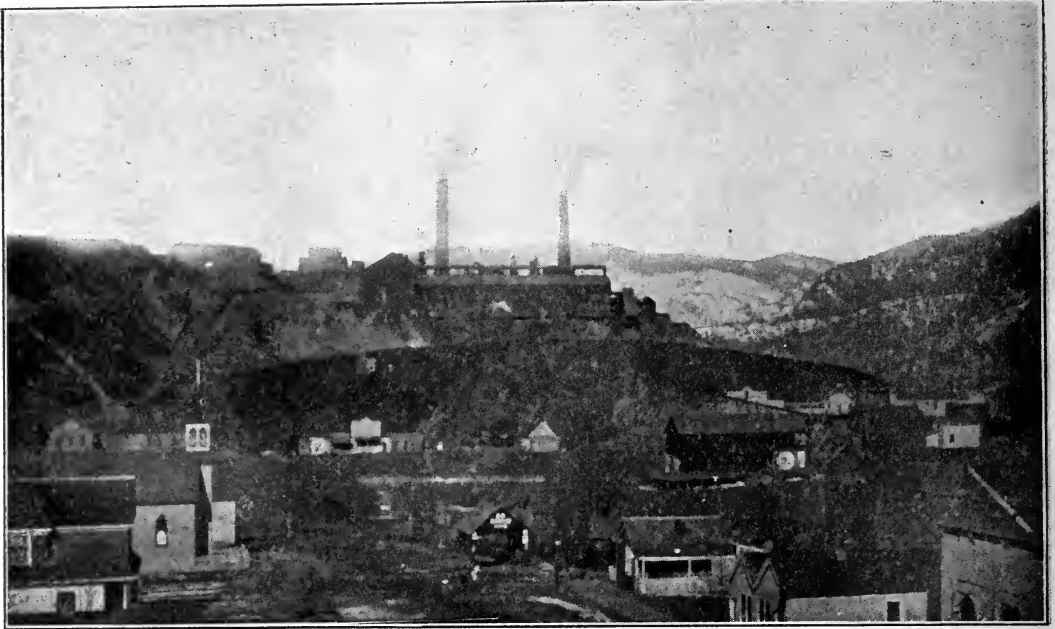
A GOLD MINE AT SIMMINS, ONTARIO

Photo, C.P. Rly



DAWSON CITY, THE CENTRE OF THE KLONDYKE GOLD REGION

Photo, C.P. Rly



Photo, High Commissioner for Canada

▲ GIANT SMELTER, TRAIL, BRITISH COLUMBIA, CANADA

residents number only 4,157. The city of Dawson in the same period has lost more than one-third of its people.

The following is the approximate annual value of the minerals produced in the Dominion of Canada:—

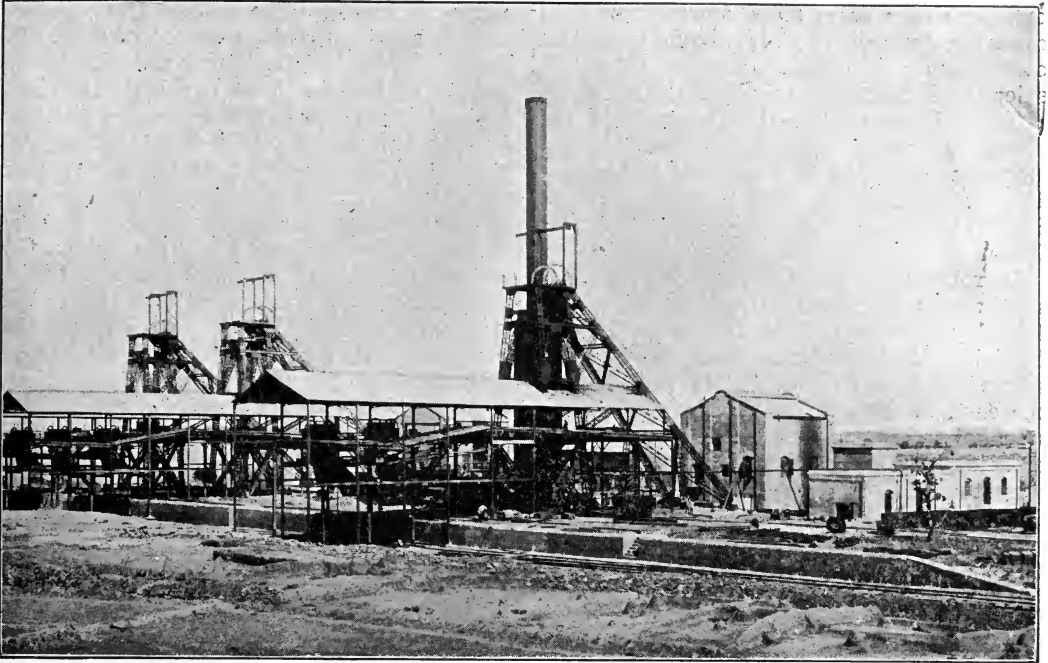
Gold	-	-	-	£	4,000,000
Silver	-	-	-		1,700,000
Copper	-	-	-		1,190,000
Nickel	-	-	-		1,350,000
Lead	-	-	-		800,000
Cobalt	-	-	-		118,000
Zinc	-	-	-		500,000
Asbestos	-	-	-		1,000,000
Coal	-	-	-		14,500,000
Gypsum	-	-	-		340,000
Salt	-	-	-		335,000
Natural gas	-	-	-		1,000,000
Average total	-	-	-		£26,833,000

The largest and most productive asbestos deposits in the world are situated in Quebec. The chief centre is at Thetford Mines. At Estevan, in the Province of Saskatchewan, and in other parts of this province, it is estimated that there are lignite deposits of 2,000,000,000 tons.

INDIA.

The annual value of the mineral production of the Indian Empire has been steadily increasing for some years, and now averages nearly £30,000,000. Thirty years ago it was under £2,000,000. For so large an empire as India, however, the mineral output is still very small, and experts have given it as their opinion that the country is not richly endowed with mineral resources; others there are who affirm that the present small output is due entirely to insufficient prospecting. And it is certain that India in the past must have contained vast stores of mineral wealth. Only gold, coal, manganese, mica, and petroleum are now being worked in anything like large quantities; although the rocks of the peninsula contain extensive deposits of iron ore, and there are quantities of bauxite, from which aluminium is obtained. Copper is known to exist in many districts as well as tin and chromium.

Sir W. W. Hunter, K.C.S.I., C.I.E., in his standard work on the Indian Empire, says of the mineral resources: "In purity of ore, and in antiquity of working, the iron deposits



Photo, "Iron and Coal Trades Review"

GENERAL VIEW OF THE JITPORE COLLIERY, INDIA

of India rank among the first in the world. They are to be found in every part of the country, from the northern mountains of Assam and Kamàun to the extreme south of Madras. Wherever there are hills iron is found and worked to a greater or lesser extent. The indigenous methods of smelting the ore, handed down unchanged through countless generations, yield a metal of the finest quality in a form well suited to native wants. But they require an extravagant supply of charcoal; and, notwithstanding the cheapness of native labour, the product cannot compete in price with imported iron from England. . . . The initial difficulty in India is to find the three elements of iron-working, namely, the ore, the flux, and the fuel, sufficiently near to each other."

"Coal has been known to exist in India since 1774 and is said to have been worked as far back as 1775. The first English coal-mine was opened in 1820."

India derives its principal coal supply from the Gondwàna system of rocks, which underlie the range of hills stretching across the north of the peninsula itself. These vast

deposits are worked in six districts in Bengal, four in Central India, and one in the Native State of Hyderabad. The most important mines are, however, those in Bengal, and in the new Province of Bihar and Orissa, which produce about nine-tenths of the entire output. Coal-mining in India is a comparatively young industry stimulated by the rapid extension of railway communication. Some twenty-five years ago the production of coal did not exceed 2,000,000 tons, while to-day the annual production has risen to over 22,628,000 tons. The establishment of cotton and jute factories has done even more than the railways to stimulate the coal-mining industry, and these factories now consume about 70 per cent. of the entire output.

There are, in addition to the Gondwàna, two other sources of coal, tertiary and miocene. The former is mined to a small extent in the Punjab, Rajputana, Assam, and Baluchistan; while there is an important colliery of miocene coal in the Assam Valley at its eastern extremity. The most noteworthy feature of this latter mine is the

existence of a seam 80 ft. thick. The coal mined in Assam is of high calorific value but contains more moisture and is generally considered inferior to the Gondwana product.

The miners are mostly drawn from the aboriginal races, principally Santals and Bauris, who are famous for their endurance. The latter race work with the pick, but the Santals will only use the crowbar—such is India.

Petroleum occurs in the hills running southwards from each end of the great Himalayan Range. On the west, in the Punjab and Baluchistan, dislocation of the strata has caused the oil to drain off, but on the east, in Assam and Burma, the oil has accumulated in considerable quantities. The oil-fields of Upper Burma are among the largest and most important in the British Empire. They produce over 300,000,000 gallons per annum. The oil is conveyed to the sea coast at Rangoon by a pipe-line 275

miles in length. The oil-fields of Eastern Assam have an average output of 6,500,000 gallons a year; but, unfortunately, the oil supply of India fails to equal the demand by over 50,000,000 gallons a year, which is imported from the United States. "Although silver has ever been the currency of India in historical times, that metal is nowhere found in the country, nor in the adjoining States of Central Asia. Gold, on the other hand, exists in many parts of India, and probably in large quantities. Many hill streams are washed for gold, alike in the extreme south, on the central plateau, and on the north-east and north-west frontiers. Gold-washing in India is everywhere a miserable business, affording the barest livelihood."*

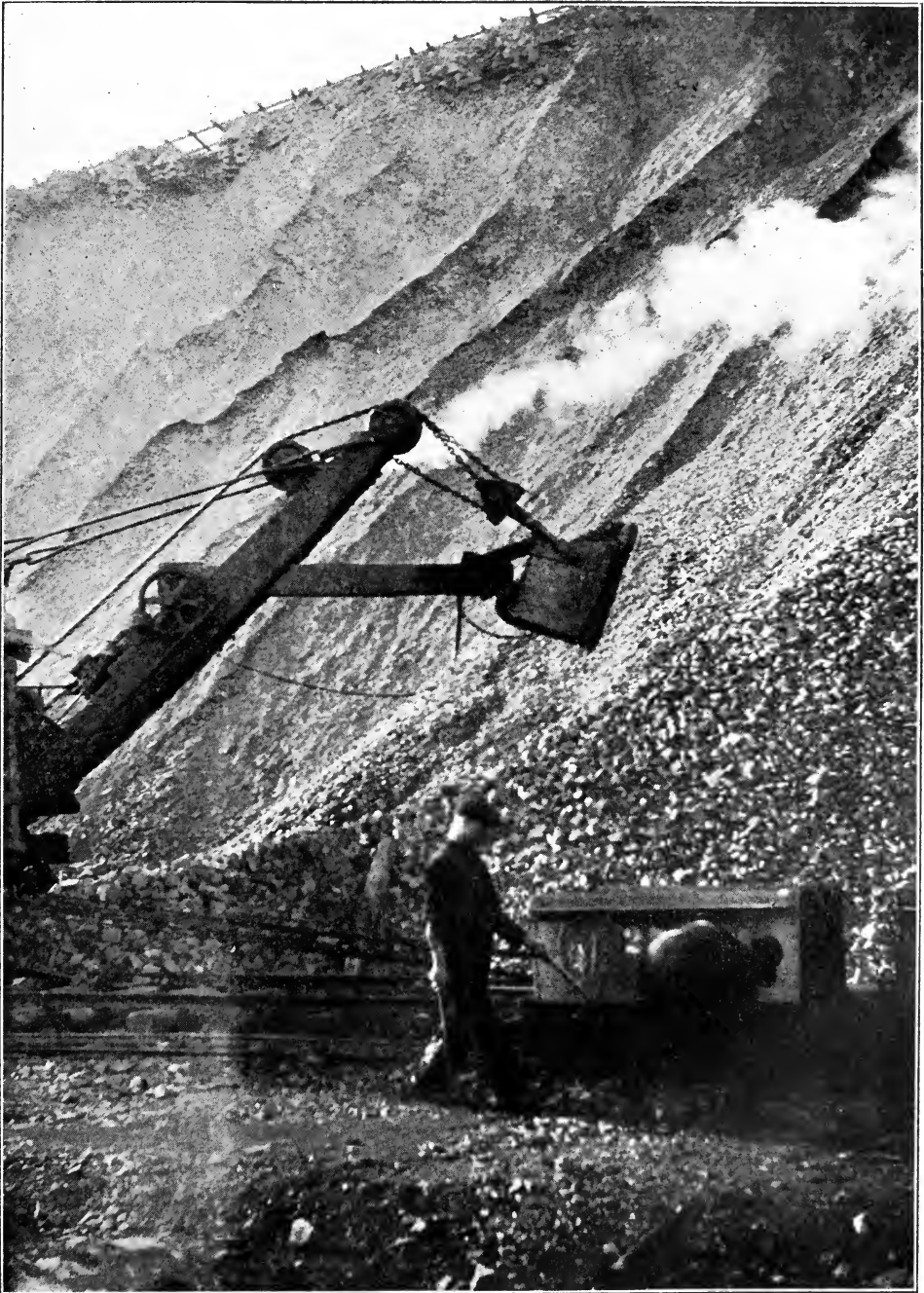
Ancient gold workings have, however, for many years, directed attention to the quartz reefs of Southern India, which somewhat resemble the auriferous reefs of Australia.

* Sir W. W. Hunter.



Photo, High Commissioner for Newfoundland

THE SILVER CLIFF MINE, NEWFOUNDLAND
One of the richest silver and lead mines in this Colony



Photo, High Commissioner for Newfoundland
THE FAMOUS BELL ISLAND IRON MINE, NEWFOUNDLAND

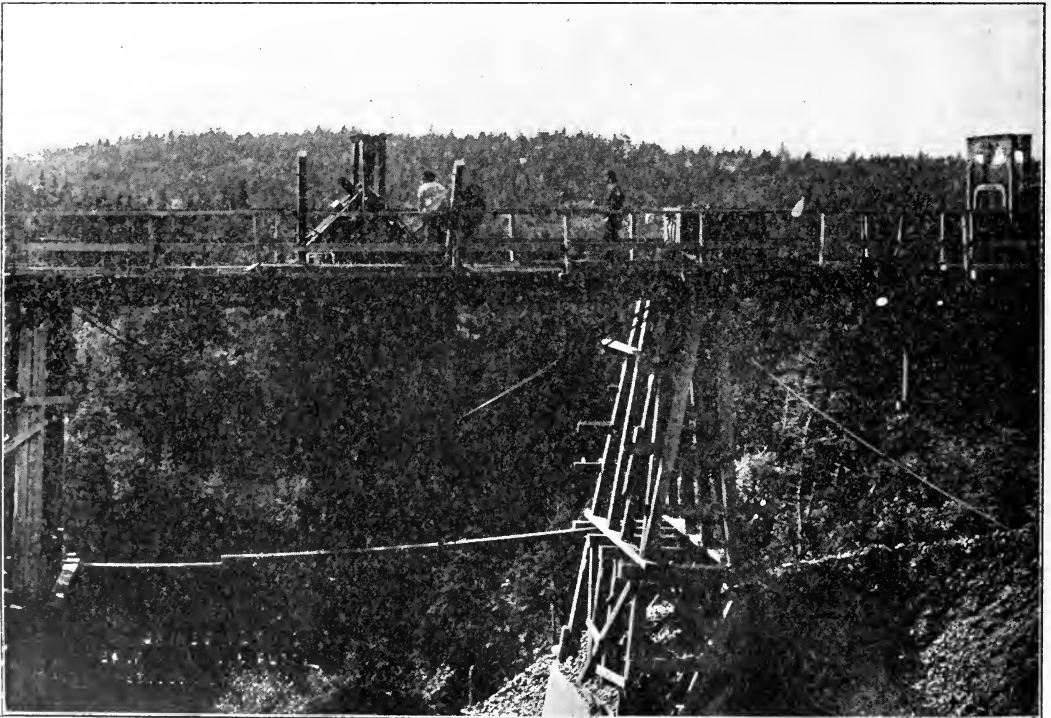
The principal district is Kolâr, in the Native State of Mysore, where gold-mining has now been successfully carried on for many years. Although much of the quartz crushed is of a comparatively low grade—made possible by the aid of water power from the Cauvery River—the output has reached the high figure of 600,000 oz. per annum. In the north of the Indian Peninsula, in the State of Hyderabad, and in Upper Burma, gold-bearing rocks exist. The average annual value of the gold produced in India is £2,300,000.

Manganese ore has been discovered in many parts of the peninsula, and during recent years this metal has been exported in increasing quantities. The average annual output now amounts to nearly 600,000 tons. Mica is quarried in the hilly region of the north-eastern extremity of the peninsula, as well as at Nellore in Madras. The mines are principally in native hands, and, although unscientifically worked, yield over £250,000 worth of mica a year.

Curiously although India has been famed for ages for its gems the country itself does not appear to be prolific in precious stones. The name of Golconda has passed into literature; but that city, once the capital of the Deccan, was rather the home of the diamond-cutters than the actual source of supply. It is believed that the far-famed diamonds of Golconda actually came from the sandstone formation, which extends across the eastern borders of the Nizam's Dominions into the Madras districts of Kistna and Godavari. A few worthless stones are still found in this region. Diamond mining is now confined to the Native State of Panna, in Bundelkhand. The yield is, however, very small.

Among the gems found in India the famous rubies of Upper Burma are the most valuable and important. They are produced from this province to the average value of over £100,000 per annum.

Lapis Lazuli is found in large quantities in the Northern Mountains, and is largely



Photo, High Commissioner for Newfoundland

ENTRANCE TO THE BELL ISLAND IRON MINE



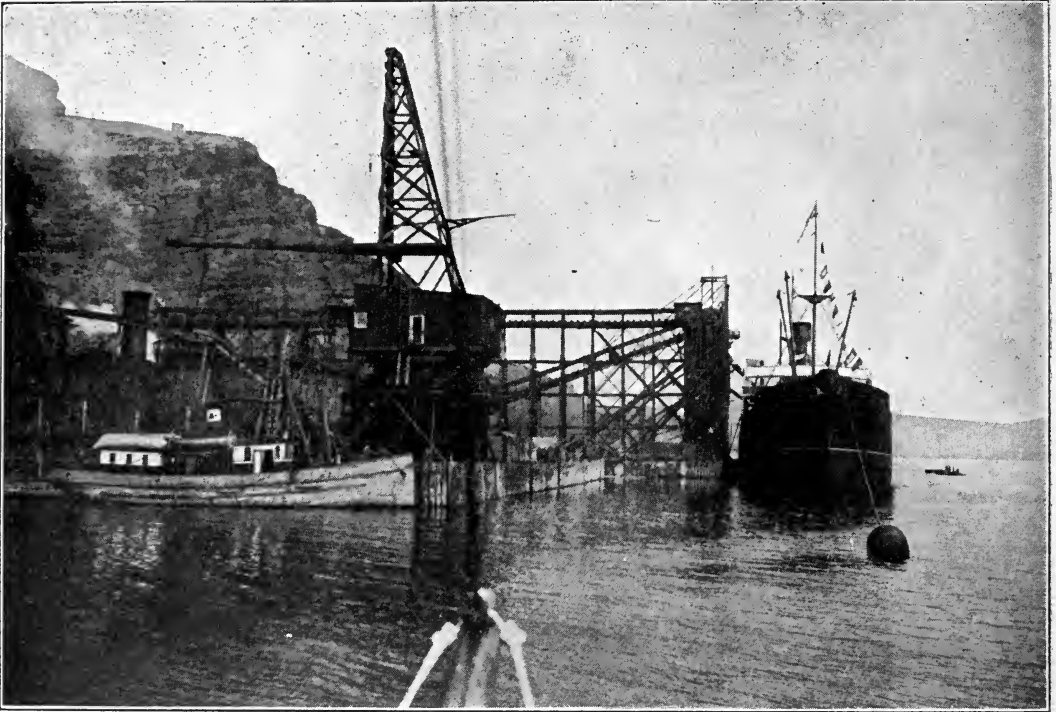
Photo, High Commissioner for Newfoundland

A THICK VEIN OF ORE ON THE COAST OF LABRADOR
The vein will be seen running through the rock under the foot of the prospector

used for the embellishment of temples and tombs. Among building stones must be mentioned the pink marble of Rajputana, with which many of the famous architectural beauties of Agra were constructed; the sandstone of the Godavari, and the granite of Southern India. Jade is a beautiful product of Burma; and the output of monazite has recently increased to over 2,000 tons, and that of wolfram to nearly 4,000 tons a year.

NEWFOUNDLAND.

Mining is still in its infancy; the principal ores at present worked are copper and iron, iron pyrites, galena, hematite, chromite (near Port Bay), and asbestos; a large deposit of manganese has been discovered on the southern shore of Conception Bay, and there are slate quarries at Trinity Bay. The principal copper mines are at Tilt Cove, Betts' Cove, and Little Bay, and at York Harbour,



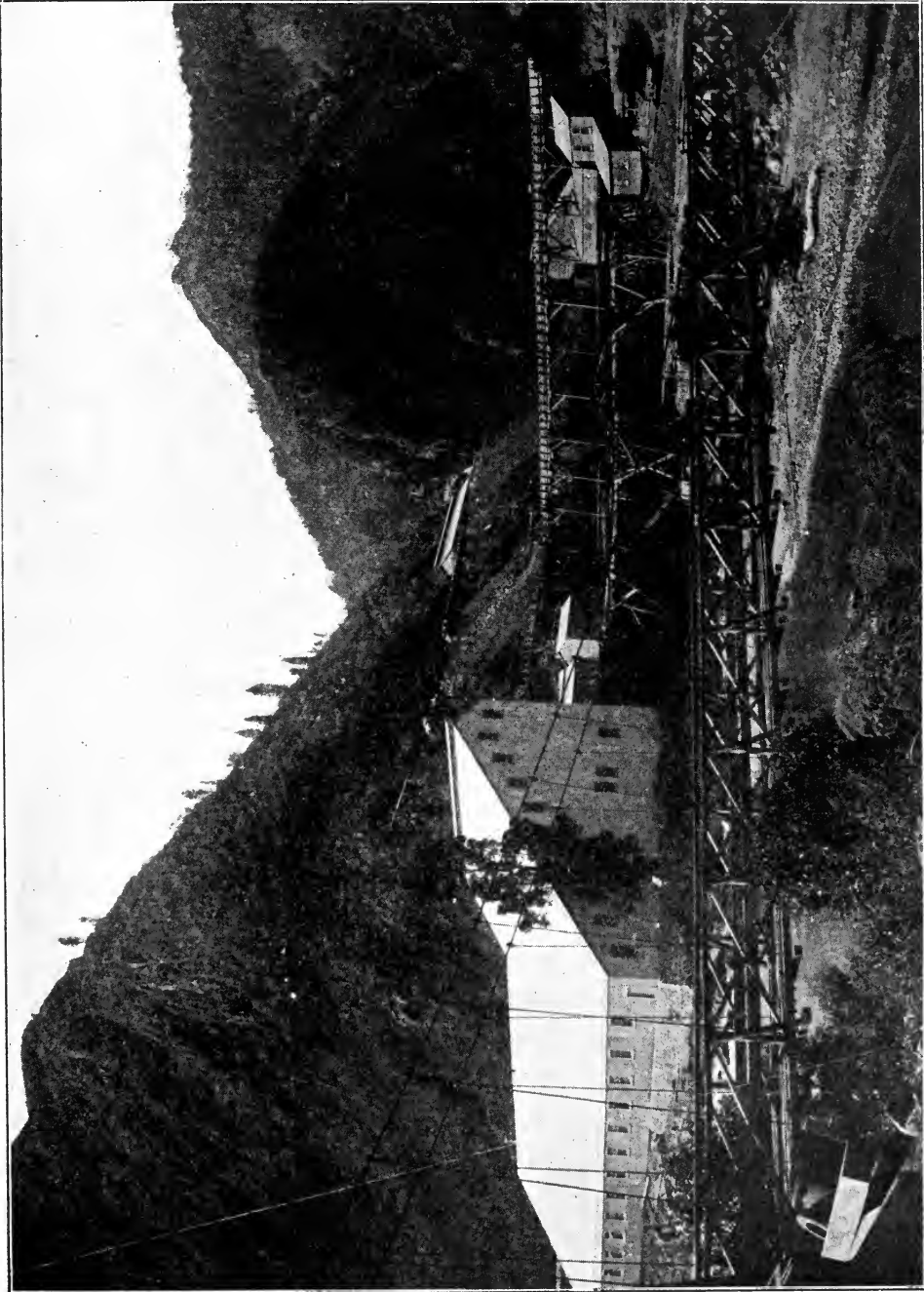
Photo, High Commissioner for Newfoundland

LOADING IRON ORE AT BELL ISLAND

The loading device enables vessels to be loaded at all states of the tide

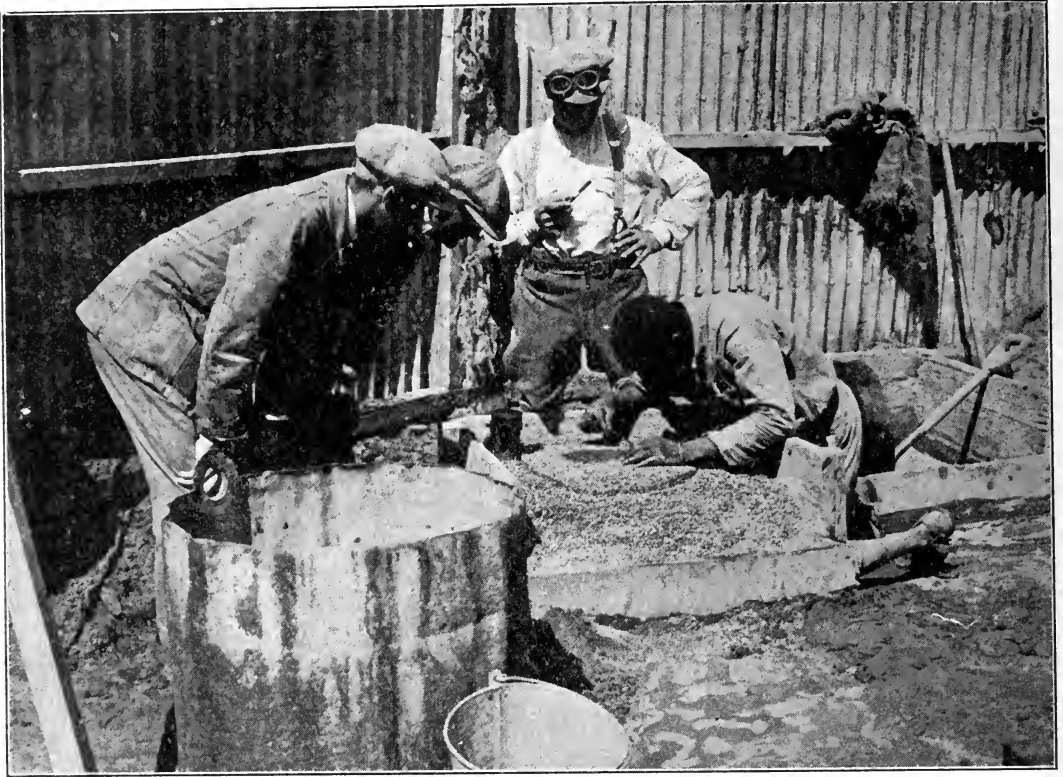
For many years India had a monopoly of saltpetre, so largely used in explosives, but the recent discoveries in industrial chemistry have destroyed this by enabling the manufacture of this essential product. It is, however, still exported to the value of nearly a quarter of a million sterling. Salt, which is very largely used in India, is obtained from the sea water and from the Salt Range, where it occurs in solid cliffs, which for extent and purity are said to be unrivalled. Notwithstanding these vast stores India imports much of the salt consumed in the country.

Bay of Islands, all in Nôtre Dame Bay, distant about 200 miles from St. John's. At Port au Port, on the western coast, the chromic ore deposit is on the face of the cliff, and ten distinct bands of it, averaging about 2 ft. in thickness, are now uncovered, and mining operations have been commenced. Large deposits of what is known commercially as talc, but is really Agramatolite, are now being worked near Kelligrews in Conception Bay. The mine was opened in 1904, and the first load of ore was shipped on the 13th December, 1904. The deposits of



GOLD MINING IN NEW ZEALAND
A quartz crushing mill

Photo, High Commissioner for New Zealand



PICKING OUT DIAMONDS IN A SOUTH AFRICAN MINE

magnetite are also large, and in one locality an English firm has acquired possession.

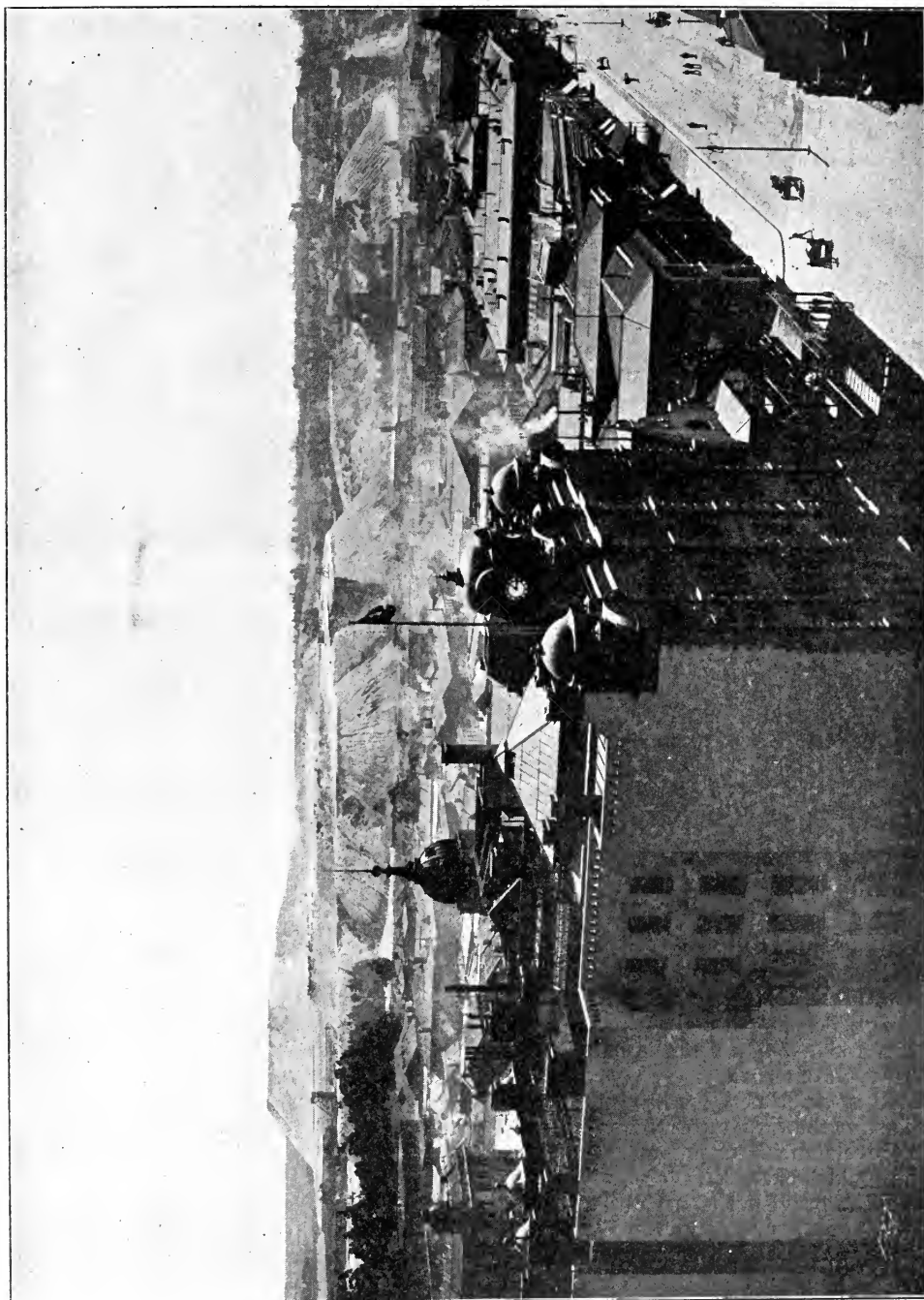
Gold is reported to have been found over a considerable area at Ming's Bight on the north east coast. No sufficient work has as yet been performed on any of the claims which have been taken out to enable any decision to be made as to the value of the discovery. Gold has also been found over a large area on the west side of White Bay ; and free gold intermixed with iron pyrites elsewhere. Coal has been found of good quality in the districts of St. George's Bay, Grand Lake, and Codroy (near Port aux Basques). The asbestos formations are very extensive at St. George's Lake and elsewhere. Granites and slates of all colours abound, and gypsum is plentiful at Bay St. George and Codroy. Mineral oil springs have also been discovered, and in one place a local company is at work upon them. In fact, each year tends to confirm the opinion that Newfoundland is rich in mineral resources,

and that capital, and to some extent, skilled labour, are alone required for their development.

Since the beginning of mining operations in 1864 copper ore to the value of nearly 50,000,000 dollars has been obtained. The great iron mine at Bell Island has now been worked for a number of years, and it is estimated that 40,000,000 tons of ore are in sight.

NEW ZEALAND.

The natural mineral resources of New Zealand are considerable, and have exercised in the past a most important influence on the development and progress of the Dominion. Gold to the value of £93,599,000 has already been obtained. Although the gold-mining industry in New Zealand—in common with that of many other countries—has been slowly declining, with the exhaustion of the known rich and easily-worked deposits, it still forms one of the most important articles



Photo, South African Rijs

THE CENTRE OF THE WITWATERSRAND

A view of the gold mines and dumps from a corner of Johannesburg

of export from the Dominion. The average annual production of gold is valued at about £757,400.

New Zealand possesses 172 collieries, some of which are State-owned, and the total amount of coal produced up to the present time is approximately 51,884,393 tons. The State Coal Mines Act of 1901 provided for the acquisition and working of State coal-mines in New Zealand, under the direct control of the Minister of Mines.

In pursuance of such authority two mines were acquired—the Point Elizabeth Mine, situated on the Grey Coalfield, and distant about 5 miles from Greymouth, and the Westport-Cardiff Mine (subsequently renamed the Seddonville Mine), situated on the Buller Coalfield, and distant by Government railway about 29 miles from Westport. The average annual production of coal in New Zealand amounts to just under 2,000,000 tons.

Among other minerals discovered in the Dominion are iron; in the form of ironsand at Taranaki and in the form of brown hæmatite at Parapara, near Nelson; schulite, one of the principal ores of tungsten, petroleum, phosphate rock, copper, antimony, manganese, and chrome ore.

State aid is sometimes given to prospectors and miners, in the form of cash grants, loans for the development of mines, subsidised roads on gold fields, loan of prospecting drills, and the provision of hydraulic power. There are mining schools in the Dominion. (See also *New Zealand, Commerce, etc.*)

UNION OF SOUTH AFRICA.

The mineral resources of the Union are very great. The Transvaal is the largest

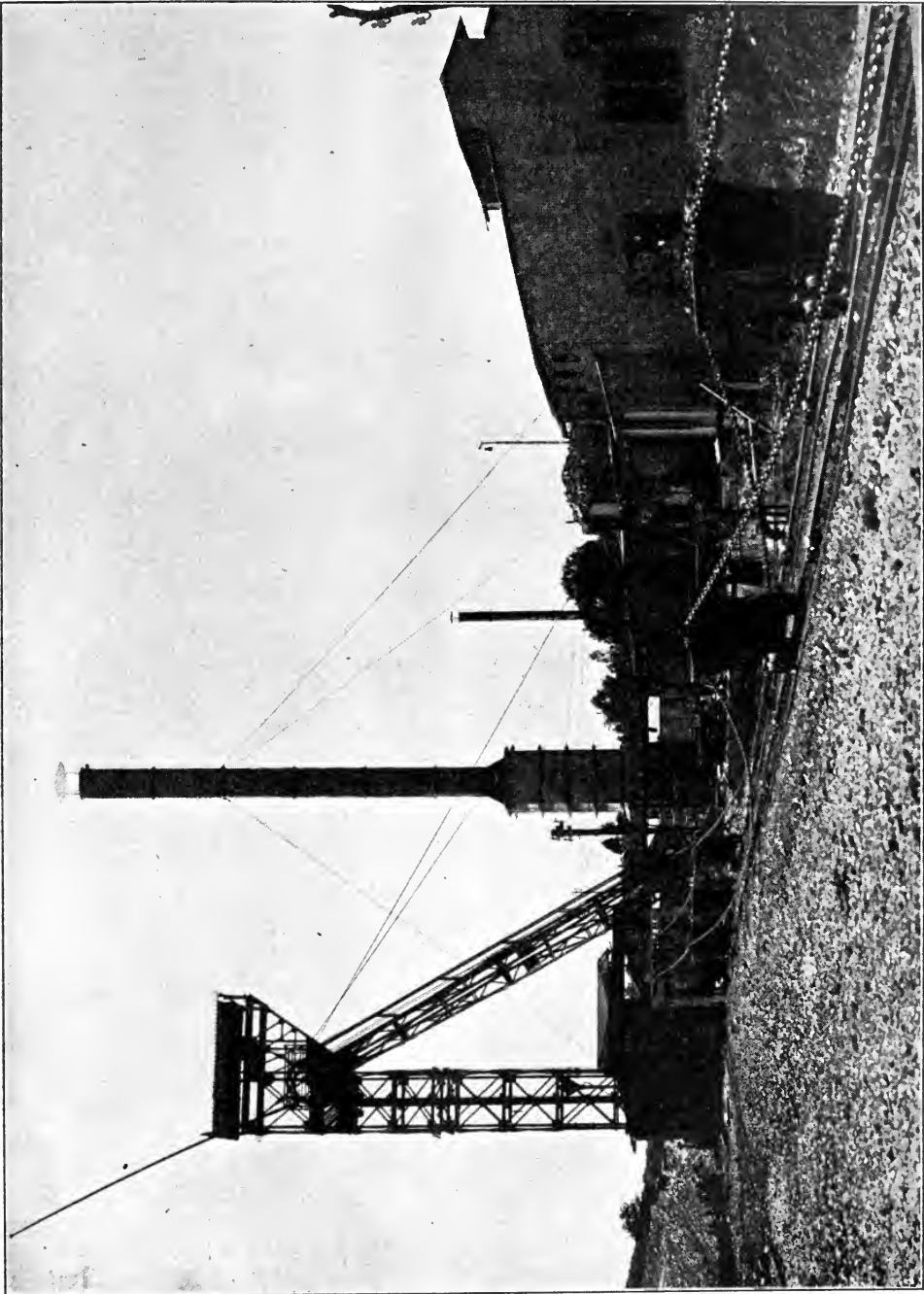


DIAMONDS FROM KOLMANSKOP, SOUTH-WEST AFRICA

Valued at £600

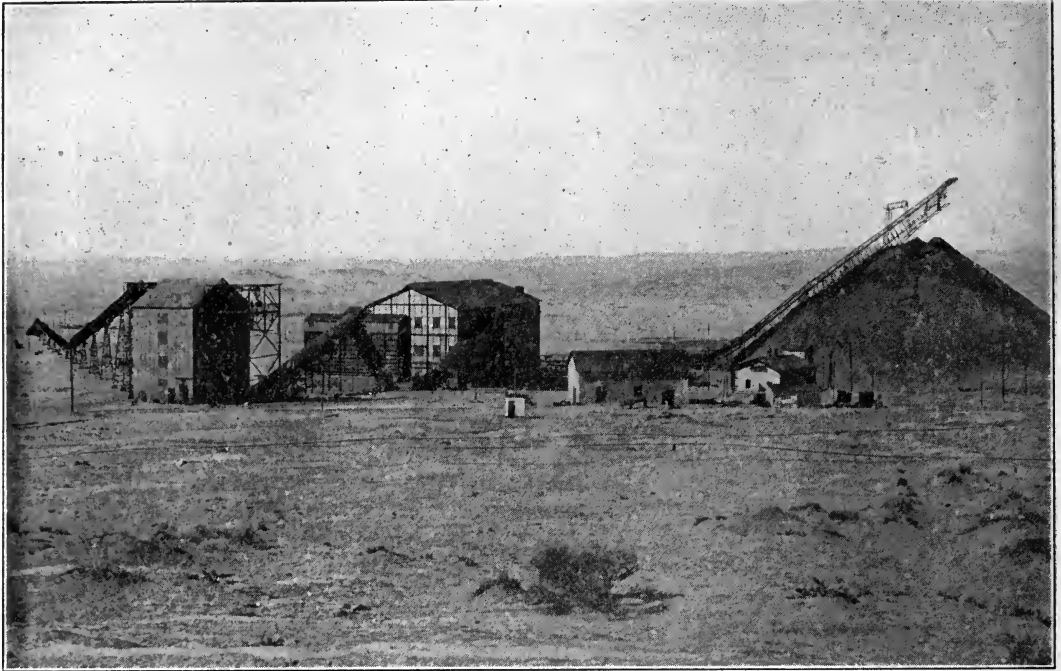
producer of gold in the world and the Cape the largest producer of diamonds. Coal is found in all four Provinces and copper in Cape Colony. During the fifteen years 1897 to 1911 the production of gold in the Transvaal almost trebled itself. The total value of the mineral output of United South Africa now amounts to about £48,809,000, of which the value of the gold produced is approximately £35,691,600, and of the diamonds £8,100,000. The number of persons employed in the mining industry is 333,619, of whom only 36,951 are whites.

The principal seat of the Transvaal gold industry is the Witwatersrand area, including all the Main Reef properties in and around Johannesburg and their extensions eastward to Springs and Heidelberg and westward to Randfontein. The other gold-bearing districts of the Transvaal are of minor importance as regards production. They include the districts of Heidelberg, Barberton, Pilgrim's Rest, Pietersburg, and Klerksdorp. The number of persons employed in the gold mining industry is 187,000 coloured and 24,864 whites. No gold is obtained in the Orange Free State, but in the Cape and Natal a small quantity (1,250 ozs.) is annually produced.



Photo, South African Government

A COPPER MINE, TSUMEB, SOUTH-WEST AFRICA



Photo, South African Government

GENERAL VIEW OF THE DIAMOND MINES, KOLMANSKOP

Next in order of importance to gold comes the diamond industry of the Cape. Kimberley is situated on these fields, and the value of the diamonds produced by all the South African mines averages £8,110,000 a year, exclusive of the £2,500,000 obtained for the stones found in the Luderitz Fields of South West Africa. About 10,293 natives and 3,143 Europeans are employed in the Cape diamond industry. All the principal mines are held by the De Beers Consolidated Mining Company, who also hold the rights of prospecting and mining for precious stones in Rhodesia. The model village of Kenilworth (a suburb of Kimberley) has been built by the De Beers Company for its white employees.

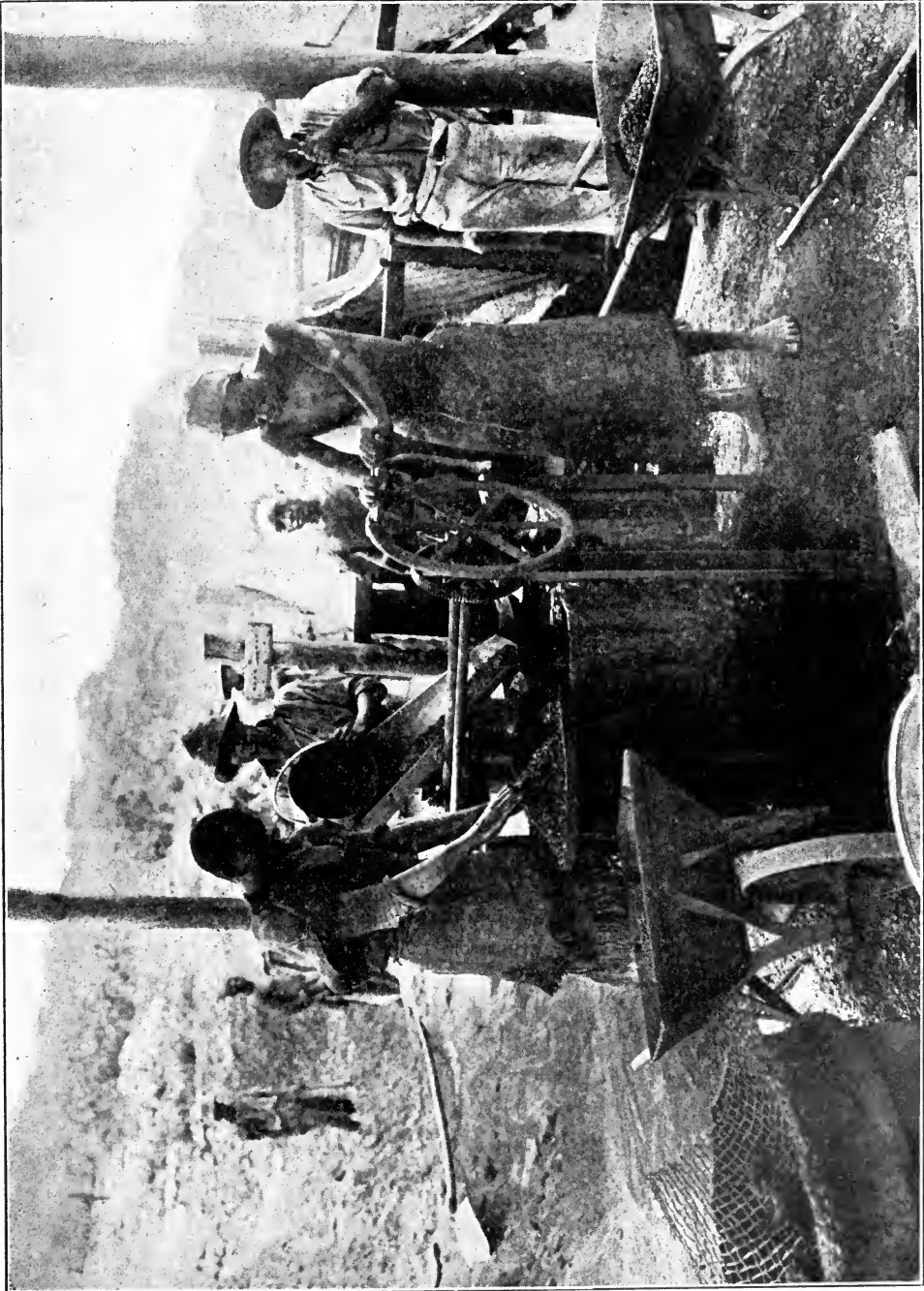
There are also alluvial diamond diggings on the banks of the Vaal River, where about 91,000 carats are annually obtained, the diamonds being much superior in quality to those found at Kimberley. Diamonds are also found in the Kuruman District of Bechuanaland.

Most of the diamonds in the Transvaal come from the Premier Mine near Pretoria ;

but some come from the Bloemhof and Barkly West districts, where, however, the conditions of life are bad. The output of diamonds from the Transvaal has been increasing, and the average yearly value is about £1,000,000. The number of men employed is 6,000 natives and 2,700 Europeans.

In the Orange Free State Province diamonds of a very good quality are mined at Jagersfontein, and Koffyfontein, in the district of Fauresmith. Other mines are the Roberts Victor and Blaannebosch, 20 miles north-east of Boshof, and the Voerspoed mines in the district of Kroonstad. Diamonds are also found in the Vaal River. The value of the diamond output of this province is approximately £300,000. The average number of Europeans employed is 300 and of coloured miners 1,000.

The principal coal-fields of the Transvaal are at Boksburg and Springs-Brakpan, situated within a few miles of Johannesburg ; at Vereeniging, 50 miles to the south ; and at Middelburg, between Pretoria and Barberton ; those at Middelburg producing three-fourths of the whole output. The production of coal



Photo, South African Government

THE WASHING PLANT AT THE BOBOS MINE

in the Transvaal, which is steadily on the increase, now amounts to about 7,000,000 tons (2,000 lb.) valued at £2,300,000 a year.

Coal mining is one of the most promising industries in Natal. The principal mines are in the Dundee, Klip River, and Newcastle districts, but the Utrecht and Holbane collieries also produce considerable amounts. The number of persons employed is about 17,000, of whom some 800 are whites. Half the total output of coal, which is approximately 3,530,000 tons, is cut by machinery.

In the Orange Free State Province there is good coal on the northern boundary of the Heilbron district, and to a less extent in the Kroonstad district. The total output is, however, little more than 900,000 tons per annum, and only about 150 whites and 2,200 coloured men are employed.

The chief coal mines in the Cape Province are in the districts of Molteno, Wodehouse, and Engeobo, about 50 miles south of Aliwal North. The total output is approximately

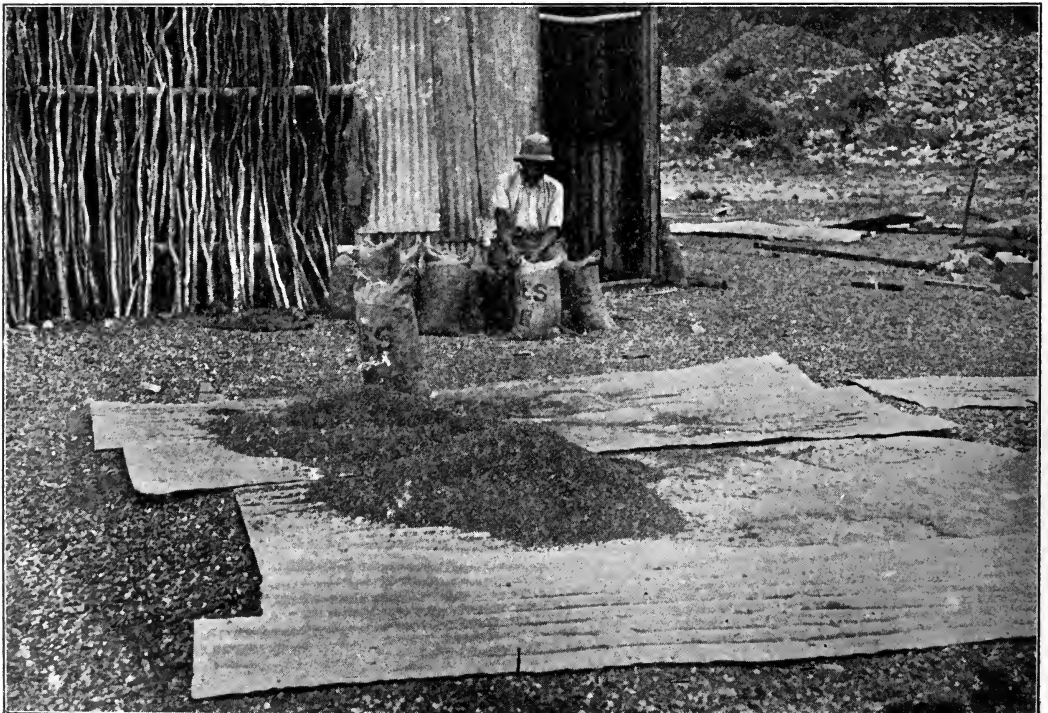
6,000 tons, and the number of persons employed about 110.

The production of copper in the Cape Province and in South West Africa is considerable. This valuable mineral is found throughout Namaqualand. The principal mining stations are Ookiep, 92 miles from Port Nolloth, with which it is connected by railway, and Tsumeb, in the north of the Mandatory territory. The total production of copper averages 17,000 tons per annum. Over 4,600 people are employed, of whom several hundred are Europeans.

Among other minerals must be mentioned tin, mostly obtained in the Transvaal (£140,000 a year), and such base metals as asbestos, graphite and lead, which have an approximate yearly value of £137,000.

SOUTHERN RHODESIA.

Mining in Southern Rhodesia, if the ancient and unknown seekers are excepted, began in 1890, but it was not until 1899 that it commenced to assume notable proportions. Up



A VANADIUM ORE-MINE, BOBOS, SOUTH-WEST AFRICA
The ore is packed in sacks for transport

to the present time the total value of the gold produced has been estimated at £51,501,615. The annual production averages in value about £3,200,000.

Gold is found in every kind of formation occurring in the country. Exploration work has proved that it is not confined to quartz reefs. In the Enterprise district it is found in schists; in the Kimberley district in the granite; in the Abercorn district in sandstone; in other sections in banded ironstone; and in the Eldorado district in conglomerates; while at the Eileen Alannah and Carn and Motor there are rich impregnations in dolomite and sandstone.

Silver, lead, copper and antimony are mined in association with gold. Native copper, however, is known to occur in many parts of the territory. Some of these deposits are being developed. Chrome iron is found in extensive deposits in the midlands, but only one is being worked. This is situated in Selukwe (Gwelo) District. In one year it provided the greater part of the world's supplies of chrome iron. The average

annual production is 89,000 tons. The ore is shipped direct to Europe and there reduced. Asbestos is found in Victoria and Hartley Districts. Tungsten ores are found near Essexvale, Bulawayo District. The diamonds and other precious stones come from the Somabula and Bembesi areas, between Bulawayo and Gwelo.

There are several coal measures in the territory, but only one is being worked—at Wankie, near Victoria Falls. This seam is from $7\frac{1}{2}$ to $13\frac{1}{2}$ feet thick, and contains, approximately, 600,000,000 tons of coal of a quality equal to the best Natal and American coal, and only a little inferior to Welsh coal. The Director of the Rhodesian Geological Survey has calculated that the coal resources of Southern Rhodesia amount to 969,411,000 tons, of which 85 per cent. is steam coal, the balance including both semi-anthracite and bituminous coal. The quantity raised averages 500,000 tons a year. Taken over a period of ten years the total mineral output of Rhodesia averages in value about £4,182,000 per annum.



A MARBLE QUARRY, KARIBIB, SOUTH-WEST AFRICA



A TIN MINE AT AMPANG, FEDERATED MALAY STATES

FEDERATED MALAY STATES.

It is not generally known that about half of the world's supply of tin comes from British Malaya. In the early nineties tin-mining was almost entirely in the hands of the Chinese, who then possessed but scanty working capital and little knowledge of scientific mining. Their endeavours were confined to shallow alluvial deposits, and only such of these as could be worked with the moderate capital at their command. The discovery of deeper alluvial deposits has necessitated the introduction of more scientific methods and of up-to-date machinery, under the supervision of skilled Europeans. The discovery of alluvial tin on the hills rendered necessary the introduction of hydraulic plants, and land hitherto of no value has been mined with conspicuous success by this means. Investigation in later years has revealed the more general existence of deeper alluvial deposits, and without doubt many such, hitherto undiscovered, are awaiting the advent of further British capital for their development. Naturally, with tin ore easy to win from the surface downwards, the prospector and mining engineer have

not troubled to locate the lodes from which this alluvial tin must have been eroded. Discoveries in this direction have been made lately, and the Government Geologist has stated that tin lodes exist in extensive quantities.

Alluvial tin ore exists abundantly in the Western States, and sparsely in Pahang. It is found on the tops of mountains, thousands of feet high, as well as in the lowest swamps, and from the roots of the surface grass to depths of from 100 to 200 ft. The tin-mining industry has always attracted Chinese labour in its tens of thousands. Under an enlightened Government, and in the gradual course of civilisation and instruction of the Chinese labourer, systems have undergone a great change. With the discovery of the richness of the Kinta mines—the largest and most prolific tin-field in the world—it became general all over the Peninsula to work the land on the tribute system. Under this system, the more regular and more valuable deep deposits were proved, and for their exploitation capital and engineering skill were required. A new field was thus opened up for European enterprise.

The average annual production of tin and tin ore is 47,000 tons.

Tin, wolfram, gold and coal have been found in the Malay States. Recent prospecting has proved an outcrop of coal in Selangor for a distance of $3\frac{1}{2}$ miles and down to a depth of 150 ft. It is comparatively young coal, and has a proved marketable tonnage of 3,200,000 tons over an area of 156 acres, and the likelihood of a much larger area being proved points to the probability of this coal-field exerting a considerable influence over the destinies of the Federated Malay States, where the industries have been dependent hitherto, on expensive imported coal or fire-wood. The calorific value of the native coal has been placed by a high authority at about three-quarters that of Cardiff steam coal.

Wolfram has occurred with tin in a great many places, but so far in small quantities only, the export in recent years averaging 300 tons per annum. A more extensive lode has, however, been found in the non-federated State of Trengganu, near the Dungun River, which promises to add to the mineral

wealth of that State, where gold has been won, and where tin is said to occur in lode formation.

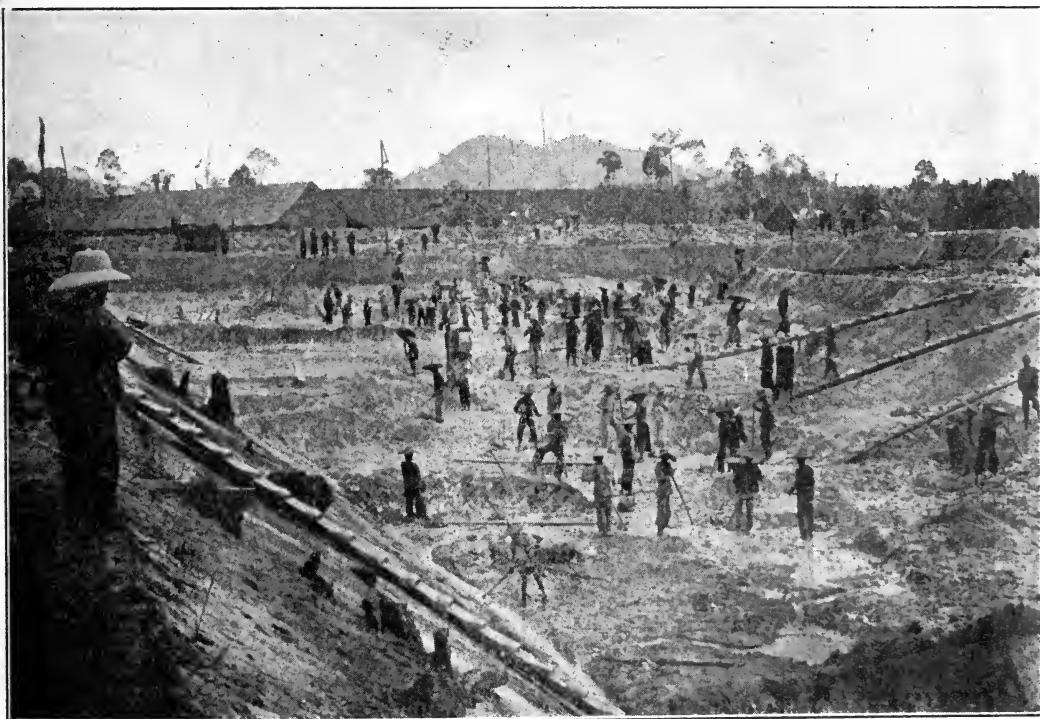
Alluvial gold has been worked for centuries at various points in the Peninsula, especially in Pahang. Quartz mining has attracted European capital, but, so far the output has been very small, amounting to about 15,000 ounces a year.

Crown Colonies

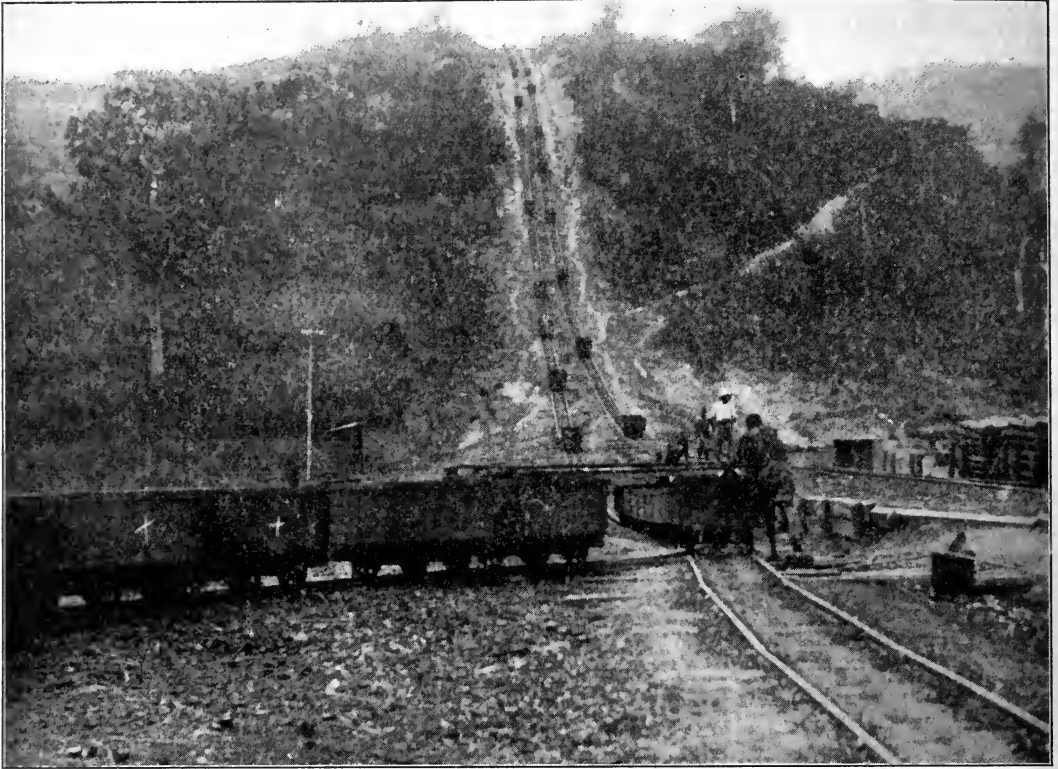
Although the mineral resources of the Crown Colonies have been dealt with in the pages devoted to these territories, it is necessary for the sake of completeness to include in this survey of the mining industry of the Empire further details—unsuitable for the general articles—of this industry in those Colonies where it is of special economic importance.

GOLD COAST.

As its name implies the chief mineral product of this Crown Colony is gold, which



AN OPEN CAST TIN MINE, FEDERATED MALAY STATES



THE UDI COLLIERY, SOUTHERN NIGERIA
Empty trucks returning to loading level

Photo, Niger Company

occurs in quartz, reef, and aluvium. Hitherto the unhealthy climate has retarded the mining industry of West Africa, but the rapid strides made during recent years in combating tropical diseases have extended the field of operations and increased the supply of competent white miners, with the result that the latest returns from the Gold Coast show a steadily increasing output of gold. The average annual production now amounts to about £1,000,000. Ashanti has long been known to be rich in precious metal, and, although only a small portion of this huge territory has been properly examined by competent prospectors the output averages in value about £500,000 per annum. The Northern Territory also contains rich mineral deposits which are at present not being worked.

In Gold Coast territory diamonds and considerable deposits of high-grade manganese have recently been discovered. The Govern-

ment Railway from Sekondi to Coomassie, the administrative headquarters of Ashanti, passes through Tarquah, the centre of the goldfields.

BRITISH GUIANA.

The mining activity of British Guiana is at present confined almost exclusively to gold and diamonds. There are five gold digging districts in the colony, in all of which except one, the Berbice and Corentyne, gold digging is being actively pursued. The districts are:—

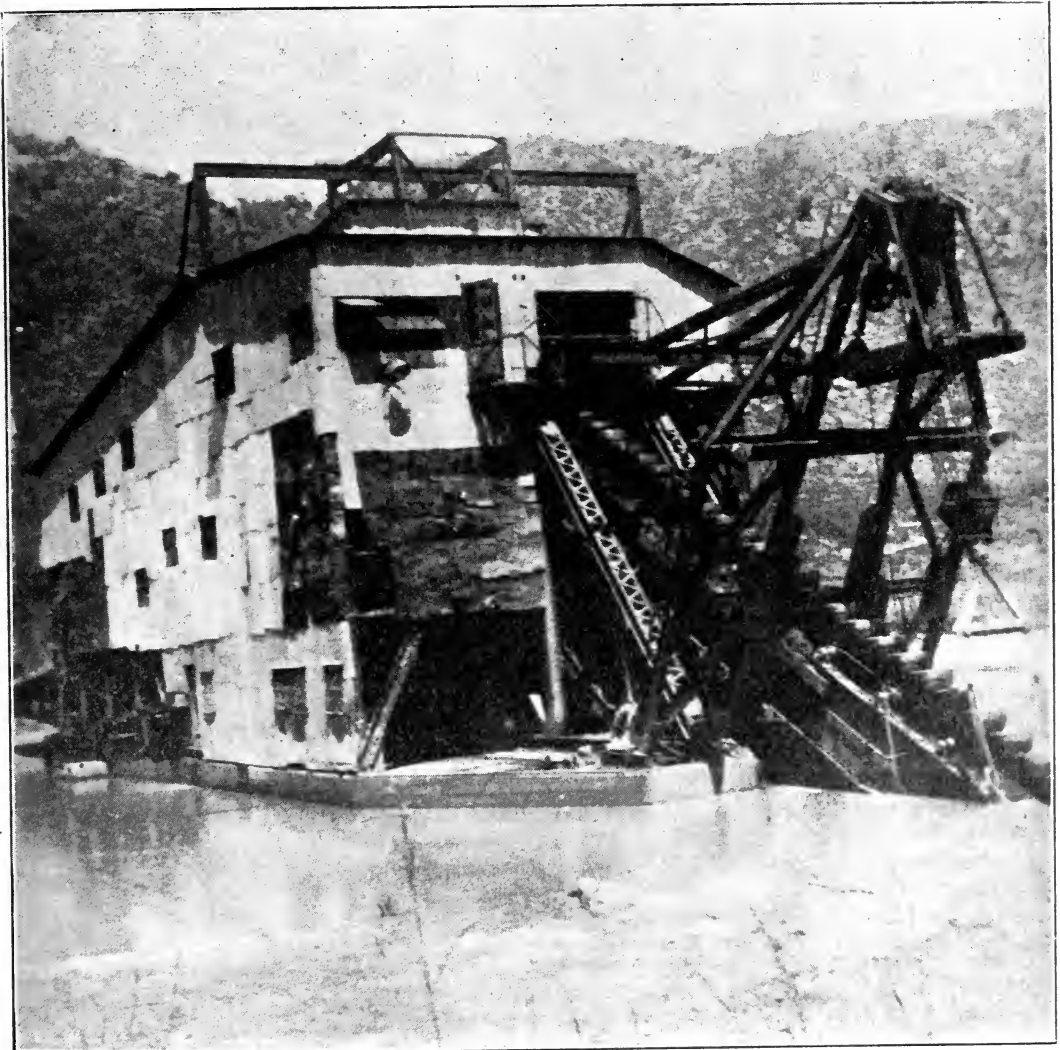
1. Berbice and Corentyne.
2. Demerara and Essequibo Rivers.
3. Mazaruni and Puruni Rivers.
4. Cuyuni River and Groote Creek, Essequibo River.
5. Barima, Barama and Waini Rivers.

Dredging has been carried on very successfully in the Conawaruk River, and in the Minnehaha Creek. Other rivers and creeks

in the Colony offer some scope for this style of work.

The gold industry, however, still awaits proper development, for there can be no doubt that a large portion of the interior contains untried fields, which, under systematic and modern methods of manipulation, would yield a rich return to the man of energy and endurance. The average annual output of gold is approximately 40,000 oz. The total production of the diggings from 1884 to the present time amounts to about 2,687,454 ounces.

The climate of British Guiana is not unpleasant, for although warm, it is not subject to sudden changes of temperature. It is, however, impossible for Europeans to perform hard manual labour in the sun, and, in consequence, their energies are better employed in superintending and directing the work of the various labourers, such as Portuguese, blacks, and coolies, that they may employ. Prospecting can be done by Europeans, but the actual work of digging in the hot sun soon exhausts them.



TIN MINING DREDGER AT WORK IN NIGERIA

Photo, Niger Company



NATIVES WORKING ON A NIGERIAN TIN FIELD

Photo, Niger Company

Diamonds of fair size and good quality are being found in the districts through which the Mazaruni and Cuyuni Rivers run, and large concessions have been granted to prospectors and miners. The diamonds exported annually average in value about £40,000, and the value of the total production of stones up to the present time is estimated at £490,000.

NIGERIA.

This West African Colony and Protectorate has sprung into fame during quite recent years on account of its vast population and resources, by no means the least important of which are its tin, iron, lead, and silver deposits. The first of these minerals is at present the most important. In the Kano, Zaria, Bauchi, Nassarawa, and Mabba Provinces rich alluvial deposits as well as lodes have been discovered, and many companies with considerable capital have commenced mining operations. The output is, however, at present small if compared with that of the

Federated Malay States, amounting in average annual value to about £337,000. The next few years should, however, see a very considerable increase in the output of tin from Nigeria, as up to the present the ore has been obtained principally by calabashing (panning), but the companies now working some of the most valuable deposits have erected sluicing plants on an extensive scale; and it is generally considered that before many years the tin-mining industry will have developed into one of the principal sources of wealth for the country. The auriferous area extends over 10,000 square miles of country in the Northern Protectorate, and there are also very rich deposits in Southern Nigeria.

Near Wukari and Orufu, reefs of galena carrying a high percentage of silver have been discovered, as well as pockets of the pure native metal in various parts of the country. Monazite, manganese ore and lignite are also known to exist in large quantities, and gold is discovered in many of the

rivers and creeks of Southern Nigeria. The output of all minerals with the exception of tin is, however, at present very small owing to the undeveloped state of this vast and rich country.

At Udi, in Southern Nigeria, there are coal fields of wide extent which are being actively worked. The coal is of good quality, and the fields are connected with Port Harcourt, on the Estuary of the Bonny River, by a railway line 150 miles in length.

Although the mining rights in Nigeria have been vested in the Government since the revocation of the Charter of the Royal Niger Co., according to agreement the pioneer corporation still receives half the profits derived from the royalties paid to the Government on minerals obtained from that portion of the country which lies between the mainstream of the River Niger on the west and a line running from Yola to Zinder on the east. This arrangement came into force in January, 1900, and is to last for a period of ninety-nine years.

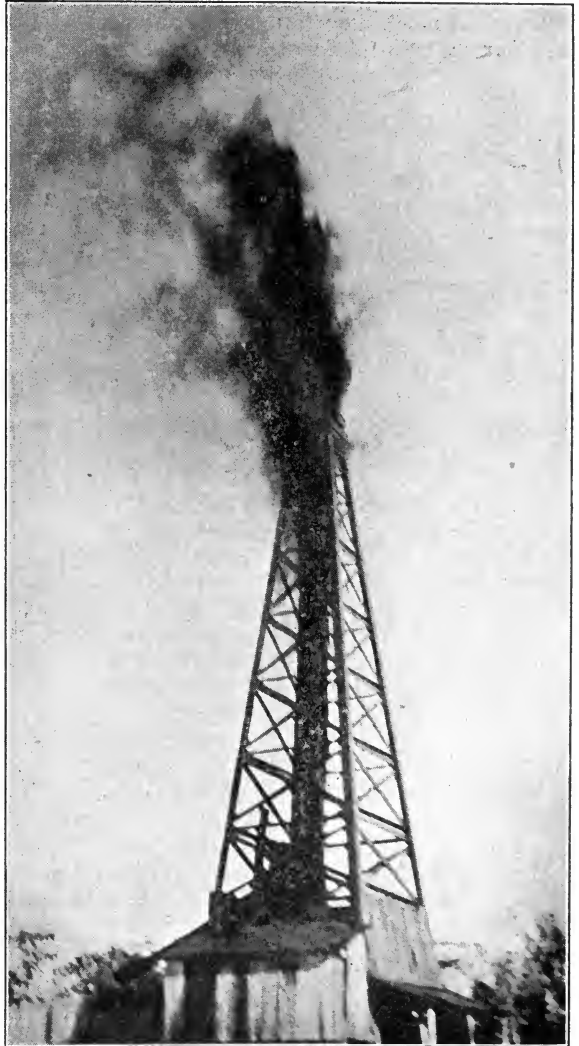
TRINIDAD.

The mining industry of this West Indian Island is confined almost exclusively to the production of asphalt and petroleum. The former is obtained from the Pitch Lake at Brighton (La Brea), the Government having granted the exclusive right to work this deposit to a company. The value of the average annual production is approximately £230,000. Petroleum has been discovered in several parts of the island, and numerous companies are exploiting it. Huge tanks have been erected at Brighton, and borings made in other districts have proved successful. The average annual value of the output is £730,000

British Empire

The average annual value of the production of gold and coal within the Empire is approximately as follows:—

	GOLD.	£
United South Africa	-	35,691,600
Australia	-	4,800,000
Canada	-	4,000,000
Rhodesia	-	3,200,000
India	-	2,300,000
Gold Coast	-	1,500,000
New Zealand	-	757,000
Other Colonies	-	2,310,000
Annual gold production in the Empire		£54,758,600



Photo, West India Committee

AN OIL GUSHER, TRINIDAD

COAL.			
			£
British Isles	-	-	300,000,000
Canada	-	-	14,500,000
Australia	-	-	9,500,000
India	-	-	12,200,000
Union of South Africa	-	-	4,000,000
New Zealand	-	-	1,000,000
Other Colonies	-	-	2,107,000

Average annual value of the coal production of the Empire - - - £343,307,000

The principal producers of petroleum—the second most important source of power—are Burma, Iraq (Mesopotamia) and Trinidad

(*q.v.*); but over 60 per cent. of the world's supply comes from the United States and 19 per cent. from Mexico.

The following table shows the approximate value of the yearly output of gold and coal in the British Empire compared with the production of the remainder of the world.

GOLD.			
			£
The World	-	-	94,000,000
British Empire	-	-	54,758,600

COAL.			
			Tons.
The World	-	-	950,000,000
British Empire	-	-	343,307,000



NATIONALITY

THE BRITISH CITIZEN

THERE are few more important and yet complex problems than those of nationality. To give here all the intricate legal details of this problem is unnecessary, but to describe an Empire on an encyclopedic plan, and yet fail to define therein what constitutes its principal asset—the subject—would be an anachronism. It would leave unanswered a question which is continually being asked both in the centres and on the marches of Empire.

THE BRITISH SUBJECT.

A British subject is defined by the Acts of Parliament of 1914–18–22 as any person (1) born within His Majesty's Dominions and allegiance, (2) born in a foreign country of British parents, (3) naturalised by certificate, (4) whose British nationality is acquired by the conquest or annexation of territory, and (5) who is born on a British ship.

The wives of British subjects, without regard to their nationality, birth or origin, acquire the nationality of their husbands. Children whose father acquired the nationality by the conquest or annexation of territory, or who was naturalised by certificate, are deemed to be British subjects, but, when children of naturalised parents are born out of the King's Dominions, it is necessary for the birth to be immediately registered at the nearest British Consulate.

Any person whose nationality depends upon Consular registration ceases to be a British subject unless he affirms his British nationality and abandons any other nationality he may have acquired through birth or residence in a foreign country within one year after attaining the age of 21.

LOSS OF BRITISH NATIONALITY.

A woman who marries an alien loses her British nationality, and does not regain it upon the death of her husband or the dissolution of her marriage unless application is made for a certificate of nationalisation. Other ways whereby British nationality may be lost are (1) by the severance of territory from the Crown, such as occurred to the inhabitants of Hanover and other lost dependencies; (2) by voluntary or formal act becoming the naturalised subject of a foreign State; (3) where a father loses his British nationality during the minority of his children, who become subjects of another State; and (4) where a certificate of naturalisation is revoked by the Secretary of State.

ACQUIRING BRITISH NATIONALITY.

The ways in which people born under an alien flag become British subjects are: (1) by the territory in which they were born, and were residing at the time, becoming part of the British Empire; (2) by the marriage

of a foreign woman to a British man; and (3) by naturalisation.

The last of these methods now requires 7 years' residence within the Empire, and 1 year in the United Kingdom immediately preceding the application, proof of good conduct, knowledge of the English language, and a declaration that the applicant intends to reside in one or other portion of the Empire.

Anyone who has spent not less than 5 years in the Government service, and signifies his intention of continuing in the service of the Crown, can obtain naturalisation upon the completion and acceptance of the general naturalisation certificate obtainable from the Home Office, London, and the payment of the fee of three pounds.

ENTRY OF ALIENS.

The number of aliens landing at the ports of the British Isles every year averages 290,000; many of these are, however, merely on pleasure or business visits. This number also includes members of foreign Government services, such as diplomats and consuls. A number almost equal to the arrivals leave the shores of the British Isles each year for oversea destinations.

BRITISH PASSPORTS.

Passports are granted to all British subjects, but applicants who have become naturalised are described as such in these documents. A British passport is issued upon the production of a declaration, on a special form, which contains the regulations

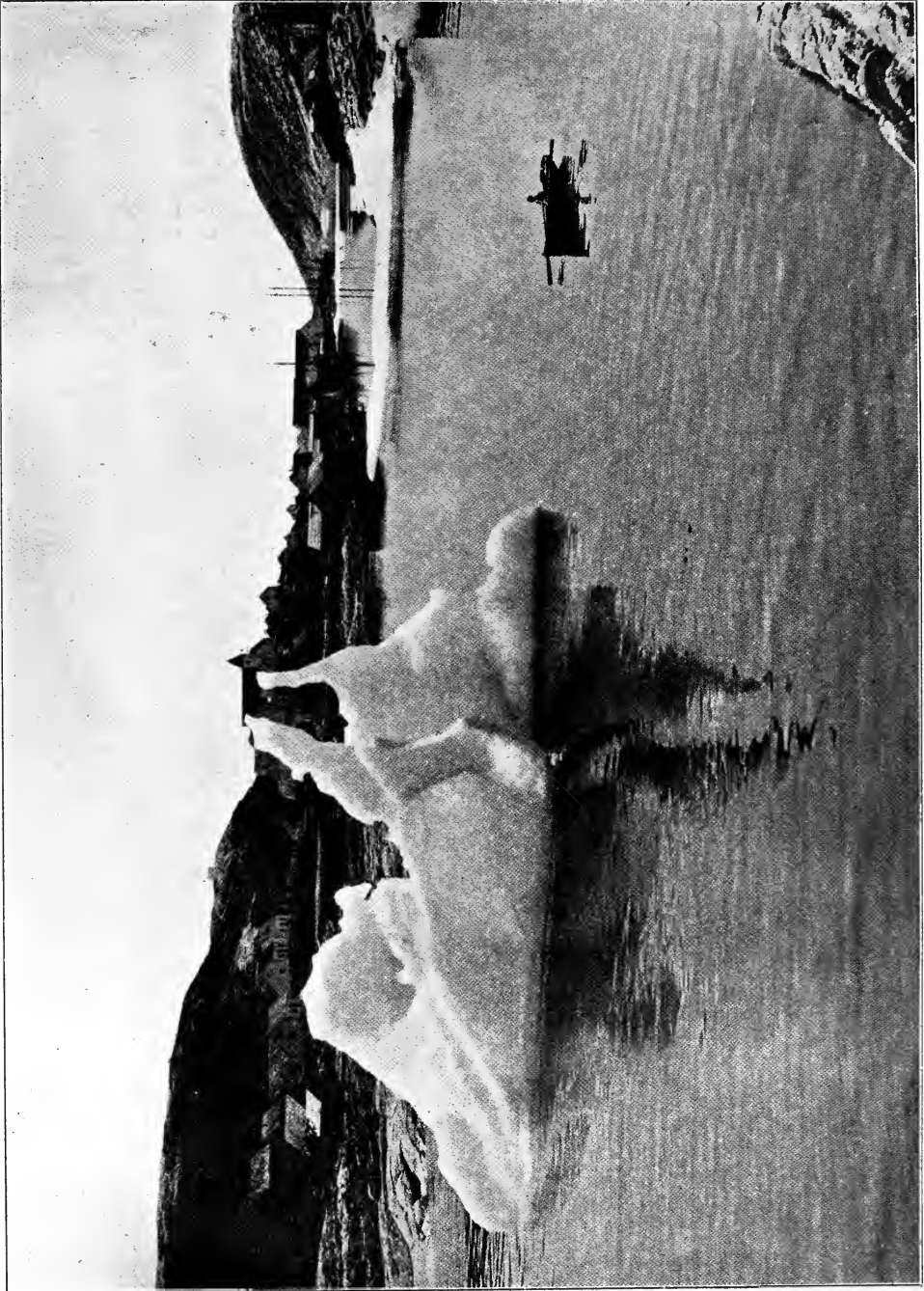
governing their issue, scope and use. These signed declarations must be verified or recommended by a declaration made by an official of a banking firm established in the United Kingdom, a barrister, a mayor, magistrate, minister of religion, physician, surgeon, solicitor or notary public. Two copies of a photograph of the applicant, one of which must be duly certified by the recommender, must accompany the signed form of application submitted to the Passport Office, Westminster, or the branch Passport Office, Liverpool, four clear days before the actual passport is required.

Anyone who has become naturalised in one of the self-governing Dominions, India, or the Crown Colonies, must supply a letter of recommendation from (1) the Agent-General of the State, (2) the India Office, or (3) the Colonial Office. (See *Government and Civil Service*.)

Passports are available for the countries named thereon, and not for entering or passing through other States, but they can be officially endorsed for additional countries at any time upon presentation at the Passport Office. They are available for two years from the date of issue, and can be renewed for four further periods of two years each, after which an entirely new document is necessary. No passport is issued in the United Kingdom on behalf of a person already abroad, who must apply to the nearest British Legation or Consulate.

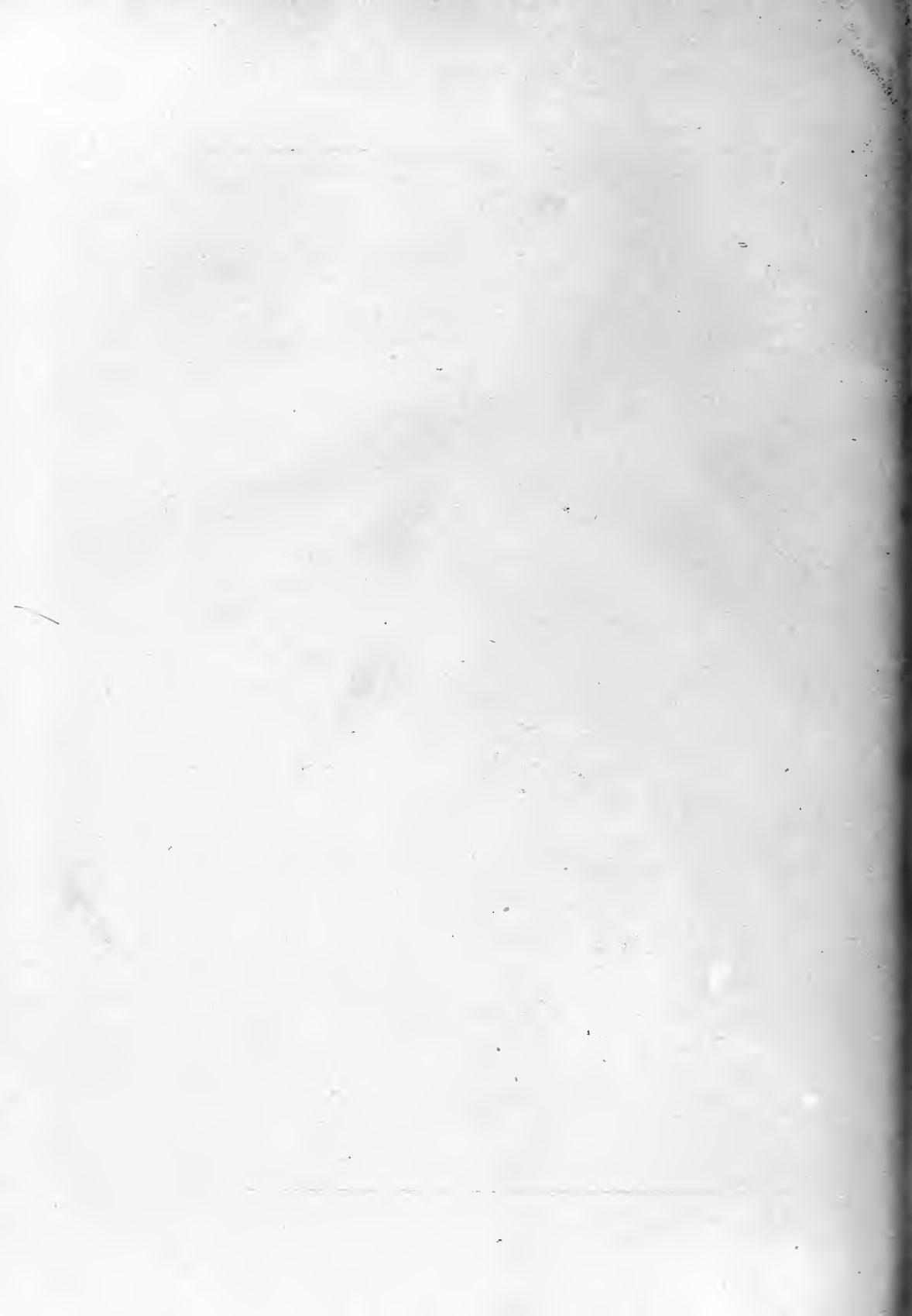
Passports, of which great care should be taken, cannot be sent by post out of the United Kingdom.





Photo, High Commissioner for Newfoundland

Iceberg at Battle Harbour, Labrador



NEWFOUNDLAND AND LABRADOR

THE island of Newfoundland, sixteenth in point of size among the islands of the world, lies off the Gulf of St. Lawrence, in British North America, and is the nearest Transatlantic point to Great Britain. It has an area of 42,734 square miles, and a population of about 259,317. Included in the Dominion, which is self-governing, is the coast of Labrador, on the North American mainland. Bleak and desolate in winter, with an approximate area of 120,000 square miles, it has a total population of 3,621. In summer, however, it is a fishing resort of considerable importance.

FIRST ENGLISH COLONY.

Newfoundland is entitled to the honour of being the first of a long line of illustrious followers. It is the oldest English colony, having been discovered by John Cabot in 1497, the first land sighted being the present Cape Bona Vista. It was not effectually occupied, however, until 1583, a few years previous to the definite settlement of Virginia and some of the West Indian islands.

France, who took possession of maritime Canada in 1534, and founded her first settlement, Quebec, in 1608, was supreme in North America until the early part of the eighteenth century, when her position was successfully challenged by Great Britain. By the Treaty of Utrecht, signed in 1713, complete sovereignty over Newfoundland was

ceded by France, subject to certain vague "Fishery Rights," which have since been the cause of continual friction between the two nations. After Quebec had fallen and French Canada was virtually conquered by the British forces under General Wolfe, the cession was confirmed by the treaties of 1763 and 1783.

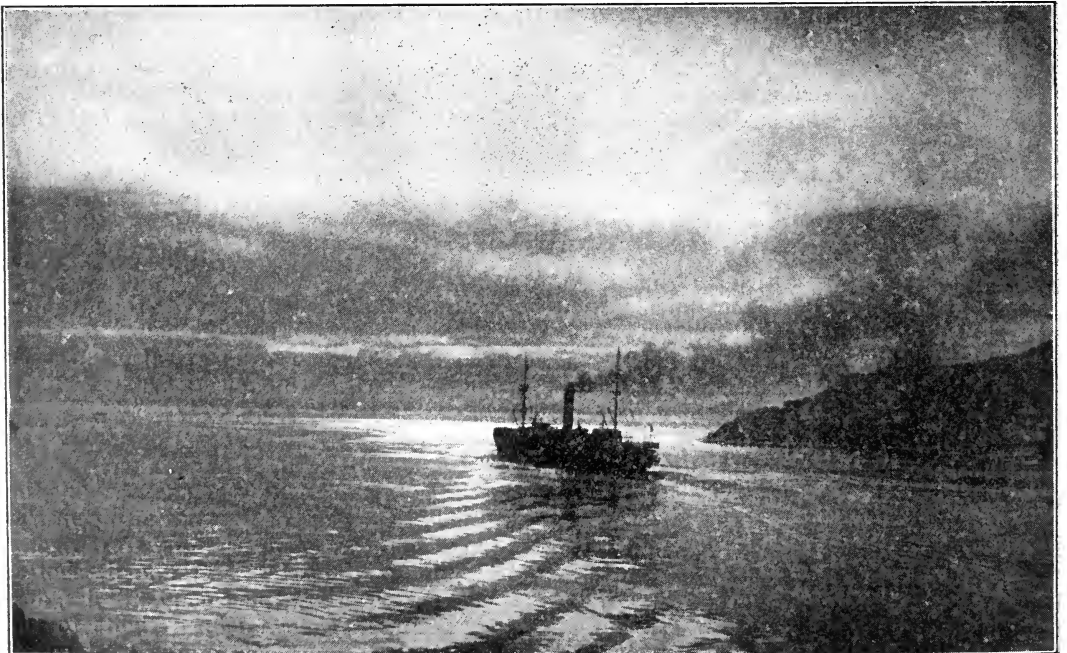
Although the island was occupied in the name of Queen Elizabeth by Sir Humphrey Gilbert, in August, 1583, the first Governor was not appointed until 1728. After 127 years as a Crown Colony it was granted Responsible Government in 1855. Newfoundland was the beginning of what has developed, in just under three and a half centuries, into the largest and most wealthy Empire ever known. Even the Roman Empire at its zenith could only claim the allegiance of some 120,000,000 people, as compared with the 437,000,000 of the British and Indian Empires.

FRENCH CLAIMS.

Although the island was occupied by the British at the close of the sixteenth century, the French were really the first to recognise the value of the fisheries around its shores, where the wealth of this colony still lies, and they secured vaguely defined rights to the use of nearly the whole of the west coast, facing the Gulf of St. Lawrence—known as the "French Shore"—for the process of



THE NEWFOUNDLAND FISHING FLEET ENTERING ST. JOHN'S HARBOUR



THE NEW YORK STEAMER LEAVING ST. JOHN'S, NEWFOUNDLAND *Photos, High Commissioner for Newfoundland*

drying and curing the fish caught by their fleets (mostly hailing from St. Malo) which congregated on these shores during the fishing season.

During certain months the Newfoundland banks have for many years been the rendezvous of an international fishing fleet, in which British, Canadian, American, and French predominate. The former three have, undoubtedly, stronger claims to benefit by these fisheries than the latter, owing to the

inhibitions completely stifled any attempt to develop the resources of the island, or even to establish cattle-raising farms, for which the land is eminently suitable, or to utilise the enormous supplies of forest-timber.

Even after these restrictions had been abolished in the largest portion of the island, they remained in strict force, owing to the French claims, along the whole stretch of what was termed the "French Shore," which was occupied solely by the temporary huts



Photo, High Commissioner for Newfoundland

CHURCH HILL, ST. JOHN'S, CAPITAL OF NEWFOUNDLAND

The Anglican Cathedral with the Court House beyond it

proximity of their territory, but custom and indefinite treaty rights gave to the fishermen of France a claim which they chose to interpret in such a manner as almost to exclude the Newfoundlanders themselves from portions of this island.

Up to 1811 the whole of Newfoundland was exclusively devoted to the fisheries. No houses were allowed to be erected without written permission from the Governor, and building under any circumstances was only permitted in a few places, for fear of interrupting the fishing industry. These pro-

and other paraphernalia of the fish-curing industry, much to the detriment of the colony itself.

The French interpreted the vaguely defined rights which brought about this curious and detrimental state of affairs to mean that their fishermen had exclusive rights to this shore, which it is unlikely could ever have been intended. Great Britain left them undisputed sway in the islands, Miquelon and St. Pierre, off the Newfoundland coast, which afforded ample space for the drying and curing of the fish caught by the French fleet.



Photo, High Commissioner for Newfoundland

WATER STREET, ST. JOHN'S, CAPITAL OF NEWFOUNDLAND

It is sufficient to say that, until recently, the French claims were the source of continual discord both in Newfoundland and in Paris and London, but, by the Anglo-French Convention, signed in 1904, France resigned her claim to any exclusive rights she may have had under the Treaty of Utrecht, but still claims the privilege of fishing in Newfoundland waters. There are also certain American claims, but it was agreed at Washington, in 1909, to refer to the Hague all questions relating to the Newfoundland fisheries. It seems probable that such questions will now be dealt with by the Council of the League of Nations.

NEWFOUNDLAND TO-DAY.

Although Newfoundland lies on the north-east side of the Gulf of St. Lawrence, close to the mainland of Canada, being separated from the Province of Quebec only by the narrow strait of Belle Isle, it is politically as well as geographically a separate and self-governing colony; the influence of the

dividing seas and other considerations have hitherto kept it from joining the Canadian Federation. It has also a certain strategic importance owing to its position, half across the entrance to the Gulf of St. Lawrence, but this is of fast diminishing consequence owing to the firm friendly relations of the Powers of the North Atlantic.

The coast line of this island, which is the sixteenth largest in the world, is bold, rocky, and much indented, especially in the south-west, where the coast range attains an altitude of nearly 2,000 feet within a few miles of the sea shore. In winter, gales not infrequently sweep these rugged coasts. The climate is variable but, on the whole, very healthy, and the extremes of heat and cold are not so great as in other parts of British North America or in the north-eastern States of the America Union. In winter, the thermometer rarely falls much below zero. In summer the heat ranges from 50 deg. to 60 deg. for four months, the maximum being as high at 83 deg. in the shade. The rainfall



BOWRING PARK, ST. JOHN'S

Photo, High Commissioner for Newfoundland



Photo, High Commissioner for Newfoundland

BOWRING PARK IN MID-WINTER

is not excessive, nor is the depth of snow in winter so great as in Canada. One drawback is the constant occurrence of fogs in summer along the south-eastern and southern sea-boards, but these do not penetrate into the interior, and are rarely met with on the northern and western sides of the island. There is a sea-borne moisture in the atmosphere of Newfoundland which gives it a somewhat damp climate, but in the summer and autumn the sun is powerful and the weather mostly bright and fine. Icebergs and broken floes from the Arctic float southwards past the shores of Newfoundland during the summer, and are melted and dispersed off the American coast. These bergs, when enshrouded in the banks of wet fog which so often hang over this portion of the North Atlantic, are dangerous to shipping. On a dark night, or in thick fog, a chilliness in the air often denotes the presence of bergs long before they can be seen.

The interior of Newfoundland is but little exploited, although the construction of about 900 miles of railways has done much to open up wide areas of valuable forest, agricultural and mineral land, which was hitherto scarcely known. Vast open barrens, over which roam caribou and other game, hills covered with coarse grass, lakes and rivers bordered by forests of fir, pine, spruce and other trees, and marshes wide and wild, form the principal topographical features, but there are broad stretches of excellent pasture land on which herds of cattle and sheep could be very profitably raised, especially as St. John's is only 1,640 miles from the coast of Ireland.

THE NORWAY OF THE NEW WORLD.

Newfoundland has well been named the "Norway of the New World." In many places it strikingly resembles that country.

Its deep fiords, which indent the shores, everywhere guarded by lofty cliffs whose forms are reflected in the clear, bright waters of the bays, have a remarkable resemblance to those of Norway, and are not less magnificent in their scenery. Many of these great watery ravines, running inland for eighty or ninety miles, exhibit a wonderful variety of scenery along the great arms which they project in all directions, and in the islands which stud their bosoms. They are on a much grander scale than the famous Norwegian fiords.

The two great bays of Trinity and Placentia, which almost cut the island in two, and the beautiful bays of Notre Dame and Bonavista, have no parallel in respect of size, among the fiords of Norway. Then, in their short but beautiful summers, their bright skies, their exhilarating atmosphere, their population of fishermen, so abundant in insular peculiarities and primitive characteristics, hidden away in nooks remote from all the outer world, quaint in manners, gracious to strangers, the two countries resemble each other strikingly.*

During the months of July, August, September and part of October, the weather is magnificent, the thermometer ranging, occasionally, as high as 85 deg. At this time the country presents a most beautiful appearance, resembling in some parts the

Highlands of Scotland. The mountains are clothed to the tops with many kinds of woods, conspicuous among which are the fir, the pine, maple, birch and hazel. The "barrens" are covered with a rich carpet of moss of every shade and colour, and abounding in all sorts of wild berries, pleasing both to the eye and taste. The banks of the rivers also, at this time, are fringed with wild strawberries, raspberries, currants, blueberries, and are adorned with many kinds of ferns and wild flowers;



* *Newfoundland and Labrador.* The Reid Newfoundland Co.

Photo High Commissioner for Newfoundland

SALMON FISHING IN NEWFOUNDLAND



Photo High Commissioner for Newfoundland

PETTY HARBOUR, NEWFOUNDLAND

One of the many small fishing villages around the rocky coasts of this large island

while foaming torrents and tumbling cascades complete a picture delightful to the eye of the artist and salmon fisher. The scenery of the South Coast is of the grandest description; deep gorges in the coast line lead through narrow entrances, with precipitous cliffs on either hand, to magnificent harbours where the navies of Europe may float secure from every gale.

BIG GAME.

To the sportsman the interest of this country will lie in the fact that it is virgin ground, that there are hundreds of square miles wholly unexplored, where the foot of the white man has never trod. All the wide deer barrens, grouse moors and salmon rivers are open. Countless herds of lordly caribou roam over the interior of the island. Soon after the birth of their young, in the spring, they begin migrating north and west. For countless ages they have been following the same tracks, and in the far interior may be seen stones worn smooth in their paths. Rivers and broad lakes are crossed in this great annual pilgrimage. In the fall, or

autumn, the deer return to their winter quarters. For some unexplained reason, however, many caribou remain both in the far north and the middle of the island. One herd never leaves the Peninsula of Avalon, and another large body remains all the year on the long peninsula, extending from White Bay and Bonne Bay to the Straits of Belle Isle.

Besides caribou, there are, in some localities, numbers of black bear. Wolves are now seldom met with, but the lynx abounds. Beaver, otter and foxes are to be found all over the island. There are immense numbers of the American or varying hare. There is a big Arctic hare indigenous to the colony, of which a large number are killed every year on the south-west coast and in that section of the country near the Gaff Topsails and Quarry.

ST. JOHN'S.

The capital, which has suffered much from extensive fires, stands on a bay of the Avalon Peninsula terminated by Cape Race. During modern times it has been almost entirely



NEWFOUNDLAND FISHING CRAFT

These boats are used for the inshore fisheries but not for the deep water fisheries on the famous "Banks"



A TYPICAL FISHING VILLAGE *Photos, High Commissioner for Newfoundland*



CARIBOU

Photo, High Commissioner for Newfoundland

rebuilt, and is now a neatly laid-out city on the hill slope. It has a population of about 40,000, and possesses, besides numerous other public buildings, an English and a Roman Catholic Cathedral, the bulk of the population of the whole Colony being of one or other of these religions, with a decided predominance of Roman Catholics; the Scotch Church is also fairly well represented. A railway line crosses the Avalon Peninsula to Harbour Grace, which is the second town of importance in the island. A railway crosses the southern portion of Newfoundland to Port aux Basques (548 miles), running through the coal region, and past some of the best agricultural land situated in the valleys of the larger rivers. It is six hours by steamer from Port aux Basques to Sydney, Cape Breton, Nova Scotia.

"The entrance to the harbour of St. John's is one of the most striking and picturesque on this side of the Atlantic, and is the admiration of all travellers. In a lofty, iron-bound coast, whose grim rocks frown defiance on the billows of the Atlantic, there suddenly presents itself a narrow opening in the rocky wall, as if

by some convulsion of nature the rampart had been rent asunder and the sea had rushed in. Hills from 500 to 600 feet high guard this opening on each side, and, as the vessel glides through, the traveller looks up, not without a feeling of awe, at the great cliffs of dark red sandstone piled in broken masses on a foundation of grey slate rock. On his right hand he sees an almost perpendicular precipice 300 feet in height, above which rises, with almost equal steepness, the crest of Signal Hill, 510 feet above the level of the sea, on which stands the Block House for signalling vessels as they approach the harbour. On the left hand the hill rises still higher, by 100 feet, picturesque, rugged and broken. From its base a rocky promontory juts out, forming the entrance of the Narrows, on the summit of which is Fort Amherst lighthouse, where is heard the hoarse roar of the restless Atlantic, as the waves break on the rocks beneath. It is a scene which, for sublimity, is not surpassed along the entire American coast.

"The city is built on the northern side of the harbour, on a most imposing site. From the water's edge the ground rises with a

slope till the summit is reached, where there is a large level space. Along the face of this slope the main streets run, and the city is rapidly extending itself in all directions beyond. Three principal streets run parallel with the harbour throughout the whole length of the city, and these are intersected with numerous cross streets.

"On the south side of the harbour the hills spring abruptly. From the waters of the harbour the city presents a very picturesque appearance, climbing the slope of the hill.

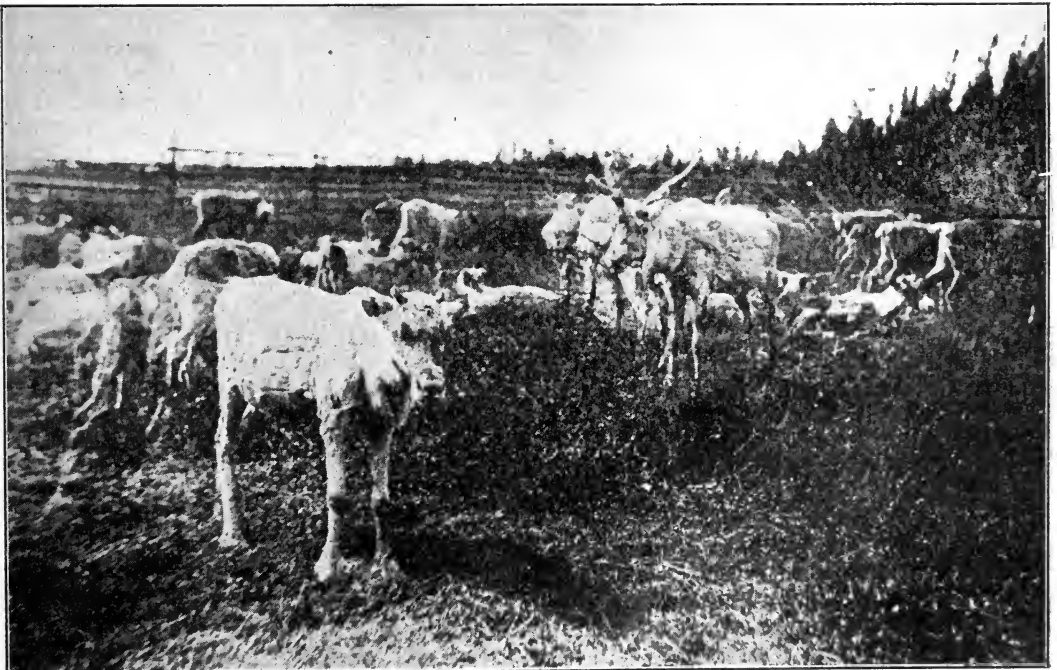
"St. John's was founded in 1580, and has grown to be a city of about 40,000 inhabitants. It has been frequently devastated by fire. In 1816 three conflagrations in succession swept the greater part of the town. In 1846 another great fire destroyed two-thirds of the city. Once more it sprang up and was rebuilt on a greatly improved plan, but in 1892 the destroyer came in a terrible form, and more than half the city went up in smoke and flames. About 11,000 persons were left homeless, and property to the value of 15,000,000 dollars was destroyed."

No traces of the fire are now to be seen. The rebuilt section of the town is vastly improved, and is much handsomer than before the fire. The main business thoroughfare is Water Street, which is lined with fine shops and solid looking buildings.

The only other towns of any importance in Newfoundland are Carbonear, Bona Vista, Twillingate, Fogo, Trinity, Tilt Cove, Catalina, Greenspond, Burin, Placentia, Grand Bank, Channel and Burgeo.

AGRICULTURE.

The long winter somewhat retards agriculture, but root crops are largely grown, and a usually fine autumn enables certain other crops to be successfully cultivated. Although agriculture is slowly extending in this colony, a population trained from early youth to sea fishing has but little taste for agricultural labour, and the cultivation of the soil will probably fall into the hands of immigrants of the present day; it is pretty well limited at present to such land adjacent to the seaboard as is suitable for the purpose. The southern and eastern



DR. GRENFELL'S REINDEER

Photo, High Commissioner for Newfoundland



A SILVER THAW

Photo, High Commissioner for Newfoundland

Government House under the magic of the silver thaw—a thaw rapidly followed by a frost which thickly coats every branch and twig with silver-white

sections of the island contain but little good land, except on isolated patches of Silurian strata, which occupy small troughs here and there. The best land is to be found in the central, the northern, and especially the western portions of the island, but no extensive tracts of good land are to be found till the valleys of the larger rivers are reached, such as the Gander, Exploits and Indian Rivers, and the Silurian and carboniferous series on the Humber River, at Port Bay, Bay St. George, and the Codroy Valley. Much of the soil in these latter districts will compare favourably with that of the Maritime Provinces of British North America. Wheat, rye and buckwheat have been successfully grown in the Humber Valley, and the grain produced has exceeded in size that which was sown. Oats and barley have long been raised, giving good results even in the less-favoured portions of the island. Hay crops are excellent, root crops of various kinds thrive well, especially potatoes; and beets, parsnips, carrots and turnips grow well and produce abundantly. Peas and cabbages may also be relied on. Raspberries, goose-

berries, black currants and several other varieties of berries may be almost regarded as the wild products of the island. The agriculturist, however, as in many other countries, has to contend with destructive attacks from the fly and from caterpillars.

MINING AND LUMBERING.

Newfoundland is undoubtedly rich in minerals. The principal ones at present worked are copper, iron, asbestos, manganese, gypsum, gold, coal, granites, slate, and mineral oil. About 2,000 persons are engaged in mining, and about 3,000 in farming, but it is to the fisheries and the forests that this colony looks for its present needs. Although the harvest of the sea is still the principal, it is by no means the only source of wealth in Newfoundland. Happily for this hitherto somewhat backward colony, it has now a second staple industry in the making of wood paper pulp from the enormous supplies of material in the forests which border the rivers and lakes. The Anglo-Newfoundland Development Company's Mills at Grand Falls are of the largest and most up-to-date



Photo, High Commissioner for Newfoundland

A SLEIGH RACE ON QUIDIVIDE LAKE



THE BREAK-UP OF THE ICE ON A NEWFOUNDLAND RIVER
Icebergs going over a dam

pattern, and employ a considerable number of hands. The Albert E. Reed Newfoundland Company have also opened extensive works at Bishop's Falls, on the Exploits River, for the making of paper pulp. Among other large proprietors of forests suitable for the making of paper-pulp may be mentioned the

Eastern Canada, is the wood that is mostly used for pulp making. It is estimated that the forest lands of the interior yield about 7,000 feet of wood to one acre. A cord of spruce wood, or 650 feet, yields half a ton of sulphite or chemical pulp, or a ton of groundwood or mechanical pulp. Ordinary

newspaper is made as a rule from about 20 per cent. of sulphite pulp and 80 per cent. of mechanical pulp. Consequently an acre of pulp wood is equivalent to the production of $17\frac{1}{4}$ tons of pulp suitable to be converted into paper.

A system of scientific reforestation is pursued on the Anglo-Newfoundland Company's lands. Spruce is a tree that grows rapidly. At from thirty to forty years it is at its prime for pulping purposes, and it is calculated that at Grand Falls, long before the land is denuded of its timber, thanks to the foresight of its owners, another forest will be grown ready to share the fate of its predecessor, and to reappear in the form of newspapers.

The railway passes through some of the best timber lands in the colony, and a great deal of timber has already been exported. The timber suitable for manufacture into ordinary lumber is



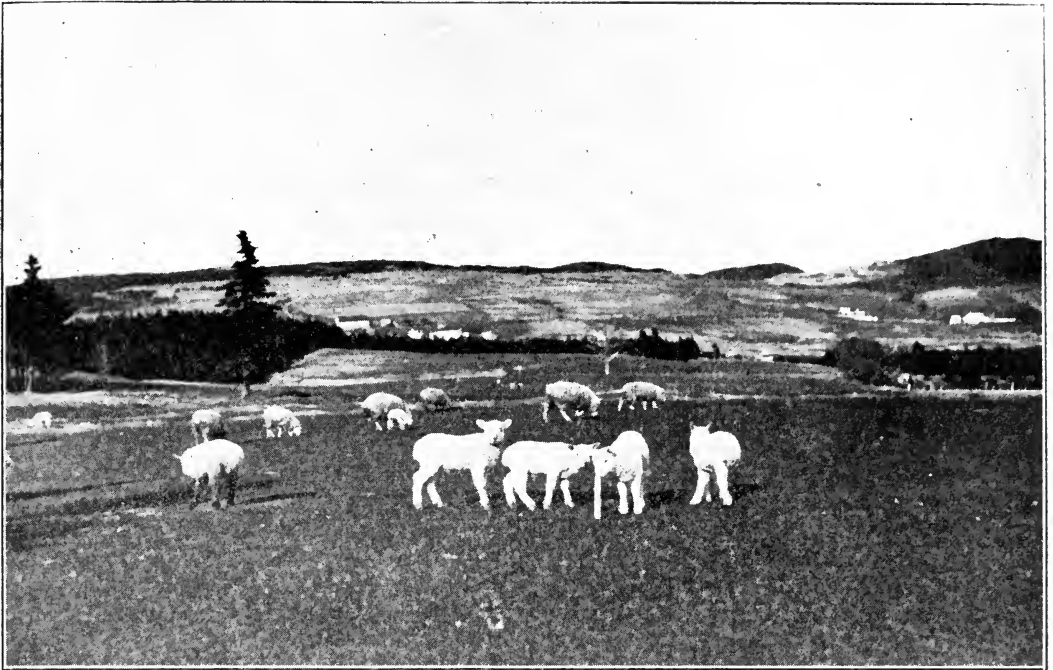
†Photo, High Commissioner for Newfoundland

A TYPICAL COUNTRY SCENE

Reid Newfoundland Company and Mr. W. R. Hearst, the great American newspaper proprietor. It is gratifying to note that some of the Empire's leading papers are now printed on Newfoundland paper.

The spruce, which grows so abundantly in Newfoundland, and all over North-

good, but it is limited to the valleys of the larger rivers, such as the Terra Nova, the Gambo, Gander, Exploits, Indian River, and the Humber. The country is nearly denuded of the larger pine, but there is still available a vast amount of other useful wood, such as spruce, birch (white and



A FARM IN NEWFOUNDLAND



LUMBERING IN WINTER *Photos, High Commissioner for Newfoundland*
Hauling logs from the sawmill

yellow), tamarack (a species of larch), and poplar.

STOCK RAISING.

It is, however, in the direction of cattle raising and sheep farming that the island seems to afford the fairest promise. There is a vast amount of wild pasture for cattle during the summer months, even on what are considered the barren tracts of the country; the wild grasses on these are of a nutritious character, as is attested by the condition of the cattle turned out on them. Sheep also thrive on these tracts. The coolness and moisture of the climate tend to

With the proximity of the British market, and the shortness of the sea voyage, cattle taken direct from the feeding grounds in Newfoundland should be, on their arrival at their destination in Great Britain, in far better condition than those which are brought a long distance by rail from the Western States of America before facing a much longer sea voyage than that from Newfoundland.

FISHERIES.

The harvest of the sea is of vital importance to the prosperity of Newfoundland. Not



Photo, High Commissioner for Newfoundland

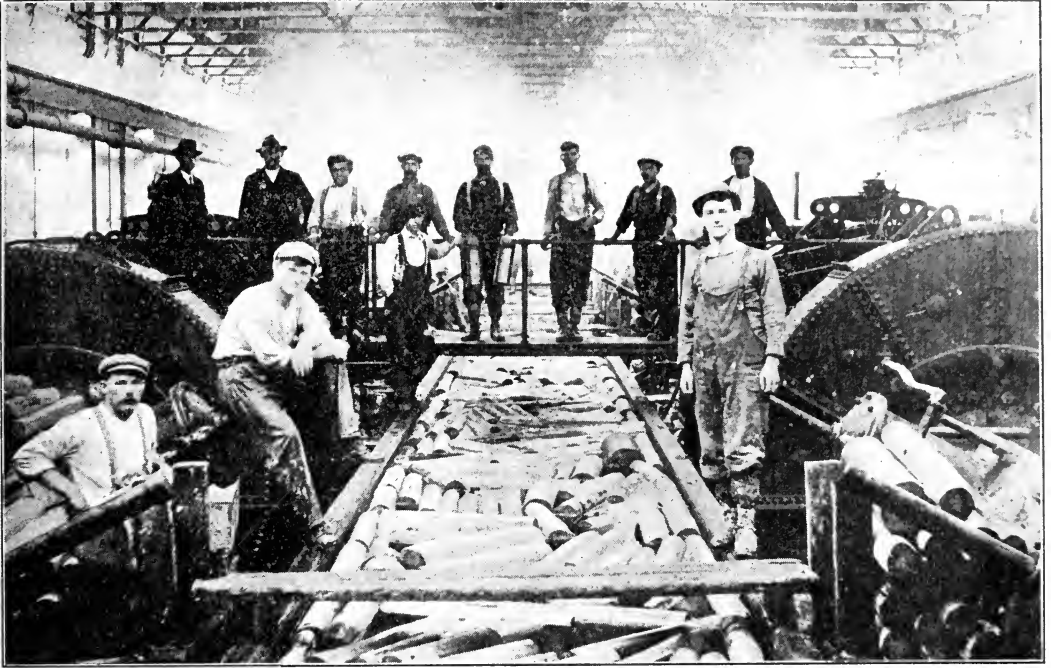
PULP WOOD AT RED INDIAN LAKE

keep the grasses green and fresh till late in the autumn, and no fear need exist as to parching droughts.

Thousands of head of cattle could be easily maintained, where none now exist, if the difficulty could be overcome of feeding them during the protracted winter months, so that they should not lose condition. Before this can be successfully accomplished, the hay crop, which might be increased to any amount, must be largely extended, and there are large tracts of land admirably suited for raising this crop in the neighbourhood of the larger rivers. The difficulty in question will be to a great extent mitigated if the growing of Alfalfa proves as successful as is expected, especially in the sandy regions to which it seems adapted.

only are nine-tenths of the entire population of the island dependent upon it, but each year many thousand fishermen in hundreds of vessels arrive from Europe and America to take part in the fishing on the banks, which lie to the east of Cape Race.

Here, amidst the clinging wet fog and drifting ice, the dripping hulls of steamers, with funnels belching forth smoke, slide past the ghost-like forms of sailing craft wallowing in the trough of the Atlantic rollers or raised shaking on their crests. Then a momentary gleam of sunshine illumines the mists as the fog bank rolls away, and a "city of masts and funnels gathered upon a central point" appears like a phantom fleet, dripping and shaggy with dew, the oilskins and sou'westers of the fishermen gleam with the wet,



THE PAPER-MAKING INDUSTRY

Logs on their way to the grinding machines



PULP PRESSES

Photos, High Commissioner for Newfoundland



CARMEHITE ROAD, GRAND FALLS *Photo, High Commissioner for Newfoundland*
The centre of the paper-pulp industry

the sails hang heavy, bead-like drops fall in showers from the rigging with each long-drawn roll of the vessels, and little cascades flow through the scuppers. But, like the mists of a spring morning in England, the fog banks clear away, and the sun shines bright over the waste of waters. Some of the vessels have "filled-up," and are making for the curing, drying and canning grounds on shore, others are standing out to sea, and in the distance the great hull of a liner is being driven through the waves at top speed. Then another fog bank rolls up, a damp chill comes over all, and again the Newfoundland fishing fleet is swallowed up in the mist.

Such is a glimpse of the international fleet at work on the banks. Fishing, especially cod-fishing, is at present the chief industry in the colony, nine-tenths of the population being engaged in catching and curing fish. In addition to the regular summer cod fishery (much of which goes to South America, Spain and Portugal), there is a large herring fishery carried on throughout

the year, a considerable business being done with the United States in frozen herring during the winter months. Salmon fishing is carried on to a considerable extent during summer, and of late years the lobster-canning industry has become important, and whale fishing has increased. Seal catching in the months of March and April is still followed up vigorously, and employs a large number of vessels.

The fish comprised within the scope of the catches negotiated by the sturdy Newfoundland fishermen embrace the most important deep sea kinds, the principal being cod, herring, mackerel and lobster. It is computed that 185,000 tons of codfish is caught annually in the Newfoundland waters, which represents the almost inconceivable quantity of 175 millions of fish. The total value of this enormous catch amounts to something over £2,000,000. Fortunately the cod is one of the most prolific of creatures, and a single female deposits 8,000,000 eggs annually. Naturally if only a moderate proportion of these attained the dignity of

adult fish, the sea would soon be choked with them. The curing and packing industry, which is done on shore, gives employment to large numbers who are not fishermen. There are, besides, the allied industries of fish-glue and cod, whale and seal oil making. The total value of the fisheries averages over £5,280,000 a year.

Although the fisheries were started about 500 years ago, shortly after Cabot's landing, and have been in full swing ever since, the enormous drain on the ocean's resources appears to have had no effect in reducing the supply.

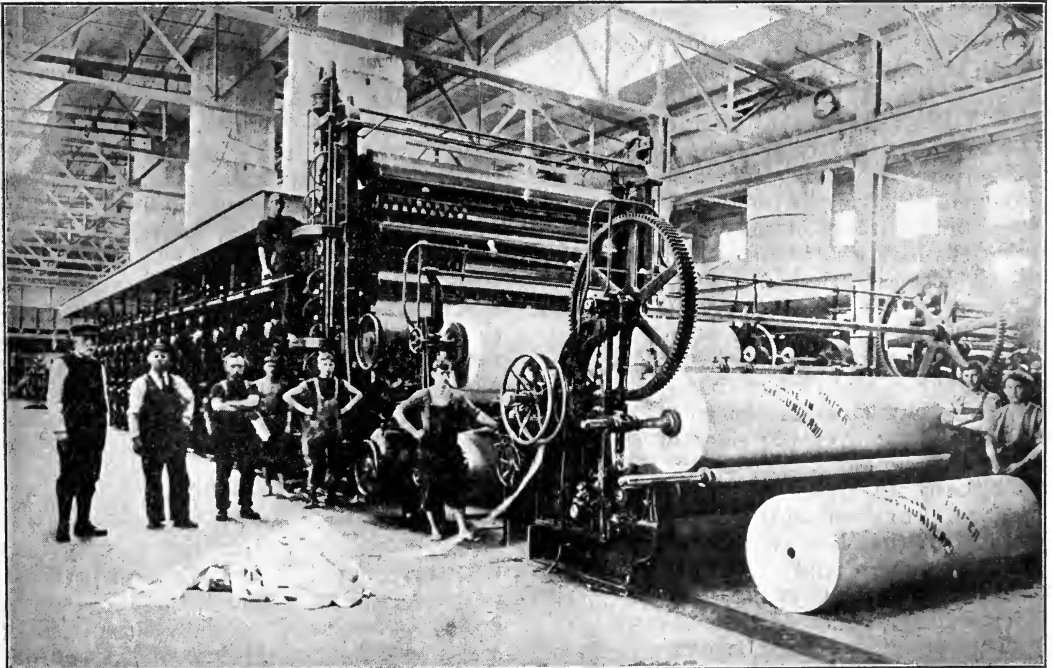
At the commencement the work was mainly conducted by fishermen from Norway and Brittany, and also from the Basque Provinces, and evidence of their settlement on the island is everywhere apparent in the names of the towns and bays. The English soon recognised the value of the fisheries, and established fishing stations on the eastern coast, to which the fishermen went from England in the spring, and from which they returned with their catch at the end of the season.

For the following account of the various forms of fishing, as practised on and around the shores of Newfoundland and Labrador, the author is indebted to that wonderfully interesting book, "Through Newfoundland," by R. E. Holloway, B.A., B.Sc.*

THE TRAGEDY OF THE CAPLIN.

The advent of the cod is preceded by the appearance of herring and caplin. In the early summer, the caplin appear in myriads along the shores. Pursued by the cod, horse-mackerel, whale and other marine enemies, and accompanied by dense clouds of birds, who swoop upon them from the sky, the caplin appear to be driven by fright upon the shore, where they fall a prey to their last enemy, man. Each wave throws its burden of fish on the shore and leaves a shimmering, leaping mass as it recedes, and the fishermen, with their nets, stand knee-deep in the water and collect the spoil in heaps, which are carted away for drying as food, or for use as manure. It is a curious fact that, later in the year, the sea itself all round the island is covered

* Published by Ducks & Co., St. John, Newfoundland.



„PAPER-MAKING MACHINES

Photo, High Commissioner for Newfoundland



THE GRAND FALLS

Photo, High Commissioner for Newfoundland

These falls produce the hydraulic and electric power for the pulp mills

with dead and dying caplin, for whose death no reason can be given.

THE VALUE OF THE SQUID.

The importance of this curious fish may be gathered from the fact that during the summer, "jigging" for squid forms an important source of income to the fisherman, who sells his catch to the fishing schooners, which depend entirely for their success on the supply of bait, *and bait of the right kind*. Probably the best is the squid, and one method of catching them—that of "jigging"—is unique and interesting. They are caught on unbaited hooks which are fixed to lines hung over the sides of the boat. The lines are kept constantly in motion, and the squid are either so plentiful or so curious as to examine the dancing hook too closely, so that large numbers are secured, and these find a ready sale to the schooners which call at the bays before proceeding to their fishing grounds.

This question of bait is one of supreme importance. In the early spring the herring forms the principal bait, followed by the

caplin in June, and supplemented later by the squid. The French fisheries—formerly constituting the most burning question between the Newfoundland and the French Government—depend almost entirely on the supply of this bait. The "Bait Protection Service of Newfoundland," which was introduced to prevent the illicit but remunerative sale of bait to French vessels, is so well organised that practically no bait is now smuggled across to St. Pierre; and the consequent failure of the French Bank fishery no doubt had much to do with the pacific settlement of the French Shore question.

THE BANKS.

The prevalence of fog off the shores of Newfoundland has given rise to the fiction that this colony is a land of almost perpetual mist. As a matter of fact, these fogs are by no means frequent, especially close in-shore, and are only experienced when the wind blows from the east, from the Banks, which are situated almost 200 miles seawards from





Photo, High Commissioner for Newfoundland

A WHALER WITH HIS HARPOON

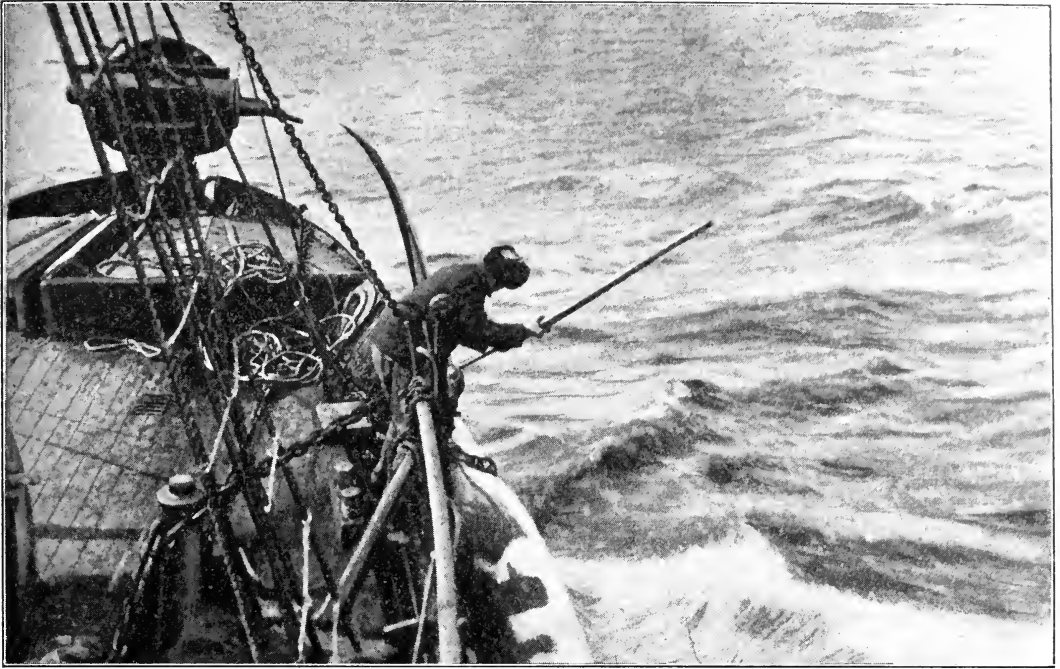
Cape Race, and are produced by the accumulation of sediment deposited where the Arctic current and Gulf Stream meet. While the deposition of this sediment is said to yield the food which attracts the cod, on which the Bank fisheries depend, the mixing of the warm, moist air above the Gulf Stream with the cold air accompanying the Arctic current, results in the formation of a super-saturated atmosphere, from which the moisture settles as the mist or fog, whose almost constant presence *on the Banks* has caused them to be dreaded, and avoided when possible by ocean shipping.

ICEBERGS.

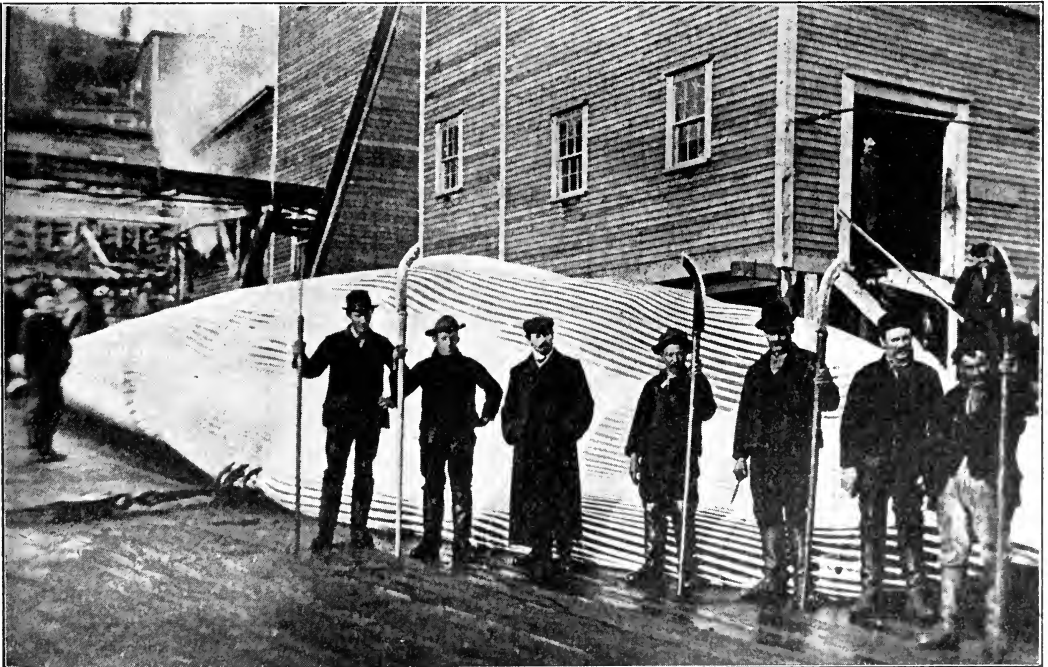
Another effect of the Arctic current is the immense number of icebergs which, with the floe ice, are brought down from beyond the

Arctic circle. Although the floe ice is merely the frozen sea water, and is therefore salt, though much less so than the sea itself, because the water in crystallising as ice becomes to a great extent separated from the salt, the icebergs themselves are as pure as the best ice that can be made by artificial means, and are regularly relied upon for supplying ships with fresh water supplies.

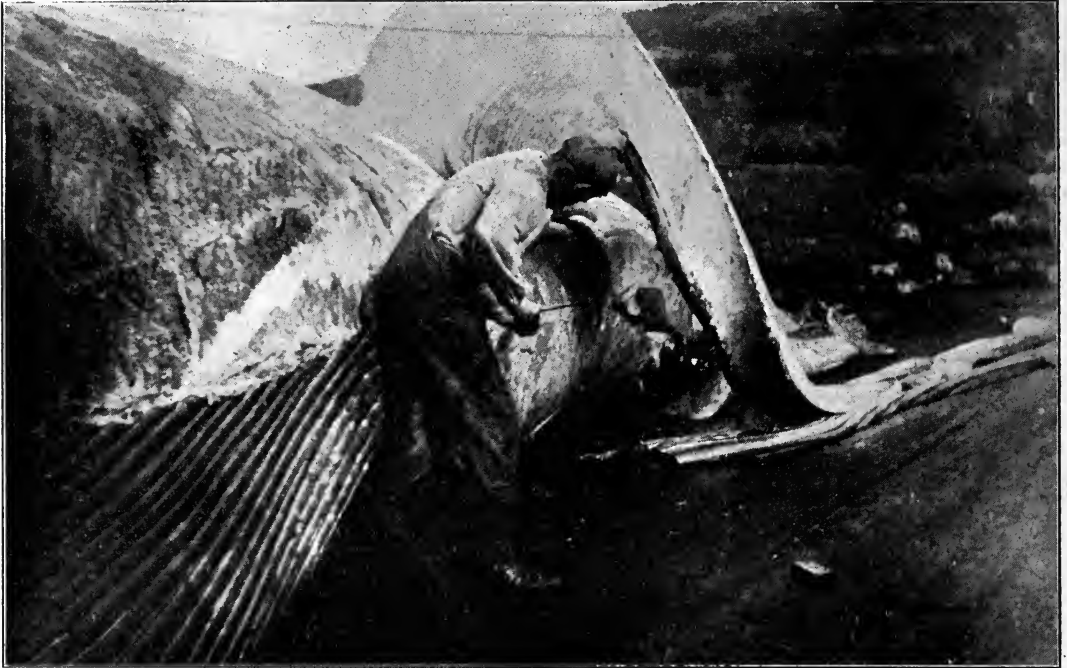
These icebergs, which all the year round, but particularly in the summer and autumn, can be seen from most parts of the coast, and which are frequently carried by wind and current into the bays and anchorages, are really fragments of the Arctic glaciers, which, produced on the Arctic mainland by accumulations of compressed snow whose own weight and movement convert it into ice, are constantly descending to the seaboard. As they reach the sea and extend



LANCING A WHALE



A-SULPHUR BOTTOM WHALE *Photos, High Commissioner for Newfoundland*



Photo, High Commissioner for Newfoundland.

CUTTING THE BLUBBER FROM THE CARCASS OF A WHALE

from land into water, the weight of the overlapping portion results in the breaking off of fragments, which, although only fragments as regards the relative mass of the glaciers, form the gigantic icebergs, sometimes miles in length, which pass in a grand procession south, and often enter and block up the mouths of harbours in Newfoundland, until a lucky change of wind carries them out into the open sea.

LOOMING.

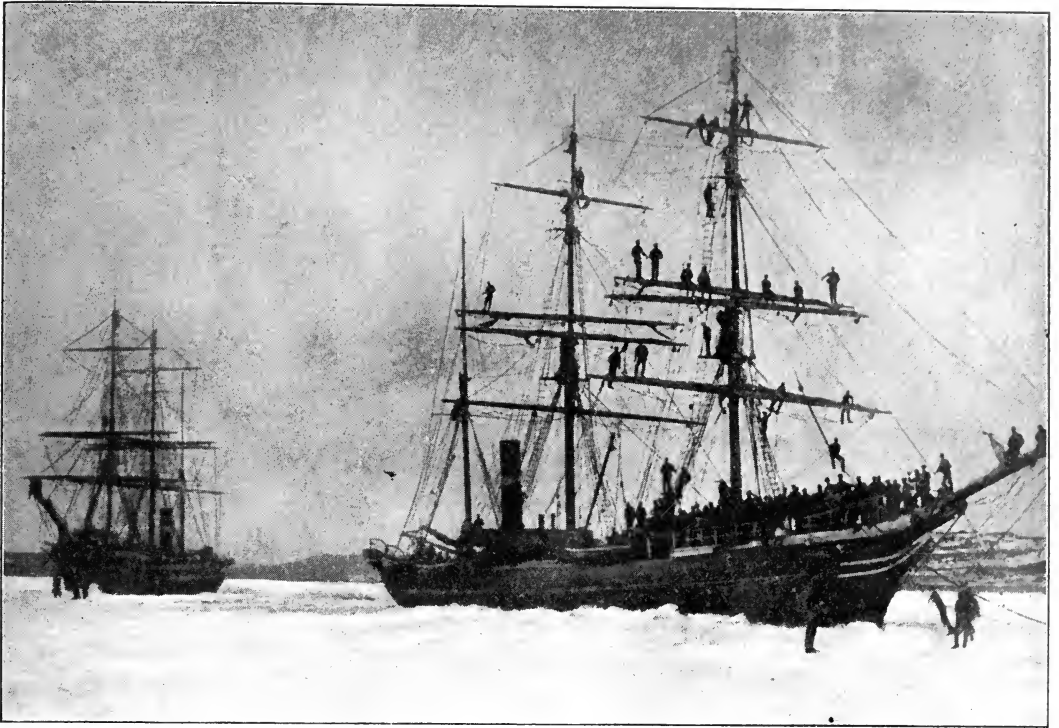
In midwinter the Aurora Borealis can be seen to peculiar advantage, and on calm days in mid-summer that variety of mirage known locally as "looming" may also be observed. This interesting spectacle is due to the existence of layers of air of different density and humidity lying one over the other, and produced partly by the direct heat of the sun and partly by its radiation from the surface of the water. It is, in fact, produced by exactly the same causes as the mirage of the desert, with this difference, that whereas the latter is also caused by layers of air of different density, the lowest layers are the hottest and least dense, while

on the colder ocean, the upper layers are hottest and highest. These layers of air, by their different refractive powers, alter the position of the rays of light so that an object lying within or beyond them appears raised, enlarged and usually slightly dimmed. The effect of "looming" on cloud banks often gives the impression of distant land, a ship in full sail or a rocky coast.

WHALING AND SEALING.

The whales caught in Newfoundland waters belong to the sulphur-bottom, hump-back, and fin-back varieties, the latter sometimes exceeding 70 feet in length. The whales are shot by a harpoon discharged from a gun. The harpoon is secured to a cable, and the dying whale is gradually hauled to the ship's side by a steam winch. The whale fat is worked up for oil, while the body is used as manure, and whalebone is exported for a variety of industrial uses.

With regard to the seal fishing industry, it is advisable to point out that the Newfoundland sealskin is not the true fur-bearing variety, and the animal's value depends entirely on the fat and the use of the skin as



SEALING STEAMERS IN THE ICE



KILLING AN OLD SEAL

Photos, High Commissioner for Newfoundland

leather. The seals give birth to their young on the floe ice coming down from the Arctic regions, and, provided the ships can reach the ice at the right time, there is little doubt that a good haul will be obtained.

There are, however, many elements which render the industry a hazardous and speculative one. The ship may miss the main body of the ice upon which the seals assemble, or she may become jammed in a floe, from which, if she be not crushed, nothing but a favourable wind to separate the ice can release her.

highest perfection. The seal does not take to the water until it is about six weeks old, and they are then almost beyond the reach of the sealer. The bulk of those which are destroyed are only a few weeks old.

The method of killing is extremely simple. Except when guns are used, the sealer leaves the ship armed only with a knife and a "gaff," or long pole shod with iron and fitted at the other end with a hook. With the gaff he strikes the seal on the nose, and, having thus presumably killed it, cuts the skin from nose to tail, and tips the body out



A SEAL PELT

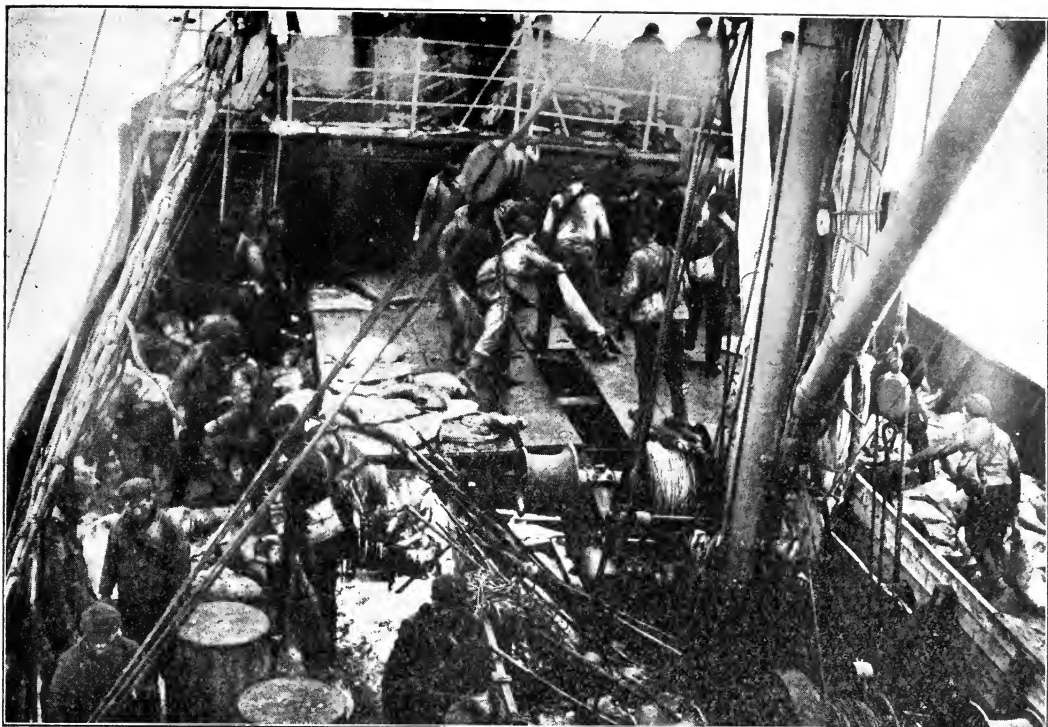
Photo, High Commissioner for Newfoundland

Showing layer of fat under the skin

The catch varies greatly. While vessels have returned with from 20,000 to 40,000 seals, valued at anything up to 100,000 dollars, it is by no means uncommon for a ship to return with an almost empty hold.

The seals are usually born on the ice during the middle of February, and at that time weigh about five pounds. By the time they are four weeks old, the skin and the layer of fat between the skin and the body weigh from 40 to 50 pounds, and are at their

from the pelt. The body, which falls out almost free from fat, is left upon the ice, but the skins, with their inner coatings of fat (or pelts), are strung together and hauled to a convenient spot ready for their removal in bulk to the vessel, when all the seals on the floe have been slain. The heart of the seal is usually cut out and eaten as a delicacy by the sealers themselves. The skins are salted for export, and the fat is rendered down by the aid of steam for the production of seal oil.

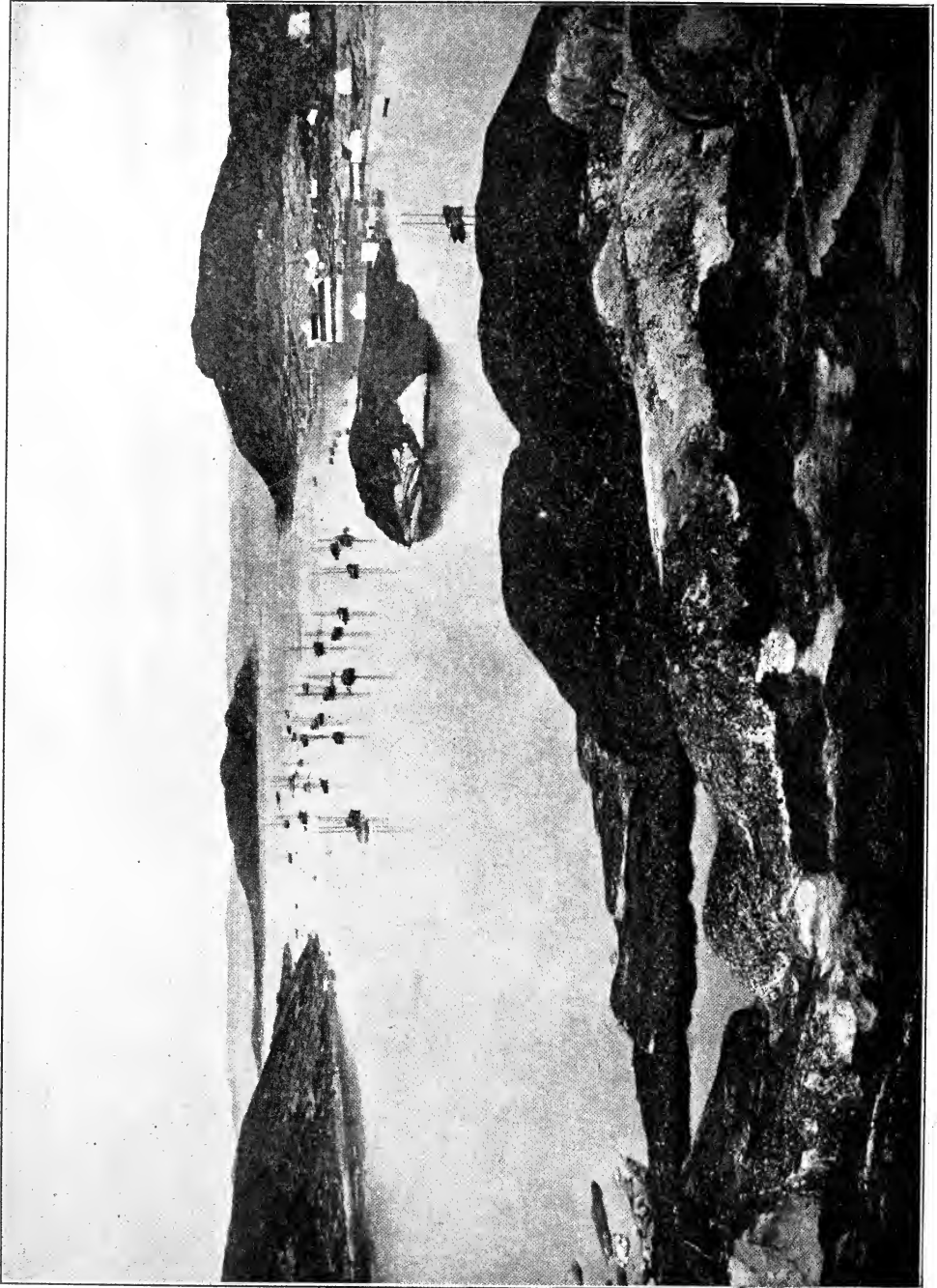


THE DECK OF A SEALING VESSEL
Stowing the skins

Photos, High Commissioner for Newfoundland



HUDSON BAY CO.'S OFFICER WITH NORTH-WEST RIVER ESKIMOS ON THE COAST OF LABRADOR



Photo, High Commissioner for Newfoundland

INDIAN HARBOUR, LABRADOR
Showing Hospital of the Deep Sea Mission

LABRADOR.

Forming a dependency of Newfoundland is the long stretch of coast land comprising the north-eastern extremity of the American Continent. It extends from Blanc Sablon, in the south, to the Hudson's Straits, in the north, a total distance of over 850 miles. The boundaries of Labrador and the Canadian Province of Quebec have not yet been definitely determined.

The principal economic value of this bleak Arctic coast lies in the sea and river fisheries, where seal, cod, herring, trout and salmon are obtained in large quantities. The scenery is desolate but grand, and one of the finest sights in the world is afforded by the Great Falls of Labrador, on the Hamilton River.

There are several mission stations on the numerous inlets, or river mouths, but there are no proper towns. The population numbers about 3,621, but there are also some Eskimos, especially in the far north, where

the land is frozen all the year round. There are, however, in addition to the fisheries, almost inexhaustible supplies of timber, and pulp-mills have been established at Hamilton Inlet and Sandwich Bay. The mission stations are situated at Hopedale, Nain, Battle Harbor, Makkovik and Okak.

The scenery along the coast is often bare and desolate, but it is always grand. Islands, rock hills, great, forbidding black cliffs, and broad rivers, are the principal topographical features. So numerous are the rivers, that it is possible to mention here only a few of them. With their outlets on the two great bays, *Sandwich* and *Eskimo*, there are the five great rivers: *Paradise*, *Eagle*, *North-west*, *White Bear* and *North*.

The principal settlement is at Battle Harbor, which is a great resort for fishing vessels during the summer months. In winter the whole of this bleak region is in the grip of Arctic frost, and lies deep under snow. (See *Government*, *Commerce*, *Finance* and *Defence*.)



NEW ZEALAND

NEW ZEALAND proper comprises North Island, which has an area of 44,130 square miles; South Island and the adjacent islets, having an aggregate area of 58,120 square miles; and Stewart Island, the small southern appendage, having an area of 662 square miles. All of them, although separated from each other by narrow straits, are possessed of the same favourable climatic conditions and are similar in general appearance, but differ in the density of their population, fertility of soil, staple products, and principal topographical features.

No better descriptive title could be found for New Zealand than the Britain of the South. Unlike all other portions of what is geographically known as Australasia these islands have a thoroughly temperate climate, a steady though abundant rainfall, numerous perpetual rivers and lakes of fresh water, and the flora and fauna only of a temperate clime. Although it bears a certain likeness to Tasmania, the climate is cooler and the rainfall less than that of the west coast of this *island of fruit*.

Topographical features, as well as latitude, which places it beyond the reach of coral and palm, account for the marked difference in the whole aspect of New Zealand when compared with the neighbouring continent-island of Australia, from which it is divided by 1,200 miles of stormy sea. South Island is traversed by the lofty Alps, which are crowned with perpetual snows and glaciers, and North Island has its chief characteristic in hot lakes and volcanic peaks.

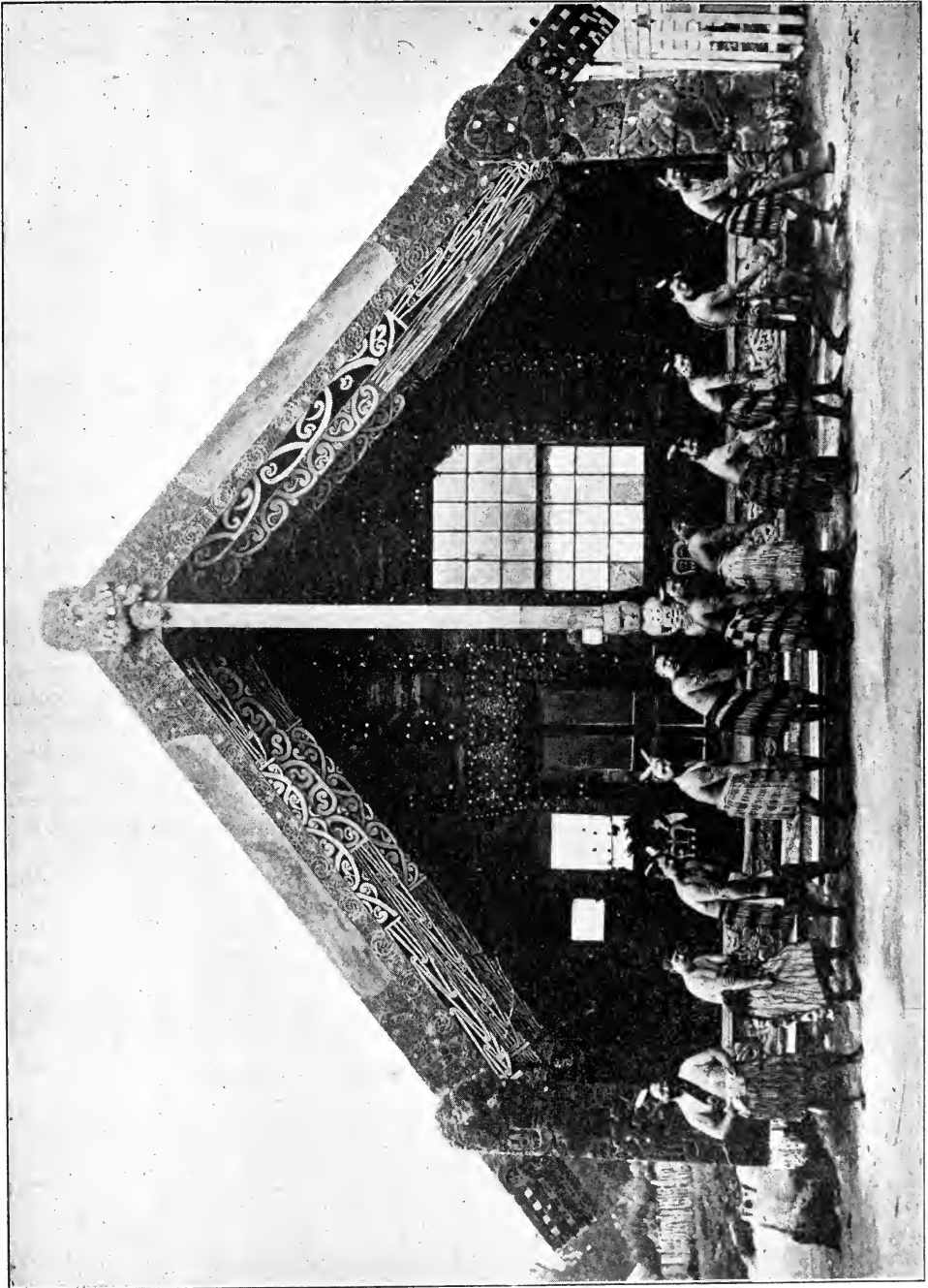
Like all the self-governing States of the British Commonwealth, New Zealand now possesses its own dependencies, situated hundreds of miles from its shores, over which it exercises exclusive control, subject only to the British Crown. These are all islands in the Pacific Ocean, and will be treated separately in later pages.

The total population of the Dominion and its colonies is about 1,320,275; but the white inhabitants of New Zealand proper number only 1,239,966. The average annual increase in the white population is approximately 21,000 a year.

DAWN IN THE PACIFIC.

Although Abel Jansen Tasman, who was one of the first to sight the Australian Continent, explored certain portions of the coast line of New Zealand in 1642-3, he barely penetrated the veil of mystery which enshrouded this portion of the Pacific Ocean.

There is no record of any visit to New Zealand after Tasman's departure until the time of Captain Cook, who, after leaving the Society Islands, sailed in search of a southern continent then believed to exist. He sighted land on the 6th October, 1769, at Young Nick's Head, and on the 8th of that month cast anchor in Poverty Bay. After having coasted round the North Island and the South and Stewart Islands—which last he mistook for part of the South Island—he took his departure from Cape Farewell on the 31st March, 1770, for Australia. He



Photo, New Zealand Government

A "HAKA" OR MAORI WAR DANCE IN FRONT OF A CARVED "WHARE"

visited New Zealand again in 1773, in 1774, and in 1777.

M. de Surville, a French officer in command of the vessel *Sainte Jean Baptiste*, while on a voyage of discovery, sighted the north-east coast of New Zealand on the 12th December, 1769, and remained for a short time. A visit was soon after paid by another French officer,



Photo, New Zealand Government
A MAORI IDOL

M. Marion du Fresne, who arrived on the west coast of the North Island of New Zealand on the 24th March, 1772, but on the 12th June following was murdered at the Bay of Islands by the natives.

Captain George Vancouver in the *Discovery*, accompanied by Captain Broughton in the *Chatham*, anchored in Dusky Bay, on the west coast of the South Island, on the 2nd November, 1791, and remained there

until the 21st. After leaving Dusky Bay the two vessels parted company during a gale, not meeting again until their arrival at Otaheite. During the passage of the *Chatham* to this place, Captain Broughton discovered and named Chatham Islands (on the 29th November, 1791).

On the 5th November, 1792, the *Britannia* (Captain Raven) anchored in Facile Harbour, on the west coast of the South Island. She had come from Sydney for the purpose of procuring seal-skins. A party of men was landed and accommodation for them built, and, on the 1st December the *Britannia* sailed for the Cape of Good Hope. On her return, in December, 1793, the men were found to be in good health. So far as is known, this was the first instance of Europeans being left in New Zealand to their own resources.

The Spanish expedition in the vessels *Descubierta* and *Atrevida*, the former commanded by Alejandro Malaspina and the latter by Jos  de Bustamente y Guerra, sighted the west coast of the South Island on the 25th February, 1793. A boat's crew went into Doubtful Bay, whilst the vessels remained off the entrance. Next morning they unsuccessfully attempted to enter Dusky Bay, but the weather becoming stormy they left for Sydney, after giving Spanish names to several places in and around Dusky and Doubtful Bays.

In 1793 also the *Daedalus*, under the command of Lieutenant Hanson, was sent by the Government of New South Wales to New Zealand, and two chiefs were taken thence to Norfolk Island. There was after this an occasional intercourse between the islands of New Zealand and the English settlements in New South Wales.

On the 23rd May, 1820, Thaddeus Bellinghausen, in command of the two Russian ships *Wostock* and *Mirny*, sailed into Cook Strait, in the course of his voyage round the world. The vessels anchored in Queen Charlotte Sound on the 28th May, and remained there till the 3rd June.

In 1814 the first missionaries arrived in New Zealand—Messrs. Hall and Kendall—who had been sent as forerunners by Mr. Marsden, chaplain to the New South Wales Government. After a short stay they returned to New South Wales, and on the 19th November of that year again embarked



Photo, New Zealand Government

A MAORI BEAUTY



Photo, New Zealand Government

OLD MAORI TRENCHES CONSTRUCTED DURING THE NEW ZEALAND WAR

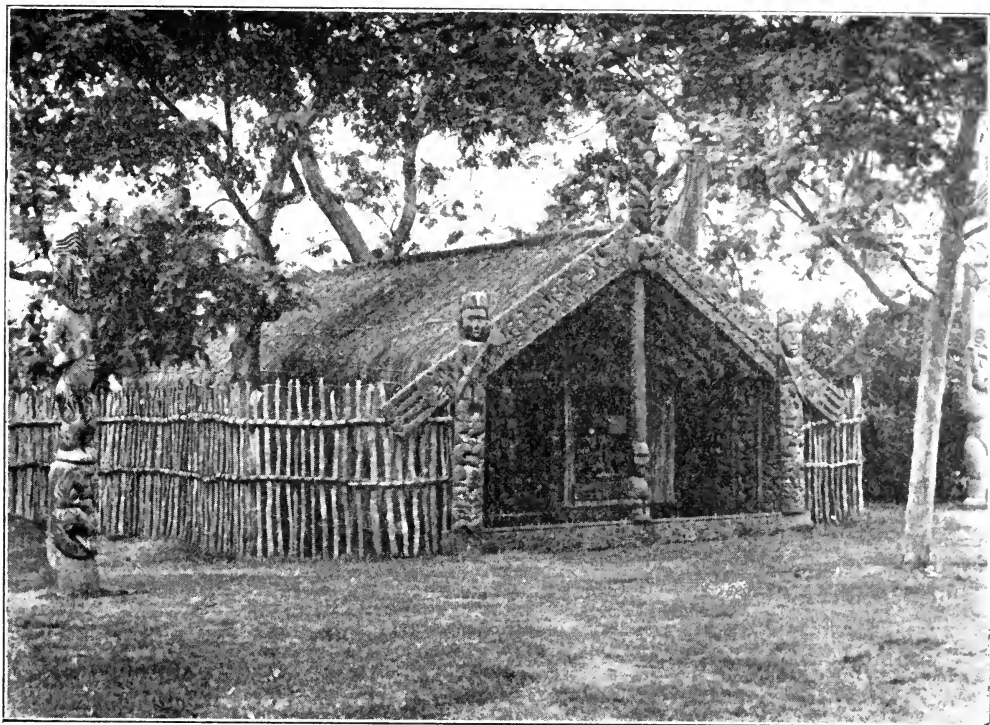
in company with Mr. Marsden, who preached his first sermon in New Zealand on Christmas Day, 1814. He returned to Sydney on the 23rd March, 1815, leaving Messrs. Hall, Kendall, and King, who formed the first mission station at Rangihoua, Bay of Islands, under the auspices of the Church Missionary Society. Six years later, in 1821, the work of evangelisation was put on a more durable basis; but the first station of the Wesleyan mission, established by Mr. Leigh and his wife, at the valley of the Kaeo, Whangaroa, was not taken possession of until the 10th June, 1823.

If New Zealand in the first epoch offers but few examples of such schemes of empire as those which cast a halo of romance around the birth of Rhodesia, the reconquest of the Sudan, and the making of the Indian Empire, the second stage of its development is full to overflowing; and it is the events which followed on the "Stewart Incident" in 1830 which need fuller investigation, as they constitute the rise of New Zealand, and the struggle of England and France for dominion in these islands.

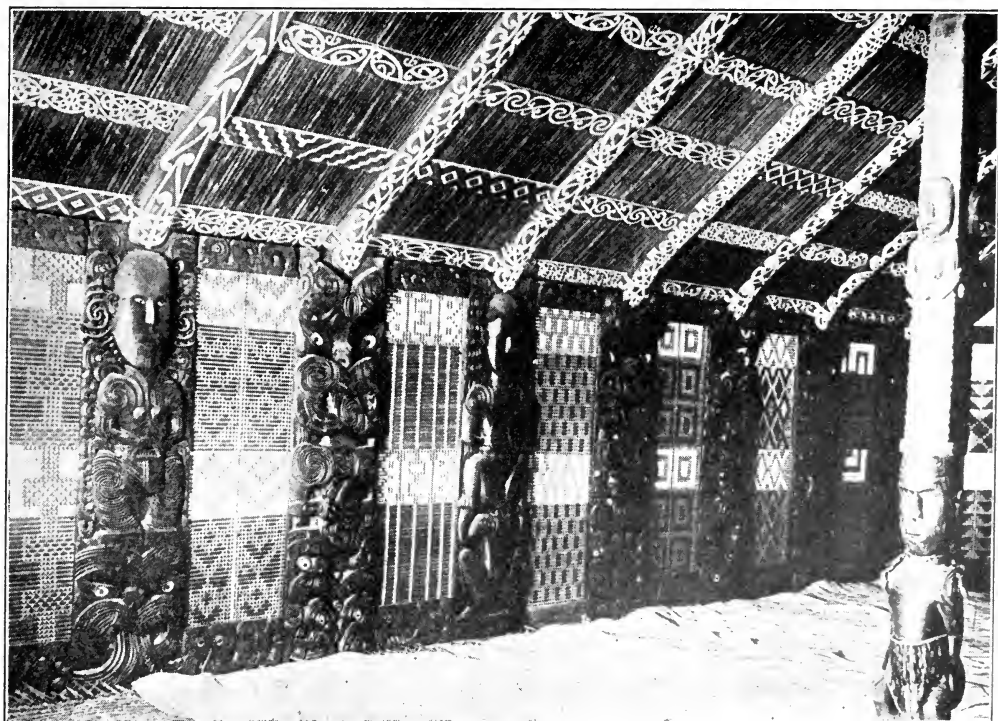
THE STEWART INCIDENT.

In 1838 a Select Committee of the House of Lords listened to the evidence of an early settler in New Zealand, named Montefiore, who graphically described the doings of a certain Captain Stewart who, in 1830, allowed his ship to be chartered by a native chief named *Rauparaha* of Cook's Strait, and sailed to Banks Peninsula on a feud of blood and war. Massacres of men, women, and children, took place, and fighting was fierce between the Maori and the invading Volsung. Stewart afterwards went to New South Wales, where he was tried and detained, but effected his escape and died a natural death on the high seas.

Between 1830 and 1840 many missionaries went to New Zealand and commenced the education of the more tractable Maoris, doing some good work in this direction. In many instances the early colonists strongly advocated the immediate confiscation of the Maori lands which were unoccupied, and did not scruple to take advantage of their position



CARVED MAORI HOUSE (EXTERIOR)



INTERIOR OF MAORI MEETING HOUSE *Photos, New Zealand Government*

to influence the sale of these lands to themselves at a ridiculously low price; nevertheless there were many notable exceptions to this rule, especially among the missionaries, men like Marsden and others who did much towards the civilisation of that noble race the Maori, whose early folk-lore, verse and oratory reflected a depth of thought and pathos which was first brought to light by the greatest of all New Zealand Administrators, Sir George Grey.

A DEPENDENCY OF NEW SOUTH WALES.

In 1832 the British Government was petitioned by thirteen Maori chiefs for protection against the invasions of neighbouring

war-like tribes; and after some delay Resident Bushby was installed in North Island, and placed under the authority of Governor Bourke of New South Wales; but, notwithstanding the frequent requests made by Bourke that greater power should be given the first British Resident in New Zealand, the Imperial Government continually refused him all authority, and he was compelled to stand idly by and watch the scenes of internecine warfare and land-grabbing by the colonists, who now numbered several thousand, without being able to insist upon the observance of British law or to enforce the respect of life and property.

FRENCH CLAIMS.

Then came the second act in the drama of New Zealand. In 1838 Baron de Thierry, who had previously bought a small tract of country near Kokianga, but had sought French and English recognition of his claim in vain, re-entered with a bomb-shell in the form of a proclamation issued from Tahiti calling for recognition of himself as lawful "Sovereign of New Zealand." The reply to this preposterous declaration was little less ridiculous than the declaration itself. Bushby, the Resident, drew up a petition which was signed by many native chiefs whose lands extended far over North and South Islands, asking earnestly for British protection in the name of the "United Tribes of New Zealand." Surely the vested interests of British settlers, which were considerably greater than those of De Thierry, France, or any other foreign country, should have been sufficient to induce the British Government to act without the necessity of a petition from the Maoris; although it must be said that such a course was advisable as it showed in an unmistakable way that the natives, whose title to the territory was that of hereditary right, desired to cede the sovereignty of New Zealand to Great Britain.

Thierry paid no attention to Bushby's proclamation, and landed in the colony with a few followers, but finding that his claim was ridiculed, and that no recognition could be obtained,



Photo, New Zealand Government

AN OLD MAORI CHIEF

he gracefully retired from the undertaking and returned to Tahiti, over which a French protectorate was proclaimed in 1838.

This failure, however, did not end French designs in New Zealand. Bishop Pompallier, Langlois, D'Urville, and several others, purchased large tracts of land, and established missions. It has since appeared that the money for many of these undertakings was provided by the French Government, who also agreed to send a warship as guardian to the first French colony in New Zealand.

THE NEW ZEALAND COMPANY.

An ex-British officer, Colonel Wakefield, backed by a number of financiers, had in the meantime succeeded in purchasing several large areas of land on behalf of what was known as the "New Zealand Company." Over a thousand emigrants were dispatched from England to occupy this territory, and arrived in 1840.

Things were assuming a dangerous outlook, and a deadlock seemed inevitable. The Maori became discontented with the landgrabbing policy of the British colonists. French claims were urged, and the settlers themselves were estranged from the company under whose auspices many of them had been brought to New Zealand.

CESSION TO GREAT BRITAIN.

The Governor, foreseeing the difficulties which would arise if the French obtained a strong footing in these islands, and receiving the sanction of the Imperial Government, proclaimed British Sovereignty over the whole of New Zealand. A great meeting of chiefs was arranged, and at Waitangi, Bay of Islands, a treaty was signed on 29th January, 1840, whereby the Maori ceded all rights in these islands to the Crown of England, but retained their lands and forest reserves. The

signatures to the treaty of Waitangi numbered 512 in less than six months.

At last came a ray of hope in the person of a Mr. Spain, sent out by the Imperial Government as Land Commissioner. After some delay an attempt was made to adjust all the conflicting land interests, but before this could be accomplished the first blood had been shed between the Maori and the English settler, which gradually developed into the New Zealand War, although long deferred by the genius of Sir George Grey.

The fight at Wairaw, in 1843, was caused by settlers entering disputed territory and constructing homesteads, which the Maori either pulled down or burnt. Local justices considered this to be arson, and attempted to effect the arrest of the two offending chiefs. A fight took place, which resulted in the death



Photo, New Zealand Government

AN OLD MAORI WOMAN



MAORI WOMAN AND CHILD

Photo, New Zealand Government

of more Englishmen than Maoris ; but again we have an example of the higher caste and more noble nature of the Maori than the natives of any other Pacific island, for they did not attack the settlers, whom they considered to be trespassers, but simply destroyed their huts and retired, only fighting when the liberty of their chiefs was threatened by force.

A rebellion took place in North Island in 1844, and a small column of British troops and Colonial Volunteers was repulsed. Reinforcements were dispatched from the United Kingdom, but British prestige was ebbing fast.

It was in this period of tumult and disorder that the Imperial Government showed the first signs of strong and decisive action, dispatching Sir George Grey and British troops. The rebels were defeated in the north, but pardoned without the imposition of heavy fines or the confiscation of their lands ; internecine warfare was prohibited, likewise the sale of spirits and firearms ; all disturbances were rigorously suppressed, but land-grabbing was also checked, and there came gradually into being laws alike for white man and Maori.

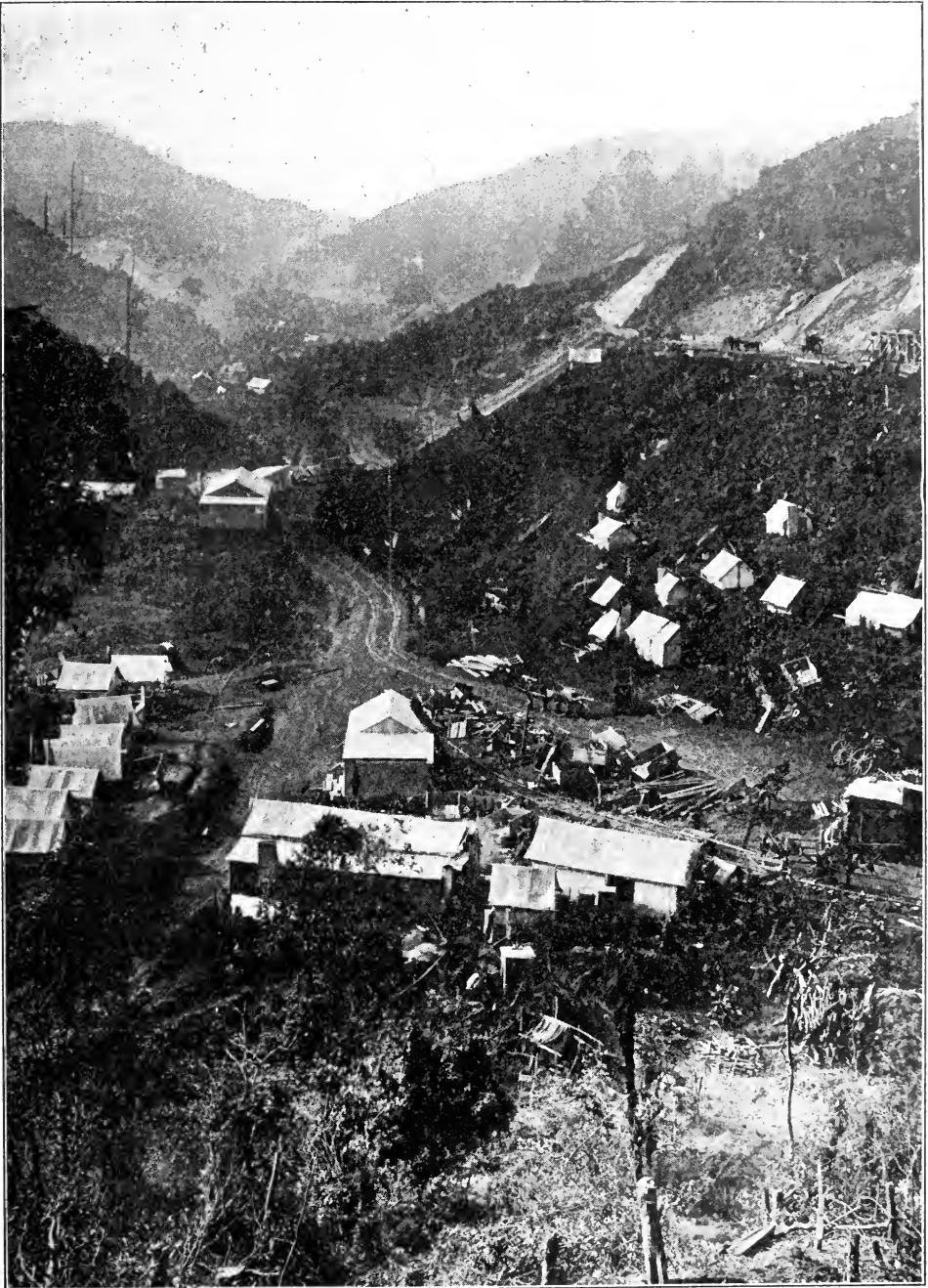
It is sufficient to say that Grey thoroughly understood the Maori and the Maori understood Grey. Even the restless chief Rauparaha, who had been captured and released by the authorities, himself voluntarily obtained the signatures of many chiefs to a petition to the Queen of England to make Sir George Grey life-long Governor of New Zealand.

THE NEW ZEALAND WAR.

In 1855 Grey left the country, and about two years later disaffection became manifest. Land troubles again arose over what was known as the *Taranaki Question*, and various Maori chiefs joined hands and established a kingdom in the north-east, but the chosen ruler was friendly to British interests, and peace was maintained for several years.

Slowly but surely disaffection spread over a large portion of the south of North Island, and in 1860 the first engagement in the New Zealand War took place in the disputed Taranaki Territory, owing to the enforcement of a judicial decree regarding the land rights of two chiefs.

Again the personal influence of Sir George Grey, who had returned to the colony at the



PIONEERING IN NEW ZEALAND
A railway construction camp in the early days

Photo, New Zealand Government

first signs of trouble, caused hostilities to cease; but the spirit of rebellion was rife, and in less than a year trouble again broke out. This war, which continued in a desultory manner for nearly ten years, was conducted on the most humane principles, although the actual fighting was at times very fierce. The Maori often risked their lives in the face of fire to give drink to the wounded British

and showed principles of humanity which were totally lacking in the natures of the aborigines of Australia, Tasmania, or any of the Pacific Islands.

Rebellion of a more isolated character again broke out in 1869-70, when an exiled chief returned and laid waste the lands and villages of Maori allies of the British; but peace may be said to have commenced in 1870, when the home government were pressing for the return of the Imperial troops just before the outbreak of the Franco-German War.

Sir George Grey and Sir Donald McLean, the head of Native Affairs, quickly pacified the country, and in 1884 the Chief-Chief, or King of the Maori, visited England and was received in audience by Her Majesty Queen Victoria. The other chiefs, who were given an official reception in Auckland were cheered on their way through the streets, and the Maori agreed that the "Two races should henceforth live as one," and they have so lived.



Photo, New Zealand Government

A MAORI WOMAN

soldiers, who returned these kindnesses in many ways, and from first to last held these brave and humane warriors in the highest esteem.

The Maoris faced the fire and bayonets as bravely as the Dervishes did those of Kitchener's square on the plains of Omdurman; but, unlike the cruel warriors of the desert, they cared for the wounded more tenderly than many of the warring nations of Europe,

entirely to agree to the other being recognised as the capital of the colony, until, in 1865, the matter was referred to Australian arbitration, and Wellington, owing to its central position, was chosen to become the premier city of New Zealand.

The early "Maori Representation," and "Land Courts," introduced by Sir George Grey, emerged into Maori Councils; and the education of the natives by Marsden,

MODERN DEVELOPMENT.

The third and present stage in New Zealand's history is one of political reform, and industrial and commercial progress. The old provincial legislatures were abolished; large public works undertaken by the Government, and several thousand miles of railroad have been constructed. Although times have not always been so prosperous as was expected with the influx of capital and immigration, the progress of New Zealand has been steadily improving.



SPECIALLY DRAWN FOR THE ENCYCLOPEDIA OF THE BRITISH EMPIRE BY A.H.LEE.

Williams, and other excellent missionaries, laid the foundation for the higher education of the Maori of to-day, who are respected and treated as equals by the British in New Zealand. Even in Australia what is left of this fine race are welcomed on an equal footing with white immigrants, notwithstanding the stringency of the laws excluding all other coloured labour. No higher praise can be paid to those who have been responsible for

holding office as Colonial Secretary, Colonial Treasurer, and Attorney-General.

The successors to these first officials, appointed in 1841, 1842, and 1844, respectively, continued in office until the establishment of Responsible Government on the 7th May, 1856. Only one of them—without ceasing to be Attorney-General—sat as a member of the first General Assembly (being Speaker of the Legislative Council) which was opened



OROKAU AND MT. TONGARIO

The village of Orokau, in North Island, is a Maori Settlement

Photo, New Zealand Government

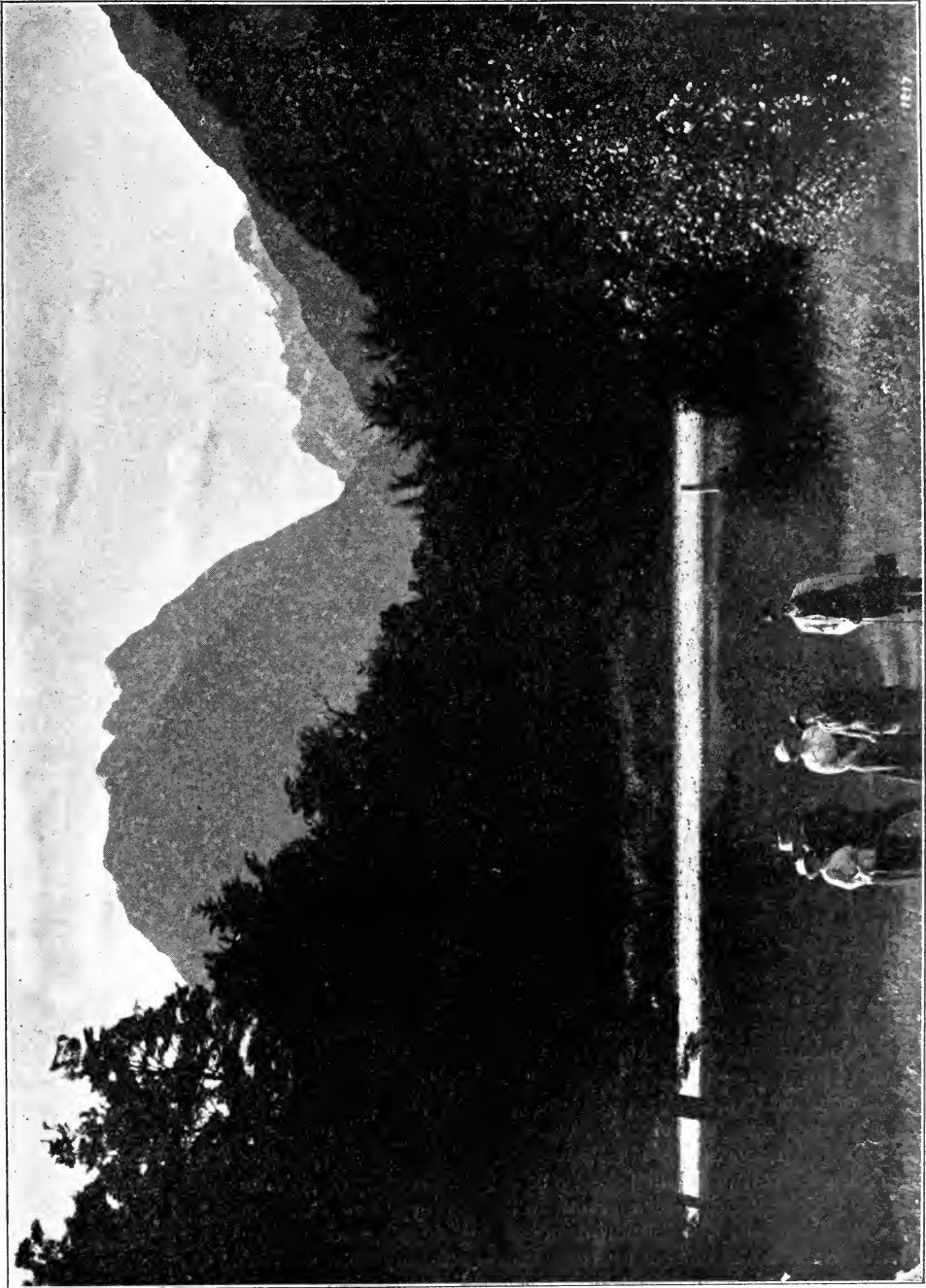
the moulding of the young Maori of to-day than to say that a very large number of their protégés are civilised, Christianised and educated.

RISE TO DOMINION STATUS.

British sovereignty was proclaimed over New Zealand in January, 1840, and the country became a dependency of New South Wales until the 3rd May, 1841, when it was made a separate colony. The seat of Government was at Auckland, and the Executive included the Governor, and three gentlemen

on the 27th May, 1854. During the session of that year there were associated with the permanent members of the Executive Council certain members of the House of Representatives. These latter held no portfolios.

The Government of the Colony was at first vested in the Governor, who was responsible only to the Crown; but in 1852 an Act granting representative institutions to the colony was passed by the Imperial Legislature. Under it the constitution of a General Assembly for the whole colony was provided for, to consist of a Legislative Council, the



Photo, New Zealand Government

MT. MACKENZIE AND CLINTON RIVER, NEW ZEALAND



MT. NGAURUHOE IN ERUPTION

Photo, New Zealand Government

members of which were to be nominated by the Governor, and of an elective House of Representatives.

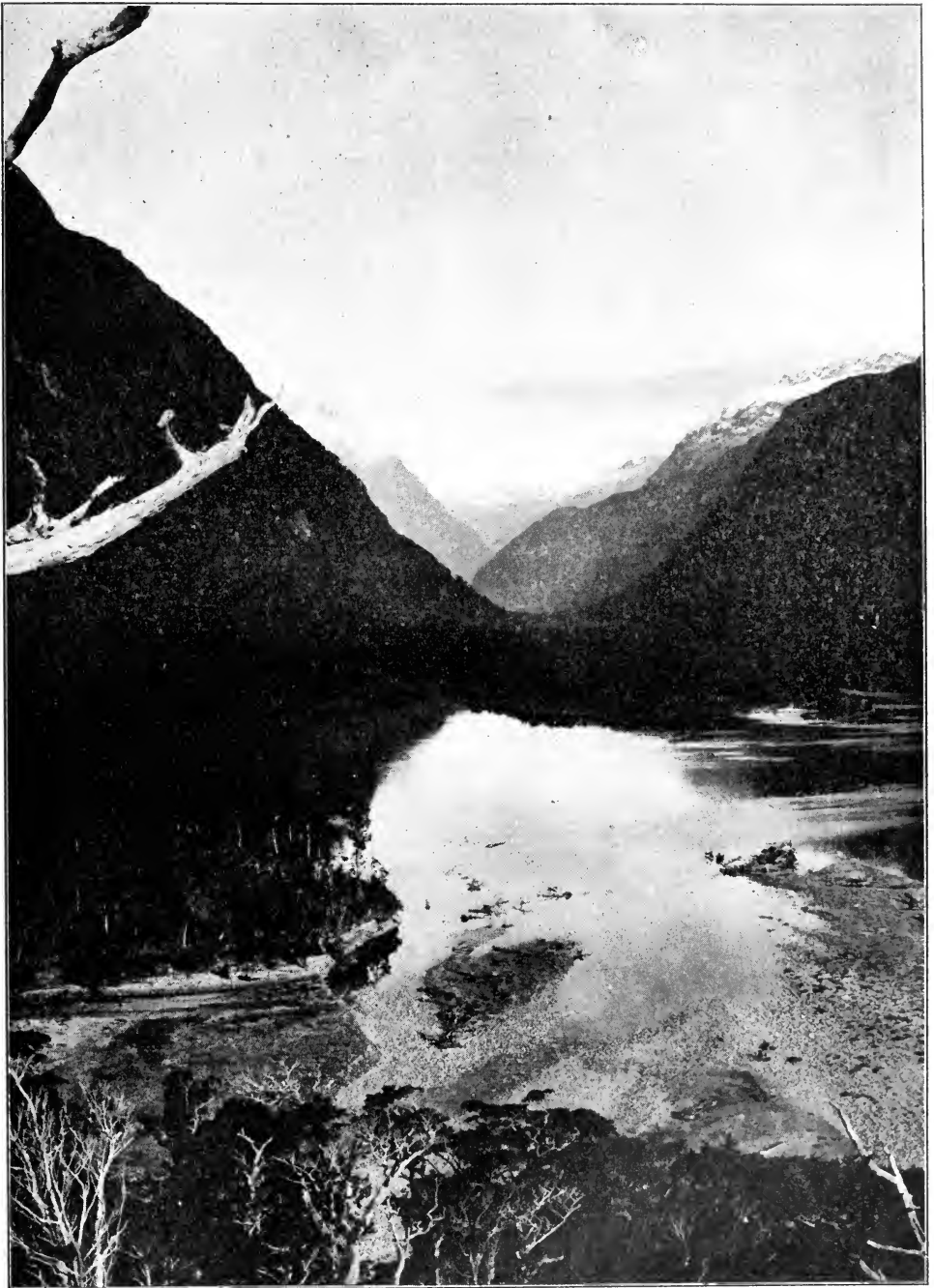
The first session of the General Assembly was opened on the 27th May, 1854, but the members of the Executive were not responsible to Parliament. The first Ministers under a system of Responsible Government were appointed in the year 1856. By the Act of 1852 the colony was divided into six provinces, each to be presided over by an elective Superintendent, and to have an elective Provincial Council empowered to legislate, except on certain specified subjects. The franchise amounted practically to household suffrage. In each case the election was for four years, but a dissolution of the Provincial Council by the Governor could take place at any time, necessitating a fresh election both of the Council and of the Superintendent. The Superintendent was chosen by the whole body of electors of the province; each member of the Provincial Council by the electors of a district. The Provincial Governments,

afterwards increased to nine, remained as integral parts of the Constitution of the colony until the 1st November, 1876, when they were abolished by an Act of the General Assembly, that body having been invested with the power of altering the Constitution Act. On the same day an Act of the General Assembly came into force, which subdivided the colony (exclusive of the areas included within municipalities) into counties, and established a system of local government.

In September, 1907, the style and designation of the colony was changed with the King's approval to that of "The Dominion of New Zealand."

COUNTRY AND CLIMATE.

Starting in the extreme south of Stewart Island, the Alps, crowned with snows and glaciers, which give rise to numerous swift-running rivers, follow the western coast of South Island to Cook Strait, the "funnel of the Pacific," which divides the two New Zealands, and is noted for the velocity of



THE FIORDS OF SOUTH ISLAND

Photo, New Zealand Government

the wind which almost continually blows across its turbulent waters.

The mountains skirting the coast of South Island cause the western littoral to be steeper and narrower than the country on the east side of the range, which is principally composed of the fertile Canterbury Plains, clad with cultivated fields, verdure and forests. In this region wheat and other crops are grown in large quantities, and cattle and sheep are reared in thousands.

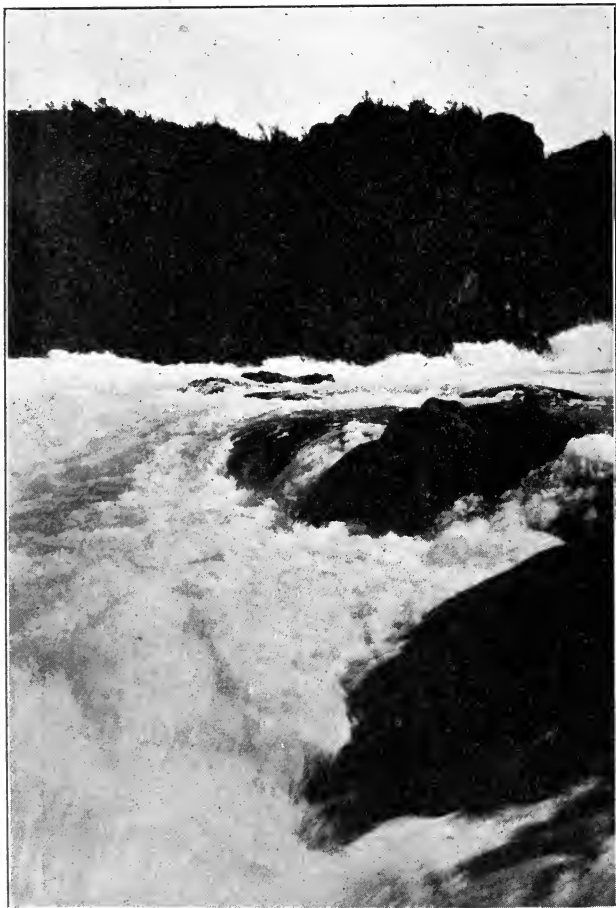
The Southern Alps, culminating in Mount Cook, which is 12,349 ft. high, offer some of the grandest scenery in the world. There are dangers, however, in climbing in these regions. The weather conditions change rapidly; the snow-line is low, and there are

but few *shelters*, which necessitate a much more extensive equipment than that required for the Swiss Alps. All these difficulties, which add a zest to climbing in these regions, are made surmountable by the hospitality and willingly given assistance of the New Zealand Alpine Club.

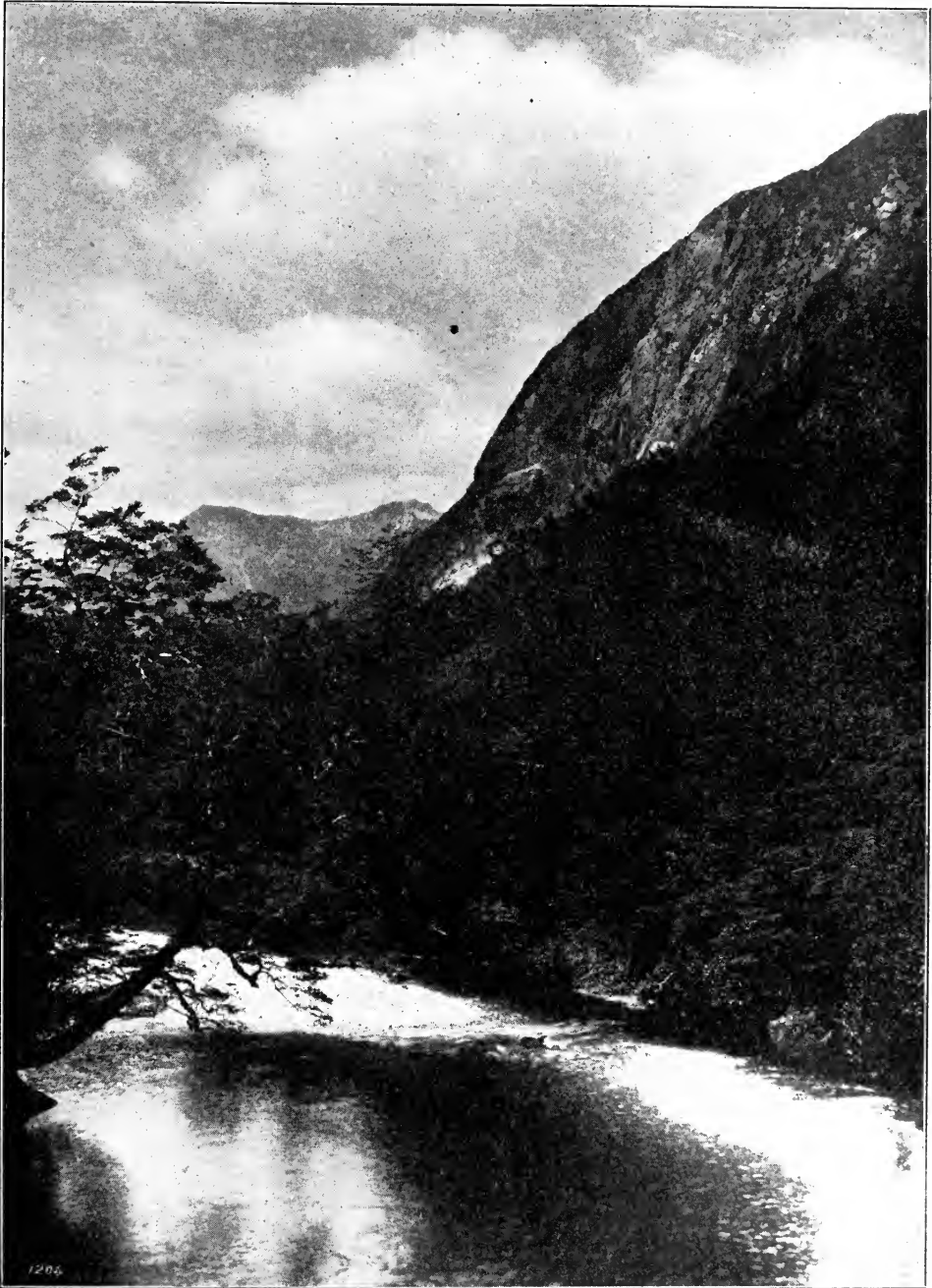
North Island, where dwell the remaining few thousand Maoris, is also traversed in many directions by lofty mountain ranges, which number among their peaks several volcanoes; but the chief points of interest are the boiling springs and lakes of Auckland, and the dense forests of pine in the extreme north of the island.

The climate of New Zealand—an important factor when considering the future possibilities of any country—owes much of its salubrity to the high winds which prevail in almost every district, except those enclosed by a circle of mountains. A considerable portion of the territory of both islands is covered by lakes, marshes, and forests; and the rainfall is considerably greater on the west coast than it is on the east, owing to the prevailing north-west winds which bring a sea-borrowed moisture that is condensed by the mountains. The rainfall in the fiord region, which lies on the south-west coast of South Island, amounts to 120 in. annually; this creates a moist atmosphere which would not be altogether healthy were it not for the purifying effects of the strong and invigorating sea-breezes which sweep across these narrow islands. Snow is seldom seen, except on the Alpine summits and passes, but frosts occur during the winter months (summer—November to May). South and Stewart Islands are the coldest and most windy, but contain the largest area of fertile land. Even here the winter temperature is several degrees above the London average. A frosty night is the certain precursor of a bright still morning.

The summer months in New Zealand are the winter months in the United Kingdom, the Dominion being in the Southern Hemisphere, and the northern part is hotter than



Photo, New Zealand Government



Photo, New Zealand Government

NEAR THE BULLER GORGE, SOUTH ISLAND

the south. The great length of the Dominion from north to south secures considerable diversity of climate and products. The intermittent droughts to which the Australian States are subject are unknown in New Zealand. The climate is like that of Great Britain only warmer and more equable. There are no extremes of heat or cold, but the climate in the South Island is not so warm in summer nor so mild in winter as that in the North

Stewart Island

Much of Stewart Island—in the extreme south—which has an area of about 665 square miles, is covered with rocky hills and forests, and is but little developed, although in certain parts excellent pasture lands for sheep and cattle are available.

It is a great tourist resort during the summer months, and is easily reached by



A GARDEN NEAR WELLINGTON, THE CAPITAL

Photo, New Zealand Government

Island. The mean annual temperature of the North Island is 56 deg. and of the South Island 52 deg. January is generally the warmest and driest month, the mean maximum for that month being 72 deg. in the North Island and 70 deg. in the South. July is generally the coldest and wettest month, the mean minimum for that month being 43 deg. in the North Island and 36 deg. in the South. The whole country is very healthy, and the death rate is exceptionally low.

steamer from the Bluff, distant about 25 miles. The principal peak is Mount Anglem, 3,200 ft. above sea-level. Most of the island is rugged and forest-clad; the climate is mild; and the soil, when cleared of bush, is fertile.

The chief attractions are the numerous bays and fiords. Paterson Inlet is a magnificent sheet of water, about 10 miles long by 4 miles wide, situated close to Half-moon Bay, the principal port, where over 200 people live. Horseshoe Bay and Port William



Photo, New Zealand Government

THE FOX GLACIER, NEW ZEALAND ALPS



Photo, New Zealand Government
ON THE MILFORD TRACK, NEW ZEALAND

are within easy reach of Half-moon Bay. Port Pegasus, a land-locked sheet of water about 8 miles by $1\frac{1}{2}$ miles, is a very fine harbour. At "The Neck" (Paterson Inlet) there is a settlement of Maoris and half-castes. The bush is generally very dense, with thick undergrowth. Rata, black-pine, white-pine, miro, and totara are the principal timber trees. Fish are to be had in great abundance and variety; oyster-fishing forms an important industry. Wild pigeons, ducks, and mutton-birds are plentiful.

South Island

The extreme length of the South Island, from Jackson's Head, on Cook Strait, to Puy-

segur Point, at the extreme south-west, is about 525 statute miles; the greatest distance across at any point is, in Otago (the southernmost) District, about 180 miles. It is intersected along almost its entire length by a range of mountains known as the Southern Alps. Some of the summits reach a height of from 10,000 ft. to 12,000 ft., Mount Cook, the highest peak, rising to 12,349 ft.

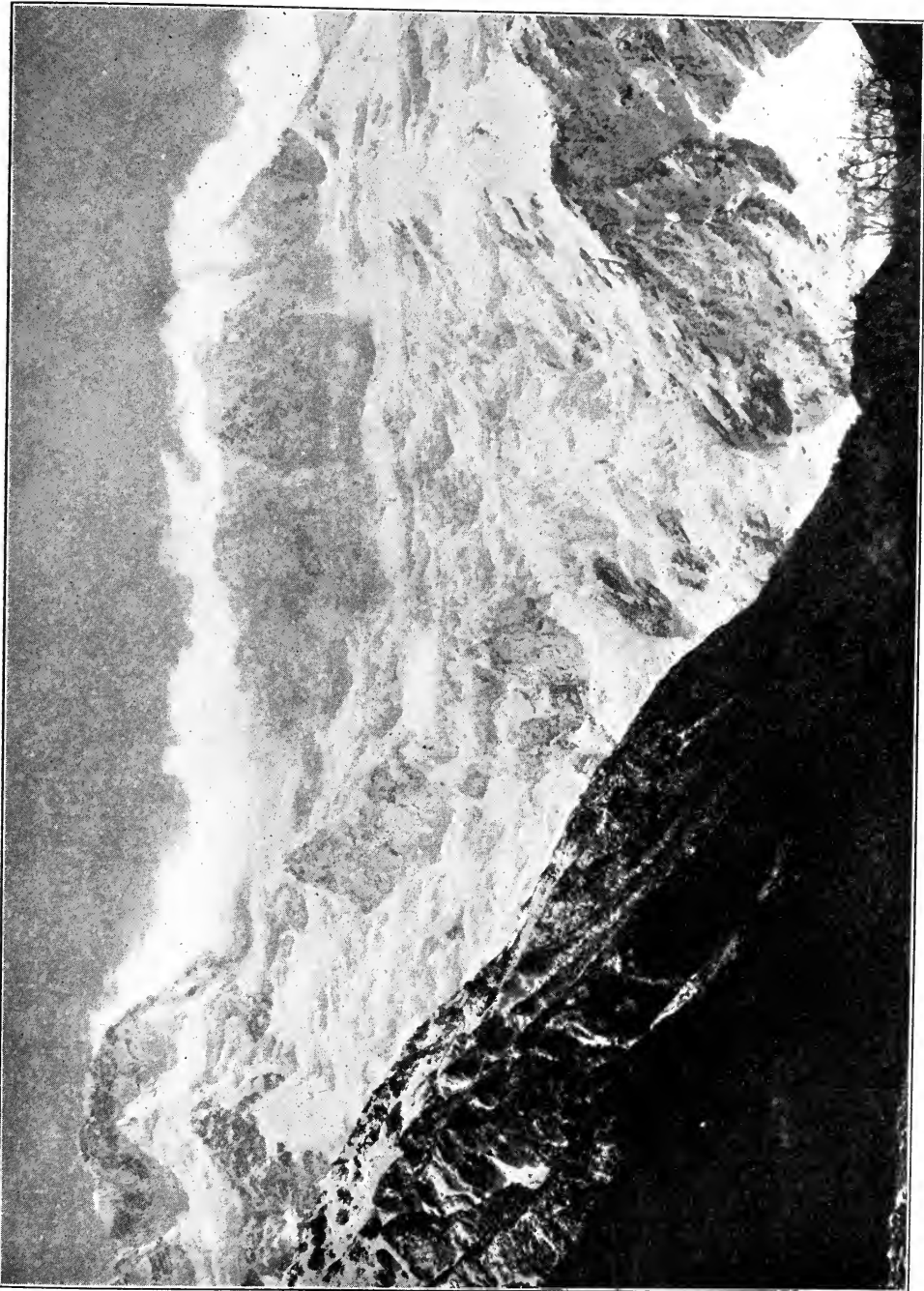
In the south, in the neighbourhood of the sounds and Lake Te Anau, there are many magnificent peaks which, though not of great height, are, owing to their latitude, nearly all crowned with perpetual ice and snow. Further north the mountains increase in height — Mount Earnshaw, at Lake Wakatipu; and Mount Aspiring, at Lake Wanaka, which has been aptly termed the New Zealand Matterhorn, is 9,949 ft. in height. Northward of this again are Mount Cook (or Aorangi), Mount Sefton, and other fine peaks.

SOUTHERN ALPS.

For beauty and grandeur of scenery the Southern Alps of New Zealand may worthily compare with, while in point of variety they are said actually to surpass, the Alps of Switzerland. Until

recently few of the mountains in New Zealand had been scaled; many of the peaks and glaciers are as yet unmapped; and there is still, in parts of the South Island, a field for exploration and discovery — geographical, geological, and botanical. The wonders of the Southern Alps are only beginning to be known. The snow-line in New Zealand being so much lower than in Switzerland, the scenery, though the mountains are not quite so high, is of surpassing grandeur.

There are extensive glaciers on both sides of the range, those on the west being of exceptional beauty, as, from the greater abruptness of the mountain slopes on that side, they descend to within about 700 ft. of the sea-level, and into the midst of the evergreen



MT. SEFTON (10,350 ft.), SOUTHERN ALPS, SOUTH ISLAND, NEW ZEALAND
Photo, New Zealand Government



IN THE SOUTHERN FIELDS OF NEW ZEALAND

Photo New Zealand Government

forest. The largest glaciers on either side of the range are easily accessible. The following gives the sizes of some of the glaciers on the eastern slope :—

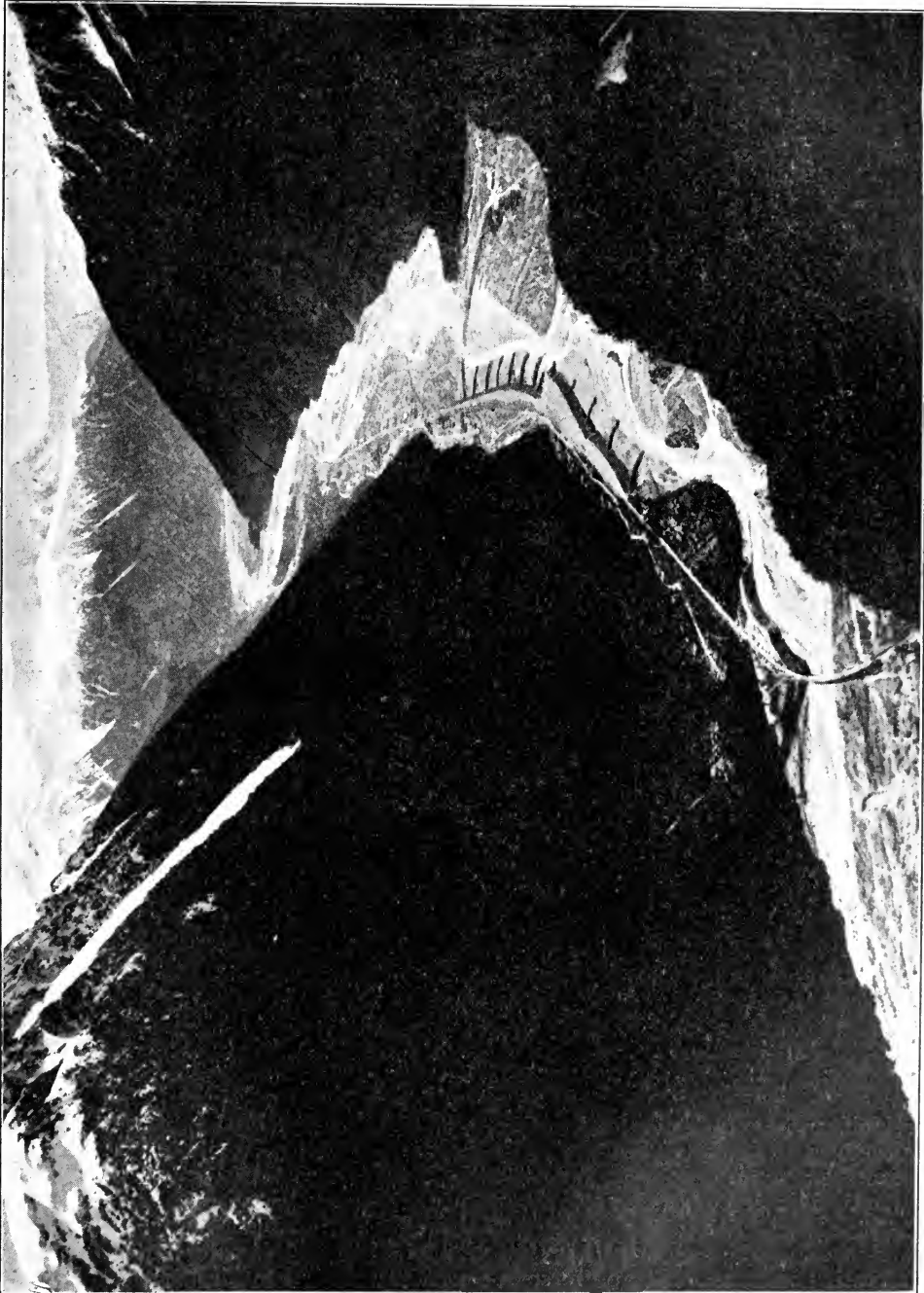
Name.	Area of Glacier		Length of Glacier.		Greatest Width.		Average Width.	
	Acres.	Miles.	Ch.	Miles.	Ch.	Miles.	Ch.	
Tasman -	13,664	18	0	2	14	1	15	
Murchison -	5,800	10	70	1	5	0	66	
Godley -	5,312	8	0	1	55	1	3	
Mueller -	3,200	8	0	0	61	0	50	
Hooker -	2,416	7	25	0	54	0	41	

The Alletsch Glacier in Switzerland, according to Ball, in the *Alpine Guide*, has an average width of one mile. It is in length and width inferior to the Tasman Glacier.

Numerous sounds or fiords penetrate the south-western coast. They are long, narrow, and deep (the depth of the water at the upper part of Milford Sound is 1,270 ft., although at the entrance only 130 ft.), surrounded by giant mountains clothed with foliage to the

snow-line, with waterfalls, glaciers, and snow-fields at every turn. Some of the mountains rise almost precipitously from the water's edge to 5,000 ft. and 6,000 ft. above the sea. Near Milford, the finest of these sounds, is the great Sutherland Waterfall, 1,904 ft. high.

In the heart of the Southern Alps is a favourite summer rendezvous for alpinists, which commands some of the most superb mountain views in the world. The ice-clad mountains in the immediate vicinity range from 10,000 to over 12,000 ft. in height. Mount Cook is 12,349 ft.—the highest point in Australasia. The "Hermitage" is a comfortable Government hotel, reached by rail and coach or motor from Dunedin, Christchurch, or Queenstown, and close to the terminal faces of three great glaciers. One of these glaciers, the *Tasman*, is 18 miles long and 2 miles wide—far larger than any in the Swiss Alps or the American Rockies. Government guides, horses, and all alpine equipment are kept on hand; and alpine huts supplied with food and bedding, high



Photo, New Zealand Government

OTIRA GORGE, SOUTHERN ALPS

up in the Tasman valley—the base for ice and mountain excursions—have been established. In this district there are ice-falls and some beautiful Alpine flora. Ski-ing at the head of the Mueller Glacier is a favourite sport.

There are several small hot springs in Canterbury and Westland, but they fade

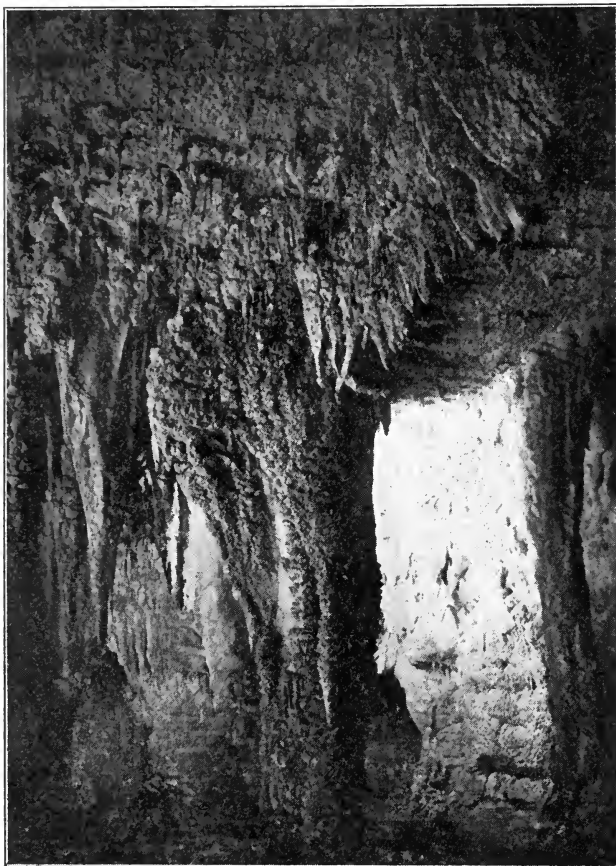
for many miles, break the coast line abutting on Cook Strait. The city of Nelson is situated at the head of Blind Bay, which has a depth inwards from Cook Strait of about 40 statute miles.

The Provincial District of Canterbury lies to the south of the Marlborough District and to the eastern side of the Island. Towards the north the land is hilly and undulating; followed by a stretch of plain 100 miles long by 30 miles broad, rising at the rate of about 30 ft. to the mile from the sea to the hills, after which the coastal land is part flat and part undulating to the boundary of the Otago Provincial District. To the west of the above-mentioned plain the country is, generally speaking, hilly and mountainous. Large rivers rising in the snow-clad ranges find their way through wide valleys and across the plain to the sea.

Many lakes and high plateaux of considerable size lie within the mountainous area. The most notable of the plateaux is the Mackenzie Plain, with its glacial lakes Tekapo, Pukaki, and Ohau. Many of the lakes may some day be utilised for generating hydraulic power. An electric plant has been installed at Lake Coleridge, which supplies power for the city of Christchurch. To the east of the main plain the volcanic hills of Banks Peninsula jut out into the sea and form several good harbours, the principal being Port Cooper, on the north, whereon is situated Lyttelton, the chief port of the district; and on the south the harbour of Akaroa, one of the finest in the Dominion.

There are no other natural harbours in Canterbury, but a good artificial one has been made at Timaru, in the south of the Province.

The Provincial District of Otago, under which denomination is also included the old Province of Southland, is an extensive one, and its physical features are much diversified. The Southern Alps Range, which forms a distinct backbone throughout the northern part of the Island, is more divided into separate mountain chains in the north-west



Photo, New Zealand Government

ORGAN GALLERY, WAITOMO CAVES

into insignificance when compared with those in the North Island.

The general surface of the northern portion of the South Island, comprising the Provincial Districts of Nelson and Marlborough, is mountainous, but the greater part is suitable for grazing purposes. There are some fine valleys and small plains suitable for agriculture, of which the Wairau Valley or Plain is the largest. Deep sounds, extending

and west of Otago, though it still remains the watershed from which short rapid rivers reach the Tasman Sea on the west, and long and more slowly-flowing ones empty themselves into the Pacific Ocean on the east and south, after passing through much hilly country and many fertile plains.

On the whole the province may be described as hilly with parts mountainous, though there is much flat alluvial land in the extreme south, and many good plains and cultivable downs throughout it. Originally there were extensive forests in the south,

mountainous and wooded country, extending to the Tasman Sea, and deeply indented with numerous fiords or sounds. There are also many other lakes, notably Hawea, Wanaka, Manapouri, and Hauroto, some of these being of considerable size.

The chief harbours in this province are Otago Harbour, at the head of which the city of Dunedin is situated, and Bluff Harbour at the extreme south, the port of the town of Invercargill.

The district of Westland, extending along the west coast of the South Island, abrest



MT. CREIGHTON, LAKE WAKATIPU

Photo, New Zealand Government

many of which are only partially cut, and the west coast is still densely forest-clad, but by far the larger area of the province is open tussock and grass land suitable for grazing sheep. The whole province is auriferous, and there are goldfields of considerable extent in the interior.

The inland lakes are very remarkable features. Lake Wakatipu extends over 54 miles in length, but its greatest width is not more than 4 miles and its area only 114 square miles. It is 1,070 ft. above sea-level, and has a depth varying from 1,170 ft. to 1,296 ft. Lake Te Anau is somewhat larger, having an area of 132 square miles. These lakes are bounded on the west by broken

of Canterbury, embraces all the land lying between the tops of the Southern Alps and the Tasman Sea. It is a narrow forest-clad strip of steep mountainous country fringed along the sea by alluvial flats or easier slopes. It is auriferous throughout, and has produced much gold. It also contains the chief coal deposits of the Dominion. Westland has many interesting lakes and glaciers, the latter of which have been referred to above.

The rivers in the South Island are for the most part mountain-torrents, fed by glaciers in the principal mountain-ranges. When the snow melts they rise in flood, forming, where not confined by rocky walls, beds of considerable width, generally covered by enormous

deposits of shingle. The largest river in the Dominion, as regards volume of water, is the Clutha or Molyneux. It is 154 miles in length, but is navigable only for boats or small river-steamers for about 30 miles. The Rivers Buller, Grey, and Hokitika, on the west coast, are navigable for a short distance from their mouths. They form the only ports in the Nelson and Westland Districts. In their unimproved state they admitted, owing to the bars at their mouths, none but vessels of small draught; but, in consequence of the importance of the Grey and Buller Rivers as the sole ports available for the coal-export trade, large harbour-works have been undertaken, resulting in the deepening of the beds of these rivers, and giving a depth up to 26 ft. of water on the bars.

The area of level or undulating land in the South Island available for agriculture is estimated at about 15,000,000 acres. About 13,000,000 are suitable for pastoral purposes only, or may become so when cleared of forest and sown with grass seed. The area of barren land and mountain-tops is estimated at about 9,000,000 acres.

CHRISTCHURCH.

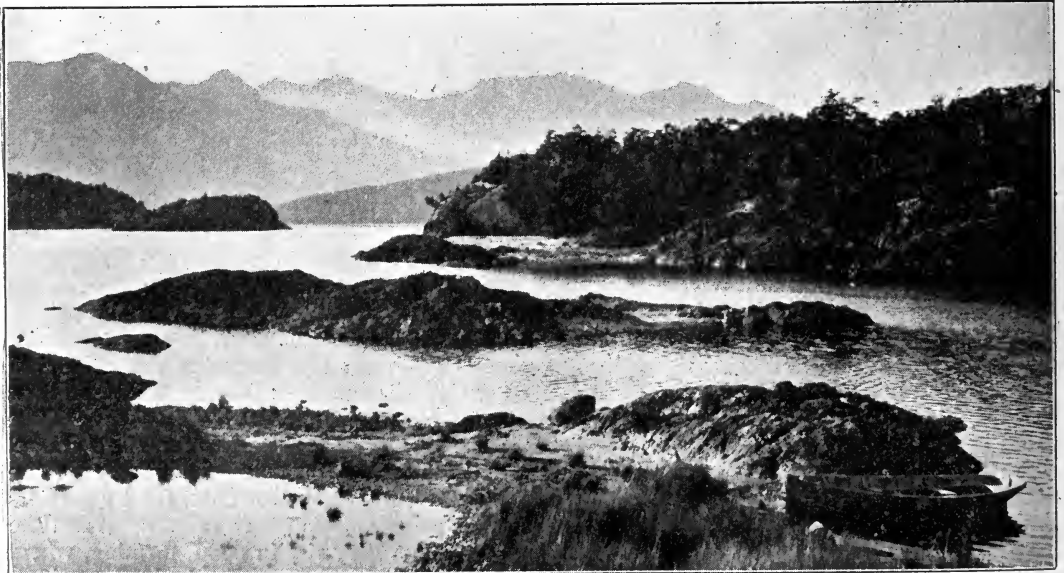
The most fertile portion of South Island is the Canterbury Plains, situated around

Christchurch, which have an area of over 13,000,000 acres. This magnificent agricultural and pastoral region occupies a gently sloping plain which extends from the *dividing range* on the west to the eastern seaboard, and is nearly all covered by medium-sized farms.

Christchurch, the chief town of this portion of the island, which has a population of 110,200, stands on the banks of the River Avon about 9 miles from its mouth; besides being a fine modern city it is an important railway centre, and is connected with the coast towns of Timaru, Oamaru, Dunedin, and Invercargill, which is the southernmost port of New Zealand, and also with several inland centres of agriculture. The port for Christchurch and the Canterbury plains is, however, Lyttelton, at the mouth of the Avon, which has a population of about 5,000 and is usually reckoned as forming a suburb of the parent city. It is admirably situated on a well sheltered bay. The first railway in New Zealand was built to connect this port with Christchurch, which is seven miles distant.

DUNEDIN, INVERCARGILL AND NELSON.

Dunedin, which is the capital of the former province of Otago, is, next to Christchurch,



Photo, New Zealand Government

AMONG THE ISLANDS, LAKE MANAPOURI, NEW ZEALAND

the most important town in South Island, and stands at the head of a fine harbour sheltered by the outspreading arm of the Otago Peninsula. In a town of modern construction, with over 73,470 inhabitants, it is only natural there should be every convenience, but even here there is a quiet air of slow but sure progress without the roar of a metropolis or the tiresome miles of buildings unrelieved by trees or gardens. The Scotch in Dunedin are very numerous, as in fact they are in the whole of South Island.

Otago, which, with the former province of Southlands, forms the southern portion of the Island, possesses extensive coal and gold fields, being actively worked, which extend inland to the picturesque region around lakes Wakitipu and Wanaka. These mining districts are all connected by rail and coach with Dunedin and Invercargill, which is the southernmost town in the world, with the exception of Puenta Arenas on the shores of the Magellan Straits in Chilian Patagonia. Only the storm-swept seas of the Antarctic divide this town from the ice-fields which surround the south pole.

Many people will doubtless shiver at the thought of going to a town so close to the regions of perpetual snow, but it must be remembered that many hundreds of miles of ocean divide New Zealand from the Antarctic, and the climate is not nearly so cold as might be expected ; 5 deg. of frost being the lowest winter temperature.

The lakes in South Island are surrounded by ridge upon ridge of lofty snow-capped mountains. In the valleys the climate is warm, and trees and shrubs margin the broad sheets of water, some of which, like the Diamond Lake at Paradise, mirror in clear outline the jagged ice-capped peaks which encircle them.

During the spring, when the thaw releases the frozen water on the lower slopes, the rivers, which flow in all directions from the "dividing range," are turned into foaming torrents, and the marshes which intersect many portions of the country are flooded. This sometimes causes considerable loss among the thousands of sheep and cattle which are reared on the breezy plains and marshlands ; but the farmers know when to expect the melting of the snows, and consequently are usually able to move their



A GEYSER IN ERUPTION



IN THE BULLER GORGE

Photo, New Zealand Government

flocks to higher land before the advent of the floods.

Many rivers of considerable length, such as the Clutha, which rises near Haast's Pass and travels nearly 230 miles before its debouchement into the ocean, cross this territory from their sources amid the glaciers of the Alps. Those flowing down the steep western coast are, however, more rapid, though shorter, than those which water the fertile plains of the east.

The Wairau plains, in the old province of Marlborough, contain some of the finest pasture lands in the world, but many parts of both South and North Island are still covered with peculiarly dense forest.

The fiords of the south-west coast are renowned for the beauty of their scenery,

but from this must be deducted, or added, according to taste, the solitude of this region of water, marsh, and highland, which is open to the steady breezes blowing from the Pacific.

Many small towns are dotted over the interior of South Island. Those in the south are principally devoted to mining, with sheep farming as a subsidiary industry; those on the east are agricultural and pastoral, and those on the west and north are mostly mining centres, surrounded by sufficient cultivated country to supply the demand for necessities.

One of the most pleasantly situated towns on this island is Nelson, facing Tasman Bay. It is partly sheltered by hills, which were once clad to their summits with dense forest.



THE SOUTHERN ALPS *Photo, New Zealand Government*
Minaret and De la Beche Peaks with the Ranfurly and Constance Glaciers

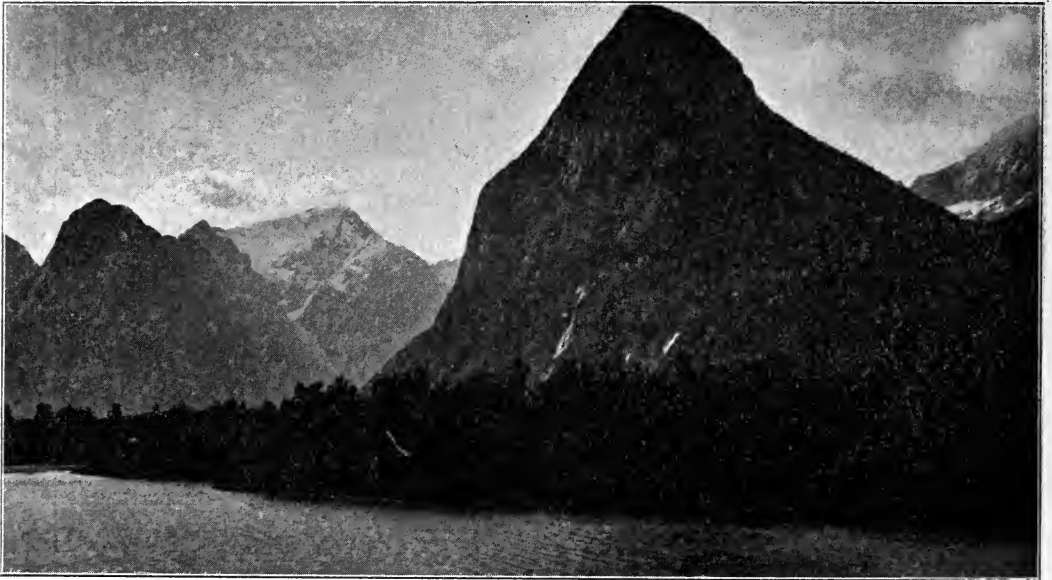
The town itself is of modern construction, and has a population of about 10,880, if the suburbs are included. Towns like Dunedin, Christchurch, and Nelson have a manufacturing industry which grows with the population of these islands, for it is a custom in New Zealand to buy home-made articles when possible, failing which those of British manufacture are often specially asked for.

North Island

The extreme length of North Island, from Cape North to Cape Palliser, is 515 statute

Lake Taupo. The largest plain in the North Island, Kaingaroa, extends in a north-easterly direction to the sea-coast in the Bay of Plenty. There are also the pumiceous Waimarino and Murimotu Plains, at the base of the volcanoes, and in other localities several smaller but fertile plains.

Though the greater portion of the central plateau is covered with a volcanic ash or sand, now principally bearing a plant growth of tea-tree scrub (manuka), bracken, and tussock, and is to a large extent waste land, it must not be supposed that these lands are valueless. In many places there are swampy

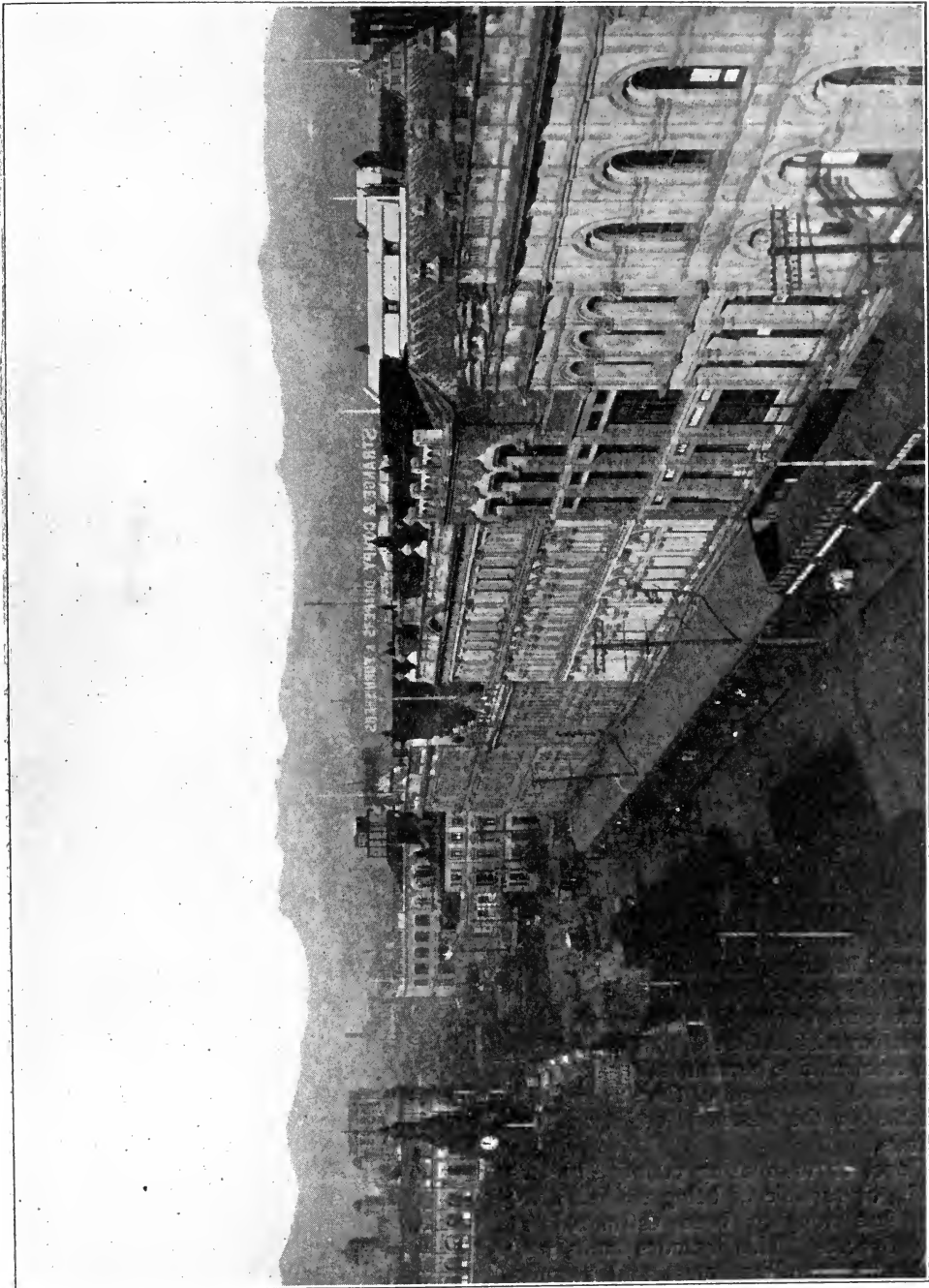


MT. BARRON, MILFORD SOUND

Photo, New Zealand Government

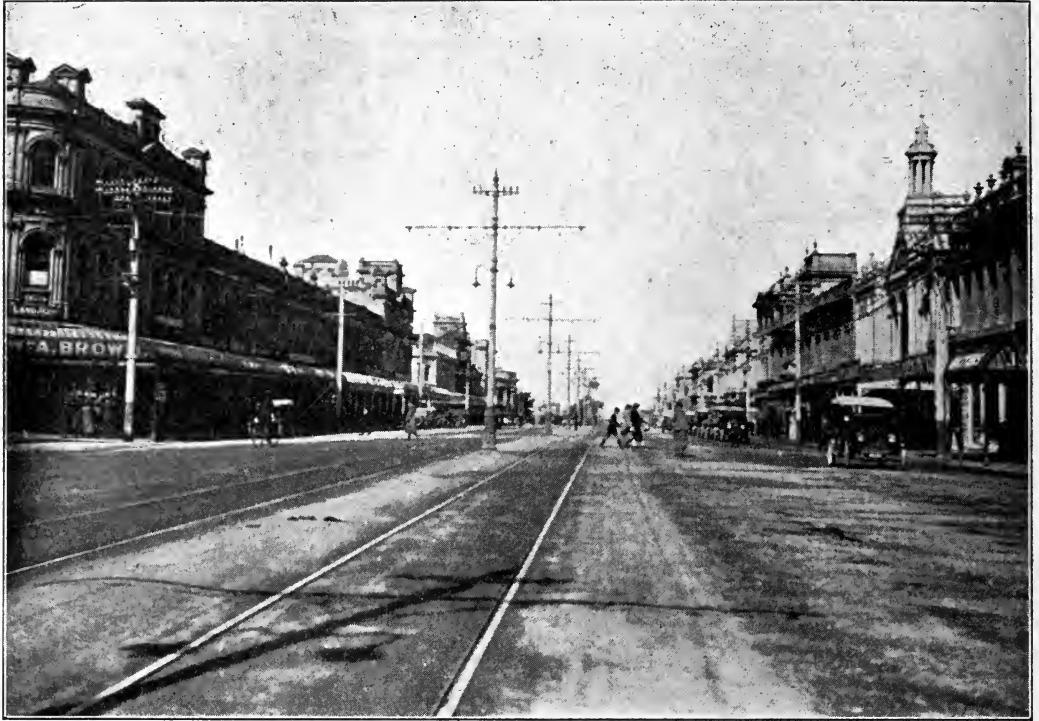
miles, and its total area 44,130 square miles. This Island is, as a whole, hilly, and in parts mountainous, in character, but there are large areas of plains or comparatively level country that are, or by clearing can be made, available for farming purposes. Of these the principal are the plains in the Hawke's Bay District, on the east coast; the Wairarapa Plain, in the Wellington District; a strip of country along the west coast, about 250 miles in length, extending from a point about 30 miles from the City of Wellington to a little north of New Plymouth; and the Waikato Plains, extending from the Firth of the Thames to within about 50 miles of

areas even now carrying good crops of flax which, when prices are good, are cut and milled. Between Taupo and Rotorua and the Rangitaiki River there are several sheep runs. In many places where old Maori *kaingas* have been, European fruit trees, such as apples, cherries, peaches, and raspberries, are still to be found in healthy condition (though quite unattended to), thus proving that these lands are in many places suitable, as far as soil and climate are concerned, for fruit growing; and it is probable that these cheap and neglected lands will, before many years have elapsed, be utilised for fruit production.



Photo, New Zealand Government

HIGH STREET, CHRISTCHURCH, LOOKING SOUTH



MAIN STREET, INVERCARGILL

Photo, New Zealand Government

The existence in many places of fine forests proves the suitability of the district for tree-growth, and on this evidence the Government have made very extensive plantations of exotic trees of commercial value, which are all thriving most satisfactorily. The greater part of these plains has, in comparatively recent times, been covered with valuable forest, but repeated burnings by Maoris have caused its disappearance. The frequent burning of the scrub and tussock by Maoris and Europeans during the last sixty years have so impoverished the soil that the present state of comparative barrenness is the result. This repeated burning-off of the scrub is also responsible for the lessened fertility of the gum lands.

The level or undulating country in this island fit, or capable of being made fit, for farming has roughly been estimated at 13,000,000 acres. This includes lands now covered with standing forest and swamps that can be drained, also large areas of clay gum-lands and pumice-covered lands. The clay gum-lands are in their natural state

uninviting to the farmer, but by proper drainage and cultivation they can be brought into a high state of productiveness. Although the area of bush land is still very great, yet, year by year, the amount is being reduced, chiefly to meet the demands of settlement, the trees being cut down and burnt, and grass sown on the ground fertilised by their ashes.

Hilly as the country is, yet, from the nature of the climate, it is especially suited for the growth of English grasses, which will flourish wherever there is any soil, however steep the land may be; once laid down in grass there is very little land too poor to supply food for cattle and sheep. The area of land in the North Island deemed purely pastoral or capable of being made so is estimated at 14,200,000 acres. It is estimated that the area of mountain-tops and barren country at too high an altitude for sheep, and therefore worthless for pastoral purposes, amounts, in the North Island, to 300,000 acres.

The area of land in the North Island still remaining in forest is about 8,000,000 acres,



Hongi (Rubbing Noses)

This is the Maori form of greeting and corresponds to the handshake or kiss

Photo, New Zealand Government



but every year the forested area diminishes as settlement advances. In the Auckland District are found the celebrated kauri forests, which produce the most valuable of the pine timbers.

VOLCANOES.

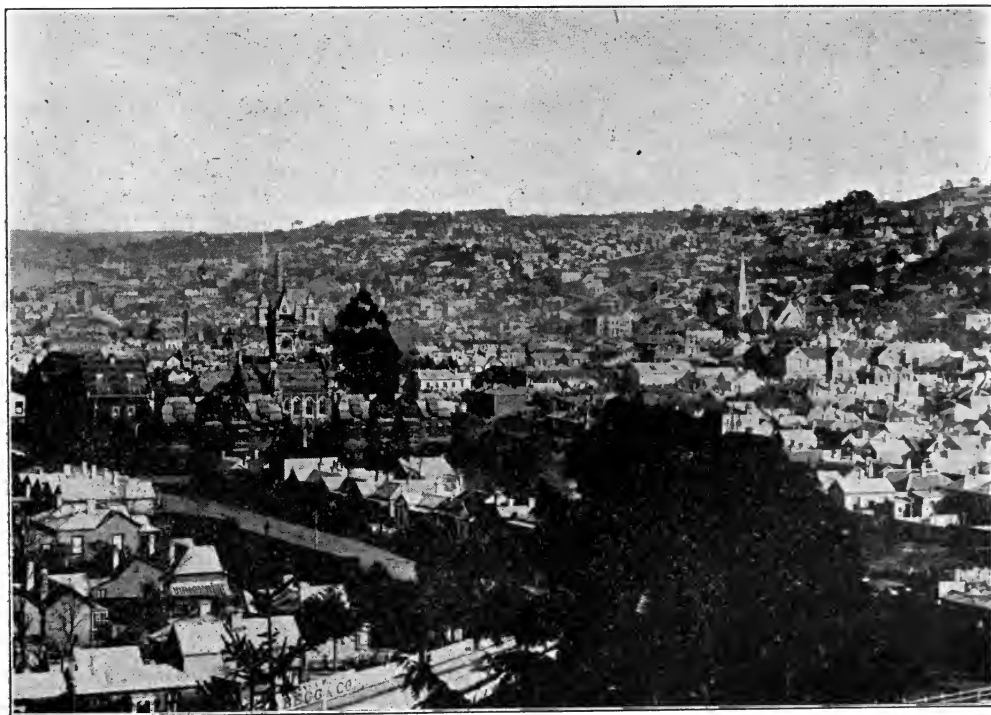
The mountains in the North Island are estimated to occupy about one-tenth of the surface, and do not exceed 4,000 ft. in height, excepting a few volcanic cones and the highest peaks of the Kaimanawa, Ruahine, and Tararua Ranges. Of the volcanoes the following are the most important:—

Ruapehu: This mountain lies about 27 miles south-south-east from Lake Taupo. Its highest peak is 9,175 ft., so it rises far above the line of perpetual snow. It is in the solfataric stage, and has on its summit a remarkable crater-lake which is surrounded by walls of ice several hundred feet in height. The waters of this crater-lake are highly charged with sulphuric acid. The water is always warm enough to remain liquid, but

there are times when it boils, and is heaved into the air to fall and besmirch the snowy mantle of the surrounding heights. The Wangaehu River has its source in this crater, and its waters are so poisonous to plants that they will not grow on its banks even for miles after the river has reached the plains and received numerous tributaries.

To the north-north-east of Ruapehu stands Ngauruhoe (7,515 ft.) and the several coalesced cones of Tongariro (6,140 ft.). There was a considerable discharge of ashes from Ngauruhoe in 1909, but no loss of life occurred. Molten lava has been seen in the crater, but it has not overflowed since the European occupation of the country. From the crater of Te Mari there was a flow of lava in 1868.

The country around these volcanoes has been created a National Park, and by reason of its varied interests—active craters, blow-holes, glaciers, hot medicinal springs, crateral lakes, varied alpine flora, and exhilarating climate—it will be certain later on to attract great numbers of visitors.



DUNEDIN

Photo, New Zealand Government



STEAMING CLIFFS, HOT SPRING REGION

Photo, New Zealand Government

Mount Egmont: This is an extinct volcanic cone, rising to a height of 8,260 ft. The upper part is always covered with snow. The mountain is, from many directions, a nearly perfect cone, and rising as it does from a plain only a few hundred feet above sea-level it forms a view of imposing beauty. It is called the "Sentinel of Taranaki." Close to its base on the north lies the thriving town of New Plymouth, and the surrounding country is some of the most fertile in New Zealand.

Ruapehu, Tongariro, Taupo, and the thermal vents in the Rotorua district are all on a line of weakness in the earth's crust that reaches its visible terminal at White Island, which is an active volcano in the Bay of Plenty about 35 miles from the mainland.

Without a doubt the hot springs form the most remarkable feature of the North Island. They are found over a large area, extending from Tongariro, south of Lake Taupo, to Ohaeawai, in the extreme north—a distance

of some 300 miles; but the principal seat of hydrothermal action appears to be in the neighbourhood of Lake Rotorua, about 40 miles north-north-east from Lake Taupo. By the destruction of the famed Pink and White Terraces at Lake Rotomahana during the eruption of Mount Tarawera on the 10th June, 1886, the neighbourhood has been deprived of attractions unique in character and of unrivalled beauty; but the natural features of the country—the numerous lakes, geysers, and hot springs, some of which possess remarkable curative properties in certain complaints—are still very attractive to tourists and invalids. The vast importance of conserving this region as a sanatorium for all time has been recognised by the Government, and it is dedicated by Act of Parliament to that purpose.

RIVERS AND ISLANDS.

The principal lakes in the North Island are Taupo, with an area of 238 square miles, Rotorua, Tarawera, Rotoiti, Waikaremoana,



Photo, New Zealand Government

WATER LILY PONDS, ROTORUA, NORTH ISLAND

Wairarapa, and several smaller ones. The effluent waters from some of these lakes will in the near future be utilised for the generation of electrical power.

The chief rivers of the North Island are the Waikato (which has its source in the Kaimanawa Range), and is slightly under 200 miles in length, the Northern Wairoa, the Waihou, the Southern Wairoa, the Manawatu, Rangitikei, Wanganui, and Mokau. All these rivers except the Rangitikei are navigable for small vessels. There are numerous smaller rivers in this well-watered island,

Napier and New Plymouth, which can accommodate liners in their bays or coastal vessels behind their moles. There is a magnificent harbour at the Great Barrier Island, which, though of little commercial value, would give certain shelter to the largest modern fleet.

There are numerous islands scattered along the coast, and the chief of these are the Three Kings, a cluster of islets lying 38 miles west-north-west of Cape Maria van Dieman. They were discovered in 1643 by Tasman, and named in honour of the day of discovery being



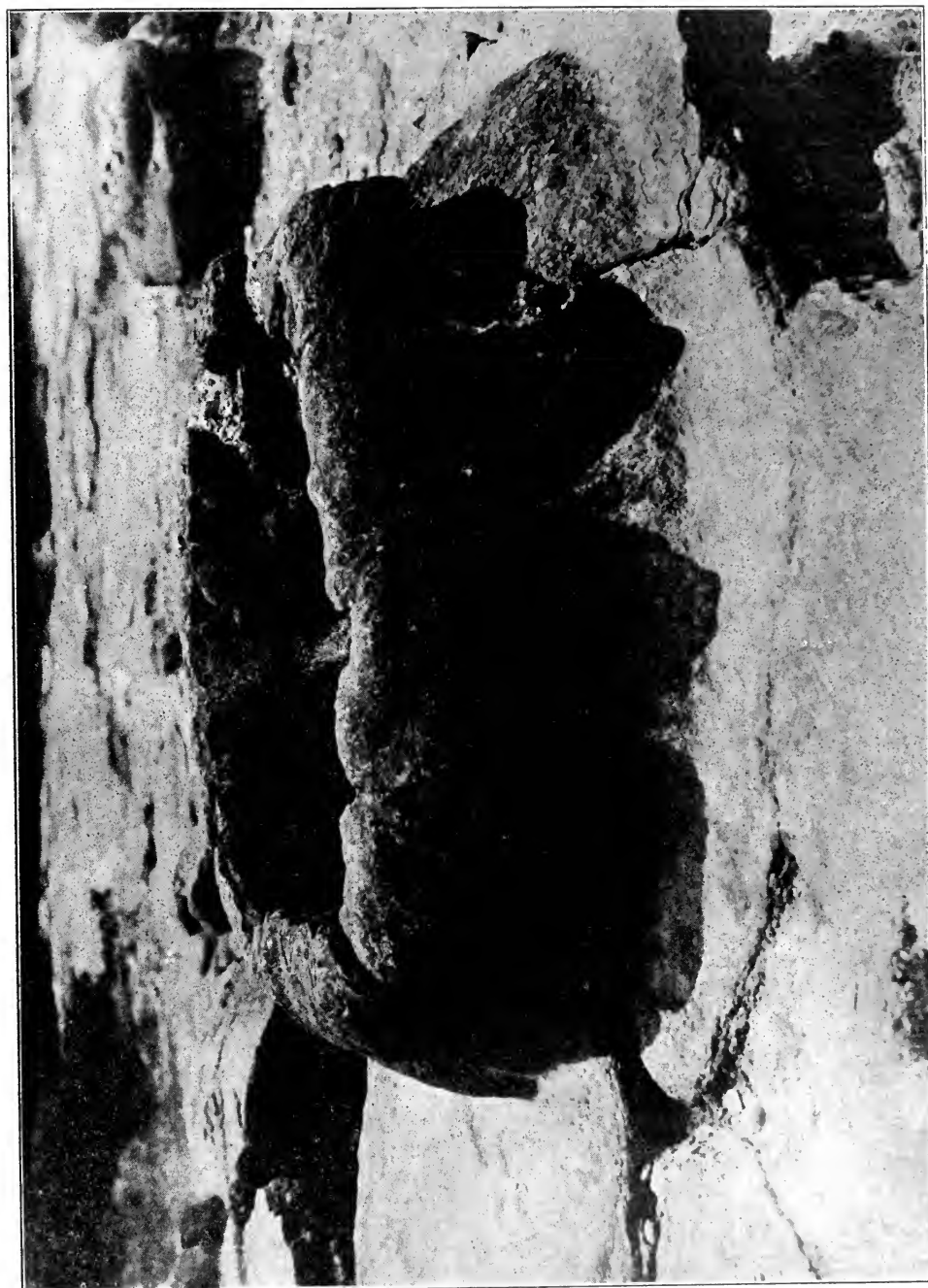
GREEN, BLUE AND ROTORUA LAKES, NORTH ISLAND *Photo, New Zealand Government*

and many of these are capable of being used for the production of electrical power.

For its great length of irregular coast-line the North Island has few harbours that will admit the largest modern liners. There are, however, two (Auckland and Wellington) that will do so, and these are so situated that they form the most convenient receiving and distributing centres. There are several on the west coast—Hokianga, Kaipara, Manukau, and Kawhia—and on the east coast—the Bay of Islands, Whangaroa, Whangarei, Thames, Mercury Bay, and Tauranga—that are already or can be made available for vessels of 2,000 tons. There are also the artificial harbours of Gisborne,

the Feast of the Epiphany. Owing to these islets being incorrectly charted, the steamer *Elingamite* was wrecked here some years ago, and many valuable lives lost. Since this, however, their correct position has been found. Other islands are Great Barrier, Little Barrier, Waiheke, Great Mercury, Mayor, and Kapiti. The last-named was the home and stronghold of the famous Maori warrior Ruaparaha; it is now mostly a public reserve and sanctuary for native flora and fauna.

The narrow channel, known as Cook Strait, which separates the North from the South Island, varies in breadth from 16 to 90 miles, and is invaluable for the purpose of traffic



Photo, New Zealand Government

MOUTH OF THE WAIROA GEYSER, NORTH ISLAND

between the east and west coasts of the Dominion.

WELLINGTON, CAPITAL OF NEW ZEALAND.

On the north-eastern shore of Cook Strait—through which a stiff breeze is almost continually blowing—lies Wellington, the capital of New Zealand. Apart from its importance as the seat of Government, and its fine buildings and streets, being situated in the south of North Island it is assured, by its central position alone, an ever-increasing share in the prosperity of the country.

were feared, as several shocks had been felt in the sixties and seventies; but massive stone buildings have long since taken the place of the log cabins, and a feeling of security has been born of the absence of any seismic disturbance.

It is interesting to note here that in North Island the days during the summer months are two hours shorter than in England, while in winter they are two hours longer.

The population of Wellington, including the suburban boroughs of Onslow, Karori, and Miramar, is about 110,680. The chief industries, other than the maritime activity,



THE INFERNO, LIKITERE, ROTORUA

Photo, New Zealand Government

The fine harbour of Port Nicholson (Lambton Harbour), on which the capital stands, besides being the port-of-call for several of the chief liners plying between Europe and New Zealand, also enjoys more than the average share of the coasting and inter-colonial maritime commerce with Australia, India, and the Pacific Islands. It is, in fact, one of the premier ports of the Dominion.

When Wellington first came into being most of the houses were constructed of wood, partly on account of the scarcity of stone and bricks, and also because earthquakes

are woollen mills and meat works. There is a very fine public library; four hospitals; a museum, containing among other interesting specimens a fine collection of Maori carving; several good clubs, residential and otherwise; many hotels; and an extensive electric tramway service connecting the city with the suburbs, and also a cable car to Kelburne. Among the newspapers published in the capital must be mentioned *The New Zealand Times*, *The Dominion*, *The Evening Post*, *Truth*, *The Free Lance*, *The Triad*, *Progress*, *Journal of Agriculture*, *Mercantile Gazette*, and the *New Zealand Gazette*.



CROW'S NEST GEYSER, TAUPO

Photo, New Zealand Government



MOUTH OF WAIROA GEYSER
Showing white silicate formation

Photo, New Zealand Government

The Guide to New Zealand gives the following account of the most interesting excursions in the vicinity of the capital :—

“ A railway trip to Featherstone embraces some pretty forest scenery, and includes a journey up and down the Rîmutaka Incline, on which the Fell system is employed to work trains ; length of incline 3 miles, grade 1 in 15. Day’s Bay, across Wellington Harbour (7 miles). Native bush, grounds, pavilion. Very pretty spot. Refreshments may be obtained ; Lyall Bay (3 miles) reached by electric car, a very pleasant place to spend a few hours, beautiful beach and ideal spot for surf bathing. Belle Vue Gardens, Lower Hutt, are reached by rail or vehicle ; the railway line and road for some distance skirt the seashore. The gardens are beautifully laid out, and there is a first-class hotel in the grounds, where luncheon or afternoon tea may be obtained. There are croquet and tennis lawns. The trip to Island Bay, going

by Oriental Bay and returning by Newtown, or *vice versa*, by motor car or taxi cab, is interesting and enjoyable. Electric cars run through Newtown to the Bay. Excellent drives are to Lower Hutt (8 miles), Taita (12 miles), Porirua (14 miles), Lowry Bay (14 miles), Karori (4 miles).”

TARANAKI.

One of the most interesting portions of North Island is Taranaki, situated on the west coast. It formed the disputed territory which was one of the contributory causes of the New Zealand War of 1860, and was the theatre of operations at the commencement of this long-lasting campaign.

Taranaki possesses some of the richest agricultural land in the Dominion ; and fruit for home consumption is largely cultivated on land which but a few years ago was covered with dense forests of pine and giant



BOILING MUD POOL, ROTORUA

Photo, New Zealand Government

ferns, which attain an unusual height and size in New Zealand.

NEW PLYMOUTH.

This is a small coast port at the foot of the ex-volcano Mount Egmont. It is connected by railway with Wellington, and has a popu-



Photo, New Zealand Government

OVERFLOW FROM LAKE TARAWERA, ROTORUA

lation of about 13,500. It is the only important town in the Taranaki territory, and is known as the "Garden of New Zealand."

The *New Zealand Index* gives the following interesting description of the favourite excursion from New Plymouth:—

"There are many interesting drives in and about New Plymouth, the best perhaps being to Parihaka, the largest Maori village

in the Dominion. The ascent of Mount Egmont is, however, THE great excursion, the time necessary being two or more days. Leaving town, the mountain house is reached by a journey of two stages, the first being a pleasant drive of 15 miles over fairly good roads, to the limit of the Forest Reserve.

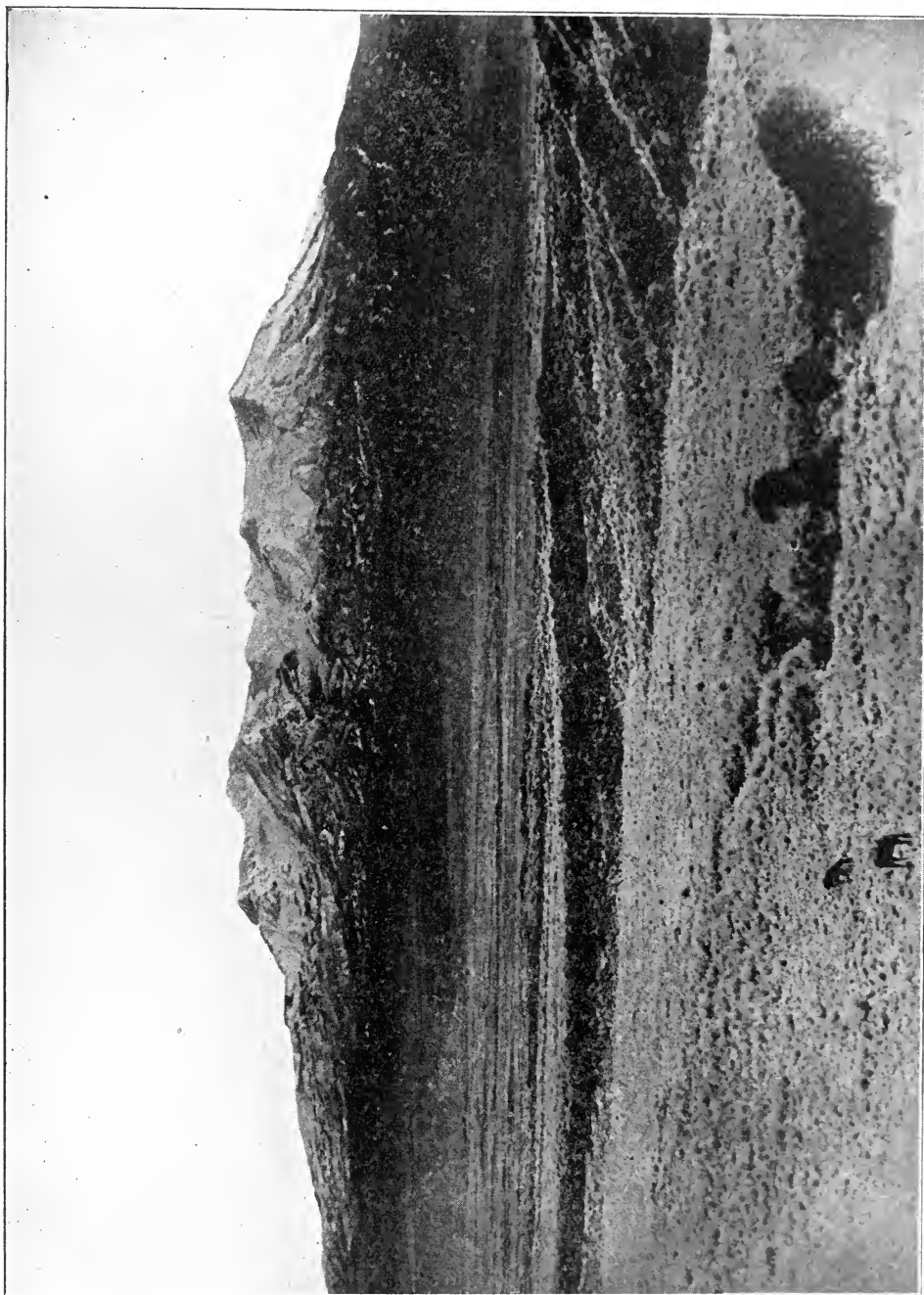
The second stage (*i.e.*, from the Reserve line to the mountain house, a distance of 4 miles) is done on horseback. From the mountain house (a sort of Government hospice, under the control of a local committee), which stands at an elevation of 3,200 ft., to the summit of the mountain, is two miles; and this portion of the journey must be done on foot and should on no account be attempted without a guide, as, although not extremely difficult, it is dangerous without such assistance. The view from the top is magnificent, and of an exceptionally extended range, owing to the absence of other mountains in [the immediate neighbourhood. The crater is covered with perpetual snow, under which beautiful ice caves are formed at certain seasons of the year. The best months in which to visit the mountain are January, February, and March, as during the remainder of the year the snow lies too thick to admit of the ascent. The Huatoke Stream runs through New Plymouth."

AUCKLAND.

Perhaps for historic as well as for general interest the Auckland Peninsula in the extreme north of the islands stands before any other portion of the country. It was here that the British Standard first fluttered in the New Zealand breeze, and the Treaty of Waitangi

was signed, which gave to the Empire the *Britain of the South*.

Auckland forms the most northern portion of New Zealand, and includes, besides many rivers and harbours, numerous hot springs and lakes. Notable among the latter is Taupo, which is over 100 miles in circumference and has an average depth of 700 ft. Its sides are vertical like those of a tank, and



RUAPEHU FROM THE PLAINS

A volcanic cone (9,000 ft.), having a remarkable crater-lake at the summit, subject to slight eruptions producing much steam. The lake lies 300 ft. below the enclosing peaks, which are clad in snow and ice

Photo, New Zealand Government



MAORI BOYS IN THEIR CANOE

Photo, New Zealand Government

the line of volcanoes which traverses this portion of New Zealand passes across it, causing the lake to be surrounded by volcanic rocks.

The Thames mouth is encompassed by peaks of volcanic origin intersected by swamps, and is of little use for agriculture. A portion of the central region is also mountainous and composed of rocky plateaux covered with coarse tussock grass and brown fern.

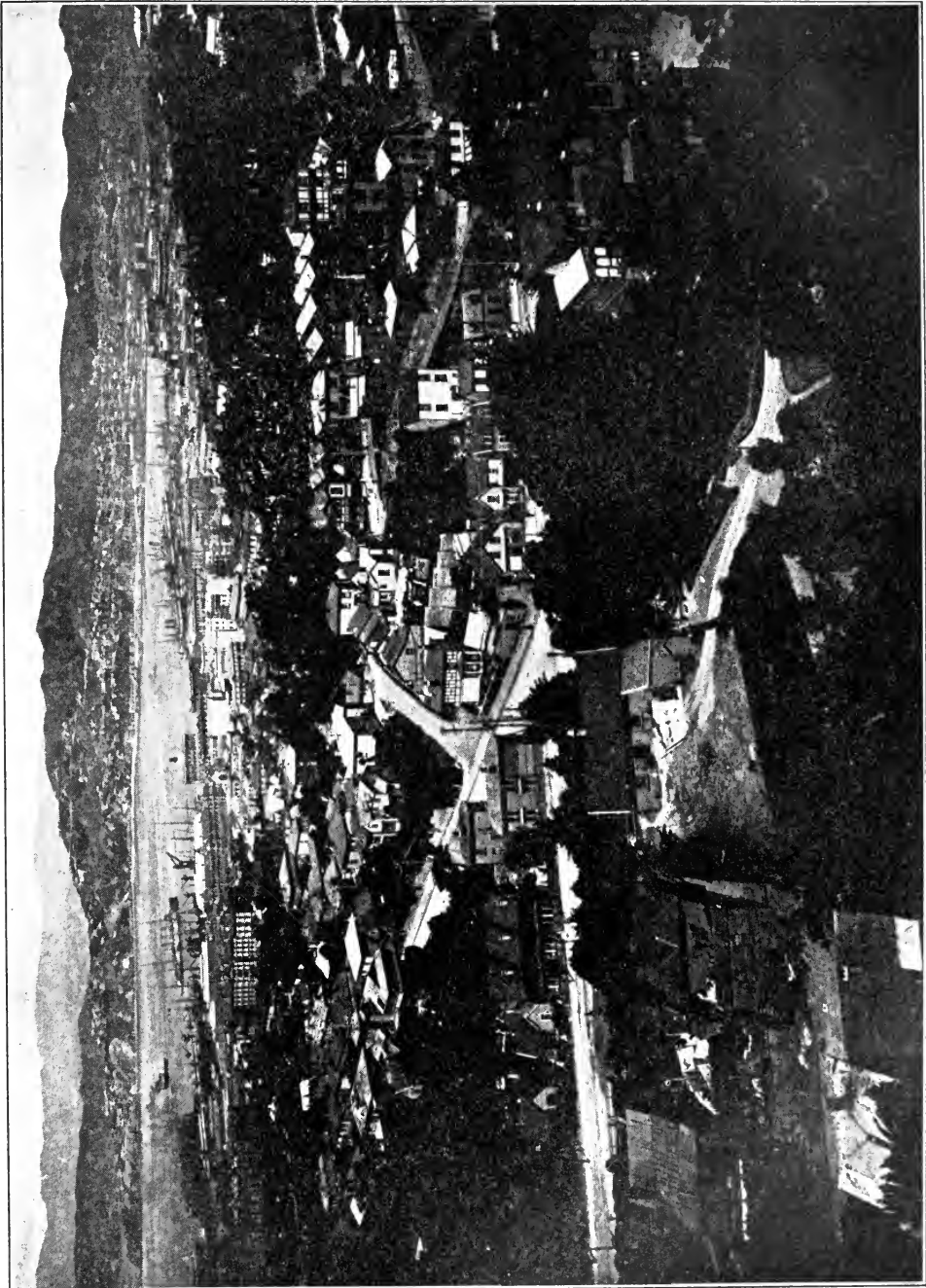
Auckland, the old capital of New Zealand, is the largest town in the country. Being situated on a navigable inlet of the Hauraki gulf it possesses one of the finest harbours in the Dominion, and enjoys a considerable maritime commerce which is yearly increasing as the remaining unappropriated lands of North Island are brought under cultivation by the great natural increase in the population, and by the influx of emigrants from the United Kingdom. The population, including the suburbs, is about 164,450. It possesses all the conveniences of a thoroughly modern city, including electric trams, public

libraries, art galleries, museums, hotels, clubs, and fine shops and streets.

KAURI GUM.

It is in the Auckland Peninsula that the Kauri gum is dug from the soil in the forests of kauri pines, which still cover a considerable portion of this territory but do not grow south of Taranaki. In the early days, when New Zealand was known only to a few whalers in the South Pacific, the wood of the Kauri pine was largely used for repairing the ships after the buffetings of the southern seas and ice floes, and is still greatly valued for its durability and elasticity.

Kauri gum is used in the manufacture of high-quality varnish, also in linoleum-manufacture, but the market price fluctuates greatly, and of late years has declined, owing to several reasons, but chiefly to the high price ruling for turpentine and other oils used in conjunction with the gum in the various manufactures for which it is employed, also to the increased use in American manufactories of China wood-oil, an inferior



Photo, New Zealand Government

WELLINGTON, CAPITAL OF NEW ZEALAND

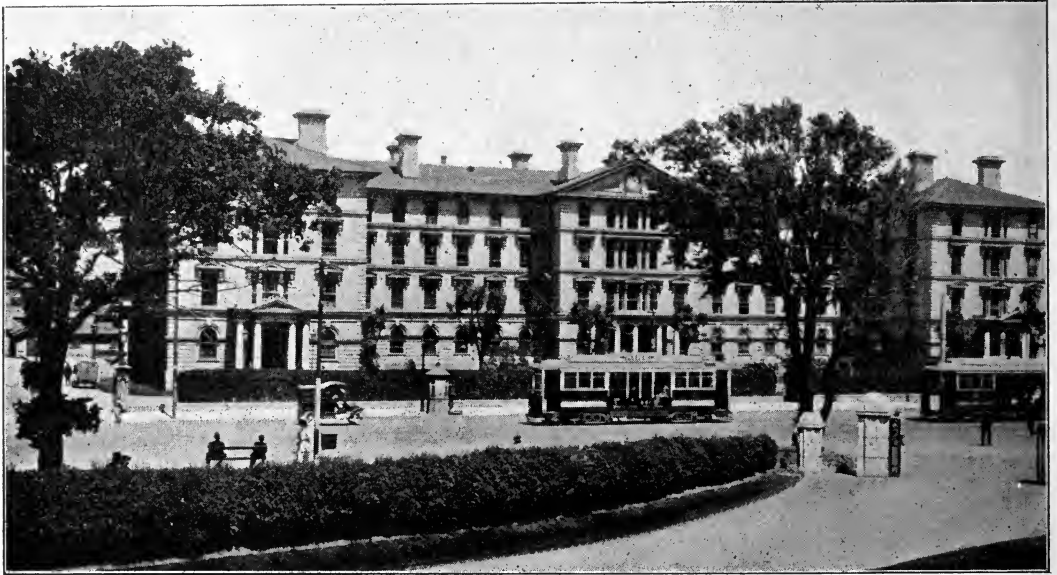
substitute for gum much used in linoleum manufacture. As the demand for general labour in New Zealand increases, the occupation of gum-digging upon the barren country north of Auckland becomes less attractive, and the number of diggers has greatly declined, until at the present time barely 1,000 persons are so employed.

THE HOT LAKES.

The heart of the thermal springs and hot lake district, which covers a wide area in Auckland, is the town of Rotorua, the affairs of which are managed entirely by the Do-

these caves, which are of limestone stalactite formation, is the glow-worm grotto, which is several hundreds of yards long and about 30 ft. in height and width; the glow-worms being so numerous and brilliant that the boat which conveys visitors through this lake cavern can be navigated by their light alone.

In the near vicinity of Rotorua, which possesses a fine sanatorium standing in beautiful grounds, is the famous Rotorua Lake with its romantic island of Mokoia, celebrated in Maori folk lore as the dwelling place of Tutanekei, a chief, whose love, Hinemoa, the daughter of a neighbouring



GOVERNMENT BUILDINGS, WELLINGTON
The largest wooden building in the world

Photo, New Zealand Government

minion Government. It is situated 171 miles south-east of Auckland City, and is the favourite New Zealand tourist and health resort. The resident population, however, numbers only just over 2,000. The inhabitants of Rotorua pay no taxes, being asked only to contribute to the Fire Brigade and the Library.

The best known "sights" of hot-spring-land are: the Government Spa at Te Aroha, distant 115 miles from Auckland; the scenery, baths, and golf course at Okoroire (131 miles); the Waitomo, Aranui, and Ruakuri Caves, situated in a picturesque valley of the "King Country"—one of the unique features of

chief, swam across the lake from the shore, a distance of three miles, to him after their union had been forbidden by Hinemoa's father.

It would be impossible to enumerate all the wonderful sights in this unique region, but they include Maori villages, modern bathing establishments, fishing, shooting, geysers, mud volcanoes, boiling lakes, mineral springs, caves, and mountain, lake and forest scenery. There is a Government Balneologist at the Sanatorium in Rotorua, who advises invalids as to the proper treatment. The springs are of varied chemical composition, and vary in temperature from 50 deg. to



CUBA STREET, WELLINGTON

212 deg. They have been divided by Sir James Hector into five classes : saline, alkaline, alkaline-silicious, sulphurous, and acidic.

RAILWAYS.

In the year 1860 a contract was made for the construction of the first New Zealand

railway. Up to 1870 there were only 46 miles of line in operation. In that year the construction of railways came to be part of the public-works policy just then initiated, and the Railways Act of 1870 authorised certain lines to be made and the surveys of others completed. In 1876 the abolition of the



THE BANK CORNER, LAMBTON QUAY, WELLINGTON

Photos, New Zealand Government

provincial territorial divisions placed the earlier-constructed railways in the hands of the Central Government. At that time there were 718 miles open for traffic.

In December, 1908, the Government acquired by purchase the railway between Wellington and Longburn, 84 miles in length, completed in 1886 by the Wellington-Manawatu Railway Company. The entire railway system, with the exception of a few miles of private lines used for specific purposes, such as the carriage of coal, timber, or stone, is now owned and controlled by the State.

which seems to show a series of successive migrations from west to east, probably by way of Malaysia to the Pacific. Little more can now be gathered from their traditions than that they were immigrants, and that they probably found inhabitants on the east coast of the North Island belonging to the same race as themselves—the descendants of a prior migration, the history of which is lost.

The tradition runs that, generations ago, the Maoris dwelt in a country named Hawaiki and that one of their chiefs, after a long



ORIENTAL BAY, WELLINGTON
A seaside suburb of the capital

Photo, New Zealand Government

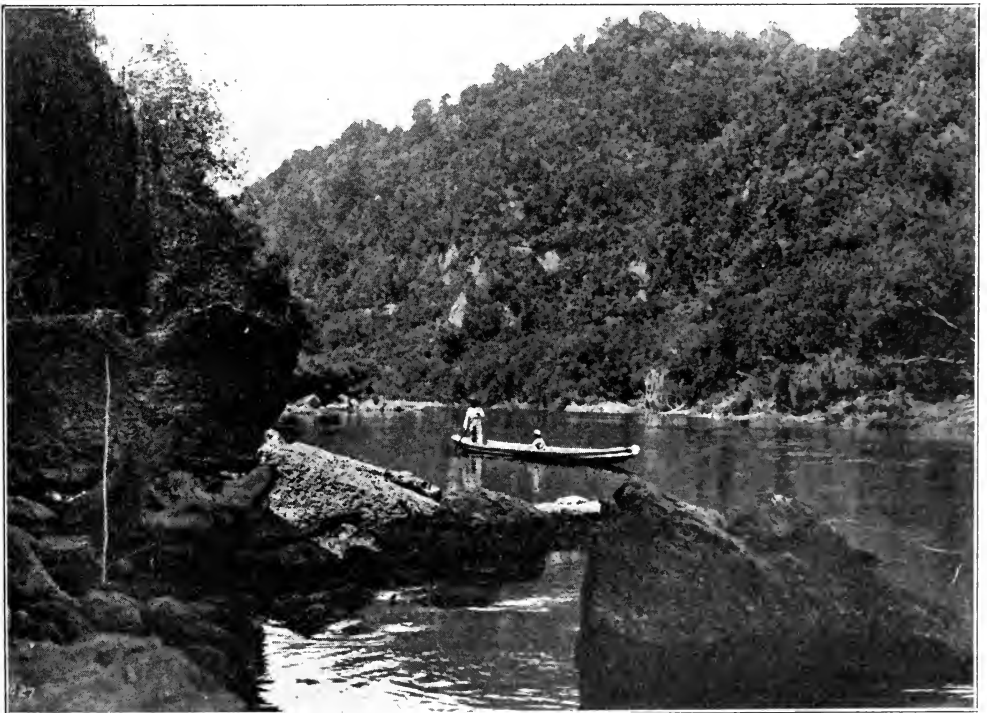
THE MAORIS.

Before the colonisation of New Zealand by Europeans, the earliest navigators and explorers found a race of people already inhabiting both Islands. Papers written in 1874 by Mr. (afterwards Sir) William Fox and Sir Donald McLean (then Native Minister) state that at what time the discovery of these Islands was made by the Maoris, and from what place they came, are matters of tradition only, and that much has been lost in the obscurity enveloping the history of a people without letters. Nor is there anything on record respecting the origin of the Maori people themselves, beyond the general tradition of the Polynesian race,

voyage, reached the northern island of New Zealand. Returning to his home with a flattering description of the country he had discovered, this chief, it is said, persuaded a number of his kinsfolk and friends, who were much harassed by war, to set out with a fleet of double canoes for the new land. The names of most of the canoes are still remembered, and each tribe agrees in its account of the doings of the people of the principal canoes after their arrival in New Zealand; and from these traditional accounts the descent of the numerous tribes has been traced. Calculations, based on the genealogical staves kept by the *tohungas*, or priests, and on the well-authenticated traditions of



MT. EGMONT, TARANAKI



WANGANUI RIVER, NEW ZEALAND

Photos, New Zealand Government



A SUBURB OF AUCKLAND
View from Mt. Eden

Photo, New Zealand Government

the people, indicate that about twenty-one generations have passed since the migration, which may therefore be assumed to have taken place about 525 years ago.

The position of the legendary Hawaiki is unknown, but many places in the South Seas have been thus named in memory of the mother-land. The Maoris speak a very pure dialect of the Polynesian language, the common tongue, with more or less variation, in all the eastern Pacific islands. When Captain Cook first visited New Zealand he availed himself of the services of a native from Tahiti, whose speech was easily understood by the Maoris. In this way much information respecting the early history of the country and its inhabitants was obtained, which could not have otherwise been had.

There are 44,900 pure blooded Maoris and about 8,000 half-castes spread over both the North and South Islands, many of whom are living in the European fashion. Nearly 9,000 Maori and half-caste children attend the 110 native village schools; and between 300-400 are resident pupils in the nine boarding-

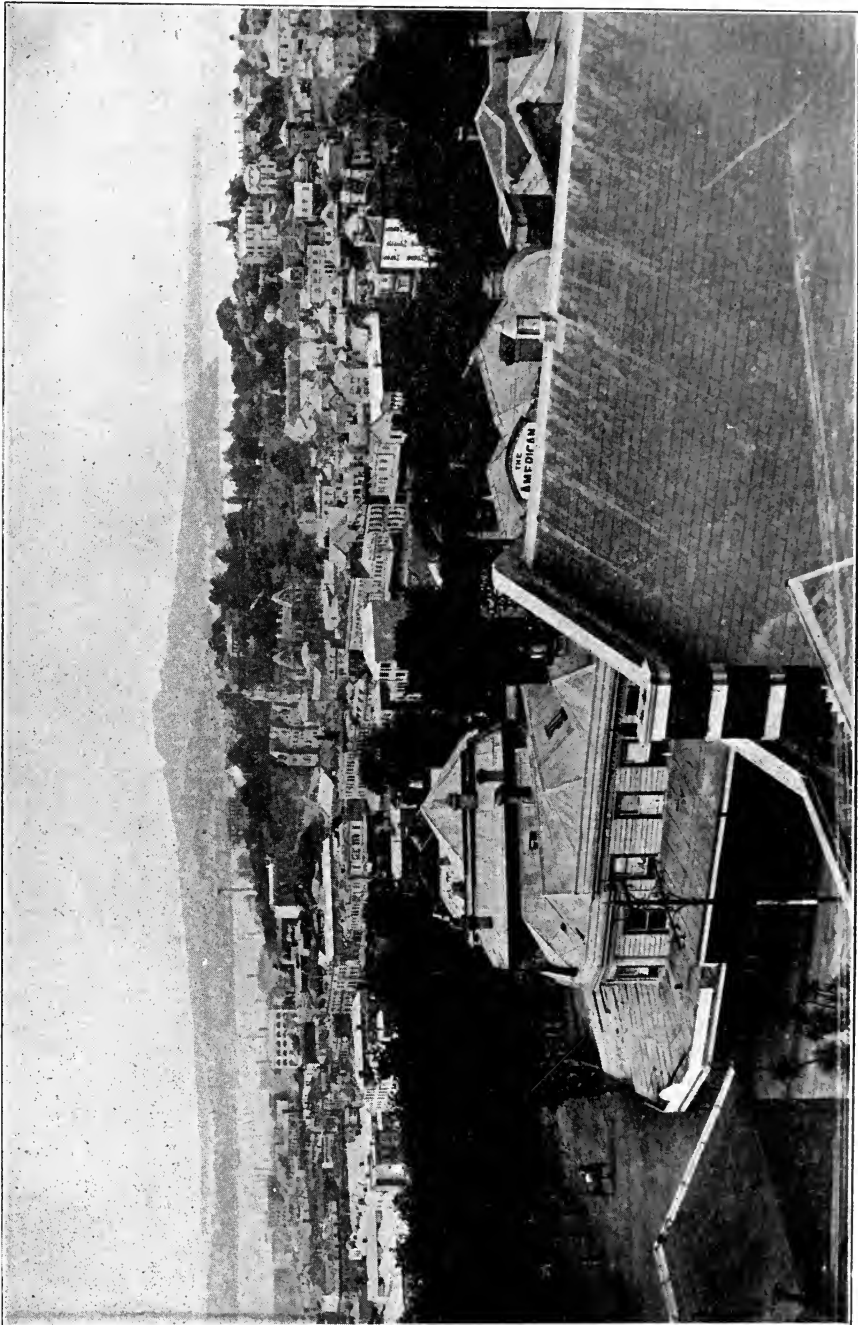
schools for the higher education of Maori children.

POSTAL SERVICE.

The Post and Telegraph Department is really a "Service" rather than a "Department." By reason of its ramifications, it has probably greater potentialities for usefulness to the public than any other organisation, and in New Zealand very full use is made of it.

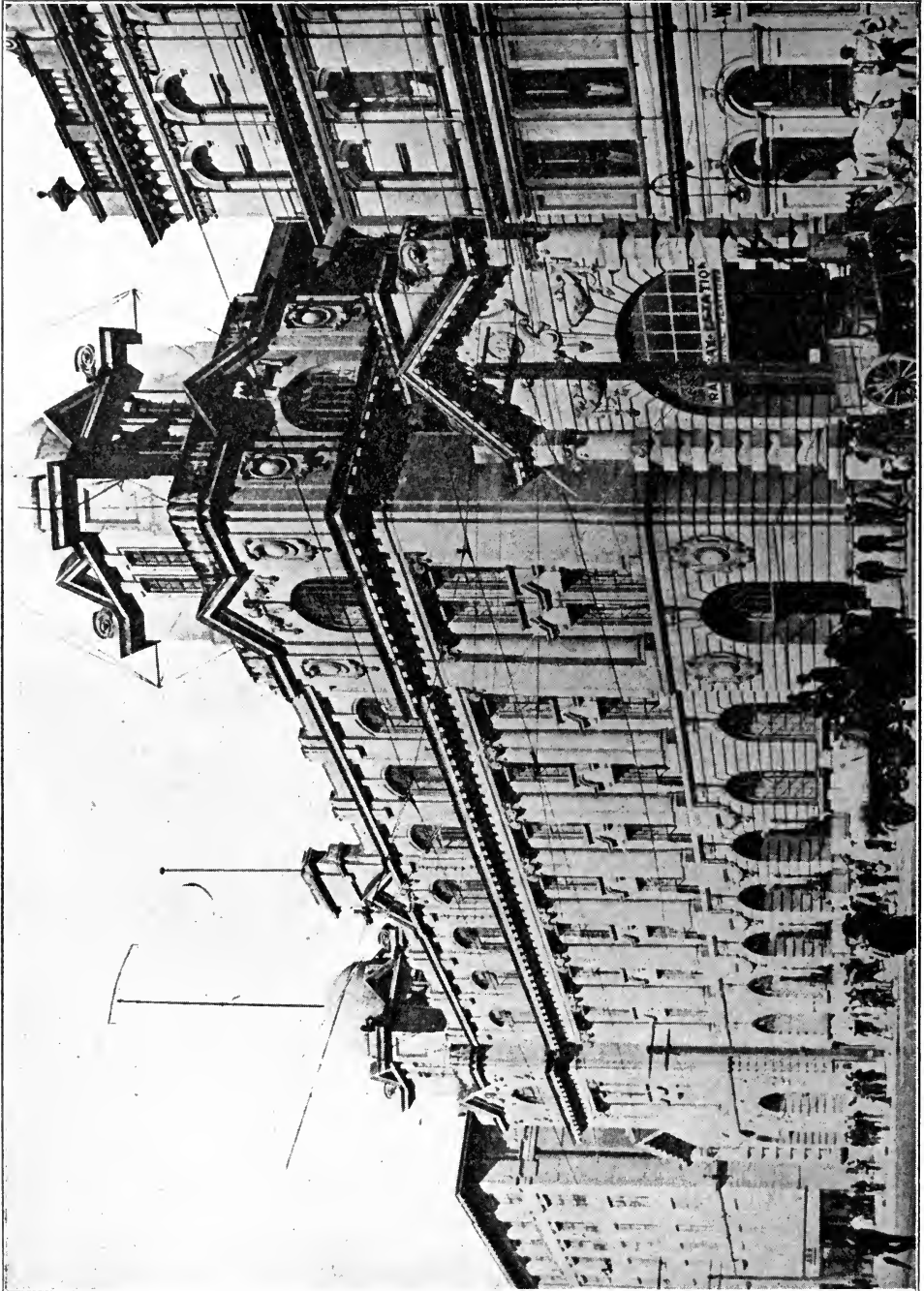
Around the money-order and savings-bank accounts as a nucleus there has been built up a system of accounting which receives from all the departments of the Post and Telegraph Service various revenues which are due to the Treasury, and, in addition to this, includes a vast amount of work for other departments of the State.

In accordance with the standards laid down, the Post Office is probably conducting the most legitimate banking business in the Dominion. It receives interest-bearing deposits from the public and invests the money received in liquid securities, not dealing in



Photo, New Zealand Government

CITY OF AUCKLAND, NORTH ISLAND



Photo, New Zealand Government

QUEEN STREET, AUCKLAND
(Post Office and Railway Station)

any way with land or actively participating in commercial ventures. In its money-order and postal-note business it issues drafts on places both within and beyond New Zealand, and pays drafts drawn on New Zealand, either by its own agencies or by the agencies of foreign countries with which it has relations.

It receives amounts for credit of almost every Department in the Government service, and clears them from its central office in Wellington. In fact, it performs for the general public and the general Government various duties which, in quite another sphere of activity, are usually performed by a commercial bank. On account of the smallness of the majority of its transactions, the business, which bulks very large even from the £ s. d. point of view, is very much larger from the standpoint of the number of transactions involved, which run into millions in each of the main divisions of the business. There are 2,178 post offices, with 13,767 miles of telegraph line.

PACIFIC EARTHQUAKE ZONE.

The Wellington earthquake of 23rd January, 1855, received a full notice in Sir Charles Lyell's classic work *The Principles of Geology*, and probably largely on that account the attention of the scientific world was attracted to this feature of the natural phenomena of New Zealand. But since that earthquake, during which the level of the land in the neighbourhood of Wellington Harbour was raised about 5 ft., there has been no shock in the New Zealand region proper which has at all approached the destructive phase. Indeed, of some 1,800 earthquakes recorded as having origins in or near New Zealand, that of 1848 is the only other earthquake comparable in intensity to that of 1855; and the average intensity of all the earthquakes thus recorded is between III and IV on the Rossi-Forel scale, or in other words just sufficient to make pictures hung on the walls move a little, and to cause doors and windows to creak or rattle slightly. In about twelve or fifteen instances the force has been



KAURI GUM DIGGERS
Successful Maori's with a mound of gum

Photo, New Zealand Government



DIGGING KAURI GUM

Photo, New Zealand Government

Kauri Gum, the fossilised resin of the Kauri Pine Trees, is found some feet below the surface of the soil on the site of extinct Kauri forests and is used for making high-class varnish and in the manufacture of linoleum

sufficient, near the origin, to overturn some chimneys (for the most part badly constructed ones), and in a very few buildings to crack walls or ceilings of faulty design. In about thirty other earthquakes such phenomena have been noted as the stopping of clocks, without any damage. The great majority of shocks have passed unperceived by the ordinary observer, and have been recorded only by means of instruments. In short, earthquakes in New Zealand are rather a matter of scientific interest than a subject for alarm. Their scientific interest is largely due to the light they throw upon questions connected with the movements taking place in the earth's crust. Most people know now that the crust of the earth is not the stable thing that the ancients supposed it to be, but is constantly rising here and falling there,

and wrinkling itself into folds that cause most of our mountains and valleys and other striking surface features. All the great movements that appear on the surface are due to the repacking of the rocks below, especially, as the earthquakes seem to show, at a depth of 15 to 20 miles.

Overseas Commerce*

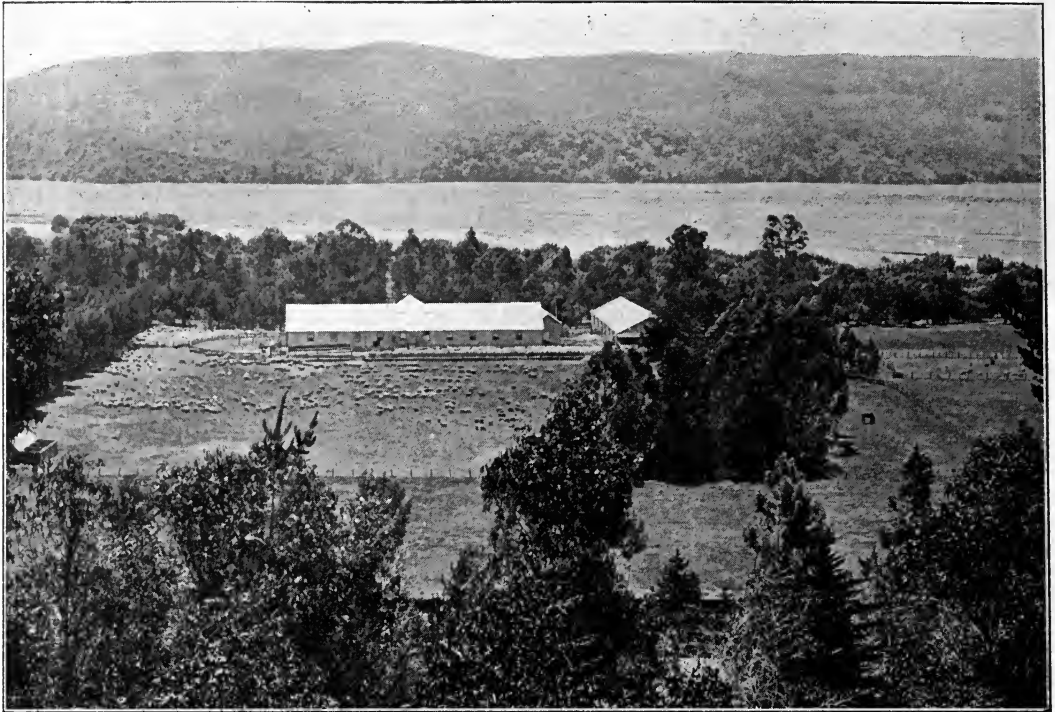
New Zealand, in point of settlement, is the youngest Dominion of the Empire. The Dominion was not settled to any degree until the year 1840. It was in that year that the first pioneers of the present capital city of Wellington landed in vessels from England—the year also of the declaration of British Sovereignty over the two islands. Wars with the Maoris kept the country

* By Hon. Sir James Allen, High Commissioner for New Zealand



Photo, New Zealand Government

A CREEK IN NORTH ISLAND



A SHEEP STATION IN NEW ZEALAND

Photo, New Zealand Government

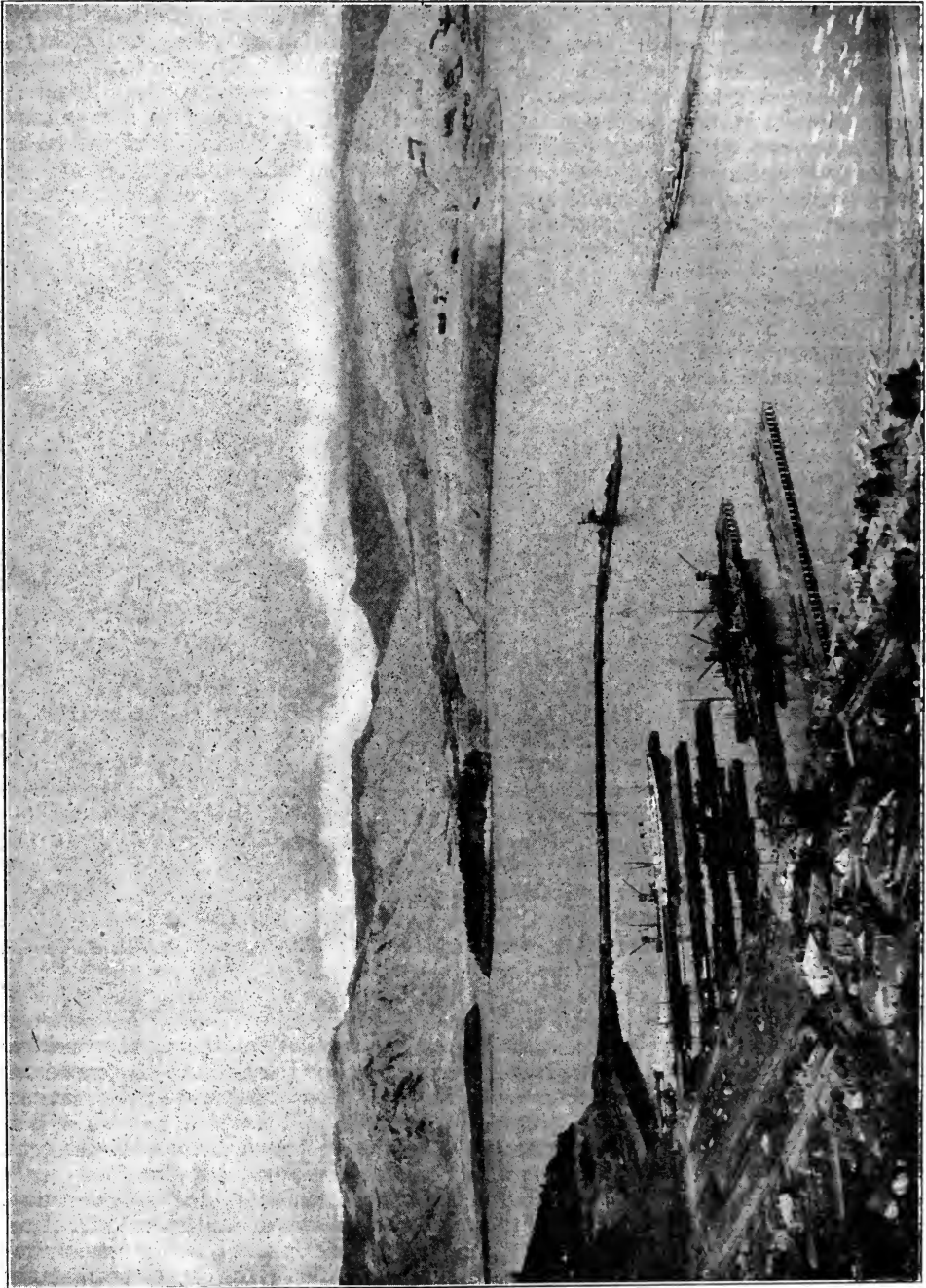
unsettled for some years, and what external trade she had was chiefly with Australia and Great Britain. Until the discovery of a satisfactory process of commercial refrigeration in 1880, her output, except of gold, was very small. Butter realised only a few pence per pound for salting purposes, and sheep were valuable only for their wool, of which increasing quantities were each year shipped away. The carcasses mostly were boiled down for tallow.

With the advent of refrigeration, the outlook changed very considerably, and with much foresight and initiative, the foundation was laid of the present extensive and flourishing export trade to Britain of frozen meat and dairy produce. To-day, though the Dominion is Britain's most distant customer, and though her position so far as the great centres of population requiring to be fed, is concerned, is one of extreme isolation, she yet supplies the Mother Country with more dairy produce (butter and cheese), and more frozen mutton and lamb than any other country, is the greatest *per capita* purchaser

of British goods, and incidentally has the greatest *per capita* export of produce of any other country in the world.

British Board of Trade statistics show that New Zealand in one year supplied Great Britain with butter and cheese to the value of £17,713,320, while Denmark's contribution was of a value of £16,832,320, Canada's £5,630,641, and Australia's £4,755,320. The New Zealand figures exclude other milk products, such as milk powder, of which she exports considerable quantities.

There are other records which New Zealand holds. Of frozen mutton and lamb she has supplied Great Britain with an annual average of about £10,249,774 worth, as against Australia's £4,714,428, and the Argentine's £5,893,042—almost 50 per cent. of the total value of supplies from abroad. Since the first days of shipments of frozen mutton and lamb to England, New Zealand has sent 148½ million carcasses, South America 92 million, and Australia 62 million—a very creditable record for New Zealand. In this connection it should be pointed out that



Photo, New Zealand Government

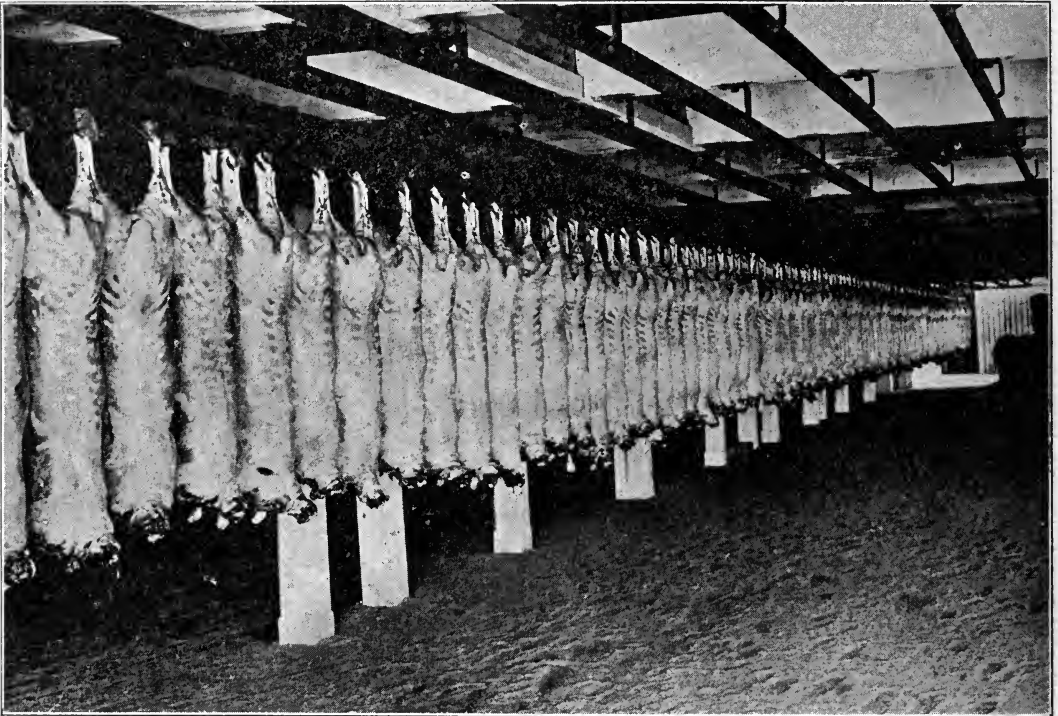
LYTTELTON HARBOUR

the Dominion, in common with Australia, is now meeting with greatly increased competition from South America.

Other important items of the Dominion's exports are wool, tallow, fruit, Kauri gum, hides and skins, gold, timber and flax. A considerable trade is being developed in Britain in honey, and the excellent prospects for New Zealand eggs on the British market have also been demonstrated in a recent trial shipment. A good reliable market, at

these industries without the market abroad, by themselves do not offer enticing prospects. The possibilities in bee-keeping, fruit-growing, pig-raising and poultry-keeping in New Zealand are unlimited, if only a reasonable price can be obtained for the goods in Britain, and undue influence in regard to foreign imports which have largely established themselves is not exerted in competition.

The Dominion's total exports now amount to £45,967,119. This represents about £34



FROZEN MUTTON

Photo, New Zealand Government

The freezing chamber in a Meat Export Store. The floor is covered with snow

paying prices, for "small lines," such as apples, honey and eggs, must mean a great deal to the Dominion—more so than might be imagined—and in some measure to the Mother Country. It means that men with limited capital, who could not otherwise do so, can commence on the land in these lines and gradually build up for entering the greater industries of dairying and sheep raising. It would give immigrants with little capital better prospects in the Dominions, and would incidentally increase the small farmers in the Dominions. At present

per head of population, a considerably higher ratio than that of any country. Australia's *per capita* rate is approximately £23 7s. 0d., and Great Britain's £14 17s. 3d. The United Kingdom took 82 per cent. of the exports.

Now Zealand's trade with Canada and Australia shows little increase. That to the United States, indeed, seems steadily falling since the war. The exports to Australia (about 2¼ millions) consist principally of butter, fish, hides, flax, hosiery, and white pine; to the U.S.A. (about 2½ millions),

sausage skins, butter, sheep and rabbit skins, wool, grass seeds, Kauri gum and gold. Canadian purchases from the Dominion have fallen very considerably during recent years; she takes principally (to the value of about half a million sterling) butter, sausage casings, hides, and wool. Germany has now commenced once again to operate upon New Zealand wool, and will, doubtless, want to send goods to the Dominion in

following: — Australia, 4¼ millions' worth; Canada, 1½ millions; Ceylon, £500,000 worth; Fiji, 1½ millions, and India and the Pacific Islands with minor lots of commodities. The foreign countries supplying the remaining 25 per cent. of the imports are chiefly the United States, 5 millions sterling, and Japan, half a million. The imports from European foreign countries are small, and chiefly comprise silk goods and scents from France



HEMP INDUSTRY
Drying Phormium fibre after washing

Photo, New Zealand Government

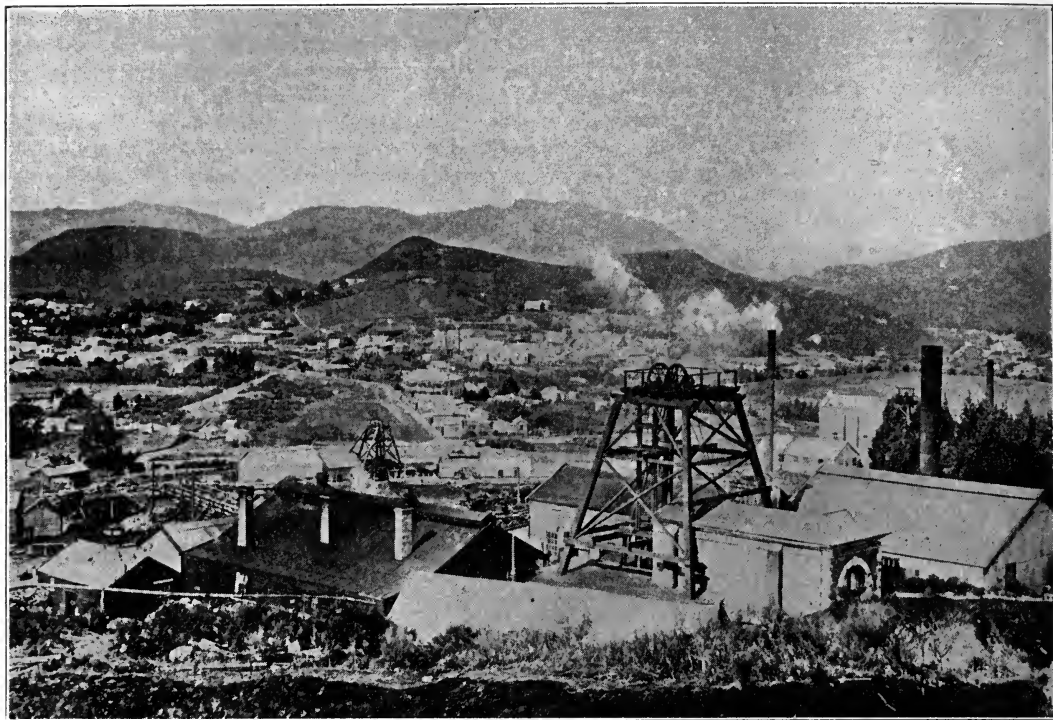
return for her purchases of this valuable commodity.

The average annual value of the imports into New Zealand exceeds £43,486,000, and of this sum 73 per cent. comes from Empire countries and 51 per cent. from Britain herself. The *per capita* purchase of goods from Britain averages about £16 10s. 0d., and it is safe to state that few, if any of the other countries of the world purchase at so high a rate from Britain.

Other countries of the Empire which supply goods to New Zealand include the

and Belgium, and dairy machinery from Sweden.

The 4¼ millions of imports from Australia comprise many general articles, chiefly, however, coal, hardwood, tobacco, dried fruits, ready-made clothing, hosiery, paints and colours, tramway plant, metal manufactures, stationery and photographic material. Fiji supplies New Zealand with sugar, Ceylon with tea, and Canada chiefly with printing paper, fish and timber. As for the United States, her exports to New Zealand comprise chiefly motor spirit and other mineral



WAIHI GOLD MINES, THAMES, AUCKLAND *Photo, New Zealand Government*
 These celebrated gold mines have yielded a very large amount of gold

oils, motor cars, tobacco, electrical machinery and cinematograph films. Japan's contributions are chiefly satins, silks and fancy goods. Cotton textiles and apparel figure very humbly. It will therefore be seen that to no great extent in goods that Britain can supply is she passed over by New Zealand.

New Zealand gives an average preference of 15 per cent. to British goods over those of foreign countries. The tariff is scientifically compiled to provide revenue, to protect and assist young industries, and to discriminate in favour of Empire trade. Some of the main articles of diet not produced in New Zealand, such as tea, salt and sugar, enter free. In the case of imports from Britain which do not compete with local manufactures—such as cotton piece goods (un-worked), sewing cottons, fencing and other wires, artificers' and engineers' tools, bar steel and iron, pipes and tubes, electrical machinery and materials, industrial and agricultural machinery, printing paper,—this all enters free from Britain, but is

charged 10, 15 or 20 per cent. *ad valorem* if from foreign countries. It will be seen how great a proportion of British exports to New Zealand, therefore, enter duty free (about 13 millions from whole Empire).

New Zealand's future trade possibilities have only been exploited to a comparatively small degree. The country is capable of carrying a very much larger population, and the land of producing far more plentifully. In the ten years 1913 to 1923, her exports of produce were more than doubled, rising from 22 millions to 45 millions, and the imports also rose from 21 millions to 43 millions—over 100 per cent. New Zealand has vast mineral resources which will later be available for manufacture when an increased population renders their exploitation a payable proposition.

Dependencies of New Zealand

New Zealand, like many of the self-governing dominions, now possesses its own

dependencies, situated several hundred miles from its shores, over which it exercises exclusive control, subject only to the British Crown. These are all islands in the Pacific Ocean, and have a total area of 948 square miles, with an estimated population of just under 14,000. In addition to these *Colonies* of New Zealand there is the Mandatory sphere in Western Samoa, with an area of about 1,050 square miles and a native population of over 35,000. This latter protectorate has been fully described under *Mandatory Territories*, and the former comprise the following widely scattered groups.

AUCKLAND ISLANDS.

This small group is situated to the south of Stewart Island. During a whaling voyage Captain Abraham Bristow in the ship *Ocean* discovered these islands on the 18th August, 1806. The discoverer, who named the group after Lord Auckland, again visited the islands in 1807, and then took formal

possession of them. They lie about 290 miles south of Bluff Harbour, their accepted position being given as latitude $50^{\circ} 32'$ south, and longitude $166^{\circ} 13'$ east. They have several good harbours. Port Ross, at the north end of the principal island, was described by the eminent French commander, D'Urville, as one of the best harbours of refuge in the known world. At the southern end of the island there is a through passage extending from the east to the west coast. It has been variously named Adams Strait and Carnley Harbour, and forms a splendid sheet of water. The largest of the islands is about 27 miles long by 15 miles broad, and is very mountainous, the highest part being about 2,000 ft. above the sea. The west coast is bold and precipitous, but the east coast has several inlets. The wood on the island is, owing to the strong prevailing wind, scrubby in character. The New Zealand Government maintains at this island a *dépôt* of provisions and clothing for the use of shipwrecked mariners.



FLAX GROWING
Carting the flax to the mills

Photo, New Zealand Government

CHATHAM, ANTIPODES AND BOUNTY ISLANDS.

The outlying group of the Chatham Islands, lying between the parallels of $43^{\circ} 30'$ and $44^{\circ} 30'$ south latitude, and the meridians of $175^{\circ} 40'$ and $177^{\circ} 15'$ west longitude, 480 statute miles east-south-east from Wellington and 536 miles eastward of Lyttelton, consists of two principal islands and several unimportant islets. They were discovered by Lieutenant Broughton and named by him in honour of the Earl of Chatham. The largest island (Chatham Island) contains about 222,490 acres, of which an irregularly-shaped lake or lagoon absorbs 45,960 acres. About one-quarter of the surface of the land is covered with forest, the rest with fern or grass. The hills nowhere rise to a great height. Pitt Island is the next in size; the

area is 15,330 acres. The greater portion of both islands is used for grazing sheep.

Among other islands in the surrounding area of sea are the Antipodes; an isolated group, consisting of several detached rocky islands lying nearly north and south over a space of 4 to 5 miles, in lat. $49^{\circ} 41' 15''$ S., and long. $178^{\circ} 43'$ E.; the Bounty Islands; a little cluster of islets, thirteen in number and without verdure, discovered in 1788 by Captain Bligh, R.N., of H.M.S. *Bounty*, in lat. $47^{\circ} 43'$ S., and long. $179^{\circ} 0' 30''$ E., and Campbell Island, which was discovered in 1810 by Frederick Hazelburgh, master of the brig *Perseverance*. It is very mountainous, with a circumference of about 30 miles, and possesses several good harbours.

KERMADEC ISLANDS.

These Islands are situated between $29^{\circ} 10'$ and $31^{\circ} 30'$ south latitude, and between $177^{\circ} 45'$ and 179° west longitude. They are named the Raoul or Sunday Island, Macaulay Island, Curtis Island, and L'Esperance or French Rock. The principal island, Sunday, is 600 miles distant from Auckland, and lies a little more than half-way to Tonga, but 100 miles to the eastward of the direct steam-route to that place. It is 300 miles eastward of the steam-route to Fiji, and 150 miles westward of the steam-route from Auckland to Rarotonga. Macaulay Island (named after the father of Lord Macaulay) and Curtis Island were discovered in May, 1788, by Lieutenant Watts, in the *Penrhyn*, a transport ship. The remainder of the group was discovered in 1793, by Admiral Bruni d'Entrecasteaux. The Admiral gave the name of "Kermadec" to the whole group of islands, after the captain of his consort ship *L'Esperance*, and the name of the Admiral's ship *La Recherche* was given to the largest island. The name so given was not continued, but that of "Raoul" has taken its place, which would appear to have been given after the sailing-master of the *La Recherche*, whose name was Joseph Raoul. The name of "Sunday" may also have become attached to the island from the fact that it was discovered on a Sunday.



Photo, New Zealand Government

The islands are volcanic, and in two of them signs of activity are still to be seen. The rainfall is plentiful, but not excessive. The climate is mild and equable, and slightly warmer than the north of New Zealand. The following are the areas of the islands and islets of the group: Sunday Island, 7,200 acres; Herald group of islets, 85 acres; Macaulay Island, 764 acres; Curtis Island, 128 acres and 19 acres; L'Espérance, 12 acres: total, 8,208 acres.

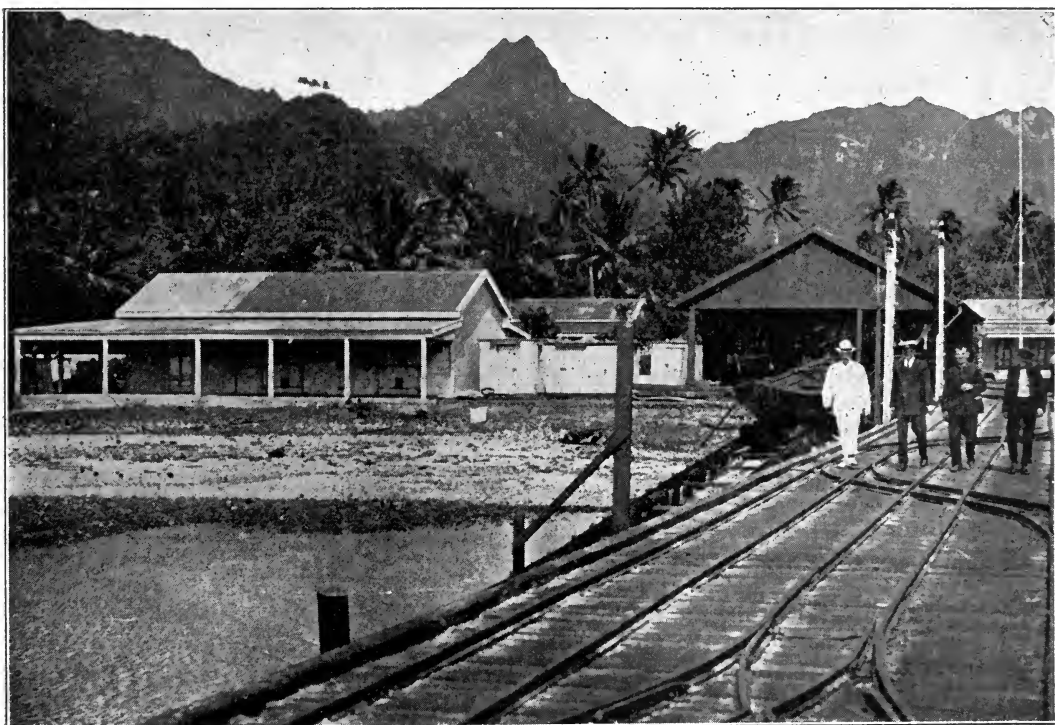
Sunday Island is 20 miles in circumference, roughly triangular in shape, and at the highest point 1,723 ft. above the sea-level. It is rugged and broken over a very large extent of its surface, and, except in a few places, covered with forest. The soil everywhere on the island is very rich, being formed by the decomposition of a dark-coloured pumiceous tuff and a black andesitic lava, with which is closely mixed a fine vegetable mould. The great luxuriousness and richness of the vegetation bear witness to the excellence of the soil, which is everywhere—except where

destroyed by eruptions, and on the steep cliffs—the same rich loam. Want of water is one of the drawbacks. Three of the four lakes on the island are fresh, but so difficult of approach as to be practically useless.

Cook Islands

RAROTONGA.

This is certainly the finest island in the Cook Group, both in point of scenic attractions and in respect of its general productiveness. It is a particularly good specimen of the volcanic order of islands, and the rugged grandeur of its mountain-peaks and the variety and luxuriance of its vegetation combine to present one of the most romantic and picturesque scenes that one could possibly find even in the South Seas, where the romantic and picturesque are supposed to abound. Attaining, as it does, a height of 2,100 ft., the island is well watered; and a belt of rich soil, varying from one to two miles in width, extends all round from the



RAROTONGA, THE WHARF

Photo, New Zealand Government



RAROTONGA, THE SCHOOL HOUSE]

Photo, New Zealand Government

mountains to the sea. The circumference of Rarotonga is over 20 miles, and the total area is 16,500 acres.

The land at present is not being utilised to anything like the full extent of its possibilities; but the Land Titles Court is doing good work, and the island has now been surveyed and owners ascertained for each block. With the advent of a larger European population a steady increase in the yield of the staple products of the island may be looked for. In the case of copra it will be some years before the production can be greatly increased, but the coco-nut palm is being extensively planted, and, given favourable conditions, the results may be awaited with confidence. The banana trade is developing very satisfactorily, and large areas are being planted with this fruit. Rarotonga is particularly well adapted to the growth of tropical fruit.

Avarua, on the north coast, is the principal village of the island, and the seat of the Islands Administration. It is also the port-of-call for the Union Steam Ship Company's

steamers, which visit this group twice a month, once from Auckland and once from Wellington. A substantial building known as the "Whare Manuiri" has been erected here for the accommodation of visitors, and it is expected that a tourist traffic will be developed. A refrigerating and ice plant, subsidised by the Islands Administration, is now at work in Rarotonga. The native population of Rarotonga is 3,287, in addition to which there are 216 whites on the island.

MANGAIA.

This is one of the largest of the annexed islands, being about 30 miles in circumference, and having an area of some 30 square miles. Given proper landing facilities, it would be in no way behind Rarotonga, except in the lack of that impressive mountain scenery that lends such a charm to the latter island. Mangaia is somewhat peculiar in structure. At a short distance inland from the shore there rises an almost perpendicular wall of dead coral, about 100 ft. high, as if the reef of earlier days had been lifted bodily by some

convulsion of nature. This *makatea*, as it is called, runs right round the island, and is perforated by numerous caves and crevices, which in olden times were used as depositories for the dead, as well as for storage and other purposes.

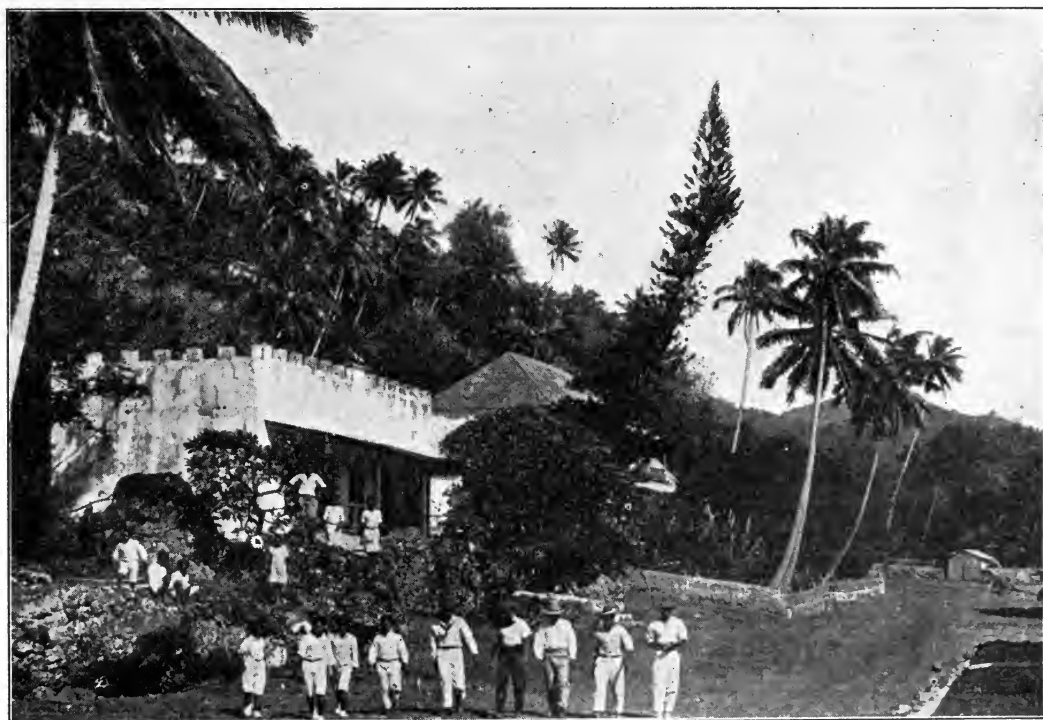
These caves still supply, in the calcareous formations in which they abound, the material from which the natives manufacture some of their household implements. The top of the *makatea* averages about a mile in width, and is well adapted to the growth of the citrus family of fruits. The interior face of this coral rampart slopes down gradually into a basin of rich swamp land containing extensive taro-plantations, and from this the land rises again in a succession of low hills to a central plateau, about 650 ft. high, known as the "Crown of Mangaia."

These taro-swamps still supply most of the food of the Mangaians, although for many years the tribes have lived in the villages of Oneroa, Tamarua, and Ivirua, on the coast. The interior of the island, which contains some splendid valleys, is well watered by

streams which filter through below the base of the *makatea* into the sea. The population, according to the latest returns, is 1,762, in addition to three whites. The people are said to display a greater degree of industry than is usual among natives of the Pacific islands, and this fact, combined with the natural resources of the island, promises well for the future prosperity of Mangaia.

There are considerable areas of waste land awaiting cultivation, and the natives are becoming alive to the necessity for planting these with coco-nuts. Citrus fruits are already growing in profusion, and it is estimated that with proper cultivation the output could be increased twenty-fold. Mangaia produces the best coffee in the Group. The principal exports are bananas, oranges, copra, coffee, pines, kumaras, taros, coco-nuts and limejuice. The trade of the island has hitherto been hampered to a considerable extent in consequence of the difficulty of shipping produce.

The reef, which encircles the island at a short distance from the shore, was without



RAROTONGA, LONDON MISSION GROUNDS

Photo, New Zealand Government



Photo, New Zealand Government

A NATIVE DANCE, WESTERN SAMOAN ISLANDS

an opening, and communication between the island and the ocean could only be obtained by crossing the reef in native canoes. This process, where cargo was concerned, was necessarily slow and costly—it took as long to ship 50 tons over the reef at Mangaia as it did to ship 200 tons at Rarotonga—besides which the produce was always liable to be damaged by salt water. Steps were taken, however, to have a suitable boat-passage opened through the reef, and the chief hindrance to the development of the trade of this island removed.

MAUKE.

This island is low and flat, and is skirted by a belt of ironwood (*toa*), which was formerly found in large quantities, and was much sought after by traders. Mauke, like Mangaia, has a fringing reef which, however, does not readily lend itself to the process of crossing in canoes. A landing has to be effected on the edge of the reef itself, and one reaches dry land by wading or being carried through the shallow water covering the de-

pression in the coral between the outer edge and the shore. Mauke also has its *makatea*, or raised coral area, but it merges almost imperceptibly into the volcanic formation of the centre, and the general level of the island all over is about 60 ft. above the sea. The island is small, its area being only about $4\frac{1}{2}$ square miles; but it is remarkably fertile, and, notwithstanding that in common with the other islands of the Group it is very imperfectly planted, it exports a considerable quantity of copra and oranges. The island has now been surveyed and subdivided. The native population is 447, the whites numbering ten.

ATIU.

This island is much like Mauke in appearance, having the same high fringing reef and the same dead coral formation over the greater part of its area. It is much larger, however, its area being about 32 square miles, and it has four times as much unused land as Rarotonga. Atiu is a valuable island, and exports quantities of copra, oranges, coffee,

and limejuice. All the usual island fruits grow well, but a fuller development of the resources of the island is retarded through the lack of proper facilities for shipping produce. Arrangements have been made, however, for the construction of an aerial tramway to convey cargo from the shore to the edge of the reef. The cavernous formation, which is so marked a feature of the *makalea* at Mangaia, is also present in the coral-rock portion of Atiu, and must, no doubt, be found more or less in all islands that owe their existence in any degree to the upheaval of a sea-worn coral reef. The late Ngamaru Ariki was practically King of Atiu, although he had lived for many years in Rarotonga, and as such he exercised a measure of sovereignty over Mauke and Mitiaro, both of which were conquered by the Atiuans before the introduction of Christianity. The native population of the island amounts to about 850, but this does not represent anything like the total of the Atiuan tribes, who are largely represented in the subordinate islands, as well

as in Tahiti. There are several whites on Atiu. The settlement on this island is some distance inland, on the flat summit of the low central hill to which the island rises.

AITUTAKI.

Aitutaki combines the features of the volcanic island and the atoll; indeed, it may be regarded as an atoll in course of formation, and it affords a good illustration of the different stages of the process. The island is almost surrounded by a barrier reef, which supports several fruitful islets, and on the south-east is distant five miles from the land. On the western side it approaches much nearer, the entrance to the Avatapu Channel being about three-quarters of a mile from the wharf at Arutanga, the principal village on the island. At the northern point of the island the reef fringes the shore as in the other main islands of the Cook Group, the barrier stage having not yet been reached.

This island approaches more closely to Rarotonga in the general appearance of



Photo, New Zealand Government

R. L. STEVENSON'S TOMB, VAILIMA HILL, APIA, SAMOA

fertility than any of the others, and it can also claim to possess a considerable degree of scenic attractiveness. It rises somewhat abruptly on the western side to a height of 360 ft., and slopes away gradually to the eastern coast. The area is about 7 square miles. The lagoon on the Arutanga side of the island is shallow, and can be used only by vessels of a very small class; but on the eastern side it is much deeper, and devoid of coral patches, and there are several places in the reef where, it is believed, a navigable channel might be formed.

The land at Aitutaki is divided among the people in small sections; but though each family has quite enough land for its support, it has seldom more than an acre or two in any one place, and the more remote sections are apt to be neglected. The native population is 1,331, two-thirds of these living in the four settlements on the western side, and the remainder in the villages of Vaipae and Tautu on the east. In addition there are a number of absentees. There are about sixteen white people on the island.

PENRHYN.

This is a good specimen of the pure atoll. It is merely a ring of coral, about 48 miles in circuit, supporting a number of low islands, from 200 to 300 yards across, and enclosing a lagoon of 90 square miles in area, of which 24 square miles are more or less covered with pearl-shell. There are three passages into the lagoon, the principal one having a depth of 18 ft. at low water, and there is sufficient wharf accommodation at Omoka for the small class of vessel that visits the island. The other village at Penrhyn, Te Tautua, is some 10 miles distant. The pearl-shell fishing is the main industry of the island, but considerable quantities of copra are now being exported also.

The practice followed with regard to pearl-shell fishing is to divide the lagoon into three parts, which are alternately closed against fishing for a certain period. When the interdiction is removed from the area the natives may dive without restriction beyond the payment of a small fee to the Government. After the naked diving has been in operation for a time the modern dresses are allowed to be brought into requisition until the limit of time has been reached. That area is then closed, and the same procedure is repeated

in another portion of the lagoon. By this means each area is given rest for about a year and, as the shell is said to grow very rapidly at Penrhyn, the supply is well maintained. An Ordinance of the Federal Council prohibits the removal of shells of less than $4\frac{1}{2}$ in. in diameter. Over 90 tons of pearl-shell, representing an amount of £9,300, were exported from the northern islands during one year, and it would be safe to say that the greater part of this came from Penrhyn, from which island alone over 100 tons annually were formerly obtained. The lagoons at Penrhyn and Manihiki have been taken over by the Crown, and proclaimed as reserves for public pearl-shell fishing, and regulations controlling fishing have been made. The total population is about 332 natives and three whites.

MANIHIKI.

This is also an atoll, but, unlike Penrhyn, it has no opening through the reef into the lagoon, and when the natives wish to visit the neighbouring island of Rakahanga their boats have to be carried across the narrow strip of land separating the lagoon from the sea. The island consists of about 2 square miles of land, encircling a lagoon of some 6 miles in diameter. A good deal of pearl-shell has been obtained from Manihiki, but some years ago it was found necessary to close the lagoon, as the shell-beds had been fished almost to the point of exhaustion. The lagoon has been proclaimed a public reserve for pearl-shell fishing. The natives of this island have some reputation for their skill in the manufacture of hats. Walking-sticks and paddles inlaid with pearl-shell, are also made. The principal export is copra, and as the natives are beginning to see the wisdom of thinning out the superabundant growth of their palms the production of this item should materially increase. The native teachers of the London Missionary Society look after the education of the children of the island. The total population is about 500, four of whom are whites.

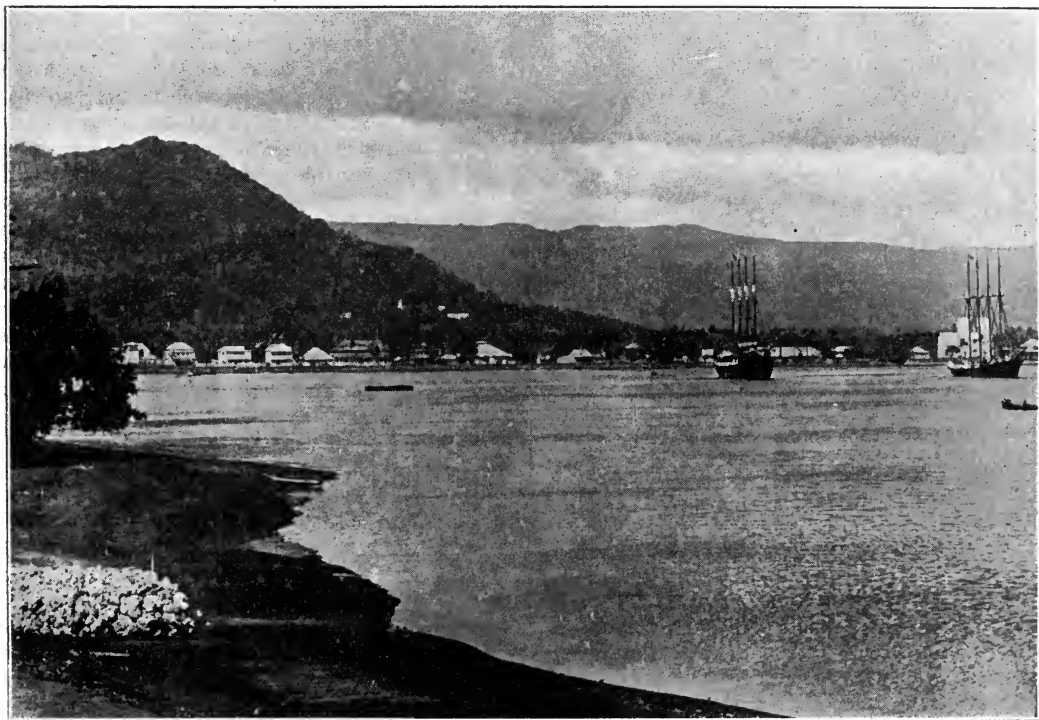
SMALL ISLANDS OF COOK GROUP.

Among the small islands in this area is Mitiaro, a coral islet lying about 40 miles to the north-east of Atiu, and an equal distance from Mauke. Its area is only about 4 square

miles, and it nowhere rises higher than 50 ft. above sea-level. It contains some good land, however, and produces a considerable amount of copra. In the centre is a pretty little lagoon, bordered by a belt of swamp. The population, according to the last returns, was 198 natives and one white.

Takutea is the smallest island in the Cook Group, its area being about 300 acres. It lies about 125 miles to the north-east of Rarotonga, and close to the Island of Atiu.

the late William Marsters, an old English sailor. One of these, Joel Marsters, acts as Resident Agent, and he and six other members of the family constitute the Island Council. The lagoon, which is about 8 miles in diameter, does not carry pearl-shell at present, but it is hoped that spawn may be successfully introduced from other islands. The planting of the land is being well looked after by the Marsters family. The population numbers 107.



APIA BAY, UPOLO ISLAND, WESTERN SAMOA

Photo, New Zealand Government

It belonged to the late Ngamaru Ariki, and was by him presented to His late Majesty King Edward for the benefit of his subjects in the Group. The island has been systematically planted with coco-nut palms, and it is anticipated that it will in time yield 200 tons of copra annually. At present it is uninhabited.

Palmerston is an atoll, with a land-area of 1 square mile, lying to the north-west of Rarotonga, some 273 miles distant. The reef carries a number of small islets, which are in the occupation of the descendants of

The two small islands, Manuae and Au-tu are enclosed within one reef and are known as the Hervey Isles—a name that is frequently applied to the Cook Group as a whole. They contain approximately 500 acres and 1,000 acres, respectively, of good coco-nut land, and under the careful cultivation of two white men, to whom they are leased, they will ere long produce an immense amount of copra. There are twenty-nine natives on the islands, employed as labourers.

Suwarrow is a valuable atoll, 530 miles from Rarotonga. Its value lies chiefly in its



Photo, New Zealand Government

LAKE LANUTOO, IN THE ISLAND OF UPOLO,
WESTERN SAMOA

lagoon, however, the land-area being very small. The lagoon is from 8 to 10 miles long, and about 8 miles across at the widest part, and it makes a splendid harbour, having an entrance sufficiently deep to admit vessels drawing up to 20 ft. of water. The island is under lease "for the purpose of removing guano or other fertilising substance therefrom, and of planting the land with coconuts, and for collecting pearl-shells, and for other purposes of a like nature."

A portion of one of the reef inlets, known as Anchorage Island, is vested in the Lords Commissioners of the Admiralty as a reserve for naval purposes. Large quantities of pearl shell of excellent quality have been obtained from the lagoon.

The island of Rakahanga lies about 25 miles to the north of Manihiki. It is not so

large as its neighbour, and the lagoon does not contain any pearl-shell, but otherwise the two islands are very much alike. They are owned and inhabited by the same people, and what has been said concerning Manihiki is true, for the most part, of Rakahanga also.

Concerning Danger Island (*Pukapuka*), which lies away towards the north-west corner of the annexation boundary, Colonel Gudgeon, late Resident Commissioner, writes — "At Pukapuka I found a very similar population, who have now some knowledge of the Rarotongan language, but whose language is not intelligible to the Maori of the Pacific. This is such a primitive people that I considered it advisable for the present to leave them under their own ancient form of government, inasmuch as they are seldom visited by Europeans, and produce only a little copra." The island is a small atoll of about 3 miles in diameter, and the lagoon produces some pearl-shell. The population numbers about 490.

NIUE.

This island was formerly in the Cook Islands Administration, but in 1903 it was placed under a separate Government. Niue, the largest of the annexed islands, having an area of 100 square miles, and a circumference of 400 miles by road, contains approximately 64,000 acres. It consists entirely of uplifted coral, and is probably the result of a series of upheavals. In general formation it takes the shape of two terraces, the lower being about 90 ft. above sea-level, and the other about 220 ft. At Alofi, the fringing reef is broken by a narrow boat-passage, partly natural and partly the result of improvements effected by H.M.S. *Mildura* many years ago. Alofi is the port of entry for Customs. There are landing places at Avatele and at Tuapa, where Togia, the "King" of Niue, resides. Ships may obtain good water at Alofi and Avatele at small cost.

Although so rocky that it is for the most part unploughable, Niue is by no means unproductive. All the usual tropical fruits grow well, and large trees are found averaging

from 18 in. to 2 ft. 6 in. in diameter, and in some cases attaining a diameter of 4 ft. and running up to 100 ft. in height. Large areas of the island are covered with forest, and it is estimated that there are millions of feet of timber suitable for milling purposes, including ebony and other hardwood. A good deal of this timber, however, is situated in a rocky country, and it is questionable if it would pay to cut it and bring it out. Niue is well roaded, there being about 65 miles of roads connecting the various villages with the principal landing-place. A careful survey of the land was made some years ago; the roads were traversed throughout, the area of the island determined, and the coast-line defined.

There are many extensive caves in Niue, and concerning these the surveyor who visited the island, says: "There is one at Lakepa, I was told, having passages which can be measured by the mile. One that I visited at Vaiopepe is extremely beautiful.

It is situated about 200 yards from the sea on the northern coast, and is formed of a number of galleries and terraces, one below the other. Stalactites and stalagmites are in great profusion, and group themselves into all kinds of fantastic shapes. In one gallery the roof appears to be studded with lilies carved out of alabaster. As one descends to the lower galleries the sensation is decidedly weird. The gurglings and reverberations of the swiftly flowing water is heard deep down in dark subterranean channels, which are evidently connected with the sea, for, ever and anon, a mighty gust of wind impelled by the huge rollers breaking on the reef outside, strikes the visitor, and it requires a steady nerve and a firm foothold to avoid being swept into the seething cauldron below. If these caves were in an accessible position they would be a great draw to tourists."

On account of the porous nature of the rock there are no streams in Niue, and consequently fresh water is scarce. A supply is



PEACE CELEBRATIONS IN WESTERN SAMOA

Photo, New Zealand Government.

The tight-rope walker

obtainable from the caves, but the difficulty of carriage is necessarily considerable, and the water is frequently brackish. Concrete tanks have now been constructed in the principal villages. These are roofed over with galvanised corrugated iron, and provide a sufficient catchment-surface to fill them during the rainy season. The people thus have a reliable supply of good drinking water.

The principal drawback to the development of Niue trade has been the want of regular communication, but this has now been overcome by the institution of a subsidised schooner service with Auckland, and it is anticipated that a considerable increase of trade will follow. The chief industry is the manufacture of hats by the natives, who are very expert plaiters, and an extensive market is obtained for the hats in the neighbouring islands and New Zealand. Some 400 or 500 tons of copra are exported, and the production is capable of very considerable increase. The climate of Niue compares very favourably with other islands of the Pacific. The shade temperature in winter is about 70 deg., and in summer it rarely exceeds 96 deg. The native population of Niue is about 3,800, exclusive of about 580 absent in other islands or at sea. The Niueans are naturally of a roving disposition, and numbers of the men go to Tonga, Samoa, and Malden Island. Many go under engagement as labourers, and return on the expiration of their term. The white population numbers about twenty persons.

PACIFIC ISLAND PLANTATIONS.

No land is sold by the natives of the Cook Islands or Niue, but considerable areas have been leased in Rarotonga to European settlers. It is recognised that the prosperity of the islands depends in great measure on the settlement of the spare lands by a good class of white planters, and it is hoped that before long additional areas in Rarotonga, as well as portions of the adjacent islands of Mauke and Atiu, will be open for lease. At present there are difficulties in the way of securing leases from the natives, but the work of surveying the land and defining the native titles is proceeding rapidly, and every

effort is being made to bring the unused lands into profitable occupation. It is desirable that the intending settler should have a capital equal to at least £10 for each acre he purposes taking up. The coco-nut palm takes from eight to ten years to reach bearing point, and during that time the planter must maintain himself by growing bananas or securing some outside employment. When the palms are in full bearing, however, the annual value of the crop may be estimated at not less than £6 per acre, and this may be regarded as a practically assured income for sixty years or more.

MISSIONS AND EDUCATION.

The educational requirements of the islands are met by missionary effort. The London Missionary Society has established village schools in the various islands, and the Roman Catholic Mission and the Seventh-day Adventists are also maintaining schools, though to a less extent. The London Mission has six schools in Rarotonga, three in Mangaia, four in Aitutaki, one in Aitu, two in Mauke, one in Mitiaro, two in Penrhyn, two in Manihiki, one in Rakahanga, one in Pukapuka, and one in Palmerston. There is also a boarding-school at Tereora, Rarotonga, which has between sixty and seventy boarders, and a boarding-school at Araura, Aitutaki, with a similar number of scholars. The teaching in these institutions is more advanced than that in the village schools, and they may be considered in the light of secondary schools for the Islands. The Sisters of St. Joseph have a good school at Avarua, Rarotonga, where music is included among the subjects taught; and in the village of Titikaveka the Seventh-day Adventists have also a school.

A school with a European teacher has been established in Niue, and good work is also being done in the village schools of Niue, of which there are eleven, and 1,000 children are there being taught reading, writing, and arithmetic in the vernacular. Nearly all the younger Niueans are able to read and write in their own language. For Samoa, see *Mandatory Territories*, also *Pacific Islands* and *Papua*.)

PASTORAL INDUSTRY

THE pastoral industry, as one of primary production, is of considerable importance to every nation, but more especially to a vast Colonial Empire with millions of acres of magnificent pasture land available without confining the enterprise of the agriculturist or interfering in any way with closer settlement in the neighbourhood of populous centres. Pastoralists have always been in the van of civilisation in the temperate colonies of the Empire. In the early days of settlement they travelled their flocks and herds inland to the more remote regions, and laid the foundations of civilisation and economic development. Then, when the engineer came with roads, bridges, railways, telegraphs, and agricultural implements, making closer settlement possible, the agriculturist took the land of the rancher, who again moved out on to the broad prairies in search of new pastures, leading the march of civilisation and development inland until the "open range" of the unpeopled tracts eventually gives place to the "fenced stations" of developed country.

BRITISH ISLES.

Of the total area of the British Isles, which is stated to be 76,639,062 acres, about 26,000,000 acres are under permanent pas-

ture. The total number of live stock is, approximately, as follows:—

Horses	-	-	-	1,900,000
Cattle	-	-	-	11,960,000
Sheep	-	-	-	24,298,400
Pigs	-	-	-	3,714,220

The total estimated value of these animals, which vary comparatively little in point of numbers from year to year, is approximately £307,000,000. The imports of meat (alive and dead) into Great Britain and Ireland have an average annual value, during post-war years, of approximately £60,000,000, of which about £17,500,000 comes from the Imperial Dominions overseas. The imports of dairy produce (including bacon and ham) average in annual value about £130,000,000, of which but little over £44,000,000 worth comes from within the Commonwealth.

AUSTRALIA.

The pastoral industry is by far the most important of the primary productive industries of the Commonwealth. The average annual yield from all industries, including manufacturing, is approximately 410 millions sterling, and of this sum about 147 millions is contributed by the pastoral and dairying industries. Wool is the main factor of this yield. The qualities of Australian wool are



A HORSE SALE IN NORTH QUEENSLAND

Photo, Australian Government

well known, and are evidenced in the prices paid by British and foreign purchasers. The production of wool (in the grease) is approximately 600,000,000 pounds per annum. Of the total imports of wool into the United Kingdom, Australia's share amounts to nearly 40 per cent.

The number of live-stock in the Commonwealth is as follows:—

Horses	-	-	-	2,500,000
Cattle	-	-	-	13,500,000
Sheep	-	-	-	77,900,000
Pigs	-	-	-	765,000

Australia conducts a large and rapidly increasing trade in frozen beef and mutton. The exports to the British Isles in an average year amount in value to over £7,000,000. A fairly considerable, though fluctuating, export trade in horses is carried on by the Commonwealth. India is the chief customer, and buys annually about 8,000 horses for military purposes alone.

During the last twenty years dairying has made rapid strides in the Commonwealth. The Australian climate is so mild that, excepting in very few regions, stock require no housing all the year round. With the introduction of the cream separator and the spread of the factory system, the industry has advanced so rapidly, that at the present time

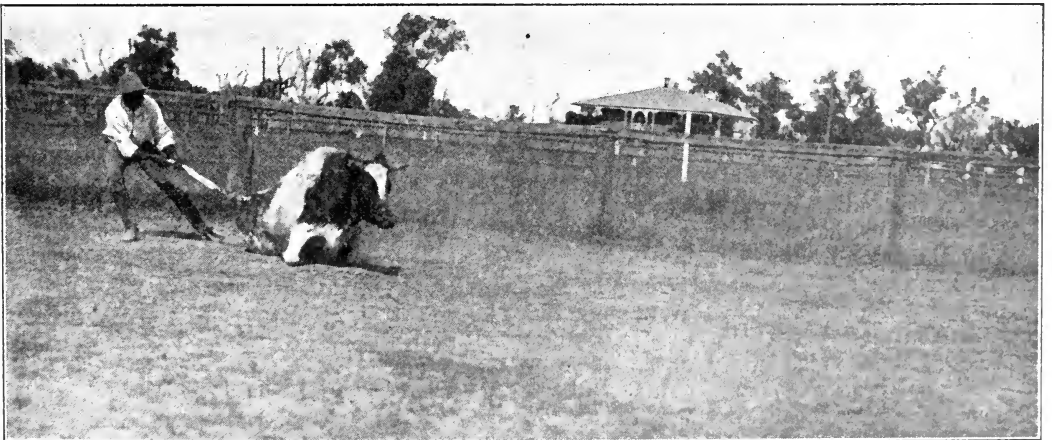
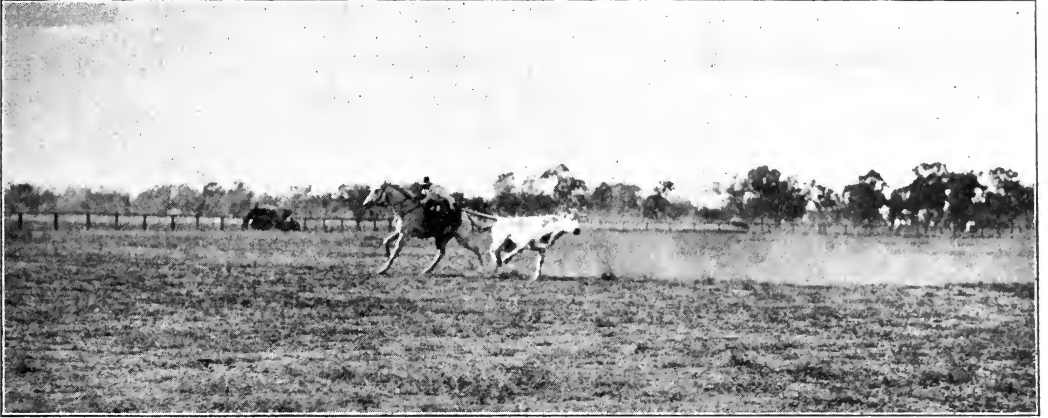
large areas once given up to general agriculture have been devoted almost entirely to dairying. The production of butter averages about 200,000,000 pounds a year, cheese 24,000,000 pounds, and bacon and ham 50,000,000 pounds.

CANADA.

Although mixed farming is now being carried on all over the Dominion, the Provinces of Saskatchewan and Alberta are the centres of the pastoral industry. The number of live-stock in Canada is as follows:—

Horses	-	-	-	3,800,000
Cattle	-	-	-	10,200,000
Sheep	-	-	-	3,700,000
Pigs	-	-	-	4,000,000
Poultry	-	-	-	37,200,000

The production of butter in the factories and creameries averages about 128,000,000 pounds per annum. Ontario is the centre of the dairying industry. The total production of cheese in the Dominion annually averages 162,200,000 pounds. The total value of the animal products exported yearly is 136,000,000 dollars. This figure shows an increase of over 300 per cent. in ten years.



CATTLE ROPING AND THROWING, WESTERN AUSTRALIA *Photo, Australian Government*



WOOL SORTING

Photo, New Zealand Government

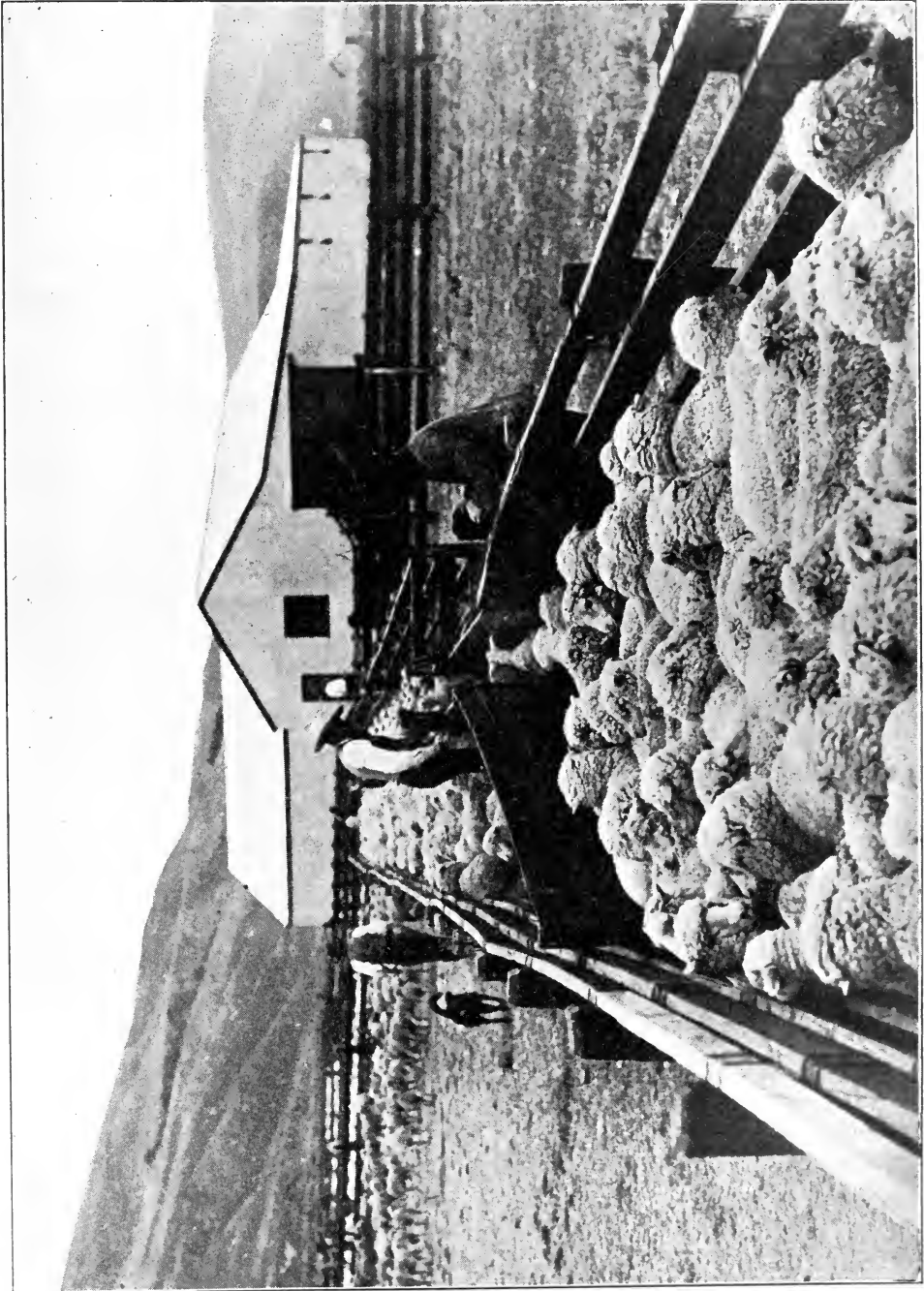
A large proportion of the revenue of a sheep station is derived from the wool clip

INDIA.

India is the greatest cattle country in the world, possessing almost double the herds of any foreign nation and over half the cattle of the two Empires. But in this, as in so many cases, bare statistics are terribly deceiving, for the cattle of India are in most cases used for tillage and as draught animals generally. Hence in a country with a cultivated area of over 255,000,000 acres (British India alone), we find only 1,700,000 horses, compared with 119,400,000 head of cattle. Sir J. Bampfylde Fuller, in his excellent work on the Indian Empire, says:—

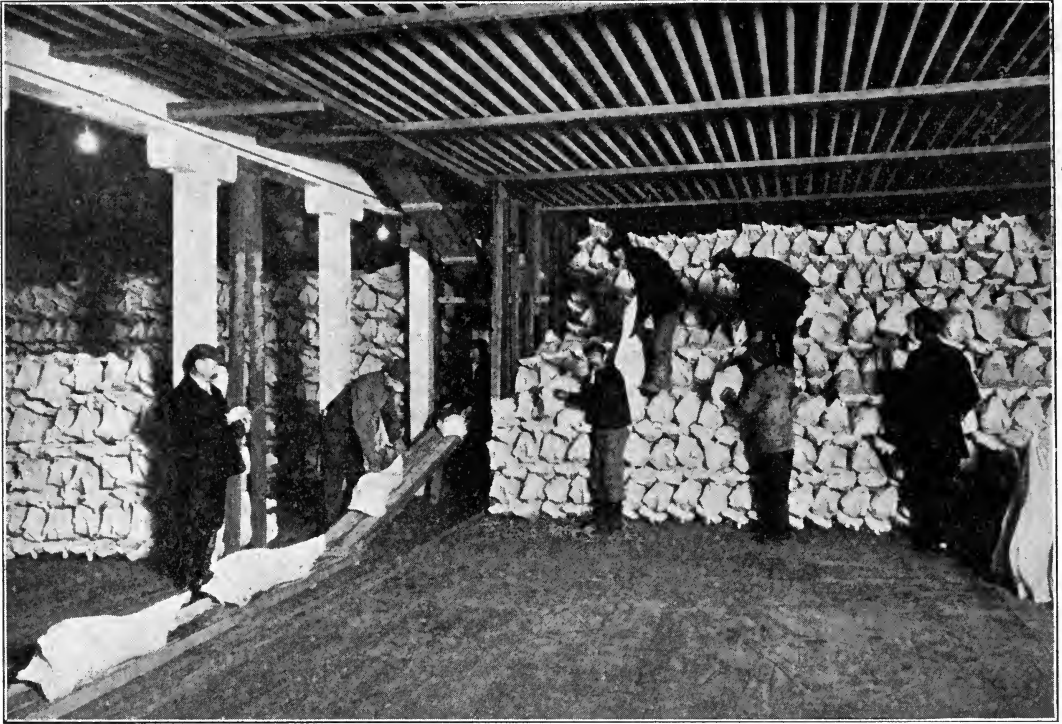
“The production of meat does not enter into Indian agriculture. The peasant's cattle are for the tillage of his land; milk is consumed, but far less than in Europe, and the clarified butter (*ghi*), which is an important article of diet, is generally obtained from professional graziers. Large herds are kept by these men in localities where grazing is available, and in their hands some excellent breeds have developed, notable some for

their size and strength, some for their milking qualities, and some for their activity. The trotting bullocks of Central India rival the speed of a pony. The Mongolian races of Eastern Asia have a curious dislike of milk and butter: the cows that they keep are for breeding plough cattle only, with udders that have not enlarged under domestication. These are the circumstances in Burma and in the hills of Assam. Throughout India the character of the village cattle depends with curious exactness upon the food supply, and illustrates very forcibly the connection between diet and physical development. In rice districts the plough cattle are exceedingly small and feeble: the rice straw, which is their diet, is the poorest of fodders. In wheat districts there is a great improvement: wheat straw is much more nutritious than rice straw. In districts that grow large millet and cotton (these crops flourish under similar conditions), the cattle are very fine indeed. In the wheat and millet districts well-to-do farmers stall-feed their cattle; but,



AT WORK ON A SHEEP STATION IN NEW ZEALAND
Passing from the "crush" pen down the "race" the sheep are drafted into their respective yards, right or left, by the person manipulating the swing gate at the end of the rail, thus obviating any dragging or hauling of the sheep

Photo, New Zealand Government



FROZEN MEAT INDUSTRY, NEW ZEALAND
The store for frozen carcasses

Photo, New Zealand Government]

as a general rule, the cattle of a village, when off work, are herded together on the village common, and, since none are killed for food, the herd includes a very large proportion of old and useless animals. Buffaloes, as well as bullocks, are used for ploughing; the conditions under which they are bred and kept are generally similar to those described above. Most peasants keep a milch goat or two; but goat-keeping and sheep-keeping are pursuits distinct from agriculture, and are in the hands of special castes, although the owners will not infrequently add to their income by herding their animals, for a consideration, upon fields which need heavy manuring."

NEW ZEALAND.

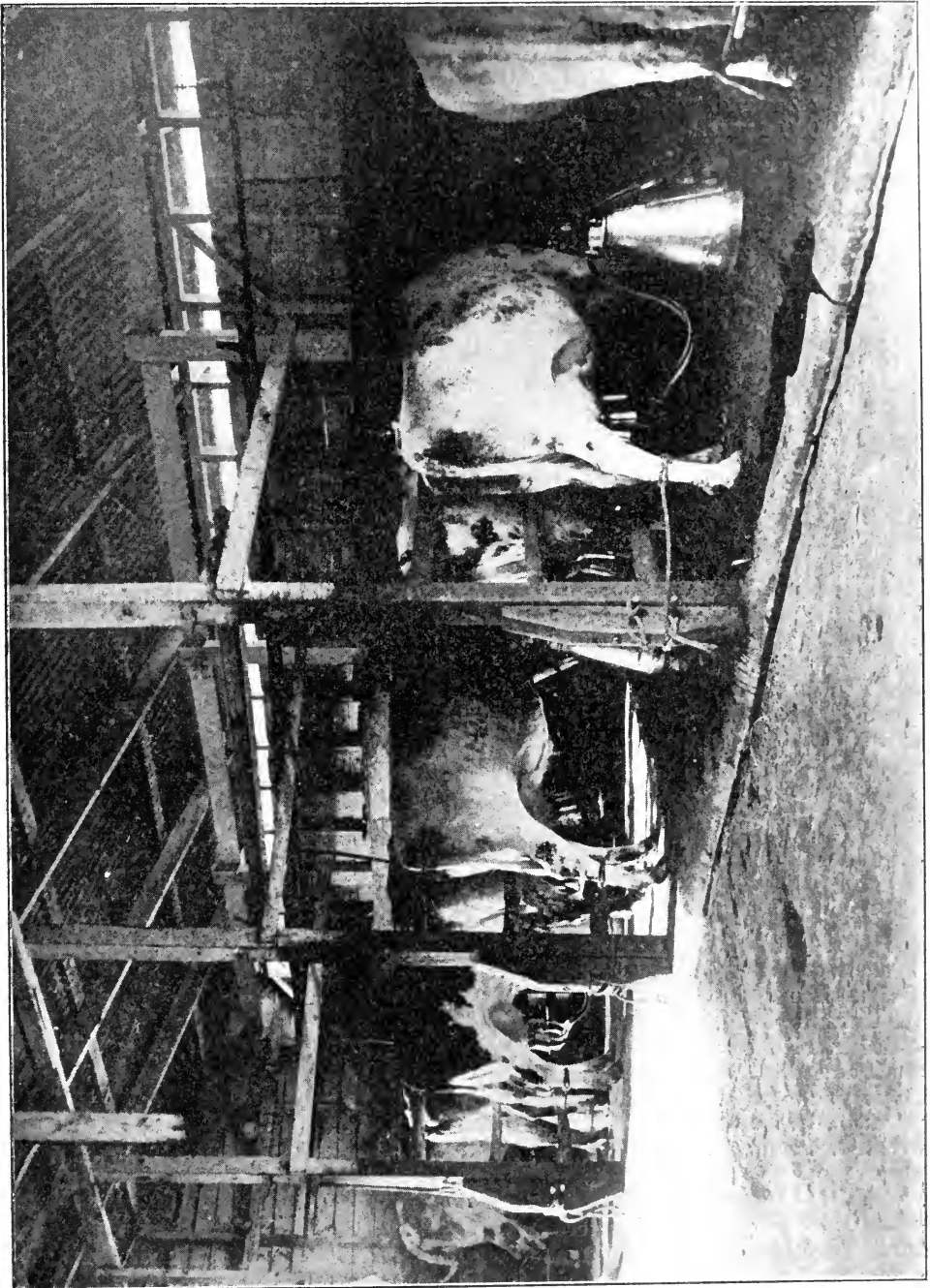
The Dominion is essentially a pastoral country, and there are over 14,000,000 acres of sown grasses in addition to nearly 24,000,000 acres of unimproved land, including that in tussock or native grass, belonging to the occupied holdings, avail-

able for grazing. In all parts of the Dominion stock live, although in varying conditions, without other food than such as they can pick up. The productiveness of the grass-lands of New Zealand is about nine times as great as the ordinary grazing grounds of Australia; or, in other words, that land in the Dominion covered with English grasses may be considered equal for grazing purposes to an area of Australian land about nine times as great.

New Zealand's flocks and herds comprise the following:—

Horses -	-	-	-	340,000
Cattle -	-	-	-	3,140,000
Sheep -	-	-	-	23,300,000
Pigs -	-	-	-	350,000

The export of wool, which is one of the chief products of the Dominion, averages in value about £6,000,000 a year. The exports of frozen meat have greatly increased during recent years, and now average in value about £11,200,000.



Photo, N.Z. Zealand Government

MILKING BY MACHINERY IN NEW ZEALAND

The dairy herds of New Zealand comprise over 800,000 head, and the export of butter and cheese is valued at £19,500,000 a year. Skins, hides and pelts contribute nearly £2,000,000 to the total value of the pastoral produce of New Zealand, which is approximately £39,000,000 a year.

UNION OF SOUTH AFRICA.

Stock-breeding is more profitable and more suitable to the country than agriculture; but here, as elsewhere, ranching requires the outlay of far more capital than cultivation. Pastoral farms in South Africa usually consist of not less than 3,000 acres. The total number of animals in the Union is approximately as follows:—

Horses -	-	-	-	920,000
Cattle -	-	-	-	8,554,361
Sheep -	-	-	-	32,116,000
Pigs -	-	-	-	914,000
Ostriches	-	-	-	261,828

Of these, 42 per cent. of the cattle, 59 per cent. of the pigs, and 45 per cent. of the poultry, are owned by natives or persons other than Europeans. Each head of cattle requires about 10 to 20 acres for grazing, and each sheep requires from 1 to 2 acres; and more even than this on the Karoo, and other dry tracts. Dairy farming is largely carried on in all four States of the Union. The production of butter averages 16,000,000 lb. a year, and of cheese 4,400,000 lb. The export of wool has reached the high figure of 231,000,000 lb. per annum, and forms one of the chief products of the Union of South Africa.

SOUTHERN RHODESIA.

The Director of Agriculture has stated that Rhodesia is essentially a stock country. "It would be hard to over-emphasise the pre-eminent importance of the cattle industry as a branch of agriculture. The condition of the country points strongly to meat as the principal ultimate product to be elaborated off the veld. Dairying, too, no doubt, has a bright future, yet primarily beef is to be looked to as Rhodesia's staple export in the world's market, whilst milk, butter and cheese may chiefly meet the local demand."

The number of cattle in Rhodesia is approximately 1,126,000. The native cattle, about 400,000, or one-third of the whole, are of little practical account, being in the

hands of those who regard their mere possession as wealth, and who in normal seasons have no incentive and little need to convert more than a very small fraction of their increase into other commodities or into money.

The approximate number of live-stock in Rhodesia is as follows:—

Horses -	-	-	-	4,700
Cattle -	-	-	-	1,126,000
Sheep -	-	-	-	416,000
Goats -	-	-	-	750,000
Pigs -	-	-	-	14,000

A considerable portion of the live-stock at present in the country is owned by natives, especially sheep and goats. The bulk of the ranching operations is carried on by large companies. There are, however, a few small ranches and a good number of mixed farms. The general policy observed in the building up of herds is to start with native stock as the foundation, and, by judicious crossing with European bulls, to produce a half-breed blend that possesses the hardiness and endurance of the native dam and a considerable measure of the early maturity and greater weight of the European sire. Such progeny is held to represent the type most useful for the country's purposes. The rate of increase is about 75 per cent.

It is not considered advisable for an individual to start cattle-ranching on a smaller capital than £2,000 to £3,000. The returns from a well-stocked ranch are, however, undoubtedly handsome, and certain markets in and around Rhodesia are by no means fully supplied yet, but the ultimate object of Rhodesian ranching seems to be the provision of supplies for the meat markets of Europe.

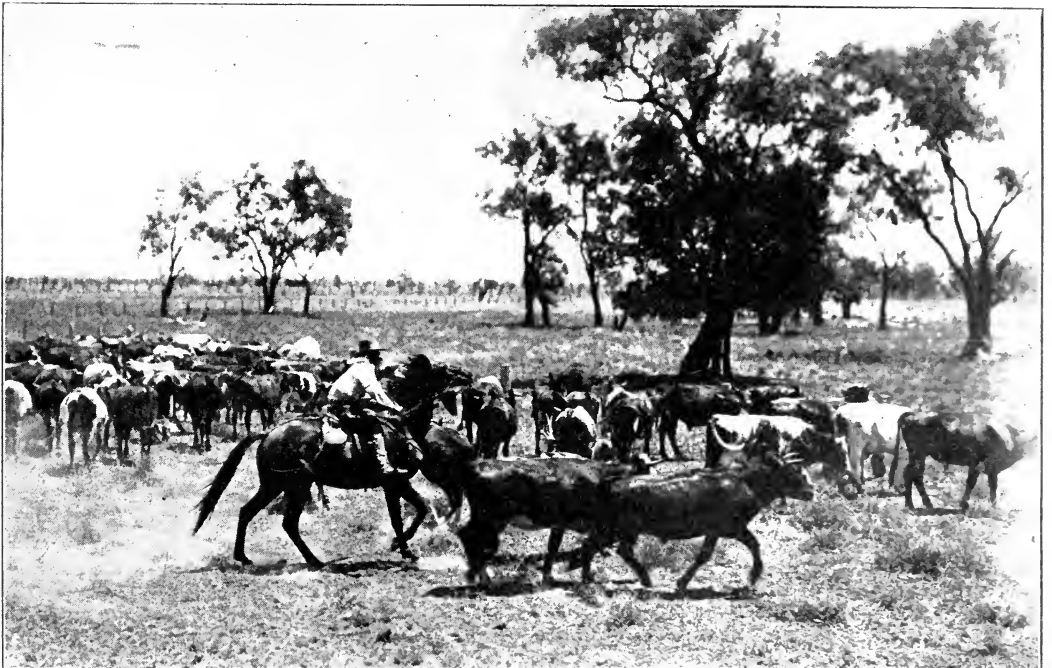
SUDAN.

The Sudan is a great pastoral country. In fact the main occupation of its people, whether Arab or Negroid, may be said to be the raising of cattle, sheep and goats. There is no reliable estimate of the live stock possessed by the natives, but the number certainly runs into several millions. In some parts the cow is almost venerated. The first step was to win the confidence of the native by doctoring his sick cattle, and doctoring them successfully. Once this confidence was won, it was possible to get



CATTLE RANCHING IN SOUTH AFRICA
Branding a Steer

Photo, South African Government



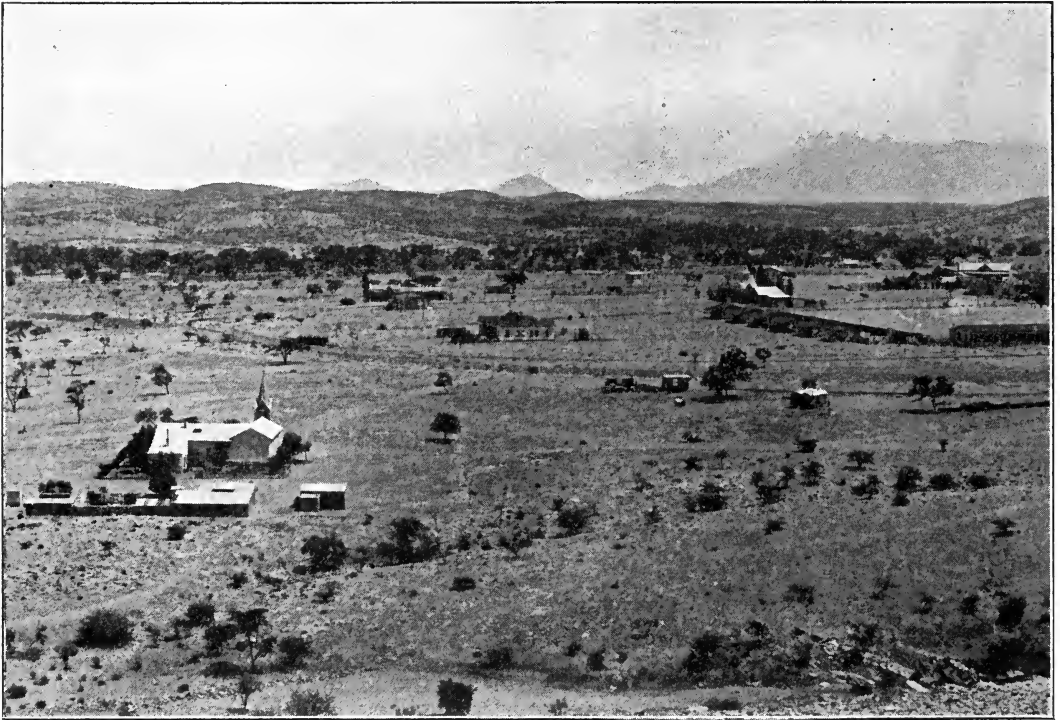
RANCH LIFE IN AUSTRALIA
"Cutting Out," or separating certain animals from a herd

Photo, Australian Government

measures carried out for controlling movements of cattle and stamping out animal disease. It was also necessary to prove to the native by example that if he would sell his live-stock for export, he could make a profit, and that, so far from diminishing his capital and his local consequence by parting with his cattle, he was adding to both. The reluctance to sell, which still continues in many districts, will gradually disappear as the owner discovers more and more objects on which to spend the money he makes.

extremely hardy, yield a not very abundant, but an exceptionally rich, supply of milk, carry practically without exception very fine condition even under considerable hardship, are very readily fattened, and come slowly to maturity. The breed is susceptible of very great improvement uncrossed by attending to the simplest rules of stock-breeding.

There are not wanting settlers of experience in British East Africa who believe that the native cattle under proper selection and



USAKOS COUNTRY, SOUTH-WEST AFRICA
A splendid cattle region

The continuous expansion of internal trade and communications will provide the necessary attractions. The native already welcomes the veterinary inspector, and is learning to inoculate his cattle himself. Surprising progress has already been made. In one year over 120,000 sheep and 25,000 cattle were exported to Egypt.

KENYA COLONY.

The indigenous cattle of the Colony are of the Zebu or humped breed. They are small,

management will eventually prove to be the best stock in the country. Unfortunately the supply of these native cattle which come into the market at the present time is not sufficient, or anything like sufficient, for the needs of the Colony. This shortage is caused, not by any shortage of cattle within the area of Kenya, where the natives own probably more cattle in proportion to the population than any other country in the world, but by a very rapidly increasing demand on the part of settlers, and the growth of wealth on the



Photo, South African Government

KARAKUL SHEEP, SOUTH-WEST AFRICA

part of the natives and their consequent lack of desire to sell their stock, their ideal of wealth, and the medium they use to purchase their wives.

A large body of settlers have devoted considerable capital and enterprise in improving the indigenous breed of cattle by crossing them with imported bulls from England and Australia. The progeny in all and every case show a marked improvement on the indigenous cattle.

The sheep industry of the Colony has had the advantage of being very rapidly exploited by several concerns heavily backed by British capital. The native sheep of the country are of several breeds, the two most prominent of which are the Masai, a red, or red and white "haired" sheep, weighing 79 to 90 lb. live weight, and with a frame very similar to that of the Merino. The Samburu, owned by several tribes besides the tribe of that designation, is the ordinary white-bodied black-headed sheep with a fat tail, common to most parts of Africa, and known to the world at large as Persian.

The native sheep carry no wool, notwithstanding which they are susceptible of quite remarkable improvement when crossed for two or three generations with woolled rams.

The native goat of all colours is very largely kept throughout the Colony by the natives for both milk and meat purposes. Experiments have been made on a small scale in crossing the native goat with the Angora ram. The second and third crosses produce a good class of mohair, and the cross-bred animals appear to resist disease better than the native.

The pig-breeding industry has had the advantage in East Africa of having been exploited by a large company, who have erected a bacon factory at Lamoru, from which they are now exporting to Europe as well as supplying local markets.

OSTRICH FARMING.

Ostrich farming is receiving much attention around Machakos, the Rift Valley, and other places, and very encouraging prices are obtained for the feathers from the domesticated birds raised from the wild species, which consist of the red-necked variety in settled parts of British West Africa, and the blue-necked bird in the northern desert.

* Exclusive of the enormous but unknown numbers owned by natives.

They are strictly preserved, and a licence has to be obtained to enable settlers to catch the wild chicks or to collect the eggs for incubation purposes. The wild ostrich, according to Professor Duerdons, the well-known South African expert, is a better foundation from which to grade to the perfect feather than the stock originally held by the South African ostrich farmers.

The land in British East Africa which is suitable for sheep is invariably suitable for ostriches. The acquirement of a herd of ostriches on a farm is obtained by finding the wild nests and catching the chicks a day or two after they are hatched (the best method), or by collecting the eggs and hatching the same in an incubator. Most settlers combine the two methods, according to circumstances.

The chief difficulties at present in the way of the industry are the difficulty and risk of running out birds day and night in a country infested with predatory animals, especially near the game reserves, where it is well-nigh impossible to exterminate the vermin; the great number of wild birds which have to be culled and are virtually worthless when two years old, all the care and trouble and expense on them having been wasted. These difficulties will solve themselves as the country advances, and the desire of the natives to possess the feathers for their tribal customs, and the prevalence of thefts of feathers resultant therefrom, are being dealt with by drastic legislation.

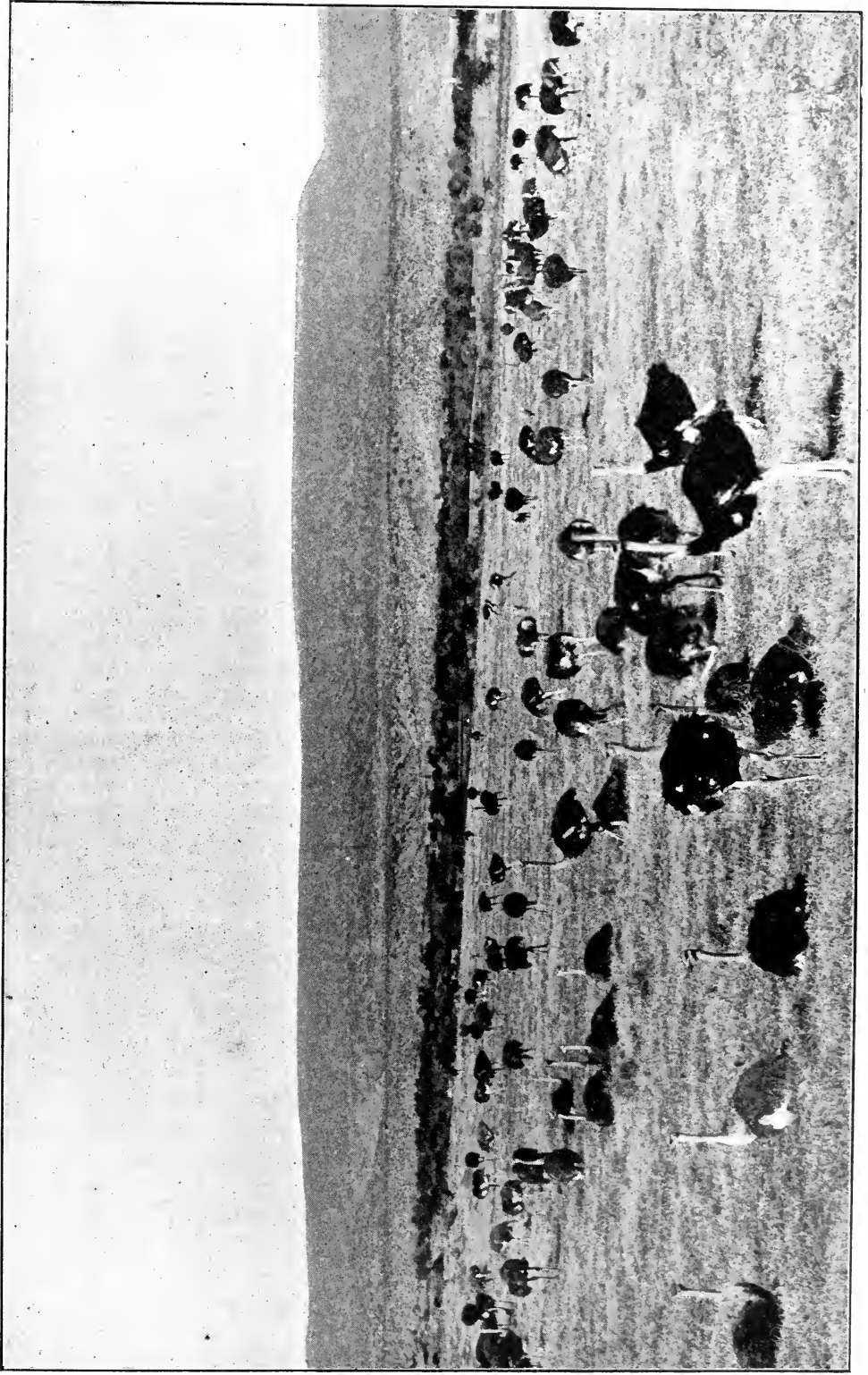
BRITISH EMPIRE.

The following table shows the approximate number of live stock in the *white* countries of the British Empire:—

Horses -	-	-	9,564,700
Cattle -	-	-	48,480,361
Sheep -	-	-	162,400,400

The numbers of horses (1), cattle (2) and sheep (3) in the principal breeding countries of the world are as follows:—

(1) United States	-	-	19,000,000
*British Empire	-	-	9,564,700
Argentina	-	-	7,900,000
(2) Indian Empire	-	-	119,400,000
United States	-	-	68,000,000
*British Empire	-	-	48,480,000
Argentina	-	-	30,682,100
(3)*British Empire	-	-	162,400,400
Argentina	-	-	69,200,842
United States	-	-	58,500,000



THE AFRICAN OSTRICH

Photo, South African Government

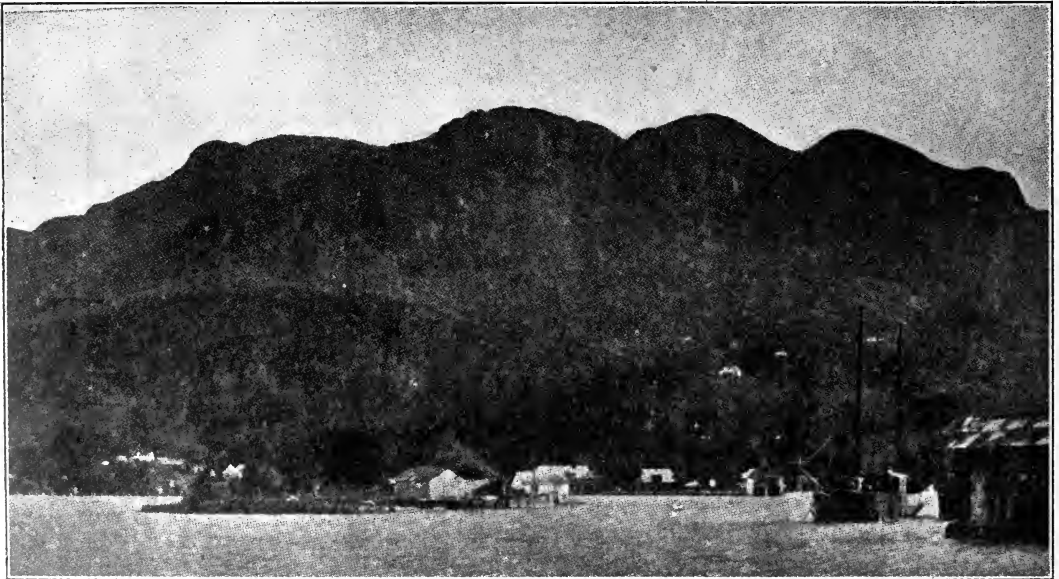
SEYCHELLES ISLANDS

THESE islands of the Indian Ocean came into modern European history during the Napoleonic struggles. First occupied by the French in 1742, they were captured by a British warship in 1794, and finally ceded to Great Britain in 1814.

Until 1888 the Seychelles formed a dependency of Mauritius, but in that year these ninety small islands, lying about 1,200 miles east of Zanzibar, with a total area of

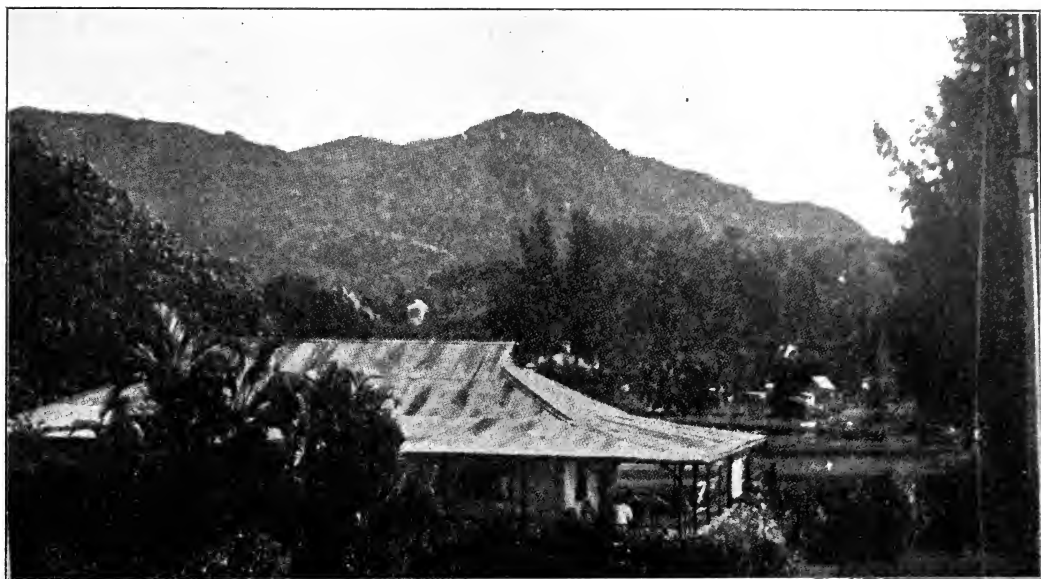
about 156 square miles (with dependencies) were raised to the position of a separate Crown Colony, mainly on account of the growing prosperity of Port Victoria, the capital, on Mahé, the largest island.

The office of Administrator was created in 1888. Full powers were conceded in 1899, and the rank of the chief official was raised to that of "Governor and Commander-in-Chief" in 1903. The total population of the

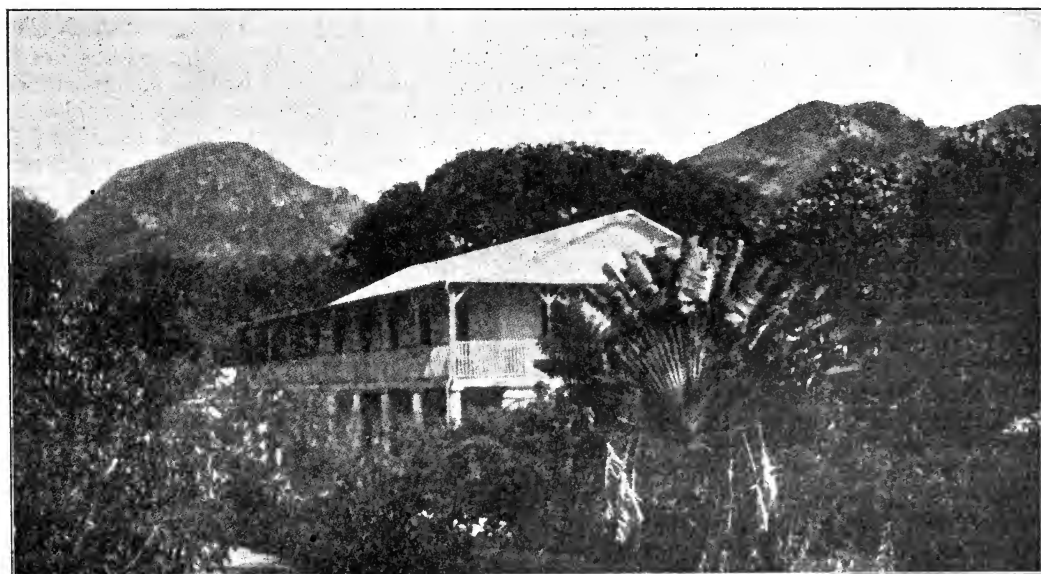


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THE INNER HARBOUR, PORT VICTORIA, SEYCHELLES

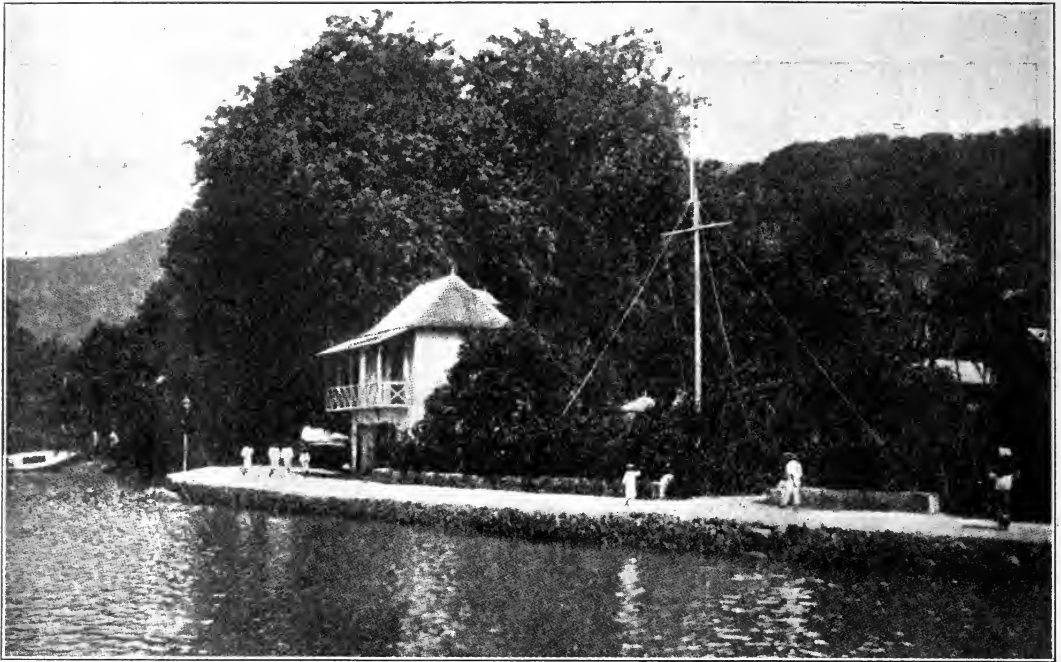


THE CLUB, PORT VICTORIA



CARNEGIE LIBRARY, PORT VICTORIA

Photos, Exhibition Commissioner for Seychelles



VICTORIA STREET, MAHE *Photo, Exhibition Commissioner for Seychelles*

group is 24,523, but of this number, Mahé, the chief island, has 19,420 inhabitants. The other important islands are named Praslin (population 1,999), La Digue (1,303), Silhouette, Curieuse, and Aldabra, an island situated about 681 miles from Mahé, which forms a dependency of the Seychelles Colony.

Many of these islands are little more than barren rocks, but Mahé—called after Mahé de Labourdonnais, the great French administrator in the *Isle de France*—has an area of 56 square miles, and possesses a small town with a fine harbour, Port Victoria, which is used as a coaling station on the trade routes, from the Red Sea to the Cape, to Mauritius, and also to Australia.

Although this island, with the remainder of the Seychelles, lies only 4° South of the Equator, its climate is singularly healthy, the death-rate, even among the natives, not exceeding 15 per 1,000. The whole group is also free from the devastating cyclones which do so much damage in Mauritius. Although Mahé is the largest island, its cultivable area is comparatively small, as

much space is occupied by ranges of rugged mountains, which attain an altitude of several thousand feet.

The town of Port Victoria, on the north-east of the island, is of little or no importance, but the harbour, which includes an anchorage sheltered from the prevailing northerly winds by a small cluster of islands and a well-protected inner basin, is both deep and commodious, hence it bids fair to become an even more important naval coaling station and mercantile port of call than it is at present.

The chief products of the Seychelles are copra, vanilla, coco-nuts, coco-nut oil, cinnamon and tortoise-shell. The Island of Aldabra is famous for its gigantic land tortoise, of which there are large numbers also in the Seychelles, but they do not attain the same size in the main group as they do in the outlying dependency. Mahé and Praslin are both noted for the production of the *Coco de Mer*, or double coco-nut, which grows only in the Seychelles. Praslin also has a famous and very deep valley which crosses the whole island.



Photo, Exhibition Commissioner for Seychelles

COCO-NUT OIL MILL, FELICITY ISLAND

The question is often asked, where an essentially tropical island can be found, which is comparatively free from insect pests, and enjoys a thoroughly healthy

climate, the answer to this geographical conundrum is the Seychelles, which are jewels in the azure waters of the Indian Ocean. (See *Commerce, Finance, etc.*)



SOMALILAND

A CONSIDERABLE portion of the Somali country is included in the French and Italian spheres on this portion of the north-east African coast, but almost opposite Aden and the Arabian hinterland lies what is known as the Somaliland Protectorate. It extends from Bandar Ziyada, some miles north-west of Cape Guardaifu—the eastern Horn of Africa—to Lahadu, near Jibuti, and has an area of about 68,000 square miles, with a population of 300,000. The Protectorate extends for several hundred miles along the African coast of the Gulf of Aden, and inland towards Abyssinia and the Sudan. Geographically it forms a portion of the latter territory, and originally belonged to Egypt.

From a strategic point of view the Protectorate is highly important to the Empire as it lies opposite to Aden, and, with that fortified naval base, commands the southern entrance to the Red Sea—the gateway to and from India and the East. It was partly for this reason, and partly to prevent a relapse to extreme barbarism that the British Government was induced to actively occupy this land after the Khedive of Egypt, to whom it had previously belonged for many years, had withdrawn his garrisons when their safety was seriously threatened by the forces of the

Mahdi during the rising in the Egyptian Sudan in 1884. (See EGYPT and the ANGLO-EGYPTIAN SUDAN.)

Somaliland, being situated out of Europe and on the highway to the East, fell within the province of the Indian Empire, hence its inclusion, when first occupied, in the government of Bombay. But having frontiers, and consequently continual political and commercial relations with French and Italian Somaliland, and Abyssinia, as well as indirectly with Egypt, it became a point on which European foreign politics were at times focussed. Its frontiers required settlement by convention with other interested Powers. An Anglo-French agreement was entered into in 1880, Anglo-Italian Treaties were signed in 1891 and 1894, and an arrangement made with Abyssinia in 1897.

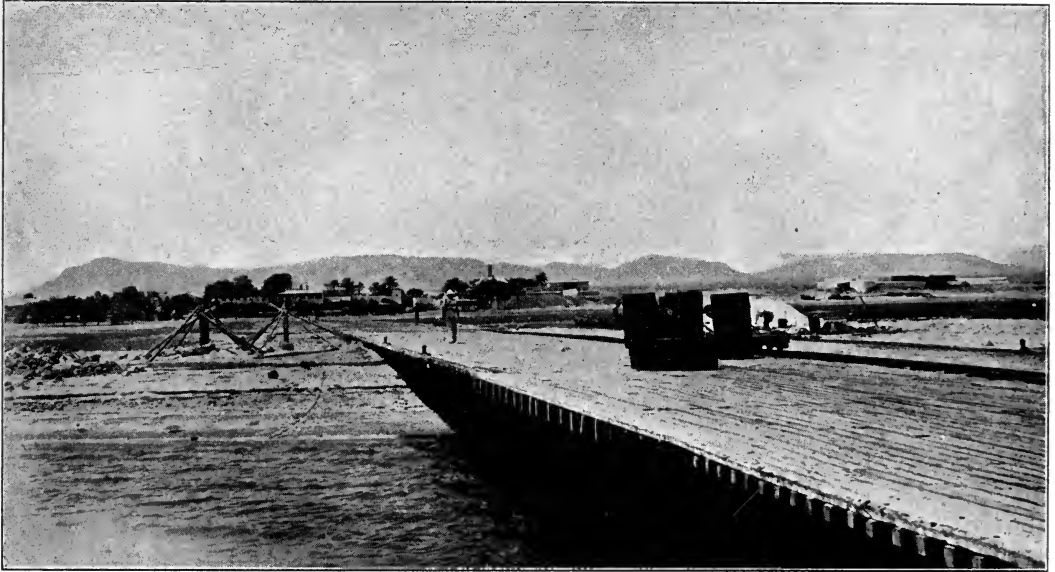
THE SOMALI REBELLION.

In 1901 troops from British East Africa and an Indian contingent had to be dispatched up the River Juba to suppress a rapidly spreading revolt on the plateau of Ogaden, which had been ceded to Abyssinia, but was continually in a state of unrest which the Abyssinian Government seemed powerless to check. From these facts it will be seen that, although the greatest value of Somaliland

lies in its strategic position on the road to India, its relation with foreign European and African states, and other minor considerations, necessitated its direct control by the British Government. In 1898 the direction of affairs was transferred to the Foreign Office, and then, in 1905, when the external relations of this colony seemed thoroughly settled, and its internal administration, finances, and defences needed readjustment, it was transferred to the Colonial Office. Although Somaliland passed from under the control of the Indian Government to that of the British Colonial Office, Indian troops

THE COAST AND THE DESERT.

Some portions of the Somali coast are flat and sandy, while others are abrupt and mountainous and intersected by fertile valleys. From April to July, during the summer monsoons, the usually dry riverbeds are transformed into rushing torrents, and hurricanes of wind occasionally accompany the deluge. But on the plains of the interior the rainfall is very small, and little grows except the thorny scrub of mimosa and acacia. In all parts of Somaliland the range of temperature during the year is very



BERBERA, CAPITAL OF SOMALILAND

Photo Topical Press

were stationed there for many years, and in 1907 an arrangement was made specifying the mutual interests of the United Empires in this colony.'

For many years the Somalis, a fanatical and nomadic race, gave considerable trouble in the desert wastes which extend inland from the narrow and more fertile coastal region. Several small expeditions into the interior were necessary before the troublesome and lazy tribes were finally subdued in 1920. The whole territory is now more or less settled, and the garrison has been withdrawn, leaving only a native Camel Corps, 400 strong, commanded by British officers.

small. In summer it rarely exceeds 89 deg. F. and in winter seldom falls below 75 deg. F., and it cannot be considered an altogether unhealthy country, although tropical complaints are prevalent. Excellent big game shooting can be obtained in the more remote parts of the interior. Lions, leopards, and hyaenas, as well as various kinds of antelope, jackals, wild asses, and an occasional elephant and rhinoceros offer a positive paradise of sport, especially as the animals have not been frightened by gun parties and railways. There is, however, more difficulty in reaching these hunting grounds than those further south in British East Africa and Uganda.

THE SOMALIS.

The people of Somaliland may be divided into two sections, the nomads, who roam over the desert tracts of the interior and have but few proper villages, and those who have settled in the coast towns and ports, which have received a remarkable commercial impetus since the British occupation. Nearly all the natives of Somaliland are Mohammedans, and are of the most fanatical type. They are too independent and lazy

capable of supporting prolific vegetation, is, however, fairly well exploited. On the slopes of the hills grows the lovely smelling flora which yields the historic "frankincense and myrrh." Cattle are reared in larger numbers than on the plains, and there are several promising ports from which commerce and industry are steadily spreading inland.

BERBERA.

Berbera, which stands at the head of a deep and well sheltered natural anchorage,



ARAB CHILDREN PLAYING A PRIMITIVE GAME, SIMILAR TO DRAUGHTS, ON THE DESERT SAND

to act as baggage coolies, all transport in the interior having to be accomplished by camel. The population of the few towns on the littoral may be roughly estimated at about 80,000 to 90,000, and of the barren interior at over 200,000. The nomadic Somalis nearly all own a few cattle, and drive their herds from one camping ground to another when the scanty pasture is exhausted. Much of the interior is, however, still but little known and entirely undeveloped.

The coast, which is more abundantly supplied with moisture and is consequently

is the seat of government and the capital and chief port of British Somaliland. The population varies according to the trading seasons, but at the busiest time 40,000 may be taken as a fair estimate. The town itself is of little importance, being merely a glaring white mass of houses of Egyptian and Sudanese design, but there is a bright Oriental appearance in its uneven streets and alleys, its minaretted mosques and its laden camels and donkeys, which gives it a certain interest that even the rains, the summer heat, the dust, and the dilapidated appearance of many of the stucco houses cannot entirely

efface. Berbera is the only deep and sheltered natural harbour on the south coast of the Gulf of Aden. Harbour works have recently been constructed, and the entrances well buoyed and lighted to cope with the slowly increasing commerce of this coast. There is also a caravan trade with Abyssinia, but this mostly uses an exposed anchorage, lying to the west of the capital, and the busy little seaport of Zeila, near the frontier of Italian Somaliland. A railway line runs from Jibuti through the Italian sphere, towards the Abyssinian capital, and there are over 200 miles of telegraph in operation. At Berbera there are a fort and barracks, and besides a native police force recruited locally there is a highly efficient Camel Corps.

The exports consist mainly of the skins of wild animals, hides, cattle, sheep, ostrich feathers, and gum; and the imports chiefly of piece goods, rice, and dates. The average annual value of the exports is £280,000, and of the imports £417,000. Somaliland being one of the Empire's youngest colonies, it is only natural that the expenditure should have exceeded the revenue for some years, and annual grants-in-aid from the Imperial Exchequer have been necessary. It should, however, be remembered that Somaliland is, *at present*, rather a strategical than a commercial unit, although it bids fair to become an important maritime and trading centre.



ST. HELENA

AND THE

TRISTAN DA CUNHA GROUP

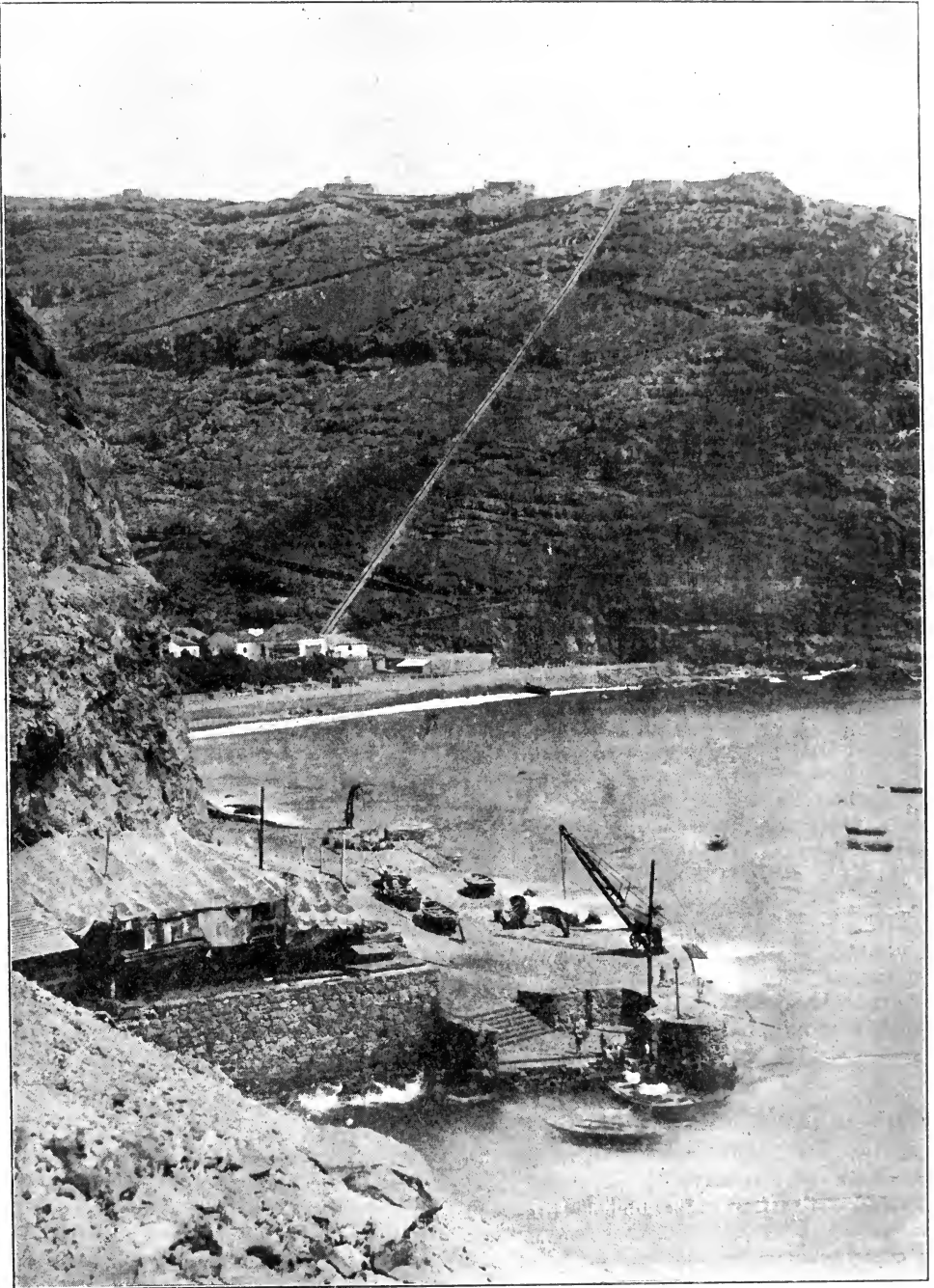
SOME 760 miles south-east from the little island of Ascension, and 1,140 miles from the nearest point on the African Continent, lies the beautiful island of St. Helena, which has more than once been the place of exile of Britain's conquered, though illustrious enemies. It was the "Rock" on which the great Napoleon died, and the erstwhile home of General Cronje. In their choice of a place of exile, no Government could have been more generous than that which chose St. Helena, for it possesses a climate much akin to that of Madeira, and scenery of exquisite tropical beauty and grandeur. This pretty little island in the South Atlantic, with an area of about 47 square miles and a population of only 3,520, has recently suffered much from the withdrawal of the military garrison, its main support, but it still possesses great natural beauty, of which much can be made if the people will exert themselves.

IN THE DAYS OF THE CLIPPERS.

First discovered on St. Helena's Day, 1501 by the Portuguese mariner, Juan de Nova Castella, it remained a *terra incognita* until visited and explored by Captain Cavendish in 1588; but it was left to the Dutch first to attempt the colonisation of this island in 1640. The early history of St. Helena was

not one whit less romantic than that of many another of our island possessions. It had only been in Dutch hands eleven years before it was captured by a fleet of the British East India Company, only, however, again to fall to the Dutch in 1762; but a few months later Captain Munden, of the British Navy, effected its recapture, and the island was ceded by King Charles II to the East India Company, in whose hands it remained, except during the six years it was the prison-place of "General Napoleon," until taken over by the Crown in 1834.

St. Helena, previous to the cutting of the Suez Canal—and thereby the altering and shortening of the sea route to the East—was an important and prosperous calling-place on the long voyage round the Cape of Good Hope to India, the Antipodes, and the Far East. Then scarcely a day passed without the appearance off Jamestown, the tiny capital which nestles at the foot of a gigantic cliff, of a trim East Indian clipper; but with the changing of the route to the East those halcyon days passed away, and with them went also the bulk of the revenue and the bulk of the inhabitants. Again, now recently, it has received a staggering blow inflicted by the withdrawal of the garrison of British troops, and yet but a few years ago it was considered an important strategic position on the Cape route, and was strongly



Photo, Harold J. Sæpstone

THE LANDING PLACE, JAMESTOWN, ST. HELENA
Jacob's ladder (699 steps) can be seen in the background

fortified and used as an Imperial Naval coaling station.

JAMESTOWN.

The capital, and only town in the island, is, paradoxically, little more than a village, having a population of only 1,438, of which the largest portion are "Yamstalks," or descendants of negroes who were imported for work in the island in by-gone times. These Yamstalks are good-natured and very easily pleased, in colour they are a light bronze, and, curiously, the women are nearly always exceptionally fat and the men exceptionally lean.

In Jamestown there is little to cause the traveller to tarry before visiting the points of interest in the more distant parts of the island. Jacob's Ladder, a steep stairway running up the face of a cliff 600 feet high, at an incline of about 45 degrees, to the healthy position once occupied by the garrison, is the chief item of interest in the capital, and after once ascending these 699 steep steps one begins to get tired even of that.

Although situated within the tropics, the heat is not great, and the atmosphere is by no means oppressive, owing to the soft south-east trade winds. Jamestown, on the low-lying coast line, is, however, much warmer than the lofty centre of the island. On the coast the thermometer seldom rises above 84 deg. F., and 1,500 feet up, in the interior highlands, 74 deg. F. is about the maximum. September is the coldest month (57 deg. F. mean), and March the warmest (67 deg. F.). There is little difference in temperature between day and night. The interior of the island is formed by a series of rugged mountains and beautiful tropical ravines.

THE INTERIOR AND LONGWOOD.

St. Helena's chief interest lies in its associations with the last days of the Great Emperor. From every ship that calls at the island many pilgrims make their way to the site of Napoleon's Tomb, and Longwood, his residence during the last years of his once stormy life. These two places of historic interest are situated about 7 miles from Jamestown, in the midst of gloriously

wooded country at an elevation of 2,000 feet. The road for the first few miles leads up the mountain side, and the surrounding country of this portion of the island is only relieved from barrenness by a little foliage and a few prickly pears; but as the climb is continued grass and trees appear everywhere, and charming views are obtained of wooded valleys and slopes with the broad expanse of the South Atlantic sparkling in the sunlight.

A halt is usually made at a small house some miles from Longwood, where bottles of ginger-beer, lemonade, and other mild beverages are retailed by a *yamstalk* to perspiring tourists for the modest sum of one shilling per bottle—but they are worth double, for the heat is considerable, and there are still several miles of up-hill road to be traversed before the place is reached where the greatest figure of the nineteenth century, the master of war, spent the last years of a once most active life.

The British Government has done the right thing in allowing the first burial-place of Napoleon, and Longwood, to remain in the charge of French officials; it is an act of courtesy worthy of Napoleon's greatest enemy, and must be a source of pleasure to those Frenchmen and others who see in the cold light of history that France needed then, as she needed again in later years, a great leader of men; and that he created a colossal European empire from a country shattered by revolution and in the throes of invasion.

To admirers of Napoleon there is a certain pathos in the slab of concrete surrounded by railings in the midst of dense foliage which marks the burial place of the great Emperor (May 5th, 1821). The very peacefulness of the spot chosen by himself, the songs of the birds, the faint rustle of the trees with the south-eastern *trades*, forms such a striking contrast to the scenes of revolution, battle and intrigue, which surrounded this central figure of the world's stage.

About a mile beyond stands Longwood, a commodious one-story building situated on high ground, where Bonaparte lived from 1815 to 1821. He seldom walked beyond the spot where he desired to be buried; and although no more beautiful or healthy island-residence could anywhere be found, it is not difficult to imagine what must have been the feelings of this man, doomed to years of

inactivity, with a boundless ambition crushed by failure at the eleventh hour. History, in its chilly way, tells us that he grew morose and would sit for hours in deep thought gazing towards France, but he must have been suffering mental agonies from the life devoid of action, society and hope.

By permission of the British Government, the remains of the ex-Emperor were exhumed and removed to France in 1840; and in Paris, on 15th December, in the presence of over 1,000,000 people, nearly 200,000 soldiers attended the State funeral of the "Great Corsican."

TRISTAN DA CUNHA.

Forming what may be considered as a natural dependency of St. Helena is the little volcanic group in latitude $37^{\circ} 6' S.$, and longitude $12^{\circ} 2' W.$, with Tristan da Cunha as the chief island.

Discovered in 1506 by the Portuguese Admiral, Trisao da Cunha, after whom the chief island has been named, this group has been in British possession since 1816. The population, which numbers about 127, are the descendants of seamen and others who were wrecked in the South Atlantic. Not-

withstanding repeated efforts to induce them to move on to land, offered free, in the Cape Province of the Union of South Africa, these people cling tenaciously to their seagirt home, although they have had to endure frequent periods of semi-starvation and absolute exile on this small and little-frequented island.

The only settlement, which is named Edinburgh, is situated on the north-west coast of Tristan da Cunha. There is now an English chaplain and his wife living among the islanders. In the surrounding seas are the Nightingale Islands, uninhabited except by seals. This group comprises three islets; the largest, having an area of about $3\frac{1}{2}$ square miles, is formed by two peaks rising to a height of nearly 1,000 feet above the sea. Inaccessible Island, a lofty mass of rock inhabited by penguins, and Gough Island, are the only other British possessions in these seas. The last of these lonely outposts is sometimes called *Diego Alvarez*, and is situated about 251 miles south-south-east of Tristan da Cunha. This isolated piece of dry land in the waters of the South Atlantic has an area of 40 square miles, and on it are valuable deposits of guano, but it is still quite uninhabited.



TRADE ROUTES

AND

IMPERIAL COMMUNICATIONS

THE importance of the ocean trade routes to all maritime countries, and to the British Empire in particular, can scarcely be exaggerated. They are the *permanent ways* of the sea and the *main lines* of Empire, crossed and recrossed each year by the mercantile fleets of the world carrying 5,000,000 people and merchandise to the average value of £3,000,000,000.

Mere statements of fact convey but little idea of the organisation, capital and labour entailed in planning and safeguarding these recognised pathways of the ocean. The political and commercial importance of trade routes is an axiom which is generally admitted, but, often, with very hazy ideas as to the *raison d'être*. There are no text books of the science of international marine communications, such as those which give the student a comprehensive idea of railway planning and transport. Yet the subject is one of the most complicated in the realm of human knowledge because of the multiplicity of sciences involved.

IMPERIAL COMMUNICATIONS.

To the British Empire, with interests in every sea, the trade routes may be likened to the railway lines which link the provinces, cities and towns of each individual unit.

Where one begins the other ends, and the two, working in combination, form the lines of communication between the scattered countries of the Great Commonwealth.

In just the same manner as a railway train has its own set of metals along the permanent way so does each steamship company, which runs a "line" of vessels between two or more countries, have its own carefully charted course within the broadly defined trade route. The reason being to insure, as far as possible, that outward and homeward bound vessels of the same line shall pass each other within easy "speaking" distance, so that assistance may be rendered in time of danger without incurring liabilities for salvage, and information exchanged as to the weather, cargo, passengers, or other conditions which lie ahead.

Certain trade routes which are subject to icebergs, cyclones, or other dangers, have to be watched and their daily conditions reported by wireless for the information and guidance of the ocean traffic using them. The Liverpool and New York route is watched for floating ice during certain months of the year by cruisers. Parts of the China Sea are watched for cyclones. Many small desert islands, especially those to the south of New Zealand, have stores of



A PORTION OF THE COMMERCIAL HARBOUR, GIBRALTAR



Photo by kind permission of the Ellerman Lines
GIBRALTAR FROM THE SEA

food and clothes placed there by the responsible Government in case of shipwreck on their lonely shores. The British Admiralty surveys about 8,000 miles of sea and 1,000 miles of coast line every year, besides employing vessels to watch shifting shoals and other obstructions to navigation along the trade routes.

Every civilised nation marks with light-houses, lightships and buoys the channels used by shipping in its own territorial waters. These are but a few examples of the scientific organisation of what are generally known as trade routes.

VALUE OF ISLANDS.

There are also the problems of defence. Certain sea routes are more vital than others to every nation, and these must be guarded in time of war. They may be food routes, essential lines of commerce, reinforcement, or connecting links between the larger divisions of a colonial empire. In any case the essential factors are islands along the sea ways. These isolated little units are often merely strategic points, used as fortified "police stations," coaling, cable and general naval and mercantile bases. Although the possession of these by a sea power means an acquisition of naval strength in ratio with their position, their harbours, being open to

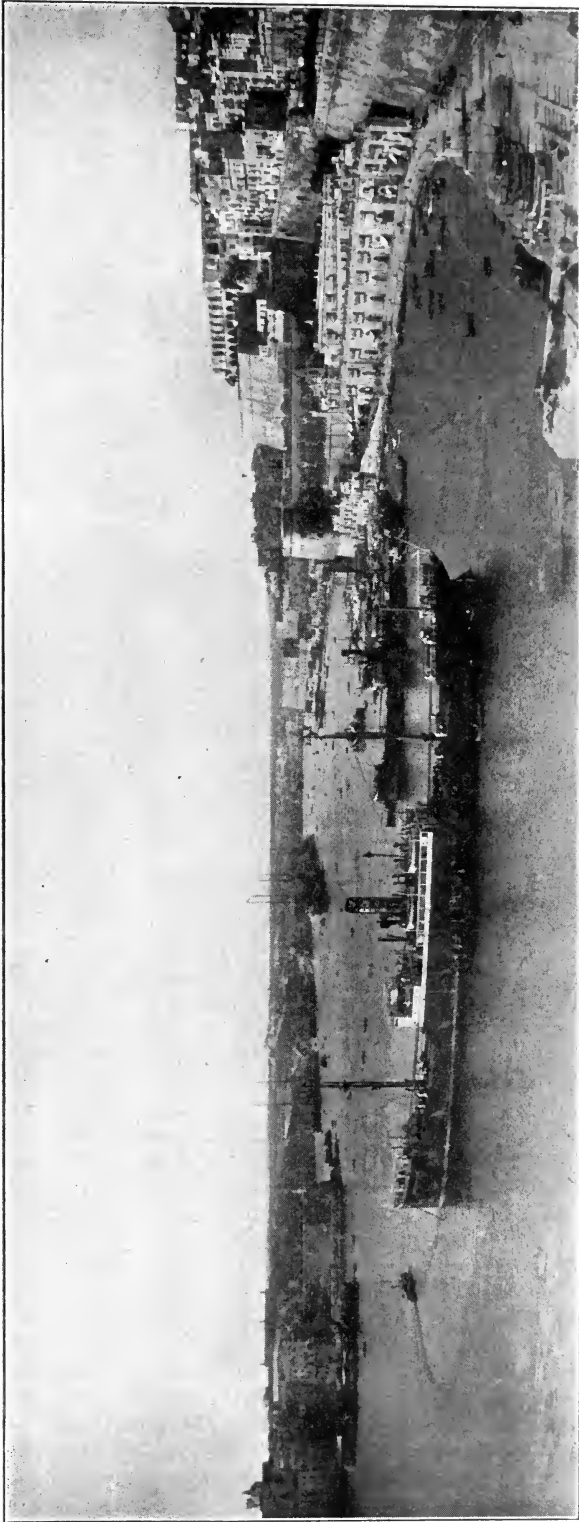
the shipping and commerce of the world—like general stores on a main highway—often enable them to enjoy a considerable revenue, and so they become centres of commercial as well as naval strength.

Nearly every steamship on the 10,000 miles route to the Far East *via* the Suez Canal (or on the longer journey round the Cape of Good Hope) is compelled to call at British ports for coal and other necessities, as well as to land and take

aboard cargo and passengers. This means that a toll is continually being paid by foreign as well as by British shipping which provides employment on the coal-fields and in the industrial centres of Great Britain. The Suez Canal, which was opened in 1869, shortens the distance from England to Australia by over a thousand miles, and from England to India by an even greater distance. The canal is 100 miles long and 34½ ft. deep.

The islands belonging to Great Britain, situated along the various trade routes (excluding those forming dependencies of the Dominions) may be divided into three classes: (1) those of considerable commercial as well as strategic importance, such as Ceylon, Singapore, Hong-Kong, Gibraltar, Malta and Bermuda; (2) those of commercial value but of minor strategic importance, including Cyprus, Mauritius, Jamaica, Seychelles, Fijis, Falklands and St. Helena; (3) those over which protectorates have been proclaimed mainly to prevent another naval Power from obtaining a stronghold which would prove a great danger to our oversea commerce in time of war; many of these are, at present, merely uninhabited rocks.

When an island is situated on or near a trade route it immediately becomes a valuable pawn in the game of politics. When it possesses commercial value but is far



GRAND HARBOUR, MALTA

Ships of the British Mediterranean Fleet may be seen in the background

Photo, Maltese Government

removed from these lines of communication then it is often left quite uncared for, not only because of the lack of strategic importance but also for the reason that ships would not call there unless chartered specially for the purpose at a prohibitive cost. Examples of this can be found in each of the seven seas. It is, therefore, the trade routes which make the value of the islands. A change in the direction of the routes means economic disaster to the little sea-girt kingdoms depending upon them. St. Helena, on the old Cape route, and many islands which lost their prosperity through the changes made in the trade routes by the opening of the Panama Canal, are pitiful examples of this rule in the unknown science of marine communications.

NAVAL VALUE.

There is, however, another even more important advantage which these ocean *rendezvous* bestow upon the naval Power which possesses them. In time of war their harbours are closed to ships of the hostile nation, and so not only is immense damage inflicted on the commerce of the enemy to the great advantage of the ships which are able to coal at, and take full advantage of these harbours dotted along the highways of the sea, but not having a supply base or refitting yard within easy reach of any zone of operations greatly weakens the battle and commerce protecting fleets of the enemy. For an example of this it is only necessary to recall the difficulty experienced by the Russian Baltic fleet in reaching Far Eastern waters during the Russo-Japanese War; the value of the Orkneys (Scapa Flow) to the British Grand Fleet during the years 1914-18, and of the Falklands to the Squadron under Admiral Sir Doveton Sturdee. Further, after each engagement—and it is almost impossible when at peace to tell in what seas war will eventually take place—many ships need repairs which can only be carried out in a well-equipped dockyard, which in modern naval warfare must be close at hand to enable repaired ships to quickly return to the line of battle.

These are just a few of the reasons which make the maintenance of islands and other fortified ports on ocean routes absolutely necessary to the existence of a world-wide Empire.

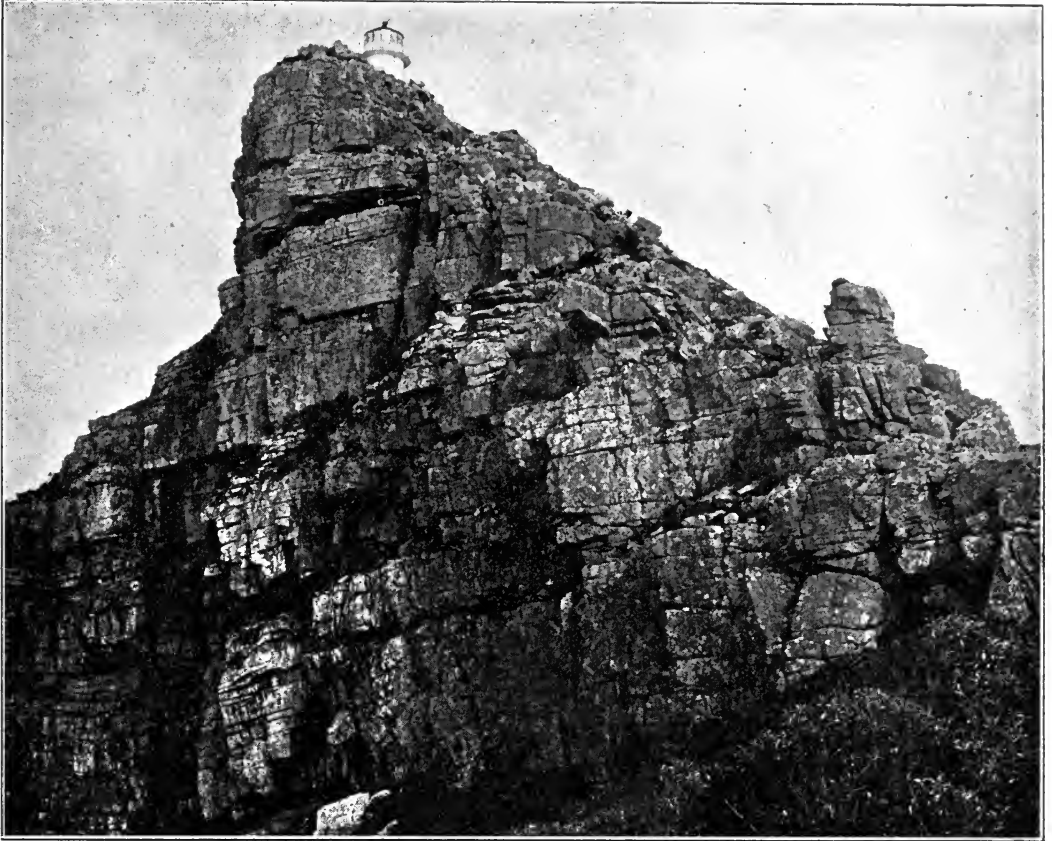
VOLUME AND DIRECTION OF EMPIRE TRADE.

Some idea of the volume of traffic passing along the main highways of the sea will be gained from a brief study of certain representative routes. One of the most important from the British point of view is the Mediterranean and Suez Canal routes to Africa (South and East), Egypt, India, Malaya, the Far East, Australia and New Zealand. The average annual value of the international trade passing over the whole of these branching highways amounts to £982,000,000, exclusive of specie, government material, passengers and their personal belongings, which, if included, would bring the total insurable value up to about £1,200,000,000 a year.

That such treasure needs to be carefully guarded not only from the "perils of the sea" but also from the "King's enemies" is but natural. The harbours along this route number several hundred. Forty of the largest belong to the British Empire, and these have many thousands of miles of surveyed, dredged, and lighted waterways with 300 miles of quays. This vast organisation is quite apart from the Suez Canal. The principal police stations are Gibraltar, Malta, Aden, Colombo, Singapore and Hong-Kong, exclusive of those provided by Australia, New Zealand, the Union of South Africa, India and foreign nations. The total length of this route varies from 10,000 to 14,000 miles. Each part of it is connected by cable and wireless. The surrounding seas are charted and watched both politically and meteorologically. Every year hundreds of knotty international problems, connected either directly or indirectly with its maintenance, are settled by diplomatic and legal action. The naval, engineering, signalling, docking, lighting, salving and other services employ many thousands of people.

THE SPECIE ROUTE.

The rapid rise during quite recent times of the Union of South Africa has more than doubled the importance of the Cape route. The discovery of gold in the Transvaal and diamonds in the Cape Province caused this ocean highway to become the specie route of the world. The total value of the trade and shipping annually using this highway amounts to about £350,000,000, of which



THE CAPE OF GOOD HOPE

Photo, South African Government

The bold headland which forms the southernmost point of the African Continent

nearly £60,000,000 is in the form of gold bars, rough diamonds, and minerals generally. The principal guardhouse along this line is Gibraltar, but, until quite recently, there was another station on the Island of Ascension. This was, then, one of the most novel of small oversea possessions, being known as "H.M.S. Ascension." Administered by a naval officer on exactly the same lines as a warship, it was almost entirely devoted to naval, wireless, and cable purposes.

After passing Ascension, about 680 miles nearer to Cape Town lies the Island of St. Helena, and then only 1,700 miles of sea have to be traversed before the capital of the Union of South Africa, with Simonstown—its attendant naval base—is reached.

* There are several islands and lands in the Antarctic which have been annexed, by explorers, to the British Crown.

INTER-COLONIAL ROUTES.

Cape Town forms a junction for the lines of Empire. The chief inter-colonial routes radiating from this centre are : (1) Westwards, across the wide stretch of ocean which intervenes between Africa and Australia, with only the small and almost uninhabited British islands of New Amsterdam, St. Paul, the Crozet Group, and Kerguelen, lying away to the south in the boisterous seas which beat against the ice floes and bergs surrounding the South Pole;* (2) north-west, past Mauritius and the Seychelles (naval base), to India and the Far East ; and (3) the coast routes from the ports of Cape Colony and Natal, *via* the Mozambique Channel, to the

island of Zanzibar, British East Africa, Somaliland, Aden, and Egypt.

The approximate distances along these routes are as follows:—

CAPE TO AUSTRALIA.—Cape Town to Hobart (Tasmania), 6,100 miles; Cape Town to Albany (Australia), 4,880 miles.

CAPE TO INDIA.—Cape Town to Durban (Natal), 380 miles; Durban to Mauritius, 1,530 miles; Mauritius to Colombo (Ceylon), 2,090 miles; Colombo to Calcutta (Bengal, India), 1,220 miles.

MAURITIUS TO ADEN.—Port Louis (Mauritius) to Aden (fortified naval base), 2,340 miles.

CAPE TO ZANZIBAR.—Cape Town to Durban (Natal), 380 miles; Durban to Zanzibar, 1,640 miles.

TRANS-PACIFIC ROUTES.

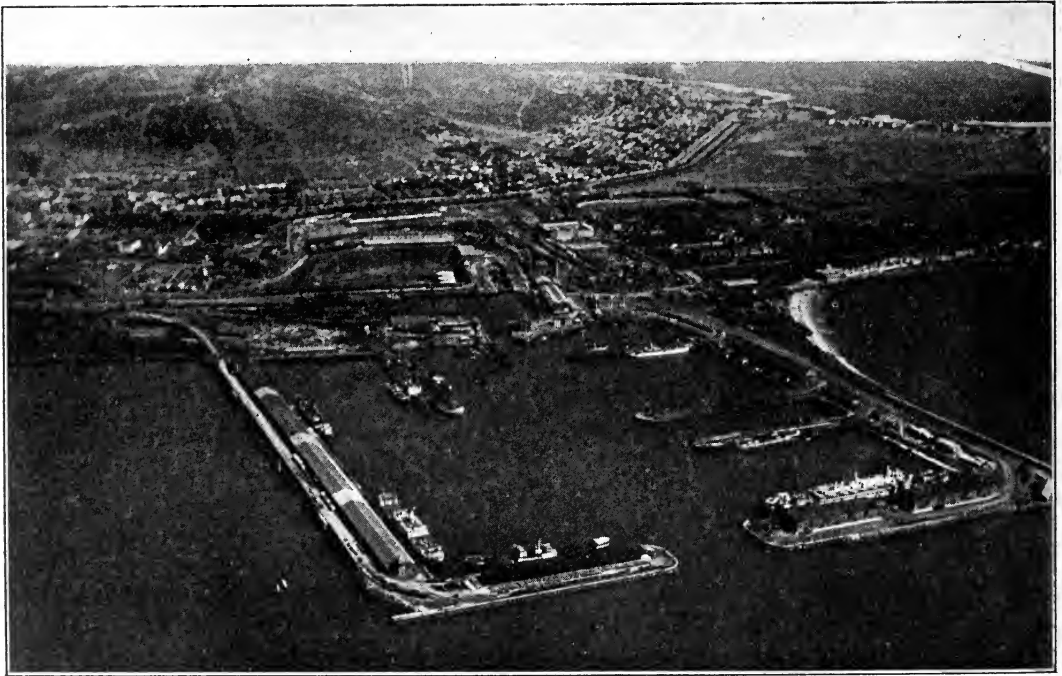
The wonderful growth of the great self-governing dominions of the Empire has brought into prominence a new and very important Imperial highway—The Pacific Route—which connects Canada (W.) with Australia, India, New Zealand, and China, and is the track of vessels using the Panama Canal in going to and from Europe, the United States (Atlantic Coast) and the West

Indies to New Zealand, China, India, and Australia. Great Britain's guardhouse on this route is principally the Fiji Islands, supplemented by Hong-Kong and the bases of Australia and New Zealand, although there are many other small islands dotted all over the Pacific Ocean belonging to the Empire. The volume of British trade at present passing over these routes amounts in value to little more than £30,000,000 per annum; but during the next decade this figure will in all probability be doubled.

The approximate distances along these routes are as follows:—

CANADA TO AUSTRALIA AND NEW ZEALAND.—Vancouver (B.C.) to Honolulu (Hawaii Islands, U.S.A.), 2,410 miles; Honolulu to Suva (Fiji), 2,780 miles; Suva to Auckland (New Zealand), 1,100 miles; Suva to Sydney (Australia), 1,700 miles. Direct from Honolulu to Australia or New Zealand is nearer.

CANADA TO JAPAN AND CHINA.—Vancouver to Yokohama (Japan), 4,600 miles; Yokohama to Shanghai, 1,020 miles; or Yokohama to Hong-Kong, 1,560 miles.



Photo, South African Government

AN AERIAL VIEW OF THE HARBOUR, CAPE TOWN

One of the most important guardhouses on the lines of Imperial communication



Photo, Luscombe Toms

For the Empire — Our Glorious Dead
The Cenotaph, Whitehall, London





THE HARBOUR, DURBAN, SOUTH AFRICA

Photo, South African Government

AUSTRALIA TO NEW ZEALAND.—Melbourne to Wellington, 1,475 miles; Sydney to Wellington, 1,235 miles.

AUSTRALIA TO INDIA.—Fremantle to Colombo (Ceylon), 3,150 miles; Colombo to Bombay, 900 miles.

HONG-KONG TO STRAITS SETTLEMENTS.—Hong-Kong to Singapore, 1,440 miles.

MALAYA TO CEYLON AND INDIA.—Singapore to Colombo (Ceylon), 1,560 miles; Colombo to Calcutta (India), 1,220 miles.

NEW ZEALAND TO PANAMA CANAL.—Wellington to Panama, 6,500 miles.

BREAD ROUTES OF THE BRITISH ISLES.

The northern highway from the British Isles to Canada, and the more southern one to the United States, are two of the main "bread routes" of Great Britain. The value of the annual trade on the former highway ranges from £70,000,000 to £120,000,000, and on the latter route from £190,000,000 to £230,000,000. This enormous volume of trade is in addition to the thousands of passengers carried each year. With the

exception of Newfoundland on the Canadian highway, and the naval base at Bermuda, lying to the south of the Anglo-American route, no island possessions of Great Britain form rallying points on the 3,500 miles of Atlantic seaway.

The Anglo-Scuth American route runs southwards from the British Isles to Madeira, where it divides into a Brazilian and an Argentine route, although many vessels use the former and afterwards proceed down the Brazilian and Uruguayan coasts to the River Plate. This, from the British viewpoint, is a "bread-and-meat" route. The annual value of the trade passing this way averages about £220,000,000. The Anglo-Argentine highway is about 6,000 miles in length, with the Falkland Islands, some considerable distance to the southward, as the only guard-house.

It may be of interest to note here that the total length of the trade routes which are of vital importance to the British Empire is

approximately 82,000 miles. In time of peace this implies merely coal depôts and harbours but in time of war it means that one of the cardinal points of national strategy is the maintenance of these vital lines of supply.

CABLES.

Although treated fully in a previous section of this Encyclopedia brief mention must be made here of what have been aptly termed "the nerves of the Empire."

They are the principal means of inter-communication, although the wireless telegraph has now provided an alternative system. The total length of the cables of the world has been estimated at 325,000 nautical miles, and, as Great Britain was the pioneer of the submarine telegraph, it is but natural that she should own, directly and indirectly, the longest and most important sections of this vast telegraphic system. The whole world is almost encircled with British wires,

the chief sections of which are the Pacific cable (State-owned) and the Eastern and Associated Cables (private). The principal lines owned entirely by the British and Dominion Governments are as follows:—

Great Britain and Ireland	-	3,037	miles
British India	-	1,988	"
Pacific Cable	-	9,279	"

EMPIRE WIRELESS CHAIN.

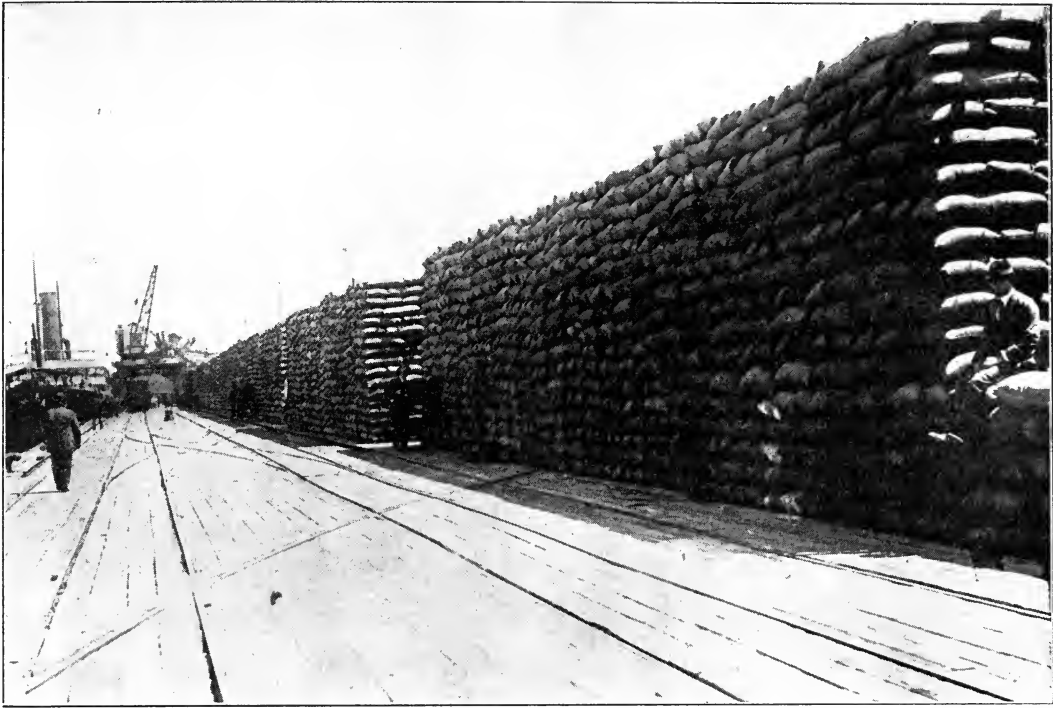
If a map of the world's ocean trade routes is compared with one showing the wireless stations—with their respective ranges of transmission—it will be seen that vessels on the principal highways are seldom out of wireless touch. If they cannot be reached direct (night range about 2,500 miles) they can usually be spoken to by relay from one station to another.

In 1909-10 the wireless telegraph stations on the coast of Great Britain and Ireland were taken over by the Government, except



Photo, Australian Government

LOADING WOOL FROM THE WOOL STORES, MILLERS POINT, SYDNEY, N.S.W., AUSTRALIA



Photo, Australian Government
WHEAT AWAITING SHIPMENT AT FREMANTLE, WEST AUSTRALIA



Photo, New Zealand Government
ARRIVAL OF H.M.S. "NEW ZEALAND," IN AUCKLAND HARBOUR, NEW ZEALAND

the long-range station at Clifden, County Galway, which is maintained by the Marconi Company under licence from the Government.

At the Imperial Conference (*q.v.*) in 1911 a resolution was passed "that the great importance of wireless telegraphy for social, commercial and defence purposes renders it desirable that a chain of British State-owned wireless stations should be established within the Empire." Effect was given to the proposal by a contract entered into between the Imperial and Colonial Governments and the

Empire is to be linked up by a chain of great stations, the first of which, Leaffield, is already in operation and the news transmitted is regularly received as far as Australia.

There are three long-distance public wireless stations in the British Isles (*Devizes Radio, Oxford Radio and Clifden Radio*—Marconi Co.) as well as a large number of short and medium range stations all round the coasts.

Every British ship carrying fifty or more passengers (also foreign ships using British ports) must have wireless installations. All



SINGAPORE HARBOUR FROM THE ESPLANADE

Photo, Harold J. Shepstone

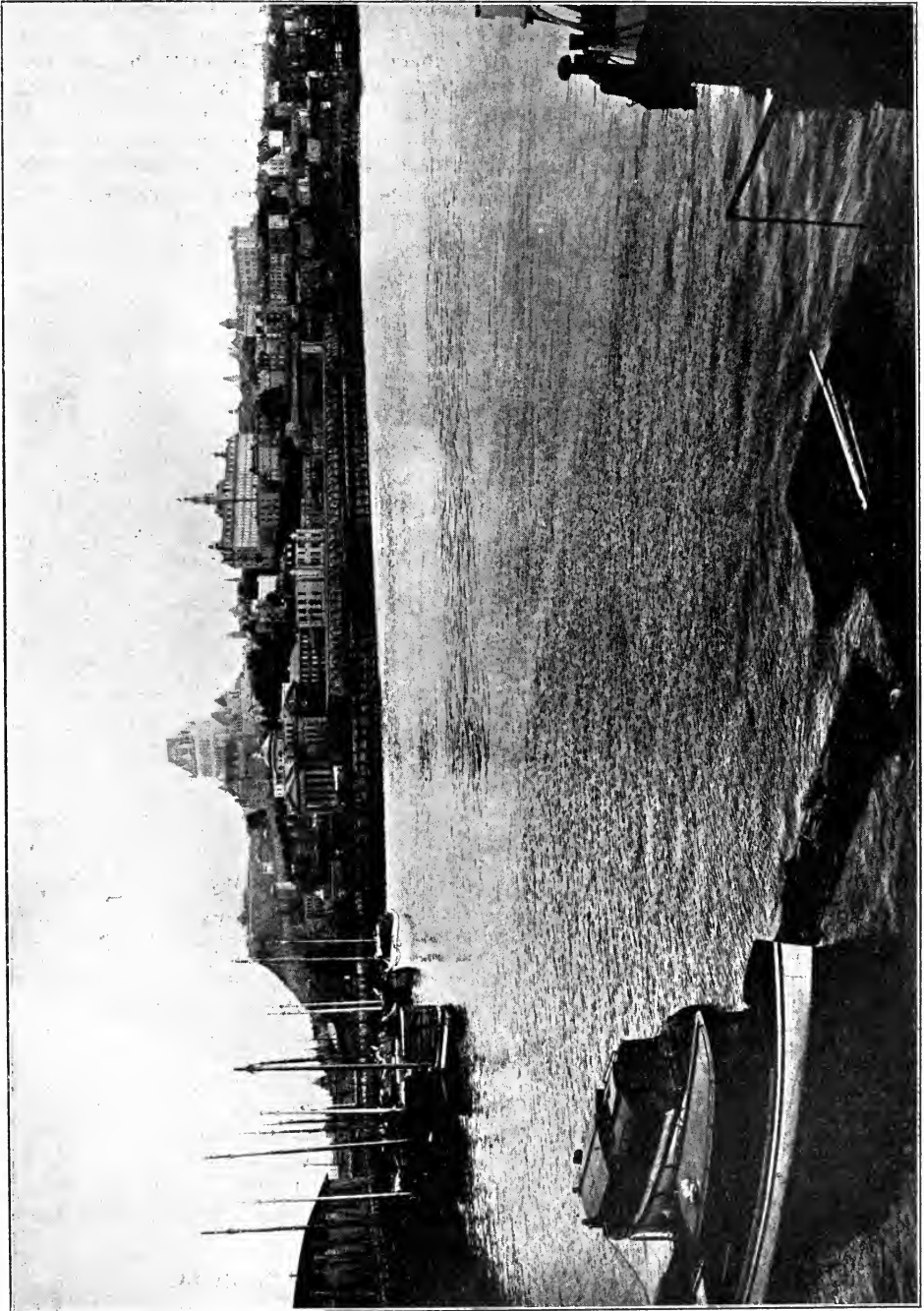
Marconi Company for the erection of wireless stations in London, Egypt (or Cyp us), Aden, Pretoria (South Africa), Bangalore (South India), and Singapore (Straits Settlements). This gives wireless connection between the Metropolis of Empire, the Far East, and the Cape. (See *Map.*) Linking up with this line are the systems established in Australia, New Zealand, and the Pacific Islands.

Parliamentary sanction to the Marconi contract was delayed until July, 1913, owing to public criticism, but a *Select Committee*, appointed in 1912, urged the selection of sites for the Imperial wireless stations. The whole

wireless stations in Great Britain and Ireland, and on British ships in home waters, must have licences from the Postmaster-General. Private messages are not accepted for ships of the Royal Navy.

AUSTRALIA AND THE PACIFIC.

Owing to the insular position of Australia it was evident from the first that, for an effective system of radio-telegraphic communication to be given, not only must the service offered be continuous, but the distances separating the stations must, to a great extent, be governed by the normal working range of the vessels with which



Photo, C.P. Rly

THE HARBOUR, QUEBEC, CANADA

communication would have to be established. With this object in view nineteen stations have been erected at or near the following localities (*q.v.*): Port Moresby, Thursday Island, Cooktown, Townsville, Rockhampton, Brisbane, Sydney, Gabo Island, Melbourne, Hobart, Mount Gambier, Adelaide, Esperance, Perth, Geraldton, Broome, Roeburne, Wyndham, and Darwin. It is intended to increase the number of stations to 32.

Communication with New Zealand is maintained by the long-range stations at Mount Etako (Radio Wellington), Auckland and Bluff. The two high power stations connecting New Zealand with the Imperial system are situated at *Awanui*, Auckland, North Island, and *Awarua*, near the Bluff, South Island. The former station was undertaken primarily for defence purposes. It is required to communicate with Sydney,



HONG KONG HARBOUR

To complete the external scheme of radio-telegraphic communication, and so form the *Australian unit of the Imperial scheme*, high power stations are essential. The stations at Sydney and Perth are of this nature, the former city being capable of communication with New Zealand and the radio-telegraphic stations in the Pacific, and the latter with Cocos Island. A third high power station at Darwin operates with Singapore and the Islands of the Pacific. The principal stations in mid-Pacific are at Suva, Vila and Tulage, under the control of the High Commissioner for the Pacific.

Australia, during the day as well as at night. This station has a tower 394 ft. in height; and the wires are spread from its summit and base over an area of about 90 acres. The station at Awarua (the Bluff) is in all respects similar to the one at Awanui. There are also stations at Gisborne, Auckland; New Plymouth, Taranaki; and Christchurch.

CANADA.

The Dominion of Canada is joined to the Imperial wireless chain by the long-distance stations at Glace Bay, Cape Breton (3,000

nautical miles); New Castle, New Brunswick (2,500); and Barrington Passage, Nova Scotia (1,500). There are also about 563 short-distance (100-750 miles) land and coast stations in the Dominion.

OTHER DOMINIONS AND COLONIES.

Most of the important Colonies and Protectorates are now in wireless communication with other parts of the Empire and with ships at sea, having what may be termed "branches" communicating with the "trunk" systems. The main routes have already been described, and there now remains only the less important "branch" or local systems. Owing to the rapidity with which wireless installations are being erected in even the most remote parts of the Empire, no list of stations purporting to be complete would long remain so, but a station, once established, is seldom abandoned. The following Colonies have wireless stations:—

Aden; Ceylon (Colombo); Cocos-Keeling Islands; Egypt (Port Said and others); Fiji (Suva and others); Gibraltar (Naval, except Distress Signals); Guiana (Demerara); India (Delhi, Calcutta, Simla, Allahabad, Bombay, Diamond Island, Persian Gulf, Port Blair—Andaman Islands, Table Island, Sandheads, Victoria Point, Karachi, and others); Malta (principally Naval); Somaliland (Berbera and others); N. Borneo (Jesselton, Sandakan and others); Straits Settlements (Singapore); United South Africa (Cape Town, Durban and others); Sudan (Port Sudan and others); West Indies (Bermuda—Naval, Jamaica, Tobago, Trinidad); Zanzibar (Zanzibar, Pemba); British Honduras; Falkland Islands; Ex-German East Africa; (Dar-es-Salaam and others); Ex-German Pacific Islands (Apia-Samoa); Hong-Kong (Civil and Military); Nigeria (Lagos); Papua (Port Moresby and others); Rarotonga (see New Zealand); Sarawak; Gold Coast (Accra); Newfoundland.



Photo, West India Committee

QUARANTINE ISLAND, PORT OF SPAIN, TRINIDAD

WAR FOR CIVILISATION

DIARY OF THE WORLD WAR

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1914.				
June 28th	The murder of the Archduke Francis Ferdinand, Heir to the Throne of Austria-Hungary at Sarajevo, Bosnia. Followed by diplomatic tension between Austria-Hungary and Serbia—accused of aiding and harbouring the assassins.	1914.	1914.	1914.
July 5th	Kaiser Wilhelm II of Germany presided over Crown Council at Potsdam (Berlin), and resolved on War. Austria - Hungary promised the support of Germany, and advised to seize the opportunity to crush Serbia.	—	—	—
July 23rd	Austria-Hungary presented Ultimatum to Serbia demanding conditions thought by the remainder of Europe to be unduly severe, and derogatory to the Sovereignty of Serbia.	—	—	—
July 28th	War declared on Serbia by Austria-Hungary, and skirmishes on the Frontier.	—	—	—
July 31st	State of War declared in Germany. Ultimatum sent to Russia owing to movement of troops in latter country towards German and Austrian Frontiers. General mobilisation of Russian Army ordered.	—	—	—
Aug. 1st	Germany declared War on Russia and invaded the Grand Duchy of Luxembourg.	—	—	—
Aug. 2nd	Germany sends Ultimatum to Belgium demanding the unopposed passage of her armies through Belgian Territory, to enable her to invade France at different points along the Frontier.	—	—	—
			Skirmish between Austro-Hungarian and Serbian Frontier Guards.	
			Concentration of Russian Forces on Austrian and German Frontiers. Orders issued for general mobilisation of Russian Army.	
			German troops violate the neutrality of Luxembourg.	

Aug. 3rd	Germany declared War on France.	British Navy concentrated in the North Sea.	German mobilisation completed, and Armies of the West begin to advance. Mobilisation of British Expeditionary Force and Reserves.
Aug. 4th	Great Britain presents Ultimatum to Germany, demanding immediate assurance that the neutrality of Belgium, guaranteed by treaty signed by Great Britain, Germany and other important European Powers would be respected. War declared by Great Britain on Germany at 11.0 p.m.		
Aug. 5th	Field-Marshal Lord Kitchener appointed British Secretary of State for War. The Bank Act suspended in Great Britain.	British destroyer sinks the German mine-layer <i>Koningin Louise</i> in the North Sea.	Mobilisation of British Territorial Army ordered, and recruiting for War Service commenced.
Aug. 6th	First War Credit (£100,000,000) voted by British Parliament. Moratorium declared.	British light cruiser <i>Amphion</i> mined in the North Sea.	Germans fail in the first assault on the Belgian fortifications of Liège.
Aug. 7th	Issue of new British £1 and 10s. Treasury Notes. Montenegro declared War on Austria.		Germans enter Liège. Montenegrin Army moves against Austria.
Aug. 9th		British light cruiser <i>Birmingham</i> sinks German submarine U.15 in North Sea.	
Aug. 10th	France declared War on Austria-Hungary.		
Aug. 12th	Great Britain declared War on Austria-Hungary.	German cruisers <i>Goeben</i> and <i>Blieslaw</i> succeed in eluding British and French Fleets in the Mediterranean and reach the Dardanelles.	
Aug. 16th	British Expeditionary Force landed in France.	British Navy successfully protects transport of First British Army to France.	British Regular Army arrives in France, and is hurried into action.
Aug. 18th			Serbian Army obtains its first victory over the Austrians.
Aug. 20th			Fall of the last of the Liège forts. Belgians fall back on Antwerp. German advance guards enter Brussels.
Aug. 22nd	A fine of £8,000,000 levied by the Germans on the city of Brussels.		
Aug. 23rd	Japan declared War on Germany.		Russian victory at Goldap-Gumbinnen (East Russian Frontier). Fall of Belgian fortress of Namur.
Aug. 24th			
Aug. 25th			The retreat from Mons. British and French outnumbered and outgunned. German destruction of Louvain.
			Tsingtau (China) bombarded by Japanese warships.

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1914.	1914.	1914.	1914.	1914.
Aug. 26th	—	—	—	German West African Colony of Togoland surrendered to British and French Colonial Forces.
Aug. 27th	—	British cruiser <i>Highflyer</i> sinks German auxiliary cruiser <i>Kaiser Wilhelm der Grosse</i> .	—	—
Aug. 28th	—	British Naval victory off Heligoland. Several German war-ships sunk.	—	—
Aug. 29th	—	—	—	German Samoa (Pacific) captured by New Zealand Force.
Aug. 31st	—	—	Russians defeated at Tannenberg (East Prussia) by Germans under Hindenburg.	—
Sept. 1st	—	—	Allied retreat in France slows down. Germans 68 miles from Paris.	—
Sept. 2nd	—	—	Russian victory at Lemberg. Austrians lose 130,000 men. City captured.	—
Sept. 3rd	Transference of French Government to Bordeaux.	H.M.S. <i>Speedy</i> mined in the North Sea.	—	—
Sept. 5th	Treaty signed by Great Britain, France and Russia, agreeing not to make separate peace.	German submarine sinks H.M.S. <i>Pathfinder</i> .	—	—
Sept. 6th	—	—	—	—
Sept. 8th	—	—	Germans cross the Marne. Battle of the Marne commences.	—
Sept. 11th	—	—	German advance checked by British and French. German retreat commences.	—
Sept. 13th	—	British submarine "E.9" sinks German cruiser <i>Hela</i> .	Germans forced back for over 40 miles by Allied Armies in France.	German New Guinea (Kaiser Wilhelm Land) and Bismarck Archipelago captured by Australian Expeditionary Force.
Sept. 14th	—	British auxiliary cruiser <i>Carmania</i> sinks the German auxiliary cruiser <i>Cap Trafalgar</i> .	—	—
Sept. 16th	—	—	Battle of Aisne commences in France. Trench fighting takes the place of open warfare. Russian Armies under General Rennenkampf retreated from East Prussia.	—
Sept. 17th	—	—	Russian victory in Galicia. Austrians lose 100,000 men.	—
Sept. 20th	—	H.M.S. <i>Pegasus</i> surprised in Zanzibar Harbour and disabled by German cruiser <i>Königsberg</i> .	Rheims Cathedral bombarded by Germans.	Naval action in Zanzibar Harbour. (See <i>Nawal</i> .)

Sept. 22nd	—	German submarine sinks British cruisers <i>Aboukir</i> , <i>Hogue</i> , and <i>Cressy</i> , in the North Sea.	British air-raid on the German Zeppelin sheds at Dusseldorf (on the Rhine).	—
Sept. 26th	—	British Navy convoys Indian Expeditionary Force to France without loss.	Indian Expeditionary Force lands in France.	Indian troops arrive in France.
Sept. 27th	—	—	—	South African Army, under Gen. Botha, invades German South-West Africa.
Sept. 29th	—	—	Bombardment of Antwerp commenced. Several forts destroyed.	—
Oct. 6th	London lighting reduced by Police order.	—	—	—
Oct. 7th	—	—	Evacuation of Antwerp by Allied Forces commenced.	—
Oct. 8th	—	British submarine "E.9" sinks German destroyer at the mouth of the River Ems.	—	—
Oct. 9th	—	—	Fall of Antwerp. Germans occupy the City and Port. 2,000 British Naval Troops interned in Holland.	—
Oct. 10th	Death of the King of Roumania.	—	Russian Army invades Hungary. Germans occupy Ghent.	—
Oct. 13th	Belgian Government transferred to Le Havre, France.	—	Ypres occupied by the Allied Armies.	Trouble in South Africa. Martial law proclaimed in several places.
Oct. 14th	—	—	—	—
Oct. 15th	—	German submarine sinks H.M.S. <i>Hawke</i> in the North Sea.	—	—
Oct. 16th	Arrival of First Canadian Army in Great Britain.	British Navy successfully convoys First Canadian Army across the Atlantic.	—	Canada sends her First Army to Europe.
Oct. 17th	—	British Naval Action off the Dutch coast (four German destroyers sunk).	—	—
Oct. 20th	—	—	Belgian Army on the Yser repulses heavy German attacks.	—
Oct. 25th	—	H.M.S. <i>Badger</i> sinks German submarine.	—	—
Oct. 26th	—	H.M.S. <i>Audacious</i> (Super-Dreadnought) sunk by a mine off the Irish coast.	—	De Wett's Rebellion in United South Africa. Rebels totally defeated.
Oct. 28th	—	—	—	The rebellious Generals De Wet and Beyers defeated by the loyal troops under Gen. Botha.
Oct. 29th	—	—	Czernowitz, capital of the Bukovina, captured by the Russians.	—

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1914.	1914.	1914.	1914.	1914.
Oct. 31st	—	—	—	Tsingtau (China) again bombarded by combined Anglo-Japanese Fleets.
Nov. 1st	—	British Naval defeat off Coronel, on the Chilean coast of South America. Cruisers <i>Good Hope</i> and <i>Monmouth</i> , with Admiral Sir Christopher Cradock and all hands, lost.	—	—
Nov. 3rd	—	British submarine "D.5" sunk in the North Sea by German mine. Bombardment of the fortifications at the entrance to the Dardanelles by Anglo-French Fleet.	—	—
Nov. 5th	Great Britain declares War on Turkey. The island of Cyprus annexed by Great Britain.	—	—	—
Nov. 7th	—	—	—	Tsingtau falls to the Japanese (3,000 prisoners).
Nov. 9th	Great Britain calls for more men for her Armies.	—	—	—
Nov. 10th	—	German cruiser <i>Emden</i> caught and destroyed at Cocos Island by H.M.A.S. <i>Sydney</i> .	—	Australian cruiser <i>Sydney</i> destroys German cruiser <i>Emden</i> at Cocos Island.
Nov. 11th	—	—	—	Final defeat of South African Rebels.
Nov. 14th	Field-Marshal Lord Roberts died in France.	—	—	—
Nov. 17th	British War Loan of £350,000,000 issued, and new War Credits of £225,000,000 granted. Income tax increased, and new duties imposed on tea and beer.	—	—	—
Nov. 21st	—	—	—	Basra, on the Persian Gulf, occupied by Anglo-Indian Forces.
Nov. 23rd	—	Zeebrugge bombarded by British warships. German submarine "U.18" ramméd and sunk. H.M.S. <i>Bulwark</i> blown up at Sheerness. (Casualties about 800.)	—	—
Nov. 26th	—	—	—	—
Nov. 27th	British War Loan of £350,000,000 over-subscribed.	—	—	—
Dec. 2nd	—	—	—	—
			Russian advance on Cracow.	De Wet captured by Union troops.

Dec. 6th	—	Lodz, the great manufacturing town in Poland, captured by the Germans.	—	—
Dec. 8th	—	British Naval victory off the Falkland Islands. Admiral Sir F. Sturdee's Squadron of Battle Cruisers intercepted and sunk four (out of the five) of Admiral Von Spee's Squadron of Cruisers, returning from their victory off Coronel. The German cruiser <i>Dresden</i> escaped.	—	Entire collapse of South African Rebellion. (See also under <i>Navy, Battle of the Falkland Islands.</i>)
Dec. 10th	—	—	Serbians defeat the Austrians.	—
Dec. 14th	—	British submarine "B.11" torpedoes Turkish battleship in the Dardanelles.	Serbians recapture their capital, Belgrade.	—
Dec. 16th	—	Bombardment of Scarborough, Whitby, and Hartlepool (England, N.E.) by German cruisers (127 civilians killed and 567 wounded).	—	—
Dec. 17th	—	Great Britain proclaims protectorate over Egypt, and new Ruler appointed with the title of Sultan.	—	Egypt proclaimed a British Protectorate. The Khedive Abbas deposed, and Prince Hussein proclaimed Sultan of Egypt.
Dec. 24th	—	—	German air raid on East Coast of England.	—
Dec. 25th	—	British Naval seaplanes raid Cuxhaven.	German air raid on Dover and Thames Valley beaten off.	—
Dec. 31st	—	(End of first year of War for Civilisation.)	—	—
1915.	1915.	—	—	1915.
Jan. 19th	—	—	Zeppelin raid on Sheringham, Cromer, Southwold, Yarmouth (England, E.); 4 civilians killed and 15 wounded.	—
Jan. 24th	—	British Naval victory off the Dogger Bank, in the North Sea. First Cruiser Squadron under Sir David Beatty, defeats German Battle-Cruiser Squadron, and sinks the <i>Blucher</i> without loss of any British ship.	—	—
Jan. 30th	—	German submarines active off Liverpool. Three merchant ships sunk.	—	—
Feb. 2nd	—	—	—	Repulse of Turkish attack on the Suez Canal.

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1915.	1915.	1915.	1915.	1915.
Feb. 18th	—	Commencement of German submarine "blockade" of Great Britain, and submarine campaign of piracy and murder. Anglo-French warships bombard fortifications of the Dardanelles.	—	—
Feb. 19th	—	—	—	—
Feb. 26th	—	—	Austrians defeated by the Russians in Galicia.	—
Mar. 1st	The British Government issues "Orders in Council" to prevent commodities of any kind from entering or leaving Germany.	—	—	—
Mar. 6th	M. Venizelos, Prime Minister of Greece, resigns office.	German submarine sunk off Dover.	—	—
Mar. 10th	—	German submarine "U.12" sunk by British warship.	British victory at Nueve Chapelle.	—
Mar. 13th	—	—	German counter-attack on Nueve Chapelle repulsed with heavy losses.	—
Mar. 14th	—	German cruiser <i>Dresden</i> , which eluded Sir Frederick Sturdee's victorious Squadron after the Battle of the Falkland Islands, on Dec. 8th, 1914, brought to action and destroyed.	—	—
Mar. 17th	—	—	Przemysl captured, and nearly the whole of Galicia conquered by the Russian Armies (120,000 Austrian prisoners).	—
Mar. 18th	—	The two British battleships, <i>Irresistible</i> and <i>Ocean</i> , and the French battleship <i>Bouvet</i> , sunk in the Dardanelles.	—	—
Mar. 24th	—	British Naval air raid on Antwerp.	—	—
Mar. 25th	—	German submarine "U.29" sunk.	—	—
Mar. 28th	—	The British steamer <i>Falaba</i> torpedoed without warning in the St. George's Channel (100 passengers and crew drowned).	Victory of the French Armies in Alsace.	—
April 9th	—	—	French victory in Lorraine, heavy German losses.	—
April 14th	—	—	N.E. Coast of England raided by Zeppelins.	—

April 15th	British Government issues statement showing total British casualties 139,347.	British submarine "E.15" lost in the Dardanelles.	
April 18th		Heavy German attacks on Ypres Salient. Canadian troops distinguished themselves.	
April 24th		Allied Forces land on the Gallipoli Peninsula under devastating fire.	
April 26th		East Coast of England raided by Zeppelins. Fires caused by incendiary bombs at Ipswich and Bury St. Edmunds.	
April 29th		Germans commence the invasion of the Russian Baltic Provinces.	
April 30th		Dunkirk bombarded by long-range (18 miles) German guns.	
May 1st		Battle of the Dunajic, in which the Russian Armies were compelled to retreat from their fortified positions in the Carpathians by the combined German and Austrian Forces.	
May 2nd			
May 4th	Italy denounced the Triple Alliance Treaty.	Two German torpedo-boats sunk by British destroyers.	
May 5th			
May 7th			Russian Armies in Galicia commenced retreat before heavily reinforced Austro-Germans.
May 8th		The Transatlantic liner <i>Lusitania</i> sunk by German submarine off Queenstown (Ireland). 1,134 passengers and crew drowned.	
May 10th			Germans occupied Irbau.
May 11th	Anti-German outbreak in London. Mob wrecks shops.		Zeppelin raid on Essex coast of England.
May 12th		H.M.S. <i>Goliath</i> sunk in the Dardanelles.	
May 15th	The Note sent by the Government of the United States of America to Germany regarding the sinking of the <i>Lusitania</i> published.		The Army of the Union of South Africa, under General Botha, occupied Windhoek, the capital of German South-West Africa (<i>q.v.</i>).
May 16th			Zeppelin raid on Kentish coast of England, several civilian casualties.

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
		1915.	1915.	1915.
May 21st	Coalition Government formed in Great Britain.	—	—	—
May 23rd	War declared by Italy against Austria.	—	—	—
May 26th	—	Loss of the British battleship <i>Trump</i> in the Dardanelles.	—	—
May 27th	—	Loss of the British battleship <i>Majestic</i> in the Dardanelles.	Zeppelin raid on Essex coast of England.	—
May 30th	—	—	Italian Armies commence the invasion of the Trentino.	—
May 31st	—	—	Zeppelin raid on suburbs of London (several civilian casualties).	—
June 3rd	—	—	Przemysl (Galicia) recaptured by Austro-Germans.	Kut-el-Amara, on the Tigris (Mesopotamia), captured by Anglo-Indian Forces.
June 4th	—	—	Zeppelin raid on East and South-East Coasts of England.	—
June 6th	—	—	Zeppelin raids on East Coast of England (24 killed and 14 wounded).	—
June 15th	—	—	Allied air raid on Karlsruhe.	—
June 22nd	—	—	Zeppelin raid on N.E. Coast of England (18 killed and 73 wounded).	—
July 11th	—	British monitors destroy German cruiser <i>Konigsberg</i> in an East African river.	Austro-German Armies recaptured Lemberg.	—
July 15th	—	Allied Naval attacks in the Dardanelles.	Heavy fighting in Gallipoli.	Conquest of German S.W. Africa by Union Army completed.
July 27th	British Government issued statement showing total British casualties 330,995.	—	—	—
Aug. 4th	—	—	Warsaw, capital of Poland, taken by Austro-German Armies.	—
Aug. 5th	—	—	Fall of Ivangorod.	—
Aug. 9th	—	British destroyer sunk by German mine.	French air raid on Saarbrüchen (Lorraine). Zeppelin raid on East Coast of England.	—
Aug. 13th	—	—	Zeppelin raid on East Coast of England (many casualties).	—
Aug. 14th	—	British transport, SS. <i>Royal Edward</i> , torpedoed by submarine in the Ægean Sea (1,000 lives lost).	—	—

Aug. 17th	—	—	—	Zeppelin raid on East Coast of England.	—
Aug. 19th	—	Liner <i>Arabic</i> sunk without warning by German submarines.	—	—	—
Aug. 20th	—	Italy declared War on Turkey.	—	—	—
Aug. 21st	—	German Naval attacks on Riga repulsed.	—	—	—
Sept. 1st	—	British submarine sunk four Turkish transports.	—	—	—
Sept. 4th]	—	British liner <i>Hesperian</i> torpedoed by German submarine.	—	—	—
Sept. 5th	—	—	—	—	—
Sept. 7th	—	—	—	Zeppelin raid on East Coast of England. Heavy civilian casualties.	—
Sept. 8th	—	—	—	Zeppelin raid on London (26 killed). Allied air raid on Ostend.	—
Sept. 21st	—	Budget introduced in the British Parliament (£1,590,000,000).	—	—	—
Sept. 22nd	—	—	—	Mobilisation of Bulgarian Army.	—
Sept. 24th	—	—	Mobilisation of Greek Navy.	Mobilisation of Greek Army.	—
Sept. 25th	—	—	—	British victory at La Bassee and Loos. French advance in Lorraine.	—
Sept. 29th	—	—	—	—	—
Oct. 4th	—	Russian Ultimatum sent to Bulgaria.	—	—	—
Oct. 5th	—	—	—	—	—
Oct. 6th	—	—	—	Allied Army lands at Salonika at the invitation of the Greek Government. Bulgarians invade Serbia.	—
Oct. 9th	—	—	—	Austro-German second invasion of Serbia commenced.	—
Oct. 13th	—	—	—	Belgrade, capital of Serbia, taken by Austro-Germans.	—
Oct. 22nd	—	—	—	Zeppelin raid on London (71 killed). Murder of Nurse Cavell by Germans.	—
Oct. 23rd	—	—	—	Fall of Uskub (Serbia).	—
Nov. 1st	—	—	—	—	—
Nov. 5th	—	—	—	German cruiser <i>Prinz Albert</i> sunk by British submarine in the Baltic.	—
	—	—	—	Kragujevatz, the Arsenal of Serbia, captured.	—
	—	—	—	Nish, the old capital of Serbia, occupied.	—

Sharp fighting on N.W. Frontier of India; 12,000 tribesmen defeated.

British victory at Kut-el-Amara. Turkish Army forced to retreat.

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1915.		1915.	1915.	1915.
Nov. 7th		German warship <i>Urdine</i> sunk by British submarine in the Baltic.		
Nov. 22nd				Battle of Ctisphon. Anglo-Indian Forces, under General Townshend, defeat the Turks. General Townshend forced to retreat from Ctisphon to Kut-el Amara.
Dec. 1st				Turks and Arabs commence the siege of Kutt.
Dec. 3rd				
Dec. 15th	Sir John French retired from the Command of the British Army in France, and was succeeded by Sir Douglas Haig.			
Dec. 19th			Withdrawal of British Forces from Anzac and Suvla Bay, Gallipoli Peninsula.	
Dec. 30th	(End of Second Year of War for Civilisation.)	Destruction by internal explosion of the British cruiser <i>Natal</i> .		
1916.		1916.	1916.	1916.
Jan. 8th			Gallipoli Peninsula finally evacuated by Allied Armies.	
Jan. 9th	British Government issues statement showing total British casualties: — 127,138 killed, 353,283 wounded, 68,646 missing.	British battleship <i>King Edward VII</i> sunk by a mine.		
Jan. 13th			Fall of Cettinje, capital of Montenegro.	
Jan. 17th			Russian Army under Grand Duke Nicholas, defeats the Turks in the Caucasus.	
Jan. 23rd			Air raid on Kentish coast of England.	
Jan. 28th			Occupation of San Giovanni di Medeci (Albania) by the Austrians.	
Jan. 31st			Zeppelin raid on East Coast of England (184 casualties).	
Feb. 1st				
				British steamer <i>Appam</i> captured by German raider <i>Moewe</i> , and taken, as a prize, to Norfolk, U.S.A. Released later by U.S. Courts.

Feb. 14th	H.M.S. <i>Arctusa</i> sunk by mine in North Sea.		
Feb. 16th		Russians capture Turkish fortress of Erzerum, and complete conquest of Armenia.	
Feb. 18th			German West African Colony of Kamerun taken by Anglo-French Forces.
Feb. 20th		German aeroplanes raid East Coast of England.	
Feb. 21st		Battle of Verdun commenced.	
Mar. 1st		German aeroplanes raid S.E. Coast of England.	
Mar. 5th		Zeppelin raid on East Coast of England (70 casualties).	
Mar. 8th			Anglo-Indian Forces endeavouring to release Kut-el-Amara (Mesopotamia) repulsed at Es-simm.
Mar. 10th	Germany declared War on England's oldest Ally, Portugal.		
Mar. 19th		German aeroplane raid on S.E. Coast of England (40 casualties).	
Mar. 22nd		Extension of the British Front in France; Souchez-Arras section taken over from the French.	
Mar. 31st		Zeppelin raid on E. and N.E. Coasts of England (121 casualties).	
April 1st		Zeppelin raid on Thames Valley and N.E. Coasts of England (122 casualties).	
April 2nd		Zeppelin raid on S.E. Scotland (38 casualties).	
April 4th		Zeppelin raid on E. Coast of England.	
April 5th		Zeppelin raid on N.E. Coast of England (10 casualties).	
April 9th			Anglo-Indian Force repulsed at Sanna-a-Yat, on the Tigris (Mesopotamia).
April 14th		Allied Navies carry out successful air raid on Constantinople.	
April 17th			Russians capture Trebizond.
April 23rd	United States Note dispatched to Germany threatening to break off diplomatic relations unless Germany modifies submarine warfare, paying regard to International Law.		

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1916.		1916.	1916.	1916.
April 24th	Irish Sinn Fein revolt commenced.	—	Sinn Fein Revolt breaks out in Ireland. Troops dispatched to Dublin.	—
April 25th	—	Bombardment of Lowestoft by German warships (23 casualties).	—	—
April 27th	—	H.M.S. <i>Russell</i> sunk by mine. British submarine "E.22" sunk in North Sea. German submarine sunk in North Sea.	—	—
April 29th	—	—	—	Surrender of General Townshend and Anglo-Indian Force of nearly 9,000 men at Kut (Mesopotamia) after siege of 143 days.
May 2nd	—	—	Zeppelin raids on N.E. Coast of England, and on Scottish East Coast (39 casualties).	—
May 3rd	Conscription Bill introduced in the British Parliament.	—	—	—
May 4th	German Reply sent to President Wilson, agreeing conditionally to modify methods of submarine warfare.	Allied Navies destroy two Zeppelins by gunfire.	—	—
May 14th	—	—	—	—
May 20th	—	—	Italian Armies driven back by strong German-Austrian offensive in the Trentino.	—
May 24th	Compulsory Military Service Bill becomes law in Great Britain.	—	Grand Assault by 100,000 German troops on the Mort Homme, Verdun. German aeroplane raid on S.E. Coast of England.	—
May 29th	—	—	Italians retreated in the Trentino. Asiago Plateau captured by Austro-Germans.	—
May 30th	—	—	French repulse massed German attack on the Mort Homme.	—
May 31st	—	British Naval Victory at the Battle of Jutland Bank. Heavy losses on both sides. German Fleet driven back behind coast fortifications with loss of many ships.	—	—
June 2nd	—	—	Heavy German attack on the British at Ypres.	—

June 4th			Strong Russian Offensive in Volhynia and Bukovina opens with victory for General Brusiloff.
June 5th		H.M.S. <i>Hampshire</i> sunk with Lord Kitchener and Staff, off the Orkney Islands.	
June 12th			Italian Armies regain the Offensive in the Trentino.
June 13th			Canadian troops fight brilliant action at Ypres.
June 17th			Russians take Czernovitz, in the Bukovina, and capture many thousand Germans.
June 21st			
July 1st			Battle of Somme. Franco-British Armies commence the Great Offensive.
July 2nd			British capture Fricourt and the French take Curfu and Herbécourt (10,000 German prisoners).
July 9th		German mercantile submarine <i>Deutschland</i> arrives at Baltimore, U.S.A.	
July 14th	Economic Conference by the Allies in Paris.		British Armies break through the German second line of defence on the Somme.
July 15th			German third line penetrated by the British.
July 19th			Heavy German counter-attacks on new British Somme Front repulsed.
July 23rd		Naval engagement off Zeebrugge. German Squadron driven back into harbour by British light cruisers.	
July 25th			Russians capture Erzincjan.
July 28th			Brody falls to the Russians.
Aug. 4th			Italian Armies commence strong offensive against Trieste.
Aug. 6th			Italian victory at Gorizia (13,000 Austrian prisoners). Zeppelin raids on E. and N.E. coasts of England (26 casualties).
Aug. 9th			British repulse Turkish attack on Romanj, near the Suez Canal.

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1916.		1916.	1916.	1916.
Aug. 10th	—	—	Russians capture Stanislaun.	—
Aug. 24th	—	—	Zeppelin raid on E. and S.E. Coasts of England (49 casualties).	—
Aug. 27th	War declared by Roumania on Austria-Hungary; and Italy declared War on Germany.	—	—	—
Aug. 28th	Germany declared War on Roumania.	—	—	—
Aug. 29th	—	—	Hindenburg succeeds Falkenhayn as Chief of the German General Staff.	—
Aug. 30th	War declared by Turkey on Roumania. Revolt in Greece.	—	—	—
Sept. 2nd	—	—	Commencement of the Bulgarian offensive in the Dobrudja. Zeppelin raid on England, E. and S.E. (16 casualties).	—
Sept. 4th	—	—	—	Dar-es-Salaam, capital of German E. Africa, taken by British Forces.
Sept. 10th	—	—	Heavy fighting in the Dobrudja (Roumania).	—
Sept. 12th	Revolt in the Greek Army.	—	Fourth Greek Army Corps voluntarily capitulates to Germans at Kavala.	—
Sept. 15th	—	—	Tanks first used on the Somme Front. Third German line of defence again broken by British.	—
Sept. 18th	—	—	French and Russians capture Florina.	—
Sept. 24th	—	—	Zeppelin raid on London (170 casualties).	—
Sept. 26th	Revolution in Greece. M. Venizelos forms National Government at Salonika (Sept. 29th), and enlists troops to fight Bulgarians.	—	Anglo-French Forces capture Thiepval and Combles. Zeppelin raid on England (74 casualties).	—
Oct. 1st	—	—	Zeppelin raid on E. Coast of England.	—
Oct. 4th	—	—	—	—
Oct. 8th	—	—	—	—

British and French transports torpedoed in the Mediterranean (862 lives lost).
 German submarine off coast of U.S.A., and sinks six steamers.

Oct. 11th	—	—	—	—
Oct. 13th	—	—	—	—
Oct. 22nd	—	—	—	—
Oct. 24th	—	—	—	—
Oct. 26th	—	—	—	—
Nov. 5th	—	—	—	—
Nov. 6th	—	—	—	—
Nov. 13th	—	—	—	—
Nov. 18th	—	—	—	—
Nov. 21st	—	—	—	—
Nov. 22nd	—	—	—	—
Nov. 23rd	—	—	—	—
Nov. 24th	—	—	—	—
Nov. 27th	—	—	—	—
Nov. 28th	—	—	—	—
Nov. 29th	—	—	—	—
Dec. 5th	—	—	—	—
Dec. 6th	—	—	—	—
Dec. 8th	—	—	—	—
Oct. 11th	—	—	—	—
Oct. 13th	—	—	—	—
Oct. 22nd	—	—	—	—
Oct. 24th	—	—	—	—
Oct. 26th	—	—	—	—
Nov. 5th	—	—	—	—
Nov. 6th	—	—	—	—
Nov. 13th	—	—	—	—
Nov. 18th	—	—	—	—
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Nov. 23rd	—	—	—	—
Nov. 24th	—	—	—	—
Nov. 27th	—	—	—	—
Nov. 28th	—	—	—	—
Nov. 29th	—	—	—	—
Dec. 5th	—	—	—	—
Dec. 6th	—	—	—	—
Dec. 8th	—	—	—	—
Oct. 11th	—	—	—	—
Oct. 13th	—	—	—	—
Oct. 22nd	—	—	—	—
Oct. 24th	—	—	—	—
Oct. 26th	—	—	—	—
Nov. 5th	—	—	—	—
Nov. 6th	—	—	—	—
Nov. 13th	—	—	—	—
Nov. 18th	—	—	—	—
Nov. 21st	—	—	—	—
Nov. 22nd	—	—	—	—
Nov. 23rd	—	—	—	—
Nov. 24th	—	—	—	—
Nov. 27th	—	—	—	—
Nov. 28th	—	—	—	—
Nov. 29th	—	—	—	—
Dec. 5th	—	—	—	—
Dec. 6th	—	—	—	—
Dec. 8th	—	—	—	—
Oct. 11th	—	—	—	—
Oct. 13th	—	—	—	—
Oct. 22nd	—	—	—	—
Oct. 24th	—	—	—	—
Oct. 26th	—	—	—	—
Nov. 5th	—	—	—	—
Nov. 6th	—	—	—	—
Nov. 13th	—	—	—	—
Nov. 18th	—	—	—	—
Nov. 21st	—	—	—	—
Nov. 22nd	—	—	—	—
Nov. 23rd	—	—	—	—
Nov. 24th	—	—	—	—
Nov. 27th	—	—	—	—
Nov. 28th	—	—	—	—
Nov. 29th	—	—	—	—
Dec. 5th	—	—	—	—
Dec. 6th	—	—	—	—
Dec. 8th	—	—	—	—

Greek Navy handed over to the Allies.

The passes into Roumania forced by Austro-German Army. Constanza taken by Germans, Austrians and Bulgarians. French victory at Verdun. Recapture of Duoumont, Thiaumont, and Houdraumont.

Germans commence Belgian deportations, or removal of population for slave-labour in Germany and Austria-Hungary publicly proclaim the formation of an independent Kingdom of Poland.

SS. *Arabic* torpedoed in Mediterranean.

British victory on the Ancre. St. Pierre Division and Beaumont Hamel captured. Monastir captured by Franco-British Army under General Serrail.

Death of the Emperor of Austria. British Hospital Ship *Britannic* torpedoed in Greek waters by German submarine.

Enemy Envoys compelled by Allied Powers to leave Athens.

German destroyers raid the English Channel. British destroyer lost.

British Hospital Ship *Braemar Castle* torpedoed by German submarine.

Zeppelin raid on N.E. Coast of England. German aeroplanes raid London.

The Command of the British Grand Fleet passes from Sir John Jellicoe, who became First Sea Lord of the Admiralty, to Sir David Beatty.

Resignation of British Prime Minister (Mr. Asquith). Mr. David Lloyd George becomes Prime Minister of the U.K. Owing to Greek Government's refusal of Allies' demands, and Anglo-French troops being fired on in Athens, a Naval blockade of Greek coast is commenced.

Germans capture Bucharest, capital of Roumania.

Allied Squadrons blockade Greek coast.

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1916. Dec. 15th	1916. —	1916. —	1916. French victory at Verdun. German front line broken, and several thousand prisoners taken.	1916. —
Dec. 19th	Allied Powers recognise the Government formed by M. Venizelos (Greece).	—	—	—
Dec. 20th	President Wilson publishes Peace Note.	—	—	—
Dec. 21st	—	—	—	British occupy El Arish, in the Sinai Peninsula. (Egypt-Palestine.)
Dec. 26th	—	—	British Army takes over a further section of the Allied Western Front.	—
Dec. 30th	Rejection by Allies of insincere Peace proposals by Germany. (End of Third Year of Great European War.)	—	—	—
1917. Jan. 1st	1917. Turkey denounced Treaty of Berlin, and declares herself free of the restrictions imposed by the Capitulation. (See under <i>Egypt, History</i> .)	1917. British transport <i>Ivernia</i> sunk by German submarine (152 lives lost).	1917. —	1917. —
Jan. 5th	—	—	Germans take Braila.	—
Jan. 7th	—	—	Russian advance near Riga.	—
Jan. 9th	—	H.M.S. <i>Cornwallis</i> torpedoed and sunk.	—	—
Jan. 11th	Allied Powers reply stating terms of Peace, to U.S.A. Note.	—	—	British advance near El Arish (Sinai Peninsula), and also in Mesopotamia.
Jan. 19th	Serious explosion in a London munition factory.	—	—	—
Jan. 27th	—	Naval action in North Sea. German destroyer sunk, and one British destroyer torpedoed.	—	—
Jan. 28th	—	Suffolk coast of England shelled by German warships. British auxiliary warship <i>Laurentic</i> sunk.	—	—

Feb. 1st	Germany announced the opening of "Unrestricted Submarine Warfare," and the sinking of all vessels in the war zones on sight, enemy and neutral alike.		
Feb. 3rd	The United States of America broke off diplomatic relations with Germany.		
Feb. 13th	Norway, Sweden, and Denmark refuse to recognise the legality of Germany's new submarine policy.		
Feb. 18th		Italian and French Armies effect a junction in Southern Albania and cut off Greece from the Central Powers.	
Feb. 24th			Kut-el-Amara (Mesopotamia) recaptured by the Anglo-Indian Forces.
Feb. 25th	German destroyer shells Broadstairs and Margate (England). German submarine sinks SS. <i>Taconia</i> .	Commencement of the German retreat on the Ancre. Serre, Pye, Miraumont and Warincourt taken by the British.	
Mar. 8th		French victory in Champagne.	
Mar. 9th	Government of the United States authorises the arming of American vessels against hostile submarines.		
Mar. 11th			Bagdad, the capital of Mesopotamia, falls to the victorious Anglo-Indian Army.
Mar. 12th	Commencement of the Russian Revolution. Formation of the Provisional Government.		
Mar. 14th	China breaks off diplomatic relations with Germany.		
Mar. 15th	The Czar, Nicholas II of Russia, abdicates.		
Mar. 17th		Severe German defeat on the Western Front. British capture Bapaune, and the French take Lasseigny and Rouge.	
Mar. 18th		British capture Peronne.	
Mar. 19th		German destroyers shell Rams-gate. French battleship <i>Anton</i> torpedoed.	
Mar. 21st	British Imperial War Conference meets (in London) for the first time. All Dominions and Colonies (except Australia) were represented.		
Mar. 27th			British victory in Palestine.

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1917.		1917.	1917.	1917.
Mar. 30th	—	SS. <i>Gloucester Castle</i> , a British Hospital Ship, sunk by German submarine.	—	—
Mar. 31st	Emperor Charles of Austria writes to Prince Sixte of Bourbon-Parma undertaking to support Parma by every means the <i>just claims</i> of the French regarding Alsace-Lorraine.	—	—	—
April 5th	War declared by the United States of America against the German Empire.	—	—	—
April 7th	Cuba declares War against Germany.	—	—	—
April 8th	Austria-Hungary severs diplomatic relations with the United States. Republic of Panama declares War on Germany.	—	—	—
April 9th	The U.S.A. takes over Austrian vessels interned in her harbours. Brazil breaks off diplomatic relations with Germany.	—	Battle of Arras commences with the capture by the British of the Vimy Ridge and 6,000 prisoners.	—
April 10th	Bulgaria severs diplomatic relations with the United States.	British Hospital Ship <i>Galta</i> mined.	—	—
April 16th	—	—	French victory in Champagne.	—
April 17th	—	Two British Hospital Ships sunk by German submarines.	—	—
April 20th	—	Destroyer action in the Straits of Dover. H.M.S. <i>Swift</i> and H.M.S. <i>Brook</i> engage six German destroyers and sink two of them.	—	—
April 21st	Diplomatic relations between Turkey and the United States broken off.	—	—	—
April 23rd	—	—	—	—
April 26th	—	German destroyers shell Rams-gate (England).	—	—
April 28th	Bill passed by United States Congress authorising the raising of an Army of 500,000.	—	—	—
May 5th	—	—	Chemain des Dames stormed by French.	—
				Samorra Station, north of Bagdad (Mesopotamia), occupied by the Anglo-Indian Forces.

May 7th			N.E. London raided by German aeroplanes.	
May 14th		British warships destroy Zeppelin in the North Sea.		
May 15th		Austrian destroyers surprise and sink 14 British Naval Patrol drifters in the Adriatic.	Italian advance near Garzia. General Petain assumes command of French Army.	
May 23rd			Zeppelins raid East Coast of England. Italian victory on the Southern Carso.	
May 25th			Folkestone, S.E. England, raided by German aeroplanes (197 casualties).	
May 26th		British Hospital Ship <i>Dover Casile</i> torpedoed and sunk by German submarine.		
May 31st		For the first time since 1914, the Austrian Parliament was summoned.		
June 1st		British Naval aeroplanes raid Ostend, Zeebrugge and Bruges (occupied Belgium). British transport <i>Cameronian</i> torpedoed.		
June 4th			General Brussiloff became C-in-C. of the Russian Army.	
June 5th		British Squadron intercepts and defeats flotilla of German destroyers in North Sea. One German destroyer sunk.	German aeroplane raid on Thames Estuary (47 casualties). Eight German machines brought down.	
June 7th			British troops storm the Messines Ridge, after position had been destroyed by a number of the largest mines used in warfare.	
June 12th		Abdication of the King of Greece. Landing of Franco-British force at Athens. The ex-King's second son, Alexander, mounts the Throne.	Franco-British troops land at Athens.	
June 13th			Great German aeroplane raid on London in the daylight (594 casualties).	
June 14th		British warships destroy Zeppelin in the North Sea.	Zeppelins raid East Coast of England; one Zeppelin destroyed.	
June 16th			Portuguese troops take their allotted place on the Allied Western Front.	
June 17th			Arrival in France of the First American Contingent.	
June 26th				
June 27th				

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1917. June 29th	1917. —	1917. —	1917. Heavy German attacks at four points on the Western Front.	1917. Command of the British Forces in Palestine taken over by General (Lord) Allenby.
June 30th	—	—	British advance near Lens.	—
July 2nd	British and German Conference at the Hague on Prisoners of War terminates.	—	—	—
July 4th	—	—	German aeroplanes raid Harwich (England, E.), and British machines raid German aerodrome in Belgium.	—
July 6th	—	British destroyer torpedoed in the North Sea.	—	Conscription is made law in the Dominion of Canada.
July 7th	—	—	German air raid on London during daylight, seven machines destroyed (250 casualties).	—
July 9th	—	British battleship <i>Vanguard</i> sunk by internal explosion (700 lives lost).	—	—
July 10th	—	—	Russians take Halicz, Galicia.	—
July 14th	The German Imperial Chancellor, Herr Von Bethmann Hollwig, is succeeded in office by Dr. Georg. Michaelis.	—	—	—
July 17th	British Royal Family adopts the name of " Windsor."	—	—	—
July 19th	German Reichstag passes resolution favouring a peace by understanding, without indemnities or annexations.	—	—	—
July 20th	Mutiny breaks out in Russian Army.	—	German attacks on British Front, south of Lombartzyd, repulsed.	—
July 21st	Russian Northern Army mutinies.	—	Retreat on a wide front of the Russian Army.	—
July 22nd	M. Kerensky became Premier of a Republican Russia.	—	Russian Northern Front paralysed by mutiny. Germans advance, capturing Tarnapol.	—
July 23rd	—	—	German aeroplanes raid Harwich (England, E.); two machines destroyed (40 casualties).	—
July 25th	Allied Balkan Conference meets in Paris.	—	Mutiny in Russian Army spreads to Galicia. Retreat on 150-mile front commences. Halicz recaptured by the enemy.	—

July 26th		Capture of Kolomea by Austro-Germans. Germans fail in attempt to take Chemin des Dames by storm.
July 29th	German bases in Belgium bombed by British Naval aeroplanes.	
July 30th	British cruiser <i>Ariadne</i> torpedoed and sunk.	
July 31st		Great battle on British Front in France commenced; Lys Valley to Boesingha, Yser crossed by British troops.
Aug. 1st		German counter-attacks on Ypres Front repulsed with heavy loss.
Aug. 3rd		Czernowitz taken by Austro-Germans.
Aug. 11th	Roumanian Royal Family leaves Bucharest, the capital, for Jassy.	
Aug. 12th		German aeroplanes raid East Coast of England (76 casualties). Two machines destroyed.
Aug. 13th		British destroyer mined in North Sea.
Aug. 14th	The Pope issues proposals for Peace.	Allies commence combined attack on Western Front. Langemark recaptured.
Aug. 19th		Italian victory in the Trentino.
Aug. 22nd		Zeppelin raid on mouth of River Humber, England, E., and German aeroplanes raid Dover, Ramsgate, and Margate, England, S.E. (37 casualties). Eight hostile machines destroyed.
Aug. 24th		Italian advance continued. Capture of Monte Santo.
Aug. 29th	Reply sent by the President of the United States to Peace proposals of the Pope.	
Sept. 1st		British warships destroy four German minesweepers off Jutland Bank.
Sept. 3rd		British Naval air raid on Bruges.
Sept. 4th		
Sept. 5th		Germans take Riga. Raid by German aeroplanes on Kent, England, S.E. (228 casualties). London and S.E. England raided by 20 German aeroplanes (26 casualties).
Sept. 8th	Count Luxburg's suggestions for sinking Allied ships without a trace published.	

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1917.	1917.	1917.	1917.	1917.
Sept. 10th	—	—	Advance by the British Armies near St. Quentin.	—
Sept. 13th	—	British Naval air raid on German aerodrome at Zeebrugge.	Strong British attack near Ypres, Glencose and Inverness Woods, as well as the villages of Veldhoek and Zevenkote, captured.	—
Sept. 15th	Proclamation of the Russian Republic.	—	London and S.E. England raided by German aeroplanes (91 casualties).	—
Sept. 20th	—	—	Simultaneous raids on London and on the East Coast of England by Zeppelins and aeroplanes (32 casualties).	—
Sept. 24th	—	—	Continuance of British advance near Ypres. Zonnebeke and Polygon Woods, and Tower Hamlets Ridge stormed.	—
Sept. 25th	—	—	Aeroplanes raid London and S.E. England. No casualties.	—
Sept. 26th	—	—	Two hostile machines destroyed.	—
Sept. 28th	—	—	London and S.E. England raided by German aeroplanes (101 casualties).	Anglo-Indian Force routs the Turks at Ramadie, on the Euphrates (Mesopotamia).
Sept. 29th	—	—	London and S.E. England again raided by aeroplanes (52 casualties). One hostile machine destroyed.	—
Sept. 30th	—	—	The third successive night raid on London and S.E. Coast (52 casualties).	—
*Oct. 1st	—	—	Allied advance in Flanders.	—
Oct. 2nd	—	H.M.S. <i>Drake</i> torpedoed in the Atlantic.	The island of Oesel, Gulf of Riga, occupied by the Germans.	—
Oct. 9th	—	—	—	—
Oct. 12th	—	—	—	—
Oct. 16th	Bill authorising formation of British Air Ministry introduced in House of Commons.	—	—	—
Oct. 17th	—	British North Sea convoy of two destroyers and nine neutral ships sunk by German cruisers.	—	—

Oct. 19th		Zeppelins raiding British coast caught in a storm, and four destroyed in France.	
Oct. 22nd		Allied advance near Poelcapelle.	
Oct. 23rd		French advance on the Aisne.	
Oct. 24th		Italian Armies defeated and driven back by the Austro-Germans at Caporetto (100,000 men and 720 guns lost).	
Oct. 28th	Signor Orlando forms new Italian Government.	Gorizia taken by the Austro-Germans. (Udine the following day.)	
Oct. 30th	German Imperial Chancellorship passes from Dr. Michaelis to Count Hertling.		
Oct. 31st		German aeroplanes raid London (32 casualties). Italians retreat to Tagliamento.	Beersheba, Palestine, captured by British Army.
Nov. 1st		French advance in the region of the Chemin des Dames.	
Nov. 2nd		British light cruisers sink German auxiliary cruiser and ten patrol vessels in the Cattegat.	
Nov. 3rd			
Nov. 4th		Arrival of French troops in Italy.	
Nov. 5th		The Armies of the United States sustain their first casualties.	Anglo-Indian Force defeats the Turks at Tekrit (Mesopotamia).
Nov. 6th		Arrival of British troops in Italy.	
Nov. 7th		Canadian troops storm the Passchendale Ridge.	Gaza, Palestine, occupied by the British Army under General (Lord) Allenby.
Nov. 8th	Bolsheviks, under Lenin, seize power in Russia.		
Nov. 9th	Allied Supreme War Council formed at Versailles.		
Nov. 14th		Italian Armies reach the line of the Piave.	Retreat of the Turks from Ascalon.
Nov. 16th	M. Clemenceau forms new French Ministry.	Pierce Italian defence of the Piave.	
Nov. 17th		German patrol boat sunk by British light cruisers.	Jaffa, Palestine, occupied by the British
Nov. 18th			Death of General Sir Stanley Maude in Mesopotamia.
Nov. 20th		British victory at Cambrai.	

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1917.	1917.	1917.	1917.	1917.
Nov. 24th	—	—	German counter-attacks at Cambrai force back the British.	The command of the Anglo-Indian Army in Mesopotamia taken over by General Marshall.
Dec. 1st	—	—	—	British East African and Union Forces conquer German East Africa.
Dec. 6th	—	—	Armistice agreed to on Russian Front. German aeroplanes raid London (136 casualties). Two hostile machines destroyed.	—
Dec. 9th	—	—	—	Jerusalem, capital of Palestine, taken by the British Forces.
Dec. 18th	—	—	Austro - Germans take Asalone (Mt.), on the Italian Front. German aeroplanes raid London (100 casualties). Two hostile machines destroyed.	—
Dec. 19th	Recognition of the Ukrainian Republic demanded from the Bolsheviks.	—	—	—
Dec. 22nd	The Peace Conference at Brest-Litovsk (the Central Powers and Russia) opens.	—	—	—
Dec. 26th	Sir Rosslyn Wemyss succeeds Sir John Jellicoe as First Sea Lord of the British Admiralty.	—	German attacks near Verdun repulsed.	—
1918.	1918.	1918.	1918.	1918.
Jan. 4th	—	British Hospital Ship <i>Rewa</i> sunk in Bristol Channel by German submarine.	—	—
Jan. 14th	Great Strike in Austria.	German destroyers bombard Yarmouth, England, E. (12 casualties).	Italian advance.	—
Jan. 20th	—	German warships <i>Goeben</i> and <i>Breslau</i> attempt to leave the Dardanelles, but are intercepted by Allied warships off Imbros, and the <i>Breslau</i> sunk and the <i>Goeben</i> severely damaged. Two German destroyers mined in the North Sea.	—	—
Jan. 26th	—	—	—	British line on the Western Front extended south of St. Quentin.
Jan. 28th	—	—	—	London raided from the air (233 casualties). One hostile machine destroyed.

Jan. 29th	—	—	—	Italian advance. Air raid on Kent and Essex (21 casualties).	—
Jan. 30th	Strikes in Germany.	—	—	Big air raid on Paris. One hostile machine destroyed.	—
Feb. 1st	Recognition of Ukrainian Republic by Central Powers.	—	—	—	—
Feb. 5th	—	—	American transport <i>Lusitania</i> torpedoed by German submarine.	—	—
Feb. 6th	Germany demands the commencement of Peace negotiations by Roumania at Brest-Litovsk.	—	—	—	—
Feb. 9th	Brest-Litovsk Treaty with Ukraine signed.	—	—	—	—
Feb. 10th	Formal announcement by Russia that she is out of the War.	—	—	—	—
Feb. 12th	—	—	—	Offenburg bombed by British aeroplanes.	—
Feb. 15th	—	—	A British armed trawler and ten drifters sunk by German destroyer flotilla in the Straits of Dover.	German aeroplanes raid London (18 casualties).	—
Feb. 16th	—	—	—	General Sir William Robertson, Chief of the British Imperial General Staff, succeeded by General Sir H. Wilson. Air raid on London (53 casualties).	—
Feb. 18th	Hostilities against Russia recommenced by Germany.	—	—	German Armies advance into Central Russia.	—
Feb. 21st	—	—	—	—	British capture Jericho (Palestine).
Feb. 24th	—	—	—	Turks retake Trebizond. Bolsheviks accede to German demands.	—
Feb. 25th	—	—	—	Germans retake Reval.	—
Feb. 26th	—	—	British Hospital Ship <i>Glenart Castle</i> torpedoed.	—	—
Mar. 1st	—	—	British warships sink a German destroyer and two minesweepers off the Dutch coast.	—	—
Mar. 3rd	The Second Peace Treaty of Brest-Litovsk signed by the Bolsheviks on one side, and the Central Powers on the other.	—	—	—	—
Mar. 4th	Roumania compelled to accept a Peace dictated by the Central Powers.	—	—	—	—
Mar. 5th	—	—	—	Germans land in the Aaland Islands.	—
Mar. 7th	Finland signs Peace Treaty with Central Powers.	—	—	London raided from the air (62 casualties).	—

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1918.		1918.	1918.	1918.
Mar. 8th	—	—	Big air raid on Paris. One hostile machine destroyed.	—
Mar. 9th	—	—	British aeroplanes bomb Mainz.	Anglo-Indian Forces occupy Hit on the Euphrates (Mesopotamia).
Mar. 10th	—	—	Stuttgart bombed by British aeroplanes.	—
Mar. 11th	—	—	Erzerum recaptured by the Turks.	—
Mar. 13th	—	—	Air raid on Paris. Allied air raid on Zeebrugge.	—
Mar. 14th	Soviet Congress met at Moscow to ratify Brest-Litovsk Treaty.	—	Odessa occupied by German troops. Zeppelins raid N.E. England (47 casualties).	—
Mar. 16th	—	—	Commencement of series of British air raids on German towns.	—
Mar. 19th	Protest by the Allied Powers against Brest-Litovsk Treaty.	—	—	—
Mar. 20th	Prince Lichnowsky's Memorandum, showing Germany's responsibility for the World War, published. Also Dr. Muhlon's revelations.	—	—	—
Mar. 21st	—	—	Allied line in France forced back by fierce German offensive.	—
Mar. 24th	—	—	Germans recapture Bapaume, Peronne and Noyon.	—
Mar. 25th	—	—	German long-range guns bombard Paris.	—
April 3rd	—	German Naval Force lands in Finland.	—	—
April 4th	—	—	Allied line in France continued its retrograde movement. Germans take Morisel, near Amiens	—
April 5th	—	—	—	Landing of British and Japanese at Vladivostock.
April 8th	—	—	Charkov occupied by the Germans.	—
April 11th	—	—	Germans retake Ploegsteert and Armentières.	—
April 12th	—	—	Germans recapture Messines. English Midlands and Eastern Counties raided by German aeroplanes (28 casualties).	—

April 14th	—	—	The Supreme Command of the Allied Armies in France taken over by Marshal Foch. Evacuation of Neuve Eglise by the British.	—
April 15th	—	—	Bailleul captured by the Germans.	—
April 16th	—	—	Germans take Wytschacte.	—
April 18th	—	—	German attack on Givenchy repulsed with heavy losses.	—
April 22nd	—	—	British Naval raid on Zeebrugge and Ostend. Entrances to Bruges Canal and Ostend harbour blocked by the sinking of concrete-filled ships.	—
April 23rd	—	—	Sharp German repulse at Bailleul.	—
April 24th	—	—	German advance at Ypres.	—
April 26th	—	—	Kemmel Hill stormed by the Germans.	—
April 27th	—	—	Occupation of Kars by the Turks.	Anglo-Indian Forces in Mesopotamia take Kifri, north of Bagdad.
April 30th	—	—	Viborg taken by the Germans.	—
May 1st	—	—	Sevastopol taken by the Germans.	—
May 2nd	—	—	British Naval air raid on the docks and submarine base at Zeebrugge.	—
May 5th	—	—	Brilliant assault by Australian troops on the Somme Front.	—
May 9th	—	—	Second British Naval raid on Ostend. <i>Vindictive</i> sunk as concrete-blockship.	Kerkuk, 111 miles S.E. of Mosul, occupied by Anglo-Indian Army in Mesopotamia.
May 11th	—	—	British submarine sinks German submarine in the Atlantic.	—
May 18th	—	—	Cologne raided by British aeroplanes. Two hostile machines destroyed.	—
May 19th	—	—	London raid by 30 German aeroplanes (226 casualties). Five hostile machines destroyed.	—
May 20th	—	—	Metz and Coblenz raided by British aeroplanes.	—
May 22nd	—	—	Big German aid raid on Paris.	—
May 27th	—	—	German offensive in France resumed. Allies forced back.	—

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra-European.
1918.	1918.	1918.	1918.	1918.
May 28th	—	—	Couay taken by the Germans.	—
May 29th	—	—	Allied retreat continues. Soissons captured by the Germans.	—
June 1st	—	—	Germans 40 miles from Paris. Long-range guns bombard Paris.	—
June 4th	—	—	Allied counter-attacks cause German advance to slacken.	—
June 15th	—	—	Commencement of the Austrian offensive against Italy. The line of the Piave broken.	—
June 19th	—	British Squadron operates in the Helgoland Bight.	Battle in the Piave sways backwards and forwards.	—
June 20th	—	—	Italian victory on the Piave. Austrians forced to retreat.	—
June 27th	—	British Hospital Ship <i>Llandovey Castle</i> sunk by German submarine in Irish Sea.	—	—
July 1st	—	U.S. Transport <i>Corrington</i> sunk by German submarine.	American success at Vaux.	—
July 3rd	—	—	Fierce fighting by the Australians and Americans south of the Somme.	—
July 7th	—	—	Italian victory, advance along the whole Piave Front.	—
July 9th	—	Kuhlmann is succeeded by Admiral Von Hintze as German Foreign Minister.	—	—
July 13th	—	—	Officially reported that a landing had been made by Allied troops on the Murman coast of Russia.	—
July 15th	—	—	Germans begin a fresh offensive on a 55-mile front around Rheims.	—
July 18th	—	—	Great counter-attack by the French results in an advance on a wide front.	—
July 19th	—	British Squadrons sweep northern section of the North Sea.	British advance in Ypres sector. Meteren captured.	—
July 22nd	—	—	British advance at Marfaux, and French success at Montdidier.	—
Aug. 3rd	—	—	Allied Forces landed at Archangel.	—

Aug. 8th	—	British victory. German lines broken between Albert North and Montdidier. Big captures of men and guns. Advance continues.	—
Aug. 10th	—	Montdidier taken by Anglo-French armies.	—
Aug. 13th	—	French victory on the Lassigny tableland.	—
Aug. 15th	—	British cross the Ancre. Air raid on Paris.	—
Aug. 20th	—	Big French advance south of the Oise.	—
Aug. 22nd	—	Albert stormed by the British. Fresh advance at several points	—
Aug. 23rd	—	Allied advance continues. Bray taken by the British.	—
Aug. 24th	—	Thiepval Ridge stormed.	—
Aug. 27th	—	Monchy and Delville Wood captured by the British, and Roye by the French.	—
Aug. 29th	—	Fall of Bapaume to British arms, and Noyon to the French.	—
Aug. 30th	—	Bailleul again in British hands.	—
Sept. 1st	—	Australians storm Peronne.	—
Sept. 2nd	—	Canadian and Imperial Forces break through the "Hindenburg Switch Line."	—
Sept. 3rd	—	German armies routed. French threaten the flank of the Crown Prince's Army.	—
Sept. 9th	—	Great Anglo-French victory. Germans in full retreat.	—
Sept. 10th	—	Allied advance to the old Hindenburg line (Cambrai-Soissons).	—
Sept. 13th	—	Big American victory in St. Michel salient. Armies of the United States advance to within 10 miles of Metz.	—
Sept. 16th	—	Allied Army from Salonika breaks the Bulgarian Front, and captures thousands of prisoners and many guns.	—
Sept. 19th	—	—	British Army in Palestine breaks the Turkish Front and enters Nazareth.
Sept. 20th	—	Serbian victory in the Balkans. First Bulgarian Army routed.	—

Date.	Political, Diplomatic and General.	Sea Warfare.	Land Warfare.	Extra European.
1918. Sept. 22nd	1918. —	1918. —	1918. —	1918. Two Turkish Armies routed by the British in Palestine. (Capture of 25,000 prisoners and 250 guns.)
Sept. 26th	—	—	—	—
Sept. 28th	—	—	—	—
Sept. 29th	Unconditional surrender of Bulgaria.	—	—	—
Sept. 30th	—	—	—	—
Oct. 4th	German Note asking for Armistice and Peace received by President Wilson.	—	—	—
Oct. 10th	—	—	—	—
Oct. 12th	Armistice again asked for by the Germans.	—	—	—
Oct. 14th	—	—	—	—
Oct. 16th	Reply sent by President Wilson to German request for Armistice.	—	—	—
Oct. 17th	—	—	—	—
Oct. 19th	—	—	—	—
Oct. 20th	Second German Note sent to President Wilson.	—	—	—
Oct. 23rd	—	—	—	—
Oct. 28th	Austria-Hungary asks for separate Peace.	—	—	—

Franco-American advance on the Champagne-Meuse Front. British and Belgian Armies begin strong offensive in Flanders. Bulgarians ask for Armistice. Unconditional surrender of Bulgaria.

Great Allied victory on 105-mile Front in France. Advance continues for some days. French capture St. Quentin. British take Ramecourt and La Catelet. Total captures by Allies on Western Front since July: 260,000 men, 3,720 guns, 22,800 machine guns.

German retreat continues. French and British occupy several small towns and many villages.

Roulers captured by the Allies, with thousands of prisoners and hundreds of guns. Belgians within 14 miles of Bruges. British take Menin.

Big German retreat in Flanders. Lille, Ostend and Douai occupied by Allies. Bruges stormed and Zeebrugge occupied.

Heavy British attack on Sambre-Scheldt Front. Many prisoners and guns.

Allied advance both in France and Flanders continues for several days. Dismissal of General Ludendorff.

Victorious advance by the Serbians to the Danube. Austria asks for Peace.

Oct. 30th	Turkey asks for, and is granted, an Armistice.	—	—	—	Turkey sues for Peace.
Nov. 2nd	—	—	—	—	—
Nov. 3rd	Austria surrenders.	—	—	—	—
Nov. 5th	Final Note to Germany dispatched by the United States.	—	—	—	—
Nov. 7th	Bavarian Republic proclaimed.	—	—	—	—
Nov. 9th	Abdication of the Emperor Wilhelm II. Revolution in Berlin.	—	—	—	—
Nov. 11th	Armistice concluded.	—	—	—	—
Nov. 21st	—	—	—	—	—
Dec. 1st	—	—	—	—	—
Dec. 13th	—	—	—	—	—
1919.	—	1919.	—	—	1919.
June 21st	—	—	—	—	—
June 28th	Peace Treaty signed at Versailles.	—	—	—	—
July 2nd	—	—	—	—	—
Oct. 10th	Peace Treaty ratified by His Majesty King George V.	—	—	—	—
1920.	—	1920.	—	—	1920.
Nov. 15th	First meeting of the League of Nations, at Geneva.	—	—	—	—
1921.	—	1921.	—	—	1921.
Aug. 31st	Official termination of the War. All Treaties of Peace having been ratified by the respective Governments.	—	—	—	—

Valenciennes occupied by the British.

United States Armies reach the historic battlefield of Sedan.

Marshal Foch receives German Armistice Envoys.
Germany agrees to the occupation of the Rhineland, and the "Cease Fire" sounded along the whole battle-line—a battle-line on sea, land and air of over 3,000 miles.

Whole German Fleet surrenders to British and Allied Fleets, under Admiral Sir David (Earl) Beatty.

British Cavalry enter Germany.
Allied Armies cross the Rhine.

German High Seas Fleet scuttled at Scapa Flow.

Allied Armies hold zones of occupation in Germany and bridges across the Rhine.

British Navy commences difficult and dangerous task of clearing the seas around the British Isles of submarine mines.

Peace Treaty ratified by His Majesty King George V.

First meeting of the League of Nations, at Geneva.

Official termination of the War. All Treaties of Peace having been ratified by the respective Governments.

WEST INDIES

THE West Indies are composed of a large number of islands varying in size from several thousand square miles to mere uninhabited rocks, situated

in the Caribbean Sea, in latitude 10° to 27° N. and 59° to 85° W. They are divided among Great Britain, France, Holland, Denmark, the United States, Venezuela, and the independent island republics of Hayti, San Domingo and Cuba. The British islands are the most numerous, and have a total area of 13,750 square miles, with a population of about 1,600,000. They are geographically and politically divided as follows:—

(1) Jamaica (Government Headquarters) with its dependencies, the Turks and Caicos Islands.

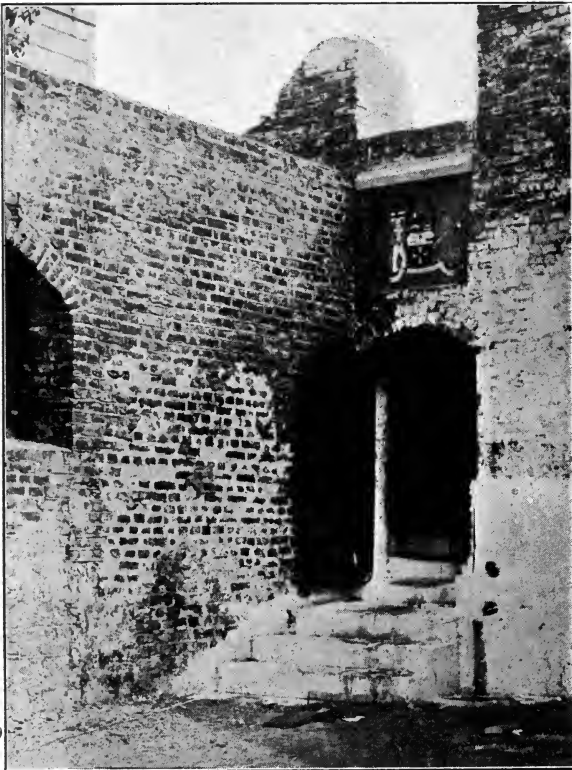
(2) The Colony of the Leeward Islands, including Antigua, with Barbuda and Redonda, St. Kitts, with Nevis and Anguilla, Dominica, Montserrat, the Virgin and Cayman Islands.

(3) The Colony of the Windward Islands, including Grenada and the Grenadines, St. Vincent with part of the Grenadines, and St. Lucia.

(4) Barbados.

(5) Trinidad and Tobago.

These islands are thus formed into five separate colonies, which are themselves subdivided for the purposes of administration. The supreme colonial authority is the Captain-General and Governor-in-Chief at Jamaica, but each colony has its own governor, and several their own legislative councils, while commissioners actually administer the various islands, grouped as above.



Photo, West India Committee

FORT CHARLES, JAMAICA

Nelson's coat of arms will be seen over the gateway



Photo, A. Aspinall, C.M.G.

West India Committee

THE RODNEY MEMORIAL, SPANISH TOWN, JAMAICA

**THE SPANIARDS AND THE
ABORIGINES.**

When Columbus discovered the West Indies, most of the islands were densely populated by Arawaks and Caribs. The Arawaks were peaceful and even gentle in their disposition, and lived mainly by agriculture. They possessed some rudimentary civilisation and grew and wove cotton. Their neighbours, the Caribs, were fierce and warlike. They were hunters and fishermen, and owing, it is believed, to the absence of large game on the islands, before the advent of Europeans, they frequently practised cannibalism. In fact "Cannibal" is believed to be derived from "Carib."

These people still survive on the mainland of Central America, and present the traits which the early Spaniards described. In the islands, however, they are but a memory. Greed and cruelty in the course

of a few decades succeeded in exterminating the native population, which, in the days of the discovery, was probably 3,000,000 or 4,000,000.

The first island that was colonised by the Spaniards was Hispaniola, now known as Hayti. Thirty-nine Spaniards, under the command of Don Diego de Arana, were left there by Columbus in 1492. He commended them to the care of a friendly Arawak Cacique, and intimated that on his return voyage he hoped to find a ton of gold awaiting shipment.

The Spaniards at once proceeded to force the natives to collect gold for them by methods similar to those that prevailed, in quite recent times, among the exporters of "red rubber" in the Congo forests.

Unaccustomed to war and incapable of resisting the superior arms of the Spaniards, the Arawaks at first strove to obey the



ADMIRAL BENBOW'S TOMB, JAMAICA

Photo, West India Committee

behests of their masters, and then apparently sank into helpless apathy. Every Indian over 14 years of age was required to deliver a small bell filled with gold dust every quarter. Floggings and torture were the lot of those that failed to pay this toll. The labour of collecting the required amount of gold by the primitive methods of washing then in vogue, proved so severe that the Indians were compelled to neglect their agriculture, with the consequence that thousands perished of want in a land of plenty. Vast numbers committed suicide in sheer despair, and within a few years of its discovery we find Hispaniola depopulated and the Spanish settlers engaged in kidnapping the natives of other islands to search for the elusive gold dust and work on the plantations of cotton and sugar-cane, which Columbus introduced and planted on his second voyage.

The settlers in the other islands—Jamaica, Cuba, Porto Rico and others—took steps to prevent the Hispaniola colonists from kidnapping the Indians on their islands, as, owing to the same causes which were operating in Hispaniola, they were also suffering from a dearth of native labour.

The Spaniards, although they introduced cattle, large dogs for the purpose of hunting the natives, and European grains, fruits and vegetables, had no intention of working themselves. They seemed to hold the view that manual labour was derogatory, when performed by white men in the presence of native races. On the other hand, even in countries blessed with abundance of food-stuffs and other necessities of all kinds like the West Indies, they could not live without labour, and so the demand for slaves arose and the slave trade, with all its horrors and consequent evils to civilisation, grew up as

a result of the early labour troubles of the Spaniards in the West Indies.

Eventually, owing to the dearth of labourers and the unremunerative nature of the gold washings, the Spaniards abandoned Hispaniola to search for El Dorado on the mainland, leaving their cattle, hogs and dogs behind, owing to the scarcity of transport. These animals rapidly reverted to their wild state, and in the genial climate and among the abandoned plantations of Hispaniola increased with astounding rapidity, having no natural enemies to keep them in check. Their presence was eventually destined to be the innocent cause of one of the most terrible scourges of the West Indies, the Buccaneers.

The year after Columbus landed in the New World, Pope Alexander issued his famous "Bull of Partition," on 14th May, 1493, which gave all the new lands west of the Cape Verde islands to Spain, and the savage countries east of them to Portugal. Viewed from the aspect of the fifteenth century many excellent reasons existed which justified the issuing of the Bull, absurd as it may seem to us. Generally speaking, it

was a form of compulsory arbitration calculated to prevent warfare amongst the Christian nations, owing to disputes concerning the ownership of the newly discovered countries.

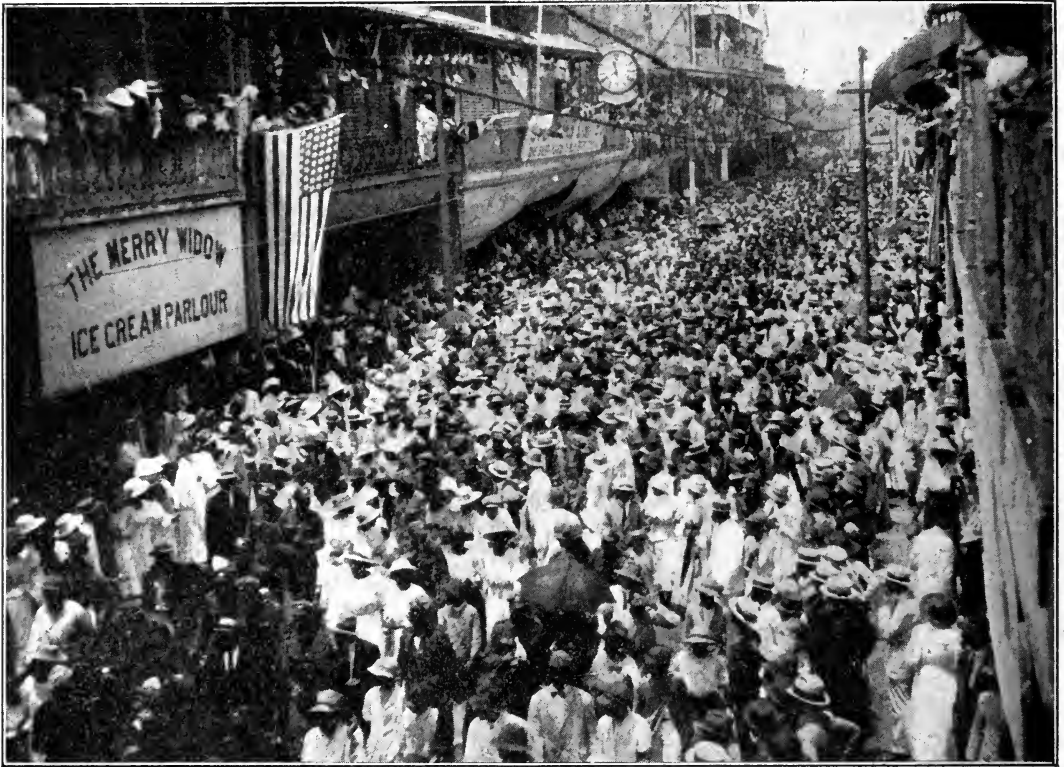
The Papal influence and mandates were also directed against the enslavement of the Indians, and the laws promulgated on their behalf by the Court of Spain were excellent and humanitarian, even in accordance with twentieth century ideals. The West Indies and Spanish Main were then far away from Europe. There were no newspapers nor telegraphs, and many were the dark deeds of savagery and injustice that were perpetrated by the Spaniards in the New World.

The "Bull of Partition" aroused great indignation in France and England. "I should like to see the clause in Father Adam's will that left America to Spain," the French King exclaimed. Henry VII commissioned Cabot to explore the coasts of North America at the same period, and for some time the official explorations conducted by France and England were directed to the vast country that now forms the Dominion of



DOCKYARD, PORT ROYAL, JAMAICA

Photo, West India Committee



RETURN OF THE BRITISH WEST INDIA REGIMENT TO PORT OF SPAIN, TRINIDAD,
AFTER THE GREAT WAR

Canada rather than the neighbourhood of the Spanish explorations and discoveries. The sixteenth century was still young, when adventurous French and English seamen began to visit the Spanish Main. For sailing in these seas or trading they were liable to be hanged as pirates, as from the very first Spain retained a monopoly of trade with the Indies.

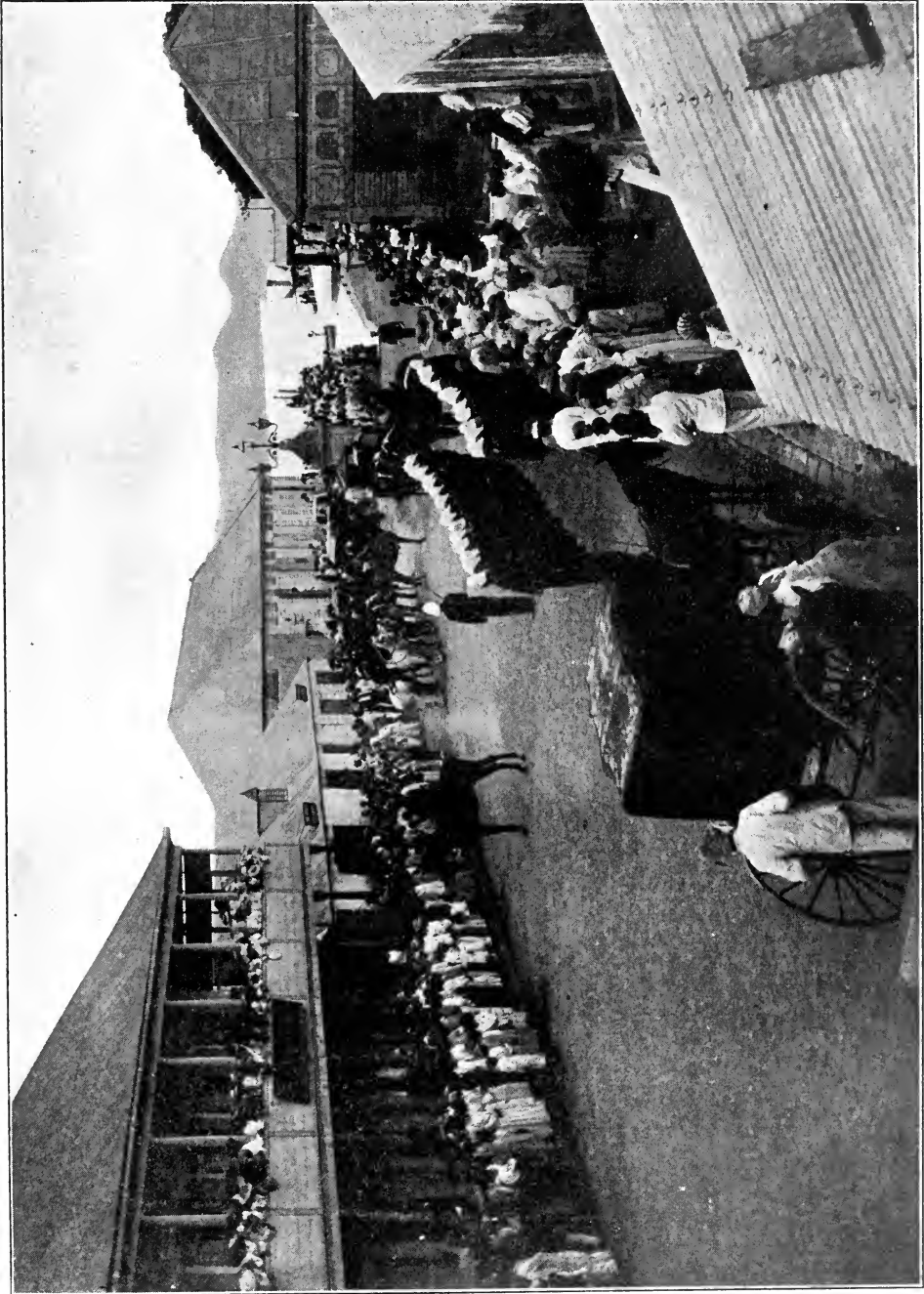
THE BEGINNING OF THE SLAVE TRADE.

For some years the Spaniards retained undisputed possession of the West Indies, although their commerce was often harassed by the buccaneers, who grew in number and daring year by year, until at last they paralysed the oversea trade between Spain and her Central American possessions. Under Spanish dominion the Arawaks and Caribs, who inhabited these islands at the time of their discovery and conquest, were reduced to the most degrading forms of slavery, and,

notwithstanding the steadily increasing demand for slave labour on the growing plantations, were being slowly exterminated by cruelty and overwork. It was this need of slaves which brought the English on the scene in the West Indies, though not "honourably employed," as has been the case in nearly every other colony.

Sir John Hawkins, one of the most famous captains in the days of Queen Elizabeth—a few years before the birth of the real British Navy—hearing, while on a voyage to the Canary Islands, that slaves were needed in Hispaniola, and that they could easily be procured on the coast of Guinea (West Africa), fitted out three vessels to engage in this trade, and, in 1562, conveyed his first cargo of 300 slaves from Africa to the Spanish West Indies, where they were sold with great profit.

This may be said to be the beginning, on anything like an extensive scale, of the horrible trade in human beings between



Photo, West India Committee

RECEPTION OF THE GOVERNOR AT ST. JOHN'S, ANTIGUA

Africa and America which centuries later cost the Empire many millions sterling and many noble lives to suppress.* Yet Hawkins was known for his "good and upright dealing," so different was the view taken of this "harmless and profitable trade" in that age.

It was the slave trade which gave birth to the filibustering expeditions of later years. King Philip II prohibited any but Spaniards from participating in the colonial trade of Spain, and, besides confiscating a portion of Hawkins' first return cargo, which inadvertently found its way to Cadiz, he ordered his Captains-general in the West Indies to prevent Englishmen from trading on the Spanish Main (sea). But Hawkins was determined to take full advantage of the new and lucrative trade, and, in 1574, started with a fleet of five ships full of negroes from West Africa. He succeeded in disposing of his cargo in the Spanish colonies, returning with a large store of gold and jewels.

He received a knighthood from Queen Elizabeth, and again fitted out an even larger expedition, with Francis Drake, then a young man, as one of his captains. The voyage, however, proved disastrous, his ships were compelled by storms and want of water to put in to a Spanish port in Mexico, where a fierce fight took place in which many of his followers were either killed or taken prisoners. A few, including Hawkins and Drake, escaped and returned to Plymouth.

THE BUCCANEERS.

Strong was the feeling of hatred of Spain and all her works which was at this time general among Englishmen. Some longed to punish the Spaniards for their treatment of captured sailors whom they reduced to slavery, others to wrest from them a share of the trade which they were prohibited from obtaining by peaceful methods. Volunteers flocked to the standards of the buccaneers, and foremost among these bands of adventurers was Sir Francis Drake with his men of Devon.

Having himself suffered loss and injury through the disaster to Hawkins' third expedition, Drake commenced a long period of spoliation and warfare against the Spaniards

and their colonial trade. Many were the buccaneering voyages he made to the Spanish Main, capturing and destroying warships and treasure ships, sacking towns, and inflicting such injury as almost to paralyse the exclusively Spanish commerce of these seas. Then Drake took up arms in the legitimate service of the State and defeated the Spanish Armada on July 25th, 1588. Time went on, Hawkins died in the Caribbean Islands in 1595, and Drake, who returned to the Indies, died of dysentery after burning Nombre de Dios (Central America). The next famous actor in the drama of the West Indies was Sir Walter Raleigh, who, armed with "Letters Patent" from Queen Elizabeth empowering him to "discover, occupy and possess barbarous countries," and govern and colonise the same in accordance with the laws of the Mother Country, and "the true Christian faith of the Church of England," on the condition that he paid his Sovereign one-fifth of all the gold and silver he obtained, and explored the forests of what is now British Guiana in search of the El Dorado which he believed was within his reach.

Raleigh, like the early Spaniards, experienced nothing but hospitality from the Arawak Indians who inhabited Guiana. He treated them with great kindness, induced them to act as guides, and promised them protection against the Spaniards, stories of whose cruelty had reached them. His idea was to impress them with the power and glory of his Sovereign, and it is noteworthy that coins of Queen Elizabeth, which Raleigh gave the Indians in order that they could form an impression of her features, were for long worshipped by these simple savages.

He penetrated far into the interior. Everywhere he heard stories of El Dorado, the "Golden One," and the lake of golden treasure, which always receded as he approached.

Once, where the Caratel mines are now being worked, he thought he had discovered the source of the gold supply of El Dorado. An Indian gave him a piece of gold ore, which he estimated would yield £13,000 to the ton. Then he returned to England to write the account of his discoveries and relate a singularly accurate description of the country and the Indian traditions and

* For the rise and fall of the Slave Trade, see INDEX; also WEST AFRICA, and contrast with extension of British power in East Africa, Central Africa and Zanzibar.

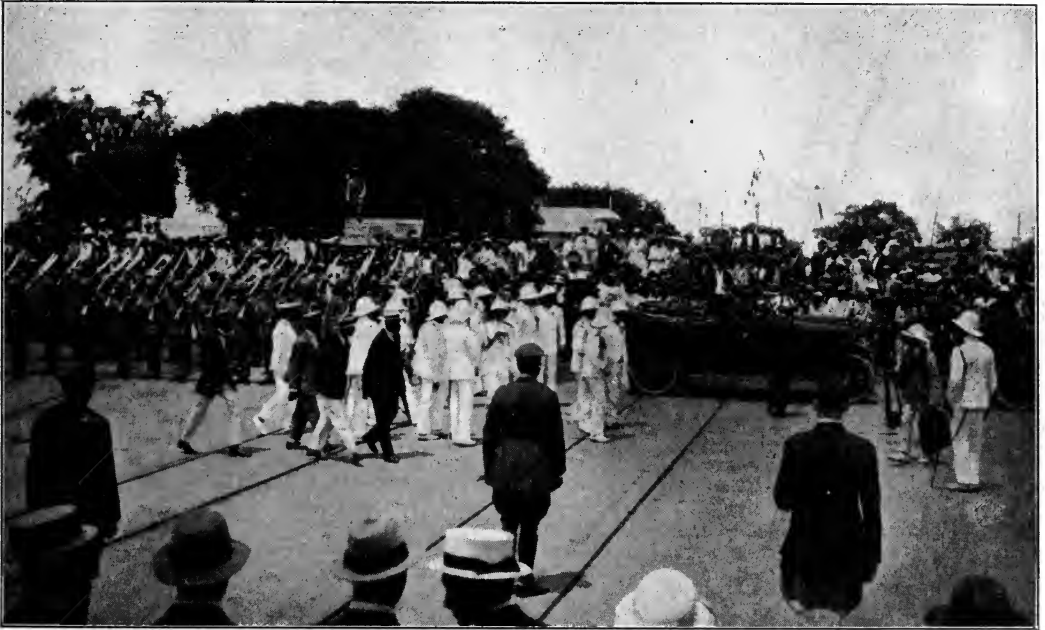
stories. In the process of time, a materialistic age dismissed as wild and improbable Raleigh's story of his explorations in Guiana. Of late years attention has again been drawn to them, and an English company has drained the lake of the "golden one"—Lake Guainta—in search of its treasures, and the Caratel mines are being worked by modern scientific method.

THE BRETHERN OF THE COAST.

Some years later there came on the scene Sir Henry Morgan and the "Brethren of the

murder and rapine; and then a year later, in 1671, the advance of the buccaneers across the Isthmus to the city of Panama, the heart of Spanish power in Central America, which, although garrisoned by nearly 5,000 men, was captured, sacked, and partly burned.

Glorious in the annals of the English race would these deeds have been, had their daring and lustre not been tarnished by the brutality of the buccaneers in the captured cities. The judgment of history, however, passes but a light sentence, for bitter hatred and brutality animated both sides. The



Photo, West India Committee

RECEPTION OF H.R.H. THE PRINCE OF WALES AT PORT OF SPAIN, TRINIDAD

Coast," whose headquarters were first on the island of Tortuga and later at Kingston, Jamaica, after the former island had been taken by Cromwell's forces, under General Venables, in 1655. Some of the most famous buccaneers were: Willis, an Englishman; Morgan, a Welshman; Mansevelt, a Dutchman; and L'Olonnois, a Frenchman; but of them all the deeds of Morgan were the most daring.

Among the celebrated exploits of Henry Morgan was the capture and sack of the rich Spanish city of Porto Bello on the Isthmus of Panama, which was followed by days of

captured buccaneers were often cruelly tortured, and it was only in the natural order of things that their comrades should seek vengeance when it lay within their power. In this respect it should be remembered that the early exploits of Sir Francis Drake were actuated by patriotic zeal, and a desire to inflict injury on the tyranny of Spain, but that those who followed him had less noble ends in view.

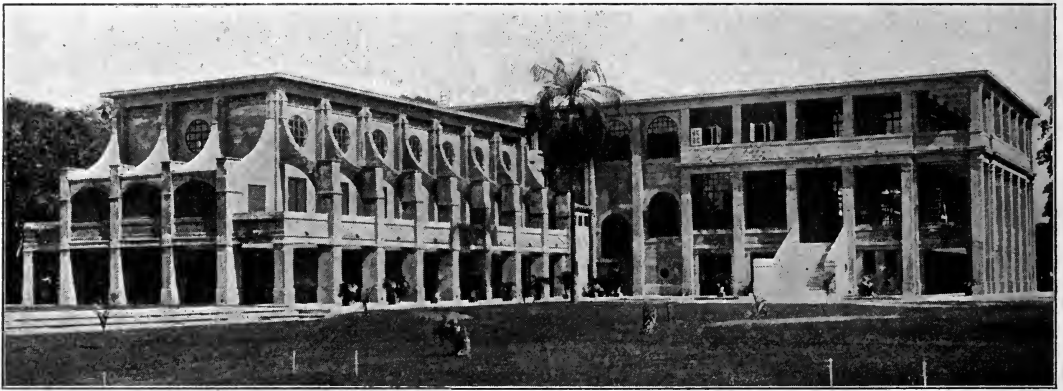
ENGLAND IN THE WEST INDIES.

It was during the seventeenth century that Great Britain commenced colonisation in the

West Indies. Even as it was the slave trade which gave birth to the buccaneers, so it was the buccaneers who laid the earliest foundations of England's West Indian possessions. The Bermudas, that collection of numberless coral reefs lying some 600 miles east of Virginia and a somewhat greater distance north of the West Indies proper, were the first to pass into British hands. They were discovered by one, Juan Bermudez, a Spaniard, in 1527, and remained unappropriated until Sir George Somers, who was on his way to Virginia to act as Deputy Governor, was wrecked thereon in 1609, and took possession of them in the name of the King of England. He died in 1611 in St. George's Isle, where a small colony was founded in

The Royal Charter of Barbados was transferred from a Marlborough to a Carlisle by King Charles I, and its jurisdiction was extended to include all the Caribbean islands from St. Christopher to Trinidad. Few of these islands were, however, occupied by the English during the seventeenth century. The Bahamas, a group off the coast of Florida, were settled in 1629, but they were the scene of continual conflict between the English, Spanish and French, for many years, and no practical use was made of them until they became entirely British after the American War of Independence.

Antigua was colonised by Sir Thomas Warner in 1632, but thirty-four years later was captured and devastated by the French



THE KING'S HOUSE, JAMAICA

Residence of the Captain-General and Governor-in-Chief of the British West Indies

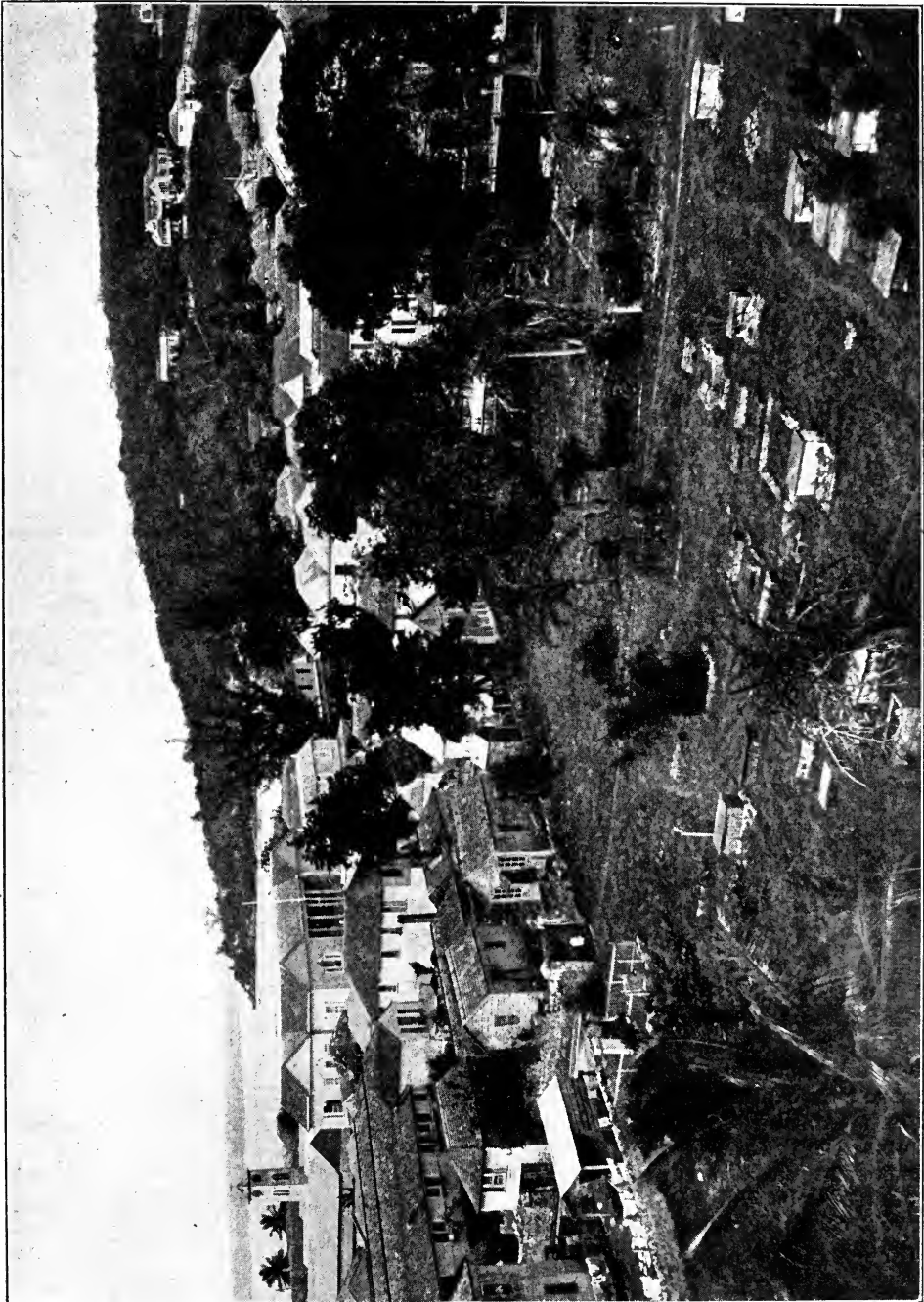
Photo, West India Committee

the same year. The Bermudas have remained a British colony ever since.

The Barbados, and many of the Caribbean group, were never properly occupied by the Spaniards, who only visited them in order to capture the natives for work on the plantations of Hispaniola, Cuba, and the other occupied islands. In 1605 a Kentish vessel took possession of Barbados for the Crown of England, but no attempt was made at colonisation until 1625, when the Earl of Marlborough received a charter from King James I granting the island to himself and his successors. Sir William Courteen, a London merchant, was commissioned by the noble Earl to establish there an English colony, and Jamestown, the present capital, was founded in the same year, the island then being almost uninhabited.

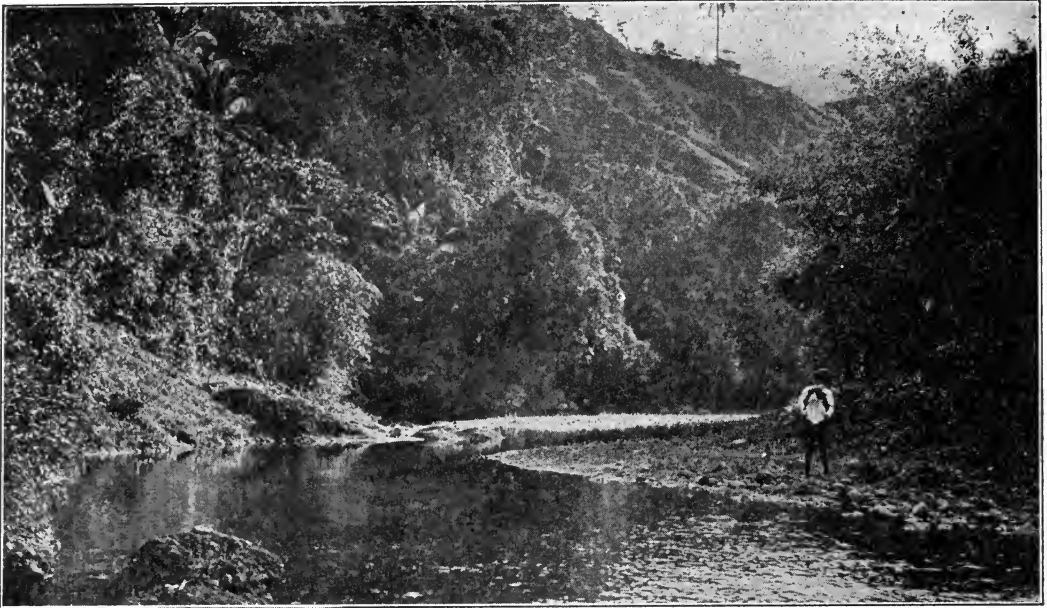
who had established themselves in Martinique. In the following year, however, this colony was again founded by Lord Willoughby, who had been sent out for a second time as governor of Barbados by King Charles II.

The inhabitants of Barbados had, at first, refused to recognise the Commonwealth, but were eventually compelled to do so by Sir George Ayscue and a Puritan force. Trinidad, the second largest of the British West Indian islands, remained a Spanish possession until its capitulation to Sir Ralph Abercromby in 1797. Jamaica, the largest and most important of the British West Indies, was aboriginally known as Xaymacia, or the "Land of wood and water." It was discovered by Columbus in 1494, and occupied by the Spaniards in 1509.



Photo, West India Committee

MONTEGO BAY, JAMAICA



A COUNTRY SCENE, CASTLETON, JAMAICA

Photo, West India Committee

Here their rule was at first less cruel and oppressive than it was in many of their colonies, but as time went on, and new governors arrived, the old harsh methods of colonial administration were instituted, and the exercise of evil passions degraded and enervated the population both black and white. Sir Anthony Shirley, with a small British force, devastated a portion of the island in 1596, and some years later this manoeuvre was repeated by Colonel Jackson. Jamaica had, at this time, a population of less than 3,000, of whom half were Spaniards. It became a British possession in 1655, when an expedition, sent out by Oliver Cromwell, under Penn and Venables, forced the island to capitulate after a brief resistance.

During the seventeenth and eighteenth centuries many other islands in these seas were annexed or captured by the British, but it was not until after the overthrow of Napoleon and the peace of 1814 that nearly all the important West Indian islands, with the exception of Cuba, Porto Rico and Hayti, were actively occupied and administered by Great Britain.

WHITE SLAVE TRAFFIC.

At the time of the early colonisation of the West Indian Islands, during the sixteenth

and early seventeenth centuries, there were no fewer than four different elements in the composition of the population, besides the various nationalities. In the English settlements there were the white officials, planters and traders, forming the governing class; the aboriginal natives, and the negro slaves imported from West Africa, forming the labouring class; but it was the fourth element which was most remarkable, viz., the white bond-servants, composed of prisoners transported from the British Isles and sold to the planters for a number of years.

These unfortunates mostly consisted of Scots taken in the battle of Worcester, Irish Roman Catholics, and English adherents of Monmouth. But so large was the demand, as can well be imagined, for these white slaves of both sexes, that kidnapping, especially of children, was resorted to by the unscrupulous, and the treatment of these poor wretches on the tropical plantations of the West Indies was generally the acme of cruelty. The existence of slavery in these remote islands exercised a most baneful effect upon the poor of Great Britain and Ireland, and directly influenced the barbarous Criminal Law, which inflicted the death penalty for almost every petty offence, the custom being usually, if the culprit was



A WEST INDIAN LAGOON *Photo. West India Committee*



A STREET IN KINGSTON, JAMAICA

Photo, West India Committee

strong and healthy, to commute the sentence to slavery in the Barbados.

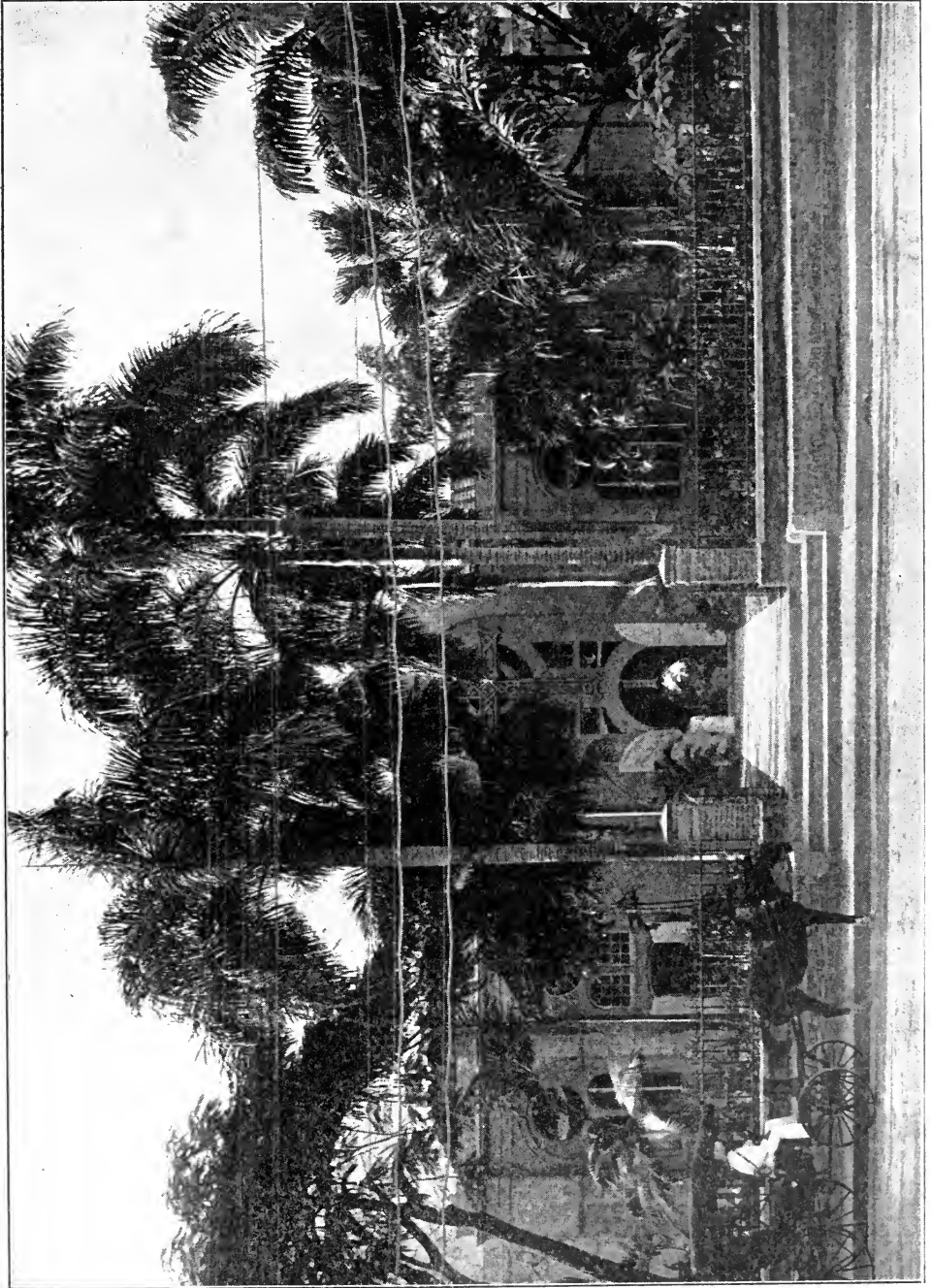
Nearly 3,000 Scotch prisoners were sent as slaves to Barbados after the battle of Worcester, hundreds of West Country peasants fetched high prices after Sedgemoor. The thirty survivors of the capture of Drogheda were sent to Barbados and sold as slaves, but it is not so generally known that between 1650 and 1700 a regular slave trade, which was for a long time sanctioned by the Government, existed between Ireland and the American colonies and the West Indies.

Bristol was the headquarters of this monstrous traffic, and regular agents were appointed by the Government to deal in men, women and girls, to be sent from Ireland to sugar and tobacco plantations in the West Indies, New England, and Virginia. This state of affairs also existed in the French settlements, but in the Spanish possessions those transported were allowed freedom, and mixed with the Government officials and traders, many of whom were, themselves, criminals sent out from Spain.

PARTITION OF THE WEST INDIES.

While the struggle was proceeding between the Spanish and the English in the West Indies, the French and the Dutch were busy in the same sphere, but their efforts were less energetic than those of the two former nations. The Dutch aim was mainly the extension of maritime trade with these islands, and not the *tribute of gold* desired by Spain, nor the formation of plantations as with the English. Their settlements were merely mercantile depôts. But the French object was possession and colonisation.

The first French West India Company was formed as early as 1626, a year after their first colony had been established, side by side with the English, in the island of St. Kitts. The Dutch were active on the Guinea coast as early as 1596, and about 1620 the Dutch West India Company was floated. Settlements were established in the islands of Curaçoa, St. Eustatius, Saba, St. Martin (with the French), Aruba, Bonaire and Tobago. All of which, save the last named, they still retain.



Photo, West India Committee

THE PARISH CHURCH, KINGSTON, JAMAICA



STREET IN SPANISH TOWN, JAMAICA

Photo, West India Committee

The Swedes arrived in the West Indies in 1784, when they secured from the French the island of St. Bartholomew in exchange for privileges granted to French traders in the port of Gottenburg, and a Swedish West India Company was formed which exploited the island for nearly a hundred years, when it was handed back to France, and Sweden retired from all enterprise in the West Indies.

Denmark took possession of the islands of St. Thomas in 1671, St. John in 1719, and purchased Santa Cruz from the French in 1733. A year later the Danish West India Company was inaugurated. Denmark retained these three islands until 1917, when she sold them to the United States for 25,000,000 dollars.

The United States took over Porto Rico after the Spanish-American War. Cuba became a free republic under the aegis of the United States; and Hispaniola, the old seat of Spanish power, is divided into the two republics of San Domingo and Hayti, and several small islands off the Venezuelan coast are owned by that State. Spain has lost all her West Indian possessions except

Isle de Pinos, Bieque and Culebra. France still holds the islands of Martinique, Guadeloupe, Deseada, Marie Galante, Les Saintes, St. Bartholomew, and St. Martin (with the Dutch).

INFLUENCE OF SEA POWER

The story of these islands during the eighteenth and nineteenth centuries is mainly one of continual change of ownership, according to the fortunes of war in Europe and America. By the Peace of Paris, which included the cession of Canada, Great Britain gained the islands of St. Vincent, Tobago, Dominica, Grenada, the Grenadines, and the coast of Honduras. The American War of Independence, however, gave courage to the French and Spaniards, and Great Britain lost all her West Indian possessions except Jamaica, Barbados and Antigua; but Admiral Rodney's great victory off Dominica, when the French fleet was destroyed, gave back all these islands within a year or so of their loss.

Then came the French Revolution, the rise of the Napoleonic Empire, and the final

struggle for supremacy in the West Indies, which was mainly a series of naval fights and strategems, culminating in the defeat of the Spanish fleet off Cape St. Vincent in 1797, the defeat of the Dutch fleet at Camperdown in the same year, and the destruction of French sea power at Trafalgar. The Peace of Amiens and the treaties which followed with France and Holland gave to Great Britain the islands of St. Lucia and Tobago, and the three Dutch provinces on the mainland of South America which now form British Guiana.

Great Britain has increased her West Indian possessions and now owns all the most important of these islands except Cuba, Porto Rico, and Hispaniola. The British islands are, Jamaica, Trinidad, Barbados, the Turks and Caicos Islands, the Bahamas, the Virgin and the Cayman Islands, the Bermudas, Dominica, Montserrat, Antigua, Nevis, St. Kitts, Grenada, St. Vincent, St. Lucia, Tobago, and other small islands, in-

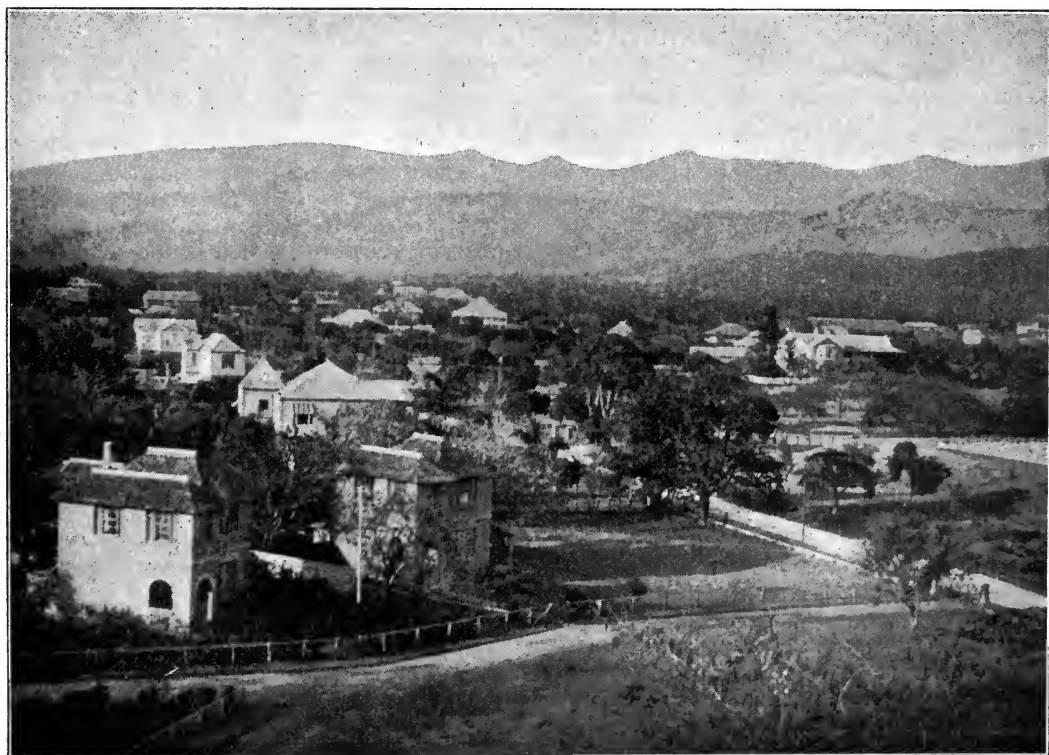
cluding those off the coast of British Honduras.

There is no portion of the world where European colonial enterprise has been so confused, so energetic, and so long continued as in the West Indies.

Jamaica

This, the largest and most important island, is also, from a productive and scenic point of view, the jewel of the West Indies. It has an area of 4,193 square miles, and a population of 858,118, of whom about 15,000 are Europeans, 157,223 are coloured and 660,420 are negroes.

The topography of Jamaica is curious. It rises from the sea on all sides in a gradually ascending slope, which culminates in the central range, known as the Blue Mountains. The valleys between these hills are filled with tropical vegetation and fruits. It is only necessary to mention here that



THE COAST PLAIN AND BLUE MOUNTAINS, JAMAICA

Photo, West India Committee



NEWCASTLE, BLUE MOUNTAINS, JAMAICA

Photo, West India Committee

over thirty different kinds of fruit and vegetables are in season during the months of November, December and January. The Blue Mountains, which are clothed to their summits in a luxuriance of tropical vegetation, produce their trump card, the Blue Mountain Peak, in the eastern portion of the island, around which may be seen some of the most romantic and rugged scenery in the West Indies. The island is politically divided into three counties, Surrey, Middlesex, and Cornwall.

The climate has been admirably summed up by a correspondent of the *London Times*, who says—"The climate is delightful—'inimitable' is Froude's word for it—to anyone who seeks warmth and sunshine. It is tropical, of course—that is, the temperature is never low, never even so low as 60 deg., except in the hills—but the tropical heat of the day is tempered by a breeze which blows daily from the sea, while at night a cooler and gentler air brings freshness down from the uplands. There is no sting in the tropical night, as there often is in the nights

of a southerly but non-tropical region. If it is too hot indoors you may seek the cool air of the open with impunity." The best months to visit Jamaica are between November and May. There are two wet and two dry seasons, and the average annual temperature is about 78 deg.

KINGSTON.

The capital of Jamaica has a population of 62,707. It is the seat of the local government, and the headquarters of the Governor, or Captain-General of the British West Indies. It was almost destroyed by a terrible earthquake on 14th January, 1907, previously to which is possessed tramways, theatres, and libraries, was lighted by electricity, and although several portions needed modernising, it was quite a picturesque little town. In one terrible hour Old Kingston was converted into a chaotic mass of smouldering ruins.

The rebuilding of Kingston, which has taken several years, is an achievement of which any colony might be proud, for it has

been carried out by a people who lost nearly all their possessions in a single day, between the hours of sunset and sunrise, and who have been continually disheartened by prophecies of similar calamities in the future, for which there is little or no foundation.

Those who knew Old Kingston and Port Royal would certainly not recognise the city of to-day, which has been laid out on modern lines with broad streets and fine avenues. All the buildings of importance have been constructed of reinforced concrete, which, armoured as it is by a trellis-work of steel girders between the layers of concrete, makes any likelihood of disasters of similar magnitude very remote, for should another shock of equal violence ever occur the damage would be considerably reduced. The buildings would in all probability crack and split, but it is very unlikely that they would totally collapse.

Modern Kingston, clean, well-drained, lighted by electricity, crossed by tramways, and well supplied with magnificent hotels and shops, has arisen as if by magic through

the wholehearted energy of its inhabitants and the liberal assistance of the government.

Kingston (Port Royal) possesses one of the best and most important harbours in the West Indies. The average tonnage of shipping annually entering and clearing from Jamaica is approximately 2,000,000 tons. The other important towns in Jamaica are, Spanish Town, which has a population of 8,694, Montego Bay, with a population of 6,580, and Port Antonio with 6,272 inhabitants.

THE BLUE MOUNTAINS.

The Blue Mountain Peak is the "Pilatus" of Jamaica, and its ascent from Kingston, which occupies about two days, is considered the grand excursion of a stay in the island. As the scenery along the route is typically West Indian and the views from the summit, which is 7,560 ft. high, range over the whole island, it may be of interest to give here a brief description of this popular expedition.



SALT AT COCKBURN, TURKS AND CAICOS ISLANDS *Photo, West India Committee*

In Jamaica, as in nearly all tropical countries, the best time of the day for exercise of any kind is the early morning and after 4.30 in the afternoon. During midday the sun is directly overhead and its blaze makes violent exercise extremely trying. Although the first half of the journey to the Blue Mountain Peak can be accomplished by buggy or motor car, most people prefer riding the sure-footed little ponies of the

are lofty hills, thickly covered with the green of coffee bushes or the deeper hued and more luxuriant wild growths of the tropics. There are no fewer than 2,180 species of flowering plants and 450 different kinds of fern, samples of which are to be seen on every hand. In the valleys the tangled mass of vegetation is here and there relieved from monotony by the glaring white bungalows of planters. A glimpse, through some deep ravine, of the

far-off Blue Mountain Peak at once suggests a reason for its name. A hot, blue haze hangs over the summit, and the dark outline of the base fades into a confused mass towards the peak, which is lost in the azure sky.

At Gordon Town a short halt is usually made; in some cases the night is spent in this picturesque little mountain village, which is the hill-resort of many well-to-do Jamaicans. The cool mountain air and the glorious views are all the attractions it possesses, or needs. The remainder of the journey must be accomplished on horseback, as the mountain roads will not admit of the use of vehicles.

Every mile carries the traveller higher; every turn produces a view of inimitable

beauty; until at last the summit is reached and such a panorama unfolds itself as would be impossible to describe by mere adjectives. A gentle breeze sweeps the peak. Far below the bright colours of the tropics are subdued by the distance and the hot haze which seems to obscure the valleys. Far away the sun shines like white hot metal on an unruffled sea of palest blue, and all around are hills and mountains clothed to their rounded summits with luxuriant vegetation. The distance is veiled by a blue mist, and above,

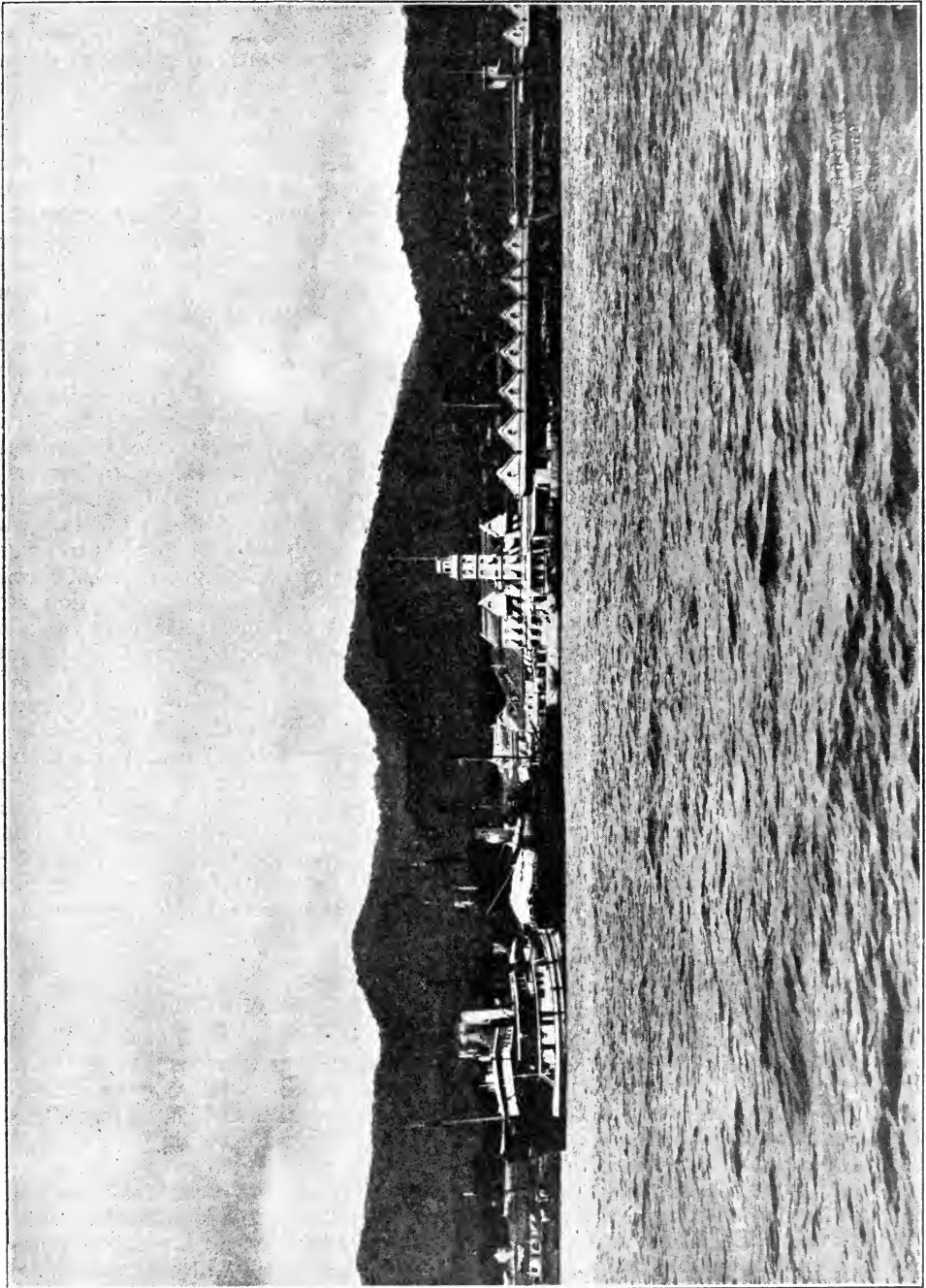


PUBLIC LIBRARY, PORT OF SPAIN,

Photo, West India Committee
TRINIDAD

island. From Kingston the road to Gordon Town, a small mountain village, where the English troops were quartered before their replacement by the West India Regiment, leads through forests of luxuriant tropical growth which looks green and damp in the cool morning air, but as the sun gains power even the palms and lesser growth seem to doze off to sleep in the hot still atmosphere.

The nine miles of good road which connect Kingston and Gordon Town are soon traversed and the mountains are reached. All around



THE HARBOUR, PORT OF SPAIN, TRINIDAD

Photo, West India Committee

the dazzling sun obscures the cloudless sky.

In an island like Jamaica, where every square mile of ground can produce scenes which would defy reproduction at the hands of the most skilful artist, it is invidious to draw comparisons between one scene of beauty and another, but the Hope Gardens,



Photo, West India Committee

INDIAN TIGER DANCER, TRINIDAD

Kingston, the Bog Walk, the Roaring and White River Cascades, the Botanical Gardens, Castletown, and the more luxuriant though less mountainous scenery of the western portion of the island must all be explored before the remote parts are attempted, for there is more natural beauty in the 4,000 square miles of territory which compose this island than there is in the

hundreds of thousands of square miles which make the continent of Europe.

The principal products of Jamaica are sugar, fruit, coffee and cocoa. A large proportion of the total exports go to Canada and the United States. During recent years the growing of both sugar cane and fruit has received a considerable impetus owing to the higher prices realised for the former product since the destruction of the German sugar-beet industry, and to the better shipping facilities between the West Indies and the markets of Canada which have been established. Jamaica coffee, which is principally grown in the Blue Mountains, is of a very superior quality, and is sold in the markets of England and America at the maximum price. The producers of coffee in the West Indies, Ceylon, or in any of the British colonies, have, however, to face the powerful competition offered by the coffee-growers in the State of Sao Paulo, Brazil. The principal part of the world's demand for this commodity is supplied by this one State, where there are approximately 600,000,000 coffee trees in cultivation, the production from which averages 60,000,000 bags weighing 60 kilos. each, collected from 16,000 plantations.

Jamaica is administered by the Governor, assisted by a Privy Council of eight members. The Legislature consists of a Council, which includes the Governor and the heads of the chief administrative departments, and ten nominated (by the King or the Governor) members, and fourteen elected members. About 190 miles of railway line is in operation, and there are extensive telegraph and educational systems.

DEPENDENCIES.

Attached to the government of Jamaica are the Turks and Caicos islands, situated about 420 miles to the north-west. They really form a detached group of the Bahamas, to which they were politically united until 1848.

The total area of these small and unimportant islands is 170 square miles, and the population, which is composed almost entirely of natives, is 3,615, of whom nearly a third reside on Grand Turk, the chief island and administrative headquarters. The production of salt and the cultivation of sisal

hemp, both of which commodities are exported, are the only industries of any importance. Topographically and climatically these islands are almost identical with those of the Bahamas group. The government is administered by a commissioner and a judge, assisted by a local Legislative Board; but the Governor and the Legislature of Jamaica have jurisdiction over these islands.

Trinidad

Trinidad, which lies close to the north-east coast of South America, and, at the nearest point, is distant only seven miles from Venezuela, is an island, rectangular in shape, about 65 miles long and 50 miles broad. It has an area of 1,862 square miles and a population of 365,913. It was discovered by Columbus in 1498 and remained a colony of Spain until 1797, when it was taken by the English under Sir Ralph Abercrombie. It is now, in size and commerce, the second most important island in the British West Indies.

The climate of Trinidad is essentially tropical, the mean annual temperature being 80 deg. to 85 deg. January, February, March and April are the most pleasant months, the thermometer seldom registering more than 90 deg., and even this heat is tempered by the prevailing easterly wind, which causes the climate to be quite agreeable to Europeans.

Topographically the island is a succession of Savannahs. Behind Port of Spain, the capital, is a range of verdure-clad mountains rising 1,900 ft., but although parts are

mountainous they cannot be compared for romantic picturesqueness with the Blue Mountains of Jamaica. This, however, cannot be said of the flowers and foliage, for nowhere in the West Indies is the tropical growth more varied or luxuriant, and many beautiful specimens of orchids and other rare plants may be obtained.

Trinidad is known as the "Isle of the



Photo, West India Committee

FREDERICK STREET, PORT OF SPAIN, TRINIDAD

humming-bird," and, owing to its proximity to the mainland, it possesses many species of birds of brilliant plumage. In the forests, deer, lappa and agouti are plentiful, and in the Caroni River alligators are fairly numerous. Around the coast there are excellent opportunities for tarpon fishing. The most lofty points in the island are Cerro Aripo (3,100 ft.), Cerro Oropouche (2,290 ft.), Mt.

Tamana (1,025 ft.), Trinity Hill (1,070 ft.), and L'Enfer (327 ft.).

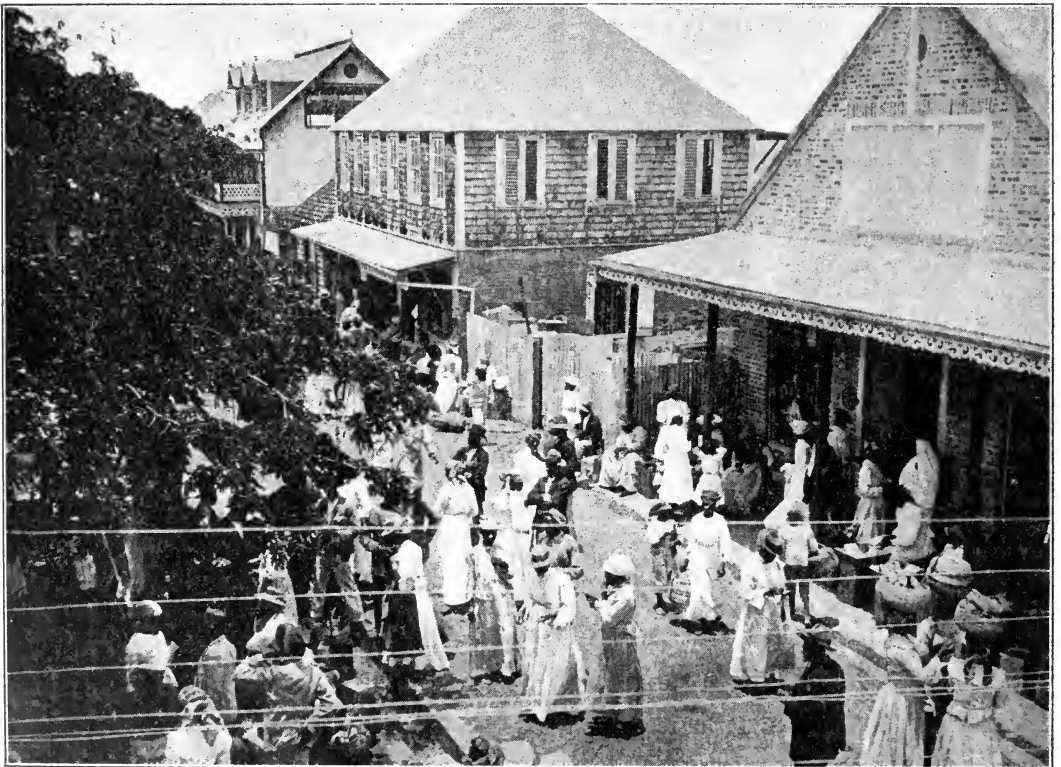
PORT OF SPAIN.

The capital of Trinidad is one of the finest towns and ports of the British West Indies. It possesses broad streets and good hotels and stores. It is lighted by electricity and has a good tramway and telephone service. The population is 61,531. Among the places to be visited are the Queen's Park, the Savannah (Polo), Government House, the Government Experimental Gardens, the Library, the Victoria Institute and the Botanical Gardens. In the latter, during the season, a band plays in the afternoons, and there is a fine library and herbarium. The beautiful way in which these gardens are kept, in spite of the rapidity with which fungus grows in the tropics, is worthy of note, and here may be seen avenues of Royal Palms, which Charles Kingsley so aptly termed "The glory of the West Indies."

A drive to the North Post Signal Station, which stands on an eminence some 800 ft. high, from which magnificent views may be obtained of the coast of Trinidad, and, on a clear day, of the distant South American mainland, also affords an opportunity to visit the pretty Blue Basin Waterfall. The Maraval Reservoirs, situated some five miles from the capital, and the Government Experimental Farms, St. Clair and St. Joseph, are also worth visiting.

RAILWAYS AND INDUSTRIES.

A railway system, having a total length of about 124 miles, connects Port of Spain with San Fernando, which has a population of 10,610, and is the second most important town in the island. Branch lines run to Princes Town, with a population of 4,983, and Tabaquite, a planting district in the centre of the island. Another line from the capital almost crosses the island to Arima (population 4,260) and Sangre Grande. A



SCARBOROUGH, TOBAGO

Photo, West India Committee



SPEYSIDE BAY, TOBAGO

Photo, West India Committee

Paradise Island (or Little Tobago) can be seen in the distance

run over this system gives the traveller some idea of the extensive cultivation of sugar-cane, which forms the staple industry of Trinidad, over £1,400,000 worth of sugar being annually exported. Cocoa plantations are also numerous, and fruit culture has been greatly on the increase during recent years. The export of choice tropical fruits now forms a large and profitable industry. Over 300,000 acres are under cultivation in this prosperous little island.

Although the staple products are sugar, cocoa and fruit, a considerable revenue is also derived from the asphaltum taken from the famous Pitch Lake, at La Brea, and a large supply of petroleum has recently been discovered in this district. Oil tanks, holding 7,000,000 gallons—among the largest in the world—have been erected. Coal is found in Manzanilla and elsewhere in the island. The export of cocoa averages about 30,000,000 lb., of rum 300,000 gallons, and molasses 500,000 gallons.

Trinidad is administered by a Governor and an Executive Council. There is also a Legislative Council, but all the members are nominated by the Crown on the recommenda-

tion of the Governor. The various parts of the island are connected by both telegraph and telephone; there is an extensive educational system, and all religious denominations are adequately represented, including the Hindu, as there are some 90,000 East Indians in this island.

DEPENDENCIES.

In 1889 the little island of Tobago was attached to the government of Trinidad, and ten years later it became a dependency. Tobago, which is one of the most healthy of the British West Indian islands, is situated about 18 miles north-east of its parent, and is 26 miles in length and about 7 miles in breadth, with an area of 114 square miles and a population of about 23,390. The white residents, however, number less than fifty.

The climate is exceptionally healthy, and this little island has been entirely free from any serious epidemic for many years. The average annual temperature varies from 85 deg. to 88 deg. The most enjoyable months are from November to April, during the prevalence of the north-east trade wind.



INGRAM FALLS, TOBAGO *Photo, West India Committee*

The soil is fairly well cultivated, cocoa, coffee, tobacco, and india-rubber being grown in increasing quantities; but in this island very little sugar is produced. There is an admirable little Botanical station, at which various plants can be obtained. The oversea trade is almost entirely with Trinidad.

The capital is the pretty little coast town of Scarborough, which has a population of 773. The only other town is Plymouth, with about 430 inhabitants. The sights of

Tobago, which is an island of beautiful birds, butterflies and fruit, are the Highlands and Hope Falls, Robinson Crusoe's Cave, Mason Hall, and Fort King George, but the blue sky and sea, and the luxuriant tropical vegetation combined with a healthy climate are the most attractive features of this little island dependency.

BARBADOS.

The breezy Barbados, with its flying fish, its surf-beaten coral reefs, and its semi-tropical vegetation, is the most windward of the Caribbean Islands. It is 20 miles in length and about $14\frac{1}{2}$ in breadth, giving it a total area of 166 square miles. The estimated population is 156,312, or about 1,000 to the square mile. This island is principally of coral formation, and is comparatively flat, but as there are no swamps malaria is quite unknown. The climate of Barbados is extremely healthy, the whole island being constantly swept by fresh sea breezes. The

average annual temperature ranges from 65 deg. to 85 deg.

Colonel W. J. P. Benson, in his little book *The Isles of the West*, gives the following account of some of the most interesting places in this island:—

“Perhaps the best drive from Bridgetown, the capital, is through the beautiful and fertile valley of St. George to Codrington College, the 'Varsity of the West Indies, founded in 1710 by Christopher Codrington, the Captain-

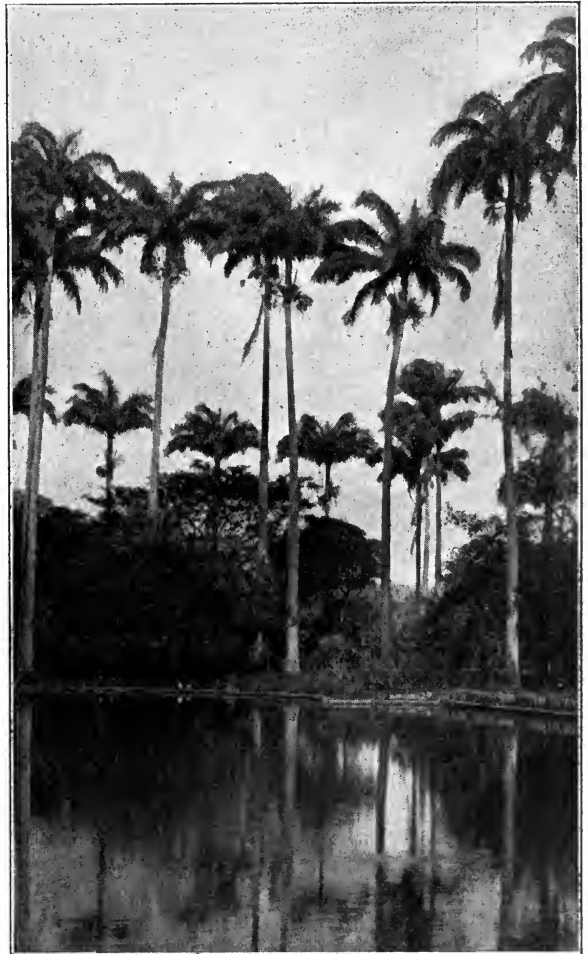
General of the Leeward Islands, a handsome building, with a lake and a grand avenue of magnificent cabbage palms. The return journey to Bridgetown can be made by way of Gun Hill. Another drive is by way of the west coast, past the lunatic asylum, and Hole Town—an historical spot of more than passing interest, where a quantity of treasure is supposed to have been buried—to Speights-town, the old capital of Barbados. From Speightstown, the drive can be continued to the Animal Flower Cave, practically the most northerly point of the island. The cave contains numerous specimens of the animal flower plant, looking for all the world like miniature palms, which shut up on being touched. The entrance to the cave is in the face of a steep rock overhanging the sea, and visitors must be careful of the tide. The drive to Lord's Castle, though not so interesting or so varied as the two former is well worth doing, for Lord's Castle itself is full of interest. It is said to have been built by one, Sam Lord, a wrecker, whose *modus operandi* was to fasten a lantern on to the horns of an ox, and then walk the animal up and down the beach on suitably dark, and tempestuous nights. The poor mariner, mistaking this for a ship's light, came closer to the land, only to be dashed to pieces upon the rocks with which the place abounds. Mr. Sam Lord would collect the wreckage at leisure. So well did this interesting business pay, that he shortly made enough money upon which to retire, and built himself this castle, finally dying like a good Christian upon his bed. The return from Lord's Castle can be made by way of Oistin's Town, and the pretty little watering places of Worthing and Hastings, or through the sugar estates of St. Philip."

BRIDGETOWN.

Although small, Barbados is, in many respects, an up-to-date little island. Bridgetown, its capital, is lighted by electricity, and has some excellent hotels. There is a motor omnibus service with Speightstown, and a mule tramway from Trafalgar Square to Hastings. A railway crosses the island,

and then runs along the coast to St. Andrews, affording a capital means of seeing this interesting and populous little island.

Among the buildings of Bridgetown, which has a population of nearly 14,000, St. Michael's Cathedral is perhaps the most imposing, and there are churches of nearly all denominations in various parts of the island. The pride of the capital is, however, its market, and on Saturday evenings it certainly presents a curious and picturesque sight. The stalls, presided over by shining black negresses, are laden with a great variety of fruit, fish and flowers, which vie in colours with their brightly-clad proprietors.



Photo, West India Committee

CABBAGE PALMS, BARBADOS



CODRINGTON COLLEGE, BARBADOS *Photo, West India Committee*

The negroes are good-tempered, and quarrels of a serious nature seldom occur. English money is the recognised currency, but American coins pass freely, and it is curious how the American accent prevails among the coloured population.

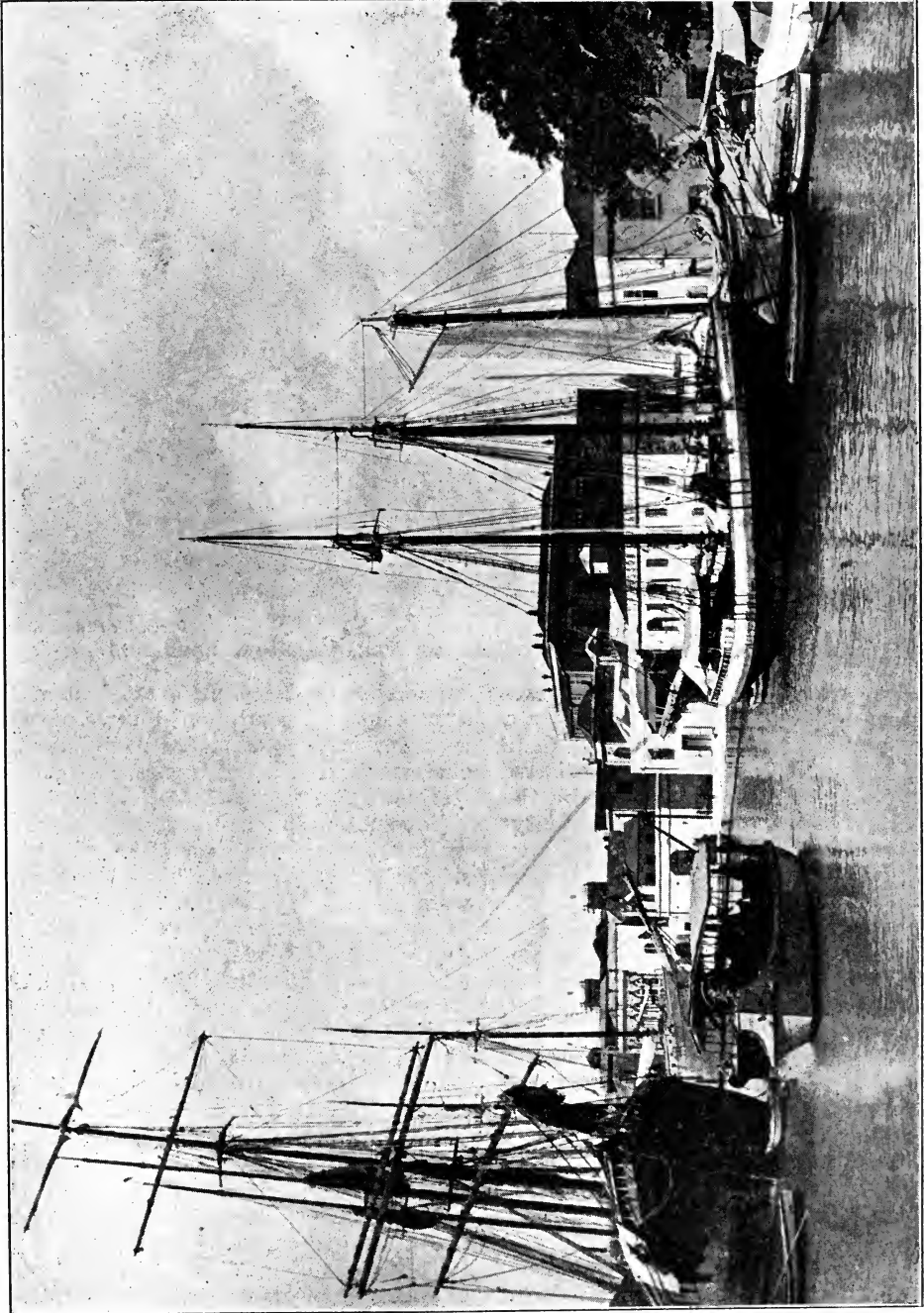
Carlisle Bay, on which the capital stands, affords one of the prettiest views in Barbados, which is, perhaps, the least picturesque of the West Indian Islands, but certainly one of the most healthy. "Circling round us is the bay, with the deep green of its foliage broken by the red-tiled roofs of the houses. Away on the left is Pelican Island, the quarantine station, then a patch of green, and then the little capital and port of Barbados. Following the curve of the bay, we see Hastings, with its capital Marine Hotel in the background; then come Worthing and Oistin's Town."

INDUSTRIES.

Since the early colonial days sugar growing has been the staple industry, but in common with all the West Indian islands Barbados suffered terribly from the bounty and cartel systems, whereby bounty-fed, beet-made sugar was introduced into the great con-

suming centres of Europe at a price which the colonial planters of sugar-cane could not equal or even approach. During recent years, however, the opening of the European markets by the Great European War has, in a small degree, helped to revive this industry in the western islands. It was the introduction of scientific methods of refining which has in many instances enabled the cane sugar to hold its own in the United States market against the cheap beet product. The great prosperity of the West Indies was, however, ruined in a few years by the bounty-fed system, and has only recently been restored to a small resemblance of its old prosperous self by its fruit and cotton growing. When it is considered that the famous sea-islands cotton, now grown in the Southern States of America, was first obtained from the British West Indies, it is curious that the more profitable industry of cotton growing did not more quickly take the place of sugar-cane production in many of these islands. (See *Cotton Growing*.)

The chief exports are sugar, rum, cotton, molasses and fruit; while the imports, which in average value exceed the exports, are rice, corn, butter, flour, salted meat and fish. Indian corn, and various kinds of clothing,



Photo, West India Committee

THE HARBOUR, BRIDGETOWN, BARBADOS



Photo, West India Committee

SUGAR PLANTATION ON THE HILLS OF THE INTERIOR, BARBADOS

Barbados, which was given a separate Government in 1885, is administered by a Governor and an Executive Council; there is also an Executive Committee, a Legislative Council of nine members appointed by the King, and a House of Assembly with twenty-four elected members.

The Leeward Islands

The colony of the Leeward Islands is composed of five groups, united under one Governor with a General Legislative Council, but nearly all have their own administrators and local legislatures.

- (1) Antigua (seat of government) with Barbuda and Redonda.
- (2) St. Kitts and Nevis, with Anguilla.
- (3) Dominica.
- (4) Montserrat.
- (5) The Virgin Islands, with Sombrero.

ANTIGUA.

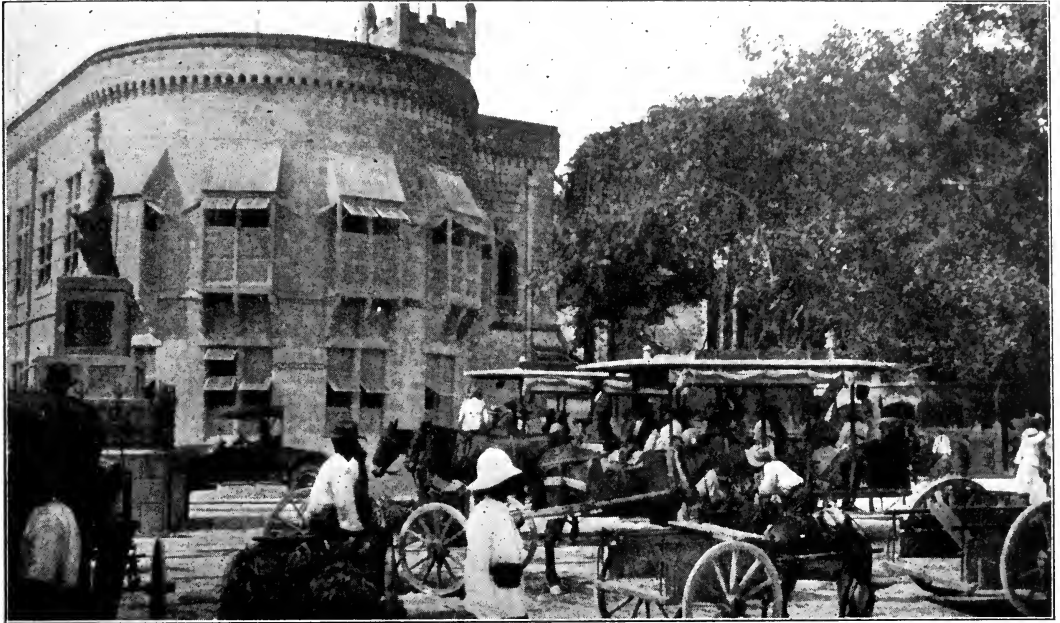
This, the premier island of the Leeward Colony, is situated in latitude $17^{\circ} 6' N.$ and longitude $61^{\circ} 45' W.$ It is 54 miles in cir-

cumference, and has an area of about 108 square miles., nearly one-fourth of which is under cultivation. The population, including its little dependencies, Barbuda and Redonda, numbers 29,767.

Topographically, Antigua—which has been in British possession since 1666—differs considerably from the other islands of the Leeward group. It has no central ridge of mountains, and is comparatively flat. The gently rounded hills and the undulating fields remind the traveller of parts of the South of England, and they are a great contrast to the rugged hills and mountains of the other islands of the West Indies. Numerous little bays situated on the coast, fringed with the bright green of the cane fields, an edging of white sand, and the beautiful blue of the sea, are charming spots to gaze on. Fitch's Creek and Parham Harbour are two of these bays not far from St. John's (the capital).*

The climate is comparatively healthy, although tropical, the average temperature ranging from 70 deg. to 90 deg. The best months are from November to April.

* *Vide R.M.S.P. Co.: Views and Points of Interest in the West Indies.*

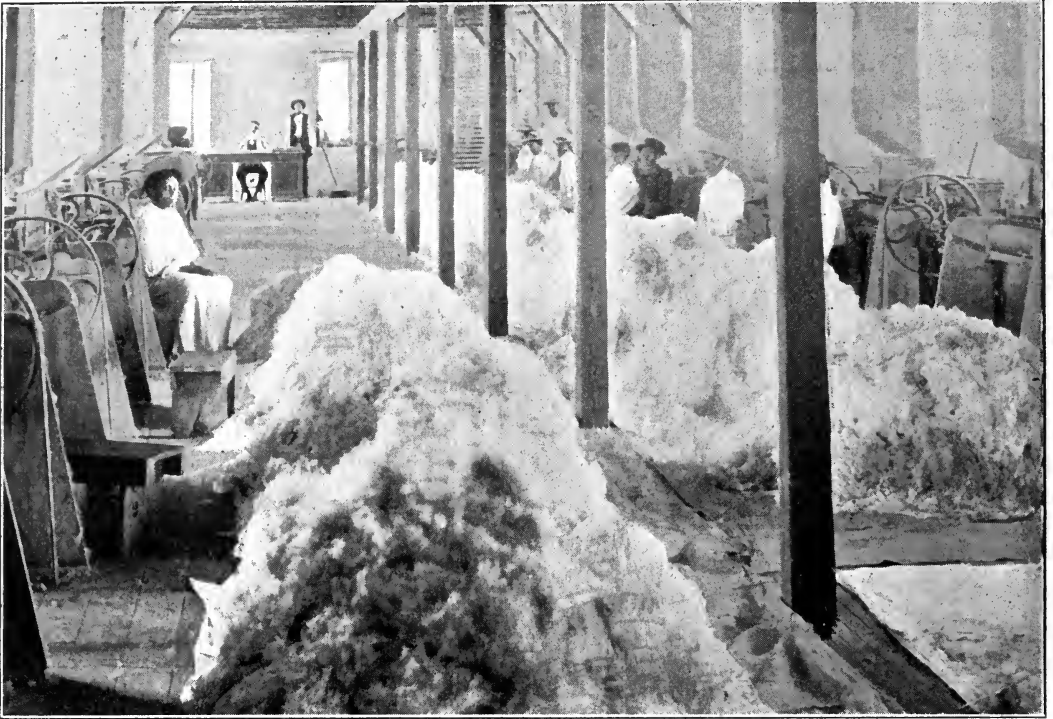


GOVERNMENT HOUSE, BRIDGETOWN, BARBADOS



BROAD STREET, BRIDGETOWN, BARBADOS

Photos, West India Committee



COTTON GROWING

Photo, West India Committee

The staple products are sugar and cotton, but pineapples, limes, molasses, tamarinds, and arrowroot are also produced and exported.

Antigua was at one time a naval and military station, and among the places of interest is the old naval dockyard at English Harbour. Others are the waterworks at Waling, and the Public Hospital, which was originally intended as a camp for Boer prisoners, but, owing to the happy termination of the war, was converted into a hospital.

St. John's, the capital and the headquarters of the Government of this colony, is a neat little town of bungalow-like houses. It has a population of about 7,910. There is a club and a large English Cathedral, which is the most prominent building on the island. Owing to the shallow water in St. John's Harbour, landing from ocean liners has to be effected by tender.

Of the two little island dependencies, Barbuda is the larger, having an area of 65 square miles and a population of about 700. It is situated 30 miles north of Antigua, and, like its parent, is flat and fairly closely

cultivated. The products consist of cotton, tobacco and pepper. This island was at one time the absolute possession of the Codrington family. Redonda is little more than a rock, its population numbering from fifteen to twenty, but there is a small phosphate industry, and vegetables are grown.

ST. KITTS.

The original name of this island was St. Christopher (named after its discoverer, Christopher Columbus, 1493). It is the oldest colony in the West Indies, and has an area of 68 square miles and a population of about 22,000.

Topographically, it rises sharply from the sugar plantations of the coast to the central cone, Mount Misery, which is 3,711 feet above sea level, and is the highest peak in the island. "It is a mass of rock projecting from the lip of a large crater, the descent into which is a work of some toil, but well worth making. Volcanic action is by no means extinct, there being, a short distance up one side of the crater, hundreds of sulphurous jets too hot for the hand to be held

over them. After heavy rains the bottom of the crater becomes a lake several acres in extent, with a mean depth of 5 or 6 feet. Across the main ridge there is a pathway practicable for mules or ponies, which served for communication between the English settlements on the opposite side of the island at the time when it was partly in French occupation. Brimstone Hill, standing close to the shore, and looking as though pitched there out of the crater, whose bowl it would about fill up, has upon it the remains of magnificent fortifications, no longer applied to any use; before the days of rifled artillery the fortress was looked upon as impregnable—the Gibraltar of the West Indies.”

This calls to mind the stormy history of the West Indies. Nearly every island has a battlefield and ruins of fortifications, and the seas around have been ploughed with shot in the time of the wooden walls of England. In 1710 property to the estimated value of nearly £300,000 was destroyed in the island

of Nevis by a French invasion. Dominica was the scene of Rodney's great sea fight, and a history full of incident might be written of each island in the West Indies.

The climate of St. Kitts is healthy for the tropics, the average temperature ranging from 75 deg. to 88 deg. It is famous for its variety of fern, over 200 species having been found.

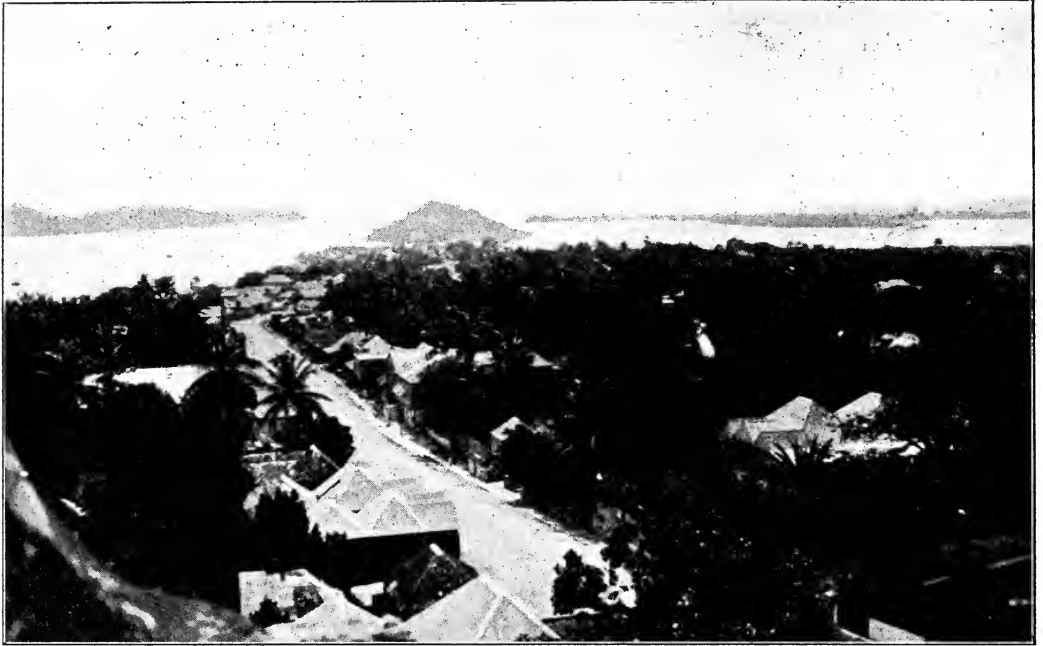
The cultivation of sugar-cane is the only important industry. These estates, through which runs a road which completely encircles the island, stretch up from the sea coast to the lower slopes of the central peak in an almost unbroken sea of green.

The capital of St. Kitts is the little town and seaport of Basse Terre, which has a population of about 7,736. The houses surround Pall Mall Square, a cool and picturesque garden, and the points of interest in the town and in the surrounding country are the Black Rocks, Brimstone Hill, the Church, the Library, the Club, the

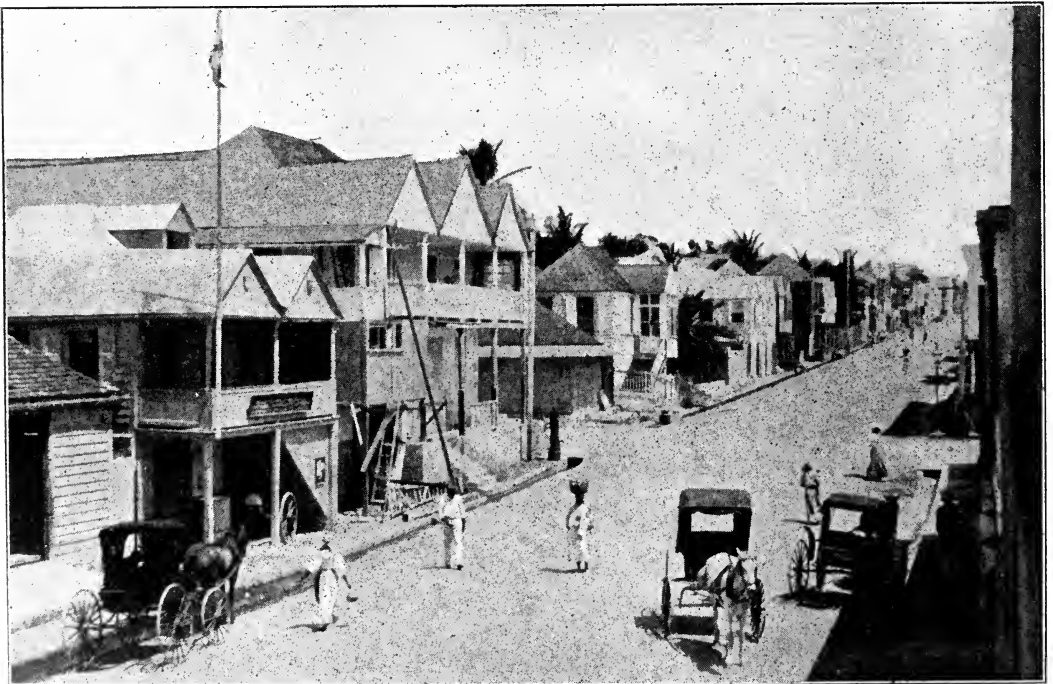


BELVILLE, BARBADOS

Photo, West India Committee



ST. JOHN'S, ANTIGUA



A STREET IN ST. JOHN'S

Photos, West India Committee



*Photo by kind permission of the
West India Committee*

Castleton Gardens, Jamaica



Brighton Sugar Works, and the tomb in Middle Island Church of Sir Thomas Warner, who was the founder of the British Colony; he died in 1648.

NEVIS.

This little island, which has an area of 50 square miles and a population of 11,569, is separated from St. Kitts only by a narrow strait, some 3 miles wide. The island was named by Columbus "Nieve," meaning snow-white, probably on account of the cloud-capped appearance of the central peak.

Nevis was once a populous and prosperous island, but its population has decreased and its prosperity departed. Ruins of noble country houses dot the hillsides. Charlestown itself once had 4,000 white inhabitants; now it has barely 100, with a total population of 1,158. About a third of a mile out of the town are the ruins of a great stone structure, built 100 years ago for an hotel at a cost of some £40,000, and sold only a few years ago for £40.

Charlestown, the little port and capital of Nevis, is situated on the western side of the



THE NEW CLUB, ST. JOHN'S

Photo, West India Committee

Topographically, Nevis is little more than a volcanic cone rising from the sea. Its most elevated point is 3,200 feet, and its shores, in many parts, run down in gentle, plantation-covered slopes to the sea. Sugar and cotton are largely cultivated. The soil is fertile, and nearly half the whole island is fit for cultivation. The climate is decidedly healthy, as the slopes are almost continually swept by sea breezes. The temperature varies according to the altitude. On the central peak it averages about 60 deg., while on the lowlands and in the sheltered valleys it averages 90 deg.

island, about 11 miles distant from the capital of St. Kitts, and is the only town in this island.

The sulphur springs with which the island abounds are said to have a salutary effect on chronic articular diseases, such as rheumatism. Here, too, Nelson lived for some time, and was married to a lady of the island in the stately mansion of Montpelier—now, like many another once handsome building, a ruin.

On the 30th April, 1680, the then capital, Jamestown, situated on the north-west margin of the sea coast, was submerged by

an earthquake, carrying with it its population and wealth. Relics of this terrible visitation, in the form of fissures and the crushed timber of *lignum-vitæ*, remain as evidence of the event.

Anguilla, the little dependency of this group, is an island of only 35 square miles and a population of less than 4,300. It is situated about 60 miles north-west of St. Kitts. Cotton is grown, and cattle and ponies reared. There is also a salt-producing industry.

From a scenic point of view Dominica is a chaos of mountains, rugged and bold in outline, clothed on the slopes and in the valleys with mango and palm trees. The flowers are bright-hued and innumerable, and the atmosphere in the gardens is often heavily perfumed with jessamine. The climate is healthy, the temperature varying according to altitude from 60 deg. to 90 deg. The prevailing wind during the coolest months, from November to April, is easterly; and the nights are cool even in the



PACKING COTTON, ANTIGUA

Photo, West India Committee

DOMINICA.

This is, undoubtedly, the most picturesque, as well as the largest, island in this colony. It is 29 miles long and 16 miles broad, with an area of 290 square miles and a population of 36,000.

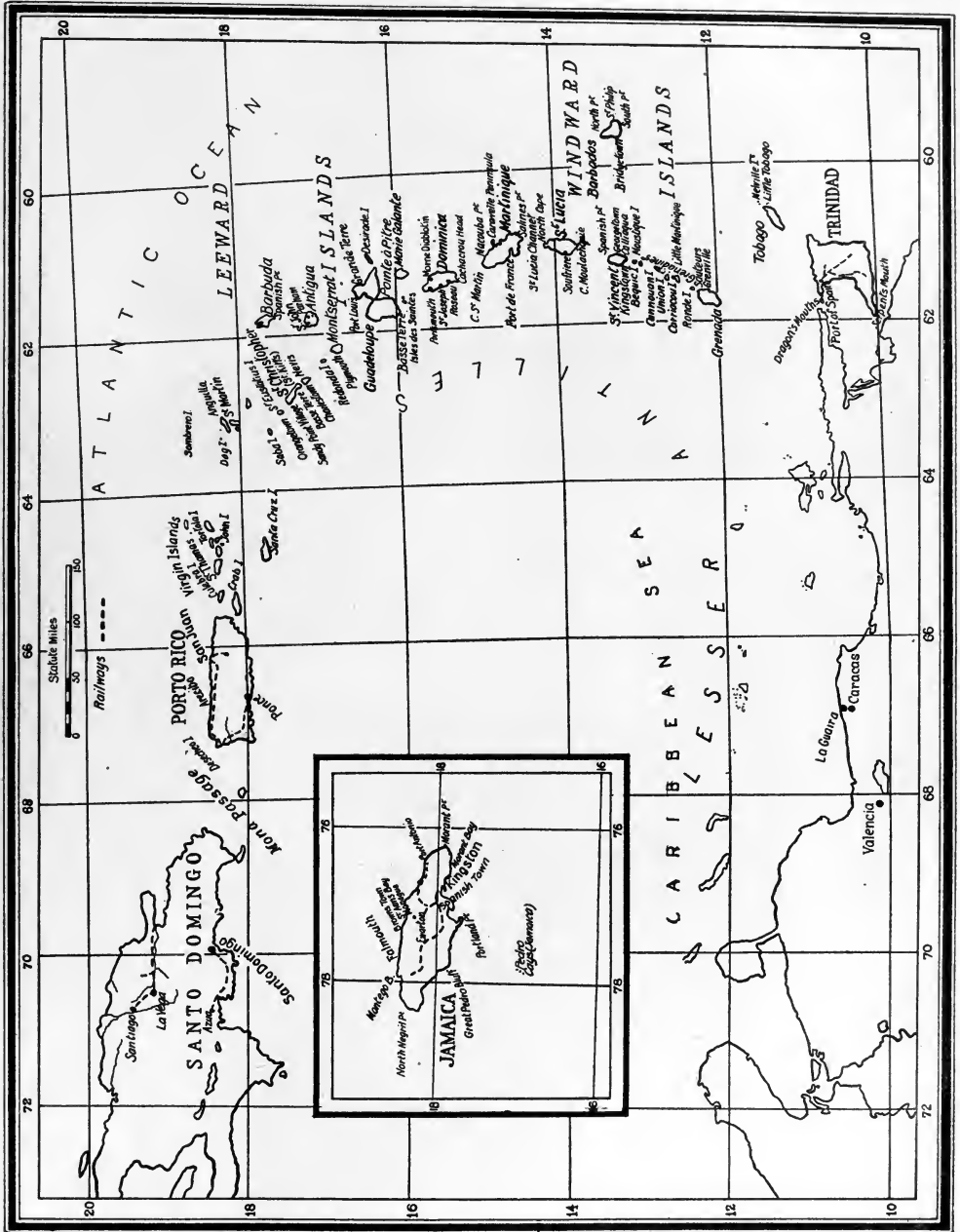
The surface of this island is rugged and broken, and the mountains are the most lofty in the Lesser Antilles, the highest peaks being Mount Diablotin, which is 4,750 feet above sea-level; the Morne Trois Pitons, which is 4,672 feet; and Mt. Watt, 4,075

feet. From a scenic point of view Dominica is a chaos of mountains, rugged and bold in outline, clothed on the slopes and in the valleys with mango and palm trees. The flowers are bright-hued and innumerable, and the atmosphere in the gardens is often heavily perfumed with jessamine. The climate is healthy, the temperature varying according to altitude from 60 deg. to 90 deg. The prevailing wind during the coolest months, from November to April, is easterly; and the nights are cool even in the

hottest months owing to the refreshing breezes which come down from the mountains shortly after sunset.* It was off Dominica that Rodney defeated the French fleet on 12th April, 1782. This victory secured for England the mastery of the Caribbean Sea. The Botanical Gardens in Dominica contain one of the most remarkable collections of tropical plants in the world. The Sulphur Springs are renowned for their medicinal qualities, and there is a beautiful lake, situated in the mountains,

* R.M.S.P. Co.'s handbook: *Isles of the West*.

WEST INDIES





COAST LINE OF DOMINICA

Photo West India Committee

which was formerly the crater of a volcano, and well repays a visit. Ponies are the usual means of transport.

The capital of Dominica is Roseau, a pretty little town of 6,500 inhabitants, situated on the south-west coast of the island. "Like most West Indian places, it looks best from the sea, and the variegated roofs, brightly-tinted walls, deep green clumps of mango trees, and waving branches of lofty palms, give the town an air of picturesque smartness which is far less evident when you land." The only other towns in this island are St. Joseph and Portsmouth (population 1,000), both of which are on the west coast.

The cultivation of sugar-cane, once such an important industry in Dominica, has given way almost entirely to the cultivation of cocoa, limes, fruit and coffee. Dominica is governed by an Administrator and a Legislative Council composed of six official and the same number of unofficial members, all of whom are, however, nominated by the Administrator, who also acts as President of this Council.

MONTSERRAT.

This is one of the smallest, but at the same time one of the most healthy of the Leeward Islands. Its area is only 42 square miles,

and its population about 12,200. It is of volcanic origin, and presents the usual West Indian feature of a mountainous interior. It contains several hot springs and a wonderful variety of tropical scenery.

Montserrat is famous for its lime juice. The lime orchards, containing about 240,000 trees, belong principally to an English company, which annually exports over 100,000 gallons of juice. "Beautiful are these lime tree orchards when the trees are laden with blossom, whose luscious perfume pervades the whole air; lovely is the fruit, and health-giving and delicious the juice produced from it." In addition to the cultivation of limes, cotton is being grown, and there is a flourishing fruit and vegetable preserving industry which has its market in England and Canada.

Plymouth, the capital, is a picturesque collection of bungalows nestled amid tropical foliage at the foot of growth-covered hills and facing the sparkling blue sea. It has a population of about 1,700.

THE VIRGIN ISLANDS.

This small group, which forms a connecting link between what are geographically known as the Greater and Lesser Antilles, is divided principally between Great Britain and the United States. The British islands have a combined area of only 58 square miles and

a population of about 5,000. The chief island is Tortola (latitude $18^{\circ} 27'$ N. and longitude $64^{\circ} 40'$ W.) on which stands Road Town, the capital of the Virgins, with a population of 463. The only other islands of any size or importance are Virgin Gorda and Anegada.

The oversea commerce of these tiny islands is naturally very small. Cotton and sugar are grown in small quantities, and cows, sheep and goats are being raised. Copper in considerable quantity has been found in Virgin Gorda. There is no Legislative Council in these islands, which are administered by a commissioner.

The Windward Islands

The Windward Islands geographically include Barbados and Tobago, but the former is politically a separate colony and the latter a dependency of Trinidad, so the colony of

the Windward Islands is composed of only three units: Grenada (Government headquarters), St. Vincent, and St. Lucia, with their dependency the beautiful little Grenadines. This colony is administered by one Governor, but there is no *general* Legislative Council as is the case in the Leeward Islands.

GRENADA.

This is considered by many to be the most beautiful island in the Caribbean Sea. It is 21 miles in length and from 8 to 12 miles in breadth; and of its 85,000 acres nearly 40,000 are under some sort of cultivation. It has a population of 66,302.

It is a highly tropical and fertile island. The mountains of the interior reach an altitude of 3,200 feet. The valleys are thickly wooded, and there are numerous small rivers and lakes. Standing at an elevation of 1,740 feet, on the summit of the central plateau, is the beautiful Grand



ROSEAU VALLEY, DOMINICA

One of the beauty spots of the West Indies

Photo, West India Committee

Etang, a lake surrounded by rugged mountain peaks and gorgeous tropical vegetation. Here a Government Sanatorium has been established, and surrounding it is an endless combination of beautiful views. Another pretty lake is Antoine.

The climate of Grenada is healthy although tropical; the rainfall in this island, as elsewhere in the West Indies, is heavy during the short wet seasons, and the temperature ranges from 90 deg. to 70 deg. on the average. The most agreeable months are from November to April, when the trade winds make the climate cool and refreshing.

The staple products of this island are cocoa, spices, cotton, rubber, coffee and fruit. The average annual shipment of cocoa is 70,000 bags, and of spices 260 tons, and nearly 40,000 acres are under cultivation; the fruit industry and cotton growing are rapidly on the increase.

Grenada possesses magnificent virgin forests in which grow many valuable woods and gum-yielding trees. The most important are mahogany, white cedar, bullet wood, locust, galba, vanilla and rubber trees. On the coast, and among the Grenadines, turtles are caught and exported, and many kinds of fish abound. The principal fruits are bananas, granadillas, lemons, oranges, limes and grape fruit; and the vegetables include cucumber, eddoes, beans, ocro, melangerie, papaw, peas, tannias, sweet potatoes, yams and tomatoes.

St. George's, the capital, which is situated on the south-west coast, possesses a good harbour or *Carenage*. This beautiful sheet of water is half-encircled by a line of white bungalows and a background of low hills covered with the most gorgeous tropical growth. It is a place for the artist, the lover of blended colours, forms and lights and shades, and also for the yachtsman. Of the places to visit, the island's Colonial Secretary has written:—"There is the old fort, with its romantic past, the Botanic Gardens (easily reached by boat), where an hour or two may be pleasantly spent in the luxuriant vegetation of the tropics; Queen's Park, where in the evenings, tennis, cricket, and other open-air sports and games are enjoyed; Richmond Hill, 750 feet up, with its chain of forts and government institutions, whence a bird's-eye view of the town and harbour may be obtained after twenty

minutes' ride or drive; and last, but not least, the *Carenage* itself, which is perfect for boating."

The other little towns of the island are Grenville, Santeurs, Charlotte Town, and Victoria. In the latter is to be seen a sculptured Carib stone of considerable antiquity. St. George's is the residence of the Governor of the Windward Islands. There is also a Legislative Council of fourteen members, having jurisdiction over Grenada and a few of the Grenadines only.

ST. VINCENT.

This island, which is situated to the west of Barbados, has a length of 18 miles and a breadth of 11 miles, with a total area of 148 square miles. The population, including the attached Grenadines, numbers 44,447.

A chain of mountains crosses the centre of the island, and on each side of the divide the country slopes down to the coast in the form of fertile and well-wooded hills. "Soufrière," the most lofty peak, is 3,000 feet high, and it was from this that the terrible volcanic eruptions occurred on 26th March, 1812, and again on 7th May, 1902. In the latter calamity ashes to the estimated amount of 1,700,000 tons were blown over the intervening sea on to the island of Barbados, which is fully 95 miles distant. Although the loss of life among the Caribs was great compared with their diminishing numbers, this eruption did not devastate the whole island, as is commonly supposed; the sides of the Soufrière were covered with lava, and the town of Kingston, which is the capital, suffered severely, but by far the largest portion of the island received only the rain of ash, which did but little damage to life or house property. In a very few weeks after the eruption, agriculture, in the parts untouched by the lava, was resumed.

St. Vincent affords an excellent opportunity for studying the remainder of the once dreaded Carib or cannibal population of the West Indies, who at first offered such a fierce resistance to the Spaniards. A large trade is done in their antiquities, but the visitor must be careful of the imposition of counterfeits.

Of the scenery of St. Vincent one writer has said: "This charming island, which contends with Dominica and Grenada for the palm of beauty, is one of the most interesting

and also woebegone in the West Indies. Ravaged in turn by French, English and Caribs, it became at last the most English of the true Caribbean islands, putting Barbados and Antigua apart as being of a totally different type; and even the supporters of the scenery of Dominica and Grenada will admit that the Soufrière of St. Vincent has no rival, while the view of the leeward coast from Fort Charlotte, which dominates the town, is very fine."

The attractions of St. Vincent, other than the Soufrière, are Fort Charlotte, which is situated about a mile from Kingston, the capital; the Botanical Gardens, quite close to the town, and the gorgeous Marriagua Valley. The island possesses a wonderful variety of ferns, and there are over 1,150 different species of flowering plants.

The staple products are sugar, arrowroot—for which St. Vincent is famous—molasses, rum, cocoa, cotton, cassava and coffee. A cotton factory has been specially erected by the Government to stimulate the cultivation on a larger scale of this valuable product.

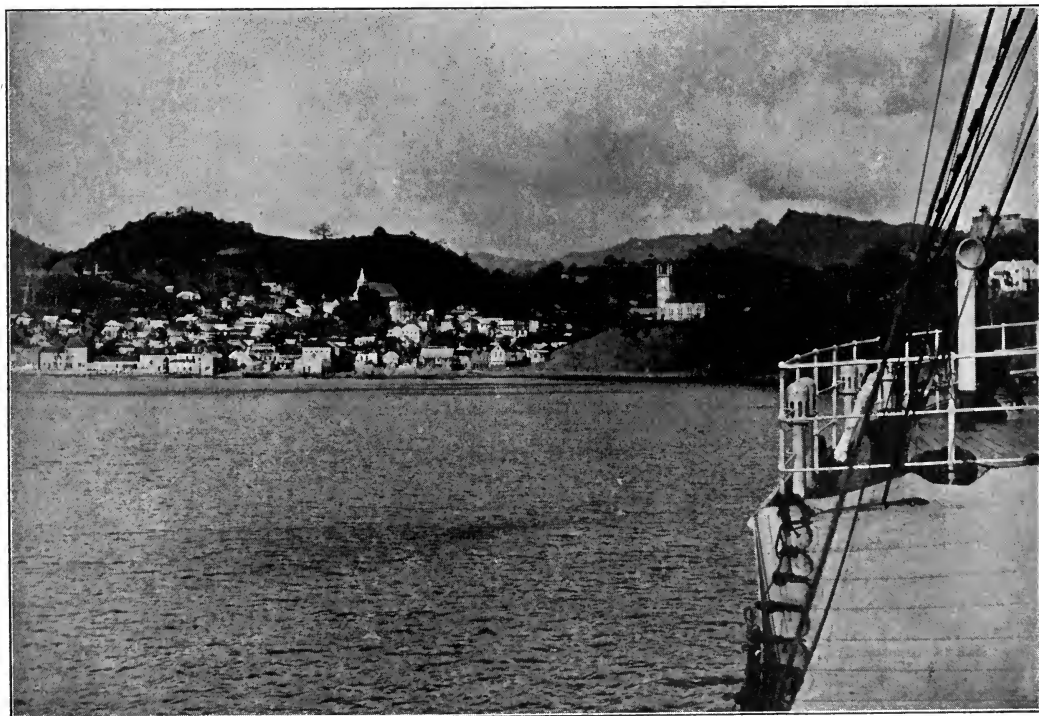
The climate is healthy, especially during the months from November to April, when the average temperature is 79 deg. to 80 deg.

Kingston, the pretty little capital, has a population of nearly 4,000, a club, library, and a fine golf course. When seen from the sea its appearance is very picturesque. The houses fringe the shore of the bay and are painted yellow, white, blue and pink, with brilliant red tiled roofs. These, intermingled with the green of tropical foliage, come down to the edge of the turquoise sea. St. Vincent is governed by an administrator, but there is no Legislative Council.

ST. LUCIA.

This is one of the largest of the Windward Islands. It is 42 miles in length and 21 miles in breadth at its widest part. The total area is 233 square miles, and the population 52,300. It is of volcanic origin, and is very mountainous and thickly covered with tropical growth.

One of the principal sights in this rugged little island is the Morne Fortunée, an



ST. GEORGE'S, GRENADA!

Photo. Royal Mail Steam Packet Co.

elevation some 800 feet high, from the top of which a magnificent view may be obtained. During the 150 years the French and English struggled for mastery in the West Indies, St. Lucia was the centre of the fiercest fighting. "Of the battles fought on the island, by far the greatest number raged on and around the Morne Fortunée, as whoever held the Morne held St. Lucia, and those who held St. Lucia held the West Indies. For this reason St. Lucia was for many years the second largest military station in the Caribbean, and the abandoned barracks can be seen here."

On the south-west side of the island the remarkable rocks known as Pitons or Sugar Loaves rise out of the sea to a height of nearly 3,000 feet, and mark the entrance to the harbour of Soufrière. Visitors landing at this interesting village should visit the hot springs, and the ruins of the baths erected by King Louis XVI "for the use of His Majesty's troops in the Windward Islands."

St. Lucia, like many of the West Indian islands, depends for its prosperity upon agriculture. There is an Agricultural School where instruction is given (in many of the islands of the British West Indies there are Schools of Agriculture). Cocoa and sugar are the two staple products of this island, as much as 1,700,000 lb. of the former and 6,000 tons of the latter being exported in one year.

The climate of St. Lucia, like that of all the British West Indian islands, is comparatively healthy for the tropics. During the months from November to April it may be considered ideal, the average temperature being only 72 deg., and a cool north-easterly sea-breeze blows almost continually.

Castries, the capital, which has a population of nearly 6,000, lies on the north-west coast of the island. It possesses one of the finest harbours in the West Indies, and is the British Naval coaling station in these seas. Over 200 vessels annually enter and clear from this busy little port.

"In the centre of the almost circular bay of Castries, nestling at the foot of some high hills, which form a beautiful background, is the little town which gives its name to the bay. Peeping out of the green of the hills at the entrance to this small bay are the yellow buildings of the barracks and the

War Department's stores. But the troops have been withdrawn, not only from here but from the whole of the British West Indies, and the Morne, as this height is called, knows them no more. St. Lucia is still very French, as, indeed, are the first four islands going north from Barbados, viz., St. Lucia, Martinique, Dominica, and Guadeloupe. Two of them—Martinique and Guadeloupe—still belong to France. In all of them the negroes speak a French *patois*. In Castries the names over the shops are French."

THE GRENADINES.

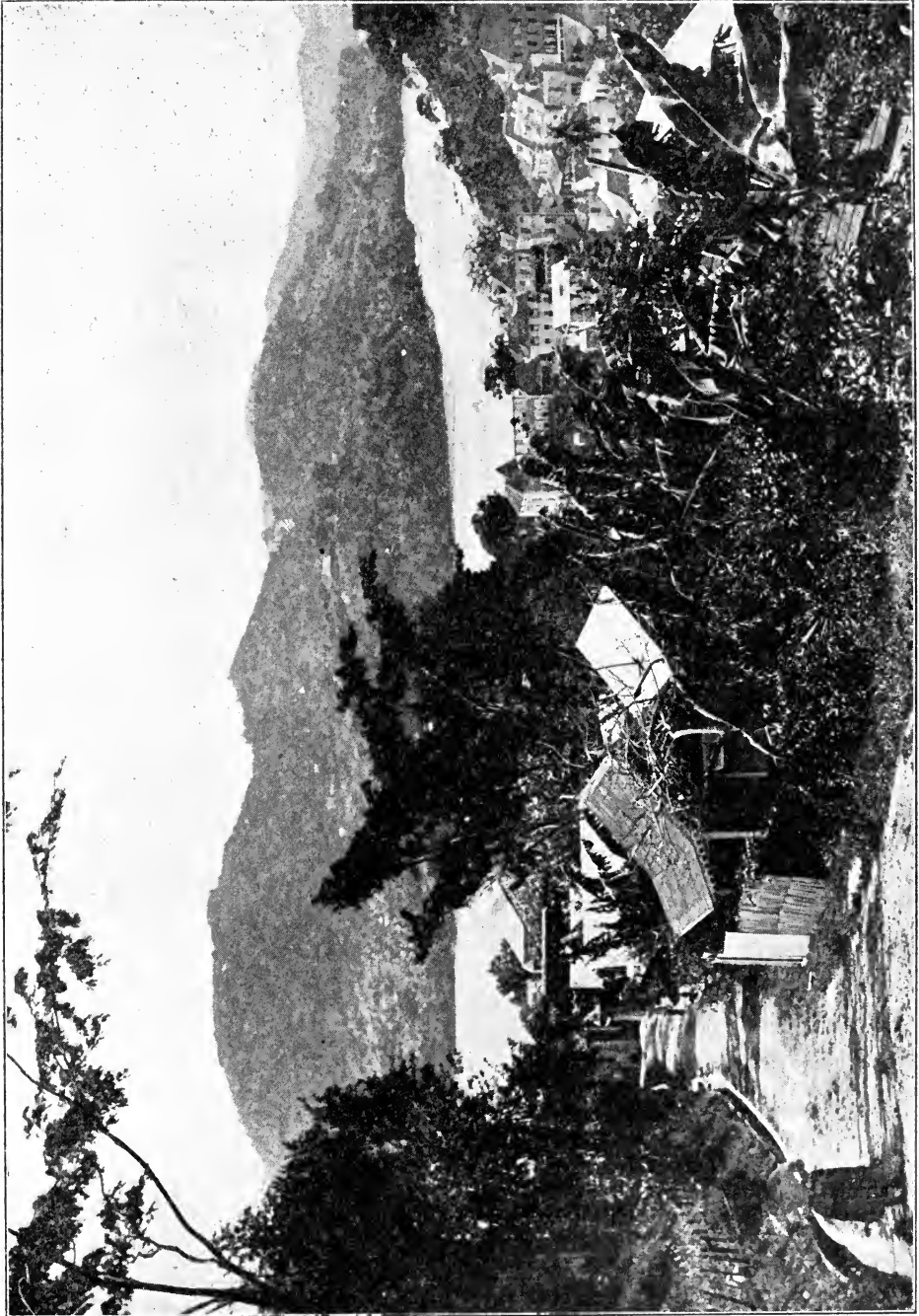
Between Grenada and St. Vincent lies the little group of islands known as the Grenadines, which form the sole dependency of the Colony of the Windward Islands. The Grenadines have a total area of about 13 square miles and a population of 7,100. Some of them are only uninhabited rocks, the home of sea-birds, but others are inhabited by a few Caribs and negroes. The largest island is Carriacou. There is no town, and but little commerce even in native produce. These little islands are divided politically, as well as geographically, between the Governments of Grenada and St. Vincent.

The Bahamas

The Bahamas Islands, which are the most northerly group in the British West Indies, lie about 600 miles off the coast of Florida (U.S.A.), between lat. 21° 41' to 27° 34' N. and long. 72° 40' to 79° 5' W. They consist of a very large number of small coral islands only about twenty of which are inhabited. Their position, at the northern extremity of the West Indian semi-circle, gives them a certain strategic importance, as they block the entrance to the Gulf of Mexico, and lie close to the track of vessels coming down the United States coast to Central America and the Panama Canal. They have a total area of about 5,800 square miles and a population of 59,928, composed mostly of negroes.

The chief islands are: New Providence (Government Headquarters), San Salvador, Andros Island, Abaco (Long) Island, Grand Bahama, Eleuthera, Exuma, Great Inagua, Harbour Island, the Watling Isles, Rum Cay, Long Cay, Ragged Island and Biminis.

On New Providence stands Nassau, the capital, and the seat of the administration,



Photo, Royal Mail Steam Packet Co.

A VIEW OVER THE BEAUTIFUL ISLAND OF GRENADA



STREET IN COOLIE VILLAGE, TRINIDAD *Photo, Royal Mail Steam Packet Co.*

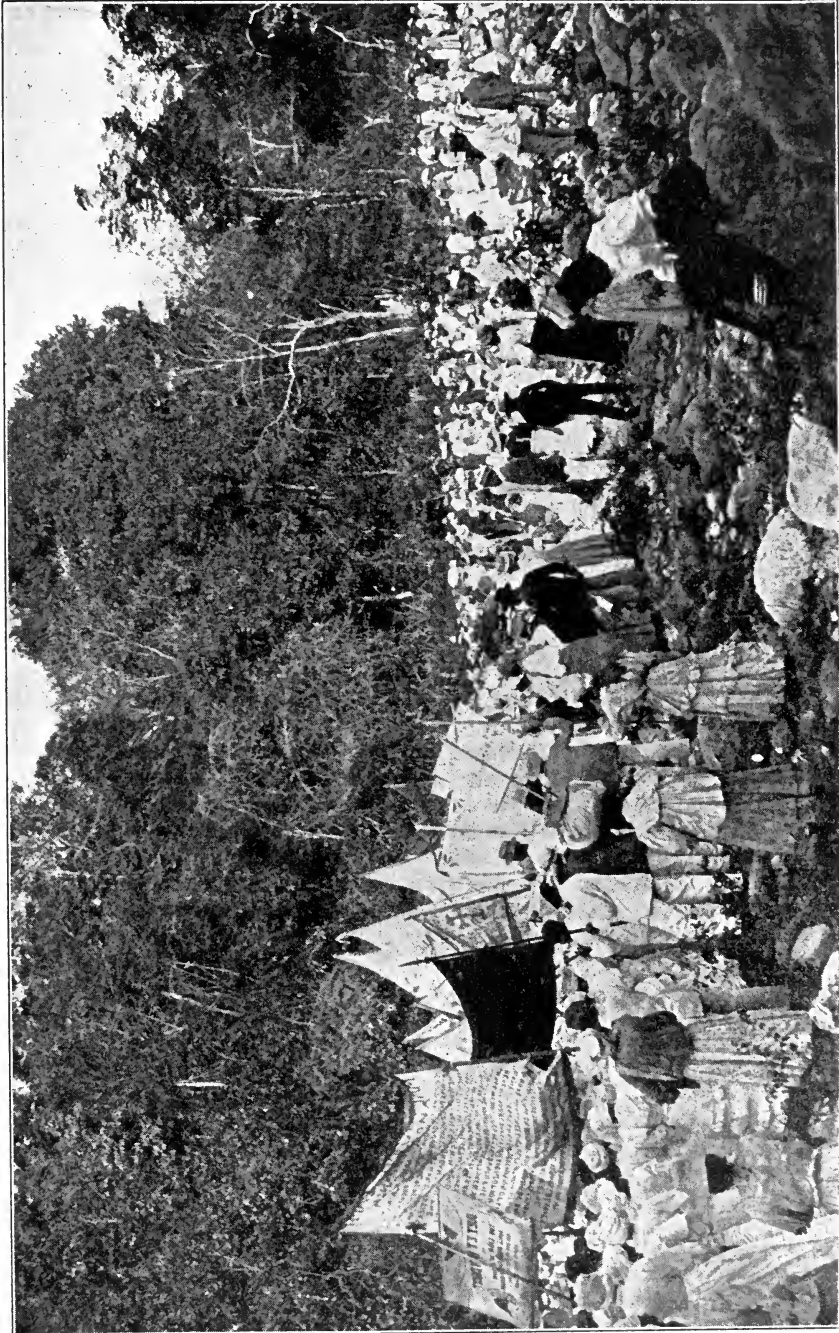
which has a population of about 5,000. It is a pretty little West Indian town overlooking a small though safe anchorage sheltered by Hog Island. Andros, which has an area of about 1,500 square miles, is the largest island—or, more correctly, collection of small reefs practically joined—in this group. On Harbour Island stands Dunmore Town, which is second in size and commerce to Nassau. According to local history it was on Columbus Point, on the Island of San Salvador, that Columbus first landed in the New World.

The natural features of the Bahamas are similar to those of some of the other West Indian islands, but they are of coral formation, and not volcanic. Their situation being further north the climate is less hot and enervating; and Nassau (New Providence), which lies just beyond the region of the tropics, is a favourite winter resort of Americans.

The chief industries are sponge gathering, and the cultivation of fruit, fibre, cotton, vegetables and tobacco. A considerable portion of the oversea trade of these islands is with the United States. The fruit consists

principally of pineapples, bananas and coconuts. In the forests there are many valuable woods, including mahogany, ironwood, ebony satinwood, logwood, mastic and lignum-vitæ. About 30,000 acres are now under hemp fibre. The imports, as in the case of most of the British West Indies, consist chiefly of cottons, preserved foods, hardware, wines, and worsted and woollen fabrics.

The Bahamas form one of the separate colonies composing the British West Indies; for, although many of these islands have their own administrators and legislative councils to manage local affairs, they are all grouped under five governors appointed by the Crown, with the Captain-General in Jamaica as *Governor-in-Chief*. The Bahamas have an unusually complete form of government. First there is the Governor, who is aided by a Council of nine members for executive purposes, then comes a Legislative Council (or Senate) of nine members and a Representative Assembly of twenty-nine members. These islands were first colonised by the British, but in 1781 they were captured by the Spaniards, but were



Photo, West India Committee

PROCESSION ON THE WAY TO A NEGRO BAPTISM

given back to the Empire after the Peace of Versailles. (See *Bahamas Islands*.)

VOLCANIC ERUPTIONS.

Property in the West Indies has suffered a great depreciation during recent years owing to volcanic outbursts, earthquakes and hurricanes, which have repeatedly occurred. The worst of these occurrences, during comparatively modern times, were: the eruption of La Montagne Pelée, in the French island of Martinique, in 1902, when a town of 30,000 inhabitants was buried in ashes, and an area of 30 square miles around the volcano devastated by showers of red-hot dust and seas of molten mud and lava; the earthquakes in the British island of Jamaica in 1692 and again in 1907, which wrecked buildings, especially in the town of Kingston, and caused considerable loss of life; the eruption of the Soufrière in the island of St. Vincent in 1718 and 1812, when but little damage was done, but more havoc, however, resulted from the third eruption in 1902. Hurricanes have been of frequent occurrence in many of these beautiful little islands, but the damage done is comparatively insignificant and the loss of life very small.

The exaggerated reports of the devastation caused by these truly terrible catastrophes which have been circulated in Europe and America have caused incalculable harm to the planters and traders in the West Indies. Writing on this subject the well-known authority, Sir Harry Johnston, says:—

“On my return from visiting Jamaica, I committed myself to the statement that, even after allowing for a very notable increase in the coloured population of that island, there was still room there for a white population of 10,000 persons, who would naturally choose the high land of the interior (never at any great distance from the coast) for their homes. Here they would find all the essentials of an earthly paradise, only marred, perhaps, once in a hundred years by a severe earthquake, and once in a quarter of a century by a hurricane. But a large proportion of Jamaica seems never to feel or to give evidence of the result of earthquake shocks. These, when they occur with any severity, are usually confined to the vicinity of the seaboard; and that hurricanes cannot materially retard the

agricultural progress of the island is evident from its present condition. They must be regarded as occasional accidents of Nature, which in the future will be met by a system of insurance.”

Hence it will be seen that the fear of earthquakes, volcanic eruptions and hurricanes in these islands is based upon exaggeration. When looking to the future of the West Indies, it is, however, necessary to take into consideration the possibility of future disturbances, but it should be remembered that the coral islands of Barbados, Antigua, and the Bahamas group may be considered entirely free from earthquakes or volcanic disturbance.

COLOURED POPULATION.

The dense negro population generally, despite the idleness which comes so natural to the inhabitants of tropic and semi-tropical zones, has, on the whole, made astounding progress. This result has been achieved under white guidance. Educated officials and energetic commercial men from Great Britain and the United States have brought about this happy state of things, for the British West Indies are now as free from crime as any English country. Lynch law is unknown. Although the overwhelming majority of the natives are negroes of the same origin as those who populate the southern states of America, “outrages,” says Sir Sydney Oliver, “on white women and children are as rare as in rural England.” Ladies and children can wander about these islands as secure from molestation as in any part of Great Britain.

The West Indies are, and for some long time will remain essentially the land of the planter and the official, all manual work being performed by coloured people. Yet the climate of these regions, unlike that of such a large proportion of Tropical Africa, is *not* markedly unsuited to the health and vigour of the white race. It may be so to some extent in British Guiana, the most equatorial of all the British possessions in Tropical America, but in the beautiful West India Islands, and even in the very hot region of British Honduras, there seems to be nothing prejudicial to a colonisation by white people (except that they are not able to do hard manual labour in the sunshine).



HARBOUR, ST. VINCENT, AFTER A HURRICANE *Photo, West India Committee*

PANAMA CANAL.

The commerce and prosperity of the West Indies is slowly receiving a considerable impetus from the opening of this great inter-oceanic canal. The trade routes from the United States, Canada, Europe and Africa skirt the shores of these islands, and Kingston, Jamaica, should become more and more a port-of-call for all classes of vessels going, *via* the Panama Canal, to the Pacific ports of the United States, Canada, South America, and also to the Far East. A glance at the map will show the favoured position in which Jamaica is situated. From Cape

Gracias á Dios, the nearest point on the mainland of the Mosquito coast, it commands the coasting passage through which the bulk of the maritime commerce of the United States and Canada must pass on its way to the canal, and lying further south and west than the island of Cuba it will become an increasingly favoured port-of-call for many of the vessels coming from Europe. Barbados also lies in the track of vessels from Europe, and Trinidad on the trade route between the rapidly growing ports of South America. (See *Government, Finance, Commerce, Bermudas and Bahamas Islands, Guiana and Honduras.*)



GAZETTEER

OF CITIES AND TOWNS IN THE BRITISH EMPIRE

THERE are in the British Commonwealth of Nations 115 cities with populations exceeding 100,000, and over 3,100 smaller centres. Of the 115 large cities three contain over 1,000,000 inhabitants, ten have populations varying from 500,000 to 1,000,000, and 102 have over 100,000 residents. These statistics are based on the last census returns (1911-21) and in some cases upon more recent official estimates. In the following Gazetteer (arranged in alphabetical order) will be found information concerning all the important centres of British historic and economic achievement.

A

ABBEOKUTA (S. Nigeria).—A collection of native villages forming an African city in the Yoruba country, about 84 miles north of Lagos. The population numbers about 200,000.

ABERBROTHOCK (Scotland).—A small town in Forfarshire. Population 19,500.

ABBERFFRAW (Wales).—A tiny seaport in the Isle of Anglesea, 12 miles from Holyhead.

ABBEYFEALE (Ireland).—A small market town in County Limerick. Population about 1,000.

ABBEYLEIX (Ireland).—A small town in Queen's County. Agricultural.

ABBOTSBURY (England).—A village in Dorset. Has a ruined abbey.

ABERAMAN (Wales).—A town in Glamorgan with a population of 15,090.

ABERAVON (Wales).—A seaside town in Glamorganshire with a population of 15,370.

ABERAYRON (Wales).—A small seaport on the Cardigan coast, about 13 miles S.S.W. of Aberystwyth.

ABERCARN (England).—A town in Monmouth with a population of 20,123.

ABERCORN (Scotland).—A hamlet in Linlithgowshire, on the Firth of Forth, once the seat of a bishopric.

ABERDARE (Wales).—A town in Glamorgan with a population of 55,010.

ABERDEEN (Scotland).—Important town situated at the mouth of the River Dee, and on the Royal route to Balmoral, the residence of His

Majesty in Scotland. It has a population of 158,969, and is famed for its well-known University. The chief industries are granite works, whisky distilleries, paper, soap, and chemical works and the building of small ships. It has a well-equipped harbour and is a busy maritime port. (*See SCOTLAND.*)

ABERDOVEY (Wales).—A small watering-place on the Dovey estuary, in Merionethshire.

ABERFELDY (Scotland).—A small town in Perthshire. Population about 1,500. Monument commemorating the formation of the Black Watch in 1740. *Falls of Moners* in neighbourhood.

ABERFOYLE (Scotland).—A village in Perthshire.

ABERGAVENNY (England).—A town in Monmouth with a population of 9,252. Collieries in the vicinity.

ABERGELE (Wales).—A small market town in Denbighshire. Population about 2,632.

ABERLADY (Scotland).—A village on the coast of Haddingtonshire (E. Lothian). Population 1,100.

ABERNETHY (Scotland).—A small village in Perthshire. Once the capital of the Picts.

ABERSYCHAN (England).—A town in Monmouth with a population of 27,089.

ABERTILLERY (England).—A town in Monmouth with a population of 38,805.

ABERYSTWYTH (Wales).—Popular seaside town in Cardiganshire, having a population of 11,220. The University College of Wales was founded in this town in 1872.

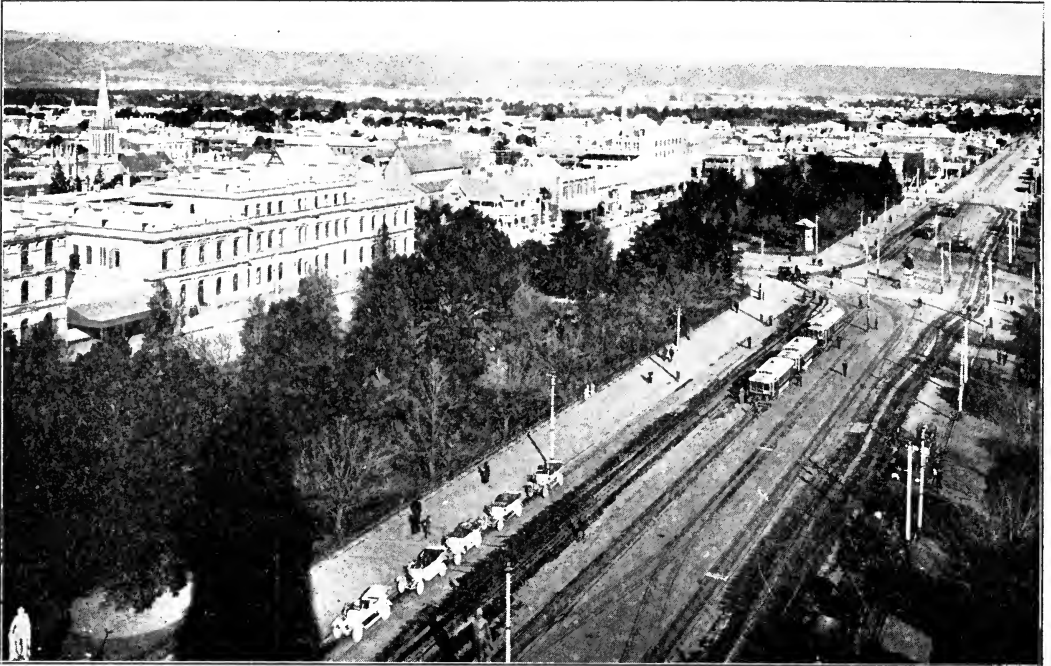
ABINGDON (England).—A town in Berkshire with a population of about 7,167.



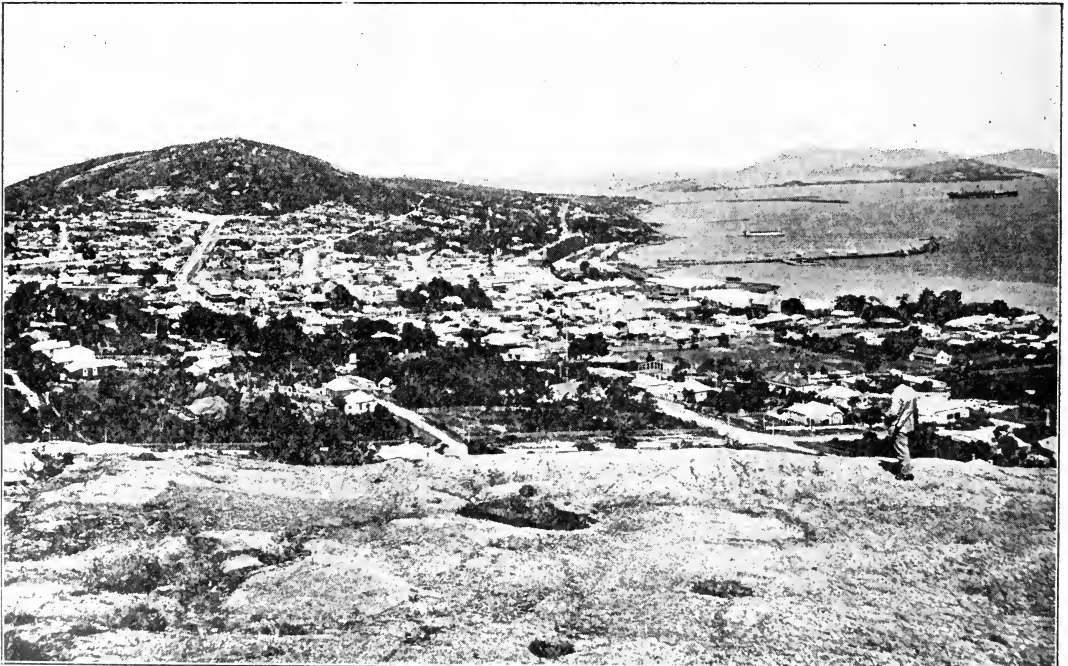
Photo, G.W. Rly
ABERGAVENNY, ENGLAND, FROM THE CASTLE WALLS



Photo, G.W. Rly
ABERYSTWYTH, WALES, THE PROMENADE



ADELAIDE, CAPITAL OF SOUTH AUSTRALIA



ALBANY, WEST AUSTRALIA

Photos, Australian Government

ACCRA (Gold Coast Colony).—A native town and the capital of the British Gold Coast Colony (since 1875). It enjoys a comparatively healthy climate, and, next to Cape Coast Castle, is the most important town in the Colony. The population numbers 12,000. (See also under WEST AFRICA, THE GOLD COAST COLONY.)

ACCRINGTON (England).—A town in Lancashire with a population of 43,610.

ACHALGANJ (India).—A small town with a population of about 6,000, situated near the Ganges in Southern Oudh.

ACHILL (Ireland).—A small island with a total area of 51,520 acres, situated off the west coast of Ireland and incorporated in the County of Mayo. There are three small villages, and the total population is about 6,000. It is mostly composed of barren moors and bogs, with a rocky, much-indented coast-line culminating in Achill Head, 2,192 ft. in height.

ACOCK'S GREEN (England).—A town in Worcestershire with a population of 29,910.

ACTON (England).—A suburban town of London, in Middlesex, with a population of 61,314.

ADAC (Ireland).—A small country town in County Limerick, on the River Maig.

ADDIEWELL (Scotland).—A Midlothian mining town with a population of about 2,000.

ADDLESTONE (England).—A small town in Surrey with a population of 8,098.

ADELAIDE (Australia).—Capital of South Australia (*q.v.*).

ADONI (India).—A town of considerable size in the Madras Presidency, situated about 64 miles north-east of Bellary. Population about 30,000.

AGAR (India).—A town with a native population of about 31,000, situated in the native State of Gwalior. It is a prettily situated old town standing in the centre of an open plain at an elevation of about 1,600 ft. above the sea.

AGRA (India).—See under INDIA.

AHAURA (Westland, New Zealand).—A small lumber and gold-mining township, situated about 22 miles north-east by rail from Greymouth. Recent discoveries of gold in the Paparoa Mountains, six miles distant.

AHMADABAD (India).—A large town with a population of about 232,777, in a district of Guzerat, Bombay Presidency. Early in the eighteenth century it was one of the finest cities in the East, and is said to have had a population of nearly 1,000,000. It possesses some beautiful specimens of architecture, among which must be mentioned the *Jama Masjid*, or Great Mosque. It is famous for its production of silk, cotton, paper, and native jewellery. (See INDIA.)

AHMEDNAGUR (India).—A town in Bombay with a population of about 40,000. The chief industries are the making of carpets, cotton, and silk cloths, and copper and brass articles.

AHMEDPUR (India).—A town in Rajputana with a population of between 30,000 and 40,000.

AIRDRIE (Scotland).—A town in Lanark with a population of 25,092.

AITUTAKI (A small atoll of the Cook group).—A Dependency of New Zealand. In steamship communication with Tahiti, Rarotonga, and Auckland (N.Z.). The principal village on the island is Arutanga. The native population numbers about

1,160 (Maoris); and the language spoken is a corruption of the New Zealand Maori. There are few whites on the island.

AJMERE (India).—A beautiful town in Rajputana, situated in a rocky valley 226 miles south-west of Agra. The principal product is cotton; and the population numbers 113,512. (See INDIA.)

AJODHYA (India).—An ancient and ruined city in the Province of Oudh. The old city is now a mass of overgrown ruins, but the new city, which lies near Fyzabad, has a population of about 9,000 and possesses over 120 temples and mosques.

AKAROA (Canterbury, New Zealand).—A small seaside town situated on a fine, well-sheltered harbour; is much patronised by residents of Christchurch, which is 54 miles distant. Captain Stanley, of H.M.S. *Britomart*, here hoisted the British flag over South Island (N.Z.) on 11th August, 1840. The French arrived with the same object only a few hours later.

AKYAB (India).—A town and port in Arakan, Burma. Situated at the mouth of the Kuladan River. It is an administrative station and a port from which large quantities of rice are shipped to other parts of the Indian Empire. The population exceeds 40,000.

ALBANY (Australia).—An old-established and important seaport on King George's Sound, Western Australia (*q.v.*). Population about 3,980.

ALBURY (New South Wales, Australia).—Population 7,810. Chief town on the border between the states of New South Wales and Victoria, 200 miles from Melbourne and 386 miles from Sydney. The centre of a very prosperous district.

ALDEBURGH (England).—A small seaside resort and fishing port on the Suffolk coast.

ALDERNEY.—(See CHANNEL ISLANDS, GREAT BRITAIN AND IRELAND.)

ALDERSHOT (England).—An important military centre in Hampshire, with a population of 28,756.

ALEXANDRA SOUTH (Otago, New Zealand).—A borough town with a population of about 800, situated at the junction of the Manuherikia and Clutha Rivers; 138 miles by rail from Dunedin. An important gold-dredging centre.

ALEXANDRIA (Scotland).—A town in Dumbarton with a population of 10,359.

ALEXANDRIA (Egypt).—See EGYPT, *General Description*.

ALFRETON (England).—A town in Derbyshire with a population of 20,485.

ALICE (Union of South Africa).—A small but pretty mountain-encircled town in the Cape Province.

ALIGARH (India).—A fort and civil station, 55 miles north of Agra. Nearby stands the native city of Koil, which, with the European cantonment, forms a municipality with a total population of nearly 70,000.

ALIWAL (India).—A small native town in the Punjab, on the left bank of the Sutlej River. The scene of the British victory over the Sikh armies in the campaign of 1846. (See INDIA, *History*.)

ALIWAL, NORTH (Union of South Africa).—An important town and railway centre on the borders of the Orange Free State Province. There are some fine buildings and public parks. About one mile distant from the town are the famous

sulphur springs and baths; there is also a large pleasure garden.

ALLAHABAD (India).—A large native city and headquarters of the Provincial Government. It stands at the confluence of the Ganges and Jumna, 390 miles from Delhi. Owing to its position on the banks of both of the sacred waters of India, it is much frequented by pilgrims. It possesses both rail and river communication and is an important commercial centre. There are several fine specimens of ancient native architecture. The Allahabad University was opened in 1889. Among other modern buildings the principal are the Government offices, the Public Library, the Mayo Memorial and the Town Hall. The population is about 157,220.

ALLENDALE (England).—A small town in Northumberland, near Hexham. Population about 3,100.

ALLOA (Scotland).—A town in Clackmannanshire with a population of 18,450.

ALMORA (India).—A hill town 88 miles north of Bareilly. It stands on a ridge of the Himalayas at an elevation of 5,337 ft. above sea-level, and has a population of between 8,000 and 9,000.

ALNWICK (England).—A town in Northumberland with a population of 6,991.

ALSTON (England).—A small market town in Cumberland. Distant about 26 miles E.S.E. of Carlisle. Population 3,344.

ALTON (England).—A small town in Hampshire. Population about 5,580. Breweries.

ALTRINCHAM (England).—A town in Cheshire with a population of 20,461.

ALVA (Scotland).—A small manufacturing town in Clackmannanshire, 8 miles from Stirling. Alva Glen in neighbourhood. Population 5,120.

ALWAR (India).—The capital of the Rajput state of Alwar (*Olwar*), situated 94 miles north-west of Agra. Population 65,000.

AMARAPURA (India).—The capital of Burma until 1860. Seat of Government transferred to Mandalay. Devastated by fire and earthquake in 1810 and 1839. Little now remains except a mass of ruins.

AMBLESIDE (England).—A market town and tourist resort in the Lake District of Westmorland. One mile from the head of Lake Windermere. Population about 2,878.

AMHERST (India).—A small seaport in Tenasserim, Burma. Situated at the mouth of the Salween 30 miles from Maulmain, the local Government headquarters.

AMHERST (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

AMIRANTE ISLANDS.—(See MAURITIUS.)

AMPTHILL (England).—A small town in Bedfordshire. Population about 2,269.

AMRITSAR (India).—(See INDIA, PUNJAB.)

AMROATI (India).—A town and district in Berar, British India. The town is an important cotton centre with a population of about 30,000. It is connected to the main Indian railway system by a branch line.

AMROHA (India).—A town in Northern India, 20 miles from Moradabad. Population over 40,000.

ANDAMAN ISLANDS.—(See INDIA, *Dependencies*.)

ANDOVER (England).—A town and important railway junction in Hampshire. Population 8,569.

ANNAMABOE (Gold Coast Colony).—A small sea-coast native town 10 miles east of Cape Coast Castle with a population of about 7,000.

ANNAN (Scotland).—A small seaport in Dumfriesshire. Population about 6,300.

ANNAPOLIS ROYAL (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

ANNFIELD PLAIN (England).—A town in Durham, 269 miles from London. Population 16,524.

ANSTRUTHER (Scotland).—A town in Fife with a population of 988.

ANTICOSTI.—(See CANADA.)

ANTIGONISH (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

ANTIPODES ISLANDS.—Situated 458 miles south-east from Port Chalmers, New Zealand—of which they form part. Consist of a few uninhabited rocky islands. There is a depôt of food for shipwrecked mariners on the north-east side of the chief island. They are visited twice a year by New Zealand Government steamer.

ANTRIM (Ireland).—A country town of County Antrim, with a population of 93,864.

ANUPSHAHR (India).—A native town on the Ganges, 73 miles south-west of Delhi. Population about 20,000.

APPLEBY (England).—A town in Westmorland with a population of 1,786. Mostly an agricultural centre.

ARBROATH (Scotland).—A town in Forfarshire with a population of 21,385.

ARCOT (India).—A city of about 15,000 inhabitants in the Madras Presidency. Situated on the Palar River 65 miles south-west of Madras. The scene of much fighting by the British under Clive in 1751.

ARDEE (Ireland).—A town with an old castle (1200), situated on the River Dee, in County Louth.

ARDGLASS (Ireland).—A small town on the coast of County Down.

ARDMORE (Ireland).—A small seaside resort on the Waterford coast, near Youghal.

ARDROSSAN (Scotland).—A favourite watering-place and seaport in Ayrshire, 414 miles from London. Population 16,517.

ARDWICK (England).—An important town in Lancashire with a population of 39,665.

ARGAUM (India).—A small town in Berar. The scene of Wellington's victory over the Mahrattas in 1803.

ARID ISLAND.—An uninhabited rock situated about 60 miles north-east from Auckland, and near to the more important Great Barrier Island.

ARKLOW (Ireland).—An old seaport on the south coast of County Wicklow, at the mouth of the beautiful Avoca River. Ruins of an ancient castle and monastery.

ARMAGH (Ireland).—A very ancient town in Ireland and capital of County Armagh. It has a twelfth century Cathedral and an equally fine Roman Catholic Cathedral. There is also a very fine old public library, an observatory, and a college. Linen manufactures. Population 120,291.

ARMIDALE (New South Wales, Australia).—Population 6,500, district 10,000. Capital of New

England, and on the Great Northern Railway, 359 miles from Sydney. An up-to-date town surrounded by pastoral, farming, and fruit-growing areas, also a very active mining district.

ARMLEY (England).—A town in Yorkshire, 185 miles from London, with a population of 36,762.

ARNOLD (England).—A small manufacturing town in Nottinghamshire. Population about 11,800.

ARRAH (India).—A town in Bengal on the railway line 320 miles north of Calcutta. Heroically defended by 12 Englishmen and 50 Sikhs during the Mutiny (*see* INDIA, *History*). Population about 50,000.

ARRAN (Scotland).—An island of about 168 square miles, situated off the west coast of Scotland (*q.v.*).

ARRANMORE (Ireland).—An island off the coast of Donegal, with a village of the same name. Area about 12 square miles.

ARROWTOWN (Otago, New Zealand).—A borough town with a population of about 500. Situated on the Arrow River, 126 miles north-west from Invercargill. Lignite mines, flour mills, good agricultural district. Beautiful lake and mountain scenery in the surrounding country.

ARMSTRONG (British Columbia, Canada).—A small agricultural town 32 miles south of Sicomous Junction. It is an important lumbering and flour-milling point, it and its rival, Enderby (six miles distant), being surrounded by wheat lands. There is a large co-operative flour mill and creamery, a large saw-mill and other industries. Considerable fruit is grown in the vicinity, and the fruit acreage is being increased.

ARUNDEL (England).—A small town in Sussex. Famous for its fine old castle. Population 2,741.

ASCOT (England).—A small town in Berkshire. Famous for its fashionable race meetings.

ASHBORNE (England).—A small market town in the Peak District of Derbyshire. Population about 4,147.

ASHBURTON (Canterbury, New Zealand).—A small borough town situated about 53 miles by rail from Christchurch. It is a well-built and lighted town, and possesses several factories and mills. It is an important pastoral and agricultural centre.

ASHBURTON (England).—A small town in S. Devon, 9 miles N.W. of Totnes. Population 2,632.

ASHBY-DE-LA-ZOUCH (England).—A town in Leicestershire, with a population of 4,983.

ASHFORD JUNCTION (England).—An important railway junction and country town in Kent. Population 14,355.

ASHINGTON (England).—A town in Northumberland with a population of 29,406.

ASHTON (England).—An important town in Lancashire. Population 43,333.

ASHTON-IN-MAKERFIELD (England).—A town in Lancashire with a population of 22,489.

ASKEATON (Ireland).—A small town in County Limerick.

ASPATRIA (England).—A village in Cumberland. Population 3,525.

ASSAYE (India).—A small native town in the extreme north-east of Hyderabad. The field on which Wellington defeated the huge Mahratta Army on 23rd September, 1803. (*See* INDIA, *History*).

ASSINIBOIA.—*See* MANITOBA, CANADA.

ASSUAN.—A city in South Egypt (*q.v.*).

ASTON (England).—A town in Warwickshire with a population of 42,247.

ATHBOY (Ireland).—A small town in County Meath.

ATHERSTONE (England).—A small agricultural town in Warwickshire, distant about 14 miles from Coventry. Population 5,957.

ATHERTON (England).—A town in Lancashire with a population of 19,863.

ATHLONE (Ireland).—A small manufacturing town in counties Westmeath and Roscommon, situated on the Shannon. Population about 8,000.

ATHY (Ireland).—A town in County Kildare (chief town), on the River Barrow and Grand Canal. Population about 6,000.

ATROWLI (Atrauli, India).—A town in Northern India, 17 miles north of Aligarh, with a population of about 20,000.

ATTERCLIFFE (England).—A town in Yorkshire with a population of 37,914.

ATTLEBOROUGH (England).—A small agricultural town in Norfolk.

ATTOCK (India).—A small town on the left bank of the Indus, in the Punjab. It is commercially and strategically important owing to its position at the head of steamboat navigation of the Indus, nearly 1,000 miles from the mouth. There is a strong fort; but the population of the town itself number little over 5,000.

AUBURN.—A town in New South Wales. Population 14,200.

AUCHENHEATH (Scotland).—A coal-mining village in Lanarkshire.

AUCHINBLAC (Scotland).—A village in Kincardineshire.

AUCHINLECK (Scotland).—A village in Ayrshire.

AUCHMITHIE (Scotland).—A fishing village in Forfarshire.

AUCHMUTY (Scotland).—A village in Fife.

AUCHTERARDER (Scotland).—A village in Perthshire.

AUCHTERGAVEN (Scotland).—A village in Perthshire.

AUCHTERMUCHTY (Scotland).—A Royal burgh in Fife, 10 miles west of Cupar. Population 1,250.

AUCKLAND CITY (Auckland, New Zealand) (q.v.).

AULAPOLAI (India).—A seaport on the sea-coast of the native state of Travancore. Population about 40,000.

AURUNGABAD (India).—Confusing on account of the fact that there are several places of this name in India. The only town of importance is, however, situated in the State of Hyderabad on the River Doodna. Population about 55,000.

AUSKERRY.—One of the Orkney Islands (*q.v.*).

AVA (India).—The ancient capital of Burma, now a ruined city. Situated on the banks of the Irrawaddy.

AVEBURY (England).—A village in Wiltshire.

AVONMOUTH (England).—The docks at the mouth of the Avon in Gloucestershire, north-west of Bristol.

AXBRIDGE (England).—A village in Somersetshire.

AXIM (Gold Coast Colony).—An administrative station and port situated near the mouth of the Ancobrah River.

AXMINSTER (England).—A small town in Devonshire, on the River Axe. Population 2,049.



BALA, MERIONETHSHIRE, WALES, THE LAKE



BARMOUTH ESTUARY, WALES

Photos, G.W. Rly

AXMOUTH (England).—A Devon fishing village.
AYLESBURY (England).—A town in Buckinghamshire with a population of 12,114.

AYLMER EAST (Canada).—A summer resort on Lake Deschenes, an expansion of the Ottawa River, in Wright County, Quebec Province; and on the Canadian Pacific Railway. Electric railway to Ottawa, 8 miles distant. Population 1,309. Queen's Park. An up-to-date town with a bank, telephone, telegraph, churches, schools, hotels, stores.

AYLESFORD (England).—A village in Kent on the River Medway, 3 miles from Maidstone. Ancient remains. Population 3,113.

AYR (Scotland).—The county town of Ayrshire. An important commercial centre. Population 38,933.

AYTON (Scotland).—A village in Berwickshire.

AZAMGARH (India).—A small native town 81 miles from Benares. Founded in the seventeenth century by Azam Khan. Population 20,000.

B

BACUP (England).—A town in Lancashire with a population of 21,256.

BAGELKHAND (India).—A group of native states in Central India. (See INDIAN EMPIRE.)

BAGHAL (India).—A small native hill-state with a town of the same name, situated in North-west India on the Sutlej.

BAHAMA ISLANDS (q.v.).

BAHAWALPUR (India).—A native town on the left bank of the Sutlej with a population of about 15,000. Capital of the native state of the same name (see INDIA). Famous for its silks, chintzes, and turbans.

BAHRAICH (India).—A native town in Oudh with a population of about 30,000. Situated 71 miles north-east of Lucknow.

BAIE ST. PAUL (Canada).—A summer resort, market town, and capital of Charlevoix County, Quebec Province, on the north shore of the St. Lawrence, about 60 miles north-east of Quebec. Population 1,857. It has county buildings, Roman Catholic Church, schools, convents, three hotels, one bank; telephone and telegraph; saw-mills, brickyard, woollen mills, carding mill, foundry, tannery. Iron, plumbago, and pulpwood in the district. Centre for hunting and fishing. Laurentides National Park.

BALLIBOROUGH (Ireland).—An agricultural town in County Cavan.

BALLIESTON (Scotland).—A town in Lanark with a population of 13,390.

BAITUL (India).—A small town in the Central Provinces.

BAKEWELL (England).—An agricultural town with a mineral spring, in Derbyshire. Population 3,062.

BALA (Wales).—A small town in the highlands of Merionethshire, on the shores of the Bala Lake.

BALASINOR (India).—Capital of the small native state of the same name, situated in Guzerat, Bombay.

BALASOR (India).—A town and seaport on the Burabalang River in Bengal with a population of about 30,000.

BALBRIGGAN (Ireland).—A small seaside resort in Dublin County. Manufactures cotton and linen goods.

BACLUTHA (Otago, New Zealand).—A county town on the Molyneux River. Was the first town in the Colony to allow no public house licence, which has since been maintained. It is a well laid-out and lighted town. Is a centre of the pastoral industry; and possesses two bi-weekly newspapers. The population of the town itself is only about 1,500.

BALDOCK (England).—A small agricultural town in Hertfordshire. Population 2,476.

BALERNO (Scotland).—A village in Midlothian, 7 miles south-west of Edinburgh.

BALFRON (Scotland).—A village in Stirlingshire.

BALHAM (England).—A suburban town of London. Population about 50,886.

BALLABGARH (India).—A town in the Punjab with a population of about 9,000, situated 22 miles south of Delhi.

BALLACHULISH (Scotland).—A village in Argyllshire. Famous for its slate quarries.

BALLAGHERREEN (Ireland).—A small agricultural town in County Mayo.

BALLANTRAE (Scotland).—A fishing village on the Ayrshire coast.

BALLARAT (Victoria, Australia).—Population 38,500, district 75,000. Seventy-four miles from Melbourne, second city of the State of Victoria. Famous for the early gold discoveries in Australia, now backed up by prosperous pastoral, agricultural, and fruit-growing districts. State Government engine and wagon construction works, woollen and worsted mills, iron foundries, brewery, clothing, and boot and shoe factories. City lit by electricity, 90 miles of macadamised roads; good water supply.

BALLATER (Scotland).—A village in Aberdeenshire. Near by is Balmoral Castle.

BALLINA (Ireland).—A small seaport on the borders of the counties Mayo and Sligo. It is situated on the River Moy, some few miles from its mouth in Killala Bay. Roman Catholic Cathedral. Scene of a French landing and defeat in 1798.

BALLINAKILL (Ireland).—A small town in Queen's County.

BALLINAMORE (Ireland).—A small town in County Leitrim.

BALLINASLOE (Ireland).—An agricultural town on the borders of the counties Galway and Roscommon. Stands on the River Luck. Famous for its cattle and sheep fair.

BALLINGOLLIG (Ireland).—A small agricultural town in County Cork.

BALLINGARRY (Ireland).—A small agricultural town in County Limerick.

BALLINROBE (Ireland).—A small agricultural town in County Mayo.

BALLYBAY (Ireland).—A small agricultural town in County Monaghan.

BALLYBUNNION (Ireland).—A small seaside resort in County Kerry.

BALLYCASTLE (Ireland).—A small seaport on the Antrim coast.

BALLYCLARE (Ireland).—A small agricultural town in County Antrim.

BALLYHOOLY (Ireland).—A village in County Cork.

BALLYJAMESDUFF (Ireland).—A small agricultural town in County Cavan.

BALLYMAHON (Ireland).—A small agricultural town in County Longford.

BALLYMENA (Ireland).—A linen and flax centre in County Antrim.

BALLYMONEY (Ireland).—An agricultural town in County Antrim.

BALLYMOTE (Ireland).—A small town in County Sligo.

BALLYNAHINCH (Ireland).—A small town in County Down.

BALLYRAGGET (Ireland).—A small town in County Kilkenny.

BALLYSHANNON (Ireland).—A small seaport at the mouth of the River Erne, in County Donegal. Salmon fishing.

BALLYWATTER (Ireland).—A fishing village in County Down.

BALMORAL (Scotland).—A Royal castle in Braemar, Aberdeenshire. The castle was built in 1852–53 at a cost of just over £100,000, and is in the Scottish Baronial style.

BALRAMPUR (India).—A town with about 20,000 inhabitants on the Oudh-Nepal frontier.

BALTIMORE (Ireland).—A small fishing town on Baltimore Bay, County Cork.

BALTINGLASS (Ireland).—A small agricultural town in County Wicklow.

BANAGHER (Ireland).—A small town on the River Shannon, in King's County.

BANBRIDGE (Ireland).—A linen-manufacturing town in County Down.

BANBURY (England).—A town in Oxfordshire. Population 13,347.

BANDA (India).—A town with about 32,000 inhabitants; 95 miles south-west of Allahabad. It is an important cotton centre.

BANDON (Ireland).—A small town in County Cork. Originally a Protestant settlement founded in 1609.

BANFF (Scotland).—Chief town of Banffshire. It is situated on the Moray Firth. Has a population of about 4,000 (or with Macduff, 9,000). Possesses several interesting buildings, including *Duff House*, the residence of the late Duke of Fife.

BANFF (Canada).—A famous tourist resort in the Rocky Mountains. *See* CANADA.

BANGALORE (India).—An important town in the native state of Mysore. It is a fortified military base (British) with a large European cantonment. The native population number about 189,000. It was at one time the administrative capital of the State. (*See* INDIA, *Native States*.)

BANGOR (Wales).—A town in Carnarvonshire, 239 miles from London. Population 11,032.

BANGOR (Ireland).—A small seaport and seaside resort on the coast of County Down, at the entrance to Belfast Lough.

BANKS ISLAND (Canada).—An island off the coast of British Columbia (*q.v.*).

BANKURA (India).—Capital of a district in Bengal with a population of over 20,000. Situated on the Dhalkisor River.

BANNOCKBURN (Otago, New Zealand).—A gold and coal-mining centre 155 miles north-west from Dunedin.

BANNOCKBURN (Scotland).—A small town (or village) in Stirlingshire, 3 miles south of Stirling. It was here, on 24th June, 1314, that Robert Bruce, with greatly inferior forces, defeated Edward II.

BANSWARA (India).—Capital of the small native state of the same name, situated in the south-west of Rajputana.

BANTRY (Ireland).—A small seaport on Bantry Bay—one of the finest anchorages in the world—in County Cork. Scene of an attempted French landing in 1796.

BARBERTON (Union of South Africa).—An important and beautifully-situated town in the Transvaal Province. It enjoys the best winter climate in the whole of South Africa. Its unusual characteristics are pure air and beautiful sub-tropical vegetation, with no wind, dust, or excessive cold or heat. The town itself stands on the lower slopes of a high mountain range and is well laid out. It possesses some fine buildings and parks. With the rise of the Witwatersrand, the De Kaap gold-fields, of which Barberton is the centre, declined; but the beautiful climate and pretty surrounding country make this town well worth visiting.

BARDSEY ISLAND (Wales).—An island and village in Cardigan Bay.

BARDWAN (India).—A native city in Bengal with a population of about 50,000. Situated about 70 miles from Calcutta.

BAREILLY (India).—An important city in the Rohilkhand, 153 miles east of Delhi. Bareilly has a large college and several factories. Cotton, sugar, grain and rice are the principal products of the surrounding country. The population is 129,459.

BARGOED (England).—A town in Monmouth with a population of 12,226.

BARISAL (India).—Capital of the Bakurganj district in the Dacca division of British India. A small and unimportant native town containing the administrative headquarters for the district.

BARKING (England).—A town in Essex, distant about 7 miles from London. Population 35,543.

BARMOUTH (Wales).—A picturesque seaside resort on the estuary of the Maw, in Merionethshire. Near by is Cader Idris (2,914 ft.) Population about 3,559.

BARNARD CASTLE (England).—An agricultural town in the county of Durham. Ruins of a castle built in 1132. Population 4,737.

BARNES (England).—A suburb of London (7 miles). Has a picturesque common. Population 34,281.

BARNET, HIGH (England).—A suburban town of London, in Herts (10 miles). Also New Barnet, 9½ miles from London. Combined population 11,772.

BARNOLDSWICK (England).—A town in Yorkshire with a population of 11,951.

BARNSLEY (England).—A town in Yorkshire with a population of 53,670.

BARNSTAPLE (England).—A town in Devonshire with a population of 14,409.

BARODA (India).—Capital of the native State of Baroda. Situated in the Guzerat, Bombay Presidency. A fine native city with many palaces and considerable commercial activity. Population about 130,000. (*See* INDIA, *Native States*.)

BARRACKPUR (India).—A native town (Nawabganj) with a large European colony in Bengal on the banks of the Hooghly, 15 miles above Calcutta. It is a favourite river-side resort of Europeans from Calcutta, and in the neighbourhood is one of the residences of the Viceroy.



BARRY ISLAND, GLAMORGANSHIRE, WALES



BETTWS-Y-COED, WALES, SWALLOW FALLS *Photos, G.W. Rly*

BARRHEAD (Scotland).—A town in Renfrew with a population of 11,387.

BARROW-IN-FURNESS (England).—An important seaport and manufacturing centre in Lancashire. Iron is mined in the neighbourhood, and Barrow Island is the centre of a large shipbuilding industry. There are also flax and jute mills. Distant about 2½ miles from the town are the ruins of Furness Abbey. Population 74,254.

BARRY DOCKS (Wales).—A seaport on the Bristol Channel, near Cardiff, with extensive docking accommodation. Population 38,927.

BARTON-ON-HUMBER (England).—An old town in Lincolnshire, near Hull (*q.v.*). Population 6,454.

BARTON-UPON-IRWELL (England).—A suburb of Manchester.

BASFORD (England).—A town in Nottinghamshire with a population of 43,357.

BASHAHR (India).—A small Punjab hill-state. Area 3,320 square miles. (*See* INDIA, *Native States.*)

BASIM (India).—A town in Berar, 414 miles east of Bombay, with a population of about 15,000.

BASINGSTOKE (England).—A town in Hampshire with a population of 12,718.

BASSADORE (Kishni Island).—A British shipping station on Kishni Island in the Persian Gulf.

BASSEIN (India).—There are two towns of this name; one in Burma, on a tributary of the Irrawaddy, 79 miles from the mouth, which is a growing town with a considerable trade in rice, with a population of about 32,000; and the other an old town situated about 28 miles from Bombay, with a population of only a few thousands.

BASSE TERRE.—(*See* ST. KITTS, BRITISH WEST INDIES.)

BASUTOLAND (Union of South Africa).—A native territory in South Africa. Area, 10,000 square miles. Owing to its mountainous topography it is called the Switzerland of South Africa. Maseru, the capital, stands close to the border of the Orange Free State Province, and is not a great distance from Bloemfontein.

BATH (England, S.).—This very prosperous spa, situated in the county of Somerset, was originally famed as being the residential town of "Beau Nash," who ordered its ceremonies with almost the autocracy of an Emperor. In the eighteenth century it was one of the most fashionable places in England. It is situated on the hills of the Valley of the Avon. The Bath is of Roman origin. Its present baths and waters are famed for their medicinal effects, the latter having considerable quantities of sulphate of lime in solution. It is a popular and interesting city with a population of 68,648.

BATHGATE (Scotland).—A town in Linlithgow with a population of 8,504.

BATHURST (Gambia).—The chief settlement in the Gambia Colony, West Africa. (*See* GAMBIA.)

BATHURST (New Brunswick, Canada).—On I.C.R. Population 960. A growing summer resort, with numerous summer cottages. Very large deposit of iron ore 23 miles distant, other deposits also discovered. A good centre for fishing and big game shooting.

BATHURST (New South Wales, Australia).—Population 9,300, district 25,000; 145 miles west of Sydney on the Macquarie River. Centre of the

pastoral and mineral district, also splendid fruit-growing district. Bathurst is regarded as a very fine city, a health resort, and has splendid educational institutions.

BATLEY (England).—A town in Yorkshire with a population of 36,151.

BATTERSEA (England).—A suburb of London (3¾ miles from Waterloo). Population 167,743.

BATTLE (England).—A small town in Sussex, 6 miles from Hastings. Here was fought the Battle of Hastings on 14th October, 1066. Population 2,891.

BATTLEFORD (Canada).—A small township in Saskatchewan, Canada.

BAYSWATER (England).—A suburban district of London (*q.v.*).

BEACONSFIELD (England).—A small agricultural town in Buckinghamshire. Population 3,462.

BEAMINSTER (England).—A small agricultural town in Dorsetshire with a population of 8,313.

BEAMISH (England).—A town in Durham with a population of 17,646.

BEAR ISLAND (Ireland).—A small island and village in Bantry Bay, County Cork.

BEAUFORT (British North Borneo).—This town is situated on the Padas River 57 miles inland from Jesselton; it is in the centre of the State railway system and the telegraph system. There are several large rubber estates in the neighbourhood. There are two schools subsidised by Government.

BEAUFORT WEST (Cape Province, Union of South Africa).—A prosperous town of about 3,000 inhabitants, on the left bank of the Gamka River, 339 miles from Cape Town. It is an agricultural and railway centre. Was used as a military base during the Boer War.

BEAUHARNOIS (Canada).—An industrial town, in Beauharnois County, Quebec Province, on the G.T.R., and on the N.Y.C., 22 miles west of Montreal. Population 2,015. Town has churches, schools, one bank, several small industries, telegraph and telephone.

BEAULY (Scotland).—A village in Inverness.

BEAUMARIS (Wales).—Principal town in the island of Anglesea, having a population of 1,839. It is on the main route to Holyhead, and is famed for its Suspension Bridge over the Menai Strait which joins up the island with the mainland. It has also an ancient Castle of considerable interest.

BEAUPORT (Canada).—An industrial and market town in Quebec County, Quebec Province, on the line of the Quebec Railway, Light, and Power Company, two miles from Quebec City. Population 4,572. It has churches, school, bank, two hotels, asylum, telegraph, telephone, saw mills, brewery and distillery, quarries; and manufactures cement, band saws, flour, lime, and threshing machines.

BEBINGTON (England).—A town in Cheshire with a population of 13,090.

BECLES (England).—A small agricultural town in Suffolk. Fine church and grammar school. Population 7,077.

BECKENHAM (England).—A town in Kent; situated 7 miles S.E. of London. Population 33,345.

BEDDGELERT (Wales).—A village in Carnarvonshire. Tourist centre for the Aberglaslyn Pass.

BEDFORD (Canada).—An industrial and market town in Missisquoi County, Quebec Province, on the C.P.R., 56 miles south-east of Montreal. G.T.R.

and C.N.R. within two miles. Population 1,232. Industries: Manufacture of farming foods, stoves, needles. Town has electriclight, two banks, churches and schools, telegraph and telephone.

BEDFORD (England).—The capital of Bedfordshire. An agricultural and educational centre. Has a famous Grammar School. Situated on the River Ouse; 49 miles from London. Population 40,247.

BEDLINGTON (England).—A small town in Northumberland. Population 6,620.

BEDMINSTER (England). Suburb of Bristol.

BEDWELLY PITS (Wales).—A coal-mining centre in Glamorganshire. Population 31,089.

BEDWYN (England).—A small town, near Hungerford, in Wiltshire. Population 824.

BEDWORTH (England).—A town in Warwickshire with a population of 9,595.

BEESTON (England).—A town in Nottinghamshire with a population of 12,468.

BEESTON (England).—A town in Yorkshire with a population of 7,392.

BEESTON CASTLE (England).—A village with a ruined castle (1220), near Tarporley, in Cheshire. Population 296.

BEHAR (India).—A town in Bengal about 55 miles south-east of Patna. At one time Behar was a large and important city, it now consists of a number of houses among the ruins of the old city. Silk and cotton cloths are the principal manufactures. Population about 50,000.

BEITH (Scotland).—A small town in the north of Ayrshire. Population over 6,300.

BELBEIS (Egypt).—A small town on the Nile, 28 miles north-east of Cairo.

BELFAST (North Ireland).—Capital of the State of Northern Ireland, and the most prosperous commercial centre in the whole island. It is famed for engineering and shipbuilding. Irish linen is also made there in large quantities. It is the headquarters of the Irish Unionists, and has a population of 386,947.

BELFORD (England).—A small town in Northumberland, about 14½ miles south-east of Berwick-on-Tweed. Population 663.

BELGAUM (India).—A large town in the Bombay Presidency, east of the Western Ghats. Cotton manufactures. Population about 50,000.

BELGRAVE (England).—A town in Leicestershire with a population of 13,058.

BELGRAVIA (England).—A district in the south-west of London.

BELIZE.—(See BRITISH HONDURAS.)

BELLARY (India).—An important commercial and military town in Madras, 307 miles by rail from Madras City. Possesses a big fort, now, however, almost obsolete. Population about 65,000.

BELLE ISLE.—A small island on the coast of Labrador. (See NEWFOUNDLAND.)

BELLEVILLE (Ontario, Canada).—A busy commercial town with a population of over 9,800. It is a distributing centre for the surrounding agricultural districts; is a railway "port-of-call," and possesses several small factories.

BELLINGHAM (England).—A large village in Northumberland; about 10 miles from Hexham. Population 1,392.

BELMULLET (Ireland).—A fishing village in County Mayo.

BELLSHILL (Scotland).—A town in Lanarkshire with a population of 18,638.

BELPER (England).—A town in Derbyshire with a population of 12,120.

BELTURBET (Ireland).—A small town on the River Erne in County Cavan.

BELUR (India).—A village in Mysore, famed for its temple.

BELVEDERE (England).—A town in the county of Kent, about 13 miles from London. Population 9,288.

BENARES (India).—(See INDIAN EMPIRE.)

BENDIGO (Victoria, Australia).—Population 33,170, district 100,000; 100 miles north of Melbourne. First noted for great goldfields. Now, in addition to well-established mines, is surrounded by prosperous agricultural and fruit-growing areas. Important foundries and factories have been established.

BENFIELDSDIE (England).—A town in Durham, about 13 miles from Gateshead. Population 8,978.

BENFLEET (England).—A small town in Essex. Population 2,209.

BENHAR (Scotland).—A mining village in Linlithgowshire.

BENI-HASSAN (Egypt).—A village, famed for its catacombs, on the east bank of the Nile, in Upper Egypt.

BENIN (Nigeria).—(See BRITISH WEST AFRICA, NIGERIA.)

BENI-SOUFE (Egypt).—A town on the Nile in Central Egypt. Distant about 69 miles south-west of Cairo.

BENTHAM (England).—A small town in the West Riding of Yorkshire, about 11½ miles north-west of Settle. Population 2,463.

BERBER (Sudan).—A town on the banks of the Nile below its junction with Atbara. (See SUDAN.)

BERBERA (Somaliland).—(See SOMALILAND.)

BERE REGIS (England).—A town in Dorsetshire. Population under 2,000.

BERHAMPUR (India).—There are two towns of this name, one in Madras, with a population of over 30,000; and the other in Bengal, near Murshidabad, with a population of over 31,000.

BERI (India).—A town in the Punjab, 35 miles west of Delhi. Also the name of a State in Bundelkhand.

BERKELEY (England).—A small town with an historic castle (1162), on the Avon, in Gloucestershire. Population of parish about 1,200.

BERKHAMSTEAD (England).—A small residential and agricultural town in Hertfordshire, 27 miles north-west of London. Population 7,295.

BERMONDSEY (England).—A suburb of London (2 miles). Population 119,455.

BERVIE (Scotland).—A small seaport in Kincardineshire. Population under 2,000.

BERWICK-ON-TWEED (England).—A border town at the mouth of the Tweed, 58 miles south-east of Edinburgh. Manufactures agricultural implements. Good harbour and docks. Population 12,994.

BESSBROOK (Ireland).—A town in County Armagh. Agricultural.

BETHLEHEM (Union of South Africa).—A small town in the Orange Free State Province. Also the name of a town in Palestine (*q.v.*).

BETHESDA (Wales).—A small town with slate quarries in Carnarvonshire. Population 4,134.

BETHNAL GREEN (England).—A suburb of London (3 miles). Population 117,238.

BETTIA (India).—A town with a population of about 30,000, situated in the extreme north-west of Behar.

BETTWS-Y-COED (Wales).—A tourist centre among the Cambrian Mountains in Carnarvonshire. Resident population 1,027.

BEVERLEY (England).—A town in Yorkshire with a population of 13,469.

BEWCASTLE (England).—A village in East Cumberland. Has a remarkable Anglo-Saxon cross.

BEWDLEY (England).—A small town, near Kidderminster, in Worcestershire. Population 2,758.

BEXHILL (England).—A seaside town in Sussex, 71½ miles from London. Population 20,363.

BEXLEY (England).—A town in Kent with a population of 21,463. (*also* Bexley Heath).

BEYPUR (India).—A seaport in the Malabar district of Madras, 6 miles south of Calicut. A trans-Indian railway centre.

BHAGALPUR (India).—A town with a population of about 80,000, on the right bank of the Ganges, in Bengal.

BHAMO (India).—A Burmese town at the head of navigation of the Irrawaddy; 300 miles north-east of Mandalay.

BHANDAR (India).—A town in Central India, about 39 miles east of Nagpur. Population about 18,600.

BHATGAON (India).—A town in the hill-State of Nepal. Population about 40,000.

BHARTPUR (India).—Capital of a native state of the same name. Distant from Agra about 36 miles.

BHAUNAGAR (India).—Capital of a native state in Bombay Presidency. Population about 65,000.

BHIWANI (India).—A town in the Punjab, 40 miles south-east of Hissar. Population over 40,000.

BHOPAL (India).—Capital of the native state of the same name, situated in Central India. Population about 80,000. (*See* INDIA, *Native States.*)

BHUJ (India).—Capital of Cutch. Population about 32,000.

BIC (Canada).—Landing-place of pilots of ocean-going steamers, and a summer resort, in Rimouski County, Quebec Province, on the I.C.R., 169 miles north-east of Quebec. Population 2,000. Town has two banks, telegraph, telephone, churches, schools, hotels; engine boiler works, and other small industries.

BICESTER (England).—An agricultural and manufacturing town in Oxfordshire. Roman remains (*Alia Castra*) in neighbourhood. Population 2,918.

BIDAR (India).—A town in Hyderabad. Population about 16,000.

BIDEFORD (England).—A small but ancient and picturesque seaport town in Devonshire. Population 9,125.

BIGGAR (Scotland).—A town in Lanarkshire. Population 1,489.

BIGGLESWADE (England).—A small agricultural town in Bedfordshire. Population 5,396.

BIJANUR (India).—A town in Northern India, on the Ganges (3 miles). Population about 27,800.

BIJAPUR (India).—A ruined city, 161 miles south-east of Poona, in the Bombay Presidency. Once a great and powerful capital, this town has

now become a mass of beautiful ruins, all of which are Mohammedan, and comprise magnificent mosques, tombs and walls. The present population is about 10,000.

BIJBHARU (India).—A small town in Kashmir.

BIKANIR (India).—Capital of the native state of the same name. (*See* INDIA, *Native States.*)

BILLERICAY (England).—A small agricultural town in Essex. Population of rural district 24,157.

BILLING (England).—A small place in Northamptonshire. Population 362.

BILLINGSHURST (England).—A small agricultural town in Sussex. Population 1,872.

BILSTON (England).—A town in Staffordshire with a population of 27,565.

BINDURA (Southern Rhodesia).—A new township, formerly known as Kimberley Reefs. Situated 69 miles north of Salisbury and 15 miles west of Shamva. Postal, telegraph, and telephone facilities. Possesses a bank and a hotel. It is the headquarters for the district of Mazoe of certain Government services. The Kimberley Reefs and the Asp (gold) mines are in the vicinity.

BINEGAR (England).—A small place in Somersetshire. Population 391.

BINGHAM (England).—*See* GRANTHAM. Population 1,700.

BINGLEY (England).—A town in Yorkshire with a population of 18,949.

BIRCHILLS (England).—A town in Staffordshire with a population of 13,907.

BIRCHINGTON (England).—A small seaside town near Margate, in the county of Kent. Population 3,503.

BIRKENHEAD (Auckland, New Zealand).—A suburban town with a population of over 2,000. Situated 3 miles by ferry from Auckland City. Centre of a good fruit growing district.

BIRKENHEAD (England).—This very important and busy centre is situated in Cheshire on the south side of the River Mersey, and close to Liverpool. It is famed for its shipbuilding, many large craft including battleships and other warships are supplied by Messrs. Cammell Laird & Co., who have their works here. It has a population of 145,592.

BIRKDALE (England).—A town in Lancashire with a population of 18,000.

BIRMINGHAM (England).—One of the principal manufacturing towns in the world. It is situated in the Midlands, in the county of Warwick, and has a tremendous import and export trade to all parts of the globe. The late Mr. Joseph Chamberlain had a great deal to do with the commercial prosperity of the whole district, and sat as Member of Parliament for one of its seats for very many years, to be followed by his son, Mr. Austen Chamberlain. It has a population of 919,438. The principal manufactures are jewellery, steel and iron goods, railway carriages and trucks, fancy articles, fire-arms. (*See* ENGLAND.)

BIRSTAL (England).—A town in the West Riding of Yorkshire. Woollen manufactures. Population 7,116.

BIRTLEY (England).—A town in Durham with a population of 11,279.

BISALNAGAR (India).—A town in Baroda with a population of about 25,000.

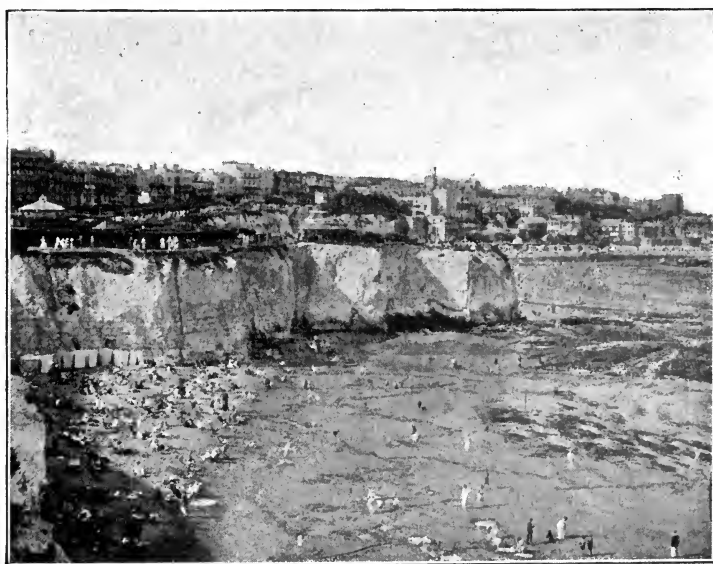
BISHOP AUCKLAND (England).—A town in Durham with a population of 14,294.

BEXHILL, ENGLAND
Promenade and Beach

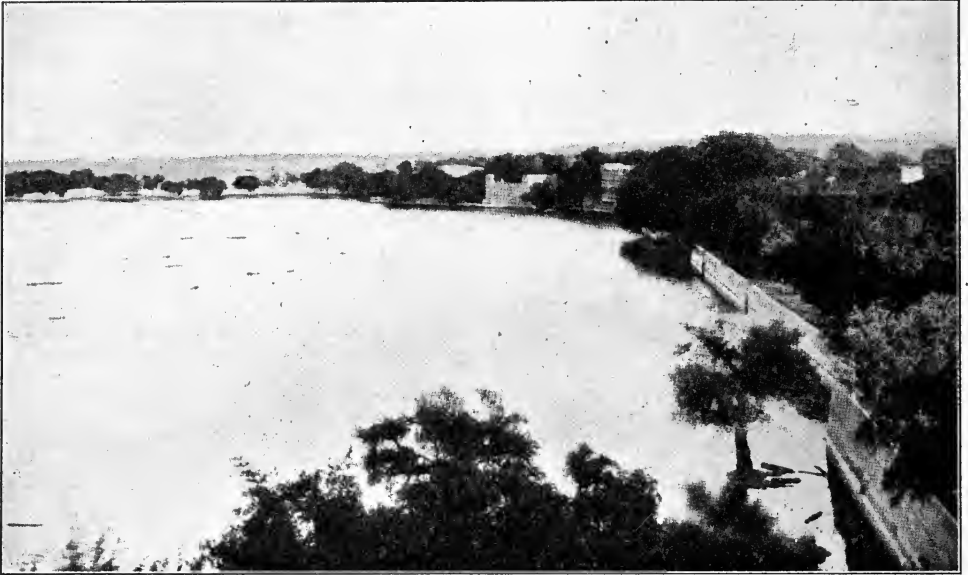


BOGNOR, ENGLAND
The Beach

BROADSTAIRS, ENGLAND



Photos, Southern Rly



BIKANIR, INDIA
Gujner Lake



BLOEMFONTEIN, ORANGE FREE STATE, UNION OF SOUTH AFRICA
Maitland Street

Photo, South African Rlys

BISHOP LYDEARD (England).—A small town in Somersetshire. Population 1,895.

BISHOP'S CASTLE (England).—A town in Shropshire, near Craven Arms. Population 1,268.

BISHOP'S STORTFORD (England).—A town in Hertfordshire with a population of 8,857.

BISHOP'S WALTHAM (England).—A small town near Winchester, in Hampshire. Population 2,488.

BISLEY (England).—A place in Surrey $3\frac{1}{2}$ miles from Woking. Famous for its shooting competitions (Station Brookwood).

BITHUR (India).—A small town on the Ganges, 12 miles from Cawnpore. Population about 10,000.

BITTON (England).—A place in Gloucestershire, near Bath. Population 3,244.

BLABY (England).—A place in Leicestershire, near Nuneaton. Population of rural district 17,076.

BLACKBURN (England).—This very important manufacturing town is situated in the county of Lancashire, and has a population of 126,630. It is the centre of the cotton industry in Great Britain.

BLACKFORD (Scotland).—A place in Perthshire, near Dunblane. Population 1,374.

BLACKHEATH (England).—A suburb of London (7 miles). Population 7,018.

BLACKHILL (England).—A place in Durham, near Bishop Auckland. Population 5,141.

BLACK LAKE (Canada).—A mining centre in Megantic County, Quebec Province, on the Quebec Central Railway, 4 miles south of Thetford Mines, and 80 miles from Quebec. Population 2,645. It has electric light, two churches, schools, two banks, two hotels, telegraph, telephone; asbestos and other mines, saw mill, sash and door factory.

BLACKPOOL (England, North-west).—This seaside resort, situated in Lancashire, stands on the side of 1 w cliffs facing the Irish Sea. It is one of the most popular summer resorts in England, and enjoys the reputation of being the tripper's paradise, holiday-makers visiting there in their thousands from all the Midland and Northern towns. It has a population of 99,640, which, however, is considerably augmented during the summer months.

BLACKROD (England).—A place in Lancashire, near Wigan. Population 3,896.

BLACKWALL (England).—A suburb of London ($3\frac{1}{2}$ miles).

BLACKWOOD (England).—A place in Monmouthshire, near Newport. Population 6,209.

BLAENAU FESTINIOG (Wales).—A tourist centre for the grand mountain scenery of the surrounding country. Some mining. Population 6,741.

BLAENAVON (England).—A town in Monmouthshire with a population of 12,470.

BLAENGARW (Wales).—A town in Glamorgan-shire. Near Bridgend. Population 4,362.

BLAGDON (England).—A small town in Somersetshire, near Yatton. Population 915.

BLAIR ATHOLL (Scotland).—A small town in Perthshire. Population 1,580.

BLAIRGOWRIE (Scotland).—A town in Perthshire. Population 4,319.

BLAIRMORE (Alberta, Canada).—A small but growing agricultural town with a population of over 1,137.

BLANDFORD (England).—A small town in Dorsetshire. Population 3,194.

BLANKNEY (England).—A place in Lincolnshire, near Sleaford. Population 617.

BLANTYRE (Nyasaland).—(See NYASALAND).

BLANTYRE (Scotland).—A town in Lanarkshire with a population of 18,154.

BLAYDON (England).—A town in Durham with a population of 33,064.

BLEADON (England).—A small place in Somersetshire. Population 603.

BLEASBY (England).—A village in Notts. Population 278.

BLEDLOW (England).—A place in Bucks. Population 954.

BLENCOW (England).—A small place near Penrith, in Cumberland.

BLENHEIM (England).—A village in Oxfordshire, near Woodstock. Seat of the Duke of Marlborough. Population 162.

BLENHEIM (Marlborough, New Zealand).—Capital of the Provincial district of Marlborough. Has a population of over 4,000. Is situated on the Wairau Plain, 18 miles by rail from the port of Picton. A well-endowed city in a prosperous agricultural district.

BLETCHINGTON (England).—A small place in Oxfordshire, near Kedlington. Population 488.

BLETCHLEY (England).—A small town in Buckinghamshire. Population 5,532.

BLIDWORTH (England).—A small town near Mansfield, in Nottinghamshire. Population 1,184.

BLISWORTH (England).—A small town in Northamptonshire. Population 823.

BLOCKLEY (England).—A small town in Worcestershire. Population 1,845.

BLOEMFONTEIN.—Capital of the Orange Free State Province of Union of South Africa (*q.v.*).

BLOXHAM (England).—A small town in Oxfordshire, near Banbury. Population 1,335.

BLOXWICH (England).—A town in Staffordshire with a population of 8,411.

BLUFF (Southland, New Zealand).—A borough town (known as Campbelltown borough) with a population of nearly 2,000, situated 17 miles by rail from Invercargill. An important port with a large shipping business.

BLUNDELL SANDS (England).—A small place near Liverpool. Population 3,801.

BLUNTISHAM (England).—A small place in Huntingdonshire, near Haddenham. Population 1,022.

BLYTH (England).—A town in Northumberland with a population of 31,833.

BLYTHBURGH (England).—A village in Suffolk, near Southwold. Population 747.

BLYTON (England).—A village in Lincolnshire, near Retford. Population 822.

BODMIN (England).—A town in Cornwall with a population of 5,527.

BOGNOR (England).—A small seaside town in Sussex. Famous for its sands and safe bathing. Population 13,300.

BOKSBURG (Union of South Africa).—An important mining and commercial town with a population of about 16,000, situated in the Transvaal Province, 15 miles east of Johannesburg.

BOLLINGTON (England).—A town in Cheshire, near Macclesfield. Population 5,094.

BOLSOVER (England).—A town in Derbyshire with a population of 11,481.

BOLTON (England).—A very important manufacturing town situated in Lancashire. It has a population of 178,678. The principal manufactures are cotton goods, muslins, fine calicoes, iron and steel goods, chemicals, paper, and dyeing materials.

BOLTON-LE-SANDS (England).—A small place in Lancashire, near Lancaster. Population 941.

BOLTON-UPON-DEARNE (England).—A town in Yorkshire with a population of 11,957.

BOMBAY (India).—(See INDIA, BOMBAY PRESIDENCY).

BONAVENTURE (Canada).—A market town in Bonaventure County, Quebec Province, on the Quebec Oriental Railway, 9 miles from New Carlisle, and 89 miles from Metapedia on the I.C.R. Population 2,000. Telegraph, hotels, churches, and schools.

BONA VISTA (Newfoundland).—A town and port situated on the east coast, Bona Vista Bay, 73 miles from St. John's. Possesses a good harbour much used by the fishing fleet. Population 4,052.

BONCHURCH (England).—A village in the Isle of Wight. Population 530.

BONNY (S. Nigeria).—A native town on the Bonny River, a tributary of the Niger. Once the rendezvous of slave traders.

BONNYBRIDGE (Scotland).—A small town in Stirlingshire. Population 2,772.

BONNYRIGG (Scotland).—A town in Midlothian. Population 1,546. Situated close to Edinburgh.

BOOKHAM (England).—A small town in Surrey. Population 1,919.

BOOSBECK (England).—A small place in Yorkshire. Population 1,055.

BOOTLE (England).—A small place near Barrow-in-Furness, Cumberland. Population 746.

BOOTLE (England).—A separate municipality, but forming a portion of Liverpool. Includes a large portion of the docks. Population 76,508.

BORDESLEY (England).—A large town in Warwickshire with a population of 62,855.

BOROUGHBRIDGE (England).—A place in Yorkshire, near Harrogate. Population 842.

BOSCOMBE (England).—A pretty seaside resort, close to Bournemouth, situated in Hampshire. Population 11,199.

BOSHAM (England).—A small town in Sussex. Population 1,477.

BOSTON (England).—A town in Lincolnshire with a population of 16,100.

BOTHWELL (Scotland).—A town in Lanarkshire with a population of 60,284.

BOTLEY (England).—A small place in Hampshire. Population 1,012.

BOTTESFORD (England).—A small town near Grantham in Leicestershire. Population 1,174.

BOTTISHAM (England).—A village in Cambridgeshire. Population 704.

BOULDER CITY (Western Australia).—Population 12,000, district 30,000; 379 miles from Perth. Boulder City is the business centre of the Golden Mile, or the line of gold-mines which during the past twenty years have made Western Australia prominent among the States of the Commonwealth. The mines still employ several thousand men, and have paid over £20,000,000 in dividends to the shareholders, and there is sufficient ore in sight to maintain the present output for many years. The

city and the mines are supplied with water through what is known as the Coolgardie Water Scheme. Water is carried from the Darling Ranges near Perth through 30 in. pipes a distance of over 300 miles to the gold-fields. For a portion of the distance the water proceeds by gravitation, and over other sections it is pumped from stage to stage by powerful pumping machinery. (See AUSTRALIA.)

BOUNTY ISLANDS.—A group of thirteen uninhabited islands situated 415 miles from Port Chalmers. Depôt of stores for shipwrecked seamen.

BOURNE (England).—A town in Lincolnshire. Population 4,317.

BOURNEMOUTH (England).—This is a very popular seaside resort situated in the county of Hampshire. It has a dry climate, high sunshine record, and pinewoods, which have a considerable attraction and are beneficial for invalids. It is a very pretty town and faces the English Channel. The normal population is about 91,770, which is at times considerably augmented by visitors.

BOURTON-ON-WATER (England).—A small town in Gloucestershire. Population 1,153.

BOVEY (England).—A small town in Devonshire. Population 2,809.

BOW (England).—A suburb of London (5½ miles).

BOWER (Scotland).—A small town in Caithness. Population 1,391.

BOWES PARK (England).—A suburb of London (6 miles). Population 8,013.

BOWLING (Scotland).—A small town in Dumbarton. Population 1,615.

BOWNESS (England).—A small town in Cumberland. Population 1,088.

BOWNESS (England).—A Lakeside resort on Windermere (station). Population 2,877.

BOX (England).—A small town in Wiltshire. Population 2,320.

BOXMOOR (England).—A town in Herts with a population of 6,540.

BOYLE (Ireland).—A small town in County Roscommon.

BRACKLEY (England).—A small town in Northamptonshire. Population of rural district 6,661.

BRACKNELL (England).—A town in Berks. Population 2,508.

BRADFIELD (England).—A small town in Essex. Population 758.

BRADFORD (England).—A well-known manufacturing town situated in the county of Yorkshire. It has a considerable export and import trade, and a population of 285,979. The principal manufactures are worsted yarn, worsted goods of all kinds, velvet, plush, dyeing, and machinery.

BRADFORD-ON-AVON (England).—A small town in Wiltshire with a population of 4,621.

BRADING (England).—A small town in the Isle of Wight. Population 1,563.

BRADLEY (England).—A small town in Staffordshire with a population of 4,206.

BRADWELL (England).—A town near Wolverton in Bucks. Population 3,938.

BRAHMANBARIA (India).—A town in Tipperah with a population of about 25,000.

BRAINTREE (England).—A small town in Essex. Population of rural district 18,777.

BRAMFORD (England).—A small town in Suffolk. Population 1,281.



BOURNEMOUTH, ENGLAND
Among the Pines

Photo, Southern Rly



BOURNEMOUTH, ENGLAND]
The Cliff Drive

Photo, Southern Rly



BRIDLINGTON, ENGLAND
Royal Princes Parade

Photo, Bridlington Corporation

- BRAMHALL (England).**—A small town in Cheshire. Population 2,337.
- BRAMLEY (England).**—A small town in Surrey. Population 1,969. *Also* the name of a village in Hants.
- BRAMLEY (England).**—A town in Yorkshire with a population of 12,426.
- BRAMPTON (England).**—A small town in Cumberland. Population of rural district 8,879.
- BRANDON (England).**—A small town in Suffolk. Population of rural district 5,674. *Also* the name of a village in Warwick.
- BRANDON (Manitoba, Canada).**—The second city of importance in the Province. It has a population of 15,397, and is situated at the junction of the Little Saskatchewan and the Assiniboine rivers, 132 miles west of Winnipeg, on the main line of the Canadian-Pacific Railway, which, with several branch railways, makes it a place of commercial importance, fast developing a wholesale trade. It was founded in 1880, and takes its name from the Brandon Hills, a belt of elevated country some eight miles to the south. The place has several grain elevators, flour mills, machine shops, and other manufactories, wholesale houses, twelve branch banks, a college, high school, daily papers, a hospital, the experimental farm for the Province, and a provincial asylum.
- BRANKSOME (England).**—A small seaside place near Bournemouth, in Dorsetshire. Population 5,774.
- BRANSTON (England).**—A small town in Lincolnshire. *Also* the name of a large village in Stafford.
- BRANTFORD (Ontario, Canada).**—An important commercial town with a population of 29,440. Has several factories, and is a large distributing and railway centre.
- BRASTED (England).**—A small town in Kent. Population 1,396.
- BRAUGHING (England).**—A small place in Herts. Population 949.
- BRAUNSTON (England).**—A small town in Northampton. Population 1,059.
- BRAUNTON (England).**—A small town in Devonshire. Population 2,328.
- BRAY (Ireland).**—A popular seaside resort on the borders of the Counties Wicklow and Dublin. A pretty town situated amidst glorious country.
- BRECHIN (Scotland).**—A town in Forfarshire with a population of 8,781.
- BRECKNOCK (Wales).**—A town in Brecknockshire with a population of 5,649.
- BREDBURY (England).**—A town in Cheshire with a population of 6,023.
- BREDON (England).**—A small town in Worcestershire. Population 1,059.
- BRENT (England).**—A small place in Devonshire. Population 1,624.
- BRENTFORD (England).**—A town in Middlesex, 10½ miles from London with a population of 17,039.
- BRENTWOOD (England).**—A town in Essex with a population of 6,870.
- BRESSAY.**—One of the Shetland Islands (*q.v.*).
- BRIDGEND (Wales).**—A town in Glamorganshire with a population of 9,206.
- BRIDGENORTH (England).**—A town in Shropshire, on the Severn. Population 5,143.
- BRIDGE OF ALLAN (Scotland).**—A town in Stirlingshire. Population 3,121.
- BRIDGE OF WEIR (Scotland).**—A town in Renfrewshire. Population 2,034.
- BRIDGETOWN.**—(*See* BARBADOS, WEST INDIES.)
- BRIDGWATER (England).**—A town in Somerset with a population of 15,968.
- BRIDLINGTON (England).**—A rising seaside resort in Yorkshire. Population 22,768.
- BRIDPORT (England).**—A small town in Dorsetshire. Population 5,910.
- BRIERFIELD (England).**—A town in Lancashire with a population of 8,343.
- BRIERLEY HILL (England).**—A town in Staffordshire with a population of 12,484.
- BRIGG (England).**—A town in Lincolnshire. Population 3,306.
- BRIGHOUSE (England).**—A town in Yorkshire with a population of 20,277.
- BRIGHTLINGSEA (England).**—A town in Essex. Population 4,403.
- BRIGHTON (England, S.).**—Commonly called the Queen of watering-places, this popular town is situated in Sussex and faces the English Channel. It is very popular with Londoners and French people and, with the adjoining town of Hove, has a frontage of over 5 miles. It is famed for its magnificent piers, and its Pavilion which was formerly the residence of King George IV and cost nearly £1,000,000 to build. It has an excellent railway service to and from London. Population 142,427 (Hove 46,519 extra).
- BRIGHTSIDE (England).**—A town in Yorkshire with a population of 41,331.
- BRILL (England).**—A small place in Buckinghamshire. Population 1,121.
- BRIMSCOMBE (England).**—A small town in Gloucestershire. Population 1,491.
- BRINDABAN (India).**—One of the holy cities of India, situated on the Jumna. Possesses a very large number of beautiful temples and shrines. Population nearly 40,000.
- BRINKWORTH (England).**—A small place in Wiltshire. Population 1,031.
- BRISBANE.**—(*See* QUEENSLAND, AUSTRALIA.)
- BRISLINGTON (England).**—A suburb of Bristol. Population 3,493.
- BRISTOL (England, S.W.).**—This famous port is situated at the mouth of the River Avon on the Bristol Channel. It is a very busy place and has a population of 381,700. Some large docks of recent construction have added considerably to the commercial prosperity of the town.
- BRITON FERRY (Wales).**—A small town in Glamorganshire with a population of 9,176.
- BRIXHAM (England).**—A small old-fashioned seaport in Devonshire. Population 7,782.
- BRIXTON (England).**—A suburban municipality of London (6 miles). Population 44,065.
- BRIXWORTH (England).**—A small place in Northamptonshire. Population of rural district 11,640.
- BROAD CLYST (England).**—A small town in Devonshire. Population 1,904.
- BROADHEATH (England).**—A small town in Cheshire. Population 2,454.
- BROADSTAIRS AND ST. PETERS (England).**—A favourite resort on the Kentish coast, between Margate and Ramsgate. Population 15,465.
- BROADWAY (England).**—A small town in Worcestershire. Population 1,793.

BROCKENHURST (England).—A small town in Hampshire, beautifully situated in the New Forest. Population 2,048.

BROCKLEY (England).—A suburb of London (4 miles). Population 15,004.

BROKEN HILL (New South Wales, Australia).—Population 26,310. Although Broken Hill is situated in the State of New South Wales, 725 miles west of Sydney, practically the whole of the trade and traffic in connection with the mineral production of the district is carried on through South Australia. Broken Hill is one of the most important silver mines of the world, and is connected with the South Australian railway system. The silver ores and lead are conveyed from the mines to Port Pirie in South Australia, where the mining companies have established smelting and reduction works. Thousands of men are still employed in the mines of Broken Hill. The city itself is up-to-date in every respect. It is lighted by electricity, satisfactory water supply, tram service, and a number of fine public buildings.

BROMBOROUGH (England).—A town in Cheshire with a population of 2,650.

BROMLEY (England).—A suburb of London (4½ miles). Population 65,417.

BROMLEY CROSS (England).—A small town in Lancs. Population 1,573.

BROMLEY, SOUTH (England).—A small town in Kent, 11 miles from London. Population 35,070. (*Also* North Bromley, population 5,644).

BROMPTON (England).—A small town in Yorkshire. Population 1,487.

BROMPTON, WEST (England).—A suburb of London (5½ miles).

BROMSGROVE (England).—A small town in Worcestershire. Population 9,449.

BROMYARD (England).—A town in Herefordshire. Population 1,703.

BRONDESBURY (England).—A suburb of London (9 miles). Population 9,328.

BRORA (Scotland).—A small place in Sutherland. Population 1,032.

BROTTON (England).—A small town in Yorkshire. Population 4,423.

BROUGHTON (England).—A town in Lancs. Population 1,073. *Also* the name of a village in Peebles, Scotland.

BROUGHTON and BRETTON (England)—Towns in Cheshire. Population (Broughton), 5,036.

BROUGHTON - ASTLEY (England).—A small town in Leicestershire. Population 1,339.

BROUGHTON FERRY (Scotland).—A small town in Forfarshire with a population of 11,058.

BROWNHILLS (England).—A town in Staffordshire with a population of 18,241.

BRUFF (Ireland).—A small agricultural town in County Limerick.

BRUNEI.—(*See* NORTH BORNEO.)

BRUNI ISLAND.—Situated a few miles off the coast of Tasmania, to which it belongs. Has an area of about 160 square miles. There are deposits of coal. (*See* TASMANIA, AUSTRALIA.)

BRUNNERTON (Westland, New Zealand).—A borough town and coal-mining centre with a population of just over 1,000. Situated 8 miles east by rail from Greymouth.

BRUTON (England).—A town in Somerset. Population 1,755.

BRYHER.—One of the Scilly Islands (British Isles) (*q.v.*).

BRYNAMMAN (Wales).—A small town in Carmarthen with a population of 5,072.

BRYNMAWR (Wales).—A small town in Brecon with a population of 8,062.

BUCKDEN (England).—A large village in Huntingdonshire. Population 995.

BUCKFASTLEIGH (England).—A small town in Devon. Population 2,265.

BUCKHAVEN (Scotland).—A town in Fife with a population of 15,149.

BUCKHURST HILL (England).—A small town in Essex, 11 miles from London. Population 5,007.

BUCKIE (Scotland).—A small town in Banff. Population 8,897.

BUCKINGHAM (Canada).—Capital of Labelle County, Quebec Province. On the Riviere du Lievres near its confluence with the Ottawa River. On the C.P.R. 20 miles east of Ottawa, and 100 miles west of Montreal. Population 3,854. It has four churches, two banks, schools, electric light, seven hotels, and civic utilities; pulp mill, lumber and its subsidiary industries; butter and cheese factory; ore reduction works. Plumbago, phosphate, and mica mines in the vicinity.

BUCKINGHAM (England).—The county town of Buckinghamshire. Population 3,059.

BUCKLEY (Wales).—A town in Flint. Population 6,734.

BUCKNALL (England).—A town in Staffordshire. Population 4,862.

BUDE (England).—A watering-place on the north coast of Cornwall. Population 2,219.

BUDLEIGH SALTERTON (England).—A watering-place in South Devon. Population 2,622.

BUGSWORTH (England).—A small town in Derbyshire. Population 1,761.

BULTH WELLS (Wales).—A spa in Radnorshire. Population 1,710.

BULFORD (England).—A town in Wilts. Military centre. Population 3,232.

BULKINGTON (England).—A place in Warwickshire. Population 2,219.

BULSAR (India).—A small seaport on the river of the same name, 116 miles north of Bombay. Population about 20,000.

BULTFONTEIN (Union of South Africa).—A small diamond-mining centre, east of Kimberley, in the Cape Province of United South Africa.

BULWELL (England).—A town in Nottinghamshire with a population of 18,509.

BUNBURY (Western Australia).—A town with a population of 4,478.

BUNDI (India).—Capital of the native Rajput State of the same name. Population about 35,000.

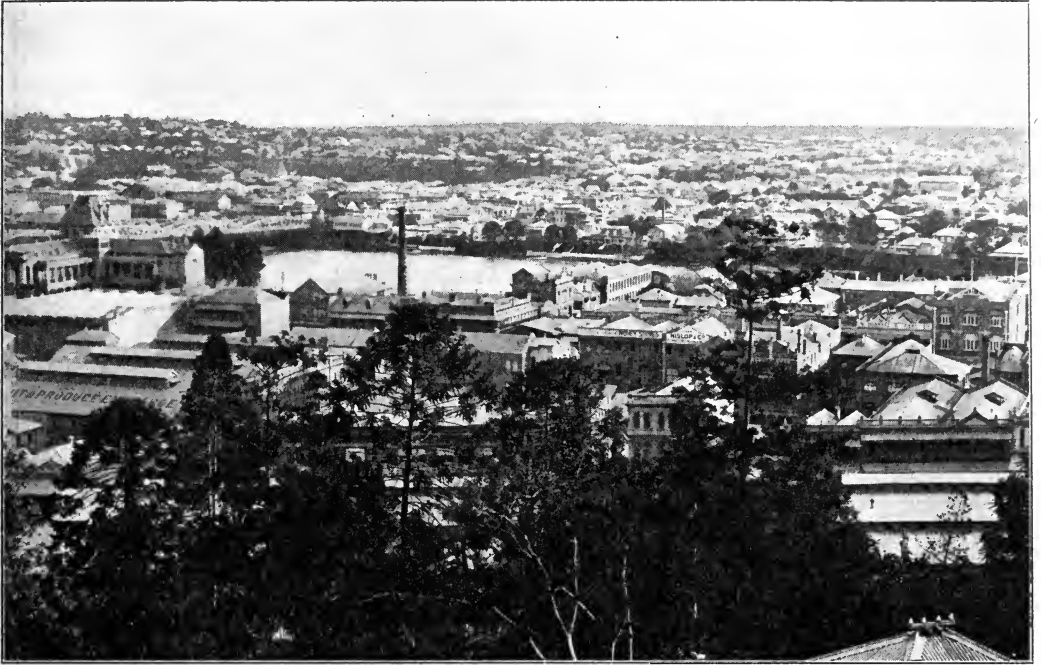
BUNGAY (England).—A small town in Suffolk. Population 3,359.

BUNTINGFORD (England).—A town in Herts. Population 5,019.

BURES (England).—A large village in Suffolk. Population 805.

BURGO ISLANDS (Newfoundland).—These small islands lie off the south coast of Newfoundland in lat. 37° 43' W. They are used as a fishing station.

BURGESS HILL (England).—A prettily situated town in Sussex. Population 5,651.



BRISBANE, CAPITAL OF QUEENSLAND; AUSTRALIA *Photo, Australian Government*

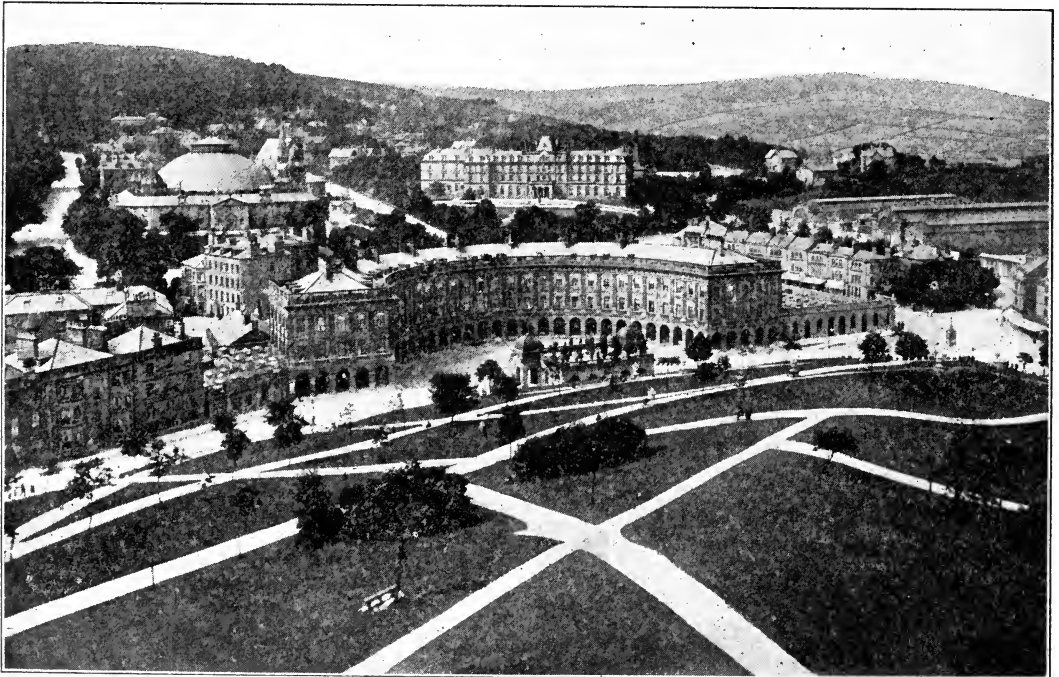


BRIXHAM HARBOUR, DEVONSHIRE, ENGLAND *Photo, G.W. Rly*



BUNBURY, WEST AUSTRALIA

Photo, Australian Government



BUXTON, ENGLAND

Photo, L.M.S. Rly

BURGH (England).—A village in Lincoln. Population 937. Also the name of a smaller village in Cumberland.

BURGHCLERE (England).—A village in Hampshire. Population 816.

BURGHHEAD (Scotland).—A small town in Elgin. Population 1,575.

BURGHERSDORP (Union of South Africa).—A thriving little town in the eastern section of the Cape Province. Possesses several churches, a good public library, and a large school.

BURHANPUR (India).—An historic town in the Central Provinces. Has extensive and interesting ruins; also a fine palace and mosque. Population about 40,000.

BURLESCOMBE (England).—A town in Devonshire. Population 7,693.

BURLEY (England).—A town in Yorkshire. Population 3,760.

BURNAGE (England).—A town in Lancs. Population 2,179.

BURNBANK (Scotland).—A town in Lanarkshire. with a population of 12,139.

BURNHAM (England).—A town in Somerset. Population 5,569.

BURNHAM BEECHES (England).—A place in Bucks. Population 3,941.

BURNHAM MARKET (England).—A small town in Norfolk. Population 1,832.

BURNHAM-ON-CROUCH (England).—A town in Essex. Population 3,433.

BURNLEY (England).—A large manufacturing town in Lancashire. Population 103,175.

BURNSIDE (England).—A town in Westmorland. Population 1,145.

BURNTISLAND (Scotland).—A town in Fife. Population 5,707.

BURSCOUGH (England).—A town in Lancs. Population 2,875.

BURSLEM (England).—An important town in Staffordshire. Population 41,566.

BURLESDON (England).—A town in Hants. Population 1,018.

BURTON JOYCE (England).—A large village in Notts. Population 963.

BURTON-ON-TRENT (England).—A large town in Staffordshire. Population 48,927.

BURWELL (England).—A town in Cambridge-shire. Population 2,144.

BURY (England).—A manufacturing town in Lancashire with a population of 56,426.

BURY ST. EDMUNDS (England).—An ancient town in Suffolk with a population of 15,941.

BUSHEY (also OXHEY).—A small town in Herts. 17 miles from London. Population 8,091.

BUSH HILL PARK (England).—A suburb of London (10 miles). Population 11,536.

BUSHMILLS (Ireland).—An agricultural town in County Antrim.

BUTTEVANT (Ireland).—A small agricultural town in County Cork.

BUTTINGTON (Wales).—A town in Montgomery. Population 1,477.

BUXAR (India).—A town on the south bank of the Ganges, in Bengal, 411 miles from Calcutta. Scene of a British victory in 1764. (See INDIAN EMPIRE, *History*). Population about 25,000.

BUXTED (England).—A small town in Sussex. Population 1,665.

BUXTON (England).—A summer and winter pleasure resort (winter sports), situated in Derbyshire. Population 15,651.

BYERS GREEN (England).—A town in Durham. Population 2,487.

BYFIELD (England).—A large village in Northampton. Population 809.

BYFLEET (England).—A town in Surrey. Population 4,173.

BYKER (England).—A town in Northumberland with a population of 17,507.

C

CADISHEAD (England).—A town in Lancs. Population 4,583.

CADOXTON (Wales).—A town in Glamorgan-shire with a population of 5,844.

CAERLEON (England).—A small town in Monmouthshire. Population 2,285.

CAERPHELLY (Wales).—A town in Glamorgan-shire with a population of 36,893.

CAHIR (Ireland).—A small town in County Tipperary. Has a twelfth-century castle standing on a rock in the River Suir.

CAHIRCIVEEN (Ireland).—A small town, or village, in County Kerry. In the vicinity are the ruins of Carhan House, the birthplace of O'Connell.

CAIRO.—(See EGYPT AND THE SUDAN).

CAIRNS (Australia).—A small town and port in North Queensland.

CAISTER (England).—A small sea-coast town near Great Yarmouth, in Norfolk. Population 1,938.

CALABAR (S. Nigeria).—A seaport, mission station, and administrative centre on the left bank of the Old Calabar River. Originally known as Duke Town. Population about 30,000 (mostly natives). (See under WEST AFRICA, NIGERIA).

CALCUTTA (India).—(See INDIAN EMPIRE, BENGAL).

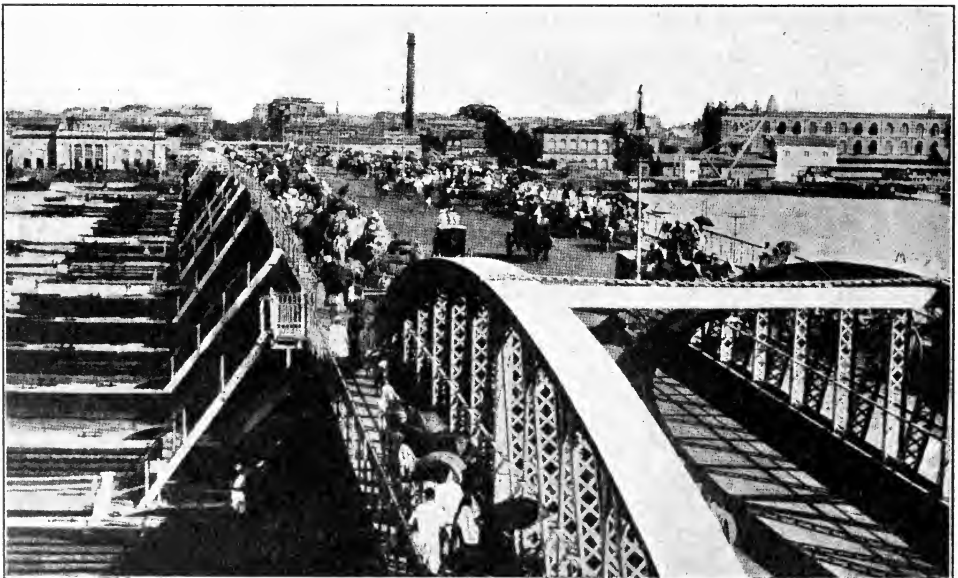
CALDERCRUIX (Scotland).—A small town in Lanark. Population 1,234.

CALEDON (Union of South Africa).—A small town situated 87 miles from Cape Town. Possesses chalybeate springs.

CALGARY (Alberta, Canada).—This, the chief city of the southern district, and the oldest in the Province, is well located in the valley of the Bow River, a tributary of the South Saskatchewan. It is a centre for wholesale traders, and its commercial importance is increasing with great rapidity. Calgary now has about 63,300 inhabitants, while ten years ago it had one-eighteenth of this number. The Bank clearings average annually £55,100,000. The city is about thirty years old. Until about 1883 it was a mounted police outpost and ranchers' rendezvous. The building of the Canadian Pacific Railway raised it to a place of prominence. The Grand Trunk Pacific and Canadian Northern now enter the city, and Calgary is one of the points of greatest activity on their lines. Its buildings are constructed largely of the brown sandstone found in the vicinity. It has street car and telephone service, electric light, and water systems. It is the door to the magnificent scenery of the Rockies, and the large number of summer tourists has necessitated the building of large, modern hotels.



CAIRNS, QUEENSLAND, AUSTRALIA *Photo, Queensland Government*
Abbot Street



CALCUTTA, INDIA
Howrah Bridge

CALICUT (India).—A sea-coast town with an open roadstead on the Malabar coast of the Madras Presidency, 566 miles south of Bombay. It was his first point on the Indian Peninsula visited by Vasco da Gama (1498), after his famous first voyage round the Cape of Good Hope. (*See* INDIA, *History*.)

CALLANDER (Scotland).—A small town in Perthshire. Population 2,215.

CALLINGTON (England).—A small town in Cornwall. Population 1,636.

CALNE (England).—A small town in Wilts. Population 3,640.

CALSTOCK (England).—A town in Cornwall. Population 4,615.

CALVERLEY (England).—A small town in Yorkshire. Population 3,362.

CAM (England).—A small town in Gloucestershire. Population 1,834.

CAMBAY (India).—Capital and port of the small native state of the same name, situated in the Bombay Presidency. Ruins attest its former importance. Population about 38,000.

CAMBERLEY (England).—Headquarters of the Imperial Military Staff College, in the county of Surrey.

CAMBERWELL (England).—A suburban municipality of London (5 miles). Population 267,235.

CAMBORNE (England).—A town in Cornwall with a population of 14,582.

CAMBRIDGE (Auckland, New Zealand).—A borough town with a population of over 1,500. Prettily situated at the terminus of the Frankton-Cambridge Railway on the Waikato River, 101 miles south-east from Auckland City. The centre of a good fruit-growing and farming district.

CAMBRIDGE (England).—The county town of Cambridgeshire, and one of the chief University centres of Great Britain. It is situated on the River Cam, 58 miles north-east of London. The town itself is open, clean, and well built. The surrounding country is flat but picturesque. The famous University was established during the twelfth century. The principal colleges are: King's, Queens', Trinity Hall, St. Peter's, Clare, Caius, Pembroke, Corpus Christi, St. Catharine's, Christ's, Trinity, Magdalene, Jesus, Emmanuel, Sidney Sussex, Downing, Selwyn, etc. There are also two well-known colleges for women, Girton and Newnham, which, however, do not form part of the University. The Fitzwilliam Museum, with its wonderful collection of plate, the Library, the Senate House, and the Observatory, are all fine University buildings. Population 59,262.

CAMBUSLANG (Scotland).—A town in Lanarkshire with a population of 26,130.

CAMDEN TOWN (England).—A suburban municipality of London (6 miles).

CAMELFORD (England).—A small town in Cornwall. Population 7,730.

CAMERTON (England).—A small town in Somerset. Population 2,386.

CAMPBELLTON (New Brunswick, Canada).—A small town situated at the head of deep-water navigation on the Restigouche River; a terminal point of I.C.R. and C.N.R. Lumber mills, wood-working factory, foundries, machine shops, etc. Population 3,816.

CAMPBELTOWN (Scotland).—A town in Argyll. Population 6,746.

CAMPDEN (England).—A small town in Gloucestershire. Population of rural district 5,418.

CAMPSIE GLEN (Scotland).—A town in Stirlingshire. Population 5,304.

CAMROSE (Alberta, Canada).—A small but growing agricultural town with a population of over 1,586.

CANNANORE (India).—Small seaport and European cantonment on the Malabar coast of Madras.

CANNING TOWN (England).—A suburb of London (6 miles). Population 28,383.

CANNOCK (England).—A town in Staffordshire with a population of 32,321.

CANONBIE (Scotland).—A town in Dumfries. Population 1,838.

CANONBURY (England).—A suburb of London (2½ miles). Population 28,921.

CANSO (Nova Scotia, Canada).—A small town possessing a certain commercial and maritime activity.

CANTERBURY (England).—The chief cathedral city of the British Isles, situated in Kent. Famous for its magnificent old cathedral. Is also a garrison town. Population 23,738.

CAPE TOWN.—(*See* UNION OF SOUTH AFRICA.)

CAPPOQUIN (Ireland).—A small town in County Waterford.

CARAQUET (New Brunswick, Canada).—On Caraquet River and Gulf Shore Railway. Lumber mills, flour mill, tannery, lobster factories, etc. Population 5,000.

CARBONEAR (Newfoundland).—A town and port on the Avalon Peninsula, 25 miles north-west of St. John's. Population 3,320.

CARDIFF (Wales).—Situated in Glamorgan on the north side of the Bristol Channel, this is a well-known port especially for the Welsh coal trade. It has a population of 200,260. (*See* ENGLAND AND WALES.)

CARDIGAN (Wales).—The county town of Cardiganshire. An old seaport. Population 3,452.

CARDONALD (Scotland).—A town in Renfrew. Population 2,789.

CARDROSS (Scotland).—A town in Dumbartonshire with a population of 11,326.

CARDSTON (Alberta, Canada).—A small town on the southern border line which is growing rapidly owing to the increase in the agricultural activity of the surrounding country. Population 1,207.

CARGILL (Scotland).—A small town in Perthshire. Population 1,411.

CARHAM (England).—A large village in Northumberland. Population 910.

CARISBROOK (England).—A town in the Isle of Wight. Famous for its castle (*see* English History). Population 5,139.

CARLINGFORD (Ireland).—A tiny seaport in County Louth.

CARLISLE (England).—An important manufacturing centre and railway junction in Cumberland. Population 52,600.

CARLTON (England).—A town in Yorkshire. Population 2,289.

CARLTON-ON-TRENT (England).—A town in Nottinghamshire with a population of 18,511.

CARLOW (Ireland).—A town in Leinster. Population 36,252.

CARLUKE (Scotland).—A town in Lanarkshire with a population of 9,619.

CARMARTHEN (Wales).—The capital of Carmarthenshire, situated on the River Towy, 9 miles from

Carmarthen Bay. Iron and tin works. Population 10,011.

CARMYLE (Scotland).—A small town in Lanarkshire. Population 4,319.

CARNARVON (Wales).—Capital of Carnarvonshire, and one of the oldest and most historic towns in Wales. The castle, built in 1283, is one of the finest ruins in the British Isles; the walls, 7 ft. to 9 ft. thick, being still intact. Until 874 Carnarvon was the seat of the Province of North Wales. The first Anglo-Norman Prince of Wales was born here in 1284 (afterwards Edward II.). Situated about half a mile from Carnarvon are the remains of the Roman city Segontium. The modern town stands on the River Seiont, on the left bank of which are the ruins of an old Roman fort. Population 8,301.

CARNDONAGH (Ireland).—A small town in County Donegal.

CARNFORTH (England).—A town in Lancs. Population 3,141.

CARNOUSTIE (Scotland).—A town in Forfarshire. Population 5,358.

CARRICKFERGUS (Ireland).—A seaport on Belfast Lough, in County Antrim. It is an historic old town, and has a ruined twelfth-century castle, and a gateway of the city walls. Flax-spinning and fishing are the principal industries.

CARRICKMACROSS (Ireland).—An agricultural town in County Monaghan.

CARRICK-ON-SHANNON (Ireland).—The capital of County Leitrim. A small agricultural town.

CARRICK-ON-SUIR (Ireland).—A manufacturing town in the Counties of Tipperary and Waterford. Woollen and linen goods. Slate quarries. Ruins of an old castle.

CARRINGTON (England).—A town in Nottinghamshire with a population of 11,014.

CARSHALTON (England).—A town in Surrey with a population of 14,023. Distant 11 miles from London.

CARSTAIRS (Scotland).—A small town in Lanarkshire. Population 1,878.

CARTERTON (Wellington, New Zealand).—A busy town with a population of nearly 2,000. Situated about 58 miles north-west of Wellington, with which it is connected by railway. It is the centre of an important sheep and cattle-farming district.

CASHEL (Ireland).—A town in County Tipperary. Has several interesting old ruins, and is the seat of a Bishopric (C.E.), and an Archbishopric (R.C.).

CASTLEBAR (Ireland).—Capital of County Mayo, and an important agricultural centre.

CASTLE BAR PARK (England).—A suburb of London (9½ miles). Population 9,516.

CASTLEBLAYNEY (Ireland).—An agricultural town in County Monaghan.

CASTLE BROMWICH (England).—A large village in Warwick. Population 953.

CASTLE CARY (England).—A small town in Somersetshire. Population 1,710.

CASTLECOMER (Ireland).—An agricultural town in County Kilkenny.

CASTLE DONINGTON (England).—A town in Leicestershire. Population 2,736.

CASTLE DOUGLAS (Scotland).—A town in Kirkcudbright. Population 3,016.

CASTLE EDEN (England).—A small town in Durham. Population 1,829.

CASTLEFORD (England).—A town in Yorkshire with a population of 24,183.

CASTLE-ISLAND (Ireland).—A small town in County Kerry.

CASTLEMAINE (Victoria, Australia).—Population 7,000, district 15,000; 78 miles north-west of Melbourne. One of the leading apple-growing districts of the State. Also has large iron foundry employing 700 men. From the local granite quarries stones are obtained for building in various cities.

CASTLEREAGH (Ireland).—An agricultural town in County Roscommon.

CASTLETON (England).—A town in Lancs. Population 36,714. Also the name of a place in Yorkshire.

CASTLETOWN BEARHAVEN (Ireland).—A small seaport in County Cork.

CASTLETOWNSEND (Ireland).—A small seaport in County Cork.

CASTLEWELLAN (Ireland).—An agricultural town in County Down.

CATALINA (Newfoundland).—A town and port 60 miles north-west of St. John's with a population of about 1,500.

CATCLIFFE (England).—A small town in Yorkshire. Population 1,553.

CATERHAM (England).—A town in Surrey with a population of 11,782.

CATFORD (England).—A suburb of London (8 miles). Population 39,012.

CATHCART (Union of South Africa).—A pretty little country town in the centre of a rich agricultural district of the Cape Province.

CATON (England).—A small town in Lancs. Population 1,219.

CATRINE (Scotland).—A small town in Ayr. Noted for its scenery. Population 2,337.

CAUGHNAWAGA (Canada).—An Indian town (Iroquois) in La Prairie County, Quebec Province, on the River St. Lawrence, and on the C.P.R., 10 miles south of Montreal. Ferry to Lachine. Population 2,240. Lacrosse stick factory, hospital, three churches, three hotels, telephone.

CAVAN (Ireland).—The capital of County Cavan. Situated in a rich mineral region. Population 91,173.

CAWNPORE (India).—(See INDIA.)

CAWOOD (England).—A large village in Yorkshire. Population 955.

CAWSTON (England).—A small town in Norfolk. Population 1,023.

CAYTHORPE (England).—A large village in Lincoln. Population 867.

CEFN (Wales).—A town in Denbigh. Population 7,150. Also the name of a place in Brecon.

CHACEWATER (England).—A small town in Cornwall. Population 1,410.

CHADWELL HEATH (England).—An Essex suburb of London (10 miles). Population 6,429.

CHALFONT (England).—A town in Buckinghamshire. Population 4,564.

CHALFORD (England).—A town in Gloucestershire. Population 2,913.

CHALK FARM (England).—A suburb of London (5½ miles).

CHAMBA (India).—Capital of the small Punjab Hill State of the same name.

CHANDAUSI (India).—A town situated about 28 miles from Moradabad, with a population of considerably over 30,000.



CAPE TOWN, CAPITAL OF THE UNION OF SOUTH AFRICA *Photo, South African Rlys*



CARDIFF, WALES, THE CITY HALL *Photo, G.W. Rly*



CHEDDAR VALLEY, SOMERSET, ENGLAND



CHESTER, EATON HALL
One of the great Country Mansions of England

Photos, G.W. Rly

CHANDLER'S FORD (England).—A small town in Hants. Population 1,641.

CHANDOR (India).—A small town and fortified strategic position in the Bombay Presidency.

CHANNEL, or PORT-AU-BASQUES (Newfoundland).—An important fishing port, 300 miles west of St. John's. Population 1,800.

CHANNEL ISLANDS.—(See BRITISH ISLES.)

CHAPEL-EN-LE-FRITH (England).—A town in Derbyshire. Population 5,140.

CHAPELIZOD (Ireland).—A small town near Dublin, on the River Liffey.

CHAPELTOWN (England).—A town in Yorkshire with a population of just under 9,000. (Also the name of a village in North Devon.)

CHARD (England).—A small town and an important railway junction in Somerset. Population 4,568.

CHARING (England).—A small town in Kent. Population 1,223.

CHARLBURY (England).—A small town in Oxford. Population 1,307.

CHARLESTOWN (Union of South Africa).—A small town on the Natal-Transvaal border, situated at an altitude of 5,000 ft. Enjoys a cool and bracing climate, good hotel accommodation. Among the most interesting places in this neighbourhood is Majuba Hill, the scene of the British disaster in the first Boer War.

CHARLESTOWN.—(See NEVIS, WEST INDIES.)

CHARLOTTETOWN (Prince Edward Island).—Population 12,347. (See CANADA.)

CHARTERS TOWERS (Queensland, Australia).—Population 17,298; 952 miles north-west of Brisbane, and 82 miles from Townsville. It is one of the most important gold-mining centres of the State. It is also supported by surrounding grazing and agricultural districts.

CHARLTON (England).—A suburb of London (8½ miles). Population 21,978.

CHARLTON KINGS (England).—A small town in Gloucestershire. Population 4,495.

CHARTHAM (England).—A town in Kent. Population 2,935.

CHATHAM (England).—An important naval and military centre, with extensive dockyards, in Kent. Population 42,665.

CHATHAM (New Brunswick, Canada).—On I.C.R. The chief place on the Gulf coast of New Brunswick with an excellent harbour, on the Miramichi River. Lumber mills, pulp mills, planing mills, engine, boiler and machine works. Fresh and canned fish exports exceed 500,000 dollars annually. Population 4,662.

CHATHAM (Ontario, Canada).—An important and growing industrial and commercial centre with a population of over 10,770.

CHATTERIS (England).—A town in Cambridgeshire. Population 5,259.

CHEADLE and GATLEY (England).—A town in Cheshire with a population of 11,036. Also the name of a town in Staffordshire with a population of 6,178.

CHEAM (England).—A town in Surrey, with a population of 7,849.

CHEDDAR (England).—A small town in Somerset. Population 1,974.

CHEDDLETON (England).—A town in Staffordshire. Population 3,221.

CHELMSFORD (England).—The county town of Essex, and an important agricultural centre. Population 20,761.

CHELSEA (England).—A suburb of London, with a population of 63,700. Here is the famous Chelsea Hospital (1692) for old soldiers; the Royal Military Asylum for soldiers' children, large barracks for regiments of the guard, and botanic gardens.

CHELSEFIELD (England).—A small town in Kent. Population 1,790.

CHELtenham (England).—A fashionable English spa and health resort, situated in the Cotswold Hills in Gloucestershire. The saline spring which made this town was discovered in 1716, and in 1788 George III derived great benefit from its waters. There are three saline spas and one chalybeate spring. It has several good educational establishments, a magnificent library, a fourteenth-century parish church, a beautiful Roman Catholic church, and a corn exchange. It has old literary associations, and is a favourite place of residence for retired Anglo-Indian officials. Population 48,444.

CHEPSTOW (England).—A town in Monmouth. Population 5,144.

CHERTSEY (England).—A town in Surrey with a population of 15,123.

CHESHAM (England).—A town in Buckinghamshire with a population of 8,584.

CHESHUNT (England).—A town in Herts with a population of 13,629.

CHESTER (England).—A fine old-English town, and the capital of Cheshire. It stands on the right bank of the River Dee, 22 miles from its mouth, and is still encircled by the old walls and parapets (2 miles in circumference and 7 ft. to 8 ft. thick), which forms an elevated promenade round the city. Population 40,794.

CHESTERFIELD (England).—A town in Derbyshire with a population of 61,236.

CHESTERFORD, GREAT (England).—A large village in Essex. Population 825.

CHESTER-LE-STREET (England).—A town in Durham with a population of 15,594.

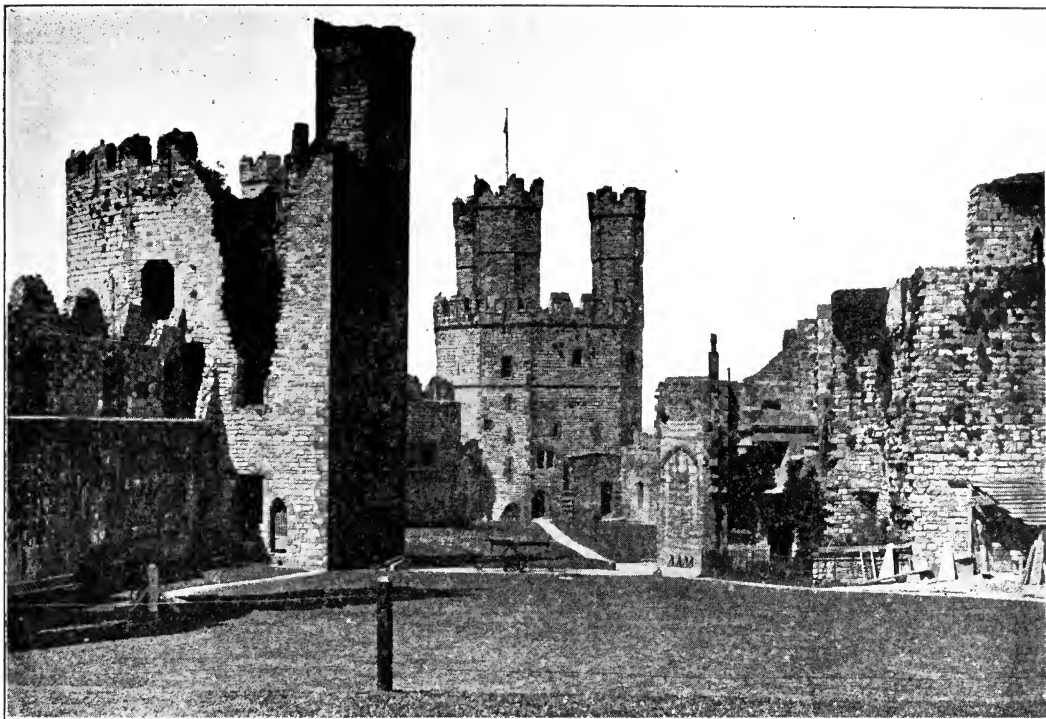
CHEVENING (England).—A large village in Kent. Population 937.

CHEVINGTON (England).—A town in Northumberland. Population 4,359.

CHICHESTER (England).—A cathedral city and important agricultural centre in Sussex. The cathedral was built during the twelfth and thirteenth centuries on the site of a wooden edifice built in 1108. There still remain about 1½ miles of the old walls which at one time encompassed the city. There are several fine buildings, and two main thoroughfares. Population 12,410.

CHICOUTIMI (Canada).—An industrial town, and capital of Chicoutimi County, Quebec Province, on the Saguenay River, and the Quebec and Lake St. John Railway, 227 miles (by rail) from Quebec. Terminus of Richelieu and Ontario Navigation Company's summer service of tourist steamers. Population 5,880. It has electric light, telephone, Roman Catholic Cathedral, churches, schools, county buildings, telegraph, waterworks, and two banks. Chief industries: large pulp mills exporting to England 60,000 tons of pulp annually; lumber trade and subsidiary industries; tannery, foundry, creamery and cheese factory, machine shops.

- CHIGWELL (England).**—A suburb of London (11½ miles). Population 2,742.
- CHILHAM (England).**—A small town in Kent. Population 1,167.
- CHILVERS COTON (England).**—A town in Warwickshire with a population of 12,766.
- CHINDWARA (India).**—Capital of a district in the Central Provinces, 70 miles north of Nagpur. Population over 12,000.
- CHINGFORD (England).**—A town in Essex with a population of 9,481.
- CHINLEY (England).**—A small town in Derbyshire. Population 1,761.
- CHINNOR (England).**—A large village in Oxfordshire. Population 975.
- CHINSURA (India).**—(See HUGLI).
- CHIPPENHAM (England).**—A town in Wilts. Population 7,713.
- CHIPPING NORTON (England).**—A small town in Oxfordshire. Population 3,522.
- CHIPPING SODBURY (England).**—A large village in Gloucestershire. Population 977.
- CHIPSTEAD (England).**—A large village in Surrey with a population of 876.
- CHIRK (Wales).**—A town in Denbighshire. Population 2,576.
- CHIRNSIDE (Scotland).**—A small town in Berwick. Population 1,508.
- CHISLEDON (England).**—A small town in Wilts. Population 1,197.
- CHISLEHURST (England).**—A small town in Kent with a population of 8,980.
- CHISWICK (England).**—A suburb of London (7½ miles). Population 40,942.
- CHITTAGONG (India).**—An important and commodious port in Bengal, 221 miles east of Calcutta, on the Karnaphuli River. Was an important trade centre during Portuguese dominion, and is now one of the finest ports of India. Principal exports, tea, rice, and jute; chief imports, European manufactured goods. Population over 35,000.
- CHOLLERTON (England).**—A small town in Northumberland. Population 1,132.
- CHOLSEY (England).**—A small town in Berkshire. Population 2,248.
- CHOPPINGTON (England).**—A town in Northumberland. Population 5,432.
- CHORLEY (England).**—A town in Lancashire with a population of 30,576.
- CHORLEY WOOD (England).**—A small town in Herts. Population 2,439.
- CHORLTON-CUM-HARDY (England).**—A town in Lancashire with a population of 30,118.
- CHRISTCHURCH (England).**—A town near Bournemouth and Boscombe, in Hants. Noted for its fine old Priory and picturesque surrounding scenery. Population 6,991.
- CHRISTCHURCH (New Zealand).**—(See *NEW ZEALAND, General Description*).
- CHUDLEIGH (England).**—A small town in Devonshire. Population 2,005.
- CHUPRA (India).**—An important town in Bengal, near the joining of the Gogra and Ganges Rivers. Population 65,000.
- CHURCH (England).**—A town in Lancashire. Population 6,751.
- CHURCHDOWN (England).**—A small town in Gloucestershire. Population 1,126.
- CHURCH STRETTON (England).**—A small town in Shropshire. Population 1,671.
- CINDERFORD (England).**—A town in Gloucestershire. Population 3,399.
- CIRENCESTER (England).**—A town in Gloucestershire. Population 7,408.
- CLACKMANNAN (Scotland).**—Capital of the county of the same name, which is the smallest in Scotland. Population 2,203.
- CLACTON-ON-SEA (England).**—A pretty, modern and favourite seaside resort on the Essex coast. Good bathing, specially suitable for children, and an abundance of amusements. Population 17,049.
- CLAPHAM (England).**—A suburb of London (3 miles). Population 60,540.
- CLAPTON (England).**—A suburb of London (4 miles).
- CLARE (Ireland).**—An agricultural town in Munster.
- CLARE (England).**—A small town in Suffolk. Population of rural district 1,340.
- CLARE ISLAND (Ireland).**—A small island off the coast of County Mayo, with a village of the same name.
- CLAREMORRIS (Ireland).**—A small town in County Mayo.
- CLARKSTON (Scotland).**—A town in Lanarkshire. Population 5,031.
- CLARMONT (Tasmania).**—A town with a population of 5,508.
- CLAYCROSS (England).**—A town in Derbyshire. Population 8,685.
- CLAYGATE (England).**—A small town in Surrey. Population 2,288.
- CLAYTON (England).**—A town in Yorkshire. Population 5,040.
- CLEATOR MOOR (England).**—A town in Cumberland with a population of 8,299.
- CLECKHEATON (England).**—A town in Yorkshire with a population of 12,866.
- CLEETHORPES (England).**—A seaside resort on the coast of Lincolnshire. Population 28,160.
- CLEOBURY MORTIMER (England).**—A small town in Shropshire. Population 1,487.
- CLEVEDON (England).**—A small town in Somersetshire. Population 6,726.
- CLIFDEN (Ireland).**—A small port on the coast of Connemara.
- CLIFFE (England).**—A small town in Kent. Population 2,465.
- CLIFTON (England).**—A suburb of Bristol.
- CLITHEROE (England).**—A town in Lancashire with a population of 12,204.
- CLOGHER (Ireland).**—A declining town in Tyrone, 15 miles from Omagh.
- CLONAKILTY (Ireland).**—A small port on the coast of County Cork.
- CLONES (Ireland).**—A small agricultural town in County Monaghan.
- CLONFERT (Ireland).**—An old ecclesiastical city in County Galway. It, however, ceased to be the seat of a Protestant bishopric in 1602, but still has a Roman Catholic bishop.
- CLONMEL (Ireland).**—A fair-sized agricultural town and tourist centre in County Tipperary and County Waterford.
- CLONTARF (Ireland).**—A small seaside resort near Dublin.



CARNARVON CASTLE, WALES

Photo, L.M.S. Rly



CHRISTCHURCH, CAPITAL OF NEW ZEALAND
Cashel Street

Photo, New Zealand Government



CIRENCESTER, ENGLAND
The Armoury



CLEVEDON, SOMERSET, ENGLAND
The Green Beach

Photos, G.W. Rly

CLOSEBURN (Scotland).—A small town in Dumfries. Population 1,244.

CLOUGH FOLD (England).—A town in Lancashire. Population 3,110.

CLOWN (England).—A town in Derbyshire with a population of 5,880.

CLOYNE (Ireland).—A very old ecclesiastical town in County Cork. Has a fine old cathedral (sixth century), and a lofty round tower.

CLUTTON (England).—A small town in Somerset. Population 1,235.

CLYDACH - ON - TAWE (Wales).—A town in Glamorganshire with a population of 7,707.

COALBROOKDALE (England).—A small town in Shropshire. Population 1,524.

COALPIT HEATH (England).—A small town in Gloucestershire with a population of 1,813.

COALVILLE (England).—A town in Leicestershire with a population of 20,468.

COATBRIDGE (Scotland).—A town in Lanarkshire with a population of 43,909.

COATDYKE (Scotland).—A town in Lanark with a population of 6,177.

COATICOOK (Canada).—An industrial town in Stanstead County, Quebec Province, on the G.T.R., 123 miles south-east of Montreal. Population 3,165. Electric light. Industries: textile factory, chemicals, woolen mills, patent medicines, chair factory. Town has all public utilities, two banks, churches, schools, hotels, telegraph and telephone.

COBALT (N. Ontario, Canada).—An important mining town with a population of nearly 6,000. This district (pop. 11,000) holds the third place in the world's annual supply of silver. From the first shipment of ore in 1904 the production has been of remarkable growth, reaching 31,500,000 ounces, or a total of 125,564,189 ounces since operations commenced, and ranking next to the United States. The town has a machine shop and foundry, several wholesale supply companies, three hotels, five banks, five schools, six churches, and a live daily newspaper, with modern conveniences of electric cars, electric light, and telephone service. A forest fire did considerable damage to the mining townships of Northern Ontario in 1923.

COBAR (New South Wales, Australia).—Population 6,000, district 10,000; 464 miles from Sydney. Very important mining and pastoral town. From one mine—The Great Cobar—wages amounting to £10,000 fortnightly have been distributed.

COBHAM (England).—A town in Surrey with a population of 5,103.

COBRIDGE (England).—A town in Staffordshire with a population of 10,711.

COCANADA (India).—A seaport and capital of the Godavari district of Madras. Population over 50,000.

COCHIN (India).—A busy seaport on the Malabar coast of Madras. Was the scene of Portuguese, Dutch, and English exploits during sixteenth, seventeenth, and eighteenth centuries. Population about 25,000. About one mile distant is the town of the same name, capital of the native State of Cochin. Population about 20,000.

COCHRANE (W. Ontario, Canada).—A growing town with a population of nearly 3,000, at the junction of the T. & N.O. Railway with the G.T.P. Railway running east and west. Burnt in 1911, it has rapidly risen from its ashes. Only two years old

at the time of the fire, it had a population of 3,000. Its present population is over 2,500. The town has electric light and telephone systems, water and sewerage works, three good hotels, two banks, four churches, a public school, Board of Trade, and a bright weekly paper, the *Northland*. The T. & N.O. Railway has a solid brick station, round house and machine shop. The Transcontinental has a large round house, machine shops and very large railway yard facilities. In the midst of a fertile agricultural country of great extent, with 1,500 settlers already on the land, the future of the town is bright.

COCKERMOUTH (England).—A town in Cumberland with a population of 4,845.

COCKETT (Wales).—A town in Glamorganshire. Population 5,600.

COCKFIELD (England).—A town in Durham. Population 2,672. Also the name of a large village in Suffolk.

CODSALL (England).—A small town in Staffordshire. Population 2,781.

COIMBÁTORE (India).—A growing town in the Madras Presidency, about 300 miles by rail southwest of Madras City. Population about 60,000.

COLCHESTER (England).—An ancient town in Essex with a population of 43,377. It is situated on the right bank of the Colne, 12 miles from the sea. It was here that the Emperor Claudius founded the first Roman town in Britain. Remains of this town still exist, and antiquaries pronounce the Roman walls at Colchester to be the most perfect in England. There is a large Norman castle, now used as a museum. This town is now an important military centre.

COLDSTREAM (Scotland).—A town in Berwick with a population of 2,192.

COLEFORD (England).—A small town in Gloucestershire. Population 2,781.

COLEMAN (Alberta, Canada).—A small but growing agricultural town with a population of over 1,550.

COLERAINE (Ireland).—A manufacturing town in County Londonderry, on the River Bann, about 3½ miles from its mouth. Manufactures linen goods and whisky. It is also a river port.

COLESBERG (Union of South Africa).—An old-established town in the Cape Province, 2½ miles by branch rail from Colesberg Junction. The town is encircled by hills, and is the centre of a cattle and sheep farming district. (See CAPE PROVINCE, UNION OF SOUTH AFRICA.)

COLESHILL (England).—A town in Warwick with a population of 2,886.

COLINTON (Scotland).—A town in Midlothian with a population of 6,664.

COLLESSIE (Scotland).—A town in Fife with a population of 2,215.

COLLINGBOURNE (England).—A town in Wilts. Population 1,133.

COLLINGHAM (England).—A town in Nottinghamshire with a population of 1,324.

COLLINGWOOD (Ontario, Canada).—An important and growing industrial and commercial centre with a population of over 7,000.

COLNBROOK (England).—A small town in Buckinghamshire with a population of 1,336.

COLNE (England).—A town in Lancashire with a population of 24,755.

COLOMBO (Ceylon).—(See CEYLON.)

- COLTISHALL (England).**—A large village in Norfolk. Population 984.
- COLWALL (England).**—A small town in Herefordshire. Population 2,070.
- COLWICH (England).**—A small town in Staffordshire. Population 1,527.
- COLWYN BAY (Wales).**—A pretty little seaside resort in Denbighshire with a population of 18,770.
- COLYTON (England).**—A small town in Devonshire with a population of 1,948.
- COMBACONUM (India).**—A sacred city of Southern India, in Madras Presidency, on the Kaveri Delta. Is famous for its Hindu temples and its Government College. Population over 60,000.
- COMBER (Ireland).**—An agricultural town in County Down, near Belfast.
- COMRIE (Scotland).**—A small town in Perthshire. Population 1,745.
- CONDOVER (England).**—A town in Shropshire. Population 1,765.
- CONGLETON (England).**—A town in Cheshire with a population of 11,764.
- CONGRESBURY (England).**—A small town in Somerset. Population 1,116.
- CONINGSBY (England).**—A small town in Lincolnshire. Population 1,084.
- CONISBOROUGH (England).**—A town in Yorkshire with a population of 15,859.
- CONISTON (England).**—A small town in Lancashire. Population 1,006.
- CONJEVERAM (India).**—A sacred city in Southern India, 45 miles south-west of Madras. Famous for its temples and annual fair. Was once a great Buddhist centre. Population about 50,000.
- CONNAH'S QUAY (Wales).**—A town in Flint with a population of 5,062.
- CONNAUGHT.**—(See IRELAND, BRITISH ISLES.)
- CONONLEY (England).**—A large village in Yorkshire. Population 830.
- CONSETT (England).**—A mining town in Durham with a population of 12,151.
- CONWAY (Wales).**—A pretty little seaport in Carnarvonshire with a population of 6,506. It possesses the ruins of a magnificent old castle, with eight towers, and walls 12 ft. to 15 ft. thick, was rebuilt in 1284; the "Plás Mawr" or "Great Mansion"—a wonderful specimen of the old timber houses (1585); and a fine tubular bridge 412 ft. in length.
- CONWIL (Wales).**—A small town in Carmarthen. Population 1,276.
- COOKHAM (England).**—A town in Berkshire with a population of 5,848.
- COOKSTOWN (Ireland).**—A linen-manufacturing town in County Tyrone.
- COOMASSIE (Ashanti, West Africa).**—Administrative headquarters and capital of the British West African Protectorate of Ashanti. The native population numbers nearly 30,000, but Europeans are few in number. The Palace and other buildings were destroyed by Lord Wolseley, commanding the British force, in 1874. (See WEST AFRICA.)
- COOTEHILL (Ireland).**—A small town in County Cavan.
- COPELAND ISLANDS (Ireland).**—Off the coast of County Down, with a village of the same name.
- COPLEY (England).**—A small town in Yorkshire with a population of 3,059.
- COPPUL (England).**—A small manufacturing and mining town in Lancashire. Population 5,223.
- CORBRIDGE (England).**—A small town in Northumberland. Population 2,213.
- CORFE CASTLE (England).**—A place in Dorsetshire. Population of district 1,406.
- CORK (S. Ireland).**—A well-known port situated in the county of the same name of which it is the capital. It has a population of 76,630. Adjoining is the island of Haulbowline, on which is situated a Government Naval Dockyard and Stores. The principal manufactures are whisky and malt liquors, flour, leather and iron goods.
- CORNWOOD (England).**—A small town in Devonshire. Population 1,056.
- CORRIS (Wales).**—A small town in Merioneth. Population 1,054.
- CORSHAM (England).**—A town in Wilts. Population 4,209.
- CORWEN (Wales).**—A small town in Merionethshire. Population 2,856.
- COSHAM (England).**—A small town near Portsmouth, in Hampshire.
- COTTINGHAM (England).**—A small town in Yorkshire. Population 5,135.
- COULSDON (England).**—A residential town on the outskirts of London (18 miles), in the county of Surrey. Population 12,548.
- BOUNDON (England).**—A town in Durham. Population 6,912.
- COUNTESTHORPE (England).**—A town in Leicestershire. Population 1,450.
- COUPAR ANGUS (Scotland).**—A town in Perthshire. Population 2,749.
- COVENTRY (England).**—Situated in the county of Warwickshire, it is one of the most important manufacturing towns in England for motor-cars, ribbons, watches, cycles, iron and steel goods, heavy guns, shells, and other important articles. It has a large import and export trade. There are many old customs and schemes connected with this town, which has a population of 128,207.
- COWBRIDGE (Wales).**—A small town in Glamorganshire. Population 1,167.
- COWDENBEATH (Scotland).**—A town in Fife with a population of 14,029.
- COWES (England).**—A pretty little seaport and yachting centre in the Isle of Wight. Famous for its fashionable yachting week. Population 9,998.
- COXHOE BRIDGE (England).**—A town in Durham with a population of 3,833.
- CRADLEY HEATH (England).**—A town in Staffordshire with a population of 10,101.
- CRADOCK (Union of South Africa).**—An important and growing town in the Cape Province, on the Karroo (*q.v.*). It is famous for its warm mineral springs. There are several fine buildings, including a hospital and good library.
- CRAIL (Scotland).**—A small town in Fife. Population 2,017.
- CRAMLINGTON (England).**—A town in Northumberland with a population of 8,529.
- CRANBROOK (England).**—A town in Kent with a population of 4,061.
- CRANBROOK (British Columbia, Canada).**—A divisional point on the Crow's Nest Railway, is pleasantly situated in the fertile valley which lies between the Selkirk and Rocky Mountains. It is the principal lumbering point in East Kootenay, its four saw-mills having a capacity of about 160,000 ft. per day. The town has a number of good stores,



COLWYN BAY, WALES, PROMENADE AND SANDS



COVENTRY, ENGLAND, THE THREE SPIRES

Photos, L.M.S. Rly



**DAWLISH, DEVONSHIRE
ENGLAND**
The Bathing Cove

Photo, G.W. Rly

**EAST COWES, ISLE OF WIGHT,
ENGLAND**
Osborne House



Photo, Southern Rly



DEAL, ENGLAND

Photo, Southern Rly

banks, churches, hotels, and is very prosperous and progressive. Population 3,500.

CRANLEIGH (England).—A town in Surrey with a population of 3,211.

CRAVEN ARMS (England)—A place in Shropshire.

CRAWFORD (Scotland).—A town in Lanark. Population 2,041.

CRAWLEY (England).—A town in Sussex. Population 4,421.

CREDITON (England).—A small town in Devonshire with a population of 3,502.

CRESTON (British Columbia, Canada).—A flourishing little town on the Crow's Nest Pass Railway, 68 miles east of Nelson, and 68 miles west of Cranbrook. It is the distributing and collecting point for an extensive and fertile agricultural and fruit-growing district. It is well supplied with churches, schools, banks, telephone, and water services. The present population is just under 1,000.

CREWE (England).—A town in Cheshire. An important railway junction, with the vast works of the L.M.S. Railway. The town owes its wonderful prosperity to these monster engineering works. Population 46,477.

CREWKERNE (England).—A town in Somerset with a population of 3,703.

CRICCIETH (Wales).—A small watering-place on the Carnarvon coast. Population 1,886.

CRICKLADE (England).—A small town in Wiltshire. Population with Wootton Bassett 10,687.

CRICKLEWOOD (England).—A residential suburb of London (6 miles). Population 19,657.

CRIEFF (Scotland).—A town in Perthshire. Population 6,089.

CRIGGLESTONE (England).—A town in Yorkshire with a population of 4,369.

CROFTON (England).—A small town in Yorkshire with a population of 2,566.

CROMDALE (Scotland).—A small town in Elgin. Population 3,018.

CROMER (England).—A small but fashionable seaside resort on the Norfolk coast with a population of 5,435.

CROMFORD (England).—A small town in Derbyshire. Population 1,015.

CROMWELL (Otago, New Zealand).—A municipality with about 700 inhabitants, situated 151 miles north-west of Dunedin. Gold-mining and fruit-growing.

CROOK (England).—A town in Durham with a population of 12,706.

CROSSENS (England).—A town in Lancashire with a population of 1,425.

CROSSGATES (Scotland).—A town in Fife with a population of 1,035.

CROSSHOUSE (Scotland).—A small town in Ayr. Population 2,383.

CROSSMAGLEN (Ireland).—A small agricultural town in County Armagh.

CROSSMICHAEL (Scotland).—A Kirkcudbright town with a population of 1,196.

CROSTON (England).—A small town in Lancashire with a population of 1,970.

CROUCH END (England).—A residential suburb of London (4 miles). Population 6,435.

CROWBOROUGH (England).—A town in Sussex with a population of 5,148.

CROWLE (England).—A town in Lincolnshire. Population 3,010.

CROXLEY GREEN (England).—A town in Herts. Distant from London 19½ miles. Population 2,390.

CROYDON (England).—A large town and important commercial centre situated on the outskirts of London (10½ miles), in the county of Surrey. Population 190,877.

CRUMPSALL (England).—A town in Lancashire with a population of 14,601.

CUDDALORE (India).—An important town in Madras. Its principal trade is in grains, oils, sugar, and indigo. It has twice belonged to France. Population about 60,000.

CUDDAPAH (India).—A town in the Madras Presidency situated about 162 miles north-west of the capital by rail.

CUDWORTH (England).—A town in Yorkshire with a population of 7,608.

CULCHETH (England).—A town in Lancashire. Population 2,765.

CULLEN (Scotland).—A town in Banff. Population 2,104.

CULLERCOATS (England).—A town in Northumberland. Population 4,389.

CULLINGWORTH (England).—A town in Yorkshire.

CULLOMPTON (England).—A small town in Devonshire with a population of 2,923.

CULTER (Scotland).—A town in Aberdeen. Population 5,616.

CULTS (Scotland).—A town in Aberdeen.

CUMBERNAULD (Scotland).—A town in Dumbarton. Population 5,120.

CUMMERTREES (Scotland).—A town in Dumfries with a population of 1,056.

CUPAR (Scotland).—A town in Fife with a population of 6,576.

CURRAGH (Ireland).—Until recent years a large military camp situated about 2 miles from Kildare town. Also a racecourse.

CURRIE HILL (Scotland).—A place in Midlothian.

CUTTACK (India).—A town with a population of about 56,000 in Orissa, 220 miles from Calcutta. Famous for its fine manufactures in gold and silver.

CWM (England).—A town in Monmouthshire with a population of 9,824.

CWMDU (Wales).—A town in Glamorganshire with a population of 12,597.

CWMSYFIOG (England).—A town in Monmouthshire with a population of 3,485.

CYMMER (Wales).—A town in Glamorganshire with a population of 2,521.

D

DACCA (India).—A city in Bengal with a population of about 119,450. It is distant 150 miles north-east of Calcutta, and stands on the north bank of the Buriganga. Commanding the waterways of the Ganges delta, it was once a busy commercial town, and the headquarters of the Mohammedan Government of Bengal. Its chief product was fine muslin, but the European competition ruined this industry. During recent years, however, the railway, and the general increase in the commerce of Bengal, has again given to this ancient town a certain measure of prosperity. There is a college with many students, and the city is now famous for its cotton-cloth, silver work, and pottery.

DAILLY (Scotland).—A small town in Ayrshire. Population 1,940.

DAISY HILL (England).—A town in Lancashire.

DALBEATTIE (Scotland).—A town in Kirkcudbright. Population 2,998.

DALCROSS (Scotland).—A small town in Inverness. Population 1,101.

DALHOUSIE (New Brunswick, Canada).—On Baie des Chaleurs, at mouth of Restigouche River, on I.C.R. Popular marine resort. Lumber and shingle mills, fresh and frozen fish business. Population 1,650.

DALKEITH (Scotland).—A town in Midlothian with a population of 7,502.

DALKEY (Ireland).—A pretty little seaside town near Dublin.

DALMAU (India).—A small city of about 8,000 inhabitants, situated on the left bank of the Ganges in the Province of Oudh.

DALMELLINGTON (Scotland).—A town in Ayrshire. Population 6,183.

DALMENY (Scotland).—A town in Linlithgowshire. Population 5,139.

DALMUIR (Scotland).—A town in Dumbarton. Population 7,784.

DALREOCH (Scotland).—A town in Dumbarton with a population of 4,850.

DALRY (Scotland).—A town in Ayrshire. Population 7,418.

DALRYMPLE (Scotland).—A town in Ayrshire with a population of 1,307.

DALSERF (Scotland).—A town in Lanarkshire. Population 4,427.

DALSTON (England).—A suburb of London (3 miles).

DALTON (England).—A town in Lancashire with a population of 12,303.

DAMAN (India).—A portion of the Punjab. (See INDIA, PUNJAB.)

DAMBULA (Ceylon).—A huge Buddhist rock temple, famous for its carving and figures of Buddha. Situated 42 miles north of Kandy.

DAMOH (India).—A town with a population of about 10,000, in the Central Provinces.

DAMPIER ARCHIPELAGO (Australia).—A group of twenty small islands off the north-west coast of Australia. Many of these islands are uninhabited rocks.

DANBY (England).—A small town in Yorkshire with a population of 1,164.

DANNEVIRKE (Hawke's Bay, New Zealand).—A prosperous town with a population of nearly 4,000; situated 80 miles south by rail from Napier. It is in the centre of bush country and has an extensive dairying industry.

DANVILLE (Canada).—An industrial and market town in Richmond County, Quebec Province, on the G.T.R., 85 miles south-west of Quebec. Population 1,331. Town has electric light, about thirteen factories, two banks, churches, schools, telegraph and telephone.

DARBHANGAH (India).—A town in Behar. Population about 100,000. It possesses several fine buildings, including the palace of the Maharajah, and has an extensive trade in oil-seeds and grain.

DARCY LEVER (England).—A town in Lancashire with a population of 4,077.

DARFIELD (England).—A town in Yorkshire with a population of 5,566.

DARFUR.—(See *SUDAN*.)

DARGAVILLE (Auckland, New Zealand).—A town with about 1,500 inhabitants situated 102 miles north of Auckland City on the Wairoa River. It is surrounded by valuable timber lands, and is the centre of the kauri gum industry. It can be reached by ships of moderate draft from the sea.

DARJEELING (India).—A very popular hill-station in the Lower Himalayas, situated about 7,000 ft. above sea-level. Population 10,000. (See *under* INDIA.)

DARLASTON (England).—A town in Staffordshire with a population of 18,218.

DARELY DALE (England).—A town in Derbyshire with a population of 4,005.

DARLINGTON (England).—An important manufacturing town in the county of Durham, with a population of 65,866. Large locomotive works, iron works, tanneries, breweries, and wool mills.

DARNALL (England).—A town in Yorkshire with a population of 38,376.

DARTFORD (England).—A town in Kent, distant about 18 miles from London. Population 26,005.

DARTMOUTH (England).—An ancient seaport in Devonshire, situated at the mouth of the River Dart (the "Rhine of England"). Population 7,201.

DARTMOUTH (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

DARTON (England).—A town in Yorkshire with a population of 11,266.

DARVEL (Scotland).—A town in Ayrshire with a population of 3,500.

DARWEN (England).—A town in Lancashire with a population of 37,915.

DATCHET (England).—A town in Buckinghamshire with a population of 2,656.

DATIA (India).—A small native State in the Bundelkhand. Area, 838 square miles; population 200,000. The capital city of the same name is distant about 125 miles from Agra.

DAUPHIN (Manitoba, Canada).—A growing agricultural town with a population of over 2,900. It is a railway and wheat centre.

DAVENTRY (England).—A town in Northampton with a population of 3,530.

DAVIDSON MAINS (Scotland).—A Midlothian town with a population of 1,110.

DAWLISH (England).—A pretty little seaside town in South Devon. Population 4,672.

DAYBROOK (England).—A town in Nottinghamshire with a population of 4,648.

DE AAR (Union of South Africa).—An important railway junction and town on the main railway-line from the Cape to Kimberley, 500 miles from Cape Town, on the Great Karroo (*q.v.*).

DEAL (England).—A pretty old-fashioned watering-place on the coast of Kent. Population 12,990.

DEARHAM (England).—A small town in Cumberland with a population of 2,127.

DECCAN (India).—A geographical term, meaning the whole Indian peninsula as distinct from the *plains* formed by the basin of the Ganges, and the *hills*, formed by the Lower Himalayas. (See INDIA.)

DEHRA (India).—A town of Northern India, situated about 100 miles north-east of Meerut. Population about 25,000.



DOUGLAS HARBOUR, ISLE OF MAN, BRITISH ISLES



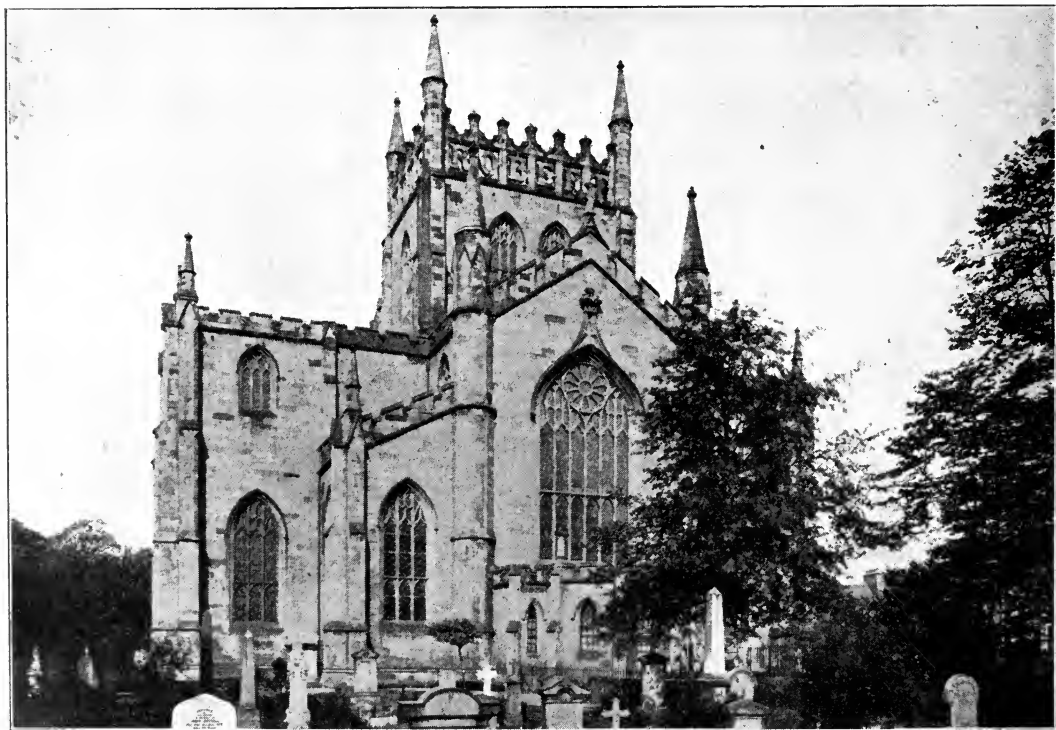
DOUGLAS, CAPITAL OF THE ISLE OF MAN

Photos. Manx Government



DORCHESTER, DORSET, ENGLAND
The Pleasure Gardens

Photo, G.W. Rly



DUNFERMLINE ABBEY, SCOTLAND

DELHI (India).—Capital of the Indian Empire. (See INDIA, DELHI.)

DEMERARA.—(See BRITISH GUIANA.)

DENBIGH (Wales).—The county town of Denbighshire with a population of 6,783. Possesses the ruins of a fine old castle, and leather factories.

DENBY (England).—A small town in Derbyshire. Population 1,791.

DENHOLME (England).—A small town in Yorkshire with a population of 2,938.

DENMARK HILL (England).—A suburb of London (5 miles.)

DENT (England).—A large village in Yorkshire. Population 942.

DENTON (England).—A town in Lancashire with a population of 17,631.

D'ENTRECASTEAUX ISLANDS (Papua, Australia).—This group, which lies in lat. 9° 31' S., and long. 150° 31' E., consists of three islands with a total area of 1,100 square miles. They were first discovered by the famous French Admiral Bruni D'Entrecasteaux in 1792. Since 1884 they have, however, formed part of British New Guinea, or Papua. (See AUSTRALIA.)

DEOBAND (India).—A town with a population of about 30,000, situated in Northern India, about 15 miles north of Muzaffarnagar.

DEODAR (India).—A tiny native state in the Palanpur district of Bombay. Area 440 square miles; population 30,000.

DEPTFORD (England).—A suburb of London (6 miles). Population 112,500.

DERAJAT (India).—A narrow strip of territory in the Punjab (*q.v.*).

DERBY (England).—Situated in the county of Derbyshire in the centre of the Peak district, it has a population of 129,836. The scenery is very picturesque. The chief manufactures are metallic goods, cotton, silk, and worsted materials, porcelain and pottery. There is also considerable agricultural production.

DEREHAM (England).—A place in Norfolk. Agricultural. Population 5,659.

DERSINGHAM (England).—A small town in Norfolk. Population 1,499.

DESBORO' (England).—A town in Northamptonshire. Population 4,108.

DESFORD (England).—A small town in Leicestershire. Population 1,118.

DEVIZES (England).—A town and railway junction in Wiltshire with a population of 6,022.

DEVONPORT (Auckland, New Zealand).—A suburb of Auckland with a population of over 7,000. A seaside residential suburb of Auckland City.

DEVONPORT (England S.).—Situated in Sunny Devon up the River Hamoaze, this town contains one of the principal British Government Naval Dockyards. "The Three Towns," that is Devonport, Plymouth, and Stonehouse, are all situated on or near Plymouth Sound and are very prosperous naval centres. The population is 81,680. (See PLYMOUTH.)

DEVONPORT (Tasmania, Australia).—Population 5,000, district 15,000; 82 miles north-west from Launceston at the mouth of the River Mersey. Silver, lead, coal, and gold-mines have been worked in the district. There are also flourishing farming, dairying, and fruit-growing areas.

DEWAS (India).—A small native state in Central India. Area about 290 square miles, population 180,000.

DEWSBURY (England).—An important manufacturing town in Yorkshire with a population of 54,165.

DHAR (India).—The capital of a small Central Indian native state with a population of about 20,000.

DHARMSALA (India).—A small hill-station in the Punjab, with a population of about 7,000. Distance 111 miles north-west of Lahore.

DHARWAR (India).—A town in the Bombay Presidency with a population of about 50,000.

DHOLKA (India).—A town with about 20,000 inhabitants, situated a few miles from Ahmadabad, in the Bombay Presidency.

DHOLPORE (India).—A native state in Rajputana with an area of 1,156 square miles, and a population of about 310,000. The capital of the same name is only 35 miles from Agra. Near to the town of Dholpore is situated the famous Machkund Lake, on the shores of which are over 100 temples.

DIAMOND HARBOUR (India).—A port on the Hugli, 42 miles from Calcutta.

DIDSBURY (England).—A town in Lancashire with a population of 14,798.

DIGBY (Nova Scotia, Canada).—A small seaport famous for its fish-curing industry. Population about 2,000.

DINAJPUR (India).—A town with a population of about 15,000, in Kuch Behar, near Bengal.

DINAPORE (India).—A military town near Patna in Bengal. Population about 50,000. Scene of the mutiny of three Sepoy regiments in 1857.

DINDIGAL (India).—A town with a population of about 17,000, in Madras.

DINGLE (Ireland).—A small seaport on Dingle Bay, County Kerry.

DINNINGTON (England).—A town in Yorkshire. Population 6,438.

DINTING (England).—A town in Derbyshire. Population 3,292.

DIRK-HARTOG ISLANDS (W. Australia).—The chief island of this little group has an area of about 40 square miles, and lies off the west coast of Australia, in Shark's Bay. (Lat. 25° 50' S., long. 113° E.)

DIRLETON (Scotland).—A town in East Lothian. Population 2,062.

DISLEY (England).—A town in Cheshire. Population 3,022.

D'ISRAELI (Canada).—A market town in Wolfe County, Quebec Province, on the Quebec Central Railway, 91 miles south of Quebec. Population 1,606. Several small industries. Good fishing in Lakes Aylmer and Black Creek. Maple, birch, beech, and ash are plentiful. Town has telegraph, telephone, one bank, churches, and schools.

DISS (England).—A busy little town in Norfolk. Population 3,513.

DISTINGTON (England).—A small town in Cumberland. Population 2,159.

DITCHINGHAM (England).—A small town in Norfolk. Population 1,137.

DITTON (England).—A small manufacturing town in Lancashire. Population 4,648.

DOAB (India).—A Sanskrit word meaning "two rivers." It is, however, applied to the fertile country lying between the Ganges and the Jumna, which forms the grain country of Northern India.

DOCKING (England).—A small town in Norfolk. Population 1,237 (rural district 17,105).

DODWORTH (England).—A town in Yorkshire with a population of 3,327.

DOLGELLY (Wales).—A beautifully situated town and tourist centre in Merionethshire. Population 2,014.

DOLLIS HILL (England).—A suburb of London (4½ miles).

DOMINICA ISLAND.—(See WEST INDIES.)

DONABYU (Burma).—A small and principally native town on the Irrawaddy. Population about 5,000.

DONAGHADEE (Ireland).—A small seaport on the coast of County Down.

DONCASTER (England).—An important manufacturing town in Yorkshire with a population of 54,052. It was the headquarters of the Saxon Kings of Northumbria, known as *Dona Castræ*. It was also the *Danum* of the Romans, and lies on the Roman road from York to Lincoln. It is an important agricultural centre; and has manufactures of iron, linen, and agricultural implements. Here also are the locomotive and carriage building works of the Great Northern Railway. It has been famous for its race meetings since their inauguration in 1703.

DONEGAL (Ireland).—A small seaport at the mouth of the River Eske, on Donegal Bay, in County Donegal. Fishing industry. Some interesting ruins.

DONERAILE (Ireland).—A small agricultural town in County Cork.

DONGARPUR (India).—A town in Rajputana, Central India, with a population of over 100,000. It is the capital of a native state.

DONGOLA (Sudan).—(See SUDAN.)

DONNINGTON (England).—A small town in Lincolnshire. Population 1,564.

DONISTHORPE (England).—A town in Leicestershire. Population 2,444.

DONNYBROOK (Ireland).—A suburb of Dublin. Famous for its "Fighting Fair" until 1854.

DORCHESTER (England).—The county town of Dorsetshire with a population of 9,482. It is a busy little agricultural centre. Dorchester was the *Durinum* of the Romans, and a portion of the city wall (6 ft. thick), together with one of the most perfect Roman amphitheatres in England, may still be seen. Here, in 1685, the notorious Judge Jeffreys held his "Bloody Assize."

DORCHESTER (New Brunswick, Canada).—County town on Memramcook River and I.C.R. Chief industry, fishing. Population 600.

DORKING (England).—A small agricultural town in Surrey, with a population of about 8,055.

DORMANS (England).—A small town in Surrey. Population 1,446.

DORNOCK (Scotland).—A town in Sutherland. Population 745.

DOUGLAS (Isle of Man).—This very popular summer resort is the capital town of the Isle of Man, and is situated on the south-east corner facing the mainland of England. It lies in a fine bay, shut in by bold headlands. There are three piers and many other buildings of note, one of which is a curious column called the "Tower of Refuge." The climate is mild in the winter, moderately cool in the summer, and the air is bracing. It has a high sunshine record. There is an excellent service of steamers to and from

Liverpool. The population is 22,000, which is considerably increased during the summer months.

DOVER (England S.).—Situated on the south-east corner of the county of Kent, this naval town and fortress has very considerable strategic value, forming as it does one of the gates of the Straits of Dover. There is a large naval harbour which cost an immense sum of money to construct and is the scene of much marine activity. The town is on the direct route to the Continent, and hundreds of people pass to and fro continually. It has a very ancient castle and other buildings of Roman, Norman and Saxon architecture. The Dover cliffs afford fine views into the Channel. The population is 39,985.

DOVERCOURT (England).—A small but pretty seaside town in Essex. Population 7,694.

DOWLAIS (Wales).—A town in Glamorganshire with a population of 11,988.

DOWNHAM (England).—An agricultural centre in Norfolk. Population 2,343.

DOWNPATRICK (Ireland).—The capital of County Down, stands on the River Quoyle near its entry into Lough Strangford.

DOWNTON (England).—A small town in Wiltshire. Population 1,933.

DRAYCOTT (England).—A small town in Derbyshire. Population 2,218. Also the name of a village in Somerset.

DRAYTON GREEN (England).—A suburb of London (7 miles). Population 7,621.

DREGHORN (Scotland).—A town in Ayrshire. Population 4,373.

DRIFFIELD (England).—A town in Yorkshire. Population 5,674.

DRIFHLINGTON (England).—A town in Yorkshire. Population 4,092.

DROGHEDA (Ireland).—An historic seaport and manufacturing town, situated on the River Boyne, 4 miles from its mouth, in County Louth. Manufactures linen, cotton, and iron goods; and has leather works and breweries. There is an oversea trade with Liverpool. The town was captured and its garrison put to the sword by Cromwell in 1649. It also surrendered to the forces of William III in 1690.

DROITWICH (England).—A small health resort in Worcestershire. Famous for its saline springs and baths. Population 4,588.

DROMORE (Ireland).—A linen manufacturing town on the River Lagan in County Down. A Roman Catholic Diocese (with Down).

DRONFIELD (England).—A town in Derbyshire. Population 4,435.

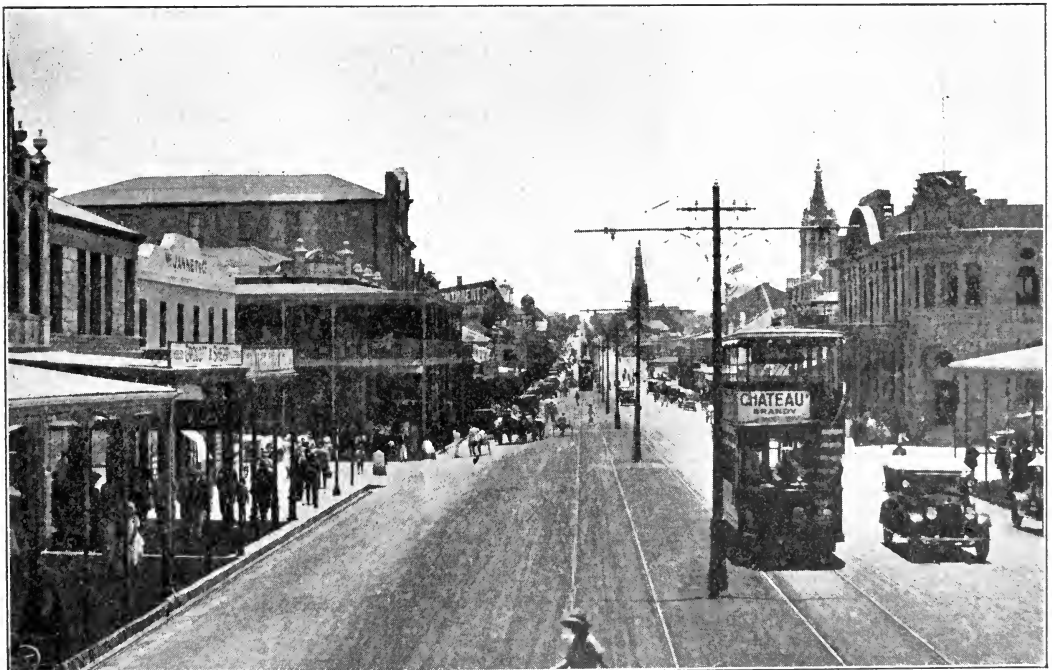
DROYLSDEN (England).—A manufacturing town in Lancashire with a population of 13,877.

DRUMMONDVILLE (Canada).—An industrial and market town in Drummond County, Quebec Province, on the St. Francis River, on the C.P.R. and the I.C.R., 64 miles north-east of Montreal. Population 1,725. Town has churches, schools, two banks, telegraph and telephone. Blast furnaces, boot and shoe factory, etc. First settled by soldiers who were disbanded after the war of 1812.

DRYDEN (N. Ontario, Canada).—A main line town with a population of over 1,000, situated at the head of 40 miles of navigable water, and within 20 miles of the G.T.P. Trans-continental Railway on the north, to which good roads extend. From the falls of the Wabigoon River, 3,000 horse-power



DUNDEE, NATAL, UNION OF SOUTH AFRICA
Main Street



EAST LONDON, CAPE PROVINCE, UNION OF SOUTH AFRICA
Oxford Street

Photos, South African Government

is produced. Many mining claims are being developed, and there is a fertile agricultural section north of the town. All the cereals, vegetables and small fruits of Southern Ontario can be grown in the land around Wabigoon Lake, and there are special advantages for dairying and the raising of stock.

DUBBO (New South Wales, Australia).—Population 6,000, district 25,000; 285 miles from Sydney on the main Western Railway. Situated on the Macquarie River 3 miles from the junction with the Talbragar River. Centre of the pastoral and agricultural districts. Water supply and gas works municipalised.

DUBLIN (Ireland).—Situated in County Dublin on the east coast of the Emerald Isle. It is the capital and largest town of the Free State of Ireland. It faces Great Britain over the Irish Sea, and has a population of over 304,800. There is a good service of steamers to and from Liverpool, and it is the scene of much business activity. It is a manufacturing centre of considerable importance, and has a large export and import trade. The University of Dublin is a very important seat of learning, especially for the medical profession. The principal manufactures are stout, biscuits, whisky, cardboard and poplin. (See IRELAND, BRITISH ISLES.)

DUDLEY (England).—A large town in Worcestershire with a population of 55,908.

DUDLEY PORT (England).—A town in Staffordshire.

DUFFIELD (England).—A town in Derbyshire with a population of 2,136.

DUFFTOWN (Scotland).—A town in Banff. Population 1,926.

DUKINFIELD (England).—A town in Cheshire with a population of 19,493.

DULVERTON (England).—A small town in Somerset. Population 4,298.

DULWICH (England).—A suburban municipality of London (5 miles). Population 16,043.

DUMBARTON (Scotland).—The county town of Dumbartonshire. It lies on the River Leven just above its confluence with the Clyde, and is only 15 miles from Glasgow. It is famous for its ship-building industry. Lying between the Clyde and the town is the historic Rock of Dumbarton, which is surmounted by an old castle—one of the four Scotch fortresses which are maintained in accordance with the Treaty of Union. Population 17,428.

DUMDUM (India).—A small town situated a few miles north-east of Calcutta. Population about 6,000. It was here, in 1857, that Sepoys revolted against the greased cartridges.

DUMFRIES (Scotland).—The county town of Dumfriesshire, and a busy manufacturing centre (tweeds and hosiery). Has memories of Bruce and Burns as well as the Border Wars. Population 19,014.

DUNBAR (Scotland).—An historic town in East Lothian. Population 5,311.

DUNBLANE (Scotland).—A town in Perthshire. Population 4,591.

DUNDALK (Ireland).—The capital of County Louth, and a fairly large and busy seaport on Dundalk Bay. The harbour is well sheltered; and there is considerable industrial activity. It has been several times besieged and captured.

DUNDEE (Scotland).—This town is situated on the Firth of Tay, on the east coast of Scotland, and

is a place of very considerable importance. It is famed for the manufacture of marmalade besides other important articles, and is mentioned in song as "Bonnie Dundee." The population is 168,217. Besides its marmalade and confectionery, this town is famous for the manufacture of coarse linen and jute fabrics, cordage, and rope. It was once the centre of the whale and seal fishing trade of the British Isles.

DUNDEE (Union of South Africa).—A small but busy coal-mining town in the Natal Province, situated at an altitude of about 4,100 ft. on the Biggersberg Range. Distant about 18 miles from the border of the Transvaal Province. The surrounding country is very rich in coal. The town itself is very healthy and possesses several fine buildings and good hotels. It played an historic part in the great Boer War.

DUNEDIN (Otago, New Zealand).—(See NEW ZEALAND.)

DUNFANAGHY (Ireland).—A tiny seaport in Donegal.

DUNFERMLINE (Scotland).—A "city" of Fife with a population of 46,977. It is an important manufacturing centre for damask, blankets, bleaching, and iron-founding. There are in the neighbourhood several large collieries. Dunfermline is a city of great antiquity, having been founded in 1057. It was often the residence of the Kings of Scotland. There are some very interesting ruins, and fine buildings, both ancient and modern. It has memories of many kings, both Scottish and English; and stands on a lofty eminence near the Firth of Forth.

DUNGANNON (Ireland).—A manufacturing town in County Tyrone. Collieries in the neighbourhood.

DUNGARVAN (Ireland).—A seaport in County Waterford. Large fishing industry. Some interesting seventh-century ruins.

DUNGIVEN (Ireland).—A small agricultural town in County Londonderry.

DUNHAM MASSEY (England).—A town in Cheshire. Population 1,668.

DUNKELD (Scotland).—A town in Perthshire. Population 1,081.

DUNLAVIN (Ireland).—A small agricultural town in County Wicklow.

DUNLOP (Scotland).—A small town in Ayrshire with a population of 1,353.

DUNMOW (England).—A small agricultural town in Essex with a population of 2,792 (rural district 15,356).

DUNNING (Scotland).—A small town in Perth. Population 1,145.

DUNOON (Scotland).—An Argyllshire town with a population of 14,731.

DUNS (Scotland).—A town in Berwick. Population 2,818.

DUNSCORE (Scotland).—A town in Dumfries. Population 1,027.

DUNSTABLE (England).—A small manufacturing (straw hats) town in Bedfordshire with a population of 8,894.

DUNSTALL PARK (England).—An important manufacturing town in Staffordshire. Population 10,323.

DUNSTER (England).—A small town in Somerset. Population 705.

DUNSTON-ON-TYNE (England).—A town in Durham with a population of 10,143. Manufacturing industries.

DUNTON GREEN (England).—A pretty little township in Kent. Population 1,411.

DURBAN (Union of South Africa).—The chief port of the Natal Province (*q.v.*).

DURHAM (England).—The capital of the county of Durham, and a Cathedral and University town. The principal manufactures are carpets and iron goods. There are coal-mines in the neighbourhood. The Cathedral was commenced in 1093; and the University in 1833. The castle, which is now occupied by the University, was founded in 1072 by William the Conqueror. Population 17,329.

DURROW (Ireland).—A small agricultural town in Queen's County.

DURSLEY (England).—A small town in Gloucestershire. Population 2,601 (rural district 10,557).

D'URVILLE ISLAND (Marlborough, New Zealand).—An island divided from the mainland by a narrow strait (French Pass) 600 yards wide. Connected by telephone with Stephen's Island and by cable with Elmslie Bay. Population about 80.

DYCE (Scotland).—A small town in Aberdeenshire. Population 1,319.

DYMOCK (England).—A small town in Gloucestershire. Population 1,297.

DYSART (Scotland).—A pretty place in Fife. Population 4,598.

DYSERTH (Wales).—A large village in Flint. Has a picturesque waterfall. Population 902.

E

EAGLE (Ireland).—An island off the coast of County Mayo, with a village of the same name.

EAGLESCLIFFE (England).—A small town in Durham.

EALING (England).—A suburb of London (6½ miles). Population 67,753.

EARLS COLNE (England).—A small place in Essex. Population 1,871.

EARL'S COURT (England).—A suburb of London (5 miles). Population 17,618.

EARLSFIELD (England).—A suburb of London (5½ miles).

EARLSTON (Scotland).—A small town in Berwick with a population of 1,749.

EARLSWOOD (England).—A small place near Redhill, in Surrey. Has a large institution for the feeble-minded.

EASINGWOLD (England).—A small town in Yorkshire. Population 2,055 (rural district 9,965).

EAST BOLDEN (England).—A small town in Durham. Population 4,179.

EASTBOURNE (England).—A favourite and select seaside resort on the Sussex coast. Population 62,030.

EASTBOURNE (Wellington, New Zealand).—A borough town with a population of about 700. Situated six miles by steamer from Wellington, on the south side of the bay. A seaside resort.

EAST FARLEIGH (England).—A small place in Kent. Population 1,554.

EAST GRINSTEAD (England).—A country town in Sussex. Population 7,089 (rural district 13,845).

EAST KILBRIDE (Scotland).—A town in Lanarkshire with a population of 4,787.

EASTLEIGH (England).—A small town and railway junction in Hampshire with a population of 15,617.

EAST LONDON (Union of South Africa).—An important seaport at the mouth of the Buffalo River, in the Cape Province. It possesses a fine harbour, the entrance to which is well sheltered by breakwaters. It is the third port in South Africa in point of maritime trade. The city itself is quite up-to-date, having fine streets, shops, hotels, churches, clubs, theatres, gardens, and libraries. It is lighted by electricity. The Buffalo River is the chief attraction, and regattas are frequently held. The town has three pretty suburbs, named Belgravia, Arcadia, and Cambridge.

EASTWOOD (England).—A town in Nottinghamshire. Population 5,074. Also the name of a small place in Yorkshire.

EBBW VALE (England).—A town and district in Monmouthshire with a population of 35,383. Is the centre of a rich iron and coal region.

ECCLES (England).—A suburb of Manchester (*q.v.*) with a population of 44,237.

ECCLESFIELD (England).—A manufacturing town in Yorkshire with a population of 22,404. The principal manufactures are cutlery, nails, linen, and paper. There are coal and iron mines in the vicinity.

ECKINGTON (England).—An important town in Derbyshire. Population 12,164.

EDAR (India).—A native State of Guzerat. Area 4,966 square miles, population 300,000.

EDENBRIDGE (England).—An agricultural town in Kent. Population 2,993.

EDENDERRY (Ireland).—A small town in King's County.

EDGEWARE (England).—An outlying suburb of London (11¼ miles).

EDGEWORTHSTOWN (Ireland).—A small agricultural town in County Longford.

EDINBURGH (Scotland).—This is the capital town of North Britain, and is situated in the county of Edinburgh, near the Firth of Forth, on the East Coast. It is a very fine town, and Princes' Street is considered a matchless thoroughfare. The University of Edinburgh was first founded in 1582, and is probably the principal, although not the oldest, College in Scotland. The town is a very busy manufacturing centre, and has a considerable outside trade. Population 420,831. The principal industries are brewing, distilling, printing and publishing, bookbinding, type-making, india-rubber factories, and the rearing of shrubs and trees.

EDMONTON (England).—A suburban municipality of London (8½ miles). Population 66,809.

EDMONTON (Canada).—(See ALBERTA, CANADA.)

EDMUNDSTON (New Brunswick, Canada).—County town, on C.P.R., G.T.P., Temiscouta Rly., and B. & A. Rly. Div. point of G.T.P. A lumbering and farming district. Headquarters for sportsmen; fish and big game abundant. Population 1,821.

EDROM (Scotland).—A small town in Berwick. Population 1,269.

EGGA (Nigeria).—A native town of about 15,000 inhabitants, and a trading post on the Niger River.

EGHAM (England).—A Thames-side town in Surrey, near Staines. Population 13,735.

EGTON (England).—A small place in Yorkshire. Population 1,026.



ESTCOURT, NATAL, UNION OF SOUTH AFRICA *Photo, South African Government*



EXMOUTH, DEVONSHIRE, ENGLAND *Photo, G.W. Rly*

EKETAHUNA (Wellington, New Zealand).—An agricultural town with a population of about 900, situated 93 miles north by rail from Wellington. The centre of a very prosperous district.

ELDELSLIE (Scotland).—A small town in Renfrewshire. The traditional birthplace of Wallace. Population 3,087.

ELDORADO (Lomagundi, Southern Rhodesia).—An unsurveyed township—79 miles north-west of Salisbury. Post and telegraph offices, bank, and hotel. The Eldorado Mine is close to the station.

ELEPHANTA ISLAND.—(See BOMBAY, INDIA.)

ELEUTHERA ISLAND.—(See BAHAMAS.)

ELGIN (Scotland).—The county town of Elginshire with a population of 9,376. Many historic associations and some fine modern buildings.

ELHAM (England).—A small place in Kent. Population 1,201.

ELIE (Scotland).—A small town in Fife. Population 2,448. A pretty watering-place.

ELLAND (England).—A manufacturing town in the West Riding of Yorkshire. Stone quarries and cloth mills. Population 10,554.

ELLESMERE (England).—A town on the lake of the same name in Shropshire. Population 1,831.

ELLON (Scotland).—A growing town in Aberdeenshire. Population 3,757.

ELLICE ISLANDS.—(See FIJI AND WESTERN PACIFIC ISLANDS.)

ELLICHPUR (India).—A town with a population of nearly 50,000 in North Berar. At one time this town was the populous and busy capital of the Deccan.

ELLORA (India).—A famous collection of rock-temples and caves in the dominion of the Nizam of Hyderabad.

ELLORE (India).—A town with a population of about 40,000, situated in Madras. Famous for its carpets.

ELMINA (Gold Coast, West Africa).—A British settlement and native town of about 8,000 inhabitants. It belonged first to French merchants, then to the Dutch, and finally to the British in 1872.

ELMTON and CRESWELL (England).—Small towns in Derby. Population 5,361.

ELPHIN (Ireland).—A small town in County Roscommon.

ELSEGAR (England).—A small town in Yorkshire with a population of 2,438.

ELSTREE (England).—A small town in Herts. Population 2,238.

ELSWICK (England).—An important shipbuilding town on the outskirts of Newcastle. Here are the works of Sir (Lord) W. G. Armstrong & Co. Ltd., employing about 20,000 hands.

ELTHAM (England).—A small town on the outskirts of London (10 miles). Population 28,308.

ELTHAM (Taranaki, New Zealand).—An agricultural town with a population of nearly 2,000, situated 36 miles by rail from New Plymouth. The centre of the dairying industry of the district.

ELY (England).—A small cathedral city in Cambridgeshire with a population of 7,917. The cathedral, which is the largest and narrowest in England, was founded in 1083-1109.

EMERSON (Manitoba, Canada).—A growing agricultural town with a population of over 1,100.

EMNETH (England).—A small place in Norfolk. Population 1,082.

EMSWORTH (England).—A small place in Hants. Population 2,303.

ENDERBY (British Columbia, Canada).—A growing town of about 2,000 inhabitants. It has a modern roller mill with a daily capacity of 250 barrels, and a big saw-mill, which, added to the town's position in the midst of a fine farming country, assures it a good general trade.

ENDON (England).—A small place in Staffordshire. Population 1,583.

ENFIELD (England).—A town in Middlesex on the outskirts of London (10½ miles). Population 60,743. Here is situated the small-arms factory of the Imperial Government, which is capable of turning out many thousands of rifles a week.

ENKELDOORN (Charter, Southern Rhodesia).—A township and Government centre, 32 miles from the railway at Umvuma, with agricultural interests. Post and telegraph offices.

ENNIS (Ireland).—An important town in County Clare, on the River Fergus. Has a fine Catholic cathedral and several large public buildings. Commercial and agricultural centre.

ENNISCORTHY (Ireland).—An important agricultural town in County Wexford. Norman castle. Grain centre.

ENNISKILLEN (Ireland).—Capital of County Fermanagh, and a picturesque town of about 6,000 inhabitants on a river island. There are several large public buildings including barracks. This town was the scene of the great victory of William III against James II.

ENTEBBE (Uganda Protectorate).—This lake-side town is the Government headquarters of the Uganda Protectorate. There is an hotel and several good stores. The Botanical Gardens are well worth a visit. Travellers to the Ruenzori Mountains, to the Congo, or the West Coast of Africa, start their caravan from Entebbe.

EPPING (England).—A small market town in Essex. Population 4,197.

EPSOM (England).—A market town in Surrey, on the edge of the Banstead Downs. The Royal Medical College, which is an educational establishment for the sons of medical men, and a home for decayed members of the profession, is situated here; as is also the famous racecourse, on which the Derby stakes (1780) are run for. Population 18,803.

EPWORTH (England).—A small place in Lincolnshire. Population 1,836.

ERDINGTON (England).—A town in Warwick, near Birmingham. Population 39,404.

ERITH (England).—Town in Kent, about 20 miles from London. There is a large gun works employing a large number of hands. Population 31,568.

ERROL (Scotland).—A small place in Perthshire. Population 2,083.

ESHER (England).—A small town in Surrey. Distant from London 14½ miles. Population 2,883.

ESHOWE (Union of South Africa).—This small town is the capital of Zululand, and has a white population of about 1,000. It stands at an altitude of 1,800 ft. above sea-level, and possesses several large buildings.

ESTCOURT (Union of South Africa).—A small town in the Natal Province. It was here that a portion of the relieving army under General Sir Redvers Buller was concentrated during the siege of Ladysmith.

ESTON (England).—A town in Yorkshire, not far from Middlesbrough. Population 30,634.

ESQUIMALT (British Columbia, Canada).—Victoria's western suburb, was at one time the headquarters of His Majesty's Royal Navy's North Pacific Fleet, but the ships, with the exception of one or two, have been withdrawn, and Canada has undertaken the maintenance of the fortifications, which are among the strongest in the Empire. Esquimalt has a fine harbour, formerly used exclusively by the Navy, which may now be opened to merchant vessels.

ETAWAH (India).—A picturesque town of about 45,000 inhabitants, situated on the left bank of the Jumna, about 71 miles south-east of Agra. Near to this town are the famous Hindu temples.

ETCHINGHAM (England).—A small place in Sussex. Population 1,015.

ETHERLEY (England).—A small place in Durham.

ETTINGSHALL (England).—A town in Staffordshire.

EVENWOOD (England).—A town in Durham with a population of 4,987.

EVERCREECH (England).—A small place in Somerset with a population of 1,275.

EVESHAM (England).—A borough town in Worcestershire, with a population of 8,340. An historic place with several fine old buildings of architectural interest.

EWELL (England).—A town in Surrey, 16 miles from London. Population 4,187.

EXETER (England).—The capital of Devonshire, and a fine old cathedral city, built on the slopes of a hill on the left bank of the River Exe. Population 59,608. The old walls, in part, remain; but Rougemont Castle, built in 1068, was almost demolished in 1774. St. Peter's Cathedral was commenced in 992, and has a beautifully carved front, with over sixty statues. The interior is of carved light oak. In the Chapter-house are 8,000 MSS. and old books. Another building of architectural interest is the Guildhall (1464). There are many fine modern buildings, good shops, and hotels; and the surrounding country is extremely picturesque. A ship canal, which is largely used for rowing, leads to Topsham (5 miles), from which point access can be obtained at high tide to the open sea.

EXMINSTER (England).—A small place in Devonshire. Population 2,711.

EXMOUTH (England).—A small but pretty seaside resort on the coast of South Devon. Population 13,614.

EYE (England).—A small country town in Suffolk. Population 1,781.

EYE GREEN (England).—A small place in Northamptonshire. Population 1,352.

EYEMOUTH (Scotland).—A town in Berwick with a population of 2,561.

EYNFORD (England).—A small town in Kent with a population of 2,147.

EYNSHAM (England).—A small town in Oxfordshire. Population 1,683.

F

FACIT (England).—A small town in Lancashire with a population of 2,434.

FAILSWORTH (England).—A manufacturing town in Lancashire, near Manchester, with a population of 16,972.

FAIRFIELD (England).—A large manufacturing town in Lancashire. Population 22,833.

FAIRFORD (England).—A small town in Gloucestershire. Has a fine old church. Population 1,410.

FAIRVILLE (New Brunswick, Canada).—A suburb of St. John, on C.P.R. Electric cars to St. John. Saw and pulp mills, box and pork-packing factories, brewery, brick yards. Population 3,500.

FAIZPUR (India).—A small town of about 12,000 inhabitants in the Bombay Presidency.

FAKENHAM (England).—A market-town in Norfolk. Population 3,181.

FALKLAND (Scotland).—A Royal burgh of Fife since 1458. Contains the ruins of the famous old castle of the Earls of Fife. Population 781.

FALKIRK (Scotland).—A large town in Stirlingshire, situated about 3 miles from Grangemouth. Population 42,762. Famous for its cattle auctions. Ironworks in the neighbourhood. Was the scene of the defeat of Wallace by Edward I in July, 1298, and of Hawley by "Bonnie Prince Charlie" in January, 1764.

FALLOWFIELD (England).—A town in Lancashire. Population 3,316.

FALMOUTH (England).—An old Cornish seaport on the estuary of the Fal. Population 13,318. Possesses one of the finest natural harbours in England. Famous for its pilchard fisheries. Enjoys a very mild climate.

FAMAGUSTA (Cyprus).—An old seaport on the east coast of the island of Cyprus, with a population of about 1,000. (See *CYPRUS*).

FAREHAM (England).—A small town in Hampshire, 9 miles north-west of Portsmouth. Population 10,066.

FARIDKOT (India).—A small Sikh State, with an area of about 643 square miles and a population of 140,000. The capital of the same name is 60 miles south-east of Lahore.

FARIDPUR (India).—A small town on the Ganges with a population of about 15,000, distant just over 100 miles north of Calcutta.

FARNBOROUGH (England).—A small town on the borders of Hampshire. Includes a portion of the Aldershot military camp. Is the chief British airship station. On Farnborough Hill was the residence of the Empress Eugenie, and the mausoleum of Napoleon III and the Prince Imperial (removed from Chislehurst in 1888.) Population 12,645.

FARNCOMBE (England).—A town in Surrey with a population of 3,814.

FARNHAM (England).—A small town in Surrey, with a population of 12,133. Ruins of an old castle; a modern town hall of Italian design. Aldershot Camp a few miles distant.

FARNHAM (Canada).—An industrial town in Missisquoi County, Quebec Province, on the C.P.R., and the C.N.R. (44 miles south-east of Montreal), and on the Yamaska River. Population 3,560. Industries: C.P.R. repair shops, butter and cheese factories, saw mill, machine shop; manufacture of tobacco, builders' material, leather, furniture, safes, doors, and sashes; marble works. It has electric light, waterworks, one bank, four churches, college, convent, hospital.

FARNINGHAM (England).—A small place in Kent with a population of 1,286.

FARNLEY (England).—A town in Yorkshire, near Leeds. Population 4,208.

FARNWORTH (England).—A manufacturing town in Lancashire, 12 miles from Liverpool. Population 27,901. Principal manufactures: Sail-canvas, tools, and watches.

FARUKHABAD (India).—A large city standing on the right bank of the Ganges, about 80 miles north-west of Cawnpore. Population 100,000

FASHODA, re-named KODOK.—(See ANGLO-EGYPTIAN SUDAN.)

FATEHGARH (India).—A British cantonment and official station, near Farukhabad city, about 80 miles north-west of Cawnpore. Scene of a massacre during the Mutiny.

FATEHPUR (India).—There are two fairly large towns of this name: one is situated about 69 miles north-west of Allahabad and has a population of about 30,000; and the other is in Rajputana, 150 miles north-west of Jaipur, and has only 18,000 inhabitants.

FATEHPUR SIKRI (India).—(See AGRA, INDIA.)

FAULDHOUSE (Scotland).—A mining town in the county of Linlithgow. Population 7,162.

FAURESMITH (Union of South Africa).—An important old town in the O.F.S. Province. The surrounding district of the same name is purely pastoral, with the exception of the famous diamond mines, Jagersfontein and Koffyfontein.

FAVERSHAM (England).—A town and river port in Kent. Population 10,870.

FAZAKERLEY (England).—A town in Lancashire with a population of 6,055.

FEARN (Scotland).—A town in Cromarty. Population 1,785.

FEATHERSTONE (England).—A town in Yorkshire, with a population of 14,839. Coal mining.

FEILDING (Wellington, New Zealand).—A borough town with a population of about 3,500. One of the most important distributing centres on the West coast of North Island.

FELIXSTOWE (England).—A pretty little seaside resort on the Suffolk coast. Good bathing and golf-links. Population 11,655.

FELLING (England).—A large manufacturing town in Durham, near Newcastle. Population 26,152.

FELSTEAD (England).—A small agricultural town in Essex. Population 1,969.

FELTHAM (England).—A town in Middlesex, 15 miles from London. Population 6,329.

FENNY STRATFORD (England).—A town in Buckinghamshire. Population 4,305.

FERNIE (British Columbia, Canada).—A coal town on the Crow's Nest Pass Railway, which is making wonderful progress and is rapidly assuming a metropolitan appearance. The inexhaustibility of the surrounding coal-fields insures the town's stability; while important, but only secondary, lumbering industries contribute largely to its present prosperity. In the past it has suffered much from forest fires. There are 1,500 coke ovens at Fernie, which supply fuel to the Kootenay and Boundary smelters. The population is over 4,500.

FERMOY (Ireland).—An important agricultural (and cattle) town in County Cork. It is situated on the Blackwater River and is surrounded by pretty

country. There is a Roman Catholic church, large barracks, and St. Colman's College.

FESTINIOG (Wales).—A small town in Merioneth. Tourist centre. Beautiful mountain scenery. Slate quarries. Population 8,143.

FETLAR.—One of the Shetland Islands (*q.v.*)

FICKSBURG (Union of South Africa).—A small town in the O.F.S. Province.

FILEY (England).—A small but rising seaside resort on the Yorkshire coast, 10 miles south-east of Scarborough. Population 4,549. Fishing.

FINCHLEY (England).—A suburb of London (8 miles). Population 46,719.

FINDOCHTY (Scotland).—A small town in Banff. Population 1,776.

FINSBURY (England).—A Parliamentary borough of N. London. Population 76,019.

FIROZPUR (India).—An important town in the Punjab, with a population of over 60,000. Sugar and cotton. Founded early in the fourteenth century by Firoz Shah, it came into British hands in 1835. It possesses a large arsenal. The battlefield of Firozshah (21st December, 1845) is in the district. (See INDIA, *History*.)

FIROZABAD (India).—A declining town in Northern India, 25 miles east of Agra, with a population of about 18,000.

FISHGUARD (Wales).—A small seaport in Pembrokeshire. Channel service with Rosslare (Ireland). Population 2,999. Scene of a small French invasion in 1797.

FISHPONDS (England).—A suburb of Bristol.

FLAMBOROUGH (England).—A small place near Bridlington, in Yorkshire. Population 1,169.

FLEET (England).—A town in Hampshire. Population 3,689. Also the name of a smaller town in Lincoln.

FLEETWOOD (England).—A seaport of Lancashire. Regular steamship service with Dublin (Ireland) and with the Isle of Man. Population 19,448.

FLIMBY (England).—A small town in Cumberland. Population 2,487.

FLINT (Wales).—The county town of Flintshire. Situated on the estuary of the Dee. An historical town. Mining in district. Population 6,302.

FLITWICK (England).—A small town in Bedfordshire. Population 1,424.

Flixton (England).—A Lancashire town with a population of 4,845.

FLORIDA (Union of South Africa).—A suburb of Johannesburg (*q.v.*)

FOCHRIV (Wales).—A town in Glamorganshire. Population 3,994.

FOLESHILL (England).—A town in Warwick. Population 10,736.

FOLKESTONE (England).—An important seaport for cross-Channel service with Boulogne (France), and a picturesque and favourite seaside resort on the Kentish coast. Has a fairly good harbour, many fine hotels, theatres, a pier, good bathing, and all the other attractions of an up-to-date seaside town. Population 37,671.

FORD (England).—A town in Devonshire with a population of 9,284. Also the name of three villages in Sussex, Shropshire, and Lancashire.

FORDINGBRIDGE (England).—A town in Hampshire. Population 3,394.

FORDOUN (Scotland).—A town in Kincardine. Population 1,717.

FOREST GATE (England).—A suburb of London (6 miles). Population 19,445.

FOREST HILL (England).—A suburb of London (10 miles). Population 22,594.

FOREST ROW (England).—A small town in Sussex. Population 3,035.

FORFAR (Scotland).—The county town of Forfarshire. Population 11,008. Linen manufacturing.

FORMBY (England).—A town in Lancashire, near Liverpool. Population 6,319.

FORRES (Scotland).—A town in Elgin with a population of 4,116.

FORT GEORGE (British Columbia, Canada).—Situating at the confluence of the Fraser and Nechaco Rivers, it is a Hudson's Bay Co.'s trading post on the line of the G.T.P.R. A number of stores and other business places, a sawmill, a newspaper, and a bank are among recent establishments. It is becoming a *dépôt* for the surrounding country.

FORT WILLIAM (N. Ontario, Canada).—A prosperous city with over 20,541 inhabitants, situated near the mouth of the Kaministiquia River, and possessing the finest harbour on the Great Lakes. The city has substantial public buildings and fine residences, and owns and operates its waterworks, telephone and electric light systems. There are twelve elevators, with a capacity of 19,000,000 bushels; flour mills, with a capacity of 4,000 barrels per day; an iron foundry, a stove factory, a sash and door factory, brick factories, ship-building, and other industries. The city is in a mineral district of hematite and magnetite ore, silver and copper. It is the terminal port of the C.P.R. steamship service from Owen Sound, and the lake terminals of the C.P.R. and the G.T.P. The C.N.R. passes through to its terminal at Port Arthur. There are a dozen boat companies, all regular package freighters, besides numerous other craft, trading on the lakes. Great quantities of grain from Manitoba and the North-West are transhipped here to the lake vessels. The twin cities, Fort William and Port Arthur, form the "Gateway of the West."

FORT WILLIAM (Scotland).—A tourist centre in Inverness. Population 2,002.

FORT ST. GEORGE (India).—(See MADRAS, INDIA.)

FOULA.—One of the Shetland Isles.

FOULRIDGE (England).—A town in Lancashire, near Colne. Population 1,399.

FOWEY (England).—A small, old-fashioned seaport, with a good harbour (narrow entrance) in Cornwall. Population 2,276.

FOXTON (Wellington, New Zealand).—A borough town with a population of about 1,800. A shipping centre, especially for railway coal and agricultural produce.

FRAMLINGHAM (England).—A town in Suffolk. Agricultural. Famous for its college. Population 2,400.

FRANCE, ISLE DE.—(See MAURITIUS.)

FRANKTON (Otago, New Zealand).—A town with a population of about 1,200. Possesses a good hospital, and is situated near to the famous Kawarau Falls.

FRANT (England).—A small town in Sussex. Population 1,671.

FRASERBURGH (Scotland).—A fishing town and port in Aberdeenshire. Population 11,151.

FRASER ISLAND (Australia).—Sometimes called *Great Sandy Island*. Situated off the Queensland coast of Australia (*q.v.*).

FRATTON (England).—A place adjoining Southsea and Portsmouth, in Hampshire. Population 10,645.

FREDERICTON (New Brunswick, Canada).—Capital of New Brunswick, on River St. John, on C.P.R. (Inter-colonial), and St. John Valley Rly. Grist mill, canoe and motor-boat yards, boots and shoes, foundry and machine shops, tannery, lumber mills, builders' factory. Seat of Anglican cathedral, Infantry School, University of N.B. Population 8,114.

FREETOWN (Sierra Leone).—(See SIERRA LEONE, WEST AFRICA.)

FREMANTLE (Western Australia).—Twelve miles south-west of Perth. The port of the capital. Sometimes known as "The Golden Gate of Australia." The first port of call for the big steamship companies carrying the mails from the United Kingdom, and the last port of call for the homeward bound liners. Fremantle, in addition to being the most important port in Western Australia from a commercial point of view is rapidly becoming a Commonwealth Naval Base. Population, including suburbs, 25,526.

FRENCH HOCK (Union of South Africa).—A small town, which is, however, about 200 years old. It was founded by Huguenots. In the Cape Province.

FRERE (Union of South Africa).—A small but historic town in the Natal Province. It was the headquarters of General Sir Redvers Buller and his staff before the battle of Colenso. All the principal battle-fields of the Natal campaign are in the vicinity.

FRESHWATER (England).—A town in the Isle of Wight. Population 3,192.

FRIENDLY ISLANDS (or Tonga Islands).—See WESTERN PACIFIC ISLANDS.)

FRIMLEY (England).—A town in Surrey, with a population of 13,673.

FRINTON-ON-SEA (England).—A small seaside town in Essex. Population 3,037.

FRIZINGHALL (England).—A town near Shipley, in Yorkshire. Population 4,052.

FRIZINGTON (England).—A town near Whitehaven, in Cumberland. Population 3,612.

FRODINGHAM (England).—A small place in Lincolnshire. Population 1,734.

FRODSHAM (England).—A market town in Cheshire, 10 miles north-east of Chester. Population 3,049.

FROME (England).—A market town in Somerset. Noted for its broadcloths. Population 10,506.

FROSTERLEY (England).—A small town in Durham. Population 1,470.

FULBOURNE (England).—A small town in Cambridgeshire. Population 1,901.

FULWELL (England).—An outlying suburb of London, in Middlesex. (13 miles.)

FURNEAUX ISLANDS (Australia).—A group of small islands with a population of about 500. These islands, which were discovered by Furneaux in 1773, are much frequented by seals and sea birds. The largest of the group is Flinder's Island. (See also TASMANIA.)



FOLKESTONE, THE CLIFFS

Photo, Southern Rly



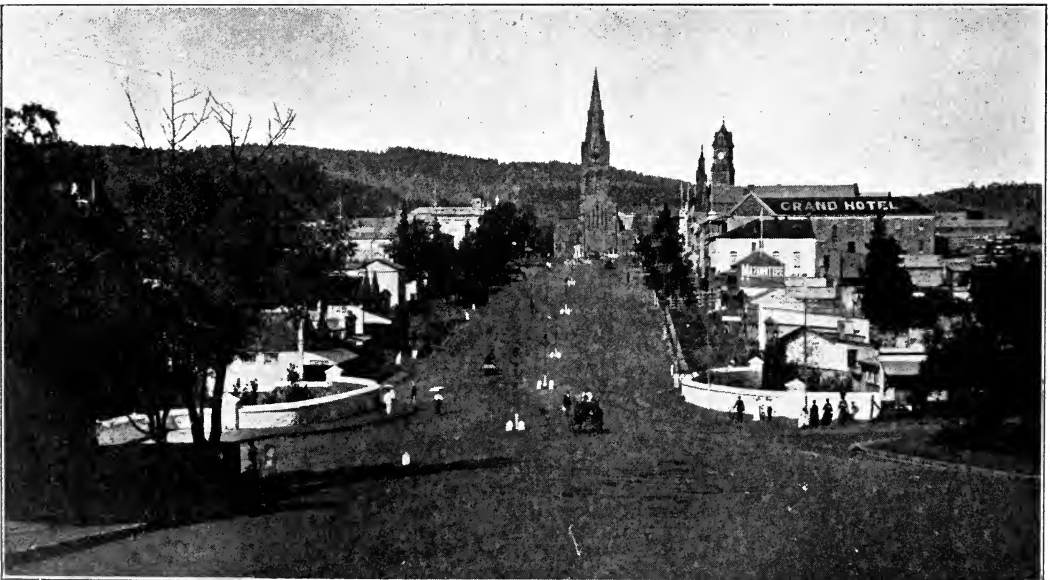
FOWEY HARBOUR AND POLRUAN, CORNWALL

Photo, G.W. Rly



GEORGETOWN, CAPITAL OF BRITISH GUIANA

Photo, West India Committee



GRAHAMSTOWN, CAPE PROVINCE, UNION OF SOUTH AFRICA

High Street

Photo, South African Government

FYVIE (Scotland).—A town in Aberdeenshire. Population 3,547.

FYZABAD (India).—A large city of Oudh, situated about 75 miles east of Lucknow. Was at one time the capital of the kingdom of Oudh. Present population about 60,000.

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GADZEMA (Hartley, Southern Rhodesia).—A small township 69 miles west of Salisbury. Post and telegraph offices, and hotel. The Giant Mine is 1½ miles from the station; and the New Found Out and Blue Rock Mines are in the district.

GAINFORD (England).—A small town in Durham with a population of 1,172.

GAINSBORO' (England).—A market and manufacturing town in Lincolnshire. Population 19,694. Linseed, oil, rope, and agricultural machinery are its chief manufactures.

GALASHIELS (Scotland).—A town in Selkirk. Noted for its manufacture of Scotch tweeds. Population 12,846.

GALLE (Ceylon).—A decayed seaport on the south-western extremity of the Island of Ceylon. Population about 30,000. (See CEYLON.)

GALSTON (Scotland).—A mining town in Ayrshire. Coal pits. Population 6,821.

GALT (Ontario, Canada).—An important and growing industrial and commercial centre with a population of over 10,299.

GALWAY (Ireland).—A large and important town, and capital of the county of the same name. The old town is quaint and irregular, but the new town is substantially built and well laid out. It is situated at the mouth of the Corrib River on Galway Bay, and has a fairly good harbour for small vessels. Sea fishing and salmon fishing are largely carried on; and there are flour mills and distilleries. There are several old churches, and it is the seat of a Roman Catholic bishopric. There is also a college.

GAMLINGAY (England).—A place in Cambridgeshire. Population 1,797.

GANDO (Nigeria).—A Fulah station in Northern Nigeria (*q.v.*).

GARELOCHHEAD (Scotland).—A large village in Dumbartonshire, at the Lead of Gareloch. Population 1,535.

GARFORTH (England).—A town in Yorkshire, near Leeds. Population 3,927.

GARGRAVE (England).—A place in Yorkshire, near Hellifield. Population 1,168.

GARHWAL (India).—A native state lying on the Tibetan frontier with an area of 4,164 square miles, and a population of about 300,000. The same name has also been given to the adjoining British district.

GARSTON (England).—A town in Lancashire, 4 miles from Liverpool, on the Mersey. Population 28,729.

GARTCOSH (Scotland).—A place in Lanark. Population 2,680.

GARTSHERRIE (Scotland).—(See COATBRIDGE.)

GATEHOUSE-OF-FLEET (Scotland).—A pretty little river-side town in Kirkcudbrightshire, on the River Fleet. Population 1,030.

GATESHEAD (England).—A town in Durham, on the south bank of the Tyne, almost opposite Newcastle. Is a fine, well-built town with many

large public and private buildings. Its chief manufacturing interests are shipbuilding, chemical works, iron works, engineering shops, and electric cable factories. Near by are some famous quarries (Newcastle grindstones). It was in this town that Daniel Defoe wrote *Robinson Crusoe*. Population 124,514.

GATLEY (England).—A small town in Cheshire.

GATOOMA (Hartley, S. Rhodesia).—A thriving town 97 miles west by south of Salisbury. Post and telegraph offices, telephone exchange, banks, weekly newspaper, hotels. Gatooma is the "home" of the "small" mining industry, most of the numerous mines in the district being worked by individuals or small syndicates or companies. The Cam and Motor, the Eileen Alannah, the Eiffel Blue, and the Thistle-Etna mines are worked by big companies. Other mines: Brilliant, Cheshire Cat, Dreadnought, Glasgow, Glencairn, Golden Valley, Tea, White Rose.

GAUR (India).—Sometimes called *Sakhnauti*. A mass of ruined Hindu temples and mediaeval mosques, covering several square miles. This ruined city was the capital of Bengal in the Middle Ages.

GAWLER (S. Australia).—Population 4,500; 25 miles from Adelaide. Known locally as the "Athens of Australia." The centre of an important pastoral, agricultural, and wine-growing district, also the chief town for the manufacture of locomotives and other railway stock, mining and agricultural machinery.

GAYA (India).—A sacred city in Bengal. Visited annually by thousands of Buddhist and Hindu pilgrims. Distant about 59 miles from Patna. Population, about 100,000.

GEDDINGTON (England).—A small place in Northamptonshire. Population, 1,009.

GEDNEY (England).—A small town near Holbeach, in Lincolnshire. Population, 1,834.

GEELONG (Australia).—A town in Western Australia. Population, 36,170.

GEORGETOWN (Prince Edward Island, Canada).—Is a seaport with extensive wharfage situated on the eastern shore of the island. Steamers carry farm produce to Pictou, Charlottetown, and the Magdalen Islands. Population, 882.

GEORGETOWN (Capital of British Guiana).—(See under GUIANA.)

GEORGETOWN.—(See PENANG, MALAY STATES.)

GERALDINE (Canterbury, New Zealand).—An agricultural town with a population of about 1,000, situated 24 miles north of Timaru. Centre of a rich agricultural district.

GERMISTON (Union of South Africa).—An important railway junction in the Transvaal; where the lines from Cape Province, Natal, and Portuguese East Africa meet before branching (a) to Pretoria, and (b) to Johannesburg and the Rand. The town itself is well laid out and lighted, and possesses all modern conveniences. It is the centre of a busy mining district.

GERRARD'S CROSS (England).—A small place in Buckinghamshire, 17½ miles by rail from London. Population, 2,208.

GHAZIABAD (India).—An important railway centre, 28 miles south-west of Meerut. Population, about 20,000.

GHAZIPUR (India).—A city on the banks of the Ganges, 45 miles north-east of Benares. Possesses several buildings and ruins of historic interest. Population, about 50,000.

GIFFNOCK (Scotland).—A small place in Renfrewshire, near Motherwell. Population, 1,889.

GIGGLESWICK (England).—A large village in the West Riding of Yorkshire. Population, 994.

GILBERT ISLANDS.—(See WESTERN PACIFIC ISLANDS.)

GILDERSOME (England).—A place near Bradford, in Yorkshire. Population, 2,876.

GILFORD (Ireland).—A small town in County Down.

GILLINGHAM (England).—A town in Kent with a population of 54,038.

GILLINGHAM (England).—A small town in Dorsetshire. Population, 3,570.

GILMERTON (Scotland).—A suburb of Edinburgh (4 miles). Population, 2,219.

GIPSY HILL (England).—A suburb of London (8 miles).

GIRTON (England).—A small place situated about 3½ miles N.N.E. of Cambridge. Famous for its College for Women.

GIRVAN (Scotland).—A small seaport and watering-place on the Ayrshire coast. Population, 8,474.

GISBORNE (Auckland, New Zealand).—A rising and important town with a population of about 9,000. Centre of sheep-rearing industry. Picturesque scenery and magnificent climate.

GLACE BAY (Nova Scotia, Canada).—An important town with a population of 17,001. Is commercially important owing to its coaling industry.

GLAMIS (Scotland).—A small place near Perth. Population 1,159.

GLASGOW (Scotland).—Situated in the county of Lanark on the Clyde, this is one of the largest and most important cities in the world. It is also a most important shipping port, and has an immense trade with all parts of the globe. It is a rising town with large docks, shipbuilding and engineering works, and prosperous factories. The University of Glasgow was founded in 1450. The population is 1,034,069, which includes a great number of Irish people. The principal manufactures are machinery and engines of all kinds, chemicals, and dyeing and bleaching materials. (See SCOTLAND.)

GLASTONBURY (England).—A very ancient town in Somersetshire. Has some very interesting ruins. Manufactures gloves and pottery. Population 4,326.

GLAZEBROOK (England).—A large village in Lancashire. Population 987.

GLENARM (Ireland).—A small seaport in County Antrim.

GLENCOE (Union of South Africa).—An important railway junction in the Natal Province. Several battlefields and other places of historic interest in the vicinity.

GLENCORSE (Scotland).—A small place near Edinburgh (see also Penicuik). Population 1,387.

GLENGARIFF (Ireland).—A small tourist centre on the isle-dotted harbour of the same name in County Cork.

GLENLUCE (Scotland).—A small town in Wigtownshire. Near by are the ruins of Glenluce Abbey (1190). Population 2,096.

GLOSSOP (England).—A market and manufacturing town in Derbyshire with a population of 20,528. Chief manufactures, cotton, woollen, and paper mills; bleaching and dyeworks; and iron foundries.

GLOUCESTER (England).—The capital of Gloucestershire; standing on the left bank of the Severn, 35 miles north-east of Bristol. It is a very old town, and stands on the site of the Roman *Glevum*. Population 51,330. It possesses a magnificent Cathedral commenced in 1088, and several other structures of archaeological interest, as well as some fine modern public buildings, shops, and hotels. Vessels of several hundred tons displacement can enter Gloucester by way of the Gloucester and Berkeley Canal, which is 17 miles in length, and cost over £500,000 to construct.

GOALANDA (India).—A small but busy town at the confluence of the Ganges and the Brahmaputra. Is a railway terminus and the starting point for several lines of river steamers (to Assam).

GODALMING (England).—A small borough town in Surrey with a population of 9,193. Here is situated Charterhouse School, founded in 1611, and removed from London to Godalming in 1872.

GODLEY (England).—A small place in Cheshire. Population 1,660.

GODSTONE (England).—A small town in Surrey. Population 2,943.

GOLBORNE (England).—A town in Lancashire, near Newton-le-Willows. Population 7,183.

GOLCAR (England).—A town in Yorkshire. Near Saddleworth. Population 10,359.

GOLCONDA (India).—(See HYDERABAD, INDIA.)

GOLDERS GREEN (England).—A suburb of London (N.W.).

GOLSPIE (Scotland).—A small town on the coast of Sutherland. Population 1,685.

GOMERSAL (England).—A town in Yorkshire, near Huddersfield. Population 3,796.

GONDOKORO (Sudan).—(See EQUATORIAL PROVINCE, SUDAN.)

GOODMAYES (England).—An outlying suburb of London (9¼ miles).

GOOLE (England).—An important manufacturing town and river-port in Yorkshire, 21½ miles south-south-east of York. Population 19,118. It is situated at the confluence of the rivers Ouse and Don, and has extensive docks. The annual imports and exports amount in value to several millions sterling. The principal manufactures are agricultural machinery, iron, sugar, chemicals, rope, and ships.

GORAKHPUR (India).—An important town in Northern India with a population of about 80,000. Situated 450 miles north-west of Calcutta.

GORDEN HILL (England).—An outlying suburb of London (9¾ miles).

GORDON'S BAY (Union of South Africa).—A favourite little seaside resort near Cape Town.

GORE (Southland, New Zealand).—A busy inland town with a population of about 3,500. Possesses a large wool and grain trade. Gold dredging in the neighbouring river.

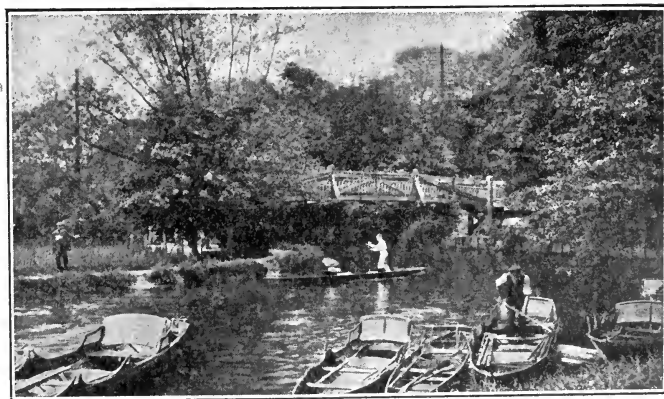
GOREBRIDGE (Scotland).—A place near Edinburgh. Population 1,487.

GOREY (Ireland).—A town in County Wexford.

GORING (England).—A small town in Oxfordshire. Population 1,785. Also the name of a village in Sussex.



GRAND FALLS, NEWFOUNDLAND *Photo, High Commissioner for Newfoundland*



GUILDFORD, ENGLAND *Photo, Southern Rly*
River Wey





GUERNSEY, MOULIN HUET

Photo, Southern Ry



GRAND FORKS, BRITISH COLUMBIA, CANADA

Photo, Canadian Pacific Ry

GORLESTON (England).—A favourite little seaside resort on the Suffolk coast. Has a sandy beach, good bathing, and a harbour. Gorleston is really a suburb of Great Yarmouth. Population 20,391.

GORTON (England).—A suburb of Manchester with a population of 48,739.

GOSBERTON (England).—A place near Spalding, in Lincolnshire. Population 1,973.

GOSFORTH (England).—A place near Newcastle-on-Tyne, in Northumberland. Population 15,719.

GOSPEL OAK (England).—A suburb of London (N.W.).

GOSPORT (England).—A small seaport and garrison town in Hampshire, on the western side of Portsmouth Harbour. Population 33,588. Haslar Naval Hospital, Royal Victualling Yard, barracks, forts, and shipbuilding yards.

GOUDHURST (England).—A place in Kent. Population 3,019. Near Horsmonden.

GOULBURN (New South Wales, Australia).—Population 11,950, district 25,000; 135 miles south-west of Sydney on the main Southern Railway. Centre of agricultural, pastoral, and dairying districts. Has very fine public buildings, and broad, well-kept streets.

GOUROCK (Scotland).—A watering-place in Renfrewshire, 3 miles W.N.W. of Greenock, on the Firth of Clyde. Population 10,128. Near by stands the prehistoric remains known as "Granny Kempock."

GOWERTON (Wales).—A place near Swansea, in Glamorgan. Population 3,899.

GOZO ISLAND.—(See MALTA.)

GRAAF REINETT (Union of South Africa).—A picturesque and busy country town in the heart of the wonderful Winterhock Mountains. Situated 2,500 ft. above sea-level, it enjoys a dry and bracing climate and is eminently suitable for those suffering from pulmonary complaints. This town is known as "The Gem of the Great Karroo," owing to its white houses being embedded in foliage. Orchards, vineyards, and beautiful botanical gardens intersect the town, and in the near vicinity is the "Valley of Desolation," a cleft in the Winterhock Mountains with pillars of rock standing in majestic desolation 300 and 400 ft. high. The provincial products of this town are wool, fruit, and brandy; and the industries in the surrounding country are sheep-farming, ostrich-farming, and fruit-growing.

GRAFTON (New South Wales, Australia).—Population 6,060, district 35,000; 345 miles north of Sydney on the Clarence River. The terminus of the ocean going steamers trading with Sydney and the shipping port of the New England tableland. Southern terminus of the North Coast Railway. Maize, sugar cane, potatoes, mangoes, pineapples, and sub-tropical fruits grown in profusion. Also large trade in poultry. Rapidly-growing dairying industry.

GRAHAMSTOWN (Union of South Africa).—An important town in the Cape Province with a population of about 15,000. Named after Colonel Graham in 1812. Distant from Port Elizabeth 106 miles north-east. (See CAPE PROVINCE, UNION OF SOUTH AFRICA.)

GRANARD (Ireland).—A small town in County Longford.

GRANBY (Canada).—An important manufacturing town in Shefford County, Quebec Province, on

the Yamaska River, and on the C.P.R., 65 miles east of Montreal, Population 4,750. Town has electric light, three banks, four churches, schools, college, academy, convent, good water-power, and all civic utilities. It manufactures celluloid goods, rubber goods, wooden ware, furniture, carriages, cigars and tobacco, rattan goods, chairs, ice creepers, lasts, plumbing supplies, bricks, doors and sashes, and many other articles.

GRAND BANK (Newfoundland).—A town and port on Fortune Bay. Population about 1,800.

GRAND FALLS (New Brunswick, Canada).—At head of navigation on St. John River, on C.P.R., 202 miles from St. John. The St. John River falls here 180 feet. Also the name of a town in Newfoundland, where there are large pulp and paper mills. (See NEWFOUNDLAND.)

GRAND FORKS (British Columbia, Canada).—This, the chief town of the Boundary District, is situated at the junction of the North Fork with the main Kettle River, and has a population of over 3,000. It is the site of the Granby Smelter, the largest plant of this kind in the Province, where blister copper is produced at the rate of about 4.5 tons a day, besides large values in gold and silver. The city is beautifully situated in a prairie-like valley, has wide streets and good buildings, with waterworks, electric light, and all other conveniences. The surrounding country is well adapted to fruit-growing, in which good progress is made.

GRAND MERE (Canada).—An industrial town in Champlain County, Quebec Province, on the St. Maurice River (21 miles from Three Rivers), on the C.N.R. (94 miles north-east of Montreal), and on the C.P.R. (27 miles from Three Rivers). Population 4,783. Town has two banks, three churches, eleven hotels, schools, convent, electric light; pulp and paper mills, lumber trade and subsidiary industries, foundry. Excellent farming country.

GRANGE (Scotland).—A small place in Banff.

GRANGE HILL (England).—An outlying suburb of London (1½ miles).

GRANGEMOUTH (Scotland).—A busy port in Stirlingshire with a population of 18,708. It has extensive docks and warehouses. A regular line of steamships ply between this port and London. The Carron Ironworks are close to this town; and the chief exports are coal and iron, whilst the principal imports are iron, grain, timber, flax, and tallow. One of the earliest steamboats, the *Charlotte Dundas*, was built at this port in 1801.

GRANTHAM (England).—A market town and important railway junction in Lincolnshire. Population 18,902.

GRANVILLE (New South Wales, Australia).—A town with a population of 13,780.

GRAVESEND (England).—A town and port in Kent, on the right bank of the Thames, 23½ miles from London. Population 31,137. Gravesend forms part of the Port of London, and here are the customs and health officials and pilots for incoming vessels. It is a very historic town.

GRAYS (England).—A small town in Essex, on the Thames, 20 miles from London. Population 17,364.

GREAT AYTON (England).—A place near Middlesbrough, in Yorkshire. Population 2,319.

GREAT BARR (England).—A place in Staffordshire. Population 1,657.

GREAT BARRIER ISLAND (Auckland, New Zealand).—An island situated off the coast of Auckland, 25 miles long by 10 miles broad, with a population of about 420. Kauri gum digging, sheep-farming, and gold-mining are the principal industries.

GREAT GRIMSBY (England).—Situated on the East Coast in the county of Lincolnshire and having a population of 82,329; the port of Grimsby is the headquarters of a very large fishing fleet of trawlers and other vessels. It is the principal fishery port in the United Kingdom, and has an enormous trade with the London markets.

GREAT HARWOOD (England).—A large town near Blackburn, in Lancashire. Population 13,596.

GREAT HORTON (England).—A town near Bradford, in Yorkshire. Population 23,415.

GREENHITHE (England).—A small town on the Thames, in Kent, 3 miles from Dartford. Population 2,761.

GREEN ISLAND (Otago, New Zealand).—An ancient and busy town with a population of nearly 2,000. Flour mills and coal-mining.

GREENLET ISLAND (Canada).—A tiny islet in the Strait of Belle Isle.

GREENOCK (Scotland).—An important port in Renfrewshire, on the Firth of Clyde, 23 miles west-north-west of Glasgow. Population 81,120. It is a fine town with many large public buildings, an esplanade, parks, broad and well-paved streets, and good hotels and shops. The harbour works were commenced in 1707 and, up to the present time, have cost nearly two millions sterling. The shipping trade is very large. The chief industries are ship-building (warships and merchantmen), sugar-refining and paper making.

GREENWICH (England).—A suburb of London (5 miles). Population 100,493. The chief public building is the Greenwich Hospital, standing on the site of an old Royal Palace (Henry VIII), and now a Naval College. In this building is the famous Painted Hall, containing the Nelson Relics, etc. There are also the Greenwich Hospital Schools, the Naval Museum, and the Observatory. The principal manufacturing industries are chemicals, telegraphs, and engineering.

GREENWOOD (British Columbia, Canada).—A town 22 miles west of Grand Forks, is the centre of a rich mining district. It has several large and well-stocked stores, good hotels, three banks, and all the minor industries are well represented. A copper smelter adjoins the town.

GREETLAND (England).—A small town near Brighouse, in Yorkshire. Population 4,357.

GRENADA ISLAND.—(See BRITISH WEST INDIES)
GRENADINES (ISLANDS).—(See BRITISH WEST INDIES.)

GRESFORD (Wales).—A small place in Denbighshire. Population 1,353.

GRETNA (Scotland).—A small place in Dumfries. Famous for its run-away marriages (1771–1856). Population 2,696.

GREY LYN (Auckland, New Zealand).—A suburban borough of Auckland City with a population of nearly 9,000.

GREYMOUTH (Westland, New Zealand).—A town and seaport with a population of about 5,600. Situated at the mouth of the Grey River. Shipping centre for surrounding country. Exports coal, gold,

and timber. The centre of the gold and coal-mining industry.

GREYTOWN (Union of South Africa).—A small but ancient town in the Natal Province, served by a branch railway line from Pietermaritzburg.

GREYTOWN (Wellington, New Zealand).—A well laid-out and growing town with a population of about 1,200, situated about 54 miles from Wellington. Is the centre of an agricultural and lumbering district.

GROOMBRIDGE (England).—A large village in Sussex. Population 792.

GUELPH (Ontario, Canada).—A town with about 18,128 inhabitants, situated in the centre of a highly-fertile agricultural district. It is noted for its agricultural college and experimental farm.

GUERNSEY.—(See CHANNEL ISLANDS, BRITISH ISLES.)

GUILDFORD (England).—The county town of Surrey. Population 24,927. An ancient town, built on a slope of the North Downs, at the foot of which runs the River Wey. It has a fine old castle with a square Norman keep, dating from 1150. It is an agricultural centre and has an important grain market. It is also a good residential town with historical memories.

GUISBOROUGH (England).—An agricultural town in the North Riding of Yorkshire, 9 miles from Middlesbrough. Population 7,105.

GUISELEY (England).—A small town near Shipley, in Yorkshire. Population 5,353.

GUJRANWALA (India).—A growing town in the Punjab, 41 miles north of Lahore. Population just over 40,000.

GUNNERSBURY (England).—A suburb of London (10 miles). Population 4,836.

GUNTUR (India).—A town in the Madras Presidency, 45 miles north-west of Masulipatam. Population 32,000.

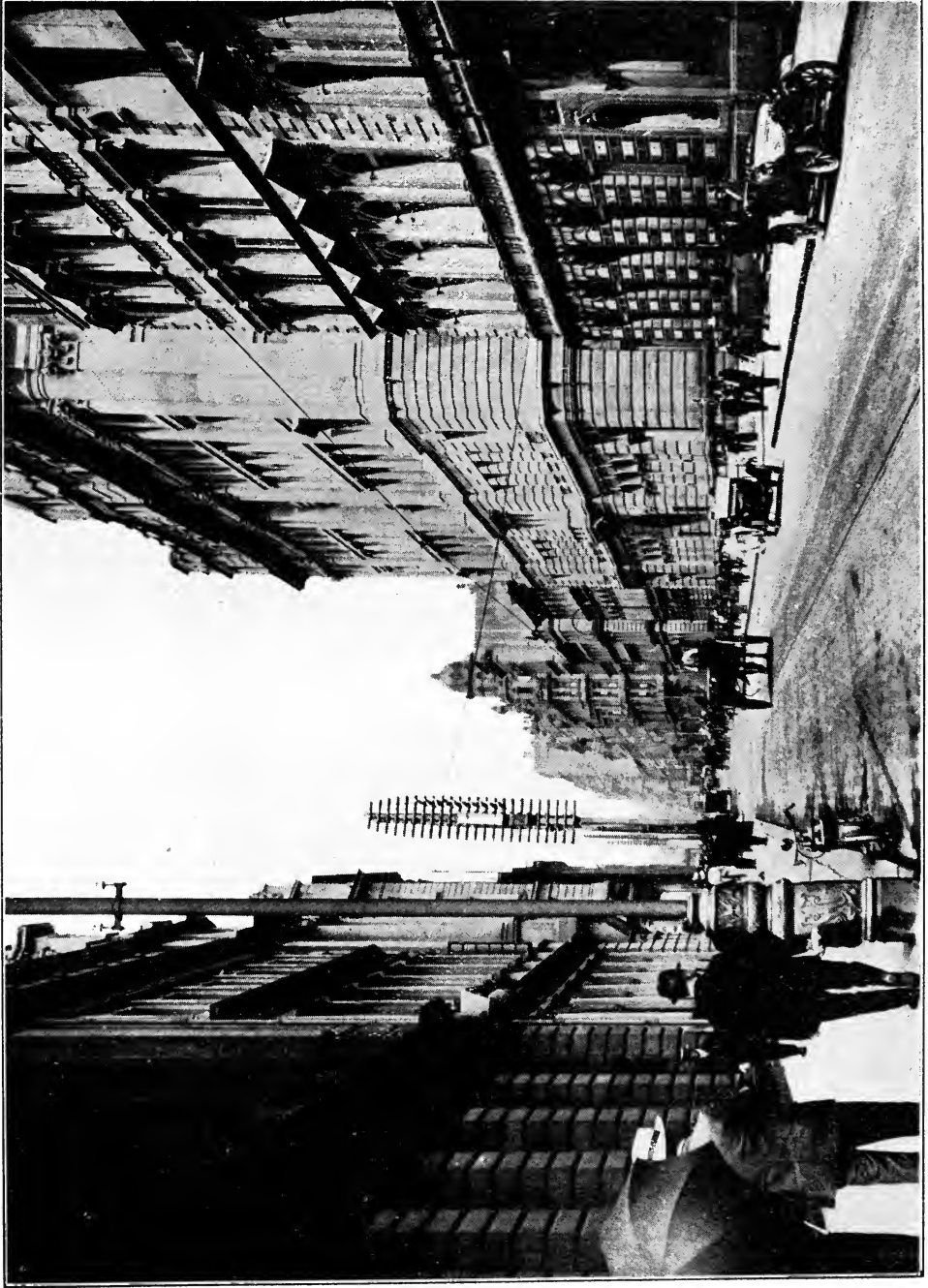
GUZERAT (India).—The northern coast province of the Bombay Presidency. Area 10,296 square miles. Population nearly 4,000,000.

GUZERAT (India).—A town in the Punjab with a population of about 25,000. It was here in 1849 that the Sikh power was finally broken and the Punjab brought under British dominion.

GWALIOR (India).—A large native state in Central India. (See FEUDATORY STATES, INDIA.)

GWANDA (Gwanda, S. Rhodesia).—An old-established township 91 miles south of Bulawayo, and the headquarters for the district of the various government services. Post and telegraph offices, hotel. There are a few small mines in the vicinity, but the interests of Gwanda are mainly stock farming.

GWELO (Gwelo, S. Rhodesia).—A municipality and railway junction 113 miles east by north of Bulawayo. One of the oldest towns in the country. Is well appointed and possesses all the usual public institutions; weekly newspaper and several hotels. There are mines in the district, but Gwelo gains most importance from the fact that it is the centre of an extensive stock-raising industry; it hopes one day (*vide* the local press) to be known as the Chicago of Rhodesia. A creamery is in full operation. A closer settlement scheme has been applied to a portion of the commonage, the farms varying from 400 to 1,000 acres each. Some of these farms were fully developed before being sold to the public.



Photo, Australian Government

Pitt Street, Sydney, Capital of New South Wales, Australia



GWERSYLLT (Wales).—A town in Denbighshire. Population 4,594.

GWINEAR (England).—A small place in Cornwall with a population of 1,327.

GYMPIE (Queensland, Australia).—106 miles from Brisbane. An important mining district with an expanding agricultural and dairying industry. Population 12,419.

H

HACKNEY (England).—A suburb of London (3 miles). Population 222,159.

HADDENHAM (England).—A small place in Buckinghamshire. Population 1,409. *Also* the name of a small town in Cambridgeshire. Population 1,678.

HADDINGTON (Scotland).—The county town of Haddingtonshire (East Lothian). Situated about 16 miles east of Edinburgh. It has a fine old abbey church, and is an important agricultural centre. Population 4,053.

HADFIELD (England).—A town in Derbyshire near Penistone. Population 6,731.

HADHAM (England).—A town near Buntingford, in Herts. Population 1,570.

HADLEY (England).—A town in Shropshire, near Newport. Population 3,108.

HADNALL (England).—A town near Shrewsbury, in Shropshire.

HAGGERSTON (England).—A suburb of London. Population 10,381.

HAGLEY (England).—A town in Worcestershire. Population 1,541.

HAILEBURY (N. Ontario, Canada).—An important and growing town in the cobalt mining district. It is the new judicial seat of the North, and is one of the oldest and most beautiful towns in Northern Ontario. Picturesquely situated on sloping ground on the north-west shore of Lake Timiskaming, it commands a splendid view of the lake over to the Quebec side, has a good water front and harbour, and has large public buildings and handsome residences. It has four hotels, three banks high school and graded school, six churches, wholesale and retail stores, saw and planing mills, and a public market, and is equipped with water system, and sewers, electric light and telephones.

HAILSHAM (England).—A town in Sussex with a population of about 4,600 (rural district 18,478).

HAJIPUR (India).—A river port in Bengal, on the banks of the Gandak near its confluence with the Ganges. Population 29,863.

HALE (England).—A town in Cheshire, near Knutsford. Population 9,285.

HALESOWEN (England).—A town near Smethwick, in Worcestershire. Population about 4,020.

HALESWORTH (England).—A small town in Suffolk. Population 2,059.

HALEWOOD (England).—A town in Lancashire, near Warrington. Population 1,027.

HALIFAX (Canada).—(See NOVA SCOTIA, CANADA).

HALIFAX (England).—This very important manufacturing town is situated in Yorkshire, and is the scene of much business activity. The popula-

tion is 99,129, and the principal manufactures are worsted goods, carpets, dress materials, damasks, merinos, cotton fabrics, and wool cards. Dyeing is extensively carried on.

HALKIRK (Scotland).—A small town in Caithness. Population 2,160.

HALLING (England).—A small town in Kent. Population 2,337.

HALMEREND (England).—A place near Newcastle-under-Lyme, in Staffordshire. Population 3,236.

HALSALL (England).—A place in Lancashire, near Wigan. Population 1,426.

HALSTEAD (England).—A market town in Essex, with a population of 5,916.

HALTWHISTLE (England).—A town near Carlisle, in Northumberland. Population 4,500.

HAMILTON (Auckland, New Zealand).—A prosperous town with a population of nearly 4,000, situated on the Waikato River. Distant from Auckland City about 86 miles by rail. The centre of a good agricultural district.

HAMILTON (Bermuda).—Capital of the little West Indian island of Bermuda (*q.v.*).

HAMILTON (Ontario, Canada).—This town follows close at the heels of Ottawa in the matter of population, claiming no less than 114,151 residents. It, too, has a highly picturesque location, at the base of a mountain which marks the end of Lake Ontario. It excels all other Canadian cities in electrical energy, obtained from the water-power of De Cew Falls. This is the secret of the steady advancement of its industries. Its rolling and planing mills, iron, implement, and stove works, its furniture, sewing machine, glass ware, and boot and shoe factories each year show a gain in volume of business. Hamilton is the centre of one of the finest fruit districts in America, and adequate provision is made for the transfer of its crops to distant points, rivalling Toronto as a lake port and in the multitude of its railway connections.

HAMILTON (Scotland).—A town in the county of Lanark, on the left bank of the Clyde. Coal-mining is the chief industry of the district. Hamilton Palace is a beautiful structure of classical design, and in its grounds are the ruins of Cadzow Castle. It is the seat of the Dukes of Hamilton. Population 39,420.

HAMILTON (Western Australia).—A town with a population of 5,098.

HAMMERSMITH (England).—A suburb of London (9 miles). Population 130,281.

HAMMERWICK (England).—A small place near Lichfield, in Staffordshire. Population 1,611.

HAMPDEN (Otago, New Zealand).—A small summer resort with a permanent population of under 500; 57 miles north of Dunedin.

HAMPSTEAD (England).—A suburb of London. Famous for its broad expanse of heath (7 miles). Population 86,080.

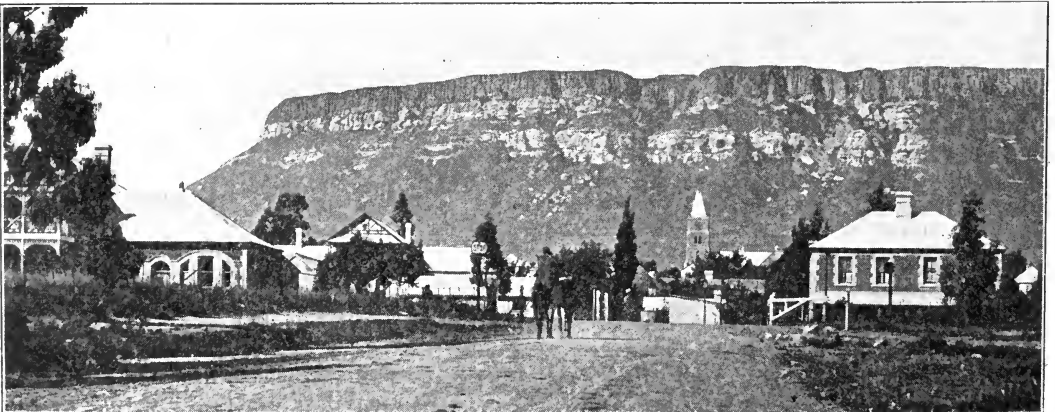
HAMPSTEAD NORRIS (England).—A place in Berkshire. Population 1,217.

HAMPTON (England).—A small town on the Thames, in Middlesex, 15 miles from London. Population 10,677. Hampton Court Palace, now a residence for persons of good family in reduced circumstances, was, until the reign of George II, a Royal Palace. It is surrounded by beautiful grounds.



GYMPIE, QUEENSLAND, AUSTRALIA

Photo, Australian Government



HARRISMITH, ORANGE FREE STATE, UNION OF SOUTH AFRICA

Photo, South African Government

HAMPTON (New Brunswick, Canada).—On Kennebecasis River and I.C.R. County seat. Summer resort of St. John (22 miles). Lumber mills, matches, etc. Population 554.

HAMPTON-IN-ARDEN (England).—A small place in Warwickshire. Population 1,084.

HAMWORTHY (England).—A small place in Dorset. Population 1,388.

HANDSWORTH (England).—A suburb of Birmingham. Population 75,145.

HANLEY (England).—A manufacturing town in Staffordshire (centre of the Potteries). Population 67,891. Principal manufactures; China, earthenware and tiles. Coal and iron mines in the neighbourhood.

HANSI (India).—A small town in the Punjab, 80 miles north-west of Delhi. Population 20,866.

HANWELL (England).—An outlying suburb of London (7½ miles). Large lunatic asylum. Population 20,485.

HAPTON (England).—A place in Lancashire, near Accrington. Population 2,137.

HARBOUR GRACE (Newfoundland).—A town and port on the Avalon Peninsula, with a good harbour and a population of about 3,800.

HARDWAR (India).—A small town on the Upper Ganges. One of the most sacred spots in India. Visited during March and April by thousands of pilgrims. Every twelfth year a great religious fête is held (1918), which is attended by hundreds of thousands of people from all parts of India.

HARLECH (Wales).—A small place in Merionethshire. Near by are the ruins of Harlech Castle. Population 1,006.

HARLESDEN (England).—A suburb of London (7 miles). Population 16,711.

HARLOW (England).—A small town in Essex. Population 2,962.

HAROLD WOOD (England).—A small place in Essex. Population 1,757.

HARPENDEN (England).—A town in Herts. Population 21,927.

HARRINGAY (England).—A suburb of London (4 miles). Population 10,757.

HARRISMITH (Union of South Africa).—An important town on the eastern border of the O.F.S. Province. It enjoys a bracing climate, being situated at an altitude of 5,500 ft. above sea-level. It is the centre of a good agricultural district. There is a pretty park and lake, several fine public buildings and hotels, and a racecourse. Behind the town stands the Plaatberg Mountain (8,000 ft.), from the summit of which some beautiful views can be obtained. It is the centre for visiting the wonderful Drakensberg Range.

HARROGATE (England N.).—This town is situated in the centre of Yorkshire, and is a celebrated English spa. It has over eighty springs, which vary greatly as to the substances held in solution and, therefore, as to their medicinal properties. There are about fifteen used for drinking purposes, and are beneficial in cases of gout, rheumatism, liver and skin diseases. The New Baths, lately erected, cost over £100,000 and are reputed to be the finest in Europe. The town is divided into two parts (*i.e.*, High and Low Harrogate), the former bracing and open, while the latter is mild and warm. Around this town there are many places of interest. The population is 38,938.

HARROW (England).—A town in the county of Middlesex, 12 miles from London. The old town stands on a high hill (200 ft.) and overlooks thirteen counties. Harrow School, which was founded in 1571, is one of the best-known British public schools. Population 19,468.

HARTFIELD (England).—A small place in Sussex with a population of 1,628.

HARTINGTON (England).—A small town in Derbyshire. Population 828.

HARTLAND (New Brunswick, Canada).—On St. John River and C.P.R.; 13 miles from Woodstock. A good farming district. Very large quantities of potatoes grown in this district. Saw mills, grist mills, cement blocks, etc. Population 800.

HARTLEBURY (England).—A town in Worcestershire. Population 2,514.

HARTLEY (England).—A place in Northumberland, near Newcastle-on-Tyne. Population 1,688.

HARTLEY (Hartley, Southern Rhodesia).—A township 77 miles west of Salisbury, and the government centre for Hartley district, which embraces Gatooma. Post and telegraph offices, telephone exchange, hotels. Is both an agricultural and mining centre.

HARWICH (England).—An old-fashioned seaport and market town in Essex. Situated at the mouth of the Stour and Orwell. It possesses a well-sheltered and commodious harbour. There are regular steamship services with the *Hook of Holland*, Antwerp and Rotterdam. Harwich has also become, during recent years, a secondary naval base (submarines and torpedo craft). Near by is the favourite little seaside resort of Dovercourt (*q.v.*) Population 13,036.

HASLEMERE (England).—A very prettily situated town in Surrey. Population 3,865.

HASLINGDEN (England).—A town in Lancashire, 20 miles from Manchester with a population of 17,485. Manufactures cottons, woollens, and silks. Has coal mines and stone and slate quarries in the close vicinity.

HASTINGS (England S.).—This is one of the Cinque ports, and, besides being a watering-place of considerable popularity, it has a large fishing industry. The neighbouring country includes some of the finest scenery in Sussex and historical places of great interest. It was close to this town that William the Conqueror landed and where the fateful battle was fought with King Harold. The population is 66,496, which is considerably increased during the summer months.

HASTINGS (Hawke's Bay, New Zealand).—An important agricultural town with a population of about 6,600. It is a remarkably well laid-out town for its size. The surrounding country is closely cultivated.

HATFIELD (England).—A market town in Hertfordshire, 18 miles from London. Population 8,592. Has some interesting ruins. Hatfield House is the seat of the Marquis of Salisbury (built 1611).

HATHERSAGE (England).—A small place in Derbyshire. Population 1,624.

HATHRAS (India).—A commercial centre in Northern India (Upper Doab). Famous as a grain market and also for its fine carvings. Population about 37,380.

HAULBOWLINE ISLAND (Ireland).—A strongly fortified island with a fine harbour, in Cork Harbour. It is the only naval dockyard in Irean



HASTINGS, ENGLAND
View over Town and Promenade

Photo, Southern Rly



HENLEY, OXFORDSHIRE, ENGLAND
Henley Bridge

Photo, G.W. Rly

HAVANT (England).—A pretty little town in Hampshire, near Southsea and Portsmouth. Population 4,405.

HAVERFORDWEST (Wales).—A small town and seaport in Pembrokeshire. Population 5,750.

HAVERHILL (England).—A small country town in Suffolk. Population 4,083.

HAWARDEN (Wales).—A town in Flint with a population of about 6,000.

HAWERA (Taranaki, New Zealand).—A prosperous agricultural town with a population of nearly 3,000. The centre of a rich farming and dairying country.

HAWES (England).—A small place in Yorkshire. Population 1,518.

HAWICK (Scotland).—An important manufacturing town in Roxburghshire. Population 16,353. It is really a very ancient town, but there is very little of interest left; nearly all the buildings being of quite modern construction. It was, far back in history, the stronghold of the Drumlanrig Douglasses. Hosiery and tweed mills, and tanneries.

HAWKHURST (England).—A town in Kent. Population 3,344.

HAWORTH (England).—A town in Yorkshire, near Keighley. Population 6,605.

HAXEY (England).—A place near Gainsborough, in Lincolnshire. Population 2,035.

HAYDOCK (England).—A town in Lancashire with a population of 10,333. Distant only 4 miles from St. Helen's (*q.v.*).

HAYES (England).—An outlying suburb of London (11 miles). Population 1,010.

HAYFIELD (England).—A small town in Derbyshire. Population 4,520.

HAYLE (England).—A small place in Cornwall. Population 1,028.

HAYLING ISLAND (England).—An "island" on the Hampshire coast with a population of 2,722.

HAYWARD'S HEATH (England).—A country town in Sussex. Population 5,090.

HAZARIBAGH (India).—A town with a population of over 20,000 in Chota Nagpore, Bengal.

HEACHAM (England).—A small town in Norfolk. Population 2,248.

HEADCORN (England).—A small town in Kent. Population 1,485.

HEANOR (England).—A town in Derbyshire. Population 21,438.

HEART'S CONTENT (Newfoundland).—A small port on Trinity Bay, with a population (principally fishing) of about 1,220.

HEATH (England).—A small place in Derbyshire. Population 2,132.

HEATHFIELD (England).—A small town in Sussex. Population 3,150.

HEATON NORRIS (England).—A town in Lancashire, near to Stockport. Population 10,849.

HEBBURN (England).—A town on the Tyne, 3 miles from South Shields. Population 24,171. Chemical works and the building of small ships.

HEBDEN BRIDGE (England).—A small manufacturing town in Yorkshire with a population of 6,495. Cotton and iron industries.

HECKMONDWIKE (England).—A town with a population of 9,008, situated in Yorkshire. It is an important centre for the manufacture of rugs, carpets, blankets, etc. Iron works and coal mines in the district.

HEDNESFORD (England).—A place in Staffordshire. Population 5,149.

HEIDELBERG (Union of South Africa).—An important and pretty town in the Transvaal, distant about 30 miles from Johannesburg. It is situated at the foot of a range of hills and presents a most picturesque aspect. It is the centre of a rich gold and coal mining district. The town itself is one of the most important in the Transvaal Province. Many of the principal streets are lined with trees, and gardens everywhere abound. There are good stores, shops, and hotels. It was at Heidelberg, in 1880, that the South African Republic was formally proclaimed; and in the following year it became the headquarters of the *Triumvirate*—Krüger, Joubert, and Pretorius.

HEILBRON (Union of South Africa).—A small but busy town, with a very healthy climate and surrounded by picturesque country in the heart of the O.F.S. Province.

HELENSBURGH (Scotland).—A popular seaside resort in Dumbartonshire, on the right bank of the Firth of Clyde, 22½ miles from Glasgow. Population (resident) 9,703.

HELLINGLY (England).—A small country town in Sussex. Population 3,182.

HELSEBY (England).—A small place in Cheshire. Population 1,891.

HELSTON (England).—A small town in Cornwall. Population 2,616.

HEMEL HEMPSTEAD (England).—A market town in Hertfordshire, 22 miles north-west of London. Paper mills and breweries. Population 13,832.

HEMSWORTH (England).—A town in Yorkshire with a population of 11,235.

HENDON (England).—A small town in Middlesex, suburban to London (8 miles). Famous for its aerodrome. Population 56,014.

HENFIELD (England).—A small country town in Sussex. Population 1,882.

HENGOED (Wales).—A town in Glamorganshire. Population 1,049.

HENGOED (Wales).—A small town in Glamorganshire. Population 4,947.

HENLEY (England).—A small town on the Thames in Oxfordshire. Population 6,841. Famous for its regatta, held every year since 1839.

HENLEY-IN-ARDEN (England).—A small place in Warwickshire. Population 1,062.

HENSTRIDGE (England).—A small town in Somerset, near Blandford. Population 1,139.

HEREFORD (England).—The county town of Herefordshire, and a place of considerable antiquity. Population 23,324. The beautiful cathedral was commenced in 1079 and finished in 1535. There are several buildings, both ancient and modern, of archaeological interest. Hereford has long been famous for its rose-gardens. Many are the historic sieges which this city has withstood.

HERNE BAY (England).—A popular little seaside resort in Kent, 12 miles from Margate. Has a good promenade, pier, and sands. Population (resident) 11,872.

HERNE HILL (England).—A suburb of London (3½ miles). Population 32,585.

HERTFORD (England).—The county town of Hertfordshire. Is an important agricultural centre. Has several fine public buildings and an old castle. Population 10,712.



HELENSBURGH, SCOTLAND
Sands and Promenade

Photo, N B. Rly



HEREFORD, ENGLAND
High Town

Photo, G.W. Rly

HERVEY ISLANDS.—(See COOK ISLANDS, NEW ZEALAND.)

HESTON (England).—An outlying suburb of London (16½ miles). Population, with Isleworth 42,128.

HESWALL (England).—A small town in Cheshire. Population 3,616.

HETTON (England).—A large town near Durham. Population 17,279.

HEXHAM (England).—An old town in Northumberland, situated on the right bank of the Tyne. Has a fine thirteenth century Abbey church. Manufactures gloves. Population 8,849.

HEYSHAM (England).—A small town in Lancashire. Population 5,024.

HEYWOOD (England).—An important manufacturing town in Lancashire, on a branch of the Rochdale Canal. Population 26,691. Manufactures cottons, chemicals, woollens, railway material, machinery, and boilers. Extensive coal-fields in the district.

HIGHAM (England).—A small place in Kent. Population 1,586.

HIGHAM FERRERS (England).—A town in Northamptonshire, near Rushden. Population 2,851.

HIGHBRIDGE (England).—A small place in Somerset. Population 2,478.

HIGHBURY (England).—A suburb of London (4 miles). Population 33,805.

HIGHGATE (England).—A suburb of London (5 miles). Population 12,385.

HIGHLEY (England).—A small place in Shropshire near Bridgenorth. Population 1,489.

HIGH RIVER (Alberta, Canada).—A small agricultural town with a population of over 1,182.

HIGHWORTH (England).—A small place in Wilts with a population of 2,153.

HILDENBORO' (England).—A small place in Kent. Population 1,607.

HILGAY (England).—A small town in Norfolk, near Downham. Population 1,590.

HILLSBORO' (New Brunswick, Canada).—On Petitcodiac River, 24 miles from Salisbury. Plaster mills, wood-working factory, carriages, flour mills, railway machine shops; gypsum mines—annual output 120,000 tons—were worked in neighbourhood. Population 1,250.

HINCKLEY (England).—An old manufacturing town in Leicestershire, 13 miles from Leicester. Population 13,644. Manufactures hosiery, boots and shoes.

HINDERWELL (England).—A small place in Yorkshire, near Whitby. Population 2,613.

HINDLEY (England).—A town in Lancashire, with a population of 23,574. Coal-mining and cotton manufacturing.

HIPPERHOLME (England).—A town in Yorkshire, near Halifax. Population 4,799.

HISSAR (India).—A town with a population of about 20,000, in the Punjab, 100 miles west of Delhi.

HISTON (England).—A small place in Cambridgeshire. Population 1,385.

HITCHIN (England).—A busy market town in Hertfordshire with a population of 13,535. Is an important railway junction. Principal trade is in grain and malt. There are several breweries, and lavender is grown for the manufacture of lavender-water. It is a very ancient town.

HITHER GREEN (England).—A suburb of London (7¾ miles.)

HOBART (Tasmania).—Capital of Tasmania (*q.v.*)

HODNET (England).—A small place in Shropshire, near Market Drayton. Population 1,524.

HOKITIKA (Westland, New Zealand).—The political capital of Westland, and a growing seaport with a population of about 2,500. Gold mining and farming are the chief industries in the surrounding country. It is a favourite tourist centre for the beautiful scenery of Westland.

HOLBEACH (England).—A market town in Lincolnshire. Population 5,381.

HOLBECK (England).—A suburb of Leeds.

HOLBORN (England).—(London.) Population 42,796.

HOLLOWAY (England).—A suburb of London (4 miles). Population 37,116.

HOLMFIRTH (England).—A town in Yorkshire, with woollen manufactures. Population 10,444.

HOLMWOOD (England).—A large village in Surrey. Population 1,281.

HOLSWORTHY (England).—A town in Devonshire with a population of 1,417.

HOLT (England).—A small place in Wilts. Population 2,249.

HOLYHEAD (Wales).—A seaport in Anglesea, situated on the small island of Holyhead (8 miles long by 3½ miles broad). Population 11,757. Has a well-sheltered harbour, with a growing coasting trade. There is a regular mail steamboat service between this port and Dublin (Ireland).

HOLYTOWN (Scotland).—A mining town in Lanarkshire. Population 11,094.

HOLYWELL (Wales).—A small town in Flint. Population 2,549.

HOLYWOOD (Ireland).—A seaside resort and port, near Belfast.

HOMERTON (England).—A suburb of London (4 miles). Population 35,478.

HONITON (England).—A small market town in Devonshire. Famous for its pillow-lace, introduced by Fleniish refugees in the sixteenth century. Population 3,090.

HONLEY (England).—A town in Yorkshire, near Lockwood. Population 4,700.

HONOR OAK (England).—A suburb of London 7 miles.)

HUGLI (India).—A city standing on the western bank of the River Hugli, in Bengal. It is about 26 miles from Calcutta. The population (with Chinsurah) numbers about 40,000.

HOPE TOWN (Union of South Africa).—A small town on the Karroo, in the Cape Province. Famous as the place where diamonds were first discovered in South Africa (*q.v.*).

HORBURY (England).—A small manufacturing centre in Yorkshire. Woollens and flannels. Population 7,830.

HORLEY (England).—A small town (or large village), in Sussex. Population of district 6,100.

HORNCASTLE (England).—An old market town in Lincolnshire. Much of historic interest in the neighbourhood. Population 3,900.

HORNCHURCH (England).—A small town in Essex, 13¾ miles from London. Population 10,891.

HORNINGLOW (England).—A town in Staffordshire with a population of 6,538. Manufacturing industries.



HERNE BAY, KENT, ENGLAND *Photo, Southern Rly*



HOBART, CAPITAL OF TASMANIA
Elizabeth Street

Photos Australian Government

HORNSEA (England).—A small town in Yorkshire, near Hull. Population 4,278.

HORNSEY (England).—A suburb of London (4½ miles). Population 87,691.

HORSHAM (England).—An old market town in Sussex. Population 11,413. In the neighbourhood is St. Leonard's Forest, and Field Place—Shelly's birthplace.

HORSLEY (England).—A small place in Surrey. Population 1,100.

HORSMONDEN (England).—A small place in Kent with a population of 1,400.

HORWICH (England).—A town in Lancashire. Manufactures cotton goods, paper, and pottery. Population 15,616.

HOSHIAPUR (India).—A town in the Punjab, with a population of 29,760.

HOUNSLOW (England).—A small town in Middlesex, 10 miles west of London. Was a great posting station in days gone by; and is now a military centre, with cavalry and infantry barracks. Knelner's Hall is used as the Royal Military School of Music. Population about 32,000.

HOUSTON (Scotland).—A small place in Renfrewshire. Population 2,087.

HOVE (England).—A fine seaside residential town adjoining Brighton. Has a magnificent promenade, and good shops and hotels. One of its chief attractions is the purity of its air. Population 46,519.

HOWDEN (England).—A small town in Yorkshire. Population 2,007.

HOWRAH (India).—A town in Bengal, situated on the right bank of the Hugli River, opposite Calcutta. Population 200,000–300,000. (See CALCUTTA, INDIA.)

HOWTH (Ireland).—A peninsula culminating in the "Hill of Howth," which forms the north coast of Dublin Bay. The little seaside resort and fishing village of the same name lies at the foot of the hill.

HOYLAKE (England).—A small watering-place in Cheshire. Has a fine golf-course. Population, with West Kirkby, 17,055.

HUBLI (India).—A town on the Malabar coast of the Bombay Presidency. Population about 89,742.

HUCKNALL (England).—A small town in Nottinghamshire. Population of district 16,835.

HUDDERSFIELD (England).—An important manufacturing town in Yorkshire. Population 110,120. It is a fine, well-built town, situated in the centre of a rich coal-mining region. Has wonderful facilities for rail and river transport. It is the centre of the cloth and clothing industry. Manufactures fancy goods, cotton, iron and machinery. Stands near the site of a Roman station.

HULL (Canada).—A busy industrial city in the Province of Quebec, on the left bank of the Ottawa River, opposite Ottawa, and near the mouth of the Gatineau River. On the C.P.R., 119 miles from Montreal. Electric trolley line to Ottawa and Aylmer. Two bridges over Ottawa River. Population 24,117. Chief industries: Manufacture of matches, wooden ware, tents and awnings, paper-pulp, biscuits, furniture, axes, sulphur, bricks, cement; pork-packing; saw mills and extensive lumber trade; foundry. City has four churches, good schools, four banks, twenty-seven hotels.

HULL (England, N.E.).—This port is one of the principal in the United Kingdom, and is situated in Yorkshire on the River Humber. It has very exten-

sive, and busy docks, and is the headquarters of the Wilson line of steamers. There is a large coal-carrying trade connected with this port. The population is 287,013, a large portion of whom are connected with seafaring or fishing industries. Hull is the chief *entrepot* for German and Scandinavian overseas trade.

HUNGERFORD (England).—A country town in Berkshire (partly in Wiltshire). Population 2,784.

HUNSLLET (England).—A manufacturing centre in Yorkshire, near Woodlesford. Population 71,626.

HUNSTANTON (England).—A small seaside town on the Norfolk coast. Has a sandy beach; good bathing, and a golf-course. The Royal residence of Sandringham is in this neighbourhood. Population 4,282.

HUNTINGDON (England).—The county town of Huntingdonshire. Stands on the left bank of the River Ouse. Possesses the Buckden Library; and is the birthplace of Oliver Cromwell. Population 4,194.

HYDE (England).—A growing manufacturing town in Cheshire. Conveniently situated in the centre of a coal-field and at the junction of railways, roads, and canals. Principal manufactures: Cotton goods, boilers, machinery, and felt hats. Population 33,437.

HYDERABAD (India).—A large feudatory State. (See FEUDATORY STATES, INDIA.)

HYDERABAD (India).—The ancient and historic capital of Sind. Famous for its silks and fine native manufactures. Population about 501,600.

HYTHE (England).—A small town in Kent, with a population of 6,387. Has a fine old church, with a crypt containing a gruesome collection of skulls and other human bones. This town is near to Shorncliffe Camp and the Military School of Musketry. Is joined to Sandgate and Folkestone by a seaside promenade. Population 7,764.

I

IDLE (England).—A town in Yorkshire with a population of 7,520. Distant 3 miles from Bradford. Woollen manufactures.

ILFORD (England).—A town in Essex suburban to London (8 miles). Population 85,191.

ILFRACOMBE (England).—A very popular seaside resort on the North Devon coast. Has a fairly good harbour and fine rocky coast scenery. The surrounding country is also very picturesque, and there are many points of interest in the neighbourhood. It is noted for its bracing air. Population (resident) 11,779.

ILKESTON (England).—A market town in Derbyshire, with a considerable manufacturing industry. Has an alkaline spring and baths. Principal manufactures: Hosiery, silk, earthenware and iron. There are both coal and iron mines in the neighbourhood. Population 32,269.

ILKLEY (England).—A health resort in Yorkshire, 13 miles from Bradford. Population 9,015.

ILMINSTER (England).—A small market town in Somerset; 11 miles south-east of Taunton. Population 2,367.

ILORIN (S. Nigeria).—Capital of the old Yoruba State. Distant 161 miles north-east of Lagos. Has a large native population. (See NIGERIA, WEST AFRICA.)

IMMINGHAM (England).—(See GRIMSBY.)

INDORE (India).—A Mahratta State, adjoining the northern portion of the Bombay Presidency. Area 8,402 square miles. The capital city of the same name has a population of about 110,800. (See FEUDATORY STATES, INDIA.)

INGATESTONE (England).—A small place in Essex. Population 1,915. Situated 5 miles north-east of Brentwood.

INGERSOLL (Ontario, Canada).—An important and growing industrial town, with a population of over 4,760.

INGLETON (England).—A small place in Yorkshire. Population 2,464.

INGLEWOOD (Taranaki, New Zealand).—An important borough town with a population of about 1,400. Is the centre of local dairy-farming.

INNERLEITHEN (Scotland).—A town in Peebles. Woollen industry was first established here (1790–1840). Has saline spring (Scott's "St. Ronan's Well"). Population 4,148.

INSCH (Scotland).—A small place in Aberdeenshire. Population 1,340.

INVERCARGILL (New Zealand).—(q.v.)

INVERELL (New South Wales, Australia).—509 miles north-west of Sydney. Centre of a very important pastoral, dairying, fruit-growing and mining district. Diamonds, silver, and deposits of tin have been obtained in this district. Population 6,000, district 25,000.

INVERKEITHING (Scotland).—A Royal burgh of Fife. Population 3,464.

INVERKIP (Scotland).—A town in Renfrewshire, near Wemyss Bay. Population 12,901.

INVERNESS (Nova Scotia, Canada).—An important commercial and industrial town. The population is, however, relatively small.

INVERNESS (Scotland).—The county town of Inverness-shire. Situated on the Ness, close to the Moray Firth, at the north end of the Caledonian Canal. Population 24,614. It is beautifully situated in the midst of wooded hills, and has a long line of historic associations. There is a good harbour, with a growing coasting trade. The principal industries are woollen manufacture, shipbuilding, and whisky distilling. There are some fine public buildings, and the town is well supplied with shops and hotels. The surrounding country is full of historic interest and a beautiful scenery.

INVERURIE (Scotland).—A town, or Royal burgh, of Aberdeenshire. Population 4,455.

IPOH (Federated Malay States).—This town, which has a population of 23,978, is the principal mining and commercial town of the State of Perak. It is also the centre of the mining district of Kinta. Has a large Chinese population, and is a centre from which stores are taken to supply the villages of Gopeng and Lahat. The European quarter is situated on high ground and is quite healthy. There is a first-class club and a good golf course. There is a race-course at which two meetings each year are held. A new railway station has been built, which has hotel accommodation on similar lines to that at Kuala Lumpur. Besides the Government Rest-house, there is a good hotel. (See also under FEDERATED MALAY STATES.)

IPSWICH (England).—The county town of Suffolk. Stands on the left bank of the River Orwell, 12 miles from the sea (at Harwich). In the old town there

are many buildings of quaint design, and the streets are irregular; but in the modern portion of the town the roads are well paved and lighted, and there are several fine public buildings—notable among which is the Town Hall (Italian Renaissance), and the Public Library, which contains a splendid collection of fossils and birds. The dock is capable of accommodating vessels of considerable size, but the River Orwell is tidal. Population 79,383.

IPSWICH (Queensland, Australia).—Population 20,526, district 55,000. 23 miles west from Brisbane. Largest coal-field in Queensland. Very prosperous manufacturing city, also the centre of large dairying and agricultural district. The Queensland Government railway workshops have been established at Ipswich and employ a large number of men. There are also butter factories, woollen mills, and foundries.

IRCHESTER (England).—A small place in Northamptonshire. Population 2,224.

IRELAND ISLAND.—(See BERMUDAS, WEST INDIES.)

IRONBRIDGE (England).—A small town in Shropshire, near Coalbrookdale. Population 2,695.

IRTHLINGBOROUGH (England).—A town near Wellingboro', in Northamptonshire. Population 4,809.

IRVINE (Scotland).—A small seaport in Ayrshire, 29 miles south-west of Glasgow. Has a fairly good harbour. There are granaries, chemical works, and foundries. Population 7,534.

ISLEHAM (England).—A large village in Cambridgeshire. Population 1,643.

ISLEWORTH and HISTON (England).—A town in the county of Middlesex, 12 miles from London. Population 46,729. At Sion House the Crown of England was offered to Lady Jane Grey.

IVYBRIDGE (England).—A large village in South Devon, 11 miles from Plymouth. Population 1,574.

J

JABALPUR (India).—A great commercial and railway depôt in the Central Provinces. The manufacture of cotton goods and carpets is largely carried on. Population about 110,000.

JACOBABAD (India).—A small town on the Beluchi frontier. Founded in 1847 by General John Jacob of the Sind Horse.

JAFFNAPATAM (Ceylon).—A coast town and port on an island to the north of Ceylon. Population about 51,380.

JAIPUR (India).—(See INDIA.)

JALALPUR (India).—A town in the Punjab, with under 20,000 inhabitants.

JALLUNDER (India).—An historic city of the Punjab, standing between Umballa and Amritsar. Population 88,746. (Frequently spelled *Jellunder*.)

JALNA (India).—A British cantonment and small native town in the dominion of the Nizam of Hyderabad; 211 miles from Bombay.

JAMAICA.—(See WEST INDIES.)

JAMBUSAR (India).—A town in the Bombay Presidency with a population of about 20,000.

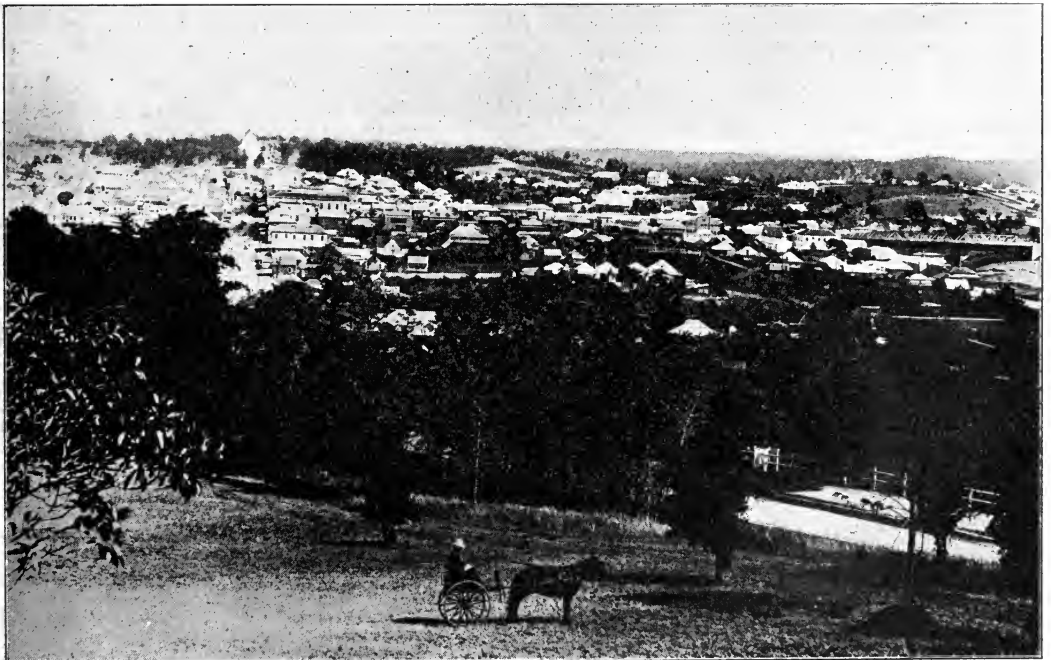
JAMESTOWN (Scotland).—A small town in Dumbartonshire. Population 2,395.

JARROW (England).—A town and port on the Tyne, in Durham. Population 35,590. Its chief



ILFRACOMBE, DEVONSHIRE, ENGLAND
Capstone Hill

Photo, Southern Rly

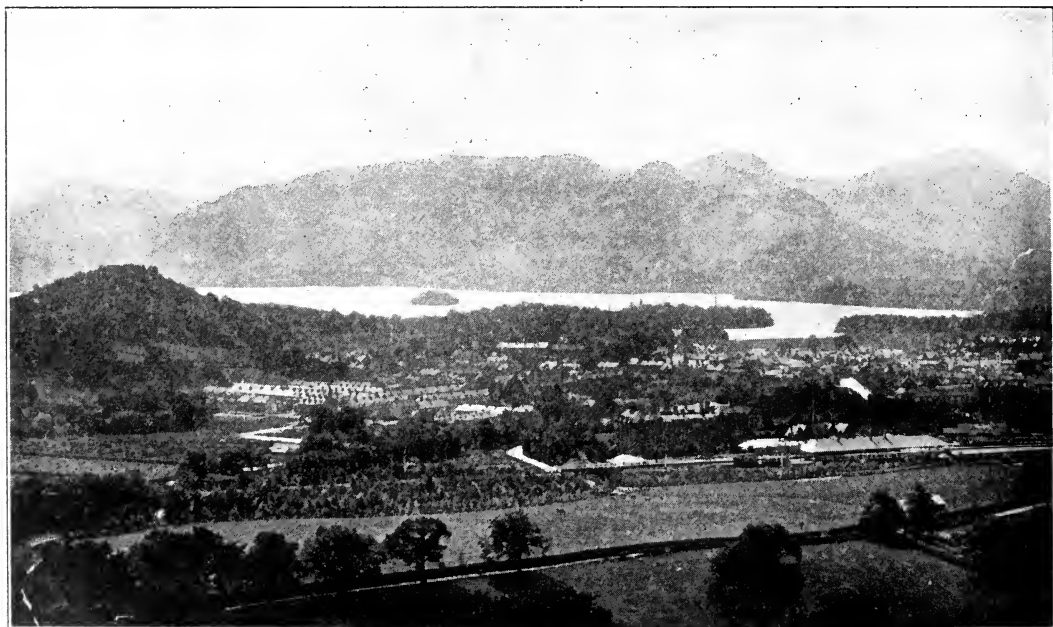


IPSWICH, QUEENSLAND, AUSTRALIA

Photo, Australian Government



KENDAL, ENGLAND
Hawes Bridge



KESWICK, ENGLAND
View from Latrigg

Photos, L.M.S. Rly

industry is the building of ships (merchantmen and warships); but chemicals and paper are also manufactured; and coal from the neighbouring fields is shipped to all parts of the world.

JASHPUR (India).—A native State in Chota Nagpur. Area 1,963 square miles. Population 121,000.

JAUNPUR (India).—The old capital of the Mohammedan kingdom and a town of great historical and architectural interest. It possesses some beautiful ruins of baths and mosques (fourteenth century). Population 55,928.

JEDBURGH (Scotland).—An historic old town (the county town) of Roxburghshire. Population 2,426.

JERSEY ISLAND.—(See CHANNEL ISLANDS.)

JESMOND (England).—A suburb of Newcastle (*q.v.*).

JESSELTON (British North Borneo).—The capital of the West Coast is a small town of some 3,000 inhabitants situated in Gaya Bay. The population includes 33 Europeans and about 1,600 Chinese. Jesselton is the sea terminus of the State railway. The town is built on flat land near the sea, and the European bungalows on hills near the town. The headquarters of the British North Borneo armed constabulary are here. There is an English church and a Roman Catholic church, and three schools subsidised by Government. Jesselton possesses a club, racecourse golf links, tennis courts, etc.

JUNIPER GREEN (Scotland).—A large village in Midlothian, $5\frac{1}{2}$ miles from Edinburgh. Population 1,624.

JEYPORE (India).—A native State in Rajputana. Area 14,465 square miles, population about $3\frac{1}{2}$ millions. The capital, of the same name, is a walled city and an important commercial centre. Population over 200,000. (See FEUDATORY STATES, INDIA.)

JEYSULMERE (India).—A native State in Rajputana. Area 16,039 square miles, population 150,000. (See FEUDATORY STATES, INDIA.)

JHANSI (India).—A picturesque and historic town in the native State of Gwalior. Population about 70,000. (See FEUDATORY STATES, INDIA.)

JINJA (Uganda Protectorate).—Jinja, which lies at the head of Napoleon Gulf, is one of the chief lake ports. A short walk from the pier brings the traveller to the Ripon Falls, over which a huge volume of water rushes from the lake to form the River Nile. The fall itself is not of any great height, but the volume of water is immense, being at the rate of about 11,000,000 gallons a minute, the breadth of the fall is 850 ft. The spot is of great interest, as being the principal source of that great river upon which the prosperity of Egypt has depended for countless ages, and upon which it depends now even more than of yore. Back in the days of Pharaoh, and probably in the still more distant past before the dawn of history, the mighty lake poured its life-giving floods over these self-same falls—unchanged and unchangeable—but it was left to explorers of the last century only to discover this cradle of the Nile. Jinja is the point of departure for travellers to lakes Kioga and Albert, or down the Nile to Khartoum, and for many other expeditions. The journey to Khartoum is becoming quite fashionable. A short journey by the Busoga railway takes one to Namasagali, the port of embarkation on Lake Kioga for Masindi, by the Lake

Kioga Marine. The rest of the journey is done on foot and steamboat; cycles can be used over a great portion of the road. The journey between Jinja and Gondokoro or Rejaf occupies about nineteen days. From thence, the traveller can proceed to Khartoum by one of the Nile steamers.

JODHPUR (or MARWAR) (India).—The largest of the native States of Rajputana. Area 37,445 square miles, population about 3,000,000. The capital of the same name has a population of about 90,000. (See FEUDATORY STATES, INDIA.)

JOHANNESBURG.—(See TRANSVAAL PROVINCE, UNION OF SOUTH AFRICA.)

JOHNSTON (Scotland).—A manufacturing town in Renfrewshire, about 4 miles from Paisley. Population 12,045. Has cotton, flax, and paper mills, iron foundries and engineering works.

JOHORE.—(See MALAYA.)

JOLIETTE (Canada).—An industrial town, and the capital of Joliette County, Quebec Province, on the Assomption River. On the C.N.R., 36 miles north of Montreal, and on the C.P.R. Population 6,346. Industries: Lumber trade; quarrying; manufacture of paper, woollens, threshing machines, lime, bricks, biscuits; brewery and foundry. Town has power from Joliette and Shawinigan Falls; four banks, Roman Catholic Cathedral, four churches, college, academies, schools, orphanage, hospital.

JUGGERNAUT (India).—A sacred town on the coast of Orissa. Is famous for its temple of Vishnu and other Hindu temples and shrines. Thousands of pilgrims visit it annually. It was for many centuries a sacred city of the Buddhists—the place of the Golden Tooth of Buddha—and is now visited also by large numbers of Buddhist pilgrims.

JUNAGARH (India).—A native State in the peninsula of Kathiawar, with an area of 3,300 square miles and a population of about 500,000. The capital of the same name is a pretty town of 40,000 inhabitants.

JUNE (New South Wales, Australia).—Population 5,000, district 10,000; 292 miles south-west from Sydney. Rich pastoral, mining, and agricultural district. At the junction of the Southern and South-Western railways.

K

KADINA (South Australia).—A town with a population of 3,000.

KAIAPOI (Canterbury, New Zealand).—A manufacturing town with a population of about 2,000, situated 14 miles by rail from Christchurch. Woolen manufacturing, bacon-curing and saw-milling.

KAIRA (India).—A town in the north of the Bombay Presidency with a population of about 16,731.

KAISER WILHELM'S LAND.—(See MANDATORY TERRITORIES.)

KAITANGATA (Otago, New Zealand).—A coal-mining town with a population of about 1,700, situated 55 miles by rail from Dunedin. A nice town with some pretty lake scenery, and many interesting sights within easy reach.

KALGOORLIE (Western Australia).—Population, with Boulder City, 16,000; district 60,000; 376 miles from Perth. Kalgoorlie shares with Boulder City the importance of being attached to the great gold-mining centre known as the East Coolgardie

Goldfields. Kalgoorlie is a well laid out city supplied with electric light, electric trams, and has substantial Government buildings.

KALNA (India).—A town in Bengal, on the Hughli, about 45 miles north of Calcutta. Population 15,899.

KAMARAN (Aden).—A tiny island in the Red Sea, with an area of about 104 square miles. Annexed by Great Britain in 1885.

KAMLOOPS (British Columbia, Canada).—This is an important business place, 250 miles east of Vancouver, on the main line of the C.P.R. It is beautifully situated at the confluence of the North and South Thompson Rivers, both of which are navigable from this point for considerable distances. Kamloops (literally "the meeting place of the waters") is one of the oldest settlements in the Province, the Hudson Bay Co. having established a post there over eighty years ago, which was for a long time the centre of trade for the whole interior. The town is the distributing point for a very large agricultural, ranching, and mining country, and is the chief cattle market of British Columbia. It is also the centre of a big lumbering district and a divisional point of the C.P.R. The C.N.P.R. also have divisional accommodation at Kamloops. The adjacent country produces some of the finest fruit grown in the Province, apples attaining an immense size and superior quality. The climate is dry and bracing, with sunshine at all seasons, the rainfall being very light. The city is lighted by electricity; there is a water-works system, several well-stocked stores, good hotels, churches, good schools, and every other item which goes to make life enjoyable. The rivers afford good fishing, and the woods are full of all kinds of game, including prairie chicken, grouse and deer. The population is about 8,500. Kamloops has a steamboat service on the Thompson River and Kamloops Lake.

KAMTI (India).—A British cantonment and native town in the Central Provinces, 9 miles north of Nagpur. Population about 50,000.

KANARA, NORTH (India).—A coast district of the Bombay Presidency, with an area of just under 4,000 square miles.

KANARA, SOUTH (India).—A district in the Madras Presidency, with an area of 3,900 square miles.

KANAUJ (India).—A modern native town of about 20,000 inhabitants, situated among the ruins of the old (sixth to eleventh century) town. A legendary centre of Aryan civilisation

KANDAVU.—(See FIJI ISLANDS.)

KANDY.—(See CEYLON.)

KANO.—(See NORTHERN NIGERIA.)

KANTURK (Ireland).—A small agricultural town in County Cork.

KAPUNDA (South Australia).—A town with a population of 2,500.

KARACHI (India).—Chief port for the Punjab and capital of Sind. Population 151,903.

KARAULI (India).—A native State in Rajputana, adjoining Gwalior (*q.v.*). Area 1,229 square miles, population about 200,000. The capital city of the same name has a population of about 30,000.

KARNAL (India).—A town in the Punjab with a population of under 30,000.

KARORI (Wellington, New Zealand).—A suburban borough of Wellington with a population of about 2,000.

KASLO (British Columbia, Canada).—This small town is an important trade centre on the west shore of Kootenay Lake. It is supplied with good stores, hotels, churches and schools, waterworks, electric light and telephone. The population is about 2,000.

KATOOMBA (New South Wales, Australia).—Population 9,180, district 12,000; 65 miles west from Sydney on the Blue Mountains. Very popular tourist and pleasure resort.

KAWAU (Auckland, New Zealand).—An island off the coast of Auckland, 4 miles long by $3\frac{1}{2}$ miles broad, with a population of about 60. Once famous as the home of Sir George Grey, Governor of New Zealand. (See under NEW ZEALAND, *History*.)

KEADY (Ireland).—A small agricultural town in County Armagh.

KEARSLEY (England).—A town in Lancashire, with a population of 9,669. Paper mills. Coal mines in neighbourhood.

KEDAH, STATE OF.—(See MALAYA.)

KEELING (or COCOS ISLANDS).—(See STRAITS SETTLEMENTS, MALAYA.)

KEEWATIN (N. Ontario, Canada).—A summer resort with a population of 1,000. There are two flour mills with a joint capacity of 9,000 barrels per day, and a flour barrel factory with an output of 1,000 barrels per day.

KEGWORTH (England).—A small town in Leicestershire, near Loughborough. Population 3,139.

KEIGHLEY (England).—A manufacturing town in the midst of the Yorkshire moors. Population 41,942. Manufactures worsted and woollen goods, spinning and domestic machinery generally.

KEITH (Scotland).—A small manufacturing town in Banffshire. Population 6,359. Manufactures blankets, tweeds, and agricultural machinery.

KELAT (India).—Capital of Beluchistan, which is a native State within the British sphere of influence. (See FEUDATORY STATES, INDIA.)

KELLS (Ireland).—An old town in County Meath. Several buildings and objects of historic interest.

KELOWNA (British Columbia, Canada).—A prosperous town, 33 miles south of Vernon, enjoying a good trade as the supply point for the Mission Valley and Sunnyside districts. The neighbourhood is being transformed into an immense orchard and vegetable garden, and shipments of fruit and vegetables are increasing very rapidly. The town has a tobacco factory, supplied by locally grown leaf; a saw-mill, fruit packing house, fruit cannery, and other industrial establishments; and good stores, hotels, churches, and schools. Population 1,500.

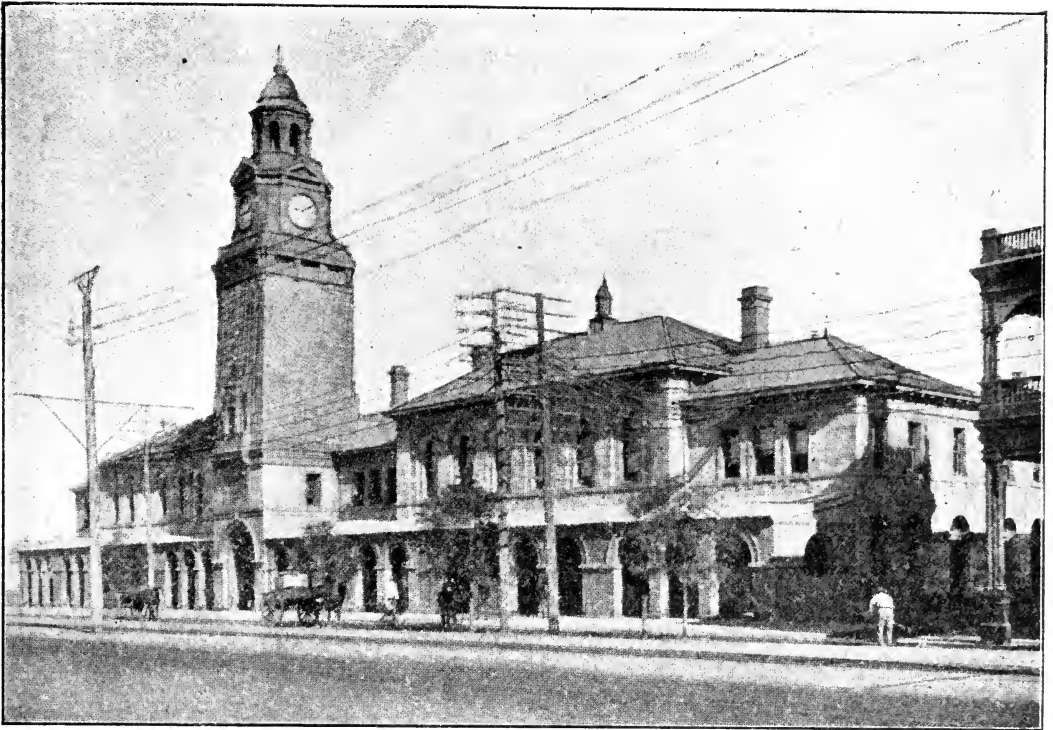
KELSO (Scotland).—An historic market town in Roxburghshire, on the banks of the Tweed. Has several old buildings of architectural interest and a small manufacturing industry. Population 4,471.

KELTY (Scotland).—A town in Fife, near Dunfermline. Population 7,398.

KELVEDON (England).—A small place in Essex. Population 1,597.

KEMNAY (Scotland).—A place in Aberdeenshire, 18 miles from the city of Aberdeen. Has large granite quarries. Population 1,886.

KENDAL (England).—A manufacturing town in Westmorland, on the River Kent. Population 14,149. Its principal products are heavy textile fabrics, leather and paper.



KALGOORLIE, WESTERN AUSTRALIA

Photo, W. Australian Government



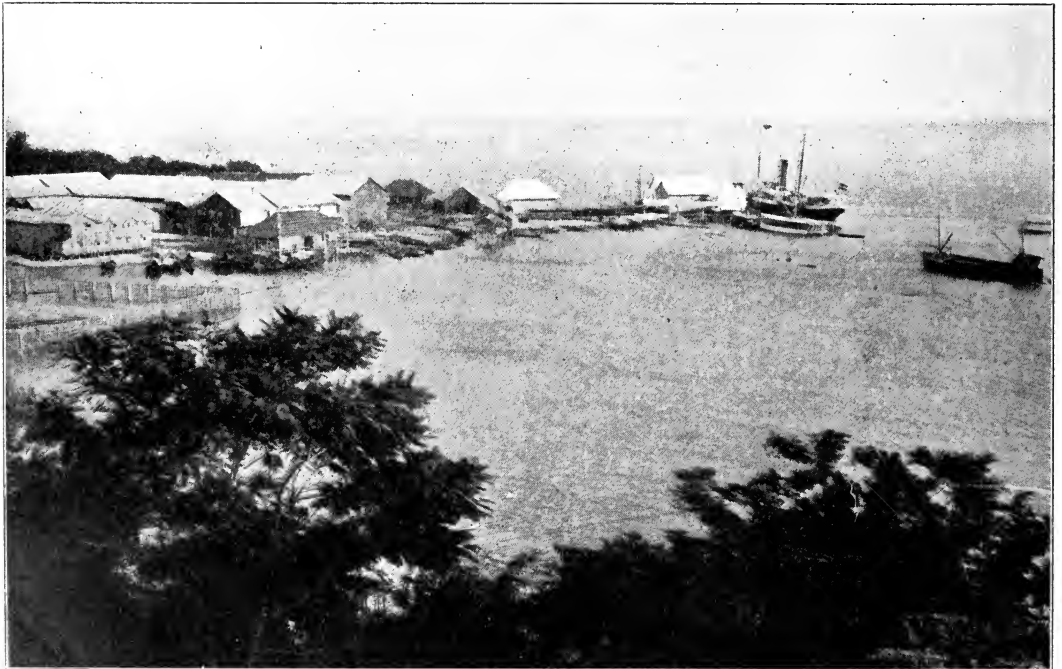
KIMBERLEY, UNION OF SOUTH AFRICA
Town Hall

Photo, South African Rlys



KRUGERSDORP, UNION OF SOUTH AFRICA
Monument Street and Town Hall

Photo, South African Government



KUDAT, BRITISH NORTH BORNEO

Photo, British North Borneo Co

KENILWORTH (England).—An historic market town in Warwickshire. Population 6,752. The ruins of the noble castle, built in 1120, so graphically described in Scott's *Kenilworth*, and the remains of an Augustinian priory (1122), are its chief points of interest.

KENLEY (England).—A large village in Surrey, 17 miles from London. Population 2,034.

KENMARE (Ireland).—A small town in County Kerry.

KENORA (N. Ontario, Canada).—A divisional point of the C.P.R., and a prosperous town of about 7,000 people, at the junction of the Lake of the Woods and the Winnipeg River, and at the foot of 300 miles of navigation. The Rainy River Navigation Co. has a line of steamers to Fort Frances, while other vessels have regular routes to other points. Its principal industries are flour-milling, lumbering, mining, and fishing. The town commands a beautiful view of the Lake of the Woods, which is picturesquely dotted with 10,000 islands. With fishing and hunting in the vicinity, it is an attractive summer resort and a first-class market for farm produce.

KENSAL RISE (England).—A small town in Middlesex, suburban to London (10 miles). Population 13,607.

KENSINGTON (England).—A Royal Borough in the west of London (*q.v.*). Population 175,686.

KENTISH TOWN (England).—A suburb of London (5½ miles).

KENTVILLE (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

KERMADEC ISLANDS.—(See NEW ZEALAND.)

KERRY (Wales).—A small place in Montgomeryshire. Population 1,683.

KESWICK (England).—A pretty little tourist centre in Cumberland. Stands in the midst of beautiful lake and mountain scenery. Derwent-water is in the neighbourhood, as well as several mountains, including Skiddaw (3,058 ft.). Population 5,559. There are plenty of good hotels and shops.

KETLEY (England).—A small place in Shropshire. Population 2,204.

KETTERING (England).—A market and manufacturing town in Northamptonshire. Population 29,692. Manufactures boots, shoes, and brushes.

KEW (England).—A small town, famous for its beautiful botanical gardens, 8 miles from London, in the county of Surrey. Population 2,806.

KEYHAM (England).—A town in Devonshire. Population 17,067.

KEYNSHAM (England).—A small town in Somerset, on the River Avon, 5 miles from Bristol. Population 3,837.

KHAIRPUR (India).—A native State in Sind. Area 6,109 square miles, population 187,943. Capital town of same name has a population of over 10,000.

KHARTOUM.—(See SUDAN.)

KHASI (India).—A district in Assam. The administrative headquarters are at Shillong (*q.v.*). (See ASSAM, INDIA.)

KHATMANDU (India).—Capital of the native Himalayan State of Nepal. Population about 60,000. (See FEUDATORY STATES, INDIA; and BENGAL, INDIA.)

KHURJA (India).—A town with a population of about 38,000, situated 50 miles south-east of Delhi. A great cotton centre.

KIBWORTH (England).—A small place in Leicestershire. Population 1,807.

KIDDERMINSTER (England).—A busy manufacturing town in Worcestershire. Population 27,172. Famous for its carpet manufactures, commenced in 1735. Worsted goods are also made. The town itself has all modern conveniences, and the surrounding country is decidedly picturesque.

KIDLINGTON (England).—A large village in Oxfordshire. Population 1,087.

KIDSGROVE (England).—A place near Stoke-on-Trent, in Staffordshire. Population 9,491.

KIDWELLY (Wales).—A town in Carmarthenshire. Population 3,181.

KILBEGGAN (Ireland).—A small town in County Westmeath.

KILBIRNIE (Scotland).—A small town in Ayrshire. Population 7,618. Manufactures linen thread.

KILBURN (England).—A suburb of London (5 miles).

KILCONQUHAR (Scotland).—A small town in Fife, near Kirkcaldy. Population 1,491.

KILCULLEN (Ireland).—A small town in County Kildare.

KILDARE (Ireland).—A small but historic old town, and capital of the county of the same name. There are several interesting ruins, among which is the finest round tower in Ireland.

KILDONAN (Scotland).—A small place in Sutherland. Gold was once mined here. Population 1,786.

KILIFI (Kenya).—A small port for coasting and native trade.

KILINDINI (Kenya).—The port for Mombasa. (See under KENYA.)

KILKEE (Ireland).—A small seaside resort on Moore Bay, County Clare.

KILKEEL (Ireland).—A small seaport in County Down.

KILKENNY (Ireland).—An important commercial town and capital of the county of the same name. It is an historic place, and has quite a large number of old and interesting buildings and ruins. There is also a fine modern (1857) Roman Catholic cathedral. Strongbow's Castle stands on a bold rocky headland above the River Nore.

KILLALA (Ireland).—A small seaport in County Mayo.

KILLALOE (Ireland).—A small town in County Clare.

KILLARNEY (Ireland).—An agricultural town in County Kerry. (For LAKES OF KILLARNEY, see IRELAND.)

KILLARNEY (Manitoba, Canada).—A growing agricultural town with a population of just over 1,000. It is a wheat centre.

KILLENAULE (Ireland).—A small town in County Tipperary.

KILLORGLIN (Ireland).—A small town in County Kerry.

KILLYBEGS (Ireland).—A small seaport on the coast of Donegal.

KILMACOLM (Scotland).—A small town in Renfrewshire, 15 miles from Glasgow. Population 5,303.

KILMAINHAM (Ireland).—A suburb of Dublin.

KILMALLOCK (Ireland).—A small agricultural town in County Limerick.

KILMARNOCK (Scotland).—A large manufacturing town in Ayrshire, 23 miles south-west of Glasgow. Population 34,625. Manufactures iron goods, carpets (since 1777), printed calicoes, tweeds, and boots. Is situated in a rich mineral region, and is famous for its iron.

KILMAURS (Scotland).—A small town in Ayrshire, near Kilmarnock. Population 4,349.

KILNHURST (England).—A small place in Yorkshire.

KILREA (Ireland).—A small town in Londonderry.

KILRUSH (Ireland).—A seaside resort and small port, at the mouth of the Shannon, in County Clare.

KILSYTH (Scotland).—A small town in Stirling, with a population of 10,364. Has coal and iron mines, and quarries.

KILWINNING (Scotland).—A town in Ayrshire with a population of 8,411. Eglinton Castle (1798) is the seat of the Earls of Eglinton. Kilwinning saw the beginning of Freemasonry in Scotland. It has large iron works.

KIMBERLEY (Union of South Africa).—(See CAPE PROVINCE, UNION OF SOUTH AFRICA.)

KIMBERLEY (England).—A small town in Nottinghamshire with a population of 5,174.

KINCARDINE (Scotland).—A small seaport in Fife.

KINETON (England).—A small place in Warwickshire. Population 1,018.

KINGHORN (Scotland).—A Royal burgh of Fife. Manufacturing industry. Population 3,212.

KINGSBRIDGE (England).—A small town in Devonshire. Population 2,945.

KINGSCOURT (Ireland).—A small town in County Cavan.

KINGSKETTLE (Scotland).—A small place in Fife. Population 1,715.

KING'S LANGLEY (England).—A small town in Herts. Population 2,166.

KING'S LYNN (England).—A river-mouth (Great Ouse) port, and town in Norfolk. Population 19,968. It is a very ancient town, and still retains many ruins and old-fashioned houses. There are also some fine modern buildings, docks, hotels and shops. It has memories of many famous men and women in the history of England.

KING'S NORTON (England).—A large Manufacturing town in Worcestershire. Population 22,219. Manufactures paper, screws and confectionery.

KINGSTON (England).—A town in Surrey, on the right bank of the Thames, 12 miles from London. A favourite residential suburb (with Surbiton and Richmond) of the Metropolis; and a popular riverside resort (for boating). Pretty surrounding country, with many places of interest, including Hampton Court and Richmond Park. At Kingston, seven Anglo-Saxon kings were crowned; and the coronation stone still stands near the market place. Population 39,479.

KINGSTON (Jamaica).—(See JAMAICA, WEST INDIES.)

KINGSTON (Ontario, Canada).—This town has a population of about 21,753, and is the half-way house for river tourists. Steamers for the Thousand Islands and St. Lawrence, as far east as Montreal, and for the Rideau River as far as Ottawa, make

Kingston their point of call and departure, while it likewise communicates with ports on Lake Ontario and the Bay of Quinte. The Royal Military College and Queen's University are here, and a large penitentiary.

KINGSTOWN (Ireland).—A maritime suburb of Dublin (6 miles). Royal Mail steamboat service with Holyhead (Wales).

KINGSTOWN.—Capital of the British West Indian Island of St. Vincent (*q.v.*).

KINGSWOOD (England).—A small place in Surrey with a population of 913.

KINGTON (England).—A small town in Herefordshire. Population 1,688.

KINGUSSIE (Scotland).—A burgh in Invernesshire. Population 2,464.

KING WILLIAM'S TOWN (Union of South Africa).—An important commercial centre in the Cape Province. It was founded in 1834, and is the business metropolis of Kafarria. This prettily situated town is famous for its botanical gardens, which cover nearly 20 acres, and stand on the east bank of the Buffalo River. About a mile from the town are the Victoria Gardens, covering 40 acres; these line the west bank of the river. The chief points of interest in the surrounding country are: Fort Murray, built during the war of 1846-7, and Yellow-wood Falls. Among the principal buildings in the town must be mentioned the Grey Hospital, founded by Sir George Grey in 1856; the Government buildings; the Victoria Drill Hall; and the well-equipped public library and reading rooms.

KINTBURY (England).—A small place in Berks. Population 1,737.

KINTORE (Scotland).—A town in Aberdeenshire. Population 2,281.

KIPINI (Kenya).—A small port for coasting and native trade.

KIRKBURTON (England).—A small town in Yorkshire. Population 3,385.

KIRKBY - IN - ASHFIELD (England).—A large town in Nottinghamshire. Population 17,236.

KIRKBY-IN-FURNESS (England).—A small town in Lancashire. Population 1,432.

KIRKBY LONSDALE (England).—A small town in Westmorland. Population 1,394.

KIRKBY STEPHEN (England).—A small town in Westmorland. Population 1,546.

KIRKCALDY (Scotland).—An important manufacturing town and small seaport in Fife. Population 45,915. Manufactures floorcloth and linoleum, linen, flax, jute, and pottery. There are also large engineering (marine) workshops, iron foundries, tanneries, and breweries. Has memories of Adam Smith, Carlyle and Edward Irving.

KIRKCUDBRIGHT (Scotland).—The county town of Kirkcudbrightshire, on the left bank of the Dee, 6 miles from the Solway Firth. Has ruins of an ancient castle (1582). Population 3,054.

KIRKHAM (England).—A small manufacturing town in Lancashire, 8 miles from Preston. Population 3,814.

KIRKHEATON (England).—A small town in the West Riding of Yorkshire, near Huddersfield. Population 2,704.

KIRKINTILLOCH (Scotland).—A town in Dumbartonshire, with a population of 16,530. Distant 9 miles from Glasgow, on the Clyde Canal. Chemical and iron factories.



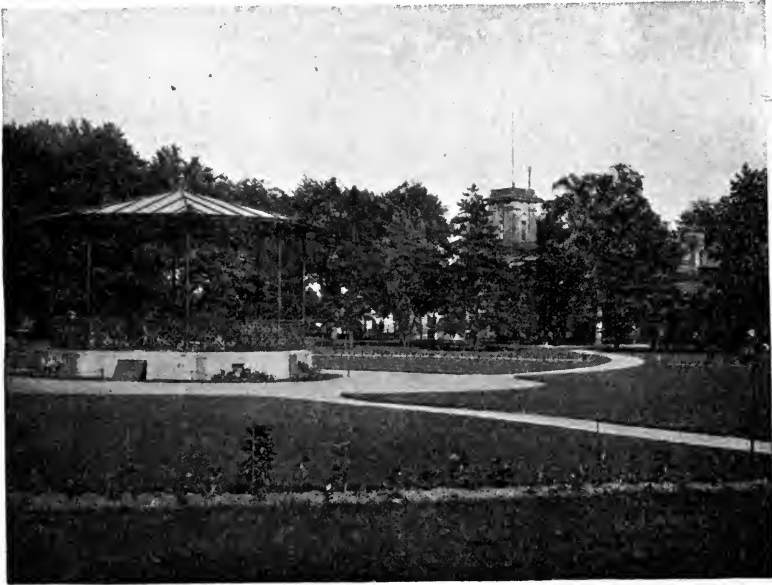
LADYSMITH, NATAL, UNION OF SOUTH AFRICA
Murchison Street

Photo, South African Rlys



LAUNCESTON, TASMANIA

Photo, Australian Government



LEAMINGTON SPA, WARWICKSHIRE, ENGLAND
Pump Room Gardens



LEAMINGTON SPA, WARWICKSHIRE, ENGLAND
The Town Hall

Photos, G.W Rly

KIRKSTALL (England).—A town in Yorkshire, near Leeds. Famous for its Abbey.

KIRKWALL (Scotland).—Capital of the Orkney Islands (*q.v.*). Population 3,810.

KIRRIEMUIR (Scotland).—A small town in Forfarshire. Population of (police burgh) 5,391. Linen manufacture.

KIRTON (England).—A small town in Lincolnshire, 10 miles from Gainsborough. Population 2,444.

KISMAYU (Kenya).—A small port for coasting trade.

KLERKSDORP (Union of South Africa).—A town with a population of about 5,000, situated in the Transvaal Province, 118 miles by rail from Johannesburg. There are many fine buildings; and in *The George* hotel the preliminary negotiations for the *Peace of Vereeniging* were conducted.

KNARESBOROUGH (England).—A market town in Yorkshire. Population 5,518. Manufactures linen and woollen goods. Remains of an old castle.

KNEBWORTH (England).—A small place in Herts. Seat of Lord Lytton. Population 1,252.

KNIGHTON (Wales).—A small market town in Radnorshire. Population 1,701.

KNOCKANDO (Scotland).—A small place in Elgin. Population 1,488.

KNOTTINGLEY (England).—A town in Yorkshire with a population of 6,752.

KNOWLE (England).—A small place in Warwickshire. Population 2,357.

KNUTSFORD (England).—A small manufacturing town in Cheshire. Population 5,411.

KOHAT (India).—A walled town in the Punjab, about 40 miles from Peshawar (*q.v.*). Population, 35,642.

KOLAPUR (India).—A native State in the Bombay Presidency. Area about 3,000 square miles and population about 1,250,000. (*See* FEUDATORY STATES, INDIA.)

KORDOFAN.—(*See* SUDAN.)

KOTAH (India).—A native State in Rajputana. Area 3,800 square miles. (*See* FEUDATORY STATES, INDIA.)

KWOLOON.—(*See* HONG KONG.)

KROONSTAD (Union of South Africa).—A town and railway junction in the O.F.S. Province. Enjoys a very healthy climate, and possesses some very picturesque river and woodland scenery.

KRUGERSDORP (Union of South Africa).—The chief town of the West Rand, and a busy commercial, industrial, and mining centre. It is distant about 20 miles from Johannesburg, and is situated on the Witwatersrand. It has a large resident population, and possesses fine, broad thoroughfares, bordered, in many places, with the familiar eucalyptus tree. There are fine shops and hotels, and a good railway service with Johannesburg. Krugersdorp was founded in 1887. One of the chief objects of interest is the fine monument erected to commemorate the brilliant defeat of a large Zulu army by the Boers. Some few miles from the town is Doornkop, the scene of the surrender of Dr. Jameson, and, later, of the victory of the British Left under General Sir Ian Hamilton.

KUALA LUMPUR (Federated Malay States).—This town, which has a population of about 46,718, has been truly described as a veritable Garden City. The seat of Government of the Federated Malay States, its public buildings eclipse all other archi-

tectural features in the Peninsula. It is divided by the River Klang into Asiatic and European towns. It has a golf course, racecourse, polo ground, rifle range, cricket and football grounds, two European club-houses, and all the social requirements of an English county town, surrounded by scenery of a beauty that never stales by familiarity. A convenient centre from which to visit all parts of the Peninsula. (*See also under* FEDERATED MALAY STATES.)

KUDAT (British North Borneo).—A small and principally native town situated in Marudu Bay. The principal trade of Kudat is in connection with the Tobacco Estates in the neighbourhood. There is a good golf course, and five schools subsidised by Government.

KUMARA (Westland, New Zealand).—Small gold mining town with a population of about 900.

KURIA MURIA ISLANDS (Arabia).—Five small islands, with a total area of 22 square miles, and about 50 inhabitants, lying about 20 miles off the south-east coast of Arabia. Ceded by the Imam of Muscat to Great Britain in 1854. (*See* DEPENDENCIES, INDIA.)

KYLE OF LOCHALSH (Scotland).—A small place in Cromarty. Population 1,761.

L

LABRADOR.—(*See* NEWFOUNDLAND.)

LABUAN.—(*See* NORTH BORNEO.)

LACCADIVE ISLANDS.—(*See* DEPENDENCIES, INDIA.)

LACHINE (Canada).—A manufacturing town in Jacques Cartier County, Quebec Province, on Lake St. Louis (a part of the St. Lawrence), and on the G.T.R., 8 miles from Montreal, and the C.P.R. (Highlands Station, 1 mile). Canal from here to Montreal to avoid the Lachine Rapids. All steamers to the west pass through here. Terminus of passenger steamers (daily) to Ottawa, and to Hamilton and intermediate ports. Population 10,690. Town has four banks, five churches, schools, convent, electric light and public utilities. Chief industries: bridge building, manufacture of window shades, wheels, radiators, drain pipes, doors and sashes, screws, wire ropes, and boats.

LACHUTE (Canada).—An industrial town, and capital of Argenteuil County, Quebec Province, on the North River, and on the C.P.R., 44 miles from Montreal, and 76 miles east of Ottawa; also on the C.N.R. Population 2,407. County buildings, two banks, telegraph, telephone, churches and schools. Pulp and paper mills, woollen mill, textile factory, felt and furniture factories.

LACOMBE (Alberta, Canada).—A growing agricultural town with a population of about 1,029.

LADAKH (India).—An outlying district of Kashmir. (*See* FEUDATORY STATES, INDIA.)

LADYBANK (Scotland).—A small town (police-burgh) in Fife, near Cupar. Population 1,266.

LADYSMITH (British Columbia, Canada).—This town, on Oyster Harbour, east coast of Vancouver Island, 59 miles from Victoria, is one of the youngest in the Province. It is the shipping port for the adjacent Extension Coal Mines, and the transfer point for through freight between the Island and the mainland. The C.P.R. ferries freight-trains from

Vancouver to Ladysmith, where they are transferred to the Esquimalt and Nanaimo Railway for distribution to island points. Most of the miners working in the Extension Mines live at Ladysmith, which has a population of 3,500. Ladysmith is an important coaling station for coasters and ocean-going craft, and ships load cargoes of coal for California and other foreign countries. There is a smelter, and there are several minor industries which add to the prosperity of the town.

LADYSMITH (Union of South Africa).—The third largest town in the Natal Province, and famous throughout the world for its 118 days' siege during the great Boer War—during this time it successfully resisted the Boer army of 20,000–25,000 men. The town stands in the centre of a circle of hills and is replete with all modern conveniences. The battle-fields and places of historic interest in the vicinity are far too numerous to mention here. The white population number between 3,000 and 4,000.

LAGOS. — (See NIGERIA, BRITISH WEST AFRICA.)

LAHAD DATU (British North Borneo).—A small town situated in Darvel Bay. The principal trade is in connection with the tobacco plantations. Is the principal station of the East Coast Residency.

LAHORE (India).—Capital of the Punjab. Population just over 281,700. (See PUNJAB, INDIA.)

LAISTER DYKE (England).—A suburb of Bradford (*q.v.*). Population 18,516.

LAKE MEGANTIC (Canada).—A beautiful summer resort on the Chaudiere River, in Frontenac County, Quebec Province; on the C.P.R., 175 miles east of Montreal, and at the terminus of the Quebec Central Railway, 115 miles south of Quebec City. Population 2,399. It has two banks, churches, schools, hotels, telegraph and telephone; pulp mill and lumber industries.

LAKENHEATH (England).—A small agricultural town in Suffolk. Population 1,613.

LALITPUR (India).—A town in Northern India with a population of about 15,000.

LAMBOURN (England).—A town in Berkshire, 7 miles north-west of Hungerford. Population 2,336.

LAMPETER (Wales).—A small town in Cardiganshire. Population 1,813.

LAMU (Kenya).—A small port for coasting and native trade.

LANARK (Scotland).—The county town of Lanarkshire. Population 6,268.

LANCASTER (England).—The capital of Lancashire. Population 40,226. The old castle, standing on a hill overlooking the town, is now used as a county jail. Manufactures furniture, cotton, and machinery.

LANCING (England).—A pretty little seaside town in Sussex. Has large railway carriage works and fruit gardens, also a famous school. Population 3,163.

LANDER (Scotland).—A small burgh in Berwick. Population 1,416.

LANDILO (Wales).—A small town in Carmarthenshire. Population 2,012.

LANDORE (Wales).—A town in Glamorganshire. Population 11,905.

LANGHOLM (Scotland).—An historic market town in Dumfriesshire. Population 2,930.

LANGLEY (England).—A small town in Buckinghamshire. Population 3,120. Also the name of

small places in Northumberland, Worcestershire, Cheshire, and Derbyshire.

LA PRAIRIE (Canada).—A summer resort in La Prairie, County, Quebec Province, on the south shore of the St. Lawrence, near the Lachine Rapids. Ferry to Montreal. On the G.T.R. Population 2,388. Starting point in 1832 of the first railway in British North America. Town has one bank, telegraph, telephone, churches, schools, and hotels.

LARBERT (Scotland).—A town and railway junction in Stirlingshire. Population 12,984.

LARGO (Scotland).—A small town in Fife. Alexander Selkirk was born here. Population 3,215.

LARGS (Scotland).—A small watering-place in Ayrshire, on the Firth of Clyde, 11 miles from Ardrossan. Population 12,637.

LARKHANA (India).—A town in Sind with a population of about 15,000.

LARKHALL (Scotland).—A town in Lanarkshire with a population of 14,202.

LARNAKA (Cyprus).—The chief port of the island of Cyprus, situated about 30 miles from Nicosia, the capital. Population about 12,000. (See CYPRUS.)

LARNE (Ireland).—A seaport at the entrance of Lough Larne in County Antrim. Steamboat service with Stranraer.

L'ASSOMPTION (Canada).—An industrial town in L'Assomption County, Quebec Province, on the C.N.R., 21 miles north of Montreal. Population 1,746. Town has one bank, churches, schools, telegraph, telephone, and hotels; moulding, cigar, tobacco, and carriage factories.

LASSWADE (Scotland).—A small town in Midlothian. Population 10,504.

LAUNCESTON (Tasmania, Australia).—Population 26,000; 133 miles from Hobart. Second city in the State, and a business centre for important mining fields and for the north-west and agricultural districts. There are woollen, flour, and timber mills, iron works, and factories established. The town is lighted with electricity, and is a popular tourist and pleasure resort.

LAUNCESTON (England).—This old town was, until 1838, the county town of Cornwall. It has an early sixteenth century granite church, and an old castle. Population 3,981.

LAURENCEKIRK (Scotland).—A small but historic market town in Kincardineshire. Population 1,921.

LAVENHAM (England).—A small town in Suffolk. Population 1,963.

LAUZON (Canada).—An old town on the I.C.R., in Levis County, Quebec Province, on the right bank of the St. Lawrence, 2 miles from Levis, and almost opposite Quebec. Ferry to Quebec. Population 3,987. Tramway to Levis and other towns. Shipyard; trade in lumber. Town has a bank, churches, schools, and telephone.

LAWRENCE (Otago, New Zealand).—A growing farming and mining centre with a population of about 1,000.

LEA BRIDGE (England).—A suburb of London (Essex); distant 5½ miles. Population 18,684.

LEADGATE (England).—A Durham mining town. Population 5,163.

LEADHILLS (Scotland).—A large village in Lanarkshire. Lead mining has long been carried on in the neighbourhood. Population 839.



LLANGOLLEN, DENBIGHSHIRE, WALES



LOOE, CORNWALL, ENGLAND

Photos, G.W. Rly



LLANDUDNO, CARNARVONSHIRE, WALES
The Promenade and Pavilion

Photo, L.M.S. Rly



LONDON, THE IMPERIAL CAPITAL
Oxford Street

Photo, L. Toms & Co. Ltd.

LEAGRAVE (England).—A small place in Bedfordshire. Population 1,270.

LEAMINGTON (England).—A fashionable town and spa in Warwickshire. Has sulphurous, chalybeate, and saline springs. Is known as the Royal Leamington Spa. Has good hotels, shops, and streets. Manufactures iron stoves. Population 28,946.

LEATHERHEAD (England).—A small town in Surrey. Population 5,821.

LECHLADE (England).—A small town on the Thames, in Gloucestershire. Population 1,167.

LEDBURY (England).—An old market town in Herefordshire. Population 3,152.

LEE (England).—A suburb of London (8½ miles). Population 44,276.

LEEDS (England).—Sited in Yorkshire, this is one of the principal manufacturing towns in the United Kingdom. It is the centre of much business activity, and has a world-wide trade. Population 458,320. The principal manufactures are woollen goods, leather, boots and shoes, locomotives, agricultural machines, glass, paper, tobacco, oil, earthenware, silk, chemicals, worsted, and iron and steel goods. There is also a University. (See BRITISH ISLES.)

LEEK (England).—A town in Staffordshire, with a population of 17,213. An important manufacturing centre for agricultural implements. Also silk-dyeing.

LEES (England).—A small town near Oldham, in Lancashire. Population 4,789.

LEEWARD ISLANDS.—(See WEST INDIES.)

LEGONELL (Ireland).—A suburb of Belfast (*q.v.*).

LEICESTER (England).—Sited in the Midlands and the capital town of Leicestershire, with a population of 234,190. This is a very important and progressive manufacturing town, with a large overseas trade. The principal manufactures are hosiery, boots, elastic webbing, cotton, lace, and iron goods and castings.

LEIGH (England).—An important manufacturing town in Lancashire, 16 miles from Manchester. Manufactures silk and cotton goods, iron and glass. There are coal mines in the neighbourhood. Population 45,545.

LEIGH (England).—A town in Essex. Population 7,713. Also the name of a village in Staffordshire.

LEIGHTON BUZZARD (England).—A market town in Bedfordshire. Population 6,795.

LEISTON (England).—A small manufacturing town in Suffolk. Population 4,632.

LEITH (Scotland).—One of the largest and most important towns and seaports in Scotland. It is situated on the southern shore of the Firth of Forth, 2 miles from Edinburgh, which it now adjoins. The docking accommodation is very extensive and has cost over £2,000,000. It is fortified and has a large garrison of artillery. The imports consist principally of corn, chemicals, sugar, wine, and timber to the annual average value of many millions sterling. The exports consist of coal, iron, fish, linen, paper, and whisky. Fishing is an important industry; and there are shipbuilding yards, engineering shops, saw and flour mills, sugar refineries, distilleries, breweries, and chemical works. The town, although not picturesque, has many good streets and buildings. Population 80,488.

LELANT (England).—A small place near St. Ives, in Cornwall. Population 1,599.

LENHAM (England).—A small town in Kent. Population 1,780.

LENNOXTOWN (Scotland).—A small town in Stirlingshire. Population 2,526.

LEOMINSTER (England).—A market town in Herefordshire. Population 5,530. Manufactures gloves.

LERWICK (Scotland).—The county town of the Shetland Islands (*q.v.*). It is situated on the east coast of Mainland. It has some fine buildings and good harbour works. Population about 5,000.

LESMAHAGOW (Scotland).—A town in Lanarkshire. Population (of police burgh) 12,931.

LETCHWORTH (England).—A "Garden City" in Herts. Population 10,313.

LETHBRIDGE (Alberta, Canada).—This town has gained its population of more than 12,000, not only by reason of its central position in a great coal-mining area, but because of its railway advantages and its splendid agricultural area. One of the longest steel bridges in America crosses the river here.

LETTERFRACK (Ireland).—A tourist resort on the Galway coast.

LETTERKENNY (Ireland).—A small town in Donegal.

LEUGHARS (Scotland).—A small town in Fife. Has a fine Norman church. Population 2,605.

LEVEN (Scotland).—A small town in Fife. Population 6,559. Is near an extensive coal-field; and is a favourite summer resort.

LEVENSHULME (England).—A large town near Fallowfield, in Lancashire. Population 20,774.

LEVIN (Wellington, New Zealand).—A tourist centre and growing town of about 1,700 inhabitants. Government experimental station and Boys' Training Farm.

LEVIS (Canada).—A rising town, in the Quebec Province, on the south shore of the St. Lawrence, opposite Quebec. On the I.C.R., 163 miles from Montreal; terminus of the G.T.R. and also of the Quebec Central Railway. Ferries to Quebec City. Population 7,452. City has three churches, nine hotels, two banks, good schools, civic utilities; shipyard, saw mill, planing mill, foundry, knitting factory, tannery, boot factory, wax taper factory, and cigar factory.

LEVUKA.—(See FIJI ISLANDS.)

LEWES (England).—The county town of Sussex. Situated on a slope of the South Downs, on the River Ouse, seven miles from the sea at Newhaven. It is a very ancient town, and there still remain the ruins of an old castle and priory, built in 1072. Race meetings are held here three times during the year. Population 10,798.

LEWISHAM (England).—A suburban municipality of London (5 miles). Population 174,194.

LEYBURN (England).—A small town in Yorkshire. Population 868.

LEYLAND (England).—A town in Lancashire, 4 miles from Preston. Population 9,034.

LEYTON (England).—An Essex suburb of London (6 miles). Population 128,432.

LEYTONSTONE (England).—An Essex suburb of London (7 miles). Population 13,410.

LICHFIELD (England).—A municipal borough and seat of a bishopric in the county of Staffordshire. Population 8,394. Its fine cathedral dates

from the middle of the thirteenth century. This town has several fine buildings, and memories of many historical personages.

LIDCOMBE (New South Wales, Australia).—A town with a population of 10,520.

LIFFORD (Ireland).—The county town of Donegal situated on the River Foyle.

LIMASOL (Cyprus).—An important open seaport in the island of Cyprus. Population about 10,000.

LIMAVADY (Ireland).—An agricultural town on the little River Roe, some few miles inland from Lough Foyle, in County Londonderry.

LIMEHOUSE (England).—A suburb of London (3 miles). Population about 31,000.

LIMERICK (Ireland).—The county town of Limerick, and one of the principal seaports of Ireland. It is situated on the estuary of the Rivers Shannon, and has large docks and quays. Its maritime trade is considerable. The town itself is divided into three quarters: English Town, on King's Island; Irish Town, on the left bank of the river; and Newtown-Pery, the finest part of the whole city. There is a Protestant cathedral and a Roman Catholic cathedral. Limerick has few buildings of interest, and but little industrial activity. It is, however, the commercial and maritime capital of the south-west coast of Ireland, and is surrounded by beautiful country.

LINCOLN (England).—The county town of Lincolnshire. Population 66,020. It is situated on the Witham, and stands on the slopes of a hill rising over 200 ft. above the surrounding fens. The cathedral, which stands on the summit of the hill, is one of the finest in England, and was built between 1075–1500. There are many old buildings of great interest in this ancient and irregularly-built town, the long and stirring history of which would fill several volumes.

LINDLEY (Union of South Africa).—A small but prettily situated town on the Valsch River, Orange Free State Province. Centre of a good agricultural and pastoral region. Dry and bracing climate.

LINGFIELD (England).—A small country town in Surrey. Population 4,672.

LINLITHGOW (Scotland).—The county town of Linlithgowshire. Situated near the large loch of the same name. Population 3,882. On a lofty promontory stands the ruins of the historic Linlithgow Palace, the birthplace of James IV and Mary Stuart.

LINTON (England).—A small place in Cambridge-shire. Population 1,501. Also the name of small places in Haddingtonshire and Peebles.

LISBURN (Ireland).—An agricultural and manufacturing town in the counties of Antrim and Down. Linen and muslins are made. It has a Roman Catholic cathedral.

LISCARD (England).—A Cheshire suburb of Liverpool. Population 13,441.

LISKEARD (England).—A small town in Cornwall standing on a hill above the River Looe. A very ancient town. Population 4,376.

LISMORE (Ireland).—A small town in the counties of Cork and Waterford, on the River Blackwater. It has an old castle.

LISMORE (New South Wales, Australia).—Population 8,810, district 50,000; 583 miles north of Sydney. Centre of a very important dairying and agricultural area. Cane and maize growing

carried on in the district. Gold and coal have also been found there. Water supply, sewerage, and gas works.

LISNASKEA (Ireland).—A small town in County Fermagh.

LISTOWEL (Ireland).—A town in County Kerry.

LITHGOW (New South Wales, Australia).—Population 12,940, district 40,000; 95 miles west of Sydney, on the western slope of the Blue Mountains and in the valley at the foot of the Great Zig Zag Railway. Important mining town. Five collieries, large iron and steel works, brick works, potteries, and tweed mills. The Commonwealth Small Arms Factory is in the district. Also a good fruit-growing district. Lithgow has been called the "Birmingham of Australia."

LITTLEBOROUGH (England).—A manufacturing town in Lancashire, 3 miles from Rochdale. Population 11,488.

LITTLEHAM (England).—A town in South Devon. Population 6,053.

LITTLEHAMPTON (England).—A small seaside town and port on the Sussex coast. Population 11,286.

LITTLE HULTON (England).—A town in Lancashire, near Bolton. Population 7,911.

LITTLEMORE (England).—A small town in Oxfordshire, near Thame. Population 1,909.

LITTLEPORT (England).—A town in Cambridge-shire. Population 4,477.

LIVERPOOL (England, N.W.).—Situated in the county of Lancashire, at the mouth of the River Mersey, this is one of the largest and most important ports in the world. The docks and wharves are numerous and most extensive, and are the centre of tremendous business activity. The shipping is composed of large ocean-going craft trading to and fro from all parts of the world. The population is most cosmopolitan and comprises members of nearly every nation, and amounts to 803,118. The principal manufactures are soap, flour, tobacco, cigars, beer, sugar, rope, glass, watches, and nautical instruments; iron and brass castings, anchors, and machinery.

LIVERPOOL (New South Wales, Australia).—A town with a population of 6,270.

LIVERPOOL (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

LIVERSEDGE (England).—A manufacturing town in Yorkshire, 6 miles from Bradford. Population 14,658. Manufactures cotton and woollen goods, and iron.

LIVINGSTONE (Northern Rhodesia).—A township 7 miles from Victoria Falls, on the north bank of the Zambesi River, and the capital of Northern Rhodesia. Post and telegraph offices, bank, weekly newspaper, hotels. Church of St. Andrew, of the Universities Mission to Central Africa, is used as the cathedral church of the diocese of Northern Rhodesia.

LLANBERIS (Wales).—A small town in Carnarvonshire. It is situated at the north-west base of Snowdon, and is the lower terminus of the mountain tramway to the summit. It is a favourite tourist centre at the head of the wild Pass of Llanberis. There are large slate quarries in the neighbourhood, which greatly disfigure the magnificent mountain scenery surrounding the lake of the same name. Population 2,912.



LOWESTOFT, SUFFOLK, ENGLAND

Photo, Robinson

Esplanade and Beach

By kind permission Lowestoft Publicity Committee

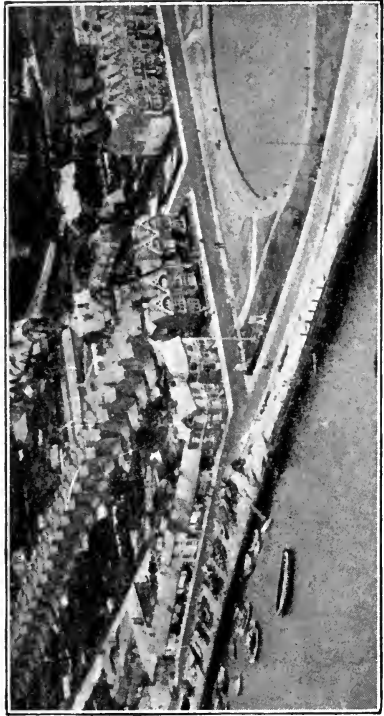


LYNMOUTH, DEVONSHIRE, ENGLAND
The Old Pier

Photo, G.W. Rly



Photo, Southern Ry
LYNDHURST, HAMPSHIRE, ENGLAND



LITTLEHAMPTON, ENGLAND
From the Air

Photo, Southern Ry



Photo, G. W., Ry

MALVERN, WORCESTERSHIRE, ENGLAND
St. Ann's Well

LLANDAFF (Wales).—A small town in Glamorganshire, with a population of 13,277. It possesses a cathedral built between 1120 and 1448 (since thoroughly restored).

LLANDEBIE (Wales).—A town in Carmarthenshire. Population 8,019.

LLANDILO (Wales).—A town in Carmarthenshire. Population 2,102.

LLANDOVERY (Wales).—A small town in Carmarthenshire. Population 1,993.

LLANDRINDOD (Wales).—A well-known spa in Radnorshire. Population (resident) 4,605.

LLANDUDNO (Wales).—A very popular and fashionable seaside resort in Carnarvonshire, North Wales. Situated between the Great and Little Orme's Heads. It has a fine promenade, a pier, theatres, good streets, shops, and hotels. It is noted for its beautiful views, embracing Snowdonia, the Isle of Man, the Cumberland Mountains, and the Isle of Anglesea. A bracing climate and good bathing, combined with the beauty of the surrounding mountain scenery, make this town one of the most attractive seaside resorts in the British Isles. Population 19,290.

LLANDYSSUL (Wales).—A town in Cardigan, near Newcastle Emllyn. Population 7,984.

LLANELLY (Wales).—A growing manufacturing town and seaport in Carmarthenshire, 11 miles from Swansea. It has large docks and a considerable shipping trade, especially in coal. Being situated in the centre of a rich mineral region, it enjoys considerable industrial and mining activity. There are iron, copper, and lead works; potteries and chemical works. Population 36,504.

LLANFAIRFECHAN (Wales).—A pretty little seaside resort in Carnarvonshire. Population 3,638.

LLANGEINOR (Wales).—A place in Glamorganshire with a population of 19,014.

LLANGOLLEN (Wales).—A small town in Denbighshire, situated on the River Dee. Owing to the beautiful scenery in the *Vale of Llangollen*, it has become a popular tourist resort. Population 3,249.

LLANIDOLAS (Wales).—A small manufacturing town in Montgomeryshire. Population 2,594.

LLANRWST (Wales).—A small market town in Denbighshire. Population 2,519.

LLANTRISANT (Wales).—A town in Glamorganshire, 11 miles from Cardiff. Population 21,946.

LOCHMABEN (Scotland).—A small town in Dumfriesshire. Surrounded by seven lochs. Population 2,277.

LOCHWINNOCK (Scotland).—A small town in Renfrewshire. Population 4,254.

LOCKERBIE (Scotland).—A small town in Dumfriesshire. Population 2,455.

LOCKWOOD (England).—A town in Yorkshire. Population 16,641.

LOFTUS (England).—A small manufacturing town in Yorkshire. Population 9,012.

LONDON (England).—This is the capital of the British Isles, and the principal seat of Government in the British Empire. It is the largest city in the whole world, and undoubtedly the richest and most important. As a port, it compares favourably with the largest in Europe, and as a manufacturing and distributing centre it is supreme. It is one of the richest cities as regards buildings of importance, both historically and otherwise; and for many years now it has been the pivot of the civilised world in

literature, trade, science, diplomacy, religion, and commercial and financial activity and prosperity. The population is very cosmopolitan and, including Greater London, reaches the enormous total of 7,476,168. Greater London, situated as it is on the Thames, stands in portions of four counties: Kent, Surrey, Middlesex, and Essex. (*See also BRITISH ISLES.*)

LONDON (Ontario, Canada).—This town has a population of 60,959, and is a large distributing centre. It is a university town, and its breweries, agricultural implement, and boot and shoe factories, its petroleum refineries, and brick and tile works are important.

LONDONDERRY (Ireland).—The county town of Londonderry, and a large maritime and manufacturing town on the River Foyle. It is famous for its 105 days' siege by the forces of James II in 1689. A portion of the walls which then completely surrounded the city may still be seen, but a large section of the modern town is now situated outside these walls. There are several fine public buildings, including a Protestant cathedral (1633) and a Roman Catholic cathedral. The harbour is well sheltered and fairly extensive. The principal manufacturing industries are linen goods making, distilling, iron-founding, and the building of small ships. The agricultural industry is good in the surrounding country.

LONG EATON (England).—A town in Derbyshire. Population 19,503.

LONGFORD (England).—A small place in Warwickshire. Population 4,236.

LONGFORD (Ireland).—The chief town of County Longford, on the River Camlin. There is a modern Roman Catholic cathedral.

LONG MELFORD (England).—A small agricultural town in Suffolk. Population 2,878.

LONGRIDGE (England).—A small manufacturing town in Lancashire, $6\frac{1}{2}$ miles from Preston. Population 4,303.

LONGSIDE (Scotland).—A small place in Aberdeenshire. Population 2,634.

LONGSIGHT (England).—A large town in Lancashire, near Stockport. Population 29,381.

LONG SUTTON (England).—A small place in Lincolnshire. Population 3,192.

LONGTON (England).—A manufacturing town in Staffordshire. Population 37,479. Manufactures china, earthenware and bricks. Has collieries and ironworks in the neighbourhood.

LONGTOWN (England).—A town in Cumberland, 8 miles distant from Carlisle. Population about 6,403.

LONGUEUIL (Canada).—The capital of Chambly County, Quebec Province, on the south shore of the St. Lawrence, opposite Montreal, from which it is 3 miles distant. On the Quebec, Montreal, and Southern Railway. Electric cars to Montreal, *via* Victoria Bridge. Ferry. Population 3,972. It has three churches, two banks, schools, telephone, fine squares, seven hotels; saw mill, foundry. Dairying in vicinity.

LONGWOOD (England).—A place near Huddersfield, in Yorkshire. Population 6,514.

LOOE (England).—A fishing town in Cornwall, 15 miles west of Plymouth. Picturesque surroundings. Population 2,868.

LORD HOWE ISLANDS.—(*See AUSTRALIA.*)

LORDSHIP LANE (England).—A suburb of London (8½ miles).

LOSSIEMOUTH (Scotland).—A seaport on the coast of Elgin. Population (including Branderburg) 4,198.

LOUDWATER (England).—A small place in Buckinghamshire. Population 1,513.

LOUGHBOROUGH (England).—A manufacturing town in Leicestershire, 11 miles from Leicester. Population 25,874. An educational centre. Manufactures hosiery, bricks and machinery. In 1841 bell-founding was established, and in 1881 the great bell of St. Paul's was cast in this town.

LOUGHOR (Wales).—A town in Glamorganshire. 7 miles from Swansea. Population 4,118.

LOUGHREA (Ireland).—A small agricultural town in County Galway. Ruins of a castle and monastery (1325).

LOUGHTON (England).—A small town in Essex. Population 5,749.

LOUISEVILLE (Canada).—An industrial town in Maskinonge County, Quebec Province, on the C.P.R. 75 miles north-east of Montreal. Population 1,675. Town has one bank, telegraph, telephone, churches, and schools. Lumber mills.

LOUISIAD ARCHIPELAGO (Papua).—A group of British islands lying off the east coast of New Guinea, or Papua (lat. 10° 40' S. and long. 152° 35' E.). The chief islands are Sudest, with an area of about 200 square miles; St. Aignan's, 80 square miles; and Rossel, 40 square miles. There are a large number of tiny islets and uninhabitable rocks. The whole group is mountainous, rising in places to nearly 4,000 ft; and luxuriant tropical vegetation covers all the islands. (See AUSTRALIA.)

LOUTH (England).—A town in Lincolnshire. Population 9,544. Manufactures carpets and iron goods.

LOUTH (Ireland).—A small town in the county of the same name.

LOWER HUTT (Wellington, New Zealand).—A residential suburb of Wellington with a population of about 4,000.

LOWESTOFT (England).—A growing seaport and popular seaside resort on the Suffolk coast. Close to the Broads of Norfolk and Suffolk. Population (resident) 44,326. Has a good harbour, two piers, a fine promenade, theatres, a model yacht pond, pleasure gardens, a clean, sandy beach, and picturesque surrounding country. During certain seasons of the year Lowestoft becomes a very important fishing centre. There are good shops and hotels.

LOWMOOR (England).—A small place in Yorkshire. Population 2,138

LUCKNOW (India).—Capital of Oudh. (See INDIA.)

LUDGERSHALL (England).—A small town in Wilts. Population 1,117.

LUDHIANA (India).—A thriving town in the Punjab. Is a grain centre and a busy manufacturing town. Founded 1481. Population 60,733.

LUDLOW (England).—An ancient town in Shropshire. Population 5,677. Has a fine old castle, church, and grammar school. Memories of Prince Arthur and Catharine of Aragon, Milton, Butler; and is the birthplace of Stanley Weyman, the novelist.

LUGAR (Scotland).—A small town in Ayrshire. Ironworks. Population 3,808.

LUNAWARA (India).—A native protected State in Gujarat. Area 400 square miles; population about 100,000. The capital of the same name has a population of about 15,000.

LUNENBURG (Nova Scotia, Canada).—A small town possessing a certain industrial and commercial activity.

LURGAN (Ireland).—A town in County Armagh, 20 miles from Belfast. Manufactures linen goods.

LUTON (England).—A manufacturing town in Bedfordshire; situated in the Chiltern Hills. Population 57,077. Centre of the straw hat manufacture. Several fine public buildings and a beautiful recreation park.

LUTTERWORTH (England).—A small town in Leicestershire with a population of 1,896 (rural district 10,203).

LYBSTER (Scotland).—A large fishing village in Caithness. Population 1,075.

LYDD (England).—A small town in Kent, with a population of 2,256.

LYDFORD (England).—A small town in Devonshire with a population of 3,030.

LYDNEY (England).—A small town in Gloucestershire. Population 3,375.

LYME REGIS (England).—A small but ancient seaport and seaside resort in Dorsetshire. Population 2,883. Was the landing-place of Monmouth.

LYMINGTON (England).—A small town on the Solent, in Hampshire. Population 4,598. Yacht-building. A favourite yachting centre at the mouth of the Lymington River.

LYMM (England).—A town in Cheshire. Population 5,288.

LYNDHURST (England).—A village in Hampshire; known as "the capital of the New Forest." Population 2,406.

LYNTON (and LYNMOUTH) (England).—Two very picturesque villages on the North Devon coast. Noted for the beauty of their scenery, they are visited yearly by thousands of tourists. Population 2,649.

LYTHAM (England).—A small watering-place in Lancashire. Population 10,830.

LYTELTON (Canterbury, New Zealand).—The chief port of the Canterbury district, and a picturesque town with a population of about 4,200. The town is a thoroughly modern one, and the port is safe and spacious. It is the gateway for the important export trade of Christchurch and North Canterbury.

M

MABLETHORPE (England).—A small seaside place on the Lincolnshire coast. Population 2,852.

MACCLESFIELD (England).—An important manufacturing town in Cheshire, 15 miles from Manchester. Population 33,846. Has fine streets, shops, and hotels. Many public buildings, including the beautiful old church of St. Michael (1278), King Edward's Grammar School (1554), a well-equipped public library, and schools of science, art, and technology. Manufactures silk and cotton goods. Has also dyeworks, breweries, coal mines, and slate and stone quarries.

MACDUFF (Scotland).—A small town in Banff. Population 3,411.



MARLBOROUGH, WILTSHIRE, ENGLAND *Photo, G.W. Rly*
High Street



MELROSE, ROXBURGHSHIRE, SCOTLAND
The Abbey

Photo, North British Rly

MACHYNLETH (Wales).—A town in Montgomeryshire, on the River Dovey, 21 miles from Aberystwyth. Population 1,870.

MACLEOD (Alberta, Canada).—A growing agricultural town of about 1,844 inhabitants.

MADRAS PRESIDENCY.—(See INDIA.)

MADURA (India).—Chief town of the coast district of the same name, situated in the south of Madras. For many centuries Madura was the capital of Southern India. Its present population is about 138,894.

MAESTEG (Wales).—A town in Glamorganshire, 9 miles north-west of Bridgend. Population 28,960.

MAFEKING (Union of South Africa).—A small town situated about 870 miles from Cape Town. Famous for its seven months' siege during the great Boer War. (See SOUTH AFRICA.)

MAGDALEN ISLANDS (Canada).—A small group of islands in the Gulf of St. Lawrence. The chief is Coffin's Island. Population about 5,000.

MAGHERA (Ireland).—A small agricultural town in County Londonderry.

MAGOG (Canada).—An industrial town in Stanstead County, Quebec Province, on the Magog River, at the northern end of Lake Memphremagog, and on the C.P.R., 89 miles east of Montreal. Steamers on the lake. Population 3,978. Industries: Large textile factory, butter and cheese factory, saw mill. Town has four churches, two banks, schools, and all public utilities.

MAHABALESHWAR (India).—A hill-station in the Bombay Presidency. Situated on the eastern slope of the Gháts at an elevation of just under 5,000 ft.

MAIDENHEAD (England).—A market town in Berkshire, on the right bank of the Thames, 26 miles westward of London. Noted for the beauty of its surrounding river scenery. It was here in 1647 that Charles I had the famous interview with his children. Maidenhead is a popular riverside resort. Population 16,741.

MAIDSTONE (England).—The county town of Kent, situated on the Medway. Population 37,448. This town is the centre of the hop-growing and picking industry, and has large paper mills. There are several fine public buildings, including a museum and library, hospital, corn exchange, town hall, and barracks. There are also several large breweries. A big public park on Penenden Heath. Has many historic associations.

MAIMANSINGH (India).—An administrative division in Bengal. Capital, Nasirabad.

MAINLAND.—One of the Shetland Islands (*q.v.*).

MAINPURI (India).—A town with a population of about 32,700, distant 74 miles east of Agra.

MAITLAND (New South Wales, Australia).—Population 12,060, district 35,000. 118 miles north from Sydney and 19 miles from Newcastle. Leading agricultural, mining, and manufacturing centre.

MALABAR (India).—A large coast district in the south of the Madras Presidency. The same name is given to the whole south-west coast of the Peninsula.

MALACCA (Straits Settlements).—This town, with its old-world appearance, has more of interest to antiquaries and travellers than Singapore or Penang. It was here that the Portuguese and then the Dutch established their Eastern headquarters in the seventeenth and eighteenth centuries. Traces of their successive occupation remain in the churches of St.

Paul and St. Peter, Christ Church and the Stadthaus—the latter still used as the Government offices. Many interesting relics may be seen in Christ Church. An old gateway, believed to be the entrance to a fort constructed by Alfonso de Albuquerque, is one of the archaeological problems of Malacca. The population numbers about 21,200. (See also under STRAITS SETTLEMENTS.)

MALDEN ISLAND (S. Pacific).—A tiny British island with an area of about 20 square miles, situated in lat. 4° 30' S. and long. 154° 42' W. Possesses deposits of guano. (See WESTERN PACIFIC ISLANDS.)

MALDIVE ISLANDS.—(See CEYLON.)

MALDON (England).—A small town in Essex, 9 miles from Chelmsford. Population 6,589.

MALINDI (Kenya).—A small port for coasting and native trade.

MALLING (England).—A small market town in Kent. Population 4,776.

MALLOW (Ireland).—A small watering-place and railway junction in County Cork. It has a spa, and the ruins of two castles. The surrounding country is very picturesque and through it winds the pretty River Blackwater.

MALMESBURY (England).—A very ancient town in Wiltshire. Has many historic associations. Population 2,405.

MALMESBURY (Union of South Africa).—A town with a population of about 3,300, situated in a good agricultural region, in the Cape Province.

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MALPAS (England).—A small market town in Cheshire, 15 miles from Chester. Population about 1,166.

MALTON (England).—A town in Yorkshire. Population 4,438. Has iron and brass foundries.

MALVERN (England).—A fashionable resort in Worcestershire, on the east slope of the Malvern Hills. Has large winter gardens and a fine boys' college. Population 17,809.

MANAMA (Bahrein Islands).—The capital of this little group of islands, situated in the Persian Gulf. It possesses a good harbour and is famous for its pearl fisheries.

MANCHESTER (England N.).—A cathedral and manufacturing city of tremendous importance with a population of over 730,551. It is situated in the county of Lancashire, and is the centre of one of the busiest and most prosperous manufacturing centres in the universe. It has a Stock Exchange of its own, and all kinds of commodities, stocks, and raw materials are dealt with in large quantities. The export and import trade is colossal, and is principally done through the medium of the Canal which joins this city to Liverpool and thence into the open sea. The population of Manchester is most industrious, and the principal manufactures are cotton, silk, and fibre. (See BRITISH ISLES.)

MANDALAY (India).—Capital of Upper Burma. (See BURMA, INDIA.)

MANGOTSFIELD (England).—A place near Bristol, in Gloucestershire. Population 10,720.

MANIHIKI ISLAND (C. Pacific).—The name given to a group of British Islands in the Central Pacific. Total area about 60 square miles. (See NEW ZEALAND.)

MANIPUR (India).—A native State lying between Assam and Burma. (See FEUDATORY STATES, INDIA.)

MAN, ISLE OF.—(See BRITISH ISLES.)

MANITOBA.—(See CANADA.)

MANNINGHAM (England).—A town in Yorkshire. Population 22,941. (See also SHIPLEY.)

MANNINGTREE (England).—A small town in Essex. Population 887.

MANORHAMILTON (Ireland).—A small agricultural town in County Leitrim.

MANOR PARK (England).—A suburb of London (7 miles). Population 27,924.

MANSFIELD (England).—A town in Nottinghamshire, in the Forest of Sherwood. Population 44,418. Several fine buildings, including a grammar school, Centre of a mining region. Has iron foundries and manufactures thread.

MAORI HILL (Otago, New Zealand).—A small suburban town of Dunedin, with a population of about 2,400.

MARANDELLAS (Southern Rhodesia).—A township 45 miles east by south of Salisbury, the centre of an agricultural district, and the headquarters of the various Government services for the district of Marandellas. Post and telegraph offices, hotel. An important tobacco-growing district.

MARAZION (England).—A small watering-place on Mounts Bay, in Cornwall, $3\frac{1}{4}$ miles from Penzance. Population 1,237.

MARCH (England).—A small market town in Cambridgeshire. Population 8,403.

MARDEN (England).—A small town in Kent. Population 2,614.

MARGATE (England).—One of the *most* popular seaside resorts in England. Situated in the Isle of Thanet, in the county of Kent. Population (resident) 46,475; it is, however, no uncommon occurrence for this town to receive 100,000 visitors. It is the chief holiday centre for Londoners, who flock to the beautiful sandy beach, the hundreds of amusements, and the highly bracing air, in thousands almost daily during the Midsummer season. The bathing and boating are good and safe. There are piers, theatres, winter gardens, and every other kind of amusement. Distant 74 miles from London. Broadstairs and Ramsgate, two other very popular seaside resorts, are linked to Margate by a sea-coast tramway service.

MARKET DRAYTON (England).—A small town in Shropshire. It was the spire of the twelfth century church in this town which was climbed by the young Clive. Population 4,710.

MARKET HARBOROUGH (England).—A market town in Leicestershire. A noted hunting centre. Population 8,577.

MARKETHILL (Ireland).—A small town in County Armagh.

MARKET RASEN (England).—A small agricultural town in Lincolnshire. Population 2,177.

MARKET WEIGHTON (England).—A small town in Yorkshire. Population 1,770.

MARKINCH (Scotland).—A town in Fife. Population 8,058.

MARLBOROUGH (England).—An old market town in Wiltshire. A Parliament was held here during the reign of Henry III, and the "Statutes of Marleberge" were passed (restoring government after the Barons' Wars). Marlborough College was founded in 1845. Population 4,192.

MARLOW (England).—A town in Buckinghamshire. Population 5,146. Manufactures paper.

MARPLE (England).—A town in Cheshire. Population 6,613.

MARSDEN (England).—A town in Yorkshire, near Huddersfield. Manufactures woollen and cotton goods. Population 5,962.

MARSKÉ (England).—A small watering-place near Redcar, in Yorkshire. Population 3,547.

MARTABAN (India).—A small but historic town in Burma, situated on the River Salween.

MARTHAM (England).—A small agricultural town near Great Yarmouth, in Norfolk. Population 1,260.

MARTON (Wellington, New Zealand).—The centre of an agricultural and pastoral district. A well laid-out little town with a population of about 1,300.

MARYBOROUGH (Ireland).—The capital town of Queen's County.

MARYBOROUGH (Queensland, Australia).—Population 12,500, district 50,000; 180 miles north from Brisbane on the River Mary, and 25 miles from the mouth. Centre of sugar-cane growing, as well as large pastoral, dairying, agricultural, and mining interests. Iron foundries, saw mills, sugar mills, and other factories have been established.

MARYBOROUGH (Victoria, Australia).—Population 6,000, district 16,000; 112 miles from Melbourne. Centre of important railway systems. Agricultural, wool, and fruit growing. Has six dairies, twenty-four other factories, and four flour mills.

MARYPORT (England).—A town and seaport in the county of Cumberland. It has a harbour, ship-building yards, iron foundries, flour mills, and breweries. Population 10,895.

MARYSVILLE (New Brunswick, Canada).—On I.C.R.; 3 miles from Fredericton. Large lumber mills, cotton mills. Population 2,000.

MASHONALAND.—(See RHODESIA.)

MASTERTON (Wellington, New Zealand).—An important and modern industrial town with a population of nearly 6,000. Its chief industries are fellmongery, flour-milling, saw-milling, dairying, and cement works. It is surrounded by rich agricultural and pastoral country, and is making rapid progress.

MASULIPATAM (India).—A coast port (no harbour) in Madras, 212 miles north of Madras city. It was here that an English trading post was established in 1611. Population about 49,760. (See INDIA, *History*.)

MATIBILILAND.—(See RHODESIA.)

MATANE (Canada).—A market and lumber town in Rimouski County, Quebec Province, at the mouth of the Matane River, 30 miles east of Little Metis Station on the I.C.R., 208 miles north-east of Quebec, and terminus of the Canada and Gulf Terminal Railway, 36 miles from Ste. Flaire (I.C.R.). Population 2,500. One bank, hotels, telegraph, telephone, churches, and schools. Fishing and boating.

MATAURA (Southland, New Zealand).—A picturesque town with considerable industrial activity, situated 32 miles from Invercargill. Population about 1,200.

MATLOCK (England).—A health resort in Derbyshire, in the valley of the Derwent. Population 7,055. Noted for its warm springs of water charged with carbonic acid. There are several hydropathic



MELBOURNE, VICTORIA, AUSTRALIA
Collins Street

Photo, Australian Government



MINEHEAD, SOMERSET, ENGLAND
The Promenade

Photo, G.W. Rly

establishments and several good hotels. There are lofty hills in the neighbourhood and some stalactite caverns.

MAUCHLINE (Scotland).—A town in Ayrshire, 12 miles from Ayr. Population 2,441.

MAULMAIN (India).—A town of about 88,000 inhabitants in Tenasserim, Burma. It is situated near the mouth of the Salween. The principal products of the surrounding country are teak-wood and rice.

MAYBOLE (Scotland).—An old town in Ayrshire. Population 6,904.

MAYFIELD (England).—A small country town in Sussex. Population 2,803. *Also* the name of a village near Ashbourne, in Staffordshire.

MAYNOOTH (Ireland).—A small place in County Kildare, famous for its large Roman Catholic College.

MAZOE (Mazoe, Southern Rhodesia).—Small township, 5½ miles to the south-east of the railway at Jumbo Station. Post, telegraph, and telephone facilities; hotels. Is the headquarters of the district of Mazoe, and an agricultural centre.

MEASHAM (England).—A small town near Shackerstone, in Derbyshire. Population 2,303.

MEDICINE HAT (Alberta, Canada).—The centre of what was formerly the finest kind of ranching country, and in which all kinds of farming are now being successfully carried on, is a thriving city with a population nearing 7,000. It stands first among the milling centres of the British Empire, and is known as the "natural gas" city. (See CANADA.)

MEERUT (India).—An historic town in Northern India, 39 miles north-east of Delhi, the Imperial capital. It was here that on that fateful Sunday in 1857 occurred the first great outbreak in the Indian Mutiny. Population about 122,600.

MELBOURNE.—(See VICTORIA, AUSTRALIA.)

MELBOURNE (England).—A small town in Derbyshire, noted for its market gardens. Population 3,772.

MELCOMBE REGIS.—(See WEYMOUTH.)

MELKSHAM (England).—A market town, 9½ miles east of Bath, in Wiltshire. Population 3,594.

MELROSE (Scotland).—A pretty little historic town in Roxburghshire. Population 2,166.

MELSETTER (Melsetter, Southern Rhodesia).—A township 99 miles south of the railway at Umtali, and the headquarters of the district of Melsetter, which is one of, if not the most fertile, districts in the country. Post and telegraph offices; there is no hotel in the district, which is unique in Rhodesia in this respect.

MELTON (England).—A small town near Woodbridge, in Suffolk. Population 2,042.

MELTON CONSTABLE (England).—A large village in Norfolk. Population 1,157.

MELTON MOWBRAY (England).—A small town in Leicestershire. Population 9,187. Is a favourite hunting centre. Noted for its fine church and the manufacture of pork pies and cheese.

MELVILLE ISLAND (Australia).—This island, which lies in Van Dieman Gulf, off the coast of the Northern Territory of Australia, has an area of 144 square miles, and politically forms a portion of the N. Territory. (See AUSTRALIA.)

MENAI BRIDGE (Wales).—A small place in Carnarvonshire, near Bangor. Population 1,638.

MEOPHAM (England).—A small place in Kent. Population 1,342.

MERGUI (India).—A small seaport in Burma, situated on an island in the mouth of the Tenasserim River.

MERGUI ISLANDS (India).—A group of small mountainous islands lying off the Burmese coast in the Bay of Bengal.

MERSTHAM (England).—A small town near Redhill, in Surrey. Population 3,508.

MERTHYR TYDVIL (Wales).—This town is the centre of the Glamorganshire coalfield, and it is surrounded by collieries. Population 80,161. There are also very large iron and steel works in the neighbourhood.

METHIL (Scotland).—A small seaport in Fife.

METHLEY (England).—A small town in Yorkshire. Population 4,494.

MEXBOROUGH (England).—A town in Yorkshire with a population of 15,410. Has ironworks, and also manufactures china and earthenware.

MHOW (India).—A British cantonment and native town in the State of Indore, Central India.

MICHELSTOWN (Ireland).—A small agricultural town in County Cork. Has large stalactite caves.

MIDCALDER (Scotland).—A small town near Edinburgh. Population 3,249.

MIDDELBURGH (Union of South Africa).—An important colliery centre in the Transvaal Province. The mines in this locality produce the best coal in South Africa. Gold mining is also carried on in the outlying Kaap Valley region (at Barberton). *Also* the name of a busy little country town and military centre in the Cape Province.

MIDDLESBROUGH (England).—A large manufacturing and shipping town in Yorkshire. Situated near the mouth of the River Tees. Population 131,103. Standing in the midst of the iron and coal fields of Cleveland and the North Riding, and having good harbour facilities, with immediate access to the North Sea, this town is a rapidly-rising industrial centre. It has large iron and steel works, blast furnaces, shipbuilding yards, engineering and chemical works. It is the centre of the Cleveland iron and coal trade, and manufactures all kinds of machinery and iron and steel goods. Both coal and iron are exported in large quantities. The town itself is equipped with all modern conveniences. The streets are well paved and lighted, and there are large libraries, clubs, schools, theatres, hotels, fine shops, and good railway and shipping facilities.

MIDDLETON (England).—A manufacturing town in Lancashire with a population of 28,309. Silk and cotton goods.

MIDDLETON (Ireland).—A town in County Cork. Has a very old college.

MIDDLETON - IN - TEESDALE (England).—A small town in Durham, on the River Tees. Population 1,863.

MIDDLEWICH (England).—A small town in Cheshire. Population 5,116.

MIDHURST (England).—An old market town in Sussex, 12 miles from Chichester. Population about 1,894.

MIDNAPUR (India).—A town in Bengal, 66 miles west of Calcutta. Population about 50,000.

MIDSOMER NORTON (England).—A town in Somersetshire, 10 miles from Bath. Population 7,770.

MILBORNE PORT (England).—A small place in Somerset. Population 1,630.

MILDENHALL (England).—A small country town in Suffolk. Population 3,645.

MILDMAY PARK (England).—A suburb of London (3 miles). Population 23,923.

MILDURA (Victoria, Australia).—A town with a population of 5,100.

MILFORD (England).—A small town in Surrey. Population 1,858.

MILFORD (Wales).—A town and seaport in the county of Pembroke, on Milford Haven, which is one of the finest natural harbours, or anchorages, in the British Isles. Population 7,704.

MILLBROOK (England).—A town in Hampshire. Population 1,292.

MILL HILL (England).—A residential suburb in N.W. London (8½ miles). Population 6,118.

MILLOM (England).—A town in Cumberland. Population 8,709. A mining centre.

MILLTOWN (New Brunswick, Canada).—One mile from St. Stephen. Coloured cotton goods, drugs, grist mill, saw and edge tool factory. Population 1,804.

MILNATHORT (Scotland).—A town in Kinross-shire. Population 1,178.

MILNGAVIE (Scotland).—A town in Stirlingshire 7 miles from Glasgow. Population 4,530.

MILNROW (England).—A town in Lancashire, 2 miles from Rochdale. Population 8,386.

MILNTHORPE (England).—A small Westmorland town with a population of 1,019.

MILTON (Otago, New Zealand).—A prosperous industrial and agricultural centre, 32 miles from Dunedin. Large quantities of lime are obtained in the neighbourhood, and there are several factories. Population about 1,400.

MILVERTON (England).—A small town in Somersetshire. Population 1,437.

MINEHEAD (England).—A small watering-place on the Bristol Channel, in Somerset. Population 6,016.

MINNEDOSA (Manitoba, Canada).—A growing agricultural town with a population of over 1,500. It is a railway and wheat centre.

MINSTER (England).—A small place and railway junction in Kent. Population 2,379. *Also* Minster-on-Sea, Kent; a resort near Sheerness. Population 3,207.

MIRAJ (India).—A Mahratta State with a population of about 115,000. (*See* FEUDATORY STATES, INDIA.)

MIRAMAR (Wellington, New Zealand).—A suburban borough of Wellington with a population of about 2,000.

MIRFIELD (England).—A town in Yorkshire, with a population of 12,133. Manufactures carpets, blankets, and woollen goods.

MIRSHIDABAD (India).—This town, which lies just over 120 miles north of Calcutta, was, during the eighteenth century, the capital of Bengal. Its decline dates from the establishment of the capital at Calcutta in 1775. In this neighbourhood is the Pearl Lake, on the shores of which stood the palace of Suraja-Dowlah, in which lived Warren Hastings and the first British residents in Bengal.

MIZAPUR (India).—A town with a population of about 121,946 situated 44 miles south-west of Benares.

MISSENDEN, GREAT (England).—A small town in Buckinghamshire. Population 2,555.

MISTLEY (England).—A small place in Essex. Population 1,781.

MITCHAM (England).—A town in Surrey, suburban to London (8½ miles). Population 35,118.

MOATE (Ireland).—A small agricultural town in County Westmeath.

MOFFAT (Scotland).—A small health resort and spa in Dumfriesshire. Has saline and sulphur springs, and is surrounded by beautiful scenery. Population (resident) 2,702.

MOHILL (Ireland).—A small town in County Leitrim (and Longford).

MOLD (Wales).—A town in Flintshire. In the midst of a rich mineral region. Population 4,659.

MOMBASA (Kenya).—(*See under* KENYA.)

MONAGHAN (Ireland).—The county town of County Monaghan. Agricultural centre.

MONASTEREVIN (Ireland).—A small agricultural town in County Kildare.

MONCTON (New Brunswick, Canada).—On Petibodiatic River. Headquarters of Intercolonial Railway. Moncton, Buctouche Railway, and Shepody Navigation Co. Workshops of Intercolonial Railway; three factories and machine shops, three builders' factories, cotton mill, aerated water factory biscuit factory, barrel factory, wood and steel car works, mattress factory, wire fence works, grist mill, etc. Oil and natural gas being developed, twenty wells give over 50,000,000 ft. of gas per day. Population 17,488.

MONEYMORE (Ireland).—A small agricultural town in County Londonderry.

MONGHYR (India).—A city standing on the banks of the Ganges, in Bengal. Has a rock fortress. Population about 90,000.

MONK BRETTON (England).—A small town in Yorkshire. Population 5,139.

MONMOUTH (England).—The county town of Monmouthshire. A small but very ancient town, with many features of great historical interest, the principal being the ruins of the Castle of John of Gaunt, ruins of Raglan Castle, and the fourteenth century parish church. Population 5,269.

MONTGOMERY (India).—A small town in the Punjab, near Multan. Named after the Lieut.-Governor in 1865.

MONTGOMERY (Wales).—The tiny county town of Montgomeryshire. Population 951.

MONTMAGNY (Canada).—An industrial town, and capital of Montmagny County, Quebec Province, on the I.C.R., 37 miles north-east of Levis. Population 2,617. Roman Catholic convent and college. Wagon factory, pulp mill, lumber industries, two banks, county buildings, electric light, churches, and schools.

MONTMORENCY (Canada).—An industrial town at Montmorency Falls, in Quebec Province, on the Quebec Electric Railway, 8 miles north-east of Quebec City. Population 1,717. Large cotton mill, employing 1,200 hands. Falls are 250 ft. high, but narrow.

MONTREAL (Canada).—The largest city in Canada, and its commercial metropolis. On the south side of the Island of Montreal, in the county of Hochelaga, and at the head of the St. Lawrence ocean navigation, and the commencement of inland



MILDURA, VICTORIA, AUSTRALIA

Photo, Australian Government



MONTREAL, CANADA
Dominion Square

Photo, C.P. Rly



MORECAMBE, LANCASHIRE, ENGLAND
Western Promenade

Photo, L.M.S. Rly



MOSSEL BAY, UNION OF SOUTH AFRICA

Photo, South African Rlys

navigation. Connected by rail with every place of any importance in North America. The principal railways are: Grand Trunk (administration); Canadian Pacific (headquarters); Grand Trunk Pacific; Canadian Northern; Quebec Southern; Delaware and Hudson; Rutland; and Central Vermont. Summer terminal port of Canadian Pacific, Cunard, White Star and other liners. Steamers to all Eastern Canada ports, both ocean and lake. Population 530,437 (with suburbs, 618,506). Assessment 638,000,000 dollars. Civic revenue, 10,384,473 dollars. City has harbour with 7 miles of deep water, a large number of hotels; English and Roman Catholic cathedrals, hundreds of churches; McGill University, Laval University, and many good colleges, high schools, and academies; electric light and power (developed at Shawinigan Falls and Lachine Rapids); about seventy banks (inclusive of branches); several hospitals and asylums; City Hall, Court House; Y.M.C.A.; Houses of Refuge; Sailors' Institute; splendid club houses; Art Gallery; five market places, including the Bonsecours; Natural History Society, Mechanics' Institute, Canadian Institute; Board of Trade; eight daily papers (four in French). Prominent buildings: Church of Notre Dame, St. James' R.C. Cathedral, Christ Church Cathedral; Bank of Montreal, Bank of Commerce; Post Office; G.T.R. Offices; Windsor Station and Offices (C.P.R.); Windsor Hotel; Colleges of McGill University; Royal Victoria Hospital; Hotel Dieu; Alexandra Hospital; St. Paul Hospital; City Hall; Custom House; Board of Trade Building; Athletic Club; Seminary of St. Sulpice; Eastern Townships Bank; Liverpool, London, and Globe Building; Grey Nunnery. Nearly 1,000 industries are located here, manufacturing among them almost every conceivable article of commerce, and including the largest flour mills in the British Empire, turning out 6,000 barrels every 24 hours, also the St. Lawrence Flour Mills. C.P.R. "Angus" shops (5,000 employees), G.T.R. shops at Point St. Charles. The first European to visit the locality was Jacques Cartier, on 3rd October, 1535, when it was an Indian village called Hochelaga. He named the spot Mount Royal. First settled by French in 1542. In 1642 it was consecrated a city, and named "Ville Marie." Taken by the English in 1760. In 1809, the first steam vessel, *The Accommodation*, made the trip to Quebec. At that time the St. Lawrence was navigable for vessels of less than 300 tons only; now steamers drawing nearly 30 ft. can pass up and down. In 1832, visitation of cholera. In 1852, large part of city destroyed by fire. The Hotel Dieu was founded in 1644; the Convent of Notre Dame in 1650. The oldest church in the city is the Bonsecours (R.C.). (See also CANADA.)

MONTROSE (Scotland).—A small seaport in Forfarshire, at the mouth of the River South Esk. Population 12,692. It has a fairly good harbour and dock accommodation. Timber is the principal import; and the trade is largely with Canada and Russia. Soap and canvas are manufactured.

MONTSEERRAT ISLAND.—(See WEST INDIES.)

MOONTA (South Australia).—A town with a population of 4,000.

MOOSE JAW (Canada).—A town in Saskatchewan. An important distributing centre in a vast agricultural district. Population 19,300.

MORADABAD (India).—A town on the plains of India, 100 miles east of Delhi. Famous for its metalwork. Population about 98,140.

MORDEN (Manitoba, Canada).—A town with a population of about 1,200. It is a railway town situated in the centre of a wheat-growing district.

MORDEN (England).—A Surrey suburb of London (8½ miles). Population 1,202.

MORECAMBE (England).—A growing seaside resort on Morecambe Bay, in Lancashire. Population 19,182. It has all the attractions of a modern pleasure resort, including bracing air and good sea-bathing.

MORETON-HAMPSTEAD (England).—A small town in Devonshire, 12 miles from Exeter. Population 1,561.

MORETON-IN-MARSH (England).—A small market town in Gloucestershire. Population 1,406.

MORLEY (England).—A manufacturing and mining town in Yorkshire, 4¼ miles south-west of Leeds. Population 23,935. Manufactures woollen goods. Coal mines in the neighbourhood.

MORNINGTON (Otago, New Zealand).—A suburban municipality of Dunedin with a population of about 5,000.

MORPETH (England).—A town in Northumberland with a population of about 7,433. Manufactures flannel, iron and leather. There are coal mines and stone quarries in this district. Population of rural district 18,095.

MORTLAKE (England).—A small town in Surrey, suburban to London (9 miles). Stands on the banks of the Thames, 2 miles from Richmond. The Oxford and Cambridge Boat Race is rowed from Putney to Mortlake. Population 19,502. Some historic memories.

MOSGIEL (Otago, New Zealand).—An industrial town with a population of about 1,600. Woollen manufactures and coal mining.

MOSSEL BAY (Union of South Africa).—A small seaside resort 136 miles from Port Elizabeth.

MOSSEND (Scotland).—A mining town in Lanarkshire.

MOSSLEY (England).—A small manufacturing town in Lancashire. Population 12,705. Manufactures cottons, woollens, and iron.

MOSTYN (Wales).—A small town in Flint. Population 1,762.

MOTHERWELL (Scotland).—A town among the mines of Lanarkshire, with a population of 68,969. Has large iron and steel works. A rapidly-rising industrial centre. In 1860 the population numbered 2,923.

MOTUEKA (Nelson, New Zealand).—A small town in the centre of the fruit-growing district, with a population of about 1,300. It is 16 miles by sea from Nelson.

MOTUTAPU (Auckland, New Zealand).—A small island off the coast, with a population of about 14 (residents). It is a favourite holiday resort of Aucklanders.

MOUNTAIN ASH (Wales).—A town and mining district in Glamorganshire. Population 43,292.

MOUNT ALBERT (Auckland, New Zealand).—A suburb of Auckland. Population about 8,000.

MOUNT EDEN (Auckland, New Zealand).—A suburb of Auckland City with a population of over 10,000.

MOUNT GAMBIER (Australia).—A town in South Australia. Population 4,500.

MOUNTMELICK (Ireland).—A small manufacturing town in Queen's County.

MOUNT MORGAN (Queensland, Australia).—Population 12,023, district 13,000. 404 miles north of Brisbane. Connected with the famous Mount Morgan gold mine, the richest in Australia and one of the richest in the world. Has paid over £7,000,000 in dividends. At present employs about 2,000 men. The area surrounding Mount Morgan was for years devoted to grazing only, but it was found that Mount Morgan itself was a veritable hill of gold. Copper, iron, and limestone are also being worked in the district.

MOUNTRATH (Ireland).—A small agricultural town in Queen's County.

MOVILLE (Ireland).—A small seaside resort and transatlantic mail transhipment point on the coast of County Donegal.

MO. (Ireland).—A small agricultural town in County Tyrone.

MUCH WENLOCK (England).—A town in Shropshire, comprising several small townships spread over a wide area. Population 13,712.

MUDGE (New South Wales, Australia).—Population 5,000; district 20,000. 190 miles west of Sydney. Chief industries: Wool farming, mining; minerals have also been worked here. Five dairy factories, two flour mills, freezing works, and boot factories have been established in town and district. Town growing rapidly.

MURKIRK (Scotland).—A small town in Ayrshire. Population 4,982. Has large iron works.

MUIZENBERG (Union of South Africa).—A favourite seaside resort, famous for its bathing facilities, 16 miles from Cape Town. Cecil J. Rhodes died in this town.

MULL (Scotland).—One of the largest of the Hebrides Islands (Argyllshire) (*q.v.*).

MULLINGAR (Ireland).—The county town of Westmeath, on the River Brosna (and Royal Canal).

MULTAN (India).—A very ancient city in the Punjab. It possesses many beautiful mosques and shrines, and much of historic and architectural interest. The manufactures include cottons, silks, and carpets. It was captured in 1849. Population about 94,643.

MUMBLES (Wales).—A small but growing seaside resort on Swansea Bay.

MUNDESLEY (England).—A small seaside resort in Norfolk. Population 1,161.

MURRAY BAY (Canada).—A summer resort and industrial town on the Lower St. Lawrence, in Charlevoix County, Quebec Province, at the mouth of the Murray River, 90 miles north-east of Quebec. Summer steamers to Quebec and St. Lawrence ports. Population 1,449. It has five churches, two banks, county buildings, convent, schools, electric light, telegraph, telephone; lumber and saw mills, carding mills, butter and cheese factories. Good fishing. Frowning hills and wild scenery.

MUSSELBURGH (Scotland).—A town in Midlothian, 6 miles from Edinburgh. Fine golf-links. It has the extensive suburb Fisherow, which is noted for its fishing industry. Population 17,100.

MUSWELL HILL (England).—A suburb of London (6½ miles). Population 11,391.

MUTTRA (India).—A city of about 80,000 inhabitants, situated on the right bank of the Jumna. It is frequented by large numbers of pilgrims during the religious festivals. It was once a great Buddhist centre. Became British in 1803.

MYSORE (India).—A large native State in Southern India. (*See* FEUDATORY STATES, INDIA.)

MYTHOLMROYD (England).—A town in Yorkshire with a population of 4,150.

MUZAFFARPUR (India).—A town in Bengal with a population of about 70,000.

N

NAAS (Ireland).—A small town in County Kildare. Was once the capital of the Leinster Province.

NAAUWPOORT (Union of South Africa).—An important railway junction and depôt in the Cape Province.

NABHA (India).—A Sikh State in the Punjab. Area 928 square miles. Population 426,840.

NAGINA (India).—A town in the United Provinces about 50 miles from Moradabad. Population 35,693.

NAGPUR (India).—Capital and administrative headquarters of the Central Provinces. A busy town famous for its cloth fabrics. Scene of a great British victory in 1817. Population about 145,193.

NAIHATI (India).—A town with a population of about 39,000, situated about 23 miles from Calcutta, in Bengal.

NAILSWORTH (England).—A small town in Gloucestershire, 6 miles from Stonehouse. Population 3,148.

NAINI TAL (India).—A hill-station in the United Provinces. It stands on the shores of a lake at an altitude of 6,410 ft. Renowned for the beauty of its scenery.

NAIRN (Scotland).—The county town of Nairnshire. Stands at the mouth of the river of the same name (Moray Firth). Has a small harbour. Population 5,622.

NAIROBI (Kenya).—(*See under* KENYA.)

NAIVASHA (Kenya).—A Government station and experimental stock farm on the line of the Uganda Railway, 391 miles from Mombasa. It is prettily situated on the shores of Lake Naivasha, and is considered to be one of the most healthy residential places in the Colony.

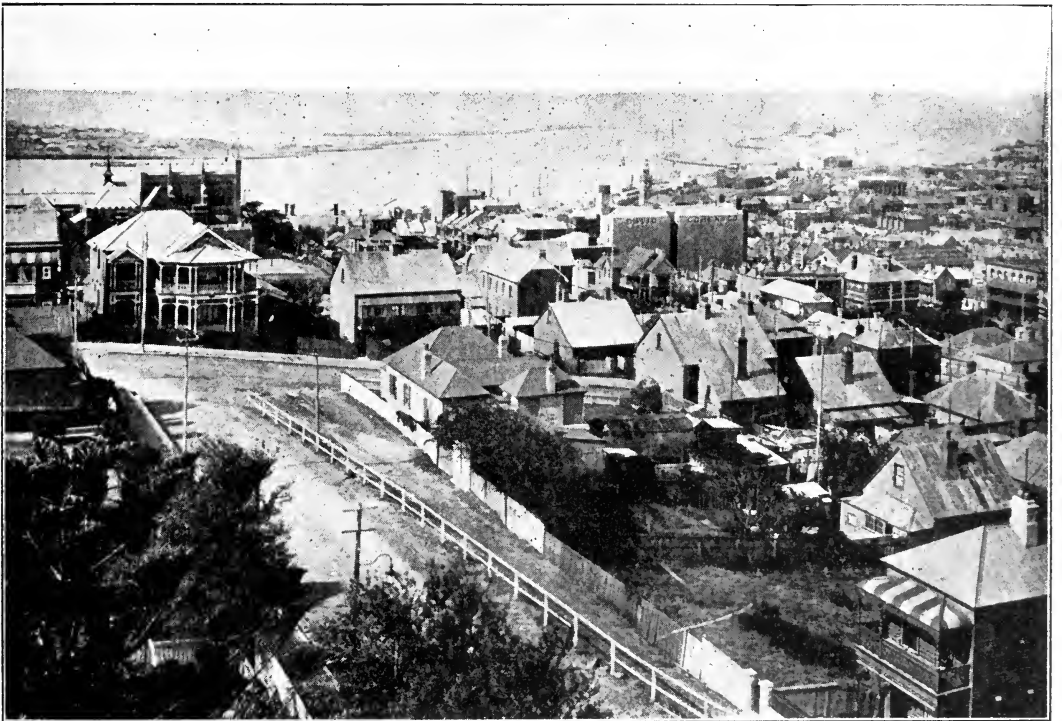
NAMAQUALAND.—(*See* UNION OF SOUTH AFRICA AND MANDATORY TERRITORIES.)

NANAIMO (British Columbia, Canada).—The "coal city" is 72 miles from Victoria, the provincial capital; and is situated on a fine harbour on the east coast of Vancouver Island. The population is estimated at 9,088. Its chief industry is coal mining, but latterly it has become an important herring fishing centre. It is also the chief town of an extensive farming and fruit-growing country. The city has a good water system, and electric light, telephones, and gas. Nanaimo coal is shipped to California, Hawaii, and China, and it is a coaling station for ocean-going steamships. The Esquimalt and Nanaimo Railway connects the city with Victoria and Alberni, and there is a daily steamer service to Vancouver.



NEW BRIGHTON, CHESHIRE, ENGLAND
The Sands and Promenade

Photo, L.M.S. Rly.

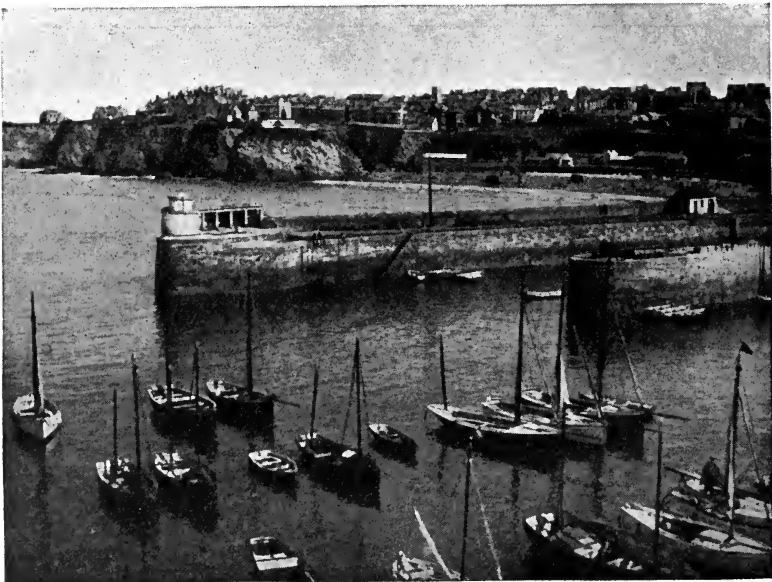


NEWCASTLE, NEW SOUTH WALES, AUSTRALIA

Photo, Australian Government



NEWLYN, CORNWALL, ENGLAND



NEWQUAY, CORNWALL, ENGLAND

Photos. G. W. Rly

NANTWICH (England).—A market town in Cheshire, on the River Weaver. Population 7,296. This town was once known as the "White Salt Town" and had 305 salt works, but during recent years the salt industry has vanished, and boot and shoe making has taken its place. There are some quaint old houses and public buildings; also brine baths. It was besieged by the Royalists in 1644.

NANTYGLO (England).—A town in Monmouthshire, near Ebbw Vale. Population 16,453.

NAPIER (Hawke's Bay, New Zealand).—The capital of the Provincial District of Hawke's Bay. An important town and seaport, with a population of nearly 11,000. It is picturesquely situated on Hawke's Bay, and is a thoroughly modern and up-to-date town.

NARBERTH (Wales).—A town in Pembrokeshire, 11½ miles north-east of Pembroke. Population 1,140.

NARBOROUGH (England).—A small place near Leicester. Population 1,839. Also the name of a village in Norfolk.

NARIAD (India).—A town with a population of about 45,000, in the Bombay Presidency.

NASEBY (Otago, New Zealand).—A small gold-mining town with a population of about 400.

NASIK (India).—A town of about 42,900 inhabitants in the Bombay Presidency. An old native capital and a most sacred place of pilgrimage for devout Hindus.

NASSAU (Island of New Providence).—Capital of the Bahamas Islands (*q.v.*).

NATAL.—(*See UNION OF SOUTH AFRICA.*)

NAVAN (Ireland).—An agricultural town in County Meath, at the junction of the Rivers Boyne and Blackwater.

NAWANAGAR (India).—A native State of Kathiawar. Area 1,379 square miles. Population 428,000. The capital of the same name stands on the Gulf of Cutch, is a seaport, and has a population of about 67,841.

NEASDEN KINGSBURY (England).—A suburb of London (Middlesex). Distant from the metropolis 5½ miles. Population 2,074.

NEATH (Wales).—A town and river-post in Glamorganshire, on the river of the same name. It is a manufacturing town near the coalfields, and has copper, tin, iron, and chemical works. Population 18,936. Ruins of a castle and Neath Abbey.

NEEDHAM MARKET (England).—A small town in Suffolk. Population 1,313.

NEEPAWA (Manitoba, Canada).—A growing agricultural town with a population of nearly 2,000, situated in the midst of wheat-growing country with admirable railway facilities.

NEGAPATAM (India).—A town and seaport with a population of about 77,989, situated on the Coromandel coast of Madras. It has belonged successively to the Portuguese, the Dutch, and the English.

NEILSTON (Scotland).—A town in Renfrewshire. Population 15,214.

NELLORE (India).—A town in the Madras Presidency.

NELSON (British Columbia, Canada).—This town, which is situated on the west arm of Kootenay Lake, has a population of 7,000. It is a well laid-out and solidly-built town, the principal buildings being of brick and stone. It is the judicial centre of Kootenay and an important wholesale business point.

Its altitude (1,760 ft. above sea-level) renders the climate equable and salubrious, and makes it a desirable place of residence. The chief industries are mining and lumbering, and of late years fruit growing has received a good deal of attention, the shores of the West Arm being found well adapted to all kinds of fruit, which grow to perfection and ripen early. The city is lighted by electricity and has an electric street car service. Excellent fishing and shooting may be had in the neighbourhood. Nelson is connected with the main line of the C.P.R., the Crow's Nest Pass Railway, and the G.N. by branch lines and steamers. The Hall Mines Smelter, which handles a large tonnage of ore annually, is situated at Nelson.

NELSON (England).—A manufacturing town in Lancashire. Population 39,839.

NELSON (Nelson, New Zealand).—The capital of the provincial district, and an important commercial town and seaport, with a population of about 8,500. It is one of the most picturesque towns in the Dominion, being almost surrounded by mountains 3,500 ft. high. The climate is excellent, and it is a health resort for those suffering from pulmonary complaints.

NENAGH (Ireland).—A small town in County Tipperary. Has a Norman Keep.

NEPAL (India).—A native Kingdom lying between Tibet and India. Area 54,000 square miles. Population about 3,250,000. The capital is Khatmandu. The chief race inhabiting this Himalayan State are the Gurkhas. (*See INDEPENDENT NATIVE STATES, INDIA.*)

NESTON and PARKGATE (England).—A small town in Cheshire. Population 4,596.

NETHERFIELD.—(*See GRANTHAM.*)

NETHERTON.—(*See STOURBRIDGE.*)

NETLEY (England).—A pretty place on the east side of Southampton Water. Royal Military Hospital, founded in 1856-7, and ruins of a Cistercian Abbey. Population 1,409.

NEVIS ISLAND.—(*See WEST INDIES.*)

NEW AMSTERDAM (British Guiana).—Capital of the County of Berbice. It is a thriving little Colonial town with a tropical climate, situated about 5 miles up the Berbice River. There are two good hotels, a club, a water supply, and a telephone service.

NEWARK (England).—A very ancient town in Nottinghamshire. Population 16,957. Has malt-houses, breweries, iron and brass foundries, and other factories of various kinds. It has been an early British camp, a Roman station, and is now a thoroughly modern town, with every convenience. Its once famous castle, the ruins of which can still be seen in the public gardens, has played a stirring part in English history.

NEWBIGGIN (England).—A small watering-place in Northumberland. Population 6,206. Also the name of a village in Westmorland.

NEW BRIGHTON (Canterbury, New Zealand).—A sea-side suburb of Christchurch with a population of about 2,000.

NEW BRIGHTON (England).—A popular seaside resort in Cheshire, 4 miles from Birkenhead. Population 8,422.

NEW BRUNSWICK.—(*See CANADA.*)

NEWBURGH (Scotland).—A Royal burgh of Fife. In the neighbourhood is the famous Cross Macduff,

and the Abbey of Lindores (1196). Population 1,898.

NEWBURN.—(See **NEWCASTLE-ON-TYNE**.)

NEWBURY (England).—An old market town in Berkshire. Population 12,290. Has many historic associations, and was the scene of two battles in the Civil War.

NEWCASTLE (Ireland).—A small town in County Limerick. *Also* the name of a small place in County Down.

NEWCASTLE (New Brunswick, Canada).—On Miramichi River, at head of deep water navigation, on I.C.R. Centre of fishing and hunting district. County seat. Saw mills, sash and door factories, farm wagon works, chair factory, etc. Population 2,945.

NEWCASTLE (New South Wales, Australia).—Population 88,640; 104 miles north from Sydney by rail, 63 miles by sea. On the River Hunter, near its mouth. Newcastle is the second city of New South Wales. Most extensive coal-fields in the Commonwealth. Output of coal averages about 5,913,840 tons, worth £2,798,764. Extensive smelting works, foundries, wool washing establishments, biscuit and other factories, and, consequently, a brisk shipping trade.

NEWCASTLE EMLYN (Wales).—A small town in Carmarthenshire. Population 922.

NEWCASTLE-ON-TYNE (England, N.).—Situated near the mouth of the River Tyne, this very important port is the scene of much business activity. It is the marine distributing centre of many of the large coalfields of the North of England, and has an extensive export trade. Shipbuilding, engineering, and like crafts are extensively carried on, and the population is 274,955.

NEWCASTLE - UNDER - LYME (England).—A town in Staffordshire. Population 20,418. Manufactures clothing, paper, and pottery. There are also coal-mines in the neighbourhood.

NEWCASTLE (Union of South Africa).—A small town in the Natal Province, situated at an altitude of about 3,900 ft. There are coal-mines in the neighbourhood. The town itself possesses several fine buildings and good hotels. It is one of the nearest stations to Majuba Hill. (See *History*, **UNION OF SOUTH AFRICA**.)

NEW CLEE (England).—A place in Lincolnshire. Population 14,489.

NEW CUMNOCK (Scotland).—A town in Ayrshire. Population 5,661.

NEWENT (England).—A small town in Gloucestershire. Population about 2,485.

NEW GLASGOW (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

NEW GUINEA.—(See **PAPUA, AUSTRALIA**.)

NEWHAVEN (England).—A seaport on the Sussex coast, at the mouth of the River Ouse. Population 6,436. Regular steamboat service with Dieppe (France) and other ports. Has a good harbour. *Also* the name of a village in Midlothian (Scotland).

NEWINGTON (England).—A small place in Kent. Population 1,045.

NEWLYN (England).—A small fishing port in Cornwall.

NEWMARKET (Auckland, New Zealand).—A suburb of Auckland City, with a population of about 2,400.

NEWMARKET (England).—A town in Cambridgeshire. Population 9,753. It is famous for its race meetings, held on Newmarket Heath. Over half the population of this town are directly connected with the Turf. There are many fine houses and some good hotels and shops. It is the "racing capital of England," and hundreds of horses are constantly in training.

NEWMARKET (Ireland).—A small town in County Cork.

NEW MILLS (England).—A small manufacturing town in Derbyshire. Calico and iron. Population 8,492.

NEWMILNS (Scotland).—A town in Ayrshire. Population of police burgh 4,806.

NEWNHAM (England).—A small town in Gloucestershire. Population 1,181. *Also* the name of a village just outside Cambridge, famous for its Ladies' University College.

NEW PLYMOUTH (Taranaki, New Zealand).—The prettiest and most historic town in the Dominion. Situated at the foot of Mount Egmont. A well laid-out town, with considerable commercial and industrial activity in the centre of charming scenery. Population about 7,600. (See **NEW ZEALAND**.)

NEWPORT (England).—The capital of the Isle of Wight. Population 11,036. An old-fashioned country town situated in the centre of the island.—*Also* a town in Monmouthshire (England). Population 82,369. Has a good harbour with extensive docks. Is one of the great coal-shipping centres. Has large iron and steel works; and also manufactures rubber goods, telegraph material, and pottery. Has many fine buildings and engineering works.—*Also* a market town in Shropshire. Population 3,056.—*Also* a village in Essex. Population 980.—*Also* a small seaport in Fife (Scotland). Population 3,643. Possesses a small harbour.—*Also* a small town in County Tipperary.—*Also* the name of a small town in County Mayo, Ireland.

NEWPORT - PAGNELL (England).—A market town in Buckinghamshire. Population 4,142.

NEWQUAY (England).—A small seaside town in Cornwall. Population 6,633. *Also* the name of a small seaside town on the shores of Cardigan Bay (Wales).

NEW ROMNEY (England).—A small town in Kent. Population 1,605.

NEWROSS (Ireland).—An agricultural town on the River Barrow, in the Counties of Kilkenny and Wexford.

NEWRY (Ireland).—An important town on the river of the same name, in the Counties of Down and Armagh. It is a maritime port and a small manufacturing centre.

NEWSHAM (England).—A place in Northumberland. Population 3,169.

NEW SOUTH WALES.—(See **AUSTRALIA**.)

NEWTON (England).—A place in Cheshire. Population 7,723.

NEWTON ABBOT (England).—A market town in Devonshire, with memories of Charles I and William of Orange. Population 13,837.

NEWTON HEATH (England).—A suburb of Manchester. Population 20,010.

NEWTON-LE-WILLOWS (England).—A manufacturing town and railway junction in Lancashire, 16 miles from Manchester. Has printing works,

paper mills, foundries, and railway shops. Population 18,776.

NEWTOWN-STEWART (Scotland).—A small town in Wigtownshire. Population 2,063.

NEWTOWN (Wales).—A town in Montgomeryshire. Population 5,670. Manufactures flannel.

NEWTOWNARDS (Ireland).—An agricultural and manufacturing town in County Down; 13½ miles distant from Belfast.

NEWTOWNBARRY (Ireland).—A small agricultural town in County Wexford.

NEWTOWN-HAMILTON (Ireland).—A small agricultural town in County Armagh.

NEW WESTMINSTER (British Columbia, Canada.)

—This town is situated on the Fraser River, about 16 miles from the mouth, and 12 miles from Vancouver. It is the centre of the salmon canning industry, and enjoys a big share of the lumber trade. Being the *dépôt* for a large agricultural country, New Westminster market is the most important in the Province—the farmer's mart and clearing house. The city was the capital of the Crown Colony of British Columbia before Confederation, and was destroyed by fire in 1898; but, through the energy of its citizens, it has been rebuilt and greatly improved. Among the public buildings are the Penitentiary and the Provincial Asylum for the Insane. The city owns and operates an electric light plant, and has an excellent water supply, and electric street railway and telephone systems. A fine steel railway and traffic bridge, built by the Provincial Government at a cost of 1,000,000 dollars, spans the Fraser River at New Westminster. There is an inter-urban electric railway connecting the city with Vancouver, and a branch line of the C.P.R. connects it with the main line at Westminster Junction. An annual event of importance is the holding of a Provincial Exhibition of Agricultural and Industrial Products, which attracts visitors from all parts of the Province. Population about 14,500.

NEYLAND (Wales).—A place in Pembroke. Population 2,715.

NICOBAR ISLANDS.—(See DEPENDENCIES OF INDIA.)

NICOLET (Canada).—An industrial town in Nicolet County, Quebec Province, at the mouth of Nicolet River, on Lake St. Peter, an expansion of the St. Lawrence. On the I.C.R., 98 miles northeast of Montreal, and on the Q.M., and S.R., 82 miles from Montreal. Population 2,593. R.C. cathedral and college, two banks, churches, schools, telegraph, and telephone.

NICOSIA (Cyprus).—Capital of the Island of Cyprus (*q.v.*).

NIMACH (India).—A British cantonment and small native town in the State of Gwalior (*q.v.*).

NJORO (Kenya).—A station on the Uganda Railway, with innumerable European homesteads scattered over the surrounding country. It is distant from Mombasa 461 miles.

NORBITON (England).—A Surrey suburb of London (11½ miles). Population 12,652.

NORBURY (England).—A suburb of London (7½ miles). Also the name of a village in Derbyshire.

NORFOLK ISLAND.—(See DEPENDENCIES OF AUSTRALIA.)

NORMANTON (England).—A town and railway junction in Yorkshire, 3 miles distant from Wakefield. Coal and iron industry. Population 15,858.

NORTHAM (Australia).—A town in Western Australia. Population 3,583.

NORTHAM (England).—A small place in Devonshire. Population 5,867. (See also SOUTHAMPTON.)

NORTHALLERTON (England).—An old town in Yorkshire (capital of the North Riding). Scene of the "Battle of the Standard" (22nd August, 1138). Population 4,791.

NORTHAMPTON (England).—Situated in the Midlands and capital town of Northamptonshire, with a population of 90,923. It is the centre of the boot and shoe-making industry, and has an extensive outside trade. Some lace is also made, and extensive breweries are in operation.

NORTH BAY (N. Ontario, Canada).—A town at the junction of the T. & N.O.R., the G.T.R., and the C.P.R. It is the capital of the Nipissing District, a divisional point on the C.P.R., and is an important railway town, with a population of about 8,000. The centre of a lumbering and mining section, it has planing and saw mills, foundry and machine shops, and a smelter. There are good business houses, banks and hotels, attractive residences, fine churches and schools, and it is the headquarters of the French River tourist route. This town is 360 miles west of Montreal.

NORTH BERWICK (Scotland).—A popular watering place in Haddingtonshire (East Lothian). Situated at the entrance to the Firth of Forth. Has fine golf-links. A few miles from the town are the ruins of Tantallon Castle, described in the "Marmion" of Sir Walter Scott. Population 4,524.

NORTHCOTE (Auckland, New Zealand).—A suburb of Auckland City. Population about 1,600.

NORTHENDEN (England).—A place close to Cheadle, in Cheshire. Population 3,097.

NORTHERN TERRITORY.—(See AUSTRALIA.)

NORTHFLEET (England).—A town in Kent, suburban to Gravesend. Population 15,719.

NORTH WALSHAM (England).—A small agricultural town in Norfolk. Population 4,156.

NORTH-WEST FRONTIER PROVINCE.—(See INDIA.)

NORTH-WEST TERRITORIES.—(See CANADA.)

NORTHWICH (England).—A town in Cheshire, on the River Weaver. Population 18,385. Brine-springs are under and all around this town, and have been used for many centuries for the preparation of salt, and for medicinal baths. Rock-salt mines are largely worked.

NORTON-ON-TEES (England).—A place close to Stockton-on-Tees, in Durham. Population 330.

NORWICH (England, E.).—This fine cathedral city is the capital of Norfolk. It is rich in places and buildings of historical interest, and is the centre of much business activity. The population is 120,653. The principal manufactures are boots and shoes, mustard, iron structures, electrical apparatus, mineral waters, and other lesser articles.

NORWOOD (England).—A pretty residential suburb of London (8½ miles). Population 31,773.

NOTTINGHAM (England).—Capital of Nottinghamshire, in the Midlands. This is a very important and prosperous manufacturing centre with an enormous outside trade. The population is 262,658. The principal manufactures are lace, hosiery, baskets, bicycles, cigars, needles, beer, and iron castings.

NOTTING HILL (England).—A suburb of London (7 miles).

NOVA SCOTIA.—(See CANADA.)

NUNEATON (England).—A manufacturing town in Warwickshire, on the River Anker. Population 41,894. Manufactures cotton, worsted, and woollen goods. "George Eliot" was born at Arbury Farm in this neighbourhood.

NUNHEAD (England).—A suburb of London (6 miles). Population 13,831.

NUTFIELD (England).—A small place in Surrey. Population 1,845.

NYASALAND.—(See NYASALAND.)

O

OAKENGATES (England).—A town in Shropshire with a population of 11,349.

OAKHAM (England).—The county town of Rutland. Population 3,327. Ruins of an old castle. Manufactures hosiery and boots.

OAKLEY (England).—A small place in Bedfordshire. Population 330. Also the name of a village in Hampshire.

OAKWORTH (England).—A small manufacturing town in Yorkshire. Population 4,171.

OAMARU (Otago, New Zealand).—One of the cleanest-looking and most substantially built towns in New Zealand. The buildings are mostly constructed with the famous Oamaru white stone, obtained from the neighbouring quarries. It is a wool and grain centre, and enjoys considerable prosperity. The population is about 5,500.

OBAN (Scotland).—One of the most popular and fashionable watering-places in Scotland. It is situated on the coast of Argyll, in a beautiful bay well-sheltered by Kerrera Island. During the summer the waters of this bay are crowded with yachts, pleasure-steamers, and small boats, for Oban is the principal tourist centre for the Western Highlands of Scotland. There are many fine hotels and some good shops. The steamboat and railway facilities for touring are excellent. Population (resident) 6,129.

OBELD, EL (Sudan).—Capital of the Province of Kordofan. Principal product, gum-arabic. (See *SUDAN*.)

OCHILTREE (Scotland).—A small town in Ayrshire, on Lugar Water. Population 2,024.

OCKENDEN (England).—A small place in Essex. Population 1,638.

OCKLEY (England).—A small place in Surrey. Population 747.

OFFORD (England).—A small place in Huntingdonshire. Population 579.

OHAKUNE (Wellington, New Zealand).—A growing commercial and agricultural town with a population of about 1,200.

OKAHANDJA (South-W. Africa).—A small township in the Mandatory Territory. Population 500.

OKEHAMPTON (England).—A small market town in Devonshire. Population 3,456.

OLDBURY (England).—A manufacturing town in Worcestershire. Population 36,908. Manufactures iron, steel, tools, railway material, and chemicals. Is only 5 miles distant from Birmingham.

OLDCASTLE (Ireland).—A small agricultural town in County Meath.

OLDHAM (England, N.).—One of the principal manufacturing towns of Lancashire, situated close

to Manchester, with a population of 145,001. The principal manufactures are velvets, silks, hats, cords, and woven goods.

OLD LEAKE (England).—A small place in Lincolnshire. Population 1,340.

OLNEY (England).—A small town in Buckinghamshire. Population 2,871. Cowper lived here in 1768–86.

OLTON (England).—A small town near Solihull, in Warwickshire. Population 2,411.

OMAGH (Ireland).—The county town of Tyrone; situated on the River Strule. It has suffered two disastrous fires.

OMDURMAN (Sudan).—A town on the Nile opposite Khartoum. (See *SUDAN*.)

ONEHUNGA (Auckland, New Zealand).—An old town situated 8 miles from Auckland City. It is a flourishing little seaport with a beautiful climate. The population numbers about 4,900.

ONGAR (England).—A small town in Essex, 23 miles from London. Population about 1,176.

ONITSHA (S. Nigeria).—A small native town and mission station.

ONSLow (Wellington, New Zealand).—A suburb of the capital with a population of about 2,100.

ONTARIO.—(See CANADA.)

OOTACAMUND (India).—The principal hill-station in the Madras Presidency. Beautifully situated on a plateau 7,228 ft. high, in the Nilgherry Hills. Average temperature about 60 deg. F. Population 15,987.

OOKIEP (Union of South Africa).—A copper-mining township in the north-west of Cape Province.

ORANGE FREE STATE PROVINCE.—(See *UNION OF SOUTH AFRICA*.)

ORANGE (New South Wales, Australia).—Population 7,500; district, 25,000; 196 miles from Sydney; centre of prosperous farming, dairying, and fruit-growing district. Also gold and copper mines. Pleasure resort during the summer months.

ORISSA (India).—(See *BENGAL, INDIA*.)

ORKNEY ISLANDS.—(See *BRITISH ISLES*.)

ORMESBY (England).—A town near Middlesbrough, in Yorkshire, with a population of 13,029.

ORMESBY, GREAT (England).—A small place near Great Yarmouth, Norfolk. Population 1,232.

ORMSKIRK (England).—A small manufacturing town in Lancashire, 11½ miles from Liverpool, population 7,407.

ORPINGTON (England).—A small town and residential district in Kent, 14½ miles from London. Population 7,047. Memories of Ruskin.

ORRELL (England).—A small town in Lancashire, near Wigan. Population 6,775.

OSSETT (England).—A town in Yorkshire, with a population of 14,802. Has collieries and woollen mills.

OSWESTRY (England).—A town in Shropshire, on the Welsh border. Population 9,790. Has a grammar school (fifteenth century) and a few ruins of an old Norman castle. Railway workshops and system centre.

OTAGO (New Zealand).—A provincial district in the southern extremity of South Island. Capital, Dunedin (*q.v.*). (See *SOUTH ISLAND, NEW ZEALAND*.)

OTAHUHU (Auckland, New Zealand).—A summer suburb of Auckland City, with a population of about 2,000.



Photo. South African Rlys
OUTDSHOORN, CAPE PROVINCE, UNION OF SOUTH AFRICA



PATEA, TARANAKI, NEW ZEALAND

Photo, New Zealand Government

OTFORD (England).—A small town in Kent. Population 821.

OTLEY (England).—A small manufacturing town in the West Riding of Yorkshire. Population 9,536.

OTTAWA (Ontario, Canada).—Picturesquely situated on a cluster of hills, Ottawa is the Dominion capital. It has a population of about 107,800, and is the second city in size in the Province. The Parliament Buildings attract and hold the attention of every visitor to the city. These massive Gothic structures occupy three city blocks, and crown the summit of a hill whose bluffs rise precipitously 150 ft. from the river. The "drive-way," which is laid out along the foot of the hills and following courses of the canal and rivers, is one of the most beautiful on the Continent; while walks cut out of the side of the cliffs, about midway between the river and the hill-top, entice every Nature-lover to a ramble; and the Chaudiere and Rideau Falls are other features which make Ottawa's site an ideal one. Branch lines of the railways connect the city in all directions with the great commercial centres and with the playgrounds of its own and neighbouring provinces. The magnificent water-power of the two falls is utilised for the electric lighting of the city and for the operation of its car lines, its many mills and factories. One great Ottawa institution is a Roman Catholic university. At Ottawa is the Canadian Mint. Only seven coins are used in Canada: the five and ten dollar gold pieces; the silver 50 cent piece, or half-dollar; the 25 cent piece, or quarter; the 10 and 5 cent pieces; and the copper cent.

OTTERY ST. MARY (England).—A small town in Devonshire, 11 miles from Exeter. Population 3,538. Has a fine old church, begun in 1260. Coleridge was born here.

ODDH.—A province of British India (*q.v.*).

ODTSHOORN (Union of South Africa).—A busy town and railway centre in the Cape Province, 277 miles from Port Elizabeth. Near by are the famous Cango Caves—the finest stalactite caves in Africa—and Meiring's Poort Gorge through the Zwartberg Mountains. The principal industries are tobacco growing, sugar making, ostrich farming, fruit-growing, and fruit-drying.

OUGHTERARD (Ireland).—A small lake-side town in County Galway.

OULTON BROAD (England).—A large "Broadland" village in Suffolk. Population 4,109.

OUNBLE (England).—A small town in Northamptonshire. Population 2,655.

OVENDEN (England).—A suburb of Halifax (Yorkshire). Population 6,604.

OVER (England).—A small town in Cheshire. Population 7,300.

OVERTON (England).—A small place in Hampshire. Population 1,616.

OVERTON-ON-DEE (Wales).—A small town in Flintshire. Population 1,196.

OXFORD (England).—The capital of Oxfordshire, the principal and oldest university town in the British Isles, and the seat of a bishopric. The city is situated near the junction of the River Cherwell with the main stream of the Thames, 52 miles from London. The Thames is here given the local name of "Isis." The population numbers 57,052. The cathedral is attached to Christ Church College, and was built in 1120. The principal colleges and

University buildings are as follows: The Bodleian Library (500,000 books and 30,000 MSS.); the Ashmolean Museum; the Radcliffe Observatory; Balliol College, New College, Brasenose College, All Souls' College, Exeter College, Lincoln College, Manchester College, Oriel College, Merton College, Pembroke College, Queen's College, Mansfield College, Magdalen College, Keble College, Jesus College, Hertford College, Corpus Christi College, Christ Church College, St. John's College, Trinity College, University College, Wadham College, Worcester College; the Indian Institute; the Examination Schools; the Divinity Schools, the new Museum, the Martyrs' Memorial; the Sheldonian Theatre; and St. Mary's Church. There are also three women's colleges, named Lady Margaret's Hall, Somerville Hall, and St. Hugh's Hall. The town itself is clean and well-built, with all modern conveniences. The surrounding country is heavily wooded and extremely picturesque.

OXTED (England).—A small town in Surrey. Population 2,846.

OYSTERMOUTH (Wales).—A suburb of Swansea (Glamorganshire). Population 6,098.

P

PAARL (Union of South Africa).—A town and district capital in the Cape Province, 39 miles north-east of Capetown. Population about 10,681.

PABBAY (Scotland).—A small island off the coast of Inverness.

PABNA (India).—A town in Bengal, 116 miles north of Calcutta. Population about 20,000.

PACHMARHI (India).—A hill-station in the Central Provinces. Altitude about 3,000 ft.

PADDOCK WOOD (England).—A place in Kent. Population 3,853.

PADIHAM (England).—A town in Lancashire, 3 miles from Burnley. Population 12,474. Manufactures cotton goods. Coal-mines in the neighbourhood.

PADSTOW (England).—A small seaport on the Cornish coast, 12 miles W.N.W. of Bodmin. Population 1,737.

PAHANG.—(*See MALAYA.*)

PAHIATUA (Wellington, New Zealand).—A growing market town with a population of about 1,500. Dairying is the most important industry.

PAIGNTON (England).—A pretty little seaside resort on Torbay, in Devonshire, 3 miles from Torquay. Splendid bathing and boating. Pretty surrounding country and very mild climate. Population 14,443.

PAISLEY (Scotland).—A large manufacturing town in Renfrewshire. Population 84,455. It is a place of hoary antiquity, but little remains to tell the tale of its history. The linen and gauze-making industries of the eighteenth century have completely died out, and so have the "Paisley shawls." The principal manufactures at the present time are cotton-thread, woollens, tartans, carpets, chemicals, cornflour, and machinery. The town itself has fine streets, shops, and hotels; and there are several large public buildings. The River White Cart, on which Paisley stands, has been several times deepened, and it is only 3 miles to its confluence with the Clyde.

PAKATOA ISLAND (Auckland, New Zealand).—An island situated about 23 miles from Auckland City. Once used as an inebriates' reformatory, with a population of about 22.

PALANPUR (India).—The chief town of a native State in Gujarat. Population about 31,680. (*See also FEUDATORY STATES, INDIA.*)

PALGHAT (India).—A town with a population of about 30,000, situated in the Malabar district of the Madras Presidency.

PALI (India).—The chief commercial centre of the native State of Jodhpur. (*See FEUDATORY STATES, INDIA.*)

PALMER'S GREEN (England).—A suburb of London ($6\frac{1}{2}$ miles).

PALMERSTON (Otago, New Zealand).—A small but prosperous agricultural town with good railway connections. The population is just under 1,000.

PALMERSTON, NORTH (Wellington, New Zealand).—An important agricultural and commercial town with a population of nearly 12,000. It is a fine, well laid-out place with all modern conveniences, including libraries, clubs, theatres, hotels, newspapers, banks, parks, etc. It is the centre of a very rich pastoral region, and bids fair to become one of the most important cities in the Dominion. It is 88 miles north-west from Wellington by rail, and is an important railway junction.

PANGBOURNE (England).—A small place in Berkshire. Population 1,677.

PANIPAT (India).—An historic town in the Punjab, just over 50 miles north of Delhi, the Imperial capital. Lying on the "Great North Road" of India, it has been the scene of three great battles (1526, 1556, 1761). Present population about 38,569. (*See History, INDIA.*)

PANNA (India).—A native State in Bundelkhand with an area of 2,568 square miles. The capital town of the same name has a population of about 20,000. (*See FEUDATORY STATES, INDIA.*)

PANTEG (England).—A town in Monmouthshire with a population (of district) 10,984. Has large iron works.

PAPA STOUR.—One of the Shetland Islands (*q.v.*)

PAPA WESTRAY.—One of the Orkney Islands (*q.v.*)

PAR (England).—A small place in Cornwall. Population 1,934.

PARIS (Ontario, Canada).—A growing industrial town with over 4,000 inhabitants.

PARKSTONE (England).—A town in Dorsetshire. Population 9,822.

PARRAMATTA (Australia).—A town in New South Wales. Population 14,930.

PARSON'S GREEN (England).—A suburb of London ($8\frac{1}{2}$ miles).

PARSONSTOWN (Ireland).—An agricultural town in King's County, on the River Bronsa. Has a fine old castle.

PARTABGARH (India).—A native State in Rajputana. Area 959 square miles. The capital is of the same name. *Also* the name of a district of British India, in Oudh.

PARTICROFT (England).—A town in Lancashire, near Manchester. Population 17,923. Manufactures iron and machinery.

PARTON (England).—A small seaport in Cumberland, near Whitehaven. Population 393. *Also* the name of a village in Kirkcudbrightshire.

PARTRINGTON (England).—A small town in Yorkshire. Population about 1,147.

PASSAGE WEST (Ireland).—A small seaport in County Cork.

PATAN (India).—An historic town in Baroda, with some very interesting ruins. Has a growing native manufacturing industry. Population about 45,000.

PATEA (Taranaki, New Zealand).—A small but growing industrial town and port, with a coasting maritime trade. The population numbers under 1,000; but it is the outlet for the surrounding rich agricultural country, and, having both rail and sea communication, should rapidly increase in size and prosperity.

PATELEY BRIDGE (England).—A small town, near Ripon, in Yorkshire. Population about 2,500.

PATIALA (India).—A large and important native State in the Punjab. Area 5,951 square miles. (*See FEUDATORY STATES, INDIA.*)

PATNA (India).—A great commercial centre, 140 miles east of Benares. It possesses many fine buildings, including colleges, churches, temples, and mosques. It was founded in B.C. 600, and has been the scene of several epoch-making incidents in Anglo-Indian history. The massacre of British prisoners by Mir Kasim (1763) was the cause of the annexation of the country. Population about 119,976. (*See also BENGAL, INDIA.*)

PATNA (India).—A native State in the Central Provinces. Area about 2,400 square miles. The capital of the same name has a population of about 4,980.

PECKHAM RYE (England).—A suburb of London ($3\frac{1}{2}$ miles).

PEEBLES (Scotland).—The county town of Peeblesshire. Stands on the River Tweed, about $21\frac{1}{2}$ miles from Edinburgh. Population 6,105. Has several large public buildings, including a library and museum. Has memories of the Queensberry family, Dr. William Chambers, and Mungo Park.

PEGU (India).—A small town in Lower Burma, on the Pegu River. It stands on the site of the old and magnificent capital of the Kingdom of Pegu, which was destroyed early in the eighteenth century. The present population is about 8,000.

PEMBA ISLAND.—(*See ZANZIBAR.*)

PEMBREY (Wales).—A small port in Carmarthenshire, on the River Burry. Population 4,549.

PEMBROKE (Wales).—The county town of Pembrokeshire. Stands on a navigable arm of Milford Haven. It has a fortified harbour and naval dockyard. The only buildings of historic interest are the fine ruins of Pembroke Castle (1094) and the Monkton Priory. Population 15,481.

PENARTH (Wales).—A seaport and small seaside resort in Glamorganshire, 3 miles from Cardiff—of which city it really forms a suburb. Has extensive docks, a promenade, a pier, and some pretty gardens. Population 17,097.

PENANG (Straits Settlements).—This, one of the prettiest places of call in the Middle East, has a population of 101,182. The surroundings of *Georgetown* are beautifully tropical, and the Waterfall Gardens constitute a gem of scenery. It is a busy port, and promises to become busier with the extension of the railway. Possessing many of the external features of Singapore, Penang is more Oriental in character. The Crag, a hill station on the island,

is largely resorted to by Peninsular residents. (*See also MALAYA.*)

PENGE (England).—A town in the southern suburbs of London (7 miles), Population 26,284.

PENHALONGA (Umtali, Southern Rhodesia).—A mining township, 11 miles to the north of the railway at Umtali. Post and telegraph offices, banks, hotel.

PENICUIK (Scotland).—A town in Edinburghshire, or Midlothian. Stands on the North Esk. Population 5,205. Paper mills. About 2 miles distant are Glencorse barracks.

PENISTONE (England).—A manufacturing town in Yorkshire, 13 miles from Sheffield. Population 3,791. Collieries and ironworks in the neighbourhood.

PENKRIDGE (England).—A small town in Staffordshire. Population 1,200.

PENMAENMAWR (Wales).—A small seaside resort in Carnarvonshire. Population 4,480.

PENRHUWCEIBER (Wales).—A mining town in Glamorganshire. Population 8,816.

PENRITH (England).—An agricultural town in Cumberland. Population 8,342. Ruins of an old castle. Is situated on the borders of the Lake District.

PENRYN (England).—A small town in Cornwall, 3 miles from Falmouth. Population 3,151. Near by are the famous Penryn granite quarries.

PENSHURST (England).—A small place in Kent. Population 1,572.

PENZANCE (England).—A growing seaside resort and seaport in Cornwall. It stands on Mount's Bay 10 miles from Land's End, and is the most westerly town in England. It enjoys a very mild climate, with little variation in the (average) temperature, but the rainfall is heavy. There is a good promenade from which fine views can be obtained of the rocky coastline and of the open sea. Many of the public buildings are constructed of granite, and include a library and museum. The harbour is well enclosed by piers, and shelters a large fishing fleet (mackerel and pilchard). It is a quaint old town, and is surrounded by romantic scenery. Population 12,096.

PERAK STATE.—(*See MALAYA.*)

PERIM ISLAND.—A tiny island in the Strait of Bab-el-Mandeb, at the south entrance to the Red Sea. (*See ADEN.*)

PERRANPORTH (England).—A small Cornish town with a population of 2,366.

PERSHORE (England).—A small agricultural town in Worcestershire. Population 3,462.

PERTH (Australia).—Capital of Western Australia (*q.v.*).

PERTH (Scotland).—The county town of Perthshire, on the right bank of the Tay. Population 33,208. It is a beautifully situated city, with the broad river in front of it, wooded hills behind it, and in the distant north the massive crests of the Grampians. There are many fine buildings and two pretty parks. The principal industry is dyeing; but ink, iron and linen are also manufactured. At Bridgend, one of the suburbs of Perth, Ruskin lived when a boy.

PESHAWAR (India).—An important military cantonment and native town, situated about 10 miles from the entrance to the Khyber Pass. Its importance is due solely to its strategic position. Population, including cantonment, about 100,000.

PETERBOROUGH (Australia).—A town in South Australia. Population 2,500.

PETERBOROUGH (England).—A large cathedral city and railway junction in Northamptonshire (borders of Huntingdonshire). Population 35,533. It is a very ancient city, and is mentioned in history as far back as 655. The cathedral was built between 1118 and 1526. The town itself has several large buildings, and is one of the most important railway centres in the Eastern Counties. Manufactures agricultural implements.

PETERBOROUGH (Ontario, Canada).—An important commercial town with a population of over 20,994. Has several factories, and is a large distributing and railway centre. It is situated in the midst of a rich agricultural district.

PETERHEAD (Scotland).—An important seaport in Aberdeenshire. Many of the buildings are of the famous "Peterhead granite." Once the headquarters of the whale fisheries of the northern seas. It has a busy harbour (largely fishing). Population 16,144.

PETERSFIELD (England).—A small market town in Hampshire. Population 3,933.

PETONE (Wellington, New Zealand).—A growing town with a population of over 7,000, situated about 7½ miles by rail from Wellington. Here are situated several factories, including Government workshops. Some 600 hands are employed in woollen manufacturing alone. The town itself is thoroughly modern and possesses a museum, library, several clubs, hotels, a recreation ground. It stands on the site of an old fortified Maori stronghold, and was the landing place of the first settlers.

PETWORTH (England).—A small market town in Sussex. Population about 2,500.

PEVENSEY (England).—A large and historic village in Sussex. William the Conqueror landed on the shores of Pevensey Bay. Ruins of an old castle. Population 522.

PEWSEY (England).—A small market town in Wiltshire. Population 1,731.

PHILIPPOLIS (Union of South Africa).—A town and district in the Orange Free State. The centre of the sheep and horse breeding region. Possesses a fine park and recreation ground.

PHILIPSTOWN (Ireland).—A small agricultural town in King's County. Derived its name from Philip of Spain, the consort of Queen Mary.

PICKERING (England).—A small market town in Yorkshire. Ruined castle. Population about 3,600.

PICTON (Marlborough, New Zealand).—A shipping and pastoral centre situated at the head of Queen Charlotte Sound, with a population of about 1,500. Has both railway and steamship communication with Wellington and other parts of the Dominion.

PICTON (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

PIETERMARITZBURG (Union of South Africa).—Capital of the Natal Province (*q.v.*).

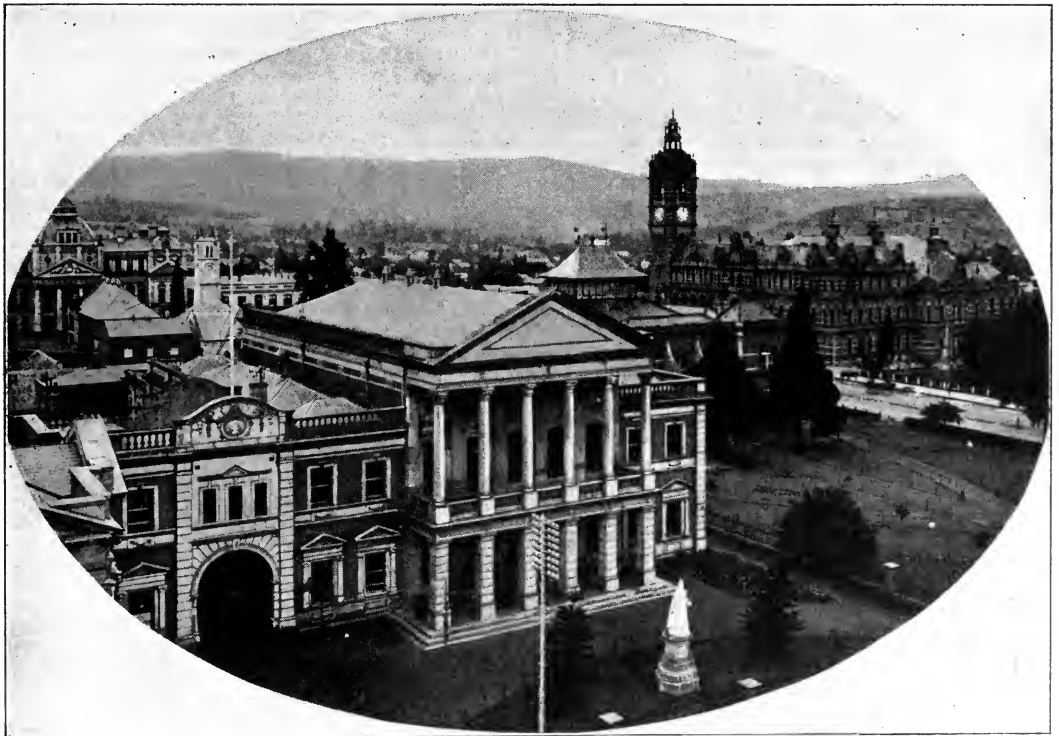
PIETERSBURG (Union of South Africa).—An important town and railway centre in the Transvaal Province. It is situated on the high veld, and is the centre for the Zoutpansberg goldfields.

PILIBHIT (India).—A town with a population of about 51,900, situated in the United Provinces.



PENZANCE, CORNWALL, ENGLAND

Photo, G.W. Rly



PIETERMARITZBURG, NATAL, UNION OF SOUTH AFRICA

Photo, South African Government

PINCHER CREEK (Alberta, Canada).—A small but growing agricultural town with a population of over 1,000.

PIND DADAN KHAN (India).—A small town in the Punjab, 111 miles north-west of Lahore. Noted for its pottery and brass-work.

PINNER (England).—A small town and residential district in Middlesex, 12 miles from London. Commercial travellers' school. Population 9,462.

PISHIN (India).—A frontier district of Southern Afghanistan, administered since 1878 by a British agent. Area just under 4,000 square miles.

PITCAIRN ISLAND.—(See AUSTRALIA.)

PITLOCHRY (Scotland).—A summer resort in Perthshire. Population (resident) 1,714.

PITSEA (England).—A small place in Essex. Population about 1,200.

PITTENWEEM (Scotland).—A seaport and Royal burgh of Fife. Population 1,922.

PLACENTIA (Newfoundland).—A small town with a fine natural harbour situated on the Avalon Peninsula in the south of the island, 65 miles from St. John's. Population about 2,000.

PLAISTOW (England).—A suburb of London (5 miles). Population 35,246.

PLESSISVILLE (Canada).—An industrial and market town in Megantic County, Quebec Province, on the G.T.R., 51 miles south-west of Quebec. Population 1,559. Town has electric light, one bank, telephone, telegraph, churches, and schools.

PLUCKLEY (England).—A small place in Kent. Population 913.

PLUMPTON (England).—A small place in Sussex. Race meetings. Population 709.

PLUMSTEAD (England).—A suburb of London (10 miles). Population 75,902.

PLUMTREE (Southern Rhodesia).—A rising township 55 miles south of Bulawayo, the centre of an extensive farming country. It is also well known for its boarding school, which is conducted on the lines of an English public school.

PLYMOUTH (England, *q.v.*).—Population 209,857.

PLYMOUTH.—Capital of the West Indian Island of Montserrat (*q.v.*).

PLYMPTON (England).—A small market town in Devonshire. Population 5,191.

POCKLINGTON (England).—A small town in Yorkshire. Population 2,556 (rural district 10,897).

POKESDOWN (England).—A town in Hampshire. Population 14,024.

POLEGATE (England).—A small country place near Eastbourne, in Sussex.

POLESWORTH (England).—A small town in Warwickshire. Population (of district) 5,619.

POLLANARRUA (Ceylon).—The ruins of an ancient capital (770 A.D.), situated about 61 miles north-east of Kandy (*q.v.*). These wonderful ruins include a fine rock temple.

POLPERRO (England).—A small but picturesque fishing port in Cornwall.

POMONA.—(See ORKNEY ISLANDS.)

PONANI (India).—A small seaport on the Malabar coast of Madras.

PONDER'S END (England).—A Middlesex suburb of London (10 miles). Population 12,756.

PONDICHERY.—(See FRENCH SETTLEMENTS, INDIA.)

PONTEFRACT (England).—An ancient town in the West Riding of Yorkshire. Population 16,763.

Has an old Norman castle and other interesting buildings.

PONTLLANFRAITH (England).—A small town in Monmouthshire. Population 2,318.

PONTNEWYDD (England).—A town in Monmouthshire. Population 13,170.

PONTYPOOL (England).—A town in Monmouthshire. Population 6,883. Coal-mining, brewing, and iron-working are the chief industries.

PONTYPRIDD (Wales).—A mining and manufacturing town in Glamorganshire. Population 47,171. There are coal and iron mines in the district, and iron and chemical works, as well as other factories, in the town.

PONU I ISLAND (Auckland, New Zealand).—A favourite little island resort, 20 miles off the coast, with a population of about 45.

POOLE (England).—An old-fashioned seaport in Dorsetshire, on the large Poole harbour, 5 miles from Bournemouth. Population 43,661. A yachting centre.

POONA (India).—An important town and military centre, situated about 120 miles south-east of Bombay. It is a favourite hill-station, and is the seat of the government of the Bombay Presidency during the hot season. There are several colleges and schools; and the native manufactures of cotton, silk, and jewellery are of a fine order. The surrounding country is extremely picturesque, and the town itself is one mass of flowers and gardens. The population is about 214,796.

POPULAR (England).—A suburb of East London (3½ miles). Population 162,618.

PORCUPINE (W. Ontario, Canada).—A mining town with a population of about 5,000, situated at the terminus of a branch line, 26 miles west of Troquois Falls, on the T. & N.O.R., is a famous gold-mining camp. Since the disastrous fire of 1911 the town has been rebuilt.

PORTADOWN (Ireland).—An agricultural and manufacturing town, on the River Bann, near Belfast, in County Armagh.

PORTAGE LA PRAIRIE (Manitoba, Canada).—This town has a population of 6,766, and is one of the most important wheat centres in the Dominion. It has large elevators, flour mills, foundries, manufacturing, a high school, and other institutions of a prosperous and growing city.

PORT ALBERNI (British Columbia, Canada).—The west coast terminus of the Esquimalt and Nanaimo Railway, is situated at the head of Alberni Canal, a deep-water inlet, 54 miles from Nanaimo. It has direct rail communication with Victoria via the western extension of the Esquimalt and Nanaimo Railway. It is also connected with Victoria by five steamboats. Alberni Harbour is one of the best on the coast. The town is in the centre of an immense area of magnificent timber and is likely to become one of the most important lumbering points in British Columbia. Considerable land has been cleared in the vicinity, and farming, fruit-growing, and dairying are carried on with success. Mining, lumbering, and fishing are the principal industries. The population is about 700, but increasing rapidly.

PORT ANTONIA (Jamaica).—A season resort in the West Indian Island of Jamaica. Has a magnificent hotel, the Tichfield, which is much patronised by American and British tourists.

PORTARLINGTON (Ireland).—An agricultural town in King's and Queen's County.

PORT ARTHUR (N. Ontario, Canada).—A town on the main line of the C.P.R., in the famous Thunder Bay District, on the north-west shore of Lake Superior. It is an attractive commercial and residential city, with a population of over 14,000. The chief industries are lumbering, mining, milling, and farming. The lumbering interests represent a cut of 50,000,000 ft. of lumber a year. A blast furnace for iron has a working capacity of 300 tons per day; and water powers near the town supply a large flour milling centre. It has grain elevators with a capacity of 9,000,000 bushels; and a coal dock with a capacity of 800,000 tons and equipment capable of unloading a vessel at the rate of 10 tons per minute. The town is the terminus of the Canadian Northern Railway, the Northern Navigation Co., the Booth & White Steamship Line, and the Montreal and Lake Superior Steamships, the headquarters of the Canadian North-west Steamship Co., and a calling port for the Canadian Pacific Steamship Co. Sixteen regular freight steamship lines make it a port of call. A branch of the Grand Trunk Pacific passes through the town north-westward to its main line. Much of the merchandise of the east is transferred at Port Arthur from water to rail, while grain from the west is transhipped to the vessels of the lake. At the head of navigation on the Great Lakes, it is 422 miles from Winnipeg.

PORT AUGUSTA (Australia).—A town in South Australia. Population 3,000.

PORT CASTRIES.—(See ST. LUCIA, WEST INDIES.)

PORT CHALMERS (Otago, New Zealand).—Situated on the fine Otago Harbour, it is the deep-water port for Dunedin. Ocean steamers, after crossing the Harbour from the Heads, moor alongside the railway wharves. Although the present population numbers only about 2,200, Port Chalmers is a busy maritime and commercial town, possessing all modern improvements. Frozen meat and wool are its chief exports by sea. Steamship communication is maintained with all the coast ports of the Dominion as well as with Sydney, Australia. It possesses a library, clubs, good hotels, parks, and churches; a high school and several factories.

PORCHESTER (England).—A small town in Hampshire. Population 901.

PORT CLARENCE (England).—A small seaport in Durham, at the mouth of the River Tees.

PORT ELIZABETH (Union of South Africa).—An important seaport in the Cape Province on the shores of Algoa Bay. It has many fine buildings, including a hospital, a museum, an institute, and a large public library. The harbour is well sheltered; and the principal exports are wool, ostrich feathers, gold, and diamonds. Population about 35,000.

PORT FLORENCE (Kenya).—The terminus of the Uganda Railway from Mombasa to Lake Victoria Nyanza. A European settlement, administrative headquarters, and growing Lake port in Central Africa. There is regular steamboat communication with Mwanza (Tanganyika Territory); Entebbe, the administrative headquarters of the Uganda Protectorate; and Jinja, at the head waters of the Nile (Ripon Falls).

PORT GLASGOW (Scotland).—A town in Renfrewshire, on the Firth of Clyde, 3 miles from Greenock. Was originally intended as a harbour for the city of Glasgow (1668) (previous to the dredging of the Clyde). It has extensive docks, shipbuilding yards, and foundries. Population 21,022.

PORTHCAWL (Wales).—A small seaport and seaside resort in Glamorganshire. Population 6,642.

PORTISHEAD (England).—A watering-place on the Severn, in Somersetshire, 10 miles from Bristol. Population 3,817.

PORTLAND, ISLE OF (England).—A rocky island, or, really, peninsula on the Dorset coast, connected to the mainland by the Chesil bank. It is 9 miles in circumference, and rises to a height of 495 ft. on the summit of the Verne. The southern extremity is formed by Portland Bill, which projects into the English Channel. There are lighthouses on this point; and off the shore is the reef known as the Shambles, and the treacherous tide-race, called the Portland Race. The whole of this island is composed of oolitic limestone, which is the material so largely used for building; and it has been quarried to the average amount of 60,000 tons per annum for this purpose since the seventeenth century. Much of the quarrying is done by convicts in the great prison, established in 1848. Between the island and the mainland is the fortified and protected harbour and naval base. Portland Roads are among the best anchorages in the British Isles. There are the ruins of three castles on Portland Island; and sheep are bred in fairly large numbers, fresh water being obtained from the curiously large number of springs. The small town of Portland has little to recommend it, and is about 4 miles distant from Weymouth.

The population of the island numbers 12,434.

PORTLAW (Ireland).—A small agricultural town in County Waterford.

PORT LOUIS.—Capital of Mauritius (*q.v.*).

PORTMADOC (Wales).—A small seaport in Carnarvonshire. Population 4,185.

PORT MORESBY.—(See PAPUA, AUSTRALIA.)

PORT NATAL.—(See DURBAN, NATAL, U.S. AFRICA.)

PORTO NOVO (India).—A small seaport on the Coromandel coast of Madras. Scene of a British victory in July, 1871. (See HISTORY, INDIA.)

PORTOBELLO (Scotland).—A small watering place on the Firth of Forth, 3 miles from Edinburgh. It is suburban to Leith.

PORT OF SPAIN.—(See TRINIDAD, WEST INDIES.)

PORT PIRIE (South Australia).—Population 13,000, district 15,000; 169 miles north-west of Adelaide. An important seaport at the head of Spencer's Gulf. There are extensive smelting and reduction works in operation treating the products of the Broken Hill mines. Is it also the seaport from which the products of an extensive pastoral and agricultural area are shipped.

PORT ROYAL.—(See KINGSTOWN, JAMAICA, WEST INDIES.)

PORTREE (Scotland).—Chief town on the Isle of Skye (*q.v.*). Population 2,431.

PORTRUSH (Ireland).—A watering-place and favourite tourist resort in County Antrim. It is the centre for the famous Giant's Causeway. Has fine golf links.

PORTSEA ISLAND (England).—A portion of the Hampshire coast divided from the mainland by Portsmouth Harbour (W.), Langston Harbour (E.), and a narrow channel (N.). It is 4 miles long by 3 miles broad, and on it are the towns of Portsmouth and Portsea.

PORT SHEPSTONE (Union of South Africa).—A small Natal port situated at the mouth of the Umzimkulu River. Founded in 1877 and named after Sir Theophilus Shepstone. Connected by railway with Durban.

PORTSKEWETT (England).—A small town in Monmouthshire. Population 958.

PORTSLADE (England).—A small seaport in Sussex. Principal imports: Coal, and timber. It is also a seaside resort within easy reach of Hove and Brighton. Population 7,696.

PORTSMOUTH (England, S.).—This is the principal British Government naval port and dockyard; and situated as it is behind the Isle of Wight, with hills at the back, it has considerable strategic value. Some of the largest war vessels of the world are built here. Nelson used this port when embarking before his famous victories, and his old ship *H.M.S. Victory* now lies near by, off "Gosport hard." It is a garrison town, and very heavily and extensively fortified. The population is over 247,343, many of which are employed either in the Navy and Army, or in the Dockyard. Just opposite are Cowes and Ryde, and steamboats ply regularly between Portsmouth (including Southsea) and these and other places in the island.

PORTSOY (Scotland).—A small seaport in Banffshire. Population 1,951.

PORT TALBOT (Wales).—A seaport, with good harbour and docks, in Glamorganshire. Population 14,002.

POTUMNA (Ireland).—A small agricultural town on the River Shannon, in County Galway.

POTCHESTROOM (Union of South Africa).—This town was the original capital of the Transvaal in the early days of the Republic. It was here that delegates from the central districts of the Transvaal drew up the first Constitution, called the Grand Wet, and M. W. Pretorius was elected President. The town itself is a quaint old-fashioned place, famous for its orchards. The surrounding country is fertile and well watered. Population 3,880.

POTTER'S BAR (England).—An outlying suburb of London (12½ miles).

POTTON (England).—A small town in Bedfordshire. Population 2,156.

POULTON-LE-FYLDE (England).—A small town in Lancashire, 5 miles from Fleetwood. Population 2,732.

PRESCOT (England).—A manufacturing town in Lancashire, 7½ miles east of Liverpool. Population 9,043.

PRESTON (England).—A large manufacturing town in Lancashire, on the Ribble, 14 miles from the sea. Population 117,426. The town itself stands on an elevated plateau, and is well built and laid out. There are many fine streets, public buildings, shops, factories, hotels, parks, theatres, recreation grounds, and clubs. It is a very old town, and has figured largely in English history. There is a deep channel, allowing vessels of several hundred tons to go right up to Preston, which has over 40 acres of docks. Cotton manufacture has superseded that of linen,

and this town has become one of the most important centres of the cotton industry in the world. There are also shipbuilding yards, foundries, and engineering works. Little of historical interest is, however, to be seen in Preston.

PRESTONPANS (Scotland).—A small town on the coast of Haddingtonshire. Population 5,154. It was in this neighbourhood that the battle of Prestonpans (21st September, 1745) was fought, resulting in a victorious charge by the Highlanders under Prince Charles Edward.

PRESTWICH (England).—A town in Lancashire, famous for its cotton mills. Population 18,750.

PRETORIA (Union of South Africa).—Joint capital, with Cape Town, of Union of South Africa (*q.v.*).

PRIMROSE HILL (England).—An inlying suburb of London (N.W.)

PRINCE ALBERT (Canada).—A town in the Saskatchewan Province of Canada. Population 15,600.

PRINCE EDWARD ISLAND.—(*See CANADA.*)

PRINCE RUPERT (British Columbia, Canada).—The Pacific terminus of the G.T.P.R., is situated on Kaien Island, near the mouth of the Skeena River. The population is between 3,500 and 4,000, and is increasing rapidly. The city is well supplied with all public utilities, banks, churches, schools, hotels, business and industrial establishments, and newspapers. The shipping trade is already large and steadily increasing. With the railway completed from ocean to ocean, this city is certain to command a very large volume of trade, as it has one of the best harbours on the Pacific coast; and is the outlet of immense areas of mineral, timber, and agricultural lands, which are being rapidly settled and developed.

PRINCES RISBOROUGH (England).—A small town in Buckinghamshire. Population 2,322. Famous for its moated residence of the Black Prince.

PRITTLEWELL (England).—A suburb to Southend, in Essex. Population 59,980.

PROME (India).—A town in Burma, on the Irrawaddy. Population about 53,000.

PROSPECT (Australia).—A town in New South Wales. Population 9,170.

PUDSEY (England).—A small town in the West Riding of Yorkshire, near Bradford. Population 14,315.

PUKEKOHE (Auckland, New Zealand).—A growing agricultural town with a population of about 1,300. Near by is a large ostrich farm and feather-trimming factory.

PULBOROUGH (England).—A small market town in Sussex. Population 1,969.

PULHAM ST. MARY (England).—A small country town in Norfolk. Population 841.

PULICAT (India).—A small town situated about 21 miles north of Madras. The first Dutch settlement in India.

PUNJAB (India).—A province of N.W. India (*q.v.*)

PURFLEET (England).—A small place in Essex, 8 miles from Woolwich. Government magazines.

PURLEY (England).—A small residential town in Surrey, suburban to London (13½ miles). Population of Coulsdon and Purley 21,493.

PURNIAH (India).—A small town in Bengal. Population about 20,000.



Photo, South African Government
POTCHEFSTROOM, TRANSVAAL, UNION OF SOUTH AFRICA



Photo, Canadian National Rlys
PRINCE RUPERT, BRITISH COLUMBIA, CANADA

PUTNEY (England).—A Surrey suburb of London (6 miles). Population 28,242.

PWLLHELI (Wales).—A watering-place in Carnarvonshire. Population 3,811.

PYLE (Wales).—A small town in Glamorganshire. Population 2,708.

Q

QUEBEC (Canada).—Capital of the Province. At the confluence of the St. Charles and St. Lawrence Rivers. On C.P.R., G.T.R., and C.N.R.; 180 miles from Montreal, 400 miles from mouth of St. Lawrence. Population 95,193. The "Gibraltar of Canada." City has Parliament buildings; an ancient citadel; several squares, parks, and public walks; monument in joint memory of Wolfe and Montcalm; monuments (1) to Wolfe, on the Plains of Abraham; (2) presented by Prince Napoleon Bonaparte to commemorate struggle of 1760; (3) to Major Short and Sergt. Wallick, who lost their lives in the St. Sauveur fire; a drill shed; R.C. cathedral, Anglican cathedral, St. Matthew's Church; a splendid hotel (the C.P.R. Château Frontenac); over thirty churches; Laval University (R.C.), and two R.C. colleges; a convent and nunneries; high school and a number of academies and private schools; Canadian Institute; Literary and Historical Society (founded 1824); Entomological Society; St. Patrick's Institute; Advocates' Library; six daily newspapers (three of them in French); three hospitals and lunatic asylum; twelve banks. Summer port for Atlantic liners of the C.P.R., White Star, Dominion, Cunard, and other Companies, and landing place for immigrants. Steamers to Montreal and all Eastern Canadian ports. Ferries to Levis and other points. Nearly 200 industries, including the manufacture of boots and shoes, leather, tobacco, clothing, wooden ware, biscuits; lumber mills. In the vicinity: Plains of Abraham and Montmorency Falls. Most picturesque city in North America. Founded in 1608 by Champlain. First visited by Jacques Cartier in 1535, when it was an Indian village called Stadacona. In 1629 it fell into the hands of the English. Restored to the French in 1632. Captured by Wolfe in 1759. Americans unsuccessfully attempted its capture in 1775. (*See also CANADA.*)

QUEENBOROUGH (England).—A small town and seaport on the Isle of Sheppey, in the county of Kent. Population 3,073.

QUEENSBURY (England).—A town in the West Riding of Yorkshire, 4 miles from Halifax. Population 5,870.

QUEENSFERRY (Scotland).—A small town in Linlithgowshire. North Queensferry is in Fife. Population about 2,193.

QUEENSLAND.—(*See AUSTRALIA.*)

QUEENSTOWN (Ireland).—A seaport in the extensive Cork Harbour, 12 miles distant from the city of Cork. It has a fine harbour, and is an important oversea mail station. There is a steamboat service with England. R.C. cathedral.

QUEENSTOWN (Otago, New Zealand).—Situated on an arm of the famous Lake Wakatipu, it is surrounded by some of the most beautiful scenery in New Zealand. It is a tourist resort, with innumerable places of beauty and interest in the near vicinity. The permanent population is about 700.

QUEENSTOWN (Union of South Africa).—A well laid out and picturesque town on the railway from East London. It is situated in the Cape Province; and, standing at an elevation of 3,544 ft. above sea-level, enjoys a dry and bracing climate. Its streets are broad and well kept; and there are many good shops and fine public buildings, including a town hall, Government buildings, telephone exchange, library, hospital, and several large schools and churches. The surrounding country is diversified and picturesque, and there are many points of interest. In the centre of the town are some fine public botanical gardens.

QUE-QUE (or GLOBE AND PHOENIX) (Gwelo, Southern Rhodesia).—A township 155 miles north-east of Bulawayo. Station serves the Globe and Phoenix, the Gaika, and the Moss mines. Post and telegraph offices, telephone exchange, bank, and hotel. Que-Que is a very convenient base for big game shooting trips into the Mafungabusi District. (*See under BIG GAME SHOOTING.*)

QUETTA (India).—An important military centre near the northern frontier of Beluchistan. It is strongly fortified and has a large garrison. Commanding the Bolan Pass and Pishin Valley, it is of considerable strategic importance, and is one of the chief military stations on the north-west frontier. Both coal and petroleum have been discovered in this district.

QUILON (India).—A small town in the native State of Travancore. It belonged successively to the Portuguese, the Dutch, and the English. Population about 20,000.

R

RAASAY (Scotland).—An island with a small village, situated off the coast of Inverness. Area 24 square miles. Population 400.

RABAI (Kenya).—A small native village and local administrative and missionary centre about 20 miles inland from Mombasa. The nearest station on the Uganda Railway is Mazaras.

RADCLIFFE (England).—A manufacturing town in Lancashire, 7 miles from Manchester. Population 24,677. Manufactures cotton goods. Coal mines in the neighbourhood.

RADCLIFFE-ON-TRENT (England).—A small town, near Nottingham. Population 2,735.

RADHANPUR (India).—The capital of a native State (1,150 square miles) in the Bombay Presidency. Population about 20,000.

RADLEY (England).—A small country town in Berks. Population 927.

RADSTOCK (England).—A small town in Somersetshire. Population 3,661.

RAI BAREILLY (India).—A town in Oudh with a population of about 18,000. Possesses several fine buildings.

RAICHUR (India).—A town in the native State of Hyderabad.

RAINFORD (England).—A small town in Lancashire, 4 miles from St. Helens. Population 6,496.

RAINHAM (England).—A small town (or village) in Essex. Population 1,972. *Also* the name of a small place in Kent. Population 3,905.

RAINY RIVER (N. Ontario, Canada).—A town on the C.N.R., east of Winnipeg. The industries are the machine repair shops of the C.N.R., the saw

and planing mills, and the flour mills. There is a steamboat connection with Kenora, 87 miles north, and Fort Frances, 54 miles east. The town has four hotels, public and separate schools and five churches, with water, sewerage, and electric light systems. Population 1,579. At its service is perhaps the greatest timber area in Northern Ontario. Lake of the Woods and the forests afford good fishing and hunting. Colonisation roads for fully 200 miles have been constructed, and more are being made, giving employment on good terms to settlers who have also a ready market for their farm produce in the lumbering, mining, and manufacturing industries of the district. All the grain and grasses, especially hay and clover, grown in Old Ontario, flourish in the fertile valley of Rainy River.

RAIPUR (India).—A town with a population of 32,683, situated in the Central Provinces.

RAJAMAHENDRI (India).—A town in the Madras Presidency. Population over 40,000.

RAJPUTANA.—A territory lying to the north-west of the Indian Peninsula, and composed of about twenty native States and a British District. (See INDIA.)

RAMNAGAR (India).—A town on the Ganges in the United Provinces. Also the name of a small town in the Punjab.

RAMPUR (India).—A native State with an area of 889 square miles and a population of 531,217, situated in the United Provinces. The capital town of the same name has a population of about 77,000, and is famous for its native manufactures (pottery and damask).

RAMSBOTTOM (England).—A town in Lancashire, on the River Irwell. Population 15,370. Manufactures cottons and machinery.

RAMSEY (Isle of Man).—A small seaport and seaside resort in the Isle of Man, 14 miles from Douglas. It has a fine sandy beach, good promenades, a pier, and is surrounded by beautiful scenery. Steamboat communication with Douglas, Liverpool, Fleetwood, and Glasgow. Also the name of a small town in Huntingdonshire. Population 5,328.

RAMSGATE (England).—A very popular seaside resort on the Isle of Thanet, in the county of Kent. Population 36,560. It is only 4 miles distant from Margate, to which it is connected by both railway and tramway. The pretty little seaside resort of Broadstairs lies between the two large towns. The sandy beach of Ramsgate is certainly one of the finest in England, and is the playground of thousands of people—both old and young—during the summer months. This town offers, in addition to its magnificent air and pretty surrounding country, every possible amusement for the pleasure-seeker by the sea.

RANCHI (India).—A town with a population of considerably over 21,000, situated in Bengal.

RANDALSTOWN (Ireland).—A small agricultural town in County Antrim.

RANGIORA (Canterbury, New Zealand).—A go-ahead market town with a population of about 2,000. Flax dressing and flour milling are the chief industries. The town possesses modern conveniences and the surrounding country is rich agriculturally.

RANGOON.—Capital of the Burma Province of British India (*q.v.*).

RAPHOE (Ireland).—A small agricultural town in County Donegal.

RARATONGA ISLAND.—(See COOK ISLANDS, NEW ZEALAND.)

RATHANGAN (Ireland).—A small agricultural town in County Kildare.

RATHDOWNEY (Ireland).—A small town in Queen's County.

RATHDRUM (Ireland).—An agricultural town in County Wicklow.

RATHFRYLAND (Ireland).—An agricultural town in County Down.

RATHEALE (Ireland).—A small town in County Limerick.

RATHLIN (Ireland).—An island off the coast of Antrim. (See IRELAND, BRITISH ISLES.)

RATHMELTON (Ireland).—An agricultural town in County Donegal.

RATHMINES (Ireland).—A suburb of Dublin (*q.v.*)

RATHO (Scotland).—A small town, 8 miles from Edinburgh. Population 1,751.

RATHREN (Scotland).—A town near Keith, in Banffshire.

RATNAGIRI (India).—A small coast town in the Bombay Presidency.

RAVENGLASS (England).—A small seaport on the Cumberland coast, $4\frac{1}{2}$ miles from Bootle.

RAVENSBORNE (England).—A suburb of London ($10\frac{1}{4}$ miles).

RAVENSCAR (England).—A small seaside place on the Yorkshire coast.

RAVENSCOURT PARK (England).—A suburb of London ($8\frac{1}{2}$ miles).

RAWAL PINDI (India).—An important town and military base in the Punjab. Distant about 161 miles from Lahore. There is a brisk overland trade with Afghanistan. Population, including military cantonment, about 100,000.

RAWTENSTALL (England).—A cotton and woolen manufacturing town in Lancashire. Population 28,381.

RAYLEIGH (England).—A small town in Essex. Population about 3,125.

RAYMOND (Alberta, Canada).—A small agricultural town with a population of over 1,465.

RAYNES PARK (England).—A Surrey suburb of London (9 miles). Population about 5,812.

READING (England).—The capital of Berkshire, situated on the River Kennet, near its junction with the Thames. Population 92,274. It is an historic town, and has some very interesting ruins. The streets are well paved and lighted, and there are many fine public buildings, parks, hotels, and shops. It is an important agricultural centre. Manufactures biscuits, seeds, sauce, paper, and iron goods. It has memories of many historic personages and has a fine University College.

REDCAR (England).—A favourite seaside resort in Yorkshire, 10 miles from Middlesbrough. Splendid bathing on the long stretch of sand. Population 16,399.

RED DEER (Alberta, Canada).—A growing agricultural town of about 2,118 inhabitants.

REDDITCH (England).—A manufacturing town in Worcestershire. Population 16,235. Manufactures pins, fishing-tackle, and hooks.

REDHILL (England).—An agricultural town in Surrey. Population 17,998.

REDRUTH (England).—A town in Cornwall, situated in the centre of a mining district. Population 9,920.

REEDHAM (England).—A small country town in Norfolk. Population 825.

REIGATE (England).—A prettily situated town in Surrey, at the foot of the North Downs. Population 28,915. Its church contains a curious old library.

RENFREW (Scotland).—The county town of Renfrewshire, situated on the south bank of the Clyde, 6 miles from Glasgow. Population 14,129. It was originally the seat of the Royal Stewarts.

RENTON (Scotland).—A small town in Dumbar-tonshire. Population 4,969. Smollet, the novelist, was born here. Calico printing.

REPTON (England).—A small town in Derby-shire. Population 1,929.

RETFORD, EAST (England).—A town in Not-tinghamshire with a population of 13,412. Some fine public buildings, including a grammar school. Manufactures iron and paper.

REVELSTOKE (British Columbia, Canada).—This town, on the main line of the C.P.R., 379 miles east of Vancouver, is a railway divisional point and the gateway to West Kootenay, connection being made there with the Arrowhead branch, which gives access to the Slocan, Kootenay, Boundary, and Crow's Nest countries. The town is growing rapidly, being the centre of a good mining and lumbering district. The C.P.R. has a fine hotel at Revelstoke, and there are several good stores and other business and industrial establishments. The population is about 3,500.

RHUDDLAN (Wales).—A small town in Flint-shire. Population 1,607.

RHYL (Wales).—A popular and growing seaside resort in Flintshire. Population (resident) 13,398. It has good sands, a promenade, pier, theatre, winter garden, artificial lake, shops, and hotels. Distant 30 miles from Chester.

RHYMNEY (England).—A town in Monmouth-shire. Population 11,691. Has large iron works.

RICHMOND (Canada).—An industrial centre in Richmond County, Quebec Province, on the G.T.R., 76 miles east of Montreal. Population 2,175. Col-lege of St. Francis. Electric light. Developing as a summer resort. Town has two banks, churches, schools, telegraph, and telephone.

RICHMOND (England).—A residential suburb of London, in the county of Surrey (10 miles). Popu-lation 35,651. Also the name of a town in the North Riding of Yorkshire. Population 3,934.

RICHMOND (Nelson, New Zealand).—An agricul-tural town with a population of about 700, situated at the head of Tasman Bay. The surrounding country is noted for its dairy farms.

RICHMOND (Union of South Africa).—A small but extremely pretty town and favourite tourist resort in the Natal Province. It is served by a branch railway line from Thornville Junction.

RICKMANSWORTH (England).—A small country town, in the midst of pretty scenery, in Hertford-shire. Population 7,510.

RIMOUSKI (Canada).—Port where transatlantic Canadian mails are landed and embarked in summer. On the south shore of the St. Lawrence, and on the I.C.R., 180 miles north-east of Quebec. Population 3,097. Summer resort. Good bathing. R.C. cathedral, schools, three convents, hospital, county buildings, two banks, and a few industries.

RINGSTEAD (England).—A small town in North-amptonshire. Population 934.

RINGWOOD (England).—A small town in Hamp-shire. Population 5,131.

RIPLEY (England).—A manufacturing town in Derbyshire. Population 10,037. Also the name of an historic village in the West Riding of Yorkshire.

RIPON (England).—An old city in the West Riding of Yorkshire. Population 8,389. The fine cathedral was built between 1154 and 1520.

RISCA (England).—A town in Monmouthshire, 5½ miles from Newport. Population 16,746.

RIVERINA.—(See NEW SOUTH WALES, AUS-TRALIA.)

RIVERTON (Southland, New Zealand).—A pretty seaport at the mouth of the Aparima River; about 26 miles by rail from Invercargill. The town possesses modern conveniences; and the chief industries, other than agriculture in the surrounding county, and shipping on the river, are saw milling and gold-slucing. The population numbers about 1,000.

RIVIERE DU LOUP (Canada).—A thriving in-dustrial town and popular summer resort at the confluence of the Riviere du Loup and the St. Lawrence, in the Province of Quebec. Divisional point on the I.C.R., 277 miles from Montreal. Terminus of the Temiscouata Railway to Connors (113 miles). Port of call for Quebec and Saguenay steamers. Population 6,774. It manufactures shingles, pulp, leather, chairs, builders' material, furniture, bricks; butter factory; shops of the Temiscouata Railway; grist mills; foundry and machine shop. City has four churches, four banks, schools, and all public utilities. Good fishing and caribou shooting.

RIWA (India).—A large native State of Central India. Area 13,000 square miles, population 1,513,200. The capital of the same name has a population of about 30,000.

ROADE (England).—A small place in Northamp-tonshire. Population 660.

ROBERTSBRIDGE (England).—A small place in Sussex.

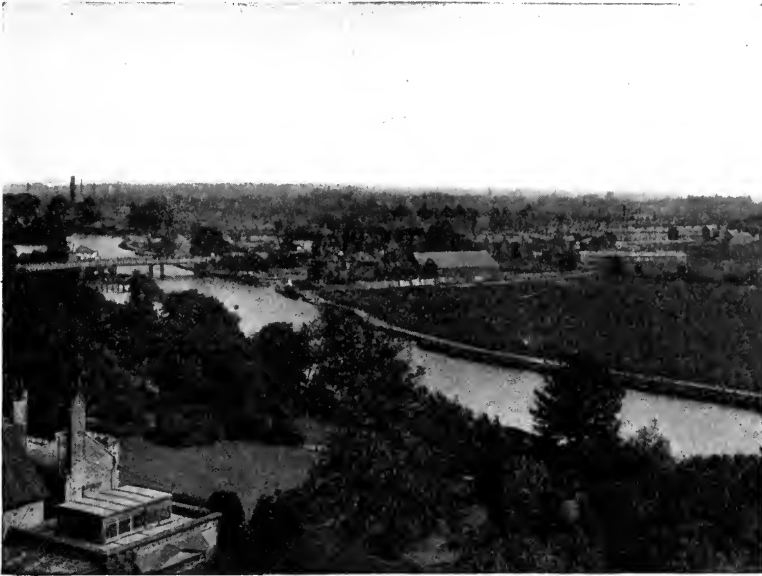
ROBERVAL (Canada).—An industrial town and sporting centre in Chicoutimi County, Quebec Pro-vince, on Lake St. John, and on the Quebec and Lake St. John Railway (C.N.R.), 188 miles north of Quebec. Population 1,737. Large college and nunnery, churches, school, two banks, telegraph, telephone, and good hotels. Ouananiche and trout fishing. Caribou, moose, and deer hunting.

ROCHDALE (England).—A large manufacturing town in Lancashire, on the River Roche, 11 miles from Manchester. Population 90,807. A fine, well-built town, with many large public buildings parks, theatres, libraries, and other conveniences and amusements. Manufactures flannels, calicoes, cot-ton goods of many kinds, iron and machinery. It was here that co-operative trading was first success-fully tried.

ROCHE (England).—A small place near Newquay, in Cornwall. Population 1,827.

ROCHESTER (England).—An historic cathedral city in Kent. Population 31,261. The cathedral was built between 1077 and 1825. There are several other buildings of historic interest. Rochester stands on the site of the Roman *Durobrivoe* and the Anglo-Saxon Hrofe-ceastre.

ROCHFORD (England).—A small town in Essex. Population 1,821 (rural district 22,854).



READING, BERKSHIRE, ENGLAND

Photo, G.W. Rly



RHYL, FLINTSHIRE, WALES
Promenade and Gardens

Photo, L.M.S. Rly



ROMA, QUEENSLAND, AUSTRALIA
McDowell Street

Photo, Australian Government



SALCOMBE, DEVONSHIRE, ENGLAND
North Sands and Bolt Head

Photo, G.W. Rly

ROCK FERRY (England).—(See LIVERPOOL.)

ROCKHAMPTON (Queensland, Australia).—Population 24,182, district 35,000; 380 miles from Brisbane on the Fitzroy River. One of the leading centres of Queensland. The chief products are copper, gold, coal, wool, frozen and preserved meats. A wide range of minerals have been found and worked in the district. Very extensive coal-bearing country lies to the north of Rockhampton. The seams at times run up to 60 ft. of coal. The district also carries large herds of cattle and sheep. In one year the exports from the port of Rockhampton have exceeded in value £4,000,000.

RODRIGUES ISLAND.—(See MAURITIUS.)

ROHILKHAND (India).—A territorial division of the United Provinces (*q.v.*).

ROHTAK (India).—A small town in North-West India.

ROMA (Australia).—A ranching centre in the far west of Queensland.

ROMFORD (England).—A town in Essex, with a population of 19,448. An agricultural centre. Has breweries and iron foundries.

ROMILEY (England).—A small place in Cheshire. Population 2,898.

ROMSEY (England).—A small town in Hampshire. Population 4,826.

RONA (Scotland).—A small island off the coast of Inverness. Area 4 square miles. Population 200.

ROSCOMMON (Ireland).—The county town of County Roscommon. A very ancient place, with some interesting ruins.

ROSCREA (Ireland).—An agricultural town in County Tipperary. A very old place, with some interesting ruins.

ROSEAU.—(See DOMINICA, WEST INDIES.)

ROSS (England).—A market town in Herefordshire. Population 4,665.

ROSS (Westland, New Zealand).—A prettily situated mining town with a population of about 700. The surrounding country is extremely picturesque.

ROSSLAND (British Columbia, Canada).—The mining centre of West Kootenay has grown in a few years from an obscure mining camp to a well-ordered substantial city of about 5,500 inhabitants. Rossland's mines are famed the world over, and their development is proving their permanency. The city is 8 miles from the United States boundary on a branch of the C.P.R., and is provided with all the modern conveniences, waterworks, electric lights, telephones, etc. The hotels, banks, and business houses are of a substantial character, and would do credit to any town of similar size.

ROSTREVOR (Ireland).—A little seaport on the coast of County Down.

ROSYTH (Scotland).—A modern naval base on the Firth of Forth, in Fife.

ROTHBURY (England).—A small town in Northumberland, on the River Coquet. Population 1,682.

ROTHERHAM (MASBORO') (England).—A large manufacturing town in the West Riding of Yorkshire, on the Rivers Don and Rother. Population 68,045. Distant 5 miles from Sheffield. A fine, well-built town, with many large public buildings and parks. Principal manufactures: Stoves, chemicals, railway carriages, and glass.

ROTHERHITHE (England).—A suburban district of London, on the Thames (6 miles). Population 35,247.

ROTHES (Scotland).—A small place in Elgin. Population 2,076.

ROTHESAY (Scotland).—Capital of Buteshire, and a very popular watering-place on the north-east shore of Bute Island, Firth of Clyde. It is a most picturesquely situated town, being backed by lofty hills and facing an immense, well-sheltered anchorage, which, during the summer months, is dotted with all kinds of craft, from the small rowing boat to the large Clyde tourist steamer, bound for some beautiful island in the Western Highlands. This town has a very mild climate and good bathing facilities. There are many large hotels, public buildings, and a fine promenade. It is an excellent tourist centre. Population 15,218.

ROTHLEY (England).—A small town in Leicestershire. Population 2,006.

ROTOROA ISLAND (Auckland, New Zealand).—An island situated in the Firth of Thames, used as an inebriates' home, controlled by the Salvation Army under Government supervision. There are about eighty inmates (men).

ROTUMAH ISLAND.—(See FIJI ISLANDS.)

ROUSAY ISLAND.—(See ORKNEY ISLANDS.)

ROW (Scotland).—A small town in Dumbartonshire. On the shores of Gare Loch. Population 1,462.

ROWLEY REGIS (England).—A town in Staffordshire, near Dudley; with collieries, potteries, and iron works. Population 40,037.

ROXBURGH (Otago, New Zealand).—A small town in the centre of a good fruit-growing district, with a population of about 500. Gold mining and dredging is also carried on.

ROYDON (England).—A small place in Essex. Population 1,138.

ROYSTON (England).—A small market town in Herts (and Cambridge). Population 3,826. Also the name of a town in Yorkshire, near Cudworth. Population 6,455.

ROYTON (England).—A cotton manufacturing town in Lancashire, 2 miles from Oldham. Population 17,207.

RUABON (Wales).—A small mining centre in Denbighshire. Population 3,387.

RUDDINGTON (England).—A town in Nottinghamshire. Population 2,771.

RUGBY (England).—A town in Warwickshire. Population 25,098. It is a large railway junction, and is famous for its great public school, which was founded in 1567. A popular hunting centre. Important link in the Imperial Wireless Chain.

RUGELEY (England).—A small town in Staffordshire on the River Trent. Population 4,607.

RUISLIP (England).—A town near Uxbridge, in Middlesex, 13½ miles from London. Population 9,113.

RUM (Scotland).—A small island off the coast of Argyllshire. Area 42 square miles. Population about 40.

RUMWORTH (England).—A town near Bolton, in Lancashire. Population 8,904.

RUNANGA (Westland, New Zealand).—A town with a population of about 1,700, laid out by the Government for the employees at the adjoining State collieries. The centre of a coal-mining district, situated about 5 miles by rail from Greymouth.

RUNCORN (England).—A busy town and small port on the Mersey, and Manchester Ship Canal, in

Cheshire, 12 miles from Liverpool. Population 18,393.

RURKI (India).—A small town in the United Provinces.

RUSAPI (Makoni, Southern Rhodesia).—A township 108 miles south-east of Salisbury. It is the depôt for the district of Inyanga. Post and telegraph office.

RUSHDEN (England).—A town in Northamptonshire. Population 13,511.

RUTHERGLEN (Scotland).—A town in Lanarkshire, adjoining Glasgow (*q.v.*). Population 24,744.

RUTHIN (Wales).—A small town in Denbighshire. Population 2,767.

RUTLAM (India).—A small native State in Central India. Area about 729 square miles. The capital of the same name was until recently a famous opium centre.

RYDE (England).—A favourite and very picturesque seaside resort on the north-east coast of the Isle of Wight, facing Spithead. It is built on the slopes and at the foot of a tree covered hill, and presents a most pleasing aspect from the sea. It is the largest town in the Island. Has a fine long pier, sands, a theatre, and steamboat services with Portsmouth (4½ miles), Southampton, and all the coast towns on the island. Population 11,295.

RYE (England).—A small old-fashioned seaport in Sussex, 11 miles from Hastings. Population 3,918

RYTON (England).—A town on the Tyne, 6 miles from Newcastle, in the county of Durham. Population 14,263.

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SACKVILLE (New Brunswick, Canada).—A town on I.C.R., and terminus N.B. and P.E.I.R. Seat of Mount Allison University (Methodist), and Ladies' College. A fertile farming district. Industries include two stove foundries, harness, boot and shoe factories, carriage works, paper boxes, woodworking factory, stone quarries. Population 1,380.

SADDLEWORTH (England).—A town in Yorkshire with a population of 12,565.

SAFFRON WALDEN (England).—A town in Essex. Population 5,876.

SAGAING (India).—A ruined town on the Irrawaddy; at one time the capital of Burma.

SAGAR (India).—An important town in the Central Provinces. Population about 60,000.

SAHARANPUR (India).—A town in the United Provinces. Population about 70,000. Has some fine botanical gardens and an old fort.

SAINGSBURG (Union of South Africa).—A small town with a population of about 2,000, situated on the Great Karoo, 213 miles from Cape Town.

SAINTFIELD (Ireland).—An agricultural town in County Down, near Belfast.

SALCOMBE (England).—A small town in South Devon, on Salcombe Haven. Enjoys a warm climate. Population 2,201.

SALE (England).—A town in Cheshire, about 4½ miles from Manchester. Population 16,337.

SALEM (India).—A large town in the Madras Presidency with a population of 73,986. Is famous for its cotton manufactures.

SALFORD (England).—(See MANCHESTER.)

SALISBURY (England).—Capital of Wiltshire, and an old cathedral city. Population 22,867. Old

Sarum, about a mile distant from the present town, was a Roman station, with a castle, and afterwards had a cathedral. It remained a place of some importance until 1220, when the bishopric was moved to Salisbury, and the present magnificent cathedral was commenced. It was completed in 1260, and has the most lofty spire in England (400 ft.). The library contains a large number of valuable old books and manuscripts. The Blackmore Museum contains a fine collection of prehistoric relics. The town possesses several fine public buildings, but the streets are old-fashioned and irregular. It is an important agricultural centre. On Salisbury Plain stands the famous Stonehenge.

SALISBURY.—(See RHODESIA.)

SALTASH (England).—A town and port in Cornwall, 4½ miles from Plymouth, on the west bank of the estuary of the River Tamar. It is famous for its fine railway viaduct. It is 2,240 ft. long and 240 ft. high (cost £240,000). Population 3,631.

SALTBURN (England).—A pretty little seaside town in Yorkshire. Population 4,668.

SALTCOATS (Scotland).—A watering-place on the Firth of Clyde, 1 mile from Ardrossan. Population 13,477.

SALTLEY (England).—A town in Warwickshire. Population 31,416.

SALTNEY (England).—A small town on the borders of Flint and Cheshire. Stands on the Dee. Population 6,594 (district).

SAMBHAL (India).—An important town in the United Provinces.

SAMSON.—One of the Scilly Islands (British Isles) (*q.v.*).

SANDAKAN (British North Borneo).—This, the capital of the territory of the British North Borneo Company, is a town of about 9,000 inhabitants, beautifully situated on Sandakan Bay. The population, according to the Census taken in 1911, includes 66 Europeans and about 6,000 Chinese. The town proper is situated on flat land near the sea, part of it being built over the sea. The European bungalows are built on the hills at the back of the town. There is an English church built of stone, and also a R.C. church and a Basel Mission Church. There are six schools subsidised by the Government. There are two steam sawmills, a catch works, ship-building yards, and a patent slipway. There is an excellent wharf and a coaling wharf. The country round the town is well cultivated by Chinese gardeners. Sandakan possesses an excellent club, tennis ground, recreation ground, racecourse, etc.

SANDAL (England).—A small town in Yorkshire. Population 2,905.

SANDAY.—One of the Orkney Islands (*q.v.*).

SANDBACH (England).—A small manufacturing and market town in Cheshire. Population 5,843.

SANDERSTEAD (England).—A small place in Surrey. Population 3,351.

SANDGATE (England).—A small seaside town on the coast of Kent, near Hythe. Population 2,777. Sandgate Castle was built in 1539. Near by is the great military camp of Shorncliffe.

SANDOWN (England).—A pretty little seaside resort on the south-east coast of the Isle of Wight, near Shanklin. Population 7,664.

SANDWICH (England).—A very ancient seaport in Kent. It was once the greatest of English harbours, but is now of little maritime or commercial

importance. The sea having receded, this little town now stands a mile or two inland. There are many interesting remains and old buildings. During the Great War the Port of Richborough was constructed near here, but was afterwards allowed to become derelict. Population 3,161.

SANDY (England).—A small town in Bedfordshire. Population 3,377.

SANQUHAR (Scotland).—A small but historic town in Dumfriesshire. Population 1,700.

SANTIPUR (India).—A town on the Hugli, in Bengal. Population about 40,000.

SARAWAK, THE STATE OF.—A State in the north-west of the Island of Borneo. (See BORNEO.)

SARK, ISLAND OF.—(See CHANNEL ISLANDS, [BRITISH ISLES].)

SARNIA (Ontario, Canada).—An important and growing industrial and commercial centre with a population of over 9,947.

SASKATCHEWAN (Canada).—One of the Provinces of the Dominion of Canada (*q.v.*).

SATARA (India).—A town in the Bombay Presidency. Population 37,981.

SAUCHIE (Scotland).—A small town in Clackmannshire. Near by is the battlefield of Sauchieburn (1488). Population 2,959.

SAULT STE. MARIE (N. Ontario, Canada).—An important town at the terminus of the C.P.R. branch, with a population of about 21,092. Its chief industries, in which millions of dollars are invested, are the steel and paper mills, power companies and Lake steamships. The traffic on the upper lakes, principally grain and lumber, passes through two canals at Sault Ste. Marie, between Lakes Superior and Huron. The town is the terminus of the Algoma Central Railway, running northward to the C.P.R. and the Trans-Continental.

SAWBRIDGEWORTH (England).—A small town in Hertfordshire. Population 2,295.

SAWLEY (England).—A small town in Derbyshire, about 8 miles E.S.E. of Derby. Population 3,288.

SAXMUNDHAM (England).—A small town in Suffolk. Population 1,368.

SCALLOWAY (Scotland).—A small seaport of Shetland, near Lerwick (*q.v.*).

SCAPA (Scotland).—An island of Harris, Inverness-shire.

SCARBOROUGH (England).—A very popular and fashionable seaside resort on the Yorkshire coast. It is called "Queen of the North," and well deserves its title. It is built round a pretty sandy bay, and has the lofty Oliver's Mount (500 ft.) in the background. It would be difficult to here catalogue the sights and amusements of this beautiful watering-place. It has fine promenades, a pier, harbour, spa, theatres, hotels, fine shops, and all the other attributes of a thoroughly modern seaside resort. There are also good bathing and boating facilities, and some interesting ruins. The surrounding country is exceedingly picturesque. Population (resident), 46,192.

SCARCLIFFE (England).—A small town near Edwinstowe, in Derbyshire. Population 3,442.

SCILLY ISLES.—(See BRITISH ISLES.)

SCOTLAND.—(See BRITISH ISLES.)

SEACOMBE (England).—A suburb of Birkenhead, Cheshire. Population 15,847.

SEAFORD (England).—A small seaside resort on the Sussex coast, near Newhaven. It is a rising little modern town. Population 6,991.

SEAHAM HARBOUR (England).—A seaport in Durham, $5\frac{1}{2}$ miles from Sunderland. It has extensive docks, and is noted for its large shipments of coal from the neighbouring collieries. There are also iron foundries and chemical works. Population 6,488.

SEATON (England).—A small seaside resort in Devonshire, at the mouth of the Axe. Population 2,294. *Also* the name of a small town in Cumberland. Population 1,801.

SEATON CAREW (England).—A small watering-place on the Durham coast, near West Hartlepool. Population 2,265.

SEDBERGH (England).—A small town in the West Riding of Yorkshire. Population about 2,405 (rural district 4,004).

SEDFIELD (England).—A small town in Durham. Population about 3,327 (rural district 37,147).

SEEND (England).—A small place in Wiltshire. Population 940.

SEGHILL (England).—A small town in Northumberland. Population 1,949.

SELANGOR.—One of the Federated Malay States (See MALAYA.)

SELBY (England).—A market and manufacturing town in the West Riding of Yorkshire. Population 9,990.

SELKIRK (Manitoba, Canada).—A town with a population of about 3,000. It is a distributing centre for the lower Red River Valley.

SELKIRK (Scotland).—The county town of Selkirkshire. Population 7,089. Distant about 6 miles from Galashiels. It is an ancient place, and has some interesting historic memories.

SELLING (England).—A small place in Kent. Population 747.

SELSEY (England).—A tiny seaside place near Selsey Bill, on the Sussex coast (8 miles from Chichester). Population 2,307.

SELUKWE (Gwelo, Southern Rhodesia).—A township, and terminus of the branch line from Gwelo, which serves a mining and farming district. Post and telegraph office, telephone exchange, and hotel. In the neighbouring district are large chrome iron ore deposits.

SENNAR.—A town in the Eastern Sudan. (See SUDAN.)

SERAMPUR (India).—A town on the Hugli, in Bengal. Distant about 13 miles from Calcutta. Originally a Danish settlement, but bought by Great Britain in 1845. Historic missionary centre. Population 48,980.

SEREMBAN (Federated Malay States).—The capital of the State of Negri Sembilan, with a population of 8,667. It is beautifully situated on undulating ground, the European quarter occupying the various small hills surrounding the native town. The centre of a big planting population. The mining industry has been somewhat dwarfed by the attention paid to planting. Excellent club and golf course. The junction between the main Singapore and Penang line for Port Dickson. The terminus for a regular motor-car service between the districts of Jelebu and Kuala Pilah. (See also under MALAYA.)

SERINGAPATAM (India).—The old capital of the State of Mysore (*q.v.*).



SARK, CHANNEL ISLANDS
Port du Moulin Bay

Photo, G.W. Rly



SHIPLAKE, OXFORDSHIRE, ENGLAND
A Lock on the Thames

Photo, G.W. Rly

SETTLE (England).—A small town in the West Riding of Yorkshire, on the River Ribble. Population about 2,583 (rural district 15,378).

SEVEN KINGS (England).—A suburb of London (8½ miles). Population 10,007.

SEVENOAKS (England).—A country town in Kent. Population 9,182.

SHAHJEHANPUR (India).—A large town in the United Provinces. Founded in the reign of Shah-Jehan. Population under 100,000.

SHALFORD (England).—A large village near Guildford, in Surrey. Population 3,077.

SHAMVA (Salisbury, Southern Rhodesia).—A township, and terminus of a branch railway from Salisbury, which lies 86 miles south-west. Post, telegraph, and telephone facilities; bank, and hotels. The Shamva Mine is in the near vicinity, and within 10 miles are the Old Loyalty and Moat d'Or Mines.

SHANGHAI.—(See CHINA.)

SHANKLIN (England).—A pretty little seaside resort in the Isle of Wight. Famous for its chine. Population 7,374.

SHAN STATES.—(See BURMA, INDIA.)

SHAPINSHAY.—One of the Orkney Islands (*q.v.*).

SHARNBROOK (England).—A small place in Bedfordshire. Population 755.

SHAW (England).—A place near Rochdale, in Lancashire. Population 5,067.

SHAWINIGAN FALLS (Canada).—A power centre in St. Maurice County, Quebec Province, on the St. Maurice River, 21 miles north of Three Rivers. C.N.R., C.P.R. Population 4,265. Town has electric light, immense power available, two churches, schools, two banks, waterworks, civic utilities. Industries: Paper and pulp; cotton factory; manganese, carbide, and aluminium, power development (falls are 165 ft. high, developing 200,000 h.p.); brickyard, saw mill.

SHEDIAC (New Brunswick, Canada).—A town on Shediac Bay, Northumberland Strait, on I.C.R. Industries include lumber mills, saw mills, lobster-packing, tannery. Population 1,442.

SHEERNESS (England).—A fortified naval base with a large dockyard, and a seaside resort, on the north-west coast of the Isle of Sheppey, at the junction of the Rivers Thames and Medway, in the county of Kent. Population 18,596. It is divided into four sections: Blue Town, Mile Town, Banks' Town, and Marine Town. There is a large garrison, and the Naval Dockyard is one of the most important in England. Near by is the Isle of Sheppey Naval Air Station. There is a sea-coast promenade, a pier, theatre, and other amusements; good bathing and boating facilities.

SHEFFIELD (England).—Situated in the county of Yorkshire, this large manufacturing town has a population of 490,724. It is the centre of the hardware and cutlery trades, of which it exports large quantities to all parts of the world. Brass, iron, steel, plated goods, tools, springs, and other metal articles are very extensively manufactured. Armour plates and other hard steel goods are now largely made here.

SHELBURNE (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

SHELFORD (England).—A small place in Cambridgeshire. Population 1,931.

SHENFIELD (England).—A small place in Essex. Population 2,311.

SHEPHERD'S BUSH (England).—A suburb of London (8 miles).

SHEPLEY (England).—A small place in Yorkshire. Population 1,738.

SHEPPERTON (England).—A small Thames-side resort in Middlesex, 19 miles from London. Population 2,337.

SHEPSHED (England).—A town in Leicestershire. Population 5,542.

SHEPTON MALLET (England).—A small but ancient town in Somersetshire, 15 miles from Bath. Population 4,294.

SHERBORNE (England).—An old town in Dorsetshire, with a population of 6,394. It has a fine church, first built in the early part of the twelfth century, but partly destroyed by fire in 1436, and completely restored in the first half of the nineteenth century. At Sherborne is situated King Edward's School, one of the best known public schools of England.

SHERBRO ISLAND.—(See SIERRA LEONE, WEST AFRICA.)

SHERBROOKE (Canada).—An industrial city in the south-east of the Province of Quebec, at the confluence of the St. Francis and Magog Rivers, and capital of Sherbrooke County. On the G.T.R., C.P.R., Quebec Central, and Boston and Maine Railways, 100 miles south-east of Montreal, and 147 miles south of Quebec. Population 23,515. Chief industries: Mining (in locality are asbestos, platinum, copper, chrome ore, sulphur), manufacture of clothing, woollen goods, jewellery, pneumatic tools, engines and boilers, mining machinery, builders' materials, pork packing. City has R.C. cathedral; large college; many schools; a dozen churches; two hospitals; seven banks; and plenty of water-power, 10,000 h.p. of which is undeveloped. Assessment 7,700,000 dollars.

SHERBURN (England).—A coal mining centre in Yorkshire, 12 miles from Leeds. Population 2,083. Also the name of a small village in Durham.

SHERINGHAM (England).—A small seaside resort on the Norfolk coast, 4 miles from Cromer. Population 4,775.

SHETLAND ISLANDS.—(See SCOTLAND, BRITISH ISLES.)

SHIELDS, NORTH (England, N.E.).—Situated in the county of Northumberland, at the mouth of the River Tyne, has a population of nearly 50,000. **SHIELDS, SOUTH,** situated in the county of Durham, and at the mouth of the River Tyne, has a population of 116,667. These are very busy ports, and have extensive shipbuilding yards, docks, and piers. The principal manufactures are ships, iron, steel, glass, rope, paint, varnish, anchors, cables, and wire. One of the first lifeboats ever used was built here. They have an extensive export trade in coal.

SHIFNAL (England).—A small town in Shropshire. Population about 3,436 (rural district 7,666).

SHIKARPUR (India).—A fairly large town in the north of Sind. Noted for its native manufactures (carpets and cotton goods).

SHILDON (England).—A mining (coal and stone) town in Durham. Population 14,166.

SHIPLAKE (England).—A small place in Oxfordshire. Population 1,236.

SHIPLEY (England).—A town in Yorkshire, 3 miles from Bradford. Manufactures worsted goods. Population 28,289.

SHIPSTON-ON-STOUR (England).—A small town in Worcestershire. Population 1,542 (rural district 4,308).

SHIREBROOK (England).—A town near Sutton-in-Ashfield, Derbyshire. Population 11,116.

SHIREHAMPTON (England).—A suburb of Bristol, in Gloucestershire. Population about 5,300.

SHIRLEY (England).—A small place near Henley-in-Arden, in Warwickshire. Population 2,319.

SHOEBURYNESSE (England).—A military town situated on the coast of Essex, at the mouth of the Thames. Population 6,414. It stands on marsh ground, and is famous for its School of Gunnery. It has large artillery barracks and heavy coast-defence batteries.

SHOLAPUR (India).—A town in the Bombay Presidency. Population 119,581. Silk and cotton factories.

SHOREHAM (England).—An old-fashioned seaport in Sussex, on the River Adur. Old Shoreham now lies about 1 mile inland. Fishing and yacht-building are the only industries. On a broad stretch of beach facing the Channel, and divided from the mainland by the harbour, is Bungalow Town—a picturesque collection of wooden seaside residences, with roads, shops, and boarding-houses. In summer, this unique little town is thronged with visitors enjoying the Bohemian seaside life. (Population of Shoreham 7,272.)

SHORNCLIFFE (England).—A large military camp, dating from the Peninsular War.

SHORTLANDS (England).—An outlying suburb of London (10 miles). Population 2,263.

SHOTTS (Scotland).—A mining town in Lanarkshire, 16 miles from Glasgow. Population 18,433.

SHREWSBURY (England).—The county town of Shropshire, on the River Severn. A very quaint old town, with many buildings of antiquarian interest, including a modernised Norman castle, an old abbey church, a council-house (1501), and a market-house (1595). There are also several large modern public buildings, hotels, and shops. It possesses a famous grammar school, founded in 1551-62; and a museum and library. Population, 31,013. Its industries include iron-founding, malting, and glass-working. "Shrewsbury cakes" have been famous for many centuries.

SHRIVENHAM (England).—A small place in Berkshire. Population 602.

SIALKOT (India).—An important town and military station in the Punjab, situated 71 miles north of Lahore. Population, including cantonment, about 80,000.

SIBI (India).—A district and small town at the mouth of a pass of the same name in British Beluchistan.

SIBSEY (England).—A small township in Lincolnshire. Population 1,004 (rural district 3,027).

SIDCUP (England).—An outlying residential suburb of London (12 miles). Population 8,727.

SIDMOUTH (England).—A pretty little seaside resort on the South Devon coast. Population 5,669.

SIERRA LEONE.—(See WEST AFRICA.)

SIKKIM (India).—A Native State in the Eastern Himalayas. (See FEUDATORY STATES, INDIA.)

SILEBY (England).—A town in Leicestershire. Population 3,082.

SILLOTH (England).—A small port and watering-place in Cumberland, on the Solway Firth. Population 2,649.

SILVERTOWN (England).—An Essex suburb of London (8½ miles). Population about 32,030.

SIMLA (India).—A hill-station in the Western Himalayas. It is the summer headquarters of the Supreme Government of India, and is distant 170 miles north of Delhi, the Imperial capital. It is beautifully situated on the foothills of the great range, and is a most picturesque town of about 20,000 inhabitants. This number is, however, more than doubled during the summer season on the plains.

SIMON'S TOWN (Union of South Africa).—An important Imperial naval station on Simon's Bay, Cape Province (*q.v.*).

SIMURU (Kenya).—A station and European settlement on the Uganda Railway, which is rapidly growing. It is 352 miles inland from Mombasa.

SIND (India).—A province of the Bombay Presidency (*q.v.*).

SINGAPORE (Straits Settlements).—This, the capital of the Straits Settlements, and the seat of government for the whole of the Malay Peninsula, has a population of over 259,610. It is a fortified port of great strategical value, commanding the southern entrance to the Straits of Malacca. Well built, with commodious public offices, imposing churches, well-managed hotels, and attractive clubs, Singapore at first conveys the impression that it is more a Chinese than a European city. Chinese are everywhere the workers and shopkeepers, but its busy wharves and streets present a perfect medley of races. Most of the Europeans live in pleasantly-situated bungalows on low hills 4 or 5 miles out of town. The museum, botanical gardens, and water-works are well worth visiting. The largest tin-smelting works in the world are on Pulau Brani, a small island in Singapore Harbour. (See also under STRAITS SETTLEMENTS.)

SINGLETON (England).—A large village in Sussex. Population 518.

SINOIA (Lomagundi, Southern Rhodesia).—A township 83 miles north-west of Salisbury, on the railway from Salisbury to Kafue in Northern Rhodesia. Post and telegraph offices, and hotel. The interests of the district are farming, principally stock raising.

SIRHOWY (England).—A town in Monmouthshire, near Tredegar. Population 6,842.

SITAPUR (India).—A town in Oudh, about 50 miles from Lucknow. Population about 30,000.

SITTINGBOURNE (England).—A town in Kent, 11 miles south-east of Chatham. Manufactures bricks. Railway junction. Population 9,339.

SKEGBY (England).—A town in Nottinghamshire. Population 6,230 (rural district 8,977).

SKEGNESS (England).—A small but rising seaside resort on the Lincolnshire coast. Beautiful sandy beach and good bathing. Population (resident) 9,251.

SKELMANTHORPE (England).—A town in Yorkshire, 6 miles from Huddersfield. Population 3,900.

SKELMERSDALE (England).—A small town in Lancashire. Population 6,687.

SKEWEN (Wales).—A mining district in Glamorganshire. Population 9,584.

SKIBBEREEN (Ireland).—An agricultural town in County Cork.

SKIPTON (England).—A market and manufacturing town in the West Riding of Yorkshire. Population 12,013. Manufactures cotton and woollen goods. Has a ruined castle. Bolton Abbey is about $5\frac{1}{2}$ miles distant.

SKYE (Scotland).—An island off the coast of Inverness-shire. (See SCOTLAND, BRITISH ISLES.)

SLAITHWAITE (England).—A small manufacturing town in Yorkshire. Population 5,444.

SLEAFORD (England).—A town in Lincolnshire, on the River Slea. Population 6,680.

SLIGO (Ireland).—The capital of County Sligo stands at the mouth of the River Garvogue. It is an important centre for the shipment of cattle, butter, and other pastoral and agricultural products. There is a sheltered harbour, a R.C. cathedral, and several fine public buildings. It is a very ancient town, but little of interest remains, although it had extensive walls and a large castle during the thirteenth century.

SLOUGH (England).—A town in Buckinghamshire, about 2 miles from Windsor. Surrounded by pretty country. Population 16,392.

SMETHWICK (England).—A suburb of Birmingham (*q.v.*). Population 75,757.

SNATH (England).—A small town in Yorkshire. Population 1,619.

SNARES BROOK (England).—An Essex suburb of London (7 miles).

SNODLAND (England).—A small town in Kent. Population 4,184.

SOCOTRA, ISLAND OF.—(See ADEN [DEPENDENCIES OF INDIA].)

SOHAM (England).—A small agricultural town in Cambridgeshire. Population 4,682.

SOKOTO.—A town in Northern Nigeria (*q.v.*).

SOLIHULL (England).—A place in Warwickshire. Population 11,552 (rural district 21,034).

SOLOMON ISLANDS (Western Pacific).—(See WESTERN PACIFIC ISLANDS AND MANDATORY TERRITORIES.)

SOMERSET, WEST (Union of South Africa).—A small but pretty town near Cape Town.

SOMERSHAM (England).—A small town in Huntingdonshire. Population 1,404.

SOMERTON (England).—A small town in Somersetshire. Population 1,854.

SOREL (Canada).—The capital of Richelieu County, Quebec Province, on the Quebec, Montreal, and Southern Railway, 51 miles from Montreal, and near the mouth of the River Richelieu at Lake St. Peter (a widening of the St. Lawrence). Daily steamers during open navigation to Montreal and Quebec. Population 8,420. Occupies the site of a French fort built in 1665. For many years the summer residence of the Governors of Canada. City has water-works and gas-works, a fine market, county buildings, three banks, two colleges, churches, convent, hospital, orphanage, telegraph and telephone. It manufactures engines and boilers, agricultural implements, native wines, clothing,* saws, stoves, doors and sashes, leather, bricks; shipbuilding, foundries, abattoir.

SOURIS (Manitoba, Canada).—A growing agricultural town with a population of nearly 1,100.

SOUTHALL (England).—A Middlesex suburb of London (9 miles). Population 30,261.

SOUTHAM (England).—A small place near Braunston, in Warwickshire. Population 1,744.

SOUTHAMPTON (England).—Situated in the county of Hampshire, at the northern end of Southampton Water, it has a population of 160,997. It is one of the principal ports of the United Kingdom, and is a port of call for many of the largest ocean liners. It has numerous and extensive docks and warehouses, and is the centre of considerable export and import trade. There is also a very large passenger trade to and from this port. Yachts, ships, and marine engines are extensively built.

SOUTH AUSTRALIA.—(See AUSTRALIA.)

SOUTHBOROUGH (England).—A town in Kent, 2 miles from Tunbridge Wells. Population 7,104.

SOUTHEND (England).—A very popular seaside resort in Essex, at the mouth of the Thames. It is visited during the summer months by many thousands of Londoners, who arrive by rail, steamboat, and motor. It has fine promenades, a very long pier, several theatres, and innumerable other amusements. The fashionable end is formed by the town of Westcliffe, which has a very pretty cliff promenade. The beach and bathing is good in places, especially for children, and boating is excellent, the calm waters of the Thames estuary being dotted with all kinds of craft. Population 106,021.

SOUTHFIELDS, WANDSWORTH (England).—A suburb of London ($10\frac{1}{2}$ miles). Population 35,715.

SOUTHFLEET (England).—A small place in Kent. Population 1,151.

SOUTHGATE (England).—A Middlesex suburb of London ($6\frac{1}{2}$ miles). Population 39,120.

SOUTHILL (England).—A large village in Bedfordshire. Population 989.

SOUTH ISLAND.—(See NEW ZEALAND.)

SOUTHMINSTER (England).—A small place in Essex. Population 1,567.

SOUTH MOULTON (England).—A small country town in Devonshire. Population 2,818.

SOUTHPORT (England).—A popular Lancashire seaside resort, situated at the mouth of the Ribble. Population (resident) 76,644. It has fine promenades, a broad, sandy beach; good bathing and boating; a pier; theatres; winter gardens; parks; a public library; and an art gallery.

SOUTHSEA.—(See PORTSMOUTH.)

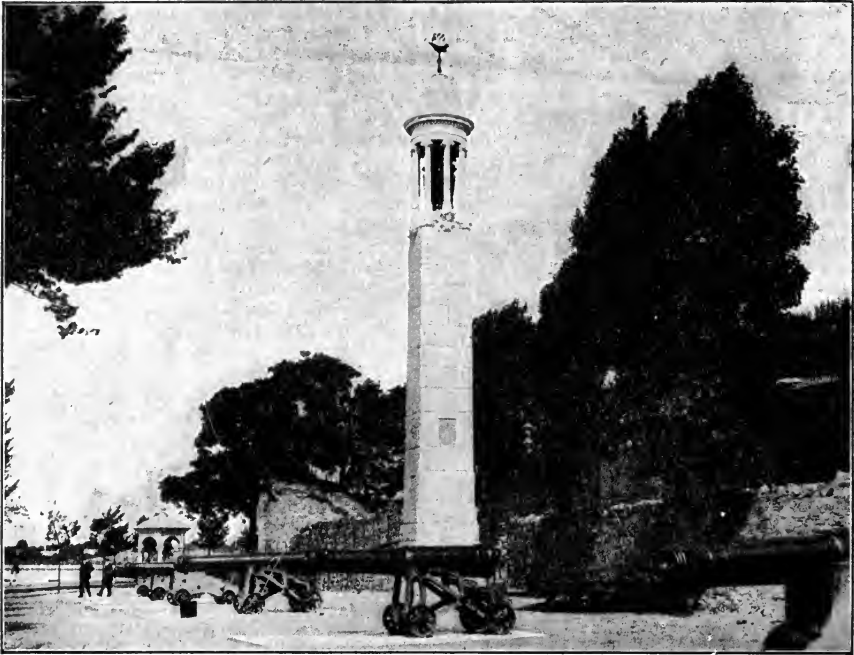
SOUTHWARK (England).—A "borough" annexed to the City of London. Population 184,388.

SOUTHWELL (England).—A city in Nottinghamshire. Population 3,349. Has a fine old minster (cathedral) built in 1110-1306; and several other historic edifices, among which may be mentioned the ruins of the Palace of the Archbishops of York and the *Saracen's Head*, in which Charles I surrendered to the Scots Commissioners in 1646.

SOUTHWICK (England).—A small port on the Sussex coast, situated between Brighton and Shoreham. Yacht building. Population 4,849.

SOUTHWOLD (England).—An old-fashioned seaside resort and small port on the Suffolk coast. In Sole Bay (or Southwold Bay) a fierce fight took place between the English and Dutch fleets on 28th May, 1672. Population 3,376.

SOWERBY BRIDGE (England).—A town in the West Riding of Yorkshire, on the River Calder,



SOUTHAMPTON, HAMPSHIRE, ENGLAND *Photo, Southern Rly*
The Mayflower Monument: where the Pilgrim Fathers embarked for America



ST. IVES, CORNWALL, ENGLAND *Photo, G.W. Rly*

Manufactures cotton, worsted, and iron goods. Population 11,452.

SPALDING (England).—An old-fashioned agricultural town on the River Welland, in Lincolnshire. Has a grammar school. Population 10,702. It is a railway centre.

SPANISH TOWN.—(See JAMAICA, WEST INDIES.)

SPENNYMOOR (England).—A town in Durham, with coal mines and iron foundries. Population 18,243.

SPRINGHILL (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

SPRINGS (Union of South Africa).—An important mining centre on the East Rand, 29 miles from Johannesburg. It is known as the "Newcastle of the Transvaal," owing to its famous coal-fields. The town itself possesses all modern conveniences, and there are many points of interest in the locality.

SRINAGAR (India).—The capital of the native State of Kashmir. Picturesquely situated in a valley of the Himalayas, at an altitude of over 5,000 feet. Population about 141,735.

STAFFORD (England).—The county town of Staffordshire, on the River Sow, 29 miles from Birmingham. It has several interesting old buildings, and many large modern ones. Population 28,632. Manufactures pottery, boots and shoes, and is an important railway centre.

ST. AGNES.—One of the Scilly Islands (British Isles) (*q.v.*).

ST. AGNES (England).—A town in Cornwall, on the Bristol Channel.

STAINES (England).—A pretty town on the Thames, in Middlesex, 6 miles from Windsor. In the near vicinity are several historic places (Runnymede, Egham, etc.). Population 7,329.

ST. ALBANS (England).—An ancient and historic city in Hertfordshire. Population 25,588. Famous for its fine old abbey, built between 1078 and 1115, and made a cathedral in 1877. It is one of the finest early Norman structures in the British Isles. There is also the wonderful shrine of St. Alban; and several tombs. This city has many historic associations and memories of personages famous in history. It still retains an old-world air.

STALBRIDGE (England).—A small town in Dorsetshire. Population 1,383.

STALYBRIDGE (England).—A large cotton-manufacturing town in Cheshire. Population 25,233

STAMFORD (England).—An ancient agricultural town in Lincolnshire (partly in Northamptonshire). Has memories of many kings. Population 9,881.

STAMFORD HILL (England).—A suburb (residential) of London (5 miles). Population 34,430.

STANDERTON (Union of South Africa).—A town in the Transvaal Province on the Vaal River. Centre of a rich pastoral district, with some mining. Besieged during the war of 1881.

ST. ANDREWS (New Brunswick, Canada).—A county town, on Passamaquoddy Bay, and St. Croix River, on C.P.R. Well-known summer resort. Port open all the year round, and can accommodate largest vessels. Golf links. Fresh and deep sea fishing. Industries include fish and clam canning, oak-tanned leather works. Population 987.

ST. ANDREWS (Scotland).—A city in Fife with a population of 11,044. It is a very ancient place, and

has many interesting ruins, among which must be mentioned the cathedral (1158), the Bishop's Castle (1200), and St. Rule's Tower. This city has been famous for its educational establishments since the twelfth century. The St. Andrew's University—the first university in Scotland—was founded in 1411; but two of the colleges attached were not founded until the sixteenth century. The university has a magnificent library of considerably over 100,000 volumes. There are several large educational establishments, among them a well-known school for girls. St. Andrews possesses a very fine golf course, and the manufacture of clubs and balls is a speciality.

STANDFORD-LE-HOPE (England).—A small township in Essex. Population 3,379.

STANGER (Union of South Africa).—A small town in the Natal Province. It was once the capital of the war-like Zulu king, Chaka. It possesses several large buildings, including a library.

STANHOPE (England).—A small town in Durham Famous for its lead mines. Population 1,924.

STANLEY (England).—A town near Castleford, in Yorkshire. Population 14,689.

STANMORE (England).—A small town in Middlesex (13 miles from London), with a population of 3,864.

ST. ANNE DE BELLEVUE (Canada).—A summer resort in Jacques Cartier County, Quebec Province, at the confluence of the Ottawa and St. Lawrence Rivers, on the G.T.R. and C.P.R., 21 miles west of Montreal. Port of call for steamers on the Ottawa River. Population 1,416. McDonald College of Agriculture. Town has telegraph, telephone, one bank, churches, good schools, and hotels.

ST. ANNES-ON-SEA (England).—A growing seaside resort on the Lancashire coast, 4 miles south of Blackpool. Population (resident) 15,041.

STANTHOPE (Australia).—A small town in Queensland.

STAPLEFORD (England).—An agricultural town in Nottinghamshire. Population about 8513.

STAPLEHURST (England).—A small place in Kent. Population 1,802.

ST. ASAPH (Wales).—A tiny cathedral city in Flintshire with a population of 1,833. The cathedral is the smallest in the British Isles, and was built, or rebuilt, during the thirteenth century. The district has a population of 8,151.

ST. AUSTELL (England).—A small town in Cornwall. Population 3,247.

STAVELEY (England).—A town in Derbyshire, 4 miles from Chesterfield. Population 12,018.

STAWELL (Victoria, Australia).—Population 5,000, district 10,000; 150 miles from Melbourne. One of the earliest mining centres, now surrounded by agricultural, pastoral, and fruit-growing districts.

ST. BAZILE (Canada).—A market town in Portneuf County, Quebec Province, on the C.P.R., 30 miles west of Quebec, and 143 miles north-east of Montreal. Population 1,900. One bank, telegraph, telephone, churches, schools, and large convent. Clay, limestone, and granite in vicinity.

ST. BEES (England).—A small seaside town in Cumberland. Population 1,436.

ST. BLAZEY (England).—A small town in Cornwall, near St. Austell. Population 3,365.

ST. BONIFACE (Manitoba, Canada).—A city with a population of about 12,821. It is the seat of

Roman Catholic influence in the West. The Archbishop resides here, and the town has a large college and other educational institutions.

ST. BRIAVELS (England).—A small place in Gloucestershire. Population 1,128.

ST. BUDEAUX (England).—A small place in Devonshire, near Tamerton Foliot. Population 1,711.

ST. CATHARINES (Ontario, Canada).—A busy commercial town with a population of over 19,891. It is situated in the centre of a rich agricultural district, and is a railway centre.

ST. COLUMB (England).—A small town in Cornwall. Population 2,880.

ST. CYRUS (Scotland).—A small place in Kincardineshire. Population 1,222.

ST. DENYS (England).—A town in Hampshire, near Southampton. Population 9,095.

STELLARTON (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

STELLENBOSCH (Union of South Africa).—A pretty little Dutch-like town, famous for its educational facilities, situated 31 miles from Cape Town.

ST. ERTH (England).—A small place near Hayle, in Cornwall. Population 1,210.

STETTLER (Alberta, Canada).—A small but growing agricultural town with a population of over 1,444.

STEVENAGE (England).—A small town in Hertfordshire. Population 5,039.

STEVENSTEN (Scotland).—A town in Ayrshire, 28 miles from Glasgow. Population 13,190. Collieries, iron-works, explosives, and chemical factories.

STEWART ISLAND.—(See NEW ZEALAND.)

STEWARTSTOWN (Ireland).—A small market town in County Tyrone.

STEWARTON (Scotland).—A town in Ayrshire. Population 3,889.

STEYNING (England).—A small agricultural town in Sussex. Population 1,729.

ST. FLORE (Canada).—Lumber and market town, in St. Maurice County, Quebec Province, on the St. Maurice River, and on the C.N.R. (Glenada Station, 3 miles distant), 97 miles from Montreal, and 82 miles from Quebec. Population of district 2,000. C.N.R. repair shop. Town has church, school, and telephone.

ST. GEORGES.—(See BERMUDAS, and GRENADA, BRITISH WEST INDIES.)

ST. GERMANS (England).—A small town in Cornwall. Population 2,050, rural district 13,949.

ST. HELENS (England).—A large manufacturing town in Lancashire. Population 102,675. Has excellent railway facilities and collieries in the neighbourhood. The town itself is modern and well built. Also the name of a small town in the Isle of Wight. Population 4,982.

ST. HELIER (England).—Capital of Jersey, and the administrative headquarters of the Channel Islands (*q.v.*).

ST. HYACINTHE (Canada).—A thriving industrial city on the Yamaska River, in the Province of Quebec, and on the G.T.R., C.P.R., I.C.R., and Quebec, Montreal, and Southern Railway, 36 miles east of Montreal. Population 9,797. City has county buildings, R.C. cathedral, four churches; colleges, convents, and schools; four banks; hospital and

other public utilities. Chief industries: Manufacture of threshing machines, boots and shoes, organs, biscuits, leather, corsets, hosiery, ploughs, gloves, builders' material; distillery, flour mill.

STIRLING (Scotland).—The county town of Stirlingshire, 29 miles from Glasgow. Population 21,345. It is situated on the River Forth. Many of the old Scottish kings held their courts in Stirling; and there are many buildings and objects of great historical interest. The castle, standing 420 ft. above sea-level, commands magnificent views of the surrounding country. Manufactures tweeds, carpets, tartans, and agricultural machinery.

ST. IVES (England).—A fishing town and seaside resort in Cornwall. Has a sheltered harbour, and stands in the midst of pretty country. Enjoys a mild climate and magnificent sea-bathing. Population 6,945.

ST. JAMES DEEPING (England).—A small place in Lincolnshire. Population 1,544.

ST. JEROME (Canada).—An industrial and market town, and capital of Terrebonne County, Quebec Province; on the Riviere du Nord, 30 miles north-west of Montreal; and on the C.P.R. and C.N.R. Population 3,473. County buildings, two banks, churches, hotels, telegraph, telephone and schools. Pulp mill, piano factory, rubber factory; good water power.

ST. JOHN (New Brunswick, Canada).—A county town; on Bay of Fundy, at mouth of St. John River. Terminus Inter-colonial, C.P.R., and St. John Valley Railway. Industries include: Pulp mills, large saw mills, lime kilns, rolling mills, foundries, engine and boiler works, edge tool works, nail factories, saw works, brass-works, cotton mills, tannery, wood-working factories, corn mills, brush and broom factory, paper boxes, cigars, soap, vinegar, confectionery, spice, coffee, fish curing, marble, paint, fertilisers, boots and shoes, candy factories, boxes. Population 47,166.

ST. JOHN'S.—Capital of Newfoundland (*q.v.*). Population 38,645.

ST. JOHN'S (Canada).—A manufacturing town and the capital of St. John's County, Quebec Province, on the Richelieu River; on the G.T.R., (27 miles from Montreal), on the C.P.R., the Central Vermont, and the Delaware and Hudson Railway. Population 5,903. Bridge to Iberville. It has three banks, county buildings, barracks, churches, and schools, and all public utilities. Chief industries: Manufacture of straw hats, pottery, sewing machines, silk goods, drain pipes, umbrellas, furniture, cordage, stove polish; planing mill, machine shop, vinegar factory, cannery, butter factory, foundry. Large lumber trade. Extensive market for grain and farm produce.

ST. JOHN'S WOOD (England).—An outlying suburb of London.

ST. KILDA ISLAND.—(See SCOTLAND.)

ST. LAWRENCE.—(See RAMSGATE.)

ST. LEONARDS (England).—(See HASTINGS.)

ST. LUCIA, ISLAND OF.—(See WEST INDIES.)

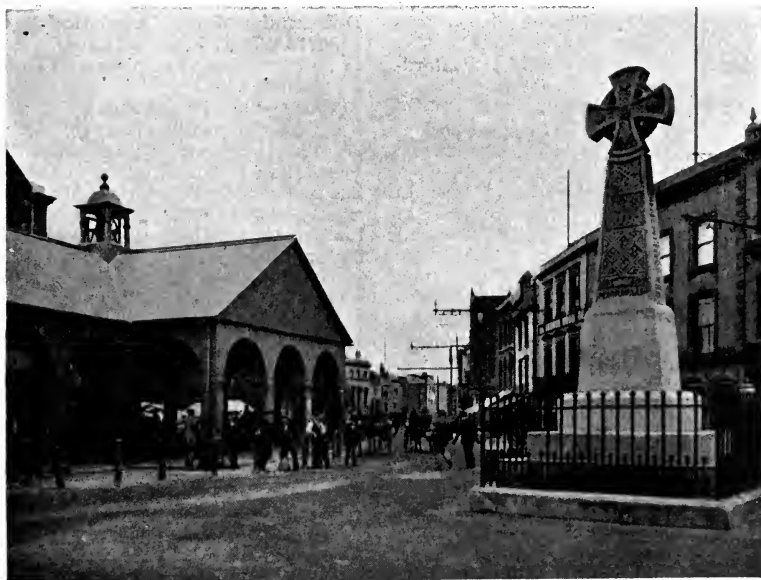
ST. MARGARETS (England).—An outlying suburb of London (Middlesex), 10½ miles. Population 4,089.

ST. MARTIN'S.—One of the Scilly Isles (British Isles) (*q.v.*).

ST. MARY CRAY (England).—A small place in Kent. Population 2,178.



SWANSEA, WALES
Langland Bay



TAUNTON, SOMERSET, ENGLAND
Gerrard's Cross

Photos, G.W. Rly

ST. MARY'S ISLAND.—One of the Scilly Islands (*q.v.*).

ST. NEOTS (England).—A small town in Huntingdonshire. Population 4,109.

STOCKBRIDGE (England).—A tiny agricultural town in Hampshire. Population about 1,000.

STOCKPORT (England).—A large manufacturing town in Cheshire, 6 miles from Manchester. Population 123,315. It is a fine well-built town, with every modern convenience. There are many fine public buildings, including a market hall, a library, a mechanics' institute, technical schools, museum, parks, and a grammar school. Manufactures cotton goods, silks, machinery, and felt hats. It is one of the largest cotton manufacturing centres in England.

STOCKTON-ON-TEES (England).—A manufacturing town and seaport in Durham. It is situated on the River Tees, 4 miles from its mouth. Population 64,150. The town is remarkably well built, its chief thoroughfare being High Street, which is a broadway over a mile in length. The River Tees is here navigable for large steamers, and the maritime trade of this town is considerable. South Stockton, or Thornaby-on-Tees (Yorkshire), lies on the opposite or south bank of the river, and is connected with old Stockton by a fine bridge. Shipbuilding, iron-works, potteries, linen factories, flour mills, and breweries are the principal industrial establishments.

STOKE NEWINGTON (England).—A suburb of London ($\frac{1}{4}$ miles). Population 52,167.

STOKE-ON-TRENT (England).—A large manufacturing town in Staffordshire, on the River Trent. It is the "capital of the Potteries," and has a population of 240,440. Distant 15 miles from Crewe. Many fine streets and public buildings. Manufactures china, porcelain, earthenware, tiles, bricks, iron, and machinery. It has coal mines in the neighbourhood.

STONE (England).—A small town in Staffordshire. Population 5,552.

STONEBRIDGE PARK (England).—A suburb of London (7 miles). Population 17,749.

STONEHAVEN (Scotland).—A town in Kincardineshire. Population 4,266.

STONEHOUSE (Scotland).—A small town in Lanarkshire. Population 2,393. *Also* the name of a place in Gloucestershire. (*See also* DEVONPORT.)

STONEWALL (Manitoba, Canada).—A growing agricultural town with a population of over 1,000.

STORMBERG (Union of South Africa).—An important railway terminus in the eastern section of the Cape Province. Distant 221 miles from East London. Scene of a British reverse during the great Boer War.

STORNOWAY (Hebrides, Scotland).—The chief town of the Outer Hebrides Islands, and a port with a considerable fishing industry on the Island of Lewis. Population about 3,500.

STOURBRIDGE (England).—A manufacturing town in Worcestershire, on the River Stour. Population 18,023. Manufactures glass, iron, leather, fire-bricks, and chains.

STOURPORT (England).—A small town in Worcestershire. Population 4,778.

STOW (England).—A small place in Norfolk. Population 1,347. *Also* the name of a small place in Midlothian, Scotland.

STOWMARKET (England).—A small agricultural town in Suffolk, 12 miles from Ipswich. Population 4,245.

STOW-ON-THE-WOLD (England).—A town in Gloucestershire. Population 1,204.

ST. PETER PORT.—Capital of the Island of Guernsey (Channel Islands) (*q.v.*).

STRABANE (Ireland).—An important agricultural and market town in County Tyrone. Situated on the River Mourne, 13 miles from Londonderry.

STRATHALYN (Australia).—A town in South Australia. Population 1,200.

STRAITS SETTLEMENTS.—(*See* MALAYA.)

STRANGFORD (Ireland).—A seaport in County Down, situated on the west coast at the entrance to the large Lough Strangford.

STRANRAER (Scotland).—A small seaport in Wigtownshire, at the head of the beautiful Loch Ryan. Population 6,171. Steamboat service (short sea route) to Larne (Ireland).

STRATFORD (England).—A town in Essex, suburban to London (4 miles). Population 51,849.

STRATFORD (Taranaki, New Zealand).—A growing town on the Patea River, about 31 miles by rail from New Plymouth. The surrounding country is closely cultivated. The chief industries are dairying and (further out) sheep and cattle farming. The population is about 3,000.

STRATFORD-ON-AVON (England).—A quaint little town in Warwickshire. Famous as the birthplace of William Shakespeare (23rd April, 1564). It has many Shakespearean relics, and other buildings and objects of historic interest. This town is an important agricultural centre. Population 9,391.

STRATHAVEN (Scotland).—A small town in Lanarkshire. Population 4,207.

STRATHMIGLO (Scotland).—A small place near Dunfermline, Fife. Population 1,726.

STRATHEPPER (Scotland).—A Scottish spa in Cromarty. It has sulphur and chalybeate springs. Population 875.

ST. RAYMOND (Canada).—A beautiful town in Portneuf County, Quebec Province; on the C.N.R., 34 miles from Quebec; and on the St. Anne River. Population 1,655. Angling and shooting centre. It has two churches, one bank, six hotels, schools, and usual public utilities; paper mills, saw mills, and lumber trade; butter and cheese factory, glove factory, brickyard, brush factory.

STREATHAM (England).—A residential suburb of London ($\frac{7}{8}$ miles). Population 49,191.

STRETFORD (England).—A large town in Lancashire. Population 46,535.

STRETHAM (England).—A small place in Cambridgeshire. Population 1,170.

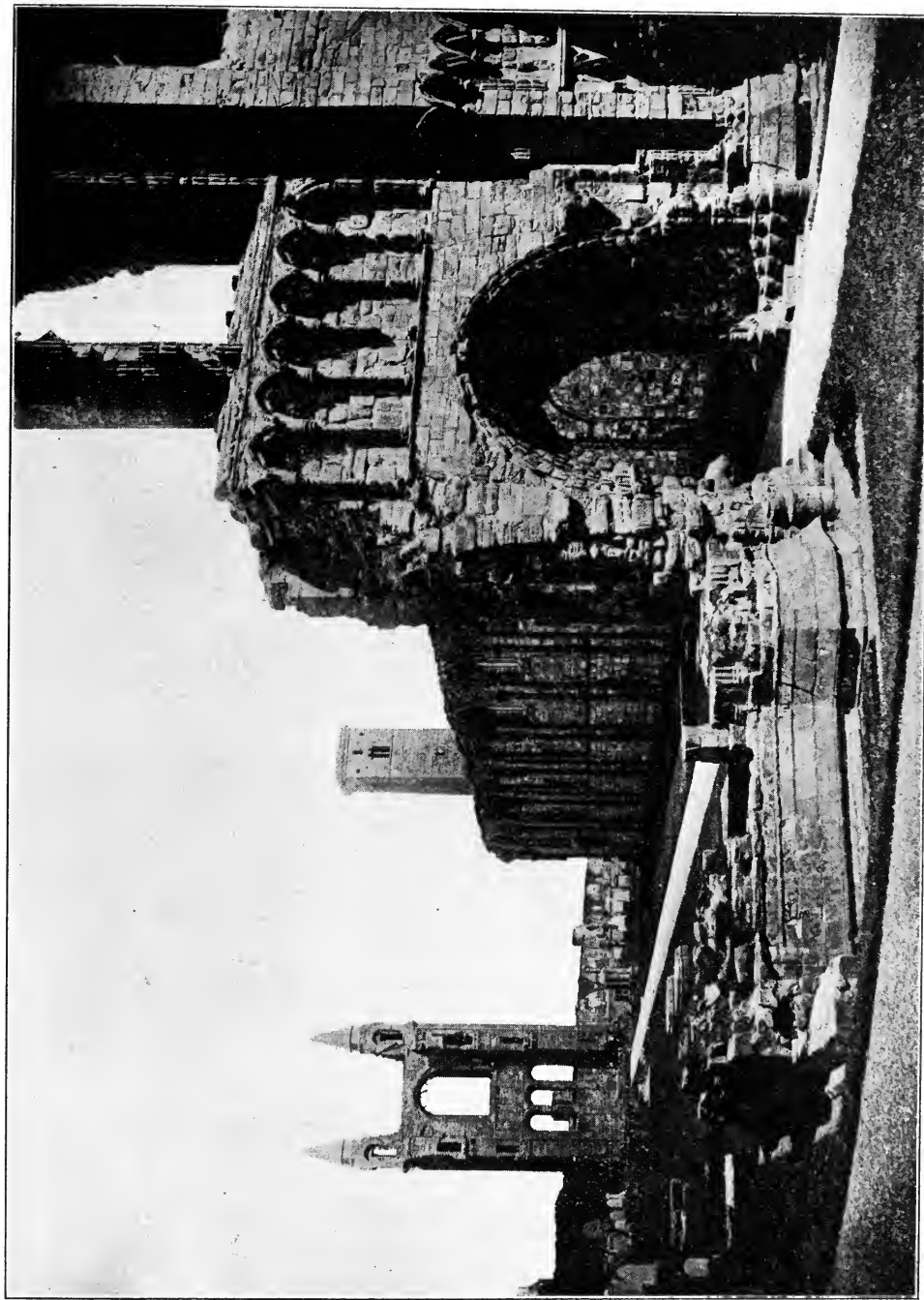
STRICHEN (Scotland).—A small place in Aberdeenshire. Population 2,297.

STRONSAY.—One of the Orkney Islands (*q.v.*).

STROOD (England).—A town in Kent. Population 10,170 (rural district 16,279).

ST. ROSE (Canada).—A market town in Laval County, Quebec Province; on the C.P.R., 17 miles north-west of Montreal. Population 1,480. Town has churches, school, telegraph, and telephone. Sash and door factory, butter factory.

STROUD (England).—A small manufacturing town in Gloucestershire. Woollen mills and dye works. Population 8,561.



Photo, North British Ry

Ruins of the Famous Cathedral, St. Andrew's, Fife, Scotland



STROUD GREEN (England).—A suburb of London (3½ miles). Population 8,751.

ST. STEPHEN (New Brunswick, Canada).—A town on St. Croix River, opposite Calais (Maine), 7,000 inhabitants, with which it is connected by a toll bridge. Industries include confectionery, soap, builders' factory, bricks, box factory, edge tools. Population 2,836.

ST. THOMAS (Ontario, Canada).—A growing industrial town with over 14,000 inhabitants.

STUDLEY (England).—A small town near Redditch, in Warwickshire. Population 3,019.

STURGEON FALLS (N. Ontario, Canada).—A growing town, with pulp, planing, and saw mills, and an electric light and power company. Population fully 2,000. Fish and big game are plentiful in the neighbourhood. Many fine farms lie beside the C.P.R. and in the valleys of the Sturgeon and French Rivers, with good markets for farm produce in the towns on the railway.

STURRY (England).—A large river-side village in Kent, near Ramsgate. Population 1,227.

ST. VINCENT, ISLAND OF.—(See WEST INDIES.)

SUAKIM (Sudan).—A seaport on the Red Sea. (See SUDAN.)

SUDBURY (England).—A small town in Suffolk, on the River Stour. Manufactures coco-nut matting and bricks. Population 7,046.

SUDBURY (N. Ontario, Canada).—A town with over 4,000 inhabitants, situated in an important lumbering area; but, above all, it is in the heart of a great mining region, which in the production of nickel has given Ontario the chief place in the world. The town has a planing mill, sash and door factories, brickyards, a flour mill, and other industries. It has several churches, public and high schools, hotels, and an opera house; and can boast of three newspapers. On the C.P.R., it is at the junction of the M. & N.S.R. and a branch of the C.N.O.R.

SUKKUR (India).—A town on the borders of the native State of Khairpur in Northern Scind. It stands on the railway line from Karachi to the Bolan Pass (Afghanistan line). Population about 40,000.

SUMMERSIDE (Prince Edward Island, Canada).—This town is second in point of size on the island, and has a population of over 3,230. There is an excellent steamboat service to New Brunswick; and an appreciable export trade in agricultural products. It is the market for the well-known Malpeque oysters.

SUMNER (Canterbury, New Zealand).—A seaside suburb of Christchurch with a population of about 2,000. Pretty surrounding country.

SUNDERLAND (England, N.E.).—This busy port is situated in the county of Durham, and lies on the coast just south of South Shields. It is the centre of a large coal export trade, and has extensive docks and wharves. Many merchant vessels are connected with this port. It has a population of 159,100. There are more than one dozen shipbuilding yards capable of turning out moderate and large vessels; also extensive forges, and iron works, roperies, chemical and glass factories, mills and breweries, paper mills and lime works.

SUNDRIDGE PARK (England).—A Kentish suburb of London (11 miles).

SUNNINGDALE (England).—A small place in Berkshire. Population 1,537.

SURAT (India).—A large city in the north of the Bombay Presidency. It stands on the south bank of the Tapti River, 13 miles from its mouth in the Gulf of Cambay. It is a very ancient town and possesses many fine specimens of native architecture. It has suffered, in turn, siege, fire, and flood, prosperity and decline. Its staple product is cotton. Population about 117,000.

SURBITON (England).—A Surrey residential suburb of London, on the Thames (12 miles). Population 19,536.

SUSSEX (New Brunswick, Canada).—A town on I.C.R. Centre of dairying industry. Provincial Dairy School maintained by Government situated here, also Provincial Militia Drill Ground. Centre of rich farming district. Industries include refrigerators, tinware works, woodworking machinery works, butter and cheese factories, paper box factory, cannery, pork packing, farm implements, furniture and carriage works. Population 1,906.

SUTTON (England).—A small town in Surrey, 13½ miles from London. Population 21,065.

SUTTON BRIDGE (England).—A small town near Holbeach, in Lincolnshire. Population 2,342.

SUTTON COLDFIELD (England).—A town in Warwickshire, 8 miles from Birmingham, of which it is more or less a residential suburb. Population 23,028.

SUTTON-IN-ASHFIELD (England).—A manufacturing and mining town in Nottinghamshire. Manufactures hosiery. Coal mines in neighbourhood. Population 23,852.

SUTTON-ON-SEA (England).—A small seaside resort on the coast of Lincolnshire. Population 1,605.

SWADLINCOTE (England).—A small town in Derbyshire, near Burton-on-Trent. Population 4,392.

SWAFFHAM (England).—An agricultural town in Norfolk. Population 2,913.

SWAKOPMUND.—(See SOUTH-WEST AFRICA.)

SWANAGE (England).—A pleasant and rising seaside resort on the Dorset coast. It was here, in 877, that King Alfred defeated the Danes, and won England's first great naval victory. Population 7,112.

SWANLEY (England).—A small town in Kent. Population 3,759.

SWANNINGTON (England).—A township in Leicestershire. Population 2,050.

SWANSEA (South Wales).—Situated in the county of Glamorgan and on the Bristol Channel, it is a port with a very considerable trade. The population is 157,560. An important coal-shipping port.

SWAZILAND (Union of South Africa).—Swaziland has an area of about 8,000 square miles. It is partly cultivated by the natives, who also possess considerable numbers of cattle. The mountainous portions of this territory are known to be very rich in minerals; coalfields are being worked. (See UNION OF SOUTH AFRICA.)

SWINDON (England).—A town in Wiltshire with a population of 54,920. It is an important railway centre, with the immense and wonderfully-equipped works of the G.W.R. Co., employing many thousands of hands. It is a well-built town, with all modern conveniences.

SWINEFORD (Ireland).—An agricultural town in County Mayo.

SWINTON (England).—A manufacturing town in Lancashire. Population 30,924. Has large cotton mills. Also the name of a town in the West Riding of Yorkshire. Population 13,654. Manufactures iron goods and pottery.

SYDENHAM (England).—A residential suburb of London (6½ miles). Population 32,132.

SYDNEY (Australia).—Capital of New South Wales, Australia (*q.v.*).

SYDNEY (Nova Scotia, Canada).—With its population of nearly 22,545, ranks next in importance to the capital city. It is the great coal-shipping port of the Dominion, and contains the huge works of the Dominion Iron and Steel Co. In summer the city is quite a pleasure resort, for it is the starting point for the Bras d'Or Lakes, the scenery of which is surpassingly beautiful.

SYLHET (India).—A town and district in the south of Assam (*q.v.*).

SYSTON (England).—A small town in Leicestershire. Population 3,087.

T

TABER (Alberta, Canada).—A small agricultural town with a population of over 1,400.

TADCASTER (England).—A small town in Yorkshire. Population 3,504.

TADWORTH (England).—A small place in Surrey.

TAGHMOM (Ireland).—An agricultural town in County Wexford.

TAIHAPE (Wellington, New Zealand).—A busy and growing town with a population of nearly 2,000; situated on the main line from Wellington (160 miles north). The town possesses all modern conveniences, including electric light, clubs, banks, newspapers, a library, and a high school.

TAIPIING (Federated Malay States).—This town, which is the headquarters of the British administration of the State of Perak, has a population of over 19,600. It is esteemed by many as the most beautiful town in the Peninsula. It possesses a limpid lake surrounded by public gardens, a racecourse, polo ground, rifle range, golf links, museum, and cricket and football grounds. The regiment of Malay States Guides is quartered here. It is the centre of a tin-mining and rubber-planting district. (*See also under FEDERATED MALAY STATES.*)

TALGARTH (Wales).—A small town in Brecknockshire. Population 1,761.

TALLOW (Ireland).—An agricultural town in County Waterford.

TAMERTON FOLIOT (England).—A small place in Devonshire. Population 1,076.

TAMWORTH (Australia).—A town in New South Wales. Population 1,260.

TAMWORTH (England).—An historic town in Staffordshire. Population 8,032. It has an old castle, in which Mary Queen of Scots was for some time a prisoner. Tamworth has a few industries, and coal-mines in the neighbourhood.

TANDERAGEE (Ireland).—A market-town in County Armagh.

TANJORE (India).—A town on the east coast of the Madras Presidency, near Negapatam. Famous for its carpets, silks, and beaten-silver ware. Population over 60,000.

TANSHELF (England).—A town near Featherstone, in Yorkshire. Population 7,002.

TAPANUI (Otago, New Zealand).—A small agricultural and tourist centre with a population of about 400. Gold dredging is also carried on.

TAPLOW (England).—A small town in Buckinghamshire. Population 1,127.

TARA HILL (Ireland).—A hill in County Meath; a few miles from Navan (*q.v.*); 508 ft. in height. It is believed that the residence of the Kings of Ireland (previous to 550) stood on the summit of this eminence.

TARBERT (Ireland).—A small seaport on the estuary of the River Shannon, in County Kerry.

TARBOLTON (Scotland).—A small town near Ayr. Population 4,593.

TASMANIA.—(*See AUSTRALIA.*)

TATTENHALL (England).—A small township in Cheshire. Population 1,043.

TAUMARUNUI (Auckland, New Zealand).—An important town with a population of about 1,200. It is a tourist centre, and the town possesses all modern conveniences. Lumbering in the surrounding forests is the chief industry. Lake Taupo is within easy reach.

TAUNTON (England).—An historic agricultural town in Somersetshire. Population 23,219. Has a small manufacturing industry. In its old castle, now a museum, Judge Jeffreys commenced the "Bloody Assize."

TAURANGA (Auckland, New Zealand).—This town, which has a population of about 1,500, is situated on the harbour of the same name, which is one of the finest natural anchorages in New Zealand. Vessels of all sizes can find complete shelter therein at all states of the tide. The town itself is near to the volcano and hot spring region, and is a tourist resort. The chief industries of the surrounding country are agriculture and cattle-farming. White Island, from which large quantities of almost pure sulphur are obtained, is near by.

TAVISTOCK (England).—An agricultural town in Devonshire, on the borders of Dartmoor. Population 4,317.

TAVOY (India).—A town in Tennasserim, Burma. Population under 20,000.

TAYPORT (Scotland).—A small watering-place in Fife, on the Firth of Tay. Population 3,272.

TE AROHA (Auckland, New Zealand).—A famous health resort in the thermal springs region. (*See under NEW ZEALAND.*)

TEDDINGTON (England).—A small Thames-side town in the county of Middlesex. Population 21,223.

TEIGNMOUTH (England).—A pretty seaside resort on the South Devon coast. Has a good promenade, pier, and boating and bathing facilities. The surrounding country is extremely picturesque. Population 10,976.

TE KUITI (Auckland, New Zealand).—A busy commercial town with all modern conveniences, having a population of about 1,400.

TEMPLEMORE (Ireland).—An old town in County Tipperary.

TEMUKA (Canterbury, New Zealand).—A thriving town with a population of about 1,900. The centre of the sheep-farming district.

TENBURY WELLS (England).—A Worcestershire spa. Population 2,016.



TEIGNMOUTH, DEVONSHIRE, ENGLAND



TENBY, PEMBROKESHIRE, WALES
St. Catherine's Rock

Photos, G.W. Rly

TENBY (Wales).—A popular seaside resort on the coast of Pembrokeshire. It stands on a rocky eminence overlooking Carmarthen Bay. Its sands are among the finest in the British Isles; and it offers unrivalled facilities for bathing and all forms of outdoor amusement. Population 4,830.

TENOM (British North Borneo).—A small town situated on the Padas River. It is the inland terminus of the State Railway. The trade is mostly with the natives of the interior (with jungle produce). Principal station of the Residency of the Interior.

TERRINGTON (England).—A small town in Norfolk. Population 3,044.

TETBURY (England).—A small agricultural town in Gloucestershire. Population 1,593.

TEWKESBURY (England).—An historic town in Gloucestershire. Population 4,704. It has several old buildings of architectural interest; and less than half-a-mile from this town was fought the battle of Tewkesbury (4th May, 1471), in which Edward IV was victorious.

TEYNHAM (England).—A township in Kent. Population 1,701.

THAME (England).—A small town in Oxfordshire. Population 2,918.

THAMES (Auckland, New Zealand).—A growing seaport and gold-mining centre with a population of nearly 4,000, situated on the River Thames. The town itself possesses all modern conveniences, including a School of Mines and a public library. Thames supplies the bulk of the fish consumed in Auckland, and the fishing industry is second only to that of gold mining.

THAMES DITTON (England).—A small Thames-side town in Surrey, 14 miles from London. Population 8,450.

THANA (India).—A small seaport, 21 miles north-east of Bombay.

THATCHAM (England).—A town in Berks. Population 2,416.

THAXTED (England).—A small agricultural town in Essex. Population 1,672.

THAYET-MYO (India).—A town on the Irrawaddy, in Burma. Population about 23,990.

THEALE (England).—A small place in Berks. Population 1,047.

THESSALON (N. Ontario, Canada).—A small but growing town with a population of about 2,000. Its chief industries are saw and planing mills, brickyards, a woollen mill, and a smelter. It has two banks, four churches, and a public school, with electric light and waterworks. Steamers go to Owen Sound and Collingwood.

THETFORD (England).—An agricultural town on the border of Norfolk and Suffolk. Population 4,704. It is a very ancient town, and has many historic memories.

THETFORD MINES (Quebec, Canada).—A mining, industrial, and market town in Megantic County, on the Quebec Central Railway, 76 miles south of Quebec City. Population 7,262. It has three churches, three banks, schools, telegraph, and civic utilities; asbestos mines, tannery, cement block works, overall factory, sash and door factory, saw mill, and a foundry.

THEYDON BOIS (England).—A small place in Essex, 15 miles from London. Population 1,134.

THIRSK (England).—A small town in Yorkshire. Population 2,755.

THOMABY-ON-TEES (England).—(See STOCKTON-ON-TEES.)

THOMASTOWN (Ireland).—A small agricultural town in County Kilkenny.

THORNBURY (England).—A small agricultural town in Gloucestershire, 12 miles from Bristol. Population 2,493.

THORNE (England).—An agricultural town in Yorkshire, 10 miles from Doncaster. Population 6,076.

THORNHILL (England).—A town in Yorkshire. Population 11,303.

THORNIEBANK (Scotland).—A small town in Renfrewshire. Population 2,397.

THORNTON (England).—A small town in Lancashire. Population 6,179. Also the name of a small town in Fife (Scotland). Population 1,870. Also a village in Yorkshire.

THORNTON-HEATH (England).—A Surrey suburb of London (8½ miles).

THORPE-LE-SOKEN (England).—A small place in Essex. Population 1,144.

THRAPSTON (England).—A town in Northamptonshire, on the River Nen. Population of district 11,107.

THREE BRIDGES (England).—A small place and railway junction in Sussex.

THREE RIVERS (Canada).—An important industrial city, in the Province of Quebec, at the confluence of the St. Maurice and the St. Lawrence, River, half-way between Quebec and Montreal, on the C.P.R., 96 miles from Montreal, and 76 miles from Quebec. Ferry across the St. Lawrence to the G.T.R. on the south shore. Daily steamers to St. Lawrence ports during navigation. The St. Maurice Valley River to Shawinigan Falls. Population 22,367. Industries: manufacture of iron pipes, cotton, paper boxes, boots and shoes, bricks, carriages, cigars, gloves, moccasins, snowshoes, furniture, leather, wooden ware, axes, stoves, toys; lumber mills, foundries, and marble works. City has a fine deep-water harbour, county buildings, R.C. cathedral and several churches, sanatorium, convents, a college and good schools, natural gas, race tracks, five banks, hospital, and public utilities. Founded in 1634 by Lavolette.

THURLES (Ireland).—A town in County Tipperary, on the River Suir. There is a fine R.C. cathedral and ruins of a fourteenth-century abbey.

THURSDAY ISLAND.—(See QUEENSLAND, AUSTRALIA.)

THURSO (Scotland).—A town and seaport in Caithness, at the mouth of the River Thurso. Population 4,709.

TIBSHELF (England).—A small place in Derbyshire. Population 3,926.

TICEHURST (England).—A small place in Sussex. Population 2,853.

TICKHILL (England).—A small town in the West Riding of Yorkshire. Population 2,106.

TIDAL BASIN (England).—A portion of the Victoria Docks, Port of London. Population 33,923. Distant from centre of Metropolis, 6½ miles.

TIDENHAM (England).—A small place near Tintern, in Gloucestershire. Population 1,710.

TIDWORTH (England).—A small town in Hampshire. Population 1,997.

TILBURY (England).—A small town with very extensive docks in Essex, on the north bank of the

River Thames. It really forms a portion of maritime London, it being 22 miles down stream. Population 9,582.

TILEHURST (England).—A small town in Berkshire. Population 3,175.

TILlicouLTRY (Scotland).—A small manufacturing town in Clackmannanshire. Woollen goods. Population 4,649.

TILT COVE (Newfoundland).—Small mining town with a natural harbour, situated 230 miles by sea, north-west of St John's. Population about 2,000.

TIMARU (Canterbury, New Zealand).—One of the most important seaports in New Zealand. Possesses a fine harbour with an extensive maritime trade. It is the centre of a rich agricultural and pastoral country, and has some of the largest flour mills in the Dominion. Grain and wool are its chief exports. The town itself is a fine one, many of the buildings being constructed of the famous Timaru blue stone. The streets are broad and well-kept, the buildings are mostly very substantially built, and the town wears the aspect of prosperity and comfort. The surrounding country is decidedly picturesque, and there are many points of interest within easy reach. The population numbers about 11,500.

TIMPERLEY (England).—A town in Cheshire. Population 4,090.

TINGHAM (England).—A small place in Surrey. Population 1,612.

TINNEVELLI (India).—A town in Southern India with a population of about 38,863. An important missionary station.

TINSLEY (England).—A town near Rotherham, in Yorkshire. Population 5,284.

TIPPERARY (Ireland).—The capital of County Tipperary has several fairly large buildings. It is an important agricultural centre, and is famous for its butter market and cattle sales.

TIPTON (England).—An iron-manufacturing town in Staffordshire, 4 miles from Wolverhampton. Population 34,131.

TISBURY (England).—A small town in Wiltshire. Population 1,525.

TIVERTON (England).—A town in Devonshire, 14 miles from Exeter, at the junction of the Rivers Exe and Loman. An old town, with several buildings and objects of antiquarian interest. Was once a great woollen manufacturing centre, and, later, a lace-making town. It is now an agricultural and railway centre. Population 9,715.

TIVETSHALL (England).—A small town and railway junction in Norfolk. Population 596.

TOBAGO, ISLAND OF.—(See TRINIDAD, WEST INDIES.)

TOBERCURREY (Ireland).—A small agricultural town in County Sligo.

TODMORDEN (England).—A cotton manufacturing town on the border of Lancashire and Yorkshire. Collieries in the neighbourhood. Population 23,888.

TOGOLAND.—(See WEST AFRICA and MANDATORY TERRITORIES.)

TOLLESBURY (England).—A small place in Essex. Population 1,858.

TONBRIDGE (England).—A town in Kent, on the River Medway. Ruins of an old castle. A grammar school. Small manufacturing industry. Population 15,929.

TONK (India).—A native State in Rajputana, with an area of 1,415 square miles. The capital of the same name has a population of about 70,000.

TONYPANDY (Wales).—A mining township in Glamorganshire.

TOOTING (England).—An outlying suburb of London (residential); 9 miles. Population 35,958.

TOOWOOMBA (Queensland, Australia).—Population 24,200, district 50,000. One hundred and one miles west of Brisbane. Very progressive pastoral and agricultural district. Centre of the famous Darling Downs country. Has butter, bacon, and cheese factories; foundries, flour and saw mills. There are also several coal mines in the district.

TOPSHAM (England).—An old-fashioned town and tidal port on the River Exe, in Devonshire. Population 3,255.

TORONTO (Canada).—Capital of the Province of Ontario, Canada (*q.v.*).

TORQUAY (England).—One of the most picturesque seaside resorts in England. Situated on the north side of Tor Bay, which has so often been used as a place for naval concentration, Torquay is a series of terraces amid the most beautiful and luxuriant foliage, facing a *truly* turquoise sea. So equable is its climate, that palms grow on its promenade, and it is almost entirely free from fogs and cold northerly winds. It is a favourite winter as well as a summer resort. There are amusements of every description, including a pier, a winter garden, and a theatre. The bathing is good; there is a small harbour, and as a yachting centre it has few rivals. The surrounding country is among the prettiest that fair Devon can offer. Population (resident) 39,432.

TORRINGTON (England).—A small historical town in Devonshire, 10 miles south-west of Barnstaple. Population, 2,931; of district 8,458.

TORRYBURN (Scotland).—A small place in Fife. Population 2,224.

TORTOLA ISLAND.—(See VIRGIN ISLANDS, WEST INDIES.)

TOTLAND BAY (England).—A tiny seaside resort in the Isle of Wight. Population 1,441.

TOTNES (England).—A quaint little agricultural town in Devonshire, on the River Dart. It stands on a steep slope, and is a most picturesque little place. The scenery on both banks of the River Dart, from Totnes to the sea, has been likened to that of the Rhine. The town has many interesting old houses and ruins, for it is a place of great antiquity. It was the birthplace of Wills, the famous Australian explorer. Population 3,982.

TOTTENHAM (England).—A suburb of London (6 miles). Population 146,695.

TOTTINGTON (England).—A town in Lancashire, near Bury. Population 6,762.

TOWCESTER (England).—A small town in Northamptonshire. Population 2,383.

TOWER HAMLETS (England).—An inlying suburb of the City of London.

TOW LOW (England).—A small town near Bishop Auckland, in Durham. Population 4,073.

TOWNG-NGU (India).—A small town in the Burma Province.

TOWNSVILLE (Queensland, Australia).—Population 21,348, district 28,000; 870 miles from Brisbane. Regarded as the capital of Northern Queensland and the most important city outside of Brisbane. It

controls a very extensive shipping trade, and is the centre of rich pastoral territories. With the great increase of export trade in Australian meat Townsville grows in importance, for it is the outlet of a big meat-producing country. Special arrangements are made for handling frozen meat from refrigerating cars.

TOWYN (Wales).—A small watering-place in Merionethshire. Population 4,411.

TRAIL (British Columbia, Canada).—A town on the Columbia River, 9 miles from Rossland. It is the centre of the smelting industry in West Kootenay. The Canadian Smelting Works, operated by the Canadian Pacific Railway Co., cover 45 acres of ground, and form the largest plant in Canada. Power is transmitted from the West Kootenay Power Co.'s station at Bonnington Falls. The smelter treats silver-lead as well as copper ores, and was the first in the world to produce electrolytic lead in quantity. The company now manufactures sheet lead and lead pipe, and refines silver direct from the ore—operating the only silver and lead refinery in Canada. Apart from the business created by the smelter, Trail enjoys a prosperous trade with the adjacent mining camps, and is well-equipped with all the conveniences of modern life. The population is estimated at 2,000.

TRALEE (Ireland).—A town in County Kerry. It stands on the River Lee, near its mouth in Tralee Bay. Although there is a canal linking it with the sea, the maritime trade has declined during recent years.

TRAMORE (Ireland).—A little watering-place in County Waterford.

TRANQUEBAR (India).—A small seaport on the Madras coast. Site of the first Protestant Mission.

TRANSVAAL.—(See UNION OF SOUTH AFRICA.)

TRAVANCORE (India).—A native State, with an area of 7,091 square miles and a population of about 3,500,000, situated in the extreme south of the Indian Peninsula. The capital is Travandrum; population about 40,000. (See FEUDATORY STATES, INDIA.)

TREDEGAR (England).—A large town in Monmouthshire with a population of 25,105. Situated in a region rich in coal and iron. Has large iron and steel works.

TREGARON (Wales).—A town in Cardiganshire. Population 7,026.

TREHARRIS (Wales).—A town in Glamorgan-shire. Population 8,818.

TRENTHAM (England).—A small town in Staffordshire. Population 3,059.

TRESCO.—One of the Scilly Islands (British Isles) (*q.v.*).

TRICHINOPOLI (India).—A large and historic town in the Madras Presidency. It has several fine modern buildings. It is connected with Madras by rail; and has long been famous for its cheroots. Jewellery is also manufactured. Population about 120,422.

TRIM (Ireland).—The capital of County Meath. It is a small but picturesque town situated on the River Boyne. There is a ruined castle (twelfth century); a yellow steeple; a Wellington column; and the ruins of several abbeys in the neighbourhood. The "Iron Duke" received his early education in this historic little town.

TRIMDON (England).—A place near West Hartlepool (in Durham). Population 5,259.

TRIMLEY (England).—A small place in Suffolk. Population 1,539.

TRINCOMALEE (Ceylon).—A fine seaport on the north-east coast of Ceylon. It was at one time an important naval station. (See CEYLON.)

TRING (England).—A town in Hertfordshire with a population of 4,352. Agricultural centre. Near by is Tring Park the seat of Lord Rothschild.

TRINIDAD.—(See WEST INDIES.)

TRINITY (Newfoundland).—A town and port on Trinity Bay, 61 miles from St. John's, with a population of about 1,000. It is the rendezvous of a portion of the fishing fleet.

TRISTAN DA CUNHA.—Three small adjoining islands in the S. Atlantic (lat. 38° S. and long. 13° W.). The central island is about 25 miles in circumference and is very mountainous. These islands were first discovered by a Portuguese navigator, after whom they were named, in 1506. For many years they became the resort of American sealers (1750–1810). In 1817, Great Britain took possession of the islands, in order to watch the island of St. Helena, which was then the prison of the ex-emperor Napoleon, on whose death the small garrison was withdrawn. Two of the soldiers and a Corporal Glass remained behind, and, with the aid of some sailors, founded a colony. In ten years it numbered 27 persons and, in 1884, 100 people. Subsequently it declined and became almost uninhabited. It is, however, still under British jurisdiction. Inaccessible Island is 21 miles distant and Nightingale Island 33 miles away.

TROIS PISTOLES (Canada).—A market town in Temiscouata County, Quebec Province, on the I.C.R., 141 miles north-east of Levis and Quebec City. Population 3,000. One bank, telegraph, telephone, churches, schools, hotels. Lumber industries.

TROIS RIVIERES (Canada).—A town in Quebec Province. Population 22,367.

TROON (Scotland).—A small seaport and seaside resort on the Ayrshire coast. It has a good harbour. The bathing is excellent and the beach sandy. Population 9,420.

TROWBRIDGE (England).—A market and manufacturing town in Wiltshire. Population 12,133. Manufactures woollens and cloth.

TROWSE (England).—A small town near Norwich, Norfolk. Population 5,063.

TRURO (England).—An ancient cathedral city in Cornwall, 12 miles north-east of Falmouth. It stands on a tidal inlet of the sea, known as the Truro River, which is navigable for small vessels. The banks of this river and the surrounding country are extremely pretty. Truro cathedral was commenced in 1880, but the bishopric is really a very ancient one. The city has several large buildings, and stands in a rich mineral (copper) region. Population 10,833.

TRURO (Nova Scotia, Canada).—An educational, agricultural, and dairying centre.

TUAM (Ireland).—A town in County Galway. There is a Protestant and a R.C. cathedral, both modern.

TUFNELL PARK (England).—A suburb of London.

**TUNBRIDGE WELLS,
ENGLAND**
The Common



**TUNBRIDGE WELLS,
ENGLAND**
The famous Toad Rock

Photos, Southern Rly

**UXBRIDGE, MIDDLE-
SEX, ENGLAND**
The River Colne



Photo, G.W. Rly

TULLA (Ireland).—A small agricultural town in County Clare.

TULLAMORE (Ireland).—The capital of King's County. Stands on the Grand Canal.

TULLOW (Ireland).—A small agricultural town in County Carlow.

TULSE HILL (England).—A residential suburb of London (6 miles). Population 32,225.

TUNBRIDGE WELLS (England).—An inland watering-place, or spa, on the borders of Kent and Sussex, 34 miles from London. It is a very picturesquely situated town, and commands fine views. The chalybeate spring was discovered in 1606. The principal thoroughfare, or parade, is known as the "Pantiles." Here is the spa, shops, and a bandstand. There are some fine hotels and shops; and a large open common. Tunbridge Wells is a fashionable place, and is much patronised during both the summer and winter seasons. Population 35,568.

TUNSTALL (England).—A town in Staffordshire. Population 22,494. It is almost a suburb of Newcastle-under-Lyme (4 miles). Manufactures pottery and iron. Coal-mines in the district.

TURKS ISLANDS (Caiocos Islands).—(See WEST INDIES.)

TURNHAM GREEN (England).—A suburb of London (9 miles).

TURTON (England).—A town in Lancashire. Population 12,157.

TUTBURY (England).—A small town in Staffordshire, 6 miles from Burton-on-Trent. Ruins of an old castle. Population 2,186 (district 8,908).

TUTICORIN (India).—A seaport in the extreme south-east of the Indian Peninsula, Madras Presidency. Population about 32,000.

TUXFORD (England).—A small town in Nottinghamshire. Population 1,154.

TWICKENHAM (England).—A Middlesex suburb of London (11 miles). Population 34,805.

TWILLINGATE (Newfoundland).—A town and port situated on two small islands of the same name, off the north coast of Newfoundland. Population about 3,400.

TWYFORD (England).—A small place in Berkshire. Population 1,157.

TYLDESLEY (England).—A town in Lancashire, 10 miles from Manchester. Manufactures cottons. Population 15,651. Coal-mines in the district.

TYNEMOUTH (England).—A popular seaside resort in Northumberland, 9 miles from Newcastle. It has beautiful sands, good bathing, a pier, theatre, and other places of amusement. Population 63,786.

U

UCKFIELD (England).—A small agricultural town in Sussex, on the River Ouse. Population 3,384.

UDAIPUR (India).—A large native State in Rajputana. Area 12,691 square miles, population 1,293,776. The capital city of the same name stands on a plateau overlooking a beautiful lake, and possesses some fine native buildings. It is a typical Indian town with a population of about 60,000.

UDDINGSTON (Scotland).—A small manufacturing town in Lanarkshire, on the Clyde, 7 miles from Glasgow. Population 8,214.

UGANDA.—(See EAST AFRICA.)

UIST (Scotland).—(See HEBRIDES ISLANDS, BRITISH ISLES.)

UITENHAGE (Union of South Africa).—A very old town in the Cape Province. It stands in a hollow at the base of the Winterhock Mountains, and is surrounded by beautiful country which abounds with big game. The streets of this town are broad, tree-bordered, and well-paved and lighted. There are many fine buildings, including a Town Hall and well-stocked Public Library. There are three pretty parks, a recreation ground, tennis lawns, and several good hotels. Shooting in the surrounding country is good.

UJJAIN (India).—A wonderful old walled city of Central India, 31 miles north of Indore. It was the ancient capital of Malwar, and is a sacred city of the Hindus.

ULVERSTON (England).—A small agricultural and manufacturing town in Lancashire. Population 10,121. Centre of a mining and agricultural district.

UMBALA (India).—A city of considerable size in the Punjab, 148 miles north of Delhi. It is a railway centre and has a large European cantonment. Population about 93,000.

UMTALI (Umtali, Southern Rhodesia).—A municipality, the most easterly town in Rhodesia, and one of the oldest. Is 170 miles east of Salisbury, and 204 west of the Portuguese port of Beira. A great deal of mining and farming is carried on in the surrounding district, and there are large railway repairing shops in the town. Post and telegraph offices, telephone exchange, banks, hotels, daily and weekly newspaper.

UMVUMA (Charter, Southern Rhodesia).—A township 56 miles east of Gwelo, on the Blinkwater Railway, with mining and agricultural interests. The Falcon (copper and gold) mine is situated near by, and in the district are the Rhodesdale and the Central Estates. There are post and telegraph facilities, a bank, and a hotel.

UNIONDALE TOWN (Union of South Africa).—A small town, with hotels, churches, and a Public Library, situated in the centre of a good agricultural and fruit-growing district of the Cape Province. On the railway from Port Elizabeth to Oudtshoorn.

UNITED PROVINCES.—(See INDIA.)

UNST.—One of the Shetland Islands (*q.v.*).

UPHALL (Scotland).—(See BROXBURN, LINLITHGOWSHIRE.)

UPHOLLAND (England).—A town in Lancashire, 4 miles from Wigan. Population 5,532.

UPPINGHAM (England).—An agricultural town in the county of Rutland. Population 2,453. Famous for its public school, founded in 1584.

UPTON-ON-SEVERN (England).—A small town in Worcestershire. Population 2,222.

UPTON PARK (England).—An Essex suburb of London (5½ miles). Population 18,244.

URQUHART (Scotland).—A small place near the town of Elgin. Population 1,589.

UTTOXETER (England).—A small agricultural and manufacturing town in Staffordshire. Population 5,316.

UXBRIDGE (England).—An agricultural town in Middlesex, 16 miles from London. Population 12,923.

V

VALETTA.—The capital of the Island of Malta (*q.v.*).

VALLEYFIELD (Canada).—A port and industrial city on the south shore of the St. Lawrence, in Beauharnois County, Quebec Province, at the head of Beauharnois Canal. On the Grand Trunk Railway, 43 miles from Montreal, and on the New York Central line, 35 miles from Montreal. Steamers to Montreal, Ottawa, Quebec, other St. Lawrence ports, and to the lake ports. Population 9,449. Chief industries: cotton mills, manufacture of gasoline motors, paper, biscuits, confectionery, flour; machine shops, sash and door factories, foundries, builders' material factory; lumber, limestone, and iron ore in the locality. City has electric light, hospital, R.C. cathedral, four churches, college, convent, academy, schools, two banks, Court House, water-power, Mechanics' Institute, and civic utilities.

VANCOUVER (British Columbia, Canada).—This city, which has a population of over 117,000, is the commercial metropolis of the Province of British Columbia, and is the mainland terminus of the Canadian Pacific Railway. It was incorporated in 1886. The trade of the city is large and steadily increasing, as it is a principal distributing point for the northern and interior districts, and the home port of the C.P.R. liners and Canadian-Australian Trans-Pacific mail steamships. The bank clearings average about 1,000 million dollars per annum. Vancouver harbour is one of the finest in the world, land-locked and sheltered from all points, and roomy and deep enough for the largest vessels. The City of Vancouver possesses many fine public buildings, business blocks and private residences, and new structures are being continually added. The churches, schools, libraries, hotels, and clubs are quite equal to buildings of similar class in the older cities of the East, and give one the impression of solidity and permanence. The Hotel Vancouver, owned by the C.P.R. Company, is one of the best equipped in Canada, and is well known to world travellers. One of Vancouver's great attractions is the magnificent Stanley Park, with its groves of great towering firs and cedars, a wonder and delight to visitors. In addition to the C.P.R. Trans-Pacific fleet of steamships, Vancouver has connections by land and sea with all important points on the coast and in the interior. The steamships of the C.P.R., Pacific Coast Service, and other lines ply between the city and places along the coast as far north as Alaska and south to San Francisco. The splendid C.P.R. steamers, the fastest boats on the Pacific, make daily trips in the summer between Vancouver, Victoria, and Seattle (Washington). Direct railway connection is made with every point on the continent, from Halifax to Mexico. The city has a very complete electric railway system, with extensions to New Westminster, Lulu Island, and Chilliwack. The water supply is unlimited and of superior quality, and the sewerage system is constructed on modern lines. Telephone connection is obtained by cable with Victoria and other cities and towns on Vancouver Island, as well as all points in the Fraser Valley and the City of Seattle. A recently constructed power tunnel provides water-power sufficient to develop 300,000 h.p. There are four

daily newspapers and several weekly and monthly magazines.

VANGA (Kenya).—A small port for coasting and native trade.

VEGREVILLE (Alberta, Canada).—A small but prosperous agricultural town with a population of over 1,100.

VELLORE (India).—A town with a population of about 50,000 in the Madras Presidency.

VENTNOR (England).—A pretty and popular seaside resort on the south coast of the Isle of Wight. It is situated amid the picturesque scenery of the Undercliff; and has a very mild climate. The town is built on the slopes and presents a charming aspect from the sea. The houses are all interspersed with pretty little gardens. There is a nice promenade, a pier, and good bathing facilities. The surrounding country is decidedly picturesque. Population 3,063.

VEREENIGING (Union of South Africa).—A small town in the Transvaal Province, on the border of the O.F.S. Province. (*See History*, UNION OF SOUTH AFRICA.)

VERNON (British Columbia, Canada).—This town is the centre and supply depôt for the Okanagan District, and is surrounded by a splendid farming, cattle and fruit country. It is the terminus of the Shuswap and Okanagan Branch of the Canadian Pacific Railway, and has steamboat connection *via* Okanagan Landing, 5 miles south, with all points on Okanagan Lake. The town is pretty and home-like, the climate delightful at all seasons, and its inhabitants are prosperous and energetic. It is supplied with good water and sewerage systems, electric light and telephones, good schools, banks, hotels, and well-stocked stores. The population is about 3,000.

VICTOR HARBOUR (Australia).—A town in South Australia. Population 1,800.

VICTORIA (Victoria, Southern Rhodesia).—A township, and terminus of a branch railway from Gwelo; 136 miles south-east of Gwelo. Post, telegraph, and telephone facilities; bank, hotel. Is the centre of a mining and farming area; large deposits of chrome iron and asbestos have been found in the district. Nearest station to the famous Zimbabwe ruins. (*See under RHODESIA*.)

VICTORIA.—A State of Australia (*q.v.*).

VICTORIA.—Capital of British Columbia, Canada (*q.v.*).

VICTORIA.—(*See HONG KONG*.)

VICTORIAVILLE (Canada).—An industrial centre in Quebec Province, on the Nicolet River, and on the Grand Trunk Railway, 108 miles north-east of Montreal. Population 3,028. Town has two banks, telegraph, telephone, churches, schools, stores, and hotels. Furniture and chair factories. Electric power.

VIRAMGAM (India).—A town in the Bombay Presidency.

VIRDEN (Manitoba, Canada).—A growing agricultural town with a population of over 1,550.

VIRGINIA WATER (England).—A small place in Surrey. Population 1,880.

VIRGIN ISLANDS.—(*See WEST INDIES*.)

VISNAGAR (India).—A town with a population of about 29,000, in Baroda.

VIZAGAPATAM (India).—A seaport on the coast of Madras. Population about 41,000.

VOI (Kenya).—A station on the Uganda Railway, 103 miles inland from Mombasa. There is a Government Rest House, and many European residents in the surrounding country. It is the nearest station to Mount Kilimanjaro. (See under KENYA and TANGANYIKA.)

VOLKSRUST (Union of South Africa).—A small pastoral centre in the Transvaal Province on the railway line to Durban (308 miles).

VRYBURG (Union of South Africa).—An important commercial town in Southern Bechuanaland. The erstwhile capital of the Republic of Stellaland. (See *History*, UNION OF SOUTH AFRICA.)

VRYHEID (Union of South Africa).—A small mining town in the Natal Province.

W

WADDESDON (England).—A small place in Buckinghamshire. Population 1,569.

WADEBRIDGE (England).—A small seaport in Cornwall, on the River Camel. Population 2,339.

WADHURST (England).—A small country town in Sussex. Population 3,647.

WAGGA WAGGA (Australia).—A town in New South Wales. Population 7,730.

WAHANGAREI (Auckland, New Zealand).—An important seaport 84 miles north-west of Auckland City, with a population of about 2,800. It is the centre of a rich agricultural and pastoral region; but coal, dairy produce, fruit, and timber are, however, the principal exports. The town itself is thoroughly up-to-date.

WAIHEKE (Auckland, New Zealand).—An island 20 miles off the coast, with a population of about 230. It is a favourite summer resort.

WAIHI (Auckland, New Zealand).—A gold mining town with a population of about 6,800. In the neighbourhood is the famous Martha Mine.

WAIKOUAITE (Otago, New Zealand).—A small seaside resort, situated about 32 miles from Dunedin. The population numbers about 1,000. Sheep farming and agriculture are the principal industries in the surrounding country, and gold-slucing is also carried on.

WAIMATE (Canterbury, New Zealand).—A growing agricultural town, with a population of about 1,900. Saw-milling is the chief industry, but agricultural and pastoral farming and strawberry and raspberry culture are rapidly increasing. The town, although small, is thoroughly modern.

WAINFLEET (England).—A small town in Lincolnshire. Population 2,164.

WAIPAWA (Hawke's Bay, New Zealand).—A growing sheep farming centre, with a population of about 1,200.

WAIPUKURAU (Hawke's Bay, New Zealand).—A growing town in the centre of a rich sheep farming country. Closer settlement is rapidly increasing the agricultural activity. The population numbers about 1,100.

WAIROA (Hawke's Bay, New Zealand).—A sheep farming centre, with a population of about 2,200. There are thermal springs in the vicinity. The surrounding country is decidedly picturesque.

WAITARA (Taranaki, New Zealand).—A growing seaport, with a population of about 1,600, situated

11 miles by rail from New Plymouth. The site of one of the earliest British settlements (1839). The surrounding country offers many beautiful views and points of interest. It is a favourite tourist resort.

WAKEFIELD (England).—A large manufacturing and cathedral city—capital of the West Riding of Yorkshire. Situated about 9 miles south-east of Leeds, on the River Calder. It is a railway junction. The cathedral was first enlarged in 1329, and several times since has been both enlarged and restored. The town is well built and has many fine public and private buildings. Wakefield was once the chief centre of clothing manufacture, and now makes woollen, worsted, and hosiery goods, and agricultural machinery. Population 52,890.

WALDRON (England).—A small place in Sussex. Population 2,178.

WALES.—(See BRITISH ISLES.)

WALHAM GREEN (England).—A suburb of London (5 miles).

WALKER (England).—A town in Northumberland, on the River Tyne, 2½ miles from Newcastle. Population 16,506.

WALLAROO (Australia).—A town in South Australia. Population 5,500.

WALLASEY (England).—A town in Cheshire, near Birkenhead. Population 90,721.

WALLINGFORD (England).—An historic old town in Berkshire, with several buildings and objects of architectural interest. Population 2,724.

WALLSEND (England).—A large coal-mining town in Northumberland, 4 miles from Newcastle. Population 43,031.

WALMER (England).—A small but historic watering-place on the Kentish coast. Famous for its fine old castle, built by Henry VIII. Population 5,354.

WALPOLE (England).—A small place near Terrington, Norfolk. Population 1,847.

WALSALL (England).—A manufacturing town in Staffordshire, 8 miles from Birmingham. Population 96,964. Manufactures leather and iron goods. It is situated close to the South Staffordshire coalfields, and has also stone quarries. The town is well laid out, and has many fine streets, public buildings, and shops.

WALSHAM, NORTH (England).—An agricultural town in the county of Norfolk, 14 miles from Norwich. Population 4,254.

WALSINGHAM (England).—A small agricultural town in Norfolk. Ruins of an Augustinian Priory (1015). Population 1,085.

WALTHAM (England).—A small agricultural town on the Essex and Hertfordshire border, 13 miles from London. Near this town is the famous Waltham Cross, erected by Edward I (1290) in memory of Queen Eleanor. Population 978.

WALTHAMSTOW (England).—An Essex suburb of London (6 miles). Population 129,395.

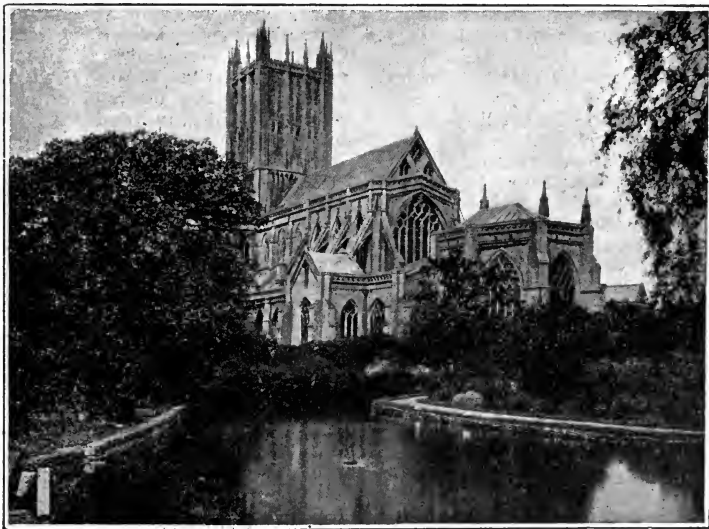
WALTON-ON-THE-NAZE (England).—A seaside resort in Essex, 7 miles from Harwich. Noted for the bracing nature of its North Sea breezes. Population 3,666.

WALTON-ON-THAMES (England).—A Thames-side town in Surrey, 17 miles from London. Population 14,647.

WALVISH BAY.—(See CAPE PROVINCE, UNION OF SOUTH AFRICA; and MANDATORY TERRITORIES.)



VENTNOR, ISLE OF WIGHT, ENGLAND
View from East Cliff Gardens



WELLS, SOMERSET, ENGLAND
The Cathedral

Photos, Southern Rly

WALWORTH (England).—A suburb of London (4 miles). Population 58,463.

WANDSWORTH (England).—A suburb of London ($4\frac{1}{2}$ miles). Population 328,656.

WANGANUI (Wellington, New Zealand).—A thriving agricultural town on the Wanganui River—"the Rhine of New Zealand." A favourite tourist resort on account of its charming river scenery. The chief industry of the surrounding country is grain growing. The town possesses a library, a museum, schools, newspapers, clubs, banks, and one of the finest zoological collections in the Dominion.

WANKIE (Mafungabusi, Southern Rhodesia).—A small township 212 miles north of Bulawayo. Adjoins the Wankie Colliery. Post and telegraph facilities and hotel.

WANSTEAD (England).—An outlying suburb of London (in Essex), 7 miles. Population 15,297.

WANTAGE (England).—An agricultural town in Berkshire. Population 3,886.

WAPPING (England).—A suburb of London (6 miles).

WARBOYS (England).—A small place in Huntingdonshire. Population 1,790.

WARE (England).—An historic agricultural town in Hertfordshire. Population 5,949.

WAREHAM (England).—A very old agricultural town in Dorsetshire, 15 miles east of Dorchester. Population 1,994.

WARGRAVE (England).—A small place in Berks. Population 2,112.

WARK WORTH (England).—A small port on the coast of Northumberland. Some interesting ruins. Population 1,042.

WARLINGHAM (England).—A residential place, near Caterham, in Surrey. 18 miles from London. Population 3,782.

WARMINSTER (England).—An old agricultural town in Wiltshire. Has a large school and college. Population 5,389.

WARNHAM (England).—A small place in Sussex. Population 1,140.

WARRENPOINT (Ireland).—A small port on Carlingford Lough, in County Down.

WARRINGTON (England).—A large manufacturing town in Lancashire, on the River Mersey, 18 miles from Liverpool. It is an old and historic town, and still possesses many relics of the past. There are some fine streets, parks, shops, and public buildings. Manufactures iron goods, wire, glass, leather, soap, and beer. Population 76,811.

WARRNAMBOOL (Victoria, Australia).—Population 7,739, district 35,000; 166 miles from Melbourne. Chief port of export trade with products of the district, principally potatoes, wool, wheat, and dairy produce. Very active business centre.

WARSOP (England).—A small town in Nottinghamshire. Population 7,237.

WARWICK (England).—A very ancient place, and the county town of Warwickshire. Situated on the River Avon. Population 12,862. This town still retains many interesting old buildings and monuments, notable among which are the two old gateways with chapels above the archways; the Beauchamp Chapel (1464) and the noble castle, situated on a rocky plateau overlooking the river, built during the twelfth and thirteenth centuries. This magnificent old pile covers three acres and is

still inhabited. This town has a small manufacturing industry, and is the centre of a rich agricultural district.

WARWICK (Queensland, Australia).—Population 6,000, district 12,000; 169 miles south-west of Brisbane. An important railway town on the Darling Downs. The district is highly productive, and maize, wheat, potatoes, barley, oats, tobacco, butter, honey, fruit and vegetables are produced in large quantities. Coal and gold have also been mined. Butter factories, flour mills, and other factories have been established here.

WATCHET (England).—A small seaport on the Bristol Channel, in Somersetshire. Population 1,846.

WATERBEACH (England).—A large village near Cambridge. Population 1,493.

WATERFOOT (England).—A small town in Lancashire, near Bacup. Population 3,150.

WATERFORD (Ireland).—The capital of County Waterford and a large and important maritime town. It is situated on the River Suir, at its mouth, in the estuary known as Waterford Harbour. There are extensive quays, which can be approached by vessels of several thousand tons displacement. There is a steady agricultural trade with England. The city stands on the right bank and is connected by a long bridge with the suburb of Ferrybank. There are several large public buildings, including a Protestant and R.C. cathedral. It received its first charter from King John.

WATERHOUSES (England).—A small place in Durham. Population 3,295. Also the name of a small place in Staffordshire.

WATERINGBURY (England).—A small place in Kent. Population 1,239.

WATERLOO (Canada).—An industrial town in Shefford County, Quebec Province, on Waterloo Lake, head water of the middle branch of the Yamaska River, and on the Canadian Pacific and Central Vermont Railways, 70 miles east of Montreal. Population 1,900. Town has electric light, waterworks, two banks, four churches, academy, convent, Protestant and R.C. schools, telegraph, telephone, and summer residences. Industries: Lumber mills, foundry and machine shops, and the manufacture of chairs, carriages, furniture, and aerated waters. Hilly; 700 to 900 ft. above sea-level.

WATERLOO - WITH - SEAFORTH (England).—A watering-place in Lancashire, 4 miles from Liverpool. Population 12,845.

WATFORD (England).—A large market and manufacturing town in Hertfordshire, 16 miles from London. Stands on the river Colne. Has several large charity institutions. Manufactures paper. Is an important railway junction. Population 45,910.

WATH-ON-DEARNE (England).—A town in Yorkshire, with collieries and iron-works. Population 12,866.

WATLING'S ISLAND.—One of the Bahamas. (See WEST INDIES.)

WATLINGTON (England).—A small town in Oxfordshire. Population 1,548.

WATTON (England).—A small agricultural town in Norfolk. Population 1,436.

WAVERTREE (England).—A suburb of Liverpool. Population 45,991.

WAZIRABAD (India).—A town in the Punjab, with a population of about 23,981.

WAZIRISTAN (India).—A Himalayan territory formerly belonging to Afghanistan. (See INDIA.)

WEASTE (England).—A suburb of Manchester. Population 19,674.

WEDNESBURY (England).—A large manufacturing town in Staffordshire. It has several interesting old buildings, and many fine modern ones. It is situated in the Black country, and has large iron foundries. There are many collieries in the neighbourhood. It manufactures all kinds of iron and steel implements and machinery. Population 30,407

WEDNESFIELD (England).—A suburb of Wolverhampton. Population 7,452.

WEEDON (England).—A small place near Daventry, in Northamptonshire. Population 2,020.

WEI-HAI-WEI.—(See CHINA.)

WELLINGBOROUGH (England).—An agricultural and manufacturing town in Northamptonshire. Population 20,365. There is a chalybeate spring, and the town produces iron and boots.

WELLINGTON.—Capital of the Dominion of New Zealand. (*q.v.*)

WELLINGTON (England).—An agricultural and manufacturing town in Shropshire, 10 miles from Shrewsbury. Population 8,148. It was from this place that the "Iron Duke" took his title, afterwards purchasing the Manor House. Manufactures woollen goods and agricultural machinery. Coal mines in the neighbourhood.

WELLINGTON (Union of South Africa).—A town with a population of about 3,200, situated 45 miles from Cape Town.

WELLS (England).—An old cathedral city in Somerset, 20 miles from Bath. It was first made a bishopric in 909. In the twelfth century it was, however, transferred to Bath, and is still called "Bath and Wells." The cathedral, although small, is one of the noblest in England. The old moated Bishop's Palace has a crypt built in 1220. There are several other buildings of historic interest. Population 4,372.

WELLS-ON-SEA (England).—A small seaport on the coast of Norfolk. Population 2,647.

WELSHPOOL (Wales).—A small town in Montgomeryshire. Population 5,677. In the neighbourhood is Powis Castle (twelfth century).

WEM (England).—A small town in Shropshire. Population 2,176.

WEMBLEY (England).—A Middlesex suburb of London (8 miles). Population 16,191. Famous as the site of the British Empire Exhibition of 1924-1925.

WENDOVER (England).—A small town in Buckinghamshire. Population 2,366.

WEPENER (Union of South Africa).—A small but commercially important town in O.F.S. Province.

WESTBOURNE PARK (England).—A suburb of London (5 miles).

WEST BROMWICH (England).—A large manufacturing town in Staffordshire, 5 miles from Birmingham. Population 73,761. It is situated in the midst of a rich coal and iron region. There are many fine public buildings, streets, and shops; as well as a magnificent pleasure park of 66 acres, with a miniature lake. The manufacturing industry includes the making of all kinds of iron and steel goods, glass-working, and coal-mining.

WESTBURY (England).—An agricultural town in Wiltshire. Population 3,712.

WESTCLIFF (England).—(See SOUTHBEND.)

WEST DERBY (England).—A suburb of Liverpool. Population 168,915.

WEST DRAYTON (England).—A small place in Middlesex, 13¼ miles from London. Population 1,668.

WESTERHAM (England).—A small town in Kent. Population 3,049.

WESTERN AUSTRALIA.—(See AUSTRALIA.)

WESTGATE (England).—(See MARGATE.)

WEST HAM (England).—A suburb of London. Population 300,860.

WEST HARTLEPOOL (England).—This port is situated on the east coast of the county of Durham, just north of the mouth of the River Tees. It is the centre of a very considerable shipping activity, and has a population of 68,689. The principal manufactures are ships, marine engines, and other marine appliances, cement and concrete. It has also a considerable fishing industry.

WESTHOUGHTON (England).—A cotton manufacturing town in Lancashire. Population 15,593.

WESTMINSTER (England).—(See LONDON, BRITISH ISLES.)

WESTON - SUPER - MARE (England).—A very popular watering-place on the Bristol Channel; 20 miles from Bristol. Population 31,653. Has a magnificent promenade, piers, theatres, and every other kind of amusement. The fine stretch of sands afford magnificent bathing at certain states of the tides. The climate is very mild, and the surrounding country extremely picturesque. In summer, pleasure steamers run from Bristol, Cardiff, Swansea, Ilfracombe, and other places to this popular resort, which is growing in favour as a place of residence for retired Anglo-Indian officials.

WESTPORT (Ireland).—A small seaport on Clew Bay, in County Mayo.

WESTPORT (Nelson, New Zealand).—An important seaport and the second commercial town of the province. It possesses a fine harbour, situated at the mouth of the Buller River. It is the coal-shipping depôt for the mines of Siddonville and Westport—Stockton lying 21 miles distant by rail. Gold mining is also carried on in the neighbourhood. The population numbers about 5,000.

WETASKIWIN (Alberta, Canada).—A city of over 2,411 inhabitants, with a rapidly increasing agricultural and commercial activity.

WETHERBY (England).—A small place in Yorkshire. Population 2,284.

WEXFORD (Ireland).—The capital of County Wexford is a fairly large town and seaport on the estuary of the River Slaney, known as Wexford Harbour, which, although extensive, is unfortunately somewhat shallow. There is a coasting maritime trade. Ruins of some old fortifications, and a priory.

WEYBRIDGE (England).—A Thames-side town in Surrey. Population 6,688.

WEYMOUTH and MELCOMBE REGIS (England).—A favourite seaside resort and port in Dorsetshire, on the River Wey. It is situated on a pretty bay, which has been likened to the Bay of Naples. Population 24,570. It has a well-sheltered little harbour, from which steamboats run to the Channel Islands during the summer months. The "Nothe" projects into the sea just west of the harbour, and



WESTON-SUPER-MARE, SOMERSET, ENGLAND
Madeira Cove



WEYMOUTH, DORSET, ENGLAND
Alexandra Gardens and Pier

Photos, G.W. Rly

divides Weymouth Bay from Portland Roads. It is heavily fortified. There is a fine promenade, a pier, and beautiful sands, which make bathing quite safe and enjoyable. Weymouth is usually crowded during the summer months.

WHALSAY.—One of the Shetland Islands (*q.v.*).

WHEATHAMPSTEAD (England).—A small town in Herts. Population 2,850.

WHETSTONE (England).—A small place in Leicestershire. Population 1,386.

WHICKHAM (England).—A manufacturing town in Durham; 3 miles from Gateshead (*q.v.*).

WHIPPINGHAM (England).—A small town in the Isle of Wight. Population 2,545.

WHITBURN (Scotland).—A small place in Linlithgowshire. Population 1,876.

WHITBY (England).—A popular Yorkshire seaside resort and seaport. Population (resident) 12,512. It is situated at the mouth of the Esk, and has a well-sheltered inner harbour. The old town stands on the east side of the harbour, and is built in tiers on the cliff side. At the top are the ruins of the old Abbey of St. Hilda, and the parish church. The modern town to the west of the harbour contains several fine public buildings, and many good hotels and shops. Large quantities of jet have been found on this portion of the Yorkshire coast; and at one time Whitby was famous for its wooden ships. Herring and other fishing is now the staple industry.

WHITCHURCH (England).—A small town in Hampshire, near Winchester. Population 2,370. *Also* the name of a town in Shropshire. Population 6,411.

WHITECHAPEL.—(See LONDON, BRITISH ISLES.)

WHITEFIELD (England).—A small town in Lancashire. Cotton mills. Population 6,902.

WHITEHAVEN (England).—A seaport in Cumberland, with a well-sheltered harbour. Population 19,536. Has shipbuilding yards and foundries. Coal and iron mines in the district.

WHITHORN (Scotland).—A small town (Royal burgh) in Wigtownshire. Population 1,033. Famous old ruins.

WHITLAND (Wales).—A small town in Carmarthenshire. Population 1,362 (district 5,100).

WHITLEY and MONKSEATON (England).—A seacoast town in the county of Northumberland. Population 22,255. Close to Newcastle.

WHITSTABLE (England).—A small seaport in Kent, at the mouth of the River Swale, in the Thames estuary. For many years famous for its oysters. Population 9,842.

WHITTLESEA (England).—A small town in Cambridgeshire. Population 4,206.

WHITWELL (England).—A small town in Derbyshire. Population of parish 4,366. *Also* the name of a village in the Isle of Wight, population 681; and of a village in Norfolk, population 405.

WHITWICK (England).—A small town in Leicestershire, near Ashby-de-la-Zouche. Population 1,650.

WHITWORTH (England).—A small town in Lancashire; 3 miles distant from Rochdale. Population 8,782.

WICK (Scotland).—The county town of Caithness. Situated at the mouth of the Wick River, in Wick Bay. It has a small tidal harbour, with an extensive herring fishing industry. Population 11,322.

WICKHAM MARKET (England).—A small agricultural town in Suffolk, near Woodbridge. Population 1,343.

WICKLOW (Ireland).—The capital of County Wicklow, stands at the mouth of the River Dartry, and is a most picturesquely situated little seaside town; a popular sea-bathing resort.

WIDNES (England).—A manufacturing town in Lancashire, about 14 miles south-east of Liverpool. Being situated on the River Mersey, it has fairly large docks for small ships. Manufactures iron, copper, soap, and candles. Opposite Runcorn, with which it is connected by a railway bridge. Population 38,879.

WIGAN (England).—A large cotton manufacturing town in Lancashire, 15 miles from Preston. It is a fine, well-built town, with a population of over 89,447. It is situated in the centre of a large coal-field and has several important collieries in the neighbourhood. It has also large ironworks and paper-mills. There are many large public buildings including a grammar school, library, and a beautiful park. It is an ancient place, but there is little left of historic interest.

WIGHT, ISLE OF.—(See BRITISH ISLES.)

WIGSTON (England).—A town in Leicestershire. Population 8,590.

WIGTON (England).—A small town in Cumberland. Population 3,659.

WIGTOWN (Scotland).—A small town and seaport on Wigtown Bay the country town of Wigtownshire. Population 1,299. It was here, on the 11th May, 1685, that an old woman and a young girl were tied to stakes and drowned by the rising tide for refusing to take the Abjuration Oath (known as "The Wigtown Martyrs.").

WILLENHALL (England).—A large inlying town in Staffordshire, near Wolverhampton. Population 19,671.

WILLESDEN (England).—A large suburb of London (Middlesex); 6 miles. Population 165,669.

WILLESDEN GREEN (England).—A suburb of London (5½ miles). Population 16,565.

WILLINGTON QUAY (England).—A Tyne port, 2 miles from North Shields. Population 4,204.

WILLITON (England).—A small town in Somersetshire. Population 1,131.

WILMINGTON (England).—A town in Yorkshire, near Hull. Population 5,425.

WILMSLOW (England).—A town in Cheshire, on the River Bollin; near Stockport. Population 8,286.

WILTON (England).—An old agricultural town in Wiltshire, on the Rivers Madder and Wyly. Manufactures carpets. Population 2,024.

WIMBLEDON (England).—A Surrey residential suburb of London (7 miles). Population 61,451.

WIMBOURNE (England).—A small town in Dorsetshire. Population 3,742.

WINCANTON (England).—A small town in Somerset. Population 1,976.

WINCHCOMBE (England).—A town in Gloucestershire. Population 2,741.

WINCHELSEA (England).—A very old but decayed seaport on the Sussex coast. Some very interesting ruins.

WINCHESTER (England).—The chief city of Hampshire and a place of hoary antiquity. It was the site of a camp before the Romans commenced

the construction of the town. It has many historic associations. Alfred the Great was educated in this town by St. Swithin, who afterwards became its bishop. William the Conqueror erected a palace. A large monastery was constructed in 1390. Henry III was born in Winchester Castle, in which for many hundreds of years Parliaments sat at various times. Charles II had a palace there. The ruins of the castle still remain. A portion of the old palace of Charles II has been used as a barracks. The beautiful cathedral was built in 1079-94. It is now the longest in England with the exception of Canterbury, and among its interesting features are the resting places of the Saxon Kings. The Winchester College was established in 1370 by William of Wykeham, and is now one of the principal public schools in England. There are many buildings and objects of historic interest; and portions of the city wall and gatehouses still remain. There are also several modern public buildings, including a library, established in 1877. Winchester is one of the most picturesque of old English cities. Population 23,791.

WINDSOR (England).—A town in Berkshire, on the right bank of the River Thames, 21 miles from London. Population 20,115. The principal feature of this picturesque old town is the Royal Castle of the Sovereigns of Great and Greater Britain. Previous to the Norman conquest, there was a Royal hunting lodge where now stands the Castle, which was really commenced in the reign of Henry II, and only reached its present state in the reign of George IV. It has been the birthplace, residence, and burial place of many of the Kings and Princes of England. The full account of its historic associations could only be given in a large volume. There is no more imposing castle in the world than that of Windsor. It consists of an Upper and Lower Ward; in the former are the State and Private Royal apartments and the magnificent library. In the Lower Ward is St. George's Castle, the Deanery and Canons' House, the Horseshoe Cloisters, the barracks, and the Curfew Tower. The principal gateway is on the south side, and is known as Henry VIII Gate; near by are the houses of the Military Knights of Windsor and the Round Tower, which is the abode of the Constable, and over which is hoisted the Royal Standard when the King-Emperor is in residence. The town of Windsor contains a few old seventeenth century houses and some fine modern dwellings, but its beauty lies in the surrounding country, which is dominated by the lofty Royal Castle. The Home Park is close to the town; and a beautiful avenue of elms, several miles in length, known as the Long Walk, leads to the Great Park, in which is Cumberland Lodge and the beautiful Virginia Water. There are also the tombs of the Duchess of Kent and the Prince Consort; the Royal Gardens, Dairies, and Frogmore. Windsor is the Royal City of the Empire.

WINDSOR (Nova Scotia, Canada).—A small town possessing a certain commercial and industrial activity.

WINDSOR (Ontario, Canada).—An important and growing industrial and commercial centre, with a population of over 38,591.

WINDWARD ISLANDS.—(See WEST INDIES.)

WINGATE (England).—A town in Durham, near West Hartlepool. Population 11,424.

WINNIPEG (Canada).—Capital of the Province of Manitoba (*q.v.*).

WINSLOW (England).—A small town in Buckinghamshire. Population of district 1,522.

WINTERBOURNE (England).—A small town in Gloucestershire. Population (of district) 3,191.

WINTERTON (England).—A small town in Lincolnshire. Population 1,426.

WINTON (Southland, New Zealand).—A growing agricultural town, with a population of about 600.

WIRKSWORTH (England).—A small agricultural town in Derbyshire. Population 3,615.

WISBECH (England).—A busy agricultural town in Cambridgeshire, in what is known as the Isle of Ely. It has an old Norman church. The castle, built in 1071, was destroyed in 1816. The town stands on the River Nen, which is navigable for ships of moderate size from the Wash and North Sea. There is a little industrial activity. Population 11,316.

WISHAW (Scotland).—A coal-mining town in Lanarkshire. Population 68,869.

WITHAM (England).—A small town in Essex. Population 3,719. Also the name of a village in Somersetshire. Population 376.

WITHERNSEA (England).—A small watering-place in Yorkshire. Population 4,702.

WITHINGTON (England).—A suburb of Manchester. Population 15,085. Also the names of villages in Gloucestershire (population 522); and Herefordshire (population 797).

WITHYHAM (England).—A small place in Sussex with a population of 2,479.

WITLEY (England).—A small town in Surrey. Population 4,002.

WITNEY (England).—A small manufacturing town in Oxfordshire, on the River Windrush. Population 3,364. Famous for its blankets; also manufactures gloves.

WITWATERSRAND.—(See JOHANNESBURG, UNION OF SOUTH AFRICA.)

WIVELSFIELD (England).—A country place in Sussex, near Brighton. Population 2,241.

WIVENHOE (England).—A small town in Essex. Population 2,330.

WOBURN SANDS (England).—A small place in Buckinghamshire. Population 1,086.

WOKING (England).—A growing residential town in Surrey. 24 miles from London. Population 26,430.

WOKINGHAM (England).—A small agricultural town in Berkshire. Population 4,437.

WOLLONGONG (Australia).—A town in New South Wales. Population 6,730.

WOLSHINGHAM (England).—A small town in Durham, 9½ miles from Bishop Auckland. Population 3,414.

WOLVERHAMPTON (England).—A large manufacturing town situated in the county of Staffordshire. It has a population of 102,373. The principal manufactures are locks, japanned goods, tin and enamel wares, tools, pipes, tubes, electro and silver-plated goods, chemicals, and papier-mache. There are many collieries and other mines, furnaces, mills, and forges in the neighbourhood.

WOLVERTON (England).—A town in Buckinghamshire, near Stony Stratford. Railway works. Population 14,052.

WOMBWELL (England).—A town in Yorkshire. Population 19,035.

WONTHAGGI (Victoria, Australia).—Population 5,176, district 10,000; 78 miles from Melbourne. Prosperous mining town. The State Government owns and works the chief coal-mine. Splendid dairying and grazing district.

WOOBURN (England).—A small town in Buckinghamshire. Population 4,047.

WOODBIDGE (England).—An old agricultural town in Suffolk. Population 4,598.

WOODFORD (England).—An outlying suburb of London (9 miles). Population 21,245. *Also* the name of a small town in Northamptonshire. Population 1,505.

WOOD GREEN (England).—A Middlesex suburb of London (5 miles). Population 50,716.

WOODHALL SPA (England).—(See HORNCASTLE)

WOODLESFORD (England).—A small town in Yorkshire. Population 3,205.

WOODSTOCK (New Brunswick, Canada).—A town on St. John River, Canadian Pacific and St. John Valley Railways. County seat. Centre of rich farming district. Industries include creamery, foundries, tannery, grist mill, saw mills, pork factory, builders' factory, barrel factory, planing mill carriages, woodworking factory. Population 3,856.

WOODSTOCK (Ontario, Canada).—An important and growing industrial and commercial centre, with a population of over 9,320.

WOOLER (England).—A small town in Northumberland. Population 1,382.

WOOLSTON (England).—A small town in Hampshire, near Netley. Population 6,030.

WOOLWICH (England).—A suburban municipality of London (10 miles). Population 140,403. Famous for its Royal Arsenal, Military Academy, Gun Factory, Laboratory, Military Hospital, and Barracks

WOOTON BASSETT (England).—A small town in Wiltshire. Population 1,991.

WOODVILLE (Hawke's Bay, New Zealand).—A dairy-farming centre and thriving township, with a population of about 1,200.

WORCESTER (England).—The county town of Worcestershire, on the left bank of the River Severn. Population 48,848. This town was a Roman station, becoming the seat of a bishopric in 679. The present cathedral, which is a magnificent structure, was founded in 1084, and contains four historic tombs. The cathedral school, once a Benedictine Priory, is a thirteenth century building. Queen Elizabeth's school was founded in 1561. There are several other old buildings and objects of architectural interest, and some fine modern public buildings, including a free library and museum. Manufactures: Royal Porcelain (1751), gloves, sauces, vinegar, railway material, and chemicals. This old town has many historic memories, including that of the Battle of Worcester, on 3rd September, 1651, in which Cromwell routed the Royalist army under Charles I.

WORCESTER (Union of South Africa).—A pretty, well-built town, with a population of about 8,000 to 9,000, situated at the foot of the Hex River Mountains, in the Cape Province. Hot springs.

WORKINGTON (England).—A town and seaport in Cumberland, at the mouth of the River Derwent. Population 26,480. It has a large and well-sheltered

harbour; coal mines in the vicinity, and large iron and steel works.

WORKSOP (England).—A town in Nottinghamshire, on the River Ryton. Population 23,198. There are several large estates in the neighbourhood, among which must be mentioned Welbeck Abbey and Thoresby Park. The chief industries are malting, ironfounding, and the manufacture of agricultural machinery and chemicals.

WORPLESDON (England).—A small place in Surrey. Population 2,278.

WORSLEY (England).—A town in Lancashire, near Manchester. Population 13,929.

WORTHING (England).—A rising seaside resort on the Sussex coast, 10½ miles from Brighton. This picturesquely situated town is rapidly growing in favour as a seaside residential town. It has a fine promenade, theatre, pier, park, good hotels and shops. Bathing is pleasant and safe. Population 35,224.

WREXHAM (Wales).—A town in Denbighshire. Population 19,002. It is situated in the midst of a good mining locality, and has large breweries. It has a fine old church, with a peal of ten beautiful bells.

WROTHAM (England).—A small town in Kent. Population 1,898.

WYCOMBE (England).—A manufacturing town in Buckinghamshire, on the little River Wye. Population 21,955. Ruins of an old castle, and some fine modern public buildings. Manufactures: chairs, furniture generally, and paper.

WYE (England).—A small place in Kent. Population 1,411.

WYKE (England).—A small town in Yorkshire. Population 6,145.

WYMONDHAM (England).—A small agricultural town in Norfolk, 9½ miles from Norwich. Population 4,794.

WYNBERG (Union of South Africa).—A town in the Cape Province; a suburb of Cape Town, with a population of about 6,000. It stands on the south side of Table Mountain and is very picturesquely situated.

Y

YALDING (England).—A small place in Kent. Population 2,591.

YANDUN (India).—A town with a population of about 25,000, in the Province of Burma.

YANG-TSE-KIANG.—(See CHINA).

YARM (England).—A small town in Yorkshire. Population 1,617.

YARMOUTH (England).—A seaport and very popular seaside resort on the Norfolk coast. It stands on the River Yare, about one mile from its mouth at Gorleston (*q.v.*). Population (resident) 60,710. This figure is, however, more than doubled during the summer months. The harbour is well sheltered (lying over a mile inland) and can be entered by vessels of moderate size at all states of the tide. There are several miles of quays. Yarmouth is a great fishing centre. The town itself is partly old and irregular in construction and partly new, open, and picturesque. The older portion includes the famous "rows," which consist of nearly 150 narrow passages running between the main thoroughfares. The new section consists of the fine

promenade, the Marine Gardens, the Winter Gardens, the piers, theatres, and the western end, or residential quarter of the town. The sands are among the finest in the Kingdom, and the bathing and boating safe and enjoyable. At the back of Yarmouth lies Breydon Water, from which access is easily obtained into the network of rivers and lakes forming the Norfolk Broads. Yarmouth Roads, which afford safe anchorage for ships, are formed by a line of sandbanks some few miles from the shore. Herring fishery is very largely carried on. *Also* the name of a small seaport in the Isle of Wight. Population 847.

YARMOUTH (Nova Scotia, Canada).—A small but important shipping centre.

YATTON (England).—A small place in Somerset. Population 1,962.

YEADON (England).—A small town in Yorkshire, 5 miles from Leeds, of which it is suburban.

YELL.—One of the Shetland Islands (*q.v.*).

YEOVIL (England).—A town and railway junction in Somersetshire. Population 14,987. A clean, well-built town, with glove factories and an agricultural trade.

YORK (England).—The county town of Yorkshire, an old cathedral city, and the seat of an archbishopric. It is situated on the Rivers Foss and Ouse, at their confluence. It is also the headquarters of a Military District. Population 84,052. York is a place of hoary antiquity. It was the Eboracum of the Romans, and many interesting relics of the distant past are still to be seen, among them, the Multangular Tower and the remains, in

the museum, from the extensive Roman cemetery. At a later period (Henry II and onwards) Parliaments frequently sat at York. The Minster, or Cathedral, is one of the finest in the British Isles, and was built between 1154 and 1400. There is also a beautiful Roman Catholic Cathedral, and many interesting specimens of ancient architecture, among which must be mentioned the ruins of a Benedictine Abbey (thirteenth century), some few miles of the old city walls and gateways, the Castle (Edward I), and the Gothic Guildhall (thirteenth century). There are many fine public buildings of modern design, including several schools, a magnificent free library, a museum, and a County Hospital. It is an important railway junction and agricultural centre.

YORUBA.—(*See* NIGERIA.)

YOUGHAL (Ireland).—An historic old town and seaport on the estuary of the River Blackwater, in County Cork. Part of the old walls, and a "Water Gate" and a "Clock Gate," still stand, as does also Sir Walter Raleigh's house, *Myrtle Grove*. This famous figure in English history was Mayor of Youghal in 1588.

YUKON.—A territory in the extreme north-west of Canada (*q.v.*).

Z

ZIMBABWE.—A famous ruin in Rhodesia (*q.v.*).

ZULULAND.—(*See* UNION OF SOUTH AFRICA.)

ZWELLENLHAM (Union of South Africa).—A small town in the Cape Province.



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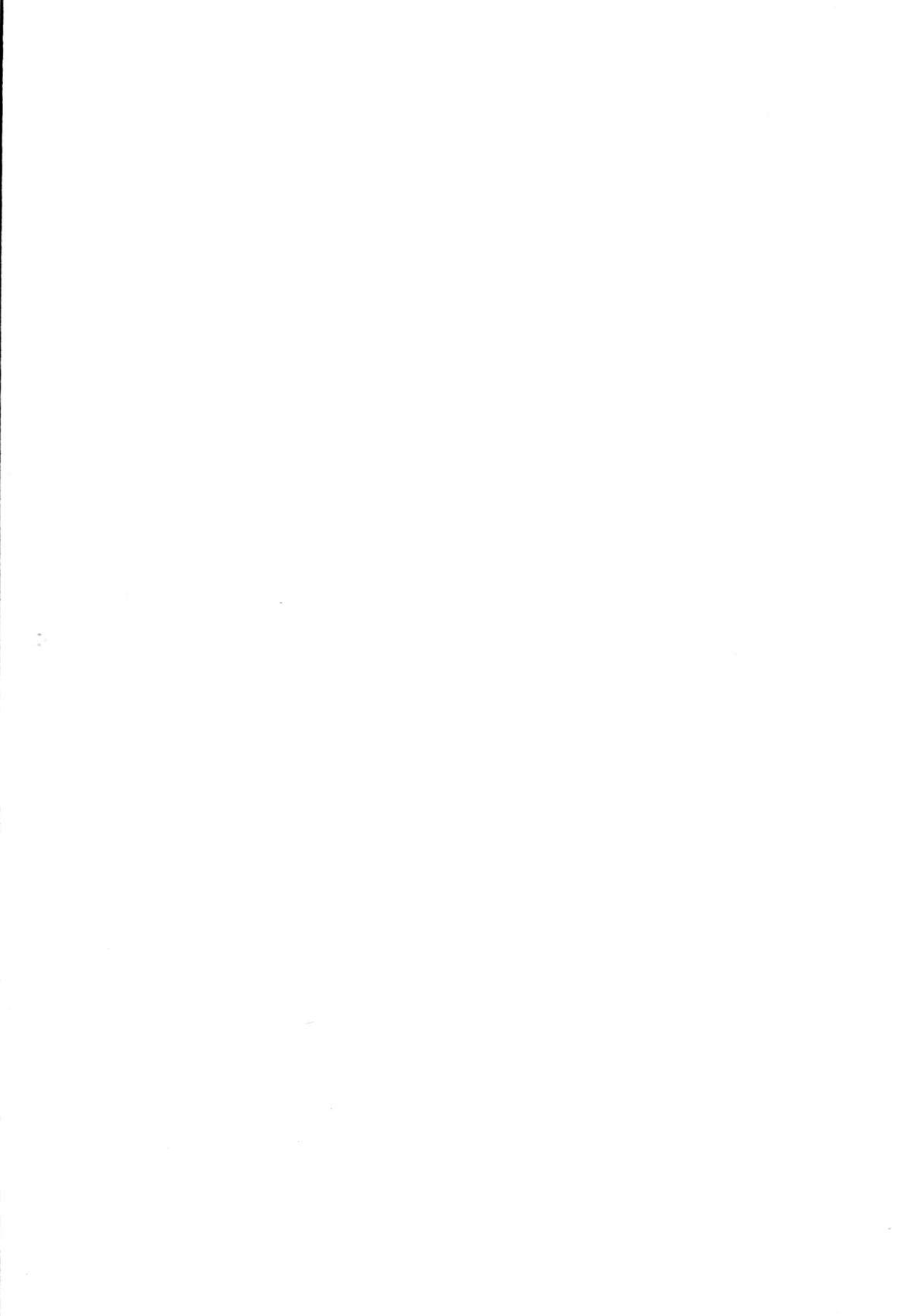
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