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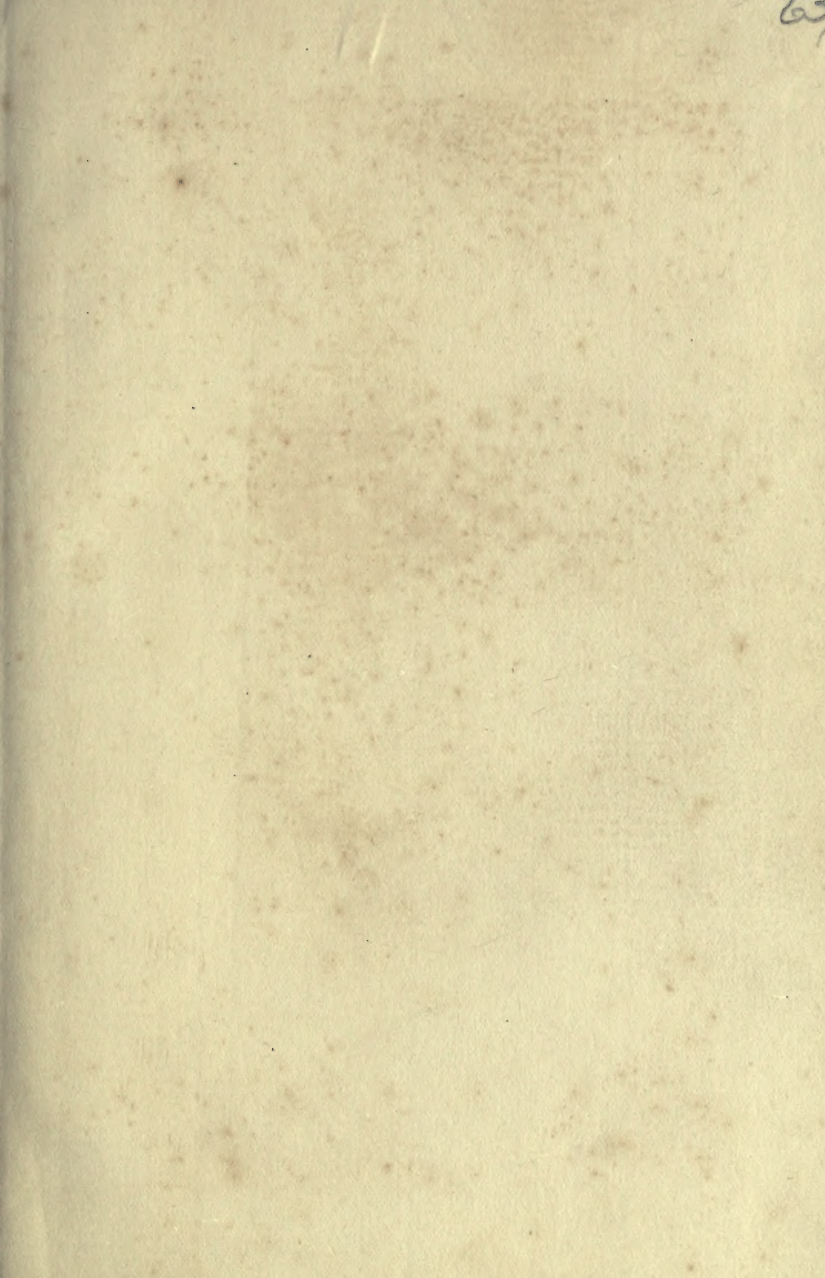



STEAM IN THE SOUTHERN PACIFIC BY WIL LAWSON





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SIR JAMES MILLS, K.C.M.G.
MANAGING DIRECTOR, UNION STEAM SHIP COMPANY

STEAM IN THE SOUTHERN PACIFIC

The Story of Merchant Steam Navigation
in the Australasian Coastal and
Intercolonial Trades, and
on the Ocean Lines
of the Southern
Pacific.

By WILL LAWSON

Author of "Stokin', and Other Verses," &c.

(WITH FIFTY-FOUR ILLUSTRATIONS)

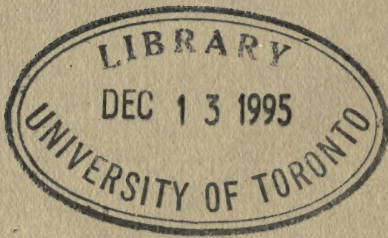
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AUTHOR'S NOTE

In the collection of information and photographs I have been generously assisted by the Steamship Companies of Australasia, the New Zealand Postal Department, and the various State Navigation Departments; by shipmasters who commanded the old-time steam packets, by gentlemen formerly associated with the by-gone steamship lines and by many who find real pleasure in the treasuring of pictures of ships and the stories of their doings; to all these I tender my sincere thanks, and take this opportunity of explaining that limitations of space prevent my including many personal reminiscences as fully as I would wish.

In those chapters dealing with Australian coastal steamers, great assistance has been rendered by Captain W. C. Thomson of the *Arawatta*, who furnished notes set down and handed to him by the late Mr. Dugal Robinson, one-time ship's carpenter, who spent a life-time in the Australian coastal trade; in the New Zealand section, valuable assistance in searching records and procuring photographs has been given by Mr. F. G. Layton.

As merchant steamships only are treated of, it is perhaps advisable to mention that, whereas the first steamer to arrive in Australian waters, the *Sophia Jane*, was a merchantman, H.M. steam sloop *Driver* was the first steam vessel to arrive in New Zealand. This she did in January, 1846, more than seven years before the trader *Ann*.

WILL LAWSON

Steam in the Southern Pacific

CHAPTER I

FROM SYDNEY TOWN TO SUEZ

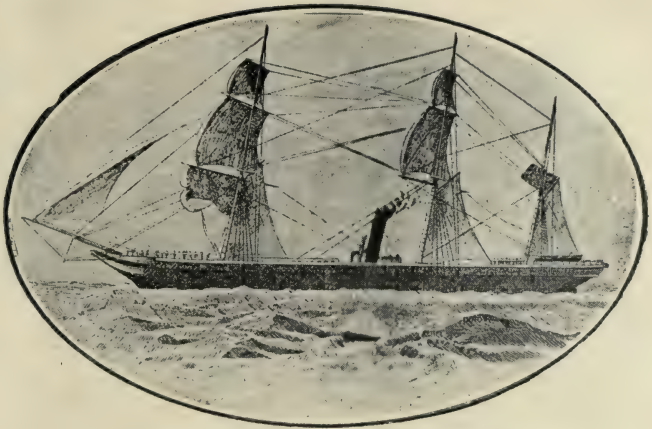
EARLY BRITISH-AUSTRALIAN LINES

The black-topped Indian liners
Sweep through the great Canal
That makes the trip to Suez
A water carnival.
They go by sea to Suez,
The same old P. and O.
That ran the Indian service
Some sixty years ago,
When, up at ancient Cairo,
Where Nile's broad current sails,
A hundred camels kneeling,
Were loaded up with mails,
To grunt across to Suez,
Through sand and sun to Suez,
Across the cruel desert
To take the English mails.

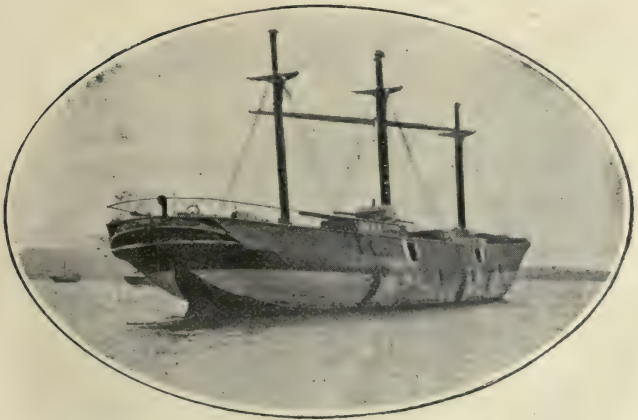
ALTHOUGH, strictly speaking, the Suez and Cape steamship lines do not come within the scope of a history of steam navigation in the Southern Pacific, in order to show the relative proportions of the Australian coastal and the Indian ocean trades, something of the running of the early liners must be told.

As far back as the year 1849 when the colony of New South Wales embraced what are now the States of Victoria and Queensland, the people of New South Wales were eager for steam communication with the Old World. Already in the eastern coast, some wonderful-looking steam packets were plying, and the superiority of even these primitive steamers over the schooners and other coastal sailing craft caused the colonists to seriously consider the matter of a two-monthly steam mail service connecting at Singapore with the P. and O. liners which, since 1842, had been running between Great Britain and the East, by way of the Cape of Good Hope. In support of the parent colony's suggestions, South Australia, Van Dieman's Land and West Australia, promised sums of £3000, £2000, and £1000, respectively, as annual subsidies to the proposed line.

Events did not hustle on one another's heels then, as they do now, but on the 3rd August, 1852, the P. and O. steamer *Chusan*, an iron screw steamer of 699 gross tonnage and 80 horse-power, arrived at Sydney to begin the service mentioned. She was a new vessel, having been launched that year, and was barque-rigged and carried three guns. Captain Henry Dow commanded her. In honour of the arrival of this the first P. and O. liner in Australian waters, the people of Sydney entertained her officers at a ball held in the Museum Building on 26th August, 1852. A public holiday was also observed on this day and a score of music entitled the *Chusan Polka* was composed to celebrate the occasion, copies of which are still treasured in Sydney. Three months after the *Chusan* steamed into Port



The "CHUSAN" (1852), P. and O. Line.



Hull of "GREAT BRITAIN," now lying at Port Stanley, Falkland Islands.



Auxiliary Clipper, "GREAT VICTORIA."



"ARMAND BEHIC," Messageries Maritimes.

Jackson, there arrived in Hobson's Bay the *Great Britain*, a steamship of 3500 tons, belonging to the Liverpool and Australian Steam Navigation Company. Captain Gray was in command, and as she steamed up the Bay, the little *Aginora*, a small steam tender sent down from Sydney for service in Hobson's Bay snorted her way in abreast of the huge steamer. There was a contrast indeed, the largest and the smallest vessels to arrive in Hobson's Bay that year, steaming in together! While the *Great Britain* lay in the Bay, the *Aginora* and other tenders carried interested sight-seers out to see the "leviathan." The agents for the *Great Britain*, Bright Brothers and Company, predecessors of the present firm of Gibbs, Bright and Company, charged the public five shillings a head to see over her. Then the *Great Britain* went on to Sydney, where she lay at anchor quite near the little *Chusan*.

Before the *Great Britain* sailed, a dance was held on board, when the Band of Her Majesty's 11th Regiment played the famous Chusan Polka; and one can imagine the scene—the still waters of Neutral Bay, reflecting a few lights here and there, where now a blaze of brilliance marks the great city's waterfront, curving about her quays and bays; the *Great Britain*, bright with lights and gay with music, while across the star-lit water the *Chusan* lay. The *Great Britain* was a leviathan indeed in the eyes of those dancers. In ours, more than fifty years later, she would seem a small vessel for ocean work.

On the 26th November, 1853, the *Chusan* sailed from Sydney for the last time, and the *Madras* replaced

her on the Australian Station. Very soon afterwards the P. and O. decided to withdraw from the Australian trade. This course caused great resentment in Sydney and in Melbourne, but attention was soon claimed by the Australian Royal Mail Steam Navigation Company which began to run a two-monthly service between London and Australia with the auxiliary steamers *Adelaide* 1124 tons, *Victoria* 1120 tons, *Australian* 735 tons, *Melbourne* 817 tons, and *Sydney* 735 tons. The performances of these vessels, concerning the appointments and speed of which extravagant descriptions had been given, verged on the farcical, clipper ships outstripping them, by weeks, on the voyage out and Home.

The General Screw Steam Navigation Company, which had extensive services to India and Africa, in 1853, sent the *Harbinger* and *Argo*, steamers of 1000 tons, to Sydney. And later on, the *Croesus*, *Jason*, *Golden Fleece* and *The Prince*, all vessels of 2500 tons, entered the British-Australian service. This company also sent out the *Hellespont*, of 600 tons, described at the time of her arrival, as the prettiest steamship in Port Jackson. She was sold for £20,000 to the Melbourne and Sydney Steam Packet Company. In his book *Opals and Agates*, Mr. Nehemiah Bartley describes how in December, 1853, he travelled from Melbourne to Sydney on the *Harbinger* which steamed out of the Heads in company with the steamer *London*, 405 tons, formerly of the Dundee-Perth line. The vessels steamed so close together and the sea was so calm that Mr. Bartley "could see a lady in her berth, through the roomy stern-ports of that luxurious liner." Further, he states

“on board the *Harbinger*, 1100 tons, a written menu was placed at the plate of every saloon passenger at dinner time, an attention which I failed to observe on a P. and O. steamer when travelling from Melbourne to Sydney in 1883.” At the outbreak of the Crimean War, all the General Screw steamers were chartered as transports, and the Australian service ceased. The *Lady Joselyn*, formerly the *Brazil*, was one of this company’s steamers, afterwards being converted to a passenger sailing ship and run in the New Zealand trade, where her name has become almost a household word in the homes of the descendants of early pioneers.

The next line to start was the Australian Auxiliary Steam Clipper Company, with two auxiliary steamers, the *Istamboul* and *Indomitable*, of 1470 tons. After a trip or two they too were withdrawn.

In 1856, after the conclusion of the Crimean War, the British Government proposed to subsidise a mail line to run to Australia via Alexandria. At this point the passengers and mails proceeded by way of the Mahmondieh Canal in Egypt to the Nile, a distance of 48 miles, on barges towed by steamers, the journey being continued thence up the Nile to Cairo in steamers. From Cairo to Suez, 90 miles across the desert, the journey was made in coaches and omnibuses drawn by horses, mules and donkeys. The European and Australian Royal Mail Co., which secured the contract, were owners of the steamers *European* and *Columbian*, built on the Clyde in 1885, of 2400 tons and 400 h.p. But the company, on being granted the contract was so unprepared to carry it out that it offered it to the Penin-

sular and Oriental Company, which had actually tendered at a lower rate, on the condition that the P. and O. Co. bought their two steamers. This the P. and O. declined to do. The E. and A. Company, in 1857, chartered the *Etna* of the Cunard Line, and the P. and O. Company's *Simla*. These vessels sailed on the same day, the *Simla* from Sydney and the *Etna* from Southampton. Afterwards the *Oneida* was bought, and the *Australasian* and *Tasmanian* were specially built for the trade. Through mismanagement and excessive overland expenses incurred, the company, at the end of the year 1858, went into liquidation, being in debt for the large amount of £700,000. In spite of this failure, this line constituted the first Suez service to Australia, while an offshoot of this company, the Intercolonial Royal Mail Steam Packet Company, for several years carried on the New Zealand-Australian intercolonial trade, afterwards being merged into the Panama, New Zealand and Australian Royal Mail Company, as described in later chapters. Messrs Bright Brothers and Co., in addition to the *Great Britain*, also placed in the Australian trade the *Royal Charter*, 2720 tons, 200 horse power, and the Black Ball auxiliary steamer *Great Victoria*, of 4000 tons, formerly the French steamer *Jacquard*, built in 1854. The *Royal Charter* became one of the most deplorable of wrecks on the Irish coast when on a voyage from Australia to Liverpool with a full complement of passengers and valuable specie.

After the collapse of the *European and Australian Line*, the P. and O. Company took up the contracts, via the overland route and having already a large

Indian and China trade, made a success of the undertaking. But at an enormous cost. Three thousand camels were required to transport the cargo of a single steamer. In 1869 the Suez Canal was opened. Yet, though the mail steamers proceeded through the Canal, the mails still went overland, owing to the attitude of the British Post Office authorities, who contended that since the cost of overland transport was removed the company should agree to a reduced subsidy. For a time the company was obdurate and sent the mails overland, picking them up again at Alexandria. Finally a reduced susidy was accepted, and the P. and O. service between London and Australia was firmly established. On 31st December, 1873, the contract made with this company in 1867 expired and a new one begun which took effect from 1st January, 1874, and provided for a monthly steamer to and from Melbourne to connect at Galle with the company's China liners. This place had in 1861 been made the place of junction instead of Mauritius. The service of through steamers to Australia began in 1882 when Colombo was substituted for Galle as a port of call. The beginning of this service was no doubt hastened by the action of that powerful French company the Messageries Maritimes which, in 1882, under subsidy from the French Government began a direct service between, France, Australia, and New Caledonia. This company, founded in the year 1851, is now one of the large shipping companies of the world, its fleet numbering 66 vessels, while in the Australian trade such steamers as the *Armand Behic*, 6385 tons, 7512 horse power, are employed, and the

Pacifique of 1938 tons and 1877 horse-power alternates with a steamer of the mail line in maintaining communication between Sydney and New Caledonia, the smaller vessel also plying to the New Hebrides.

In 1886 another company, the North German Lloyd, started a service to Australia with the steamers *Salier*, *Habsburg*, *Hohenstaufen*, and *Hohenzollern*. Eight years later the twin-screw steamer *Prinz Regent Luitpold* was put on the line, and soon afterwards the original eight-weekly service was altered to a four-weekly one, which at present is maintained by steamers of a tonnage ranging up to 13,300 tons—such vessels as the *Grosser Kurfürst* and *Frederich der Grosse*. In regard to many conveniences for the comfort and safety of passengers, the North German Lloyd have been the pioneers in the Australian trade, notably in the matter of wireless telegraphy, and they are the only company trading to Australia whose steamers are fitted with submarine signal-bell appliances and hydraulic bulkheads. The company's Sydney-Singapore service, begun in the "eighties," was in 1904 merged into a four-weekly service between Australia and the East, calling at German New Guinea, Yap and Manila and connecting at Hong Kong with the fortnightly mail boats for Europe. The North German Lloyds run a cargo service between Australia and Europe.

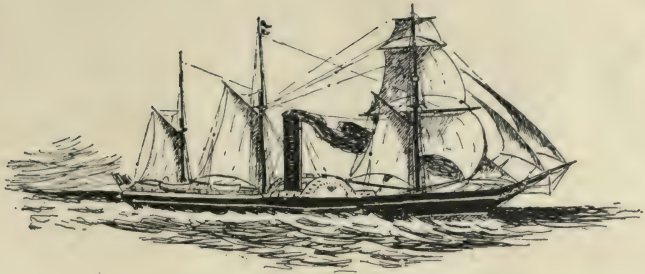
The need of a service to connect at an Eastern port with the English mail-boats was felt by the people of Queensland in 1865 when the Government chartered the Gibbs, Bright Company's steamer *Hero*, 985 tons, to run a mail to Batavia

where the British India line would carry it on. The steamer broke down through the patent metal of the stern-bearings becoming too hot and melting, afterwards cooling and setting solidly, so that the shaft could not revolve. So the vessel's stern was run up on the bank of the Brisbane River at Pinkenba Flats and large fires built around the vessel's stern to melt the metal out again. Meantime, the *Souchays*, 450 tons, made the trip with the mails, but after a few voyages the service was found to be unsatisfactory and was discontinued. Some years afterwards, in the early "seventies," the China Company put on steamers between Sydney and China, calling at Brisbane.

Later, the South Australian Government induced a Dutch Company to run a line of steamers from Batavia to Port Darwin and Adelaide. Two steamers, the *William McKinnon* and *General Pell*, were employed. It has been stated that these were really British India Company steamers feeling their way on the Australian coasts. However, in 1880, the Queensland Government made a contract with the British India Company for a mail service to London via Torres Straits, calling at seven ports between Brisbane and Thursday Island. Some of the steamers in this service were the *Jumna*, *Bulimba*, *Roma*, and *Jelunga*; and another was the *Quetta* which became a disastrous wreck on the Queensland coast in 1890, when Homeward-bound with a full complement of passengers.

The present contractors for the London-Australian mail service via Suez, the Orient Line, began to run via the Cape of Good Hope in 1877, and was founded

by Anderson, Anderson and Company in conjunction with F. Green and Company; both firms long connected with Australian clipper ship lines. The first steamers sent out by the owners before the actual formation of the Orient Company were the *St. Asyth* and *Whampoa*, which steamed from Southampton to Sydney via Cape of Good Hope. In 1878 the Orient liners *Garonne*, *Lusitania*, *Cuzco*, and *Chimborazo*, vessels of 3800 tons and 3000 horse-power were chartered and afterwards bought from the Pacific Steam Navigation Company. At the beginning, the Orient service was a monthly one, but soon the traffic demanded fortnightly sailings, which were begun in 1880, when the *Orient*, 5380 tons, 6000 horse-power, was built, and the *Potosi* and *Sorata*, 4000 tons, 3500 horse-power, were chartered from the Pacific Company. Since that time larger and faster steamers have been added to the Orient fleet. Now, 12,000 ton steamships, *Orsova*, *Otway*, *Osterley*, *Otranto*, and *Orvieto* carry the mails, the terminal port of the line in Australia being Brisbane. These fine vessels are capable of a speed of 18 knots, and are thus easily able to maintain a sea-speed of seventeen knots an hour. P. and O. liners of 11,000 tons register, of which the *Mantua* is the last to arrive in Australian waters, vie with the Orient ships in speed and luxury of appointments, and the service has recently been extended to Auckland. The mail contract has been made with the Orient Line by the Commonwealth of Australia partly on account of the P. and O. Company employing Lascar seamen, which is against the canons of "White Australia," whereas the Orient Company's steamers carry white crews.



The "SHAMROCK" (1841), A.S.N. Co.



The "SEA HORSE" (1842).



Such is a brief outline of the history of steamer communication with Great Britain. Other writers have dealt in detail with the Cape and Suez lines, and it is not necessary to recapitulate here what has been so excellently done before.

CHAPTER II

SEVENTY YEARS AGO

THE OLD A.S.N. COMPANY AND SOME CONTEMPORARIET

Her engine broke down twice a day,
And when it chose to go
Every gland had a snowy, steamy spray
That blew as the bull-whales blow.
And every rod was pitted deep
With the marks of her toilsome years
At every stroke she'd sob and weep—
Her bilge held mostly tears.

THE year 1831 is an eventful one in the annals of Australian shipping, for it marked the beginning of steam navigation along Australian coasts. In March of that year there was built and launched at Sydney by Henry Gilbert the small paddle steamer *Surprise*, for service between Sydney and Parramatta, between which places a steam service was also being arranged by the Australian Steam Conveyance Company. This company had under construction a small steamer afterwards named the *Australia*. The *Surprise* on her trial trip ran the distance from Sydney to Parramatta in four hours, but this trial was not made until July,

1831, through delays in connection with the fitting of her engines. Two months after the *Surprise* was launched, the *Sophia Jane*, a paddle steamer of 256 tons and 50 horse-power, arrived at Sydney in charge of Captain Biddulph, R.N., and on 16th May, 1831, this vessel began running between Sydney and Newcastle. She was the first Australian steamship, the *Surprise* being the second, while the third was built soon afterwards at Williams River by J. H. Grose. She was the *William 4th*, also a paddle steamer, and ran for many years in the river and coastal trades of New South Wales. In the absence of details of the building and launching and other information concerning these Australian-built steamers and the methods of building, it may be mentioned that twenty years later the *Governor Wynyard* was built in New Zealand with very primitive tools, and reference to the description of this work, in Chapter 3, will give an idea of the strenuous nature of the task these early ship-builders and engine-fitters set themselves.

The Australian Steam Conveyance Co. was not a successful venture, and possibly this was due to mismanagement, for, after the company had failed, its ex-treasurer, John Thomas Wilson, left Sydney suddenly on a certain sunny day when a fresh breeze blew, leaving £30,000 of debts behind him. He gave his horse to a lad to hold, and the *Sophia Jane* carried him out to the ship *Venus*, which soon spread her white wings and bore the defaulter away to parts unknown.

The next company formed was the General Steam Packet Company, and there were also two private

steamship owners in Sydney—Ben Boyd and J. H. Grose. The steam fleet of Australia, in 1837, comprised the vessels *Corsair*, *William 4th*, *Maitland*, *Clonmel*, *James Watt*, *Victoria*, *Sovereign*, and *Tamar*. The *James Watt* was then engaged in the Moreton Bay trade and on her first trip to that place she carried that Queensland pioneer, Tom Petrie, who states in his book of reminiscences that the thrashing of the steamer's paddles sadly terrified the natives who had never seen a steamer before. Truly these old packets were fearsome monsters!

Two years later, there was held in the Royal Hotel, Sydney, a public meeting, convened to discuss the question of forming a steamship company on somewhat broader lines than those so far established. On 1st August, 1839, Messrs. Eales, Grose, Love, Lord, Anderson, Hughes, Peacock, and Walker were appointed as a provisional committee to act in the matter of forming the new company, and in July, 1840, "The Hunter River Steam Navigation Company" was formed with a capital of £40,000. The difficulties overcome in the formation of the company may be judged when it is said that cash was scarce, and it was the custom then and for years afterwards, when purchasing stock, to pay a very small portion in cash and the remainder by bills of very long date. For the first Board of Directors these gentlemen were nominated:—John Eales, John Hosking (afterwards Mayor of Sydney), Edward Lord, William Drake, William Abercrombie, Thomas Steele, Daniel Cooper, Robert Scott, and Ward Stephens. Mr. Matthew Whytlaw was appointed man-

ager, and the company's offices and wharf were at the foot of Margaret Street, Darling Harbour.

The first of the fleet to arrive was the P.S. *Rose*, Captain Stewart. Her tonnage was 172 tons burthen, and she arrived at Sydney on 6th April, 1841, causing a great sensation in the port. Next came the *Thistle* of 175 tons. The exact date of her arrival cannot be given, but she preceded the *Shamrock*, 211 tons, which arrived in charge of Captain Gilmore on 26th October, 1841, after a passage of 123 days. After arrival, the bottoms of these vessels were cleaned by putting them ashore on the south side of Darling Harbour where, at low water, they were cleaned and painted. Shortly after this, Mr John Eales dug a dock in the bank of the Hunter River for the company's vessels; it was used on several occasions, but it was a primitive affair and "soon fell into disrepute."

In December, 1841, the company advertised their intention to send steamers to Moreton Bay should inducement offer. At about this time it was decided that the wharf officials should wear a tall, glazed hat with a steamer or other badge upon it, emblazoned in yellow. Captains Stuart, Paterson, Mulhall, Gilmore, Wishart, Griffin, and Cape, were the company's commanders; some of these names are not yet forgotten by the older shipmasters of to-day. The *Shamrock* entered the Moreton Bay trade in December, 1841, and remained therein for five months, at the end of which time it was found to be unprofitable, despite the high fares and freights charged. There were three classes of passengers carried—first, intermediate, and steerage,

and the fares were £8, £6, and £4; single fare; while the rate was £1 per ton for freight and £1 per bale for wool.

In January, 1842, Thomas S. Mort was elected a Director, and the manager Mr Whytlaw resigned, being replaced by Mr Francis Clarke. It was resolved at a half-yearly meeting that a steamer should trade once a month to Melbourne Town, but on the next day the Directors decided "as it will be both dangerous at this time of the year, as well as unprofitable to send the *Shamrock* to Melbourne Town it was resolved that she continue in the Moreton Bay trade." Soon afterwards the steamers *Tamar* and *Sovereign* were bought from J. H. Grose, and the *Sovereign* ran between Sydney and Windsor, on which route the cabin fare was 25s and the steerage 12s 6d; freight 20s a ton. At this time Boyd and Co. had on the coast the steamers *Cornubia*, *Juno*, and *Sea Horse*. Either the skill of engineers or the quality of boilers were at fault in those days, for the *Rose* after 2½ years' service required new boilers, and the *Sovereign* also was re-boilered, her old ones being sold for £5 in Sydney. In July, 1844, this minute appears in the records of the company:—

"Dr Leichardt's application for a passage to Moreton Bay. Letter read, setting forth that he and a party of men were about undertaking an exploring expedition to Port Essington. Resolved that his application be granted."

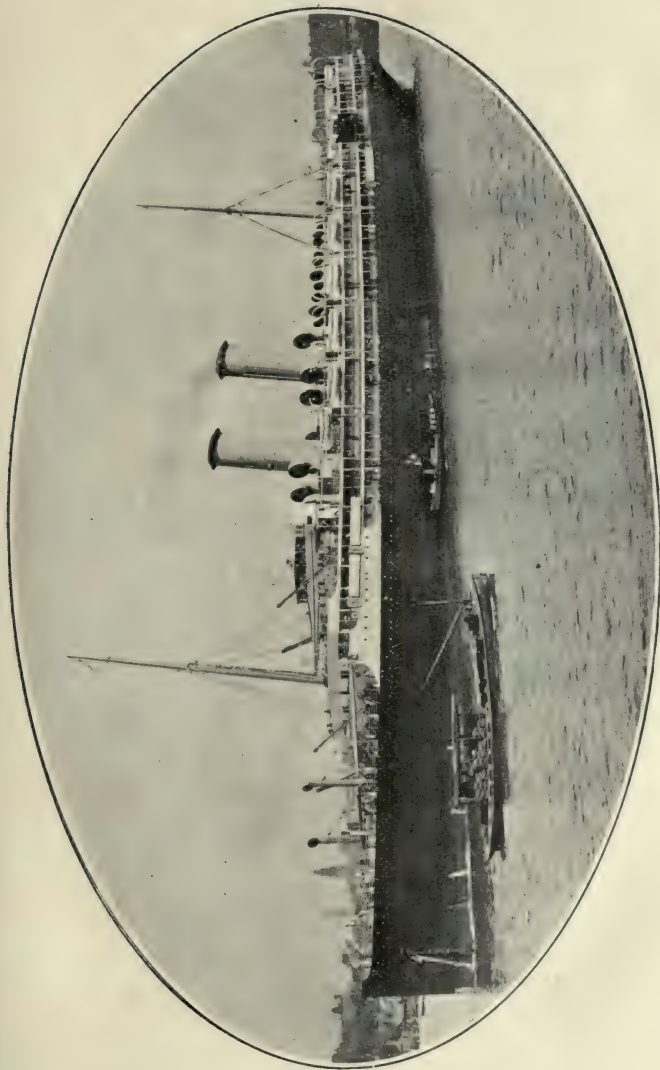
An important departure was made in February, 1846, when the works at Pymont were first established,

consisting then of a wharf and boiler shed, erected at a cost of £111. At this time Captain Palmer was appointed Marine Surveyor to the company. The *Shamrock* was engaged in running fortnightly trips to Melbourne, while the *Sovereign* ran in the Moreton Bay trade until her loss in the South Passage on 11th March, 1847, when 44 lives were lost. The survivors were succoured by the aborigines of Stradbroke Island. From that time the navigation of South Passage was forbidden. The *Thistle* took the *Sovereign's* place and the fleet was augmented by the *Raven*, built for the company for its Sydney-Parramatta service. The *James Watt*, become obsolete, was dismantled and her engines and boiler replaced in the new cargo steamer *Eagle*, which was built by Chown and Co., and launched on 23rd August, 1848. Evidently the *James Watt's* boiler was obsolete as well as herself, for in six months' time "the *Eagle* was fitted with tubular boilers, a pattern now being much used in England." These were constructed at Pymont, and were the first tubular boilers made in Australia. How these old packets fared in bad weather is shown in an account of the *Thistle*, with a huge deck load of wool from Moreton Bay, running into a gale of wind, and having to jettison the whole of the wool. The *Raven* was sold in September, 1848, and the transaction was remarkable in that no cash changed hands. Bills of long date were given and security was taken over a sheep and cattle station in the Wide Bay district.

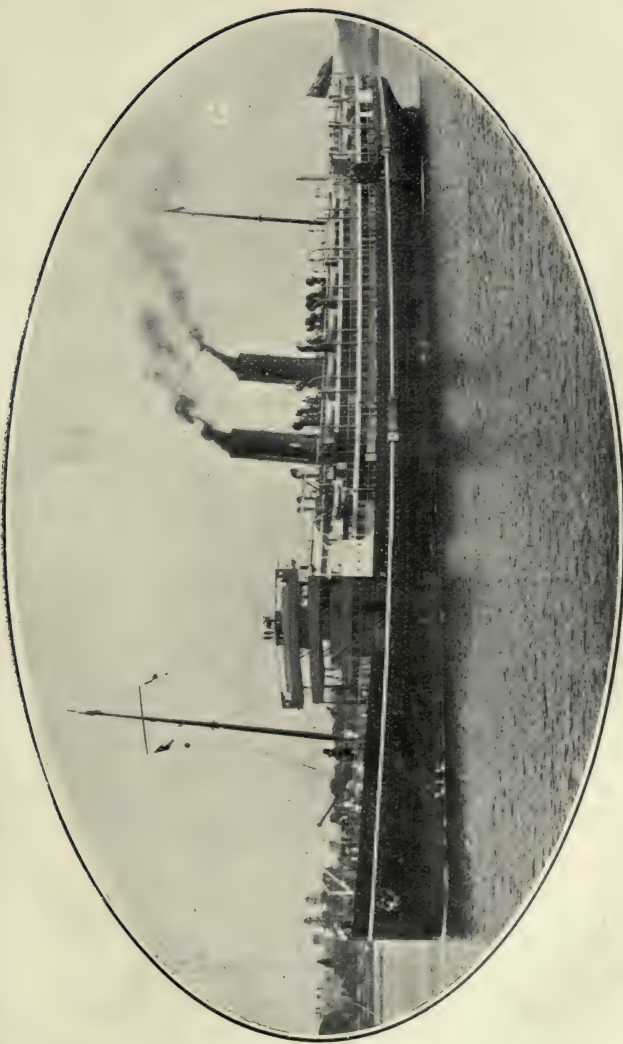
In March, 1851, the name of the company was changed to the Australasian Steam Navigation Com-

pany. The old association was dissolved and the new company, with the material of the old and a capital of £320,000, was incorporated by Act of Parliament, with power to make its own Bye-Laws. Two years later the A.S.N. Company launched the *Ballarat*, the first steamer to be built at the Pyrmont Works, and shortly afterwards the *City of Melbourne* was purchased at auction for £6850. This was the wooden *City of Melbourne*, built on the Yarra in 1851 and originally a schooner, but afterwards converted into a screw steamer. Her screw shaft was about level with the cabin floor. In 1854 Captain O'Reilly had her in the Brisbane-Gladstone trade. The Sydney and Melbourne Steam Packet Company was established in December 1853, with the screw steamer *Hellespont* and the paddle steamers *London* and *Governor General*. The *Governor General* was originally named the *New Orleans*, and was one of three wooden American ocean paddle steamers which arrived at Sydney in 1853. One of the others was the *Golden Age*, which is reported to have made record trips between Sydney and Melbourne during her brief stay in Australian waters. Afterwards she took passengers to Panama and did not return again. The third of these, the *General Urbistende* became the popular A.S.N. boat *Ben Bolt*. They were vessels of some 500 tons, and their side paddles were driven by means of old-fashioned beam engines.

Six months after beginning service, the Sydney and Melbourne Steam Packet Company made overtures to amalgamate with the A.S.N. Company, but their advances were declined. A conference was, however, held



The "OTWAY" (1909), Orient Line.



The "MANTUA" (1909), P. and O. Line.

at which the rates between Melbourne and Sydney were fixed as follows:—Saloon, £10 10s; intermediate, £7; steerage, £4 10s; horses, £8 each; freight, £3 per ton.

Another company, the Launceston Steamship Company, had in 1852 been formed with a capital of £40,000 to trade with steam vessels between Melbourne and Launceston and other Tasmanian ports. Just which vessels this company possessed cannot easily be discovered, but in 1854 there were engaged on this route the *City of Hobart* and *Tasman*, yacht-like little packets, with white-painted ports, the *Ladybird*, *Tinella*, and *Black Swan*. On arrival at Melbourne all these steamers were diligently searched by the police, in case runaway convicts had stowed themselves away in the dark and noisome holds. All vessels were lightered in Hobson's Bay except the *Black Swan* and *Royal Shepherd*, which lay at the wharf at Williamstown. Sandridge Pier was in course of erection, and a novel means was adopted to overcome a natural obstacle in the shape of a large quicksand on the site of the proposed pier. Two ships, one of which was the *Margaret Poynter*, of Glasgow, were scuttled, piles having been first bolted to them. Then they were filled with stones, and in this way a solid foundation was secured. There were many tugs in Hobson's Bay then and towing was dear, this being partly due to the price of coal—£6 a ton. The *Argus* newspaper had a hulk in the Bay with the name *Argus* painted on it. Here was stationed a reporter and whaleboat crew who boarded each ship which arrived in search of news. There were no cables then; the first railway in Australia, between Melbourne and

the port was being built by the Hobson's Bay Railway Company. It was opened in 1855.

Between Sydney and Melbourne, in 1854, were running the A.S.N. Company's *Yarra Yarra*, paddle, 350 tons; *City of Sydney*, screw, 393 tons; *Wonga Wonga*, screw, 681 tons; *Telegraph*, paddle, 367 tons, the Sydney and Melbourne Company's three vessels, the paddle steamer *William 4th (Old Billy)*, and the screw steamers *Sir John Harvey* and *Fettercairn*. From Melbourne to Adelaide ran the old screw steamers *Bosphorus* and *Havelock*, while other steamers running out of the Bay were the paddle vessels *Shandon* and *Prince Albert*. With the clipper ships which then made such wonderful passages—racers like the *Marco Polo*, *Sovereign of the Seas*, *James Baines*, *Champion of the Seas* and others—Hobson's Bay was often busy with shipping. In October, 1854, when there was a throng of masts to be seen, up the bay from her station where she had lain in quarantine for measles on board, came the Gibbs, Bright liner *Great Britain*. Large and majestic, she moved slowly to her anchorage, a gun here and there on a Gibbs, Bright vessel giving her welcome.

The mention of this old Australian shipping company brings up the name of that other company which began business soon after Gibbs-Bright—the Howard Smith Company. At the latter end of the year 1854, Captain William Howard Smith came to Melbourne with a small screw steamer, the *Express*, which he moored in the river, where the Falls Bridge now is, and lived on board with his family. Shortly afterwards he ran the *Express*

in the Geelong trade, at which place Mr. T. J. Parker, afterwards a partner in the well-known Huddart, Parker Company, acted as agent for the steamer. Captain Howard Smith in 1862 sold the *Express* and her trade to Mr Parker, and began an intercolonial service between Sydney and Melbourne with the *You Yangs*, 672 tons. This steamer was formerly the *Kief*, and was built by the Imperial Government for use in the Crimea War. In 1866 Captain Howard Smith went Home and purchased more vessels, and thus began the present Howard Smith line, while the Huddart, Parker Company also had its beginning in the *Express* and her trade, taken over by Mr Parker.

On the outbreak of the Crimean War in 1855, the P. and O. and General Screw Company's steamers were all withdrawn from Australian waters to act as transports, and there was no steam mail service between Australia and Ceylon. The A.S.N. Co. offered to run the *Wonga Wonga* and *City of Sydney*, but the offer was not accepted, and for some time the mails were carried via the Cape by the *Great Britain* and the clipper ships.

Great depression in Australian shipping was a result of the War, and in December, 1855, the Sydney and Melbourne Steam Packet Company became extinct, its vessels being sold by auction. A month later the Launceston Steamship Company offered to sell its fleet to the A.S.N. Company. But the A.S.N. had declared no dividend for the six months, and moreover had just been advised of the total loss of a new river steamer, the *Brisbane*, on the way out from England. So the

offer was declined. The Launceston Company, however, survived, and afterwards became the Tasmanian Steam Navigation Co., which the Union Co. bought out in 1891.

The *Shamrock* in 1854 and 1855 was engaged in the Sydney-Brisbane run, and berthed at South Brisbane wharf, where Parbury's wharf now is. A passenger who left Brisbane on 4th October, 1855, in the *Shamrock*, of which vessel he speaks disrespectfully, describing her as a skimming-dish of 8 feet draught, built for bar-harbours, says, "I embarked on the *Shamrock* for Sydney. Spring being well advanced, there was a southerly current on the coast and we got to the pilot station at night and anchored. We got the length of Moreton and Stradbroke Islands down the coast on the next day. On the third morning we actually passed the Richmond Bar. On the 6th inst. after breakfast the *Boomerang* passed up and signalled us that Lord Raglan was dead before Sebastopol. Next day we passed Port Maquarie, Port Stephens and the mouth of the Hunter. Saw South Head light at midnight and got to the wharf at 3 a.m. on the 8th." The *Boomerang* mentioned was a two-funnelled, two-masted steamer of very smart appearance, capable of carrying 68 passengers, and 100 tons of cargo besides coal. In 1859 she ran a mail service between Melbourne and Wellington. Her figure-head represented a wild blackfellow holding a boomerang ready to throw, and was said to have been modelled on an aboriginal named Dundolly who was hanged at Brisbane in the sixties for murder. On the fall of Sebastopol on 11th September, 1855, Captain O'Reilly

illuminated the *Boomerang*, which was lying at Brisbane, below Victoria Bridge, in celebration of the victory.

During its operations the A.S.N. Company made no allowance for depreciation of its ship property, and in January 1857 it was found that one-fourth of the capital of the company had been lost through depreciation. To adjust this loss, the £20 shares were reduced in value to £15. The fleet consisted then of nineteen steamers, including the *London* and *Governor General*, which had been bought for £7000 each. The *City of Sydney* was chartered by the European and Australian Company to run a trip to Suez and back with the English mail, the price paid being £8,800. That was in November, 1857. Six months later came the rush to the Port Curtis gold diggings, and the steamers *Geelong* and *Duncan Hoyle* were purchased by the A.S.N. Company for £2000 and placed in this trade.

At this time the *William 4th* was running between Sydney and the Clarence River under the flag of the Grafton Steam Navigation Company which was formed in 1857 by gentlemen who had interests in the Clarence River trade. The capital was £13,500 in £10 shares, and the first directors were Messrs. Mitchell, Irving, and Waterson. Up till 1860 *Old Billy* was the sole steamer of this young concern, which has grown into the well-known North Coast Steam Navigation Company. In 1860 the paddle steamer *Phoenix*, which was fitted with the engines of the old *Sophia Jane*, replaced the time-worn veteran, and after her came the *Grafton*;

then the company's service was extended to the Richmond River, the capital increased to £50,000, and the name changed to the Clarence and Richmond River Steam Navigation Company. The screw steamer *Wai-mea* was purchased from the Illawarra Steam Navigation Company, and the *Urara* was built in England. How these small companies struggled! Negotiations were begun to amalgamate the C. and R. R. Co. with the A.S.N., but fell through. Some time previous to this the Intercolonial R.M. Co. had offered the *Lord Ashley*, *Lord Worsley*, and *Prince Alfred*, together with the goodwill of their business, to the A.S.N. for £30,000. Evidently the power of the A.S.N. was something to be reckoned with when a new steamship company began operations. This offer was made just after the A.S.N. Company had secured a contract to carry mails between Wellington and Melbourne. As related in the story of the Intercolonial Company, it would have paid the A.S.N. Company to have accepted this offer.

There were not many coastwise lights then—Wilson's Promontory was lighted in 1858, Cape Schank in 1860, Gabo in 1864. Between Melbourne and Adelaide where steamers were few, there were no lights at all, and on 6th August, 1859, a dreadful wreck occurred at Cape Northumberland, a wreck immortalised by Adam Lindsay Gordon in his poem "From the Wreck." The steamship *Admella*, with 105 souls on board, ran ashore on a reef in the dark and broke in two. A heavy surf was running, yet two men succeeded in getting ashore and giving the alarm at a station near by, and Gordon rode to Mount Gambier with the news. For seven days the

passengers and crew clung to the wreck without food or water, while would-be helpers watched from the cliffs, powerless to help for want of appliances. Twenty-two were eventually saved and eighty-three were drowned. Considering the uncharted and unlighted state of the coasts, the style of navigation followed was reckless. But then coal was costly, and every knot saved meant more than it does now—more profit.

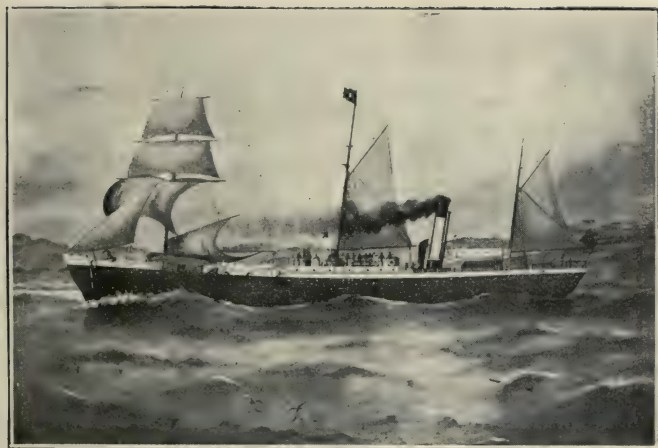
At the dawn of the "sixties," great strides were evident in the advance of steam in Australasian shipping, and everywhere can be traced the influence of the A.S.N. Company. Between Melbourne and Otago Messrs. McMeckan, Blackwood and Company began a steam service under the name of the Adelaide, Melbourne, and Otago Steamship Company, with the *Omeo*, *Aldinga*, *Alhambra*, *Gothenburg*, and the A.S.N. Company's *Balclutha* and *Geelong*. New Zealand was just beginning to be a considerable quantity in the operations of ship-owners, for gold discoveries were made in Otago in 1861, when a great rush of diggers from Melbourne began. McMeckan, Blackwood sent over many of their fleet of sailing ships, and this trade marked the firm's entry into steam, from which beginning they grew to be steamship owners of some importance up to the middle "seventies." The A.S.N. Company placed the *Wonga Wonga* and *Rangatira* in the Otago trade, and every sort of steam vessel was sent across by private steamship owners. Two small steamers the *Comet* and *Citizen*, were never heard of again.

Until 1681, Queensland had taken no part in the steam trade on her coasts, but at this time it was felt

that the monopoly enjoyed by the A.S.N. Company should suffer a check, and with this end in view the Queensland Steam Navigation Company was formed. The promoters had entered into arrangements with the Queensland Government, pending the formation of the Company, for the conveyance of the mails for three years from 1st April, 1862. The capital of the company was £25,000. The paddle steamer *Queensland*, 309 tons, built at Glasgow, came out in 1862, and was placed in the Northern trade, amid great enthusiasm, for the shares were held by all classes in Queensland. Immediately this steamer began to run, the A.S.N. Company cut the rates on the Queensland services. In August, 1862, the respective fares were:—

	A.S.N.	Q.N.
Brisbane to Maryboro', Saloon	£2 0 0	£2 5 0
Steerage	0 17 6	1 0 0
„ Rockhampton, Saloon	3 0 0	4 0 0
Steerage	1 7 6	2 0 0

The Queensland people were, however, very hopeful of success, and the company's capital was increased to £60,000. Two new steamers, the *Lady Young* and *Lady Bowen*, of 442 tons, were built and arrived at Brisbane in 1864, while the steamer *Platypus* was also purchased. She sailed out as a schooner to Pernambuco and from there to Australia as a barque. As cargo she carried the river steamer *Emu*. Pending the arrival of the two *Ladies*, the *Star of Australia* of 120 tons, 45 horse-power, was chartered from Mr. Byrnes of Sydney to run cargo only. At the end of 1864 the war of rates



The "YOU YANGS (1862), Howard Smith Line.



The "GOVERNOR BLACKALL" (1871), A.S.N. Co.



The "LUNA" (1870).

[De Maus.



The "QUEEN OF THE SOUTH" (1877).

was so keen that the A.S.N. were actually charging only one-quarter the rates formerly charged. The old company was feeling it as well as the new one, and in November, 1865, an arrangement was come to and the rates were raised again, to a higher level than ever before. The Q.S.N. presently lost the mail subsidy, and in January, 1868, the A.S.N. bought the new concern out, lock, stock, and barrel for £42,000. The *Platypus* was bought by the Queensland Government, and afterwards passed into the hands of the Clarence and Richmond River Company, while the *Emu*, a stern-wheeler, plied on the Brisbane River and surrounding bays. There was another stern-wheeler there, the *Settler*. Her owner, Captain Jackson, sometime about 1863, set out with her from Adelaide to New Zealand, but the winds were unkind and the *Settler* arrived instead at Moreton Bay, where she stayed to compete with such vessels as the *Hawk*, *Diamond*, and *Bremer*. When the Hokitika gold rush began in 1865 the A.S.N. Company placed the new steamer *James Paterson* in the trade. This service was in addition to their regular monthly services to Nelson, Wellington, and Dunedin, which was begun in 1862 by the *Rangatira*. The *James Paterson* was named after the company's first general manager, who died suddenly in April, 1862, and who did so much in establishing the concern. The *Leichardt*, afterwards sunk in Brisbane River, and the *Kennedy*, still trading in New Zealand waters, were launched in 1865, from the Pymont works. Next year the *Tinonee* was built, and the *Cawarra*, Captain Chatfield, lost at Newcastle in a terrific gale, still spoken of as the *Cawarra*

Gale, one man alone surviving. A few months later the *Telegraph*, Captain Fitzsimmons, was lost off Cape Perpendicular. She was a fast steamer in her time, and up to 1884 her passages had not been surpassed. The *Florence Irving* and *Ballina* were bought in 1865 from the C. and R.R. Co. and other vessels were built or bought. In 1869 the *Auckland* opened trade with Fiji via Auckland, and negotiations began which resulted in the following year in some of the company's vessels being chartered for the San Francisco mail service. The *Havilah*, 165 tons, in 1871, opened steam trade with New Caledonia; in this year also the company made an offer to the New South Wales Government to conduct a mail service for ten years between Sydney and California via Auckland for £30,000 a year. The offer was not accepted. In 1874, however, the A.S.N. Company did run a 'Frisco service, pending the Pacific Mail Company's service being commenced. A memorable departure was made in 1878 in the importation of three crews of Chinese sailors and firemen for the fleet, but it was a disastrous move, resulting in a strike of the white crews. During 1879 no dividends were declared. In 1880 the steamers and plant used in the Hunter River trade were sold to the Newcastle Steamship Company. To balance this decrease in the fleet Captain Trouton, the General Manager, went to England to arrange for the construction of eleven new steamers to be fitted with surface-condensing engines.

In September, 1882, the A.S.N. boats ceased trading to Sandridge Pier, where they had lain so long, and went up the river to the new wharf at Melbourne, and

soon afterwards the last of the Chinese crews were discharged.

Powerful competitors were arising on all sides. The A.S.N. had not the easy victories over these which it had formerly, and by a strange coincidence, the blow which shook this old company to its foundations was struck from Queensland by a company whose title closely resembled that of the concern which was bought out by the A.S.N. in 1868. In the year 1884 the A.S.N. was merged in the A.U.S.N. Company, and the flag with the two red and two blue plain triangles was seen no more on the Australian coasts. The commanders of the ships of the A.S.N. Company were many during its existence, and when the old name was changed some skippers of this pioneer Australian company were these :—Jas. Banks, R. Armstrong, T. A. Lake, J. E. Munro, D. Calder, J. E. Butcher, F. C. Lee, J. Selomes, C. E. Saunders, W. C. Thomson, T. L. Johnston, J. E. Meaburn, G. H. Leggett, W. Sinclair, A. McLean, M. Osborne, Henry Rowe, J. B. S. Medley, James Higgen, J. Adrian, A. J. Orke, James L. Michael, and James Grahl. More about the passing of the A.S.N. Company will be found in the chapter concerning the A.U.S.N. Company.

CHAPTER III

ALONG NEW ZEALAND COASTS

EARLY COASTAL STEAMSHIPS

Beyond the white
Of Maria Light
Where the long, green seas go tramping in,
And the red of Columbia Shoal,
Tramping in, stamping in,
With slow, resistless roll—

THE first New Zealand steamer, the *Governor Wynyard*, was built at Auckland in 1851 by Mr Robert Stone, to the order of Messrs. C. J. Stone, F. Gardiner, and Captain A. Cook, who required her for the Auckland harbour and river trade. The builder's yard was located in Freeman's Bay, and all the machinery required was made by Mr. Bourne, whose primitive foundry occupied the site where now stands the D.S.C. Stores. This foundry possessed no steam power: all the work was done by hand, old pensioners and discharged soldiers being engaged to blow the bellows. "Slide-rests" were then in their infancy, consequently all the work in connection with the building of the engines had to be done by means of hand tools on the lathe. The *Governor Wynyard* had a keel 52ft. in length and a beam of 13ft., and was a paddle steamer of the side-

wheel type. Her engine was of the upright order, known as a "steeple-top," her crank working in a "Jew's harp." The greatest difficulty experienced was in the construction of a boiler, there being at that time no boilermaker dwelling in Auckland. Most opportunely, there arrived by a Californian barque an American of the name of Brown, who, on hearing that a boilermaker was wanted, immediately set to work. The boiler was of the Lancashire type, with two tubes running the whole length. Mr. Brown had no shears, no rollers, and no punching machine. But with the true American resourcefulness he rose to the occasion. He made a mould of hard clay, in which he bent the plates to the desired shape after heating them. And he sent word to every hamlet and every home that he wanted the strongest man in the district. This individual was forthcoming—a most stalwart and powerful labourer, who punched every hole in the boiler by the might of his sturdy arms.

The vessel, which was built of wood, was launched on Christmas eve in the year 1851. The launch was a broadside one, and the little steamer slid into the water very gently, as may be illustrated by the recital of an episode in connection with the launching.

Mrs. Taylor, the wife of one of the shipwrights, asked permission to be on the ship when she was launched, and for safety she was placed in the steamer's cabin. After the vessel was afloat, the lady, growing impatient, asked when the launch would take place. Her disappointment, on finding that there would be no wild rush into the tide, was keen.

The vessel was towed to Wynyard pier, where the Mayor (then known as the chairman of the Council) christened her. Concerning the naming of the ship, this story is told. Long before the question of a name had been discussed by the owners or the builder, the newspaper *New Zealander* most incorrectly stated that the steamer was to be named after the reigning Governor, which news so pleased that gentleman that he paid a visit of inspection to Mr Stone's shipyard and expressed great satisfaction with the design and workmanship and the progress made. In view of his evident pleasure, and no one having a better name to suggest, the newspaper's nomination was accepted.

A trial was made on the Tamaki River, the steamer being in command of one of her owners, Captain Cook, while Mr. Brown had charge of the machinery. At the outset, too much water in the boiler caused it to prime; so the blow-off cock was opened, but, being over-large, too much water was allowed to run away. The fires had then to be drawn while more water was supplied through the safety-valve by means of a bucket. Brown calculated on a speed of ten knots, but he was an optimist, for she only attained $7\frac{1}{2}$ to 8 knots. As she was about to start, a young Maori swam out and challenged her to a race, much as the splendid horseman bearing a banner rode out ahead of George Stephenson's "Rocket," and dared the iron horse. There was amongst the spectators a Mr. Thomas Keven, who is described as being excited about anything he took an interest in. To the doubting spirits he proved a strong tonic, for whenever

the wheels moved and the paddles churned he drew attention to what everyone could plainly see, while he shouted, "Won't go! Won't she? Why, she's going now! Look!"

True enough, the *Governor Wynyard* "went." There was no doubt of it at all. Her spent steam blew into her paddle-boxes, and at every stroke of the piston an explosion occurred. The cattle on the river-bank stared transfixed for one instant, then with tails aloft set out for the sky-line in search of the simple life.

The steamer was of light draught, and the principal trade was with the Tamaki settlers, who at one time became very annoyed because she could not wait beyond the sailing time for a tardy keg of butter or a box of eggs. This trade was insufficient, however, to support her profitably, and in 1852 it was decided to send her to Melbourne. But before she sailed she was chartered for a secret run to the Hen and Chickens Islands, where, it was alleged, valuable gold deposits had been found. The prospecting party returned, with many sacks of specimen quartz, and there was a simmer of excitement in the little community as to whether the mineral was gold. Tests proved that it was not.

The paddle-boxes were removed for the run across to Melbourne, a suit of sails was made, and Mr. Chantry Harris, mate of a Home sailer and afterwards journalist, took her across. Despite the fact that her sponson beams projected on either side, she made good weather of it, and, her engines being replaced, she ran on the Yarra for many years, earning in the "boom times" as much as £80 in one day. More profitable

than waiting on the Tamaki for a keg of home-made butter!

The *Governor Wynyard* had a varied career. The last record of her that can be traced shows her trading on the Tamar River, in Tasmania, where doubtless she worked out her destiny "unhonoured and unsung."

The second merchant steamship to plough New Zealand waters, the screw steamer *Ann* of 154 tons burden, came to Wellington from Sydney on 3rd September, 1853, in charge of Captain Gibbs, having called en route at Nelson. A long, low-hulled vessel with narrow black funnel, she carried sail to assist her steam, and though she was the first inter-colonial steamship to cross the Tasman Sea, she did not enter into regular trading between Australia and New Zealand. She steamed south to Lyttelton and then took her way back to Sydney.

Communication between the various provinces was at that time maintained by schooners, but these craft plied in erratic manner between New Zealand ports. To and from Australia a more regular service was run, so that it was frequently found to be quicker to travel from Dunedin to Auckland via Melbourne or Sydney. An instance of this may be quoted. The Auckland Provincial Government requested the Imperial Government not to despatch mail matter for Auckland by any New Zealand-bound vessels save those bound direct to Auckland, failing which the mails were to be sent to Sydney.

The arrival of the *Ann* was an event of immense import to the residents of Lyttelton who had just built



The "CITY OF DUNEDIN" (1863).



The "GOLDEN AGE" (1863).



The "TARANAKI" in Dunedin Dock. [De Maus.



The "STORMBIRD" (in 1885).

a wharf capable of handling 100 tons of cargo, and concerning which they loudly boasted to the belittlement of Wellington, which possessed no wharf at all.

In 1854 two steamers arrived, the *William Denny* and the *Nelson*. The first of these, the *William Denny*, a vessel of 595 tons burden, built in 1853 by Wm. Denny and Co., of Dumbarton, came over from Australia under an agreement with the Auckland Provincial Government, to run a monthly mail service between Auckland and Sydney in connection with the monthly Home steam mail services which made Sydney their terminal port. The English mails usually arrived there about the 15th to 20th of the month and the *William Denny* sailed on the 20th. In case of "the non-arrival of the regular English mail at the expected time, the vessel shall await it for five days and shall always proceed to sea within six days after the mail is put on board" so runs a sentence in a letter written on 3rd August, 1854, by the Superintendent of the Auckland Province to the Colonial Secretary urging the prompt despatch of the mails at Sydney.

This intercolonial service, which cost the Auckland Provincial Government £5,500 per annum, after surviving three years, came to an abrupt conclusion through the wrecking of the steamer at North Cape on the 3rd March, 1857. When one day out from Auckland, on her way to Sydney, she grounded at night during a thick fog between Paerengarenga and the North Cape, but backed off and all would have been well had she anchored till daylight. However, she proceeded on her voyage, her captain being, doubtless,

anxious to reach Sydney in good time to connect with the Home steamer. Almost immediately she ran ashore again at the North Cape and there she remained. Later on, she was lifted by jacks and repaired. A crew was engaged and all preparations made for the re-launching and the continuance of the interrupted voyage. But during her launching a heavy S.E. gale sprang up and so damaged her that she was abandoned. Traces still remain of the vessel despite the 52 years of wind and weather which have beaten over her.

The steamer *Nelson*, 330 tons, Captain Martin, was brought to New Zealand under agreement with the General Government to maintain a regular service between the various provinces. Mr. Kennedy, afterwards a well-known commander in the Southern Pacific—in the Union Company's and other services—was chief officer, and Mr. Nancarrow was chief engineer. The *Nelson* was peculiar in having her propeller fitted behind her rudder. Her engagement was only sanctioned after a heated debate in the House of Parliament, in the course of which it was stated that the vessel could not be run for less than £40 a day. A subsidy of £6000 per annum was voted and the *Nelson* entered into service between Manakau and Dunedin, calling at New Plymouth, Nelson, Wellington, and Lyttelton, thus inaugurating the first regular interprovincial steam line. The above estimate of £40 would seem to be an overstatement. But it must be remembered that except at times of great activity, when high fares and freights were obtainable

the early steamers were not great money-makers until the compound engine was introduced, an event which did not occur in New Zealand until the *Taupo* and *Hawea* arrived in 1875. The *Nelson's* engines consisted of two high-pressure cylinders, which exhausted into a "jet-condenser"—an arrangement whereby the spent steam entered a pipe through which sea water flowed. The steam blew the water out of the pipe, being itself condensed in the process.

The *Nelson* was replaced at the end of the year 1855 by the *Zingari*, and returned to England where good freights were offering through the Crimean War operations. This steamer must not be confused with the P.S. *Nelson* a side-wheeler which plied on the coast in the early "sixties."

The *Zingari*, Captain Milltown, was a vessel of 150 tons and 130 horse-power. She had oscillating cylinders; in all other respects resembling the *Nelson* in her machinery. Her lines were fine and yachtlike, she having been originally built as a pleasure yacht. She was the first steamer to run a harbour excursion in Wellington Harbour. This she did on 22nd August, 1855. Colonel Gore Brown, C.B., who succeeded Sir George Grey as Governor, visited all the provinces of New Zealand in the *Zingari*, arriving at Dunedin, the most southern port of this tour, on 13th January, 1856. An incident of this trip was a visit to the site of the town of Picton, then called Waitohi, when the Governor was shown where Picton was to be built. There was not a house to mark the settlement, yet even then men dreamed of future main trunk railways, and Picton

was considered as the port at which the South Island line would some day terminate. In 1857 the *Zingari* followed the gold rush to Victoria, her withdrawal being announced as follows in the "Maori Messenger," a newspaper printed in English and Maori at Auckland, in its issue of 31st December, 1857: "In shipping there have been some losses during the year now closed. The steamer *William Denny* unfortunately ran ashore early in the year, and has remained fast there ever since. The steamer *Zingari* has ceased to run between the Northern and Southern Settlements."

Her place was taken by the *White Swan*, a steamship whose name will be forever coupled in the annals of the Dominion with the loss of valuable national documents. In February, 1858, the Government of New Zealand received an offer from Mr. W. P. Kirkwood, an Adelaide ship-owner, to run his steamer the *White Swan* of 335 tons and 72 nominal horse-power between the Northern and Southern ports. The steamer was commanded by Captain John McLean, and she was alleged to have accommodation for forty saloon and ninety steerage passengers, though where these were accommodated is a problem, as the ship also carried 150 tons of cargo. The Government made a two years' agreement at a cost of £6000 per annum, and the *White Swan* arrived at Manakau in June, 1858. In this service she plied for some months.

In the year 1857, the steamer *Wonga Wonga* was purchased in Australia by some Auckland merchants and engaged in the Auckland-Whangarei trade. But according to the "Maori Mes-

senger," already quoted, "the *Wonga Wonga* has been removed from the trade between Auckland and the Bay of Islands to that between Wellington and Nelson." This occurred when she was purchased by the Wellington Steamship Company. The *Wonga Wonga*, and her sister ship the *Stormbird*, were built by Lawrie and Co., of Glasgow, and launched in the year 1854. Their tonnage was 67 tons net register. They had the usual double-cylinder high-pressure engines, the cylinders being 24 inches in diameter with a two-foot stroke of piston. Jet condensers were used, while the boilers carried a pressure of 18 pounds to the square inch. The vessels were brig-rigged with white funnels. The *Wonga Wonga* must not be confused with the A.S.N. Company's *Wonga Wonga*.

When trouble occurred with the Taranaki Maoris the *Wonga Wonga* was chartered at the rate of £60 a day to carry despatches between Onehunga and Taranaki and the Waikato; and the profits resulting enabled her owners to purchase her sister ship the *Stormbird*. On 17th June, 1854, the *Stormbird*, or *Storm Bird*, as her name was then spelt, left the Broomielaw, on the north side of Glasgow Harbour under command of Captain McCallum, bound for Hobson's Bay. That is fifty-five years ago, and she still ploughs New Zealand waters, flying the flag of the Wanganui Steam Packet Co., so far as can be ascertained, the oldest steamer on the world. She was consigned to Messrs. Graham, Sands and Co., Collins Street, Melbourne, and with the *Wonga Wonga* was originally intended to act as tender to the

steamers *Sovereign* and *Prince of Wales* which were to have begun a mail service between Melbourne and Panama. But the outbreak of the Crimea War upset the plans and the project fell through. The *Stormbird* then entered the Melbourne-Westerport trade, subsequently coming to Dunedin consigned to Mr. John Jones, from whom she passed to the Wellington Steamship Company. These two vessels constituted that company's fleet. The *Wonga Wonga* was commanded by Captain Renner and the *Stormbird* by Captain Mundle. The *Wonga Wonga* was lost off Grey-mouth on 2nd May, 1866.

There recently appeared in the journal *Petit Marseillais* a history of what was stated to be the oldest steamship afloat. This vessel is the *Orient* of 1,060 tons, belonging to the New Mediterranean Navigation Company. She was built at Bristol in the year 1855, and in her career has carried the flags of four countries. At present she is running between Marseilles and Algeria, and she is claimed to be in excellent preservation.

Following on this announcement *Shipping Illustrated* of New York advanced the claims of the steamship *Collier* as the oldest steam vessel afloat. She was built in the year 1848, and at first glance these figures appear to give her undisputed seniority. But for many years after her construction the *Collier* used steam as an auxiliary to her sails. She traded between Liverpool and Melbourne in the "fifties." Later, she was converted into a full-powered steamer, and now runs in the Irish Sea trade. The *Stormbird* since her arrival in Australian waters has always been a full-powered

steamer. In 1883 she was lengthened by some seventeen feet, the work being carried out by Mr D. Robertson of Wellington. But apart from this, the original hull still exists. She has had two sets of new engines during her career and a set of new cylinders.

The screw steamer *Queen*, of 132 tons, arrived at Dunedin from Melbourne on 27th August, 1858. She steamed up the harbour to the Dunedin jetty, and, being the first steamer to do so, though not the first steamship to enter Port Chalmers, was saluted by a salvo of 20 guns. Her owners, Messrs. Macandrew and Co. placed her in the Wellington-Dunedin trade. The following advertisement in a Wellington paper of March, 1859, shows the difference in the rates of passage-money then and now:—

CANTERBURY RACES.

EXCURSION TRIP.

STEAM TO LYTTTELTON.

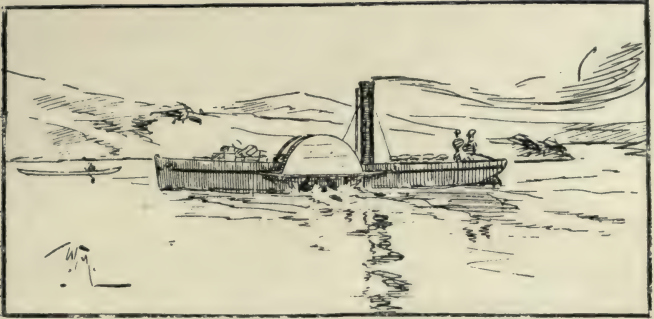
The screw steamship *Queen*, Captain Wilson, will sail as above on Friday, 11th March.

	Cabin.	Steerage.
Fare to Lyttelton ...	£5 5 0	£3 10 0
Return ticket Lyttelton	8 8 0	5 10 0
Fare to Otago ...	8 0 0	5 10 0
Return ticket Otago ...	13 0 0	9 0 0

It cost more then to go to Dunedin and back than is now charged for the Sydney return trip.

The month of January, 1859, marked the arrival of two new steamships at Dunedin, the *Pirate* and the

Geelong. The *Pirate*, 285 tons, was built in 1853 for the Glasgow-Liverpool trade, regardless of expense. Afterwards she ran in the Mediterranean trade and later, she was sold for £13,000 to Australian owners, and a further £2000 was spent on her by her new owners on alterations to cabins, etc. Messrs. Macandrew and Co. were her New Zealand owners, and on the occasion of her arrival at Dunedin on 28th January, 1859, she was commanded by Captain Thomas Robertson, formerly of the *Ladybird* and *Queen*, and afterwards Harbour Master at Port Chalmers. The *Geelong*, which arrived at Dunedin on 31st January, 1859, was a paddle steamer of 108 tons, fitted with two engines of 45 nominal horse-power each. She was built in 1854 by Wingate and Co. on the Clyde, who afterwards built the *Arawata* and *Ringarooma*. Her hull was of great strength, the bottom plates being of $\frac{1}{2}$ inch iron. She came across from Melbourne under the command of Captain Jamieson, and her owner was Mr John Jones. After her arrival Captain Thomson had command, and subsequently Captain Boyd. A contract was made between Messrs. Jones, Cargill and Company and the Otago Provincial Government to run the *Geelong* between Oamaru and Dunedin, calling at several ports en route—ports they were then, now, since the coming of the railway, mere bays and river-mouths. The agreement was for two years, and the subsidy £1950 per annum. The fares between Oamaru and Dunedin were £3 10s cabin and £2 steerage. The *Geelong* was wrecked off Whangape Heads on 14th March, 1879, being then the property of Mr. D. Sinclair.



The "GOVERNOR WYNYARD" (1851).



The "GO-AHEAD" (1870).



The "LORD WORSLEY" (1859).



The "ALDINGA" (1860).

The *Golden Age*, a small side-paddle steamer built by W. and G. White, of Melbourne, of wood on the diagonal principle without frames, arrived from Melbourne in January, 1863, and ran in Dunedin Harbour, making her first trip from Port to town on 20th October, 1863. It was in this year that the *Pride of the Yarra* and *Favourite*, small river craft, came into collision when the former was proceeding from Port with a full complement of passengers just landed from the ship *Mataoka*. The result was the sinking of the *Pride of the Yarra* and the loss of lives of well-known Dunedin citizens, who, after travelling to London and back, were drowned almost at their doors. The *Golden Age* carried the survivors of this disaster to Dunedin.

In 1861-1862 Messrs. Houghton and Co., of Dunedin, purchased the steamers *Oreti* and *Wanganui*, while on the Canterbury coast the steamer *Planet* plied. The *Guiding Star* ran to ports between Dunedin and Invercargill. About this time the *Rangatira* was built at Home for Auckland owners, and came out under sail. But her captain, having a regard for dramatic effect, stopped at Kawau Island where he shipped her funnel and propeller. Then this trim little vessel swept up Auckland Harbour under steam, her arrival causing intense excitement among the townsfolk. Shortly afterwards the steamers *Corio* and *Ahuriri* arrived and entered the Auckland-Napier trade.

It was customary in the early "sixties" for steamships to be sent across to New Zealand with cargo, usually live stock, and to be offered for sale. In the *New*

Zealand Herald advertisements constantly appeared. The "fine paddle steamer *Ballarat*," 82 tons register, 40 horse-power, lying at Manakau; the *Susannah Cuthbert*, 300 tons, 50 horse-power, copper sheathed and copper-fastened; the new iron screw steamer *Xanthe*, 690 tons, 140 horse-power; were all offered for sale at the same time. The screw steamer *Kangaroo* and the *Susannah Cuthbert* arrived simultaneously at Manakau from Sydney, having taken 10 and 8 days respectively on the voyage. The *Kangaroo* carried a cargo of horses and only lost one, while the *Susannah Cuthbert* brought cattle, and landed them all in prime condition. Surely the stamina of animals has deteriorated; nowadays they die so easily on large and modern vessels. Another vessel which crossed from Sydney to Manakau in 1864 was the *Moniora*. There was not much steam trade about Auckland until after the opening of the Thames Goldfields.

The *City of Dunedin*, of 327 tons, arrived at Dunedin on the 25th November, 1863, from Glasgow. She had side-paddles. In the first issue of the *Oamaru Times* of 25th February, 1864, an advertisement appeared announcing that the steamers *City of Dunedin*, Captain J. P. Boyd, and *Geelong*, Captain Turnbull, would ply once a week in the service which had been maintained by the *Geelong*, assisted by the *William Miskin*. In less than two years after her arrival in New Zealand waters, the *City of Dunedin* mysteriously disappeared. She sailed from Wellington on the 20th May, 1865, for Hokitika, in calm weather, carrying 15 passengers as well as her crew, and was never reported

again. A false rumour stated that she was in Wai-kouaiti Bay, whither the steamer *Samson* went in search but found no trace of the missing steamer. From Tera-whiti sheep station, near the Cape of that name, a steamer was observed, apparently in distress, for she was moving in a circle. The lady who saw her, went to inform her brouthers of the queer movements of the vessel, but when they came, the steamer had disappeared. It can only be conjectured that it was the *City of Dunedin* that was seen.

At the time of her loss, Hokitika was a thriving place and heavy passenger lists and cargo freights were usually the order of things. From Dunedin the *Ruby* and *Lady Darling* ran "south about" to the West Coast diggings. The *Kennedy*, still trading out of Wellington, was bought from the A.S.N. Company for the Dunedin-Hokitika trade, and the *Charles Edward*, at that time a paddle-steamer, was also engaged therein.

It was at this time also that the Southern Steamship Company of Dunedin was formed, and ran the *Geelong* in the Oamaru-Dunedin trade. The company also had the *Pareora* built in 1866, and she arrived about the end of 1867. In the North Island, the termination of the Maori War, caused a fleet of transports, which had gathered in the Waikato River, to be thrown out of employment. Some of these were the *Bluenose*, *Rangiriri*, *White Slave*, *Waipa*, *Pioneer*, and *Maori Chief*, while the larger vessels were the *Prince Alfred*, *Gungadai*, *Alexander*, and the gunboat *Sandfly*. Mr. S. Hague-Smith owned the *Prince Alfred*, and the *Maori Chief* belonged to a contractor, who left the district without

discharging his debts, but leaving his steamer lying at her moorings. Doubtless he thought that there was about to be a slump in shipping. Mr Hague-Smith was the man's principal creditor, and he promptly seized the *Maori Chief*, a stern-wheel vessel, 100 feet long, with a draught of 1 foot. Obviously the vessel was unsuited to the long run round to Auckland where her new owner wished her to be, and the cost and risk of towing her were also considerable. The alternative course of taking her overland was decided on. A huge waggon 80 feet long and fitted with six wheels with tyres 10 inches wide, was made. The steamer's engines, boiler, and stern wheel and all other removable heavy parts, were taken out, and at low tide the vessel was raised on jacks and the strange vehicle placed beneath her. Thirty-six bullocks hauled her ashore and along the main road to Auckland. At four o'clock in the afternoon she was being dragged down Pitt Street, and at sundown she floated calmly on the waters of the Waitemata. Here she was re-engined and made into a side-paddle steamer to act as tender at the Thames to Mr. Hague-Smith's steamers *Royal Alfred* and *Duke of Edinburgh*. Of these the former was built at North Shore, Auckland, her machinery being taken from the *Prince Alfred*, and her boiler manufactured by Messrs. P. N. Russell and Company of Sydney from plans prepared by Mr. James Stewart, engineer, of Auckland. The *Duke of Edinburgh* came over from Australia to enter the Thames-Auckland trade.

On the first day of August, 1867, the Thames gold-fields had been opened amid much excitement, and com-

munication between Auckland and the mining camps had been carried on by means of schooners—there was no railway then. But the heavy traffic demanded a steam service, and in 1868, as already stated, Mr. Hague-Smith began his service. Soon another steamer, the *Favourite*, entered the trade. She had been employed in the West Coast trade, and after being lengthened was sent to Auckland, where she was soon found to be out-of-date in comparison with such steamers as the *Williams*, of 218 tons, sent over by the A.S.N. Company, and the *Golden Crown*, and being sent to Napier, was lost on the way, with all hands.

Captain W. Farquhar, now ship's husband to the Northern S.S. Company's fleet at Auckland, arrived at Auckland from Australia in 1868 and took command of the *Duke of Edinburgh*, while his brother, Captain Alec. Farquhar, now in command of the paddle steamer *Whakatere* was captain of the *Royal Alfred*.

Mr. Hague Smith towards the end of the year 1873 sold his steamers to the Auckland Steam Packet Company which had just been formed, with Mr. Hugh Craig as manager. The *Royal Alfred* was soon found to be too large for the Coromandel trade, a reaction in trade having set in after the first rush of the goldfields, and this vessel was sold to Captain Haselden, of the Port Jackson Steamship Company, and sent across to Sydney in charge of Captain W. Farquhar, who on his return to Auckland took command of the Auckland Steam Packet Company's *Star of the South*, which was to run as a subsidised mail steamer between Auckland and Fiji. The trade with the Fijis was then in its infancy,

though the 'Frisco mailboats made connection between the two places. Kandavau was the Fijian port for the 'Frisco steamers, but the people of Levuka determined to get their port made the port of call. The *Star of the South* was chartered to carry a deputation to Kandavau when the three mail-boats would be there together, transhipping the Sydney and Auckland mails into the 'Frisco steamer. After the meeting of the deputation and the shipping officials, Captain Farquhar relates, Lieutenant Woods asked him if he was going to leave, and was told that it was impossible to pick up the bearings as the moon was obscured. He said: "The *McGregor* is going to try, the pilot says he can get out." As all my passengers were pressing me to leave and were very anxious to get to their business I said, "Very well. I will follow the *McGregor*. I can float where she can." I followed her slowly, about a hundred yards astern. When she struck the middle patch of coral he sounded his whistle three times, signifying that he was going astern. I immediately went full speed astern as I knew she was ashore, and then returned till daylight. Next morning I went alongside her, and at high water tried to tow her off but could make no impression on her. As my passengers were pressing me to get back to Levuka and my full time having been spent in the group I left to inform the commodore of the mishap. On arriving at Levuka I sent word to H.M.S. *Pearl* of the mishap to the *McGregor*. The *Pearl* then got up steam and left at once for Kandavau. Captain Thomson, of Levuka, paid £50 for me to land him as I passed Kandavau. On

returning to the *McGregor* the captain wanted me to stop and take all the cargo and to assist in getting her off, but I could only stop two days. During that time I loaded my ship, and in company with the *Pearl* tried to tow her off, but by that time the coral had pierced her bottom and I could not stay any longer, I left for Auckland. Subsequently the *Pearl* towed her off alone." This mail service maintained by the *Star of the South* was under review in 1876, when the company offered to place the *Llewellyn*, a steamer specially fitted for the trade, in the route at a cost of £150 for each return trip, Auckland to Fiji. But adverse circumstances prevented the adoption of the new arrangement. For a time the *Star of the South* continued in the service, which soon afterwards the company abandoned altogether, and for a number of years the San Francisco steamers were the only mail boats on that run.

The number of shallow bays, bar harbours, and small river ports near Auckland has made that port the centre of a large "mosquito fleet," and the Auckland Steam Packet Company met with a great deal of opposition from private steamship owners. In 1881 the present Northern Steamship Company was formed to take over the steamers and trade of the Auckland Steam Packet Company and other local steamers while the new company bought the *Wellington* from the Union Steamship Company. When the Auckland Steam Packet Company was absorbed, the Union Company bought that Company's *Southern Cross* and ran her in the Fijian trade for a number of years. Eventually, when her days of usefulness were over, she was scuttled in

Cook Straits, somewhere near where the old *Ladybird* was afterwards scuttled.

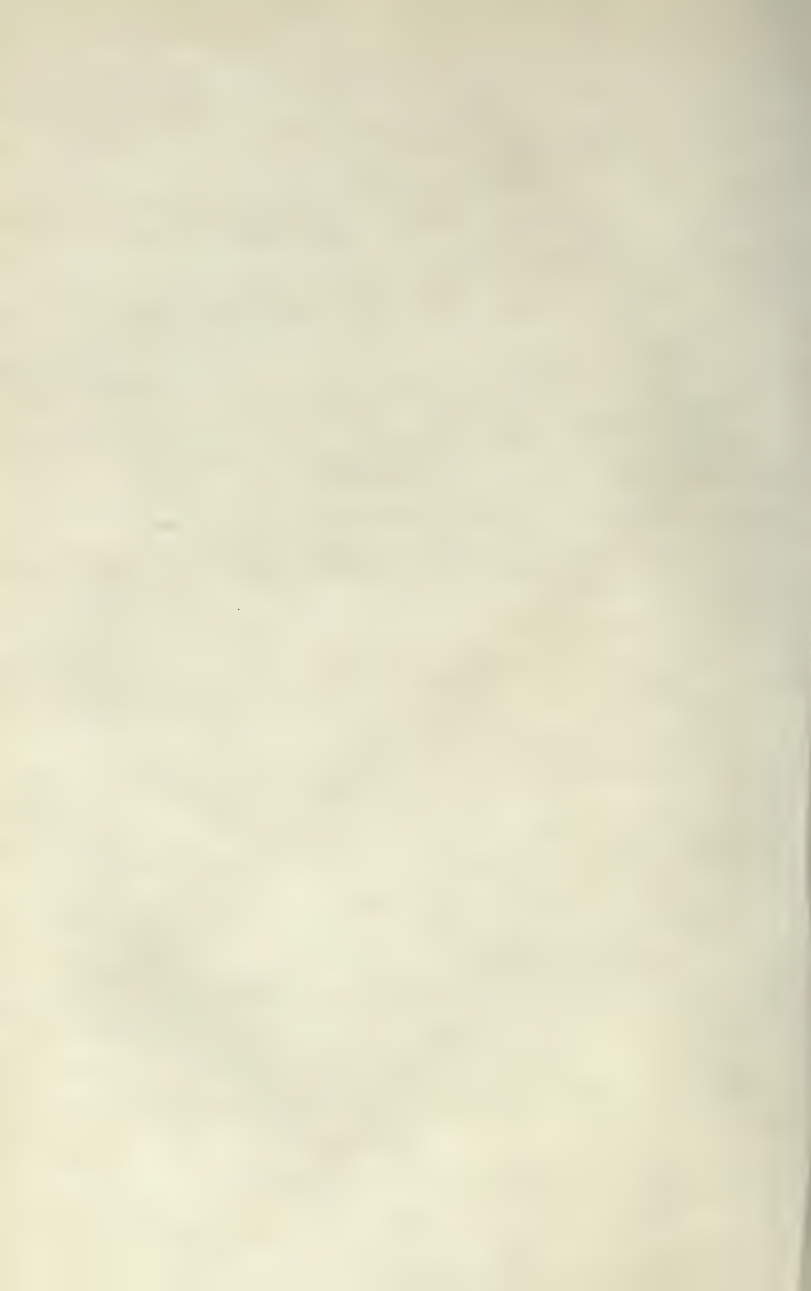
The Northern Company set about purchasing various vessels and their trades, these including the Coromandel Steamship Company's services between Auckland and the goldfields. Three years ago the Manakau Steamship Company was bought out, and the Northern Company's fleet now numbers 36 steamers and launches, engaged in services which provide communication with every coastal district in the Auckland province. In conjunction with the Union Company, the Northern Company maintained a mail and passenger service between New Plymouth and Manakau, at first with the steamer *Ngapuhi* and later with the *Rarawa*. Now the completion of the railway between Auckland and Wellington has caused a diminution in the traffic between these ports and the Northern Company's *Rarawa* runs the service single-handed, the Union boats having been withdrawn.

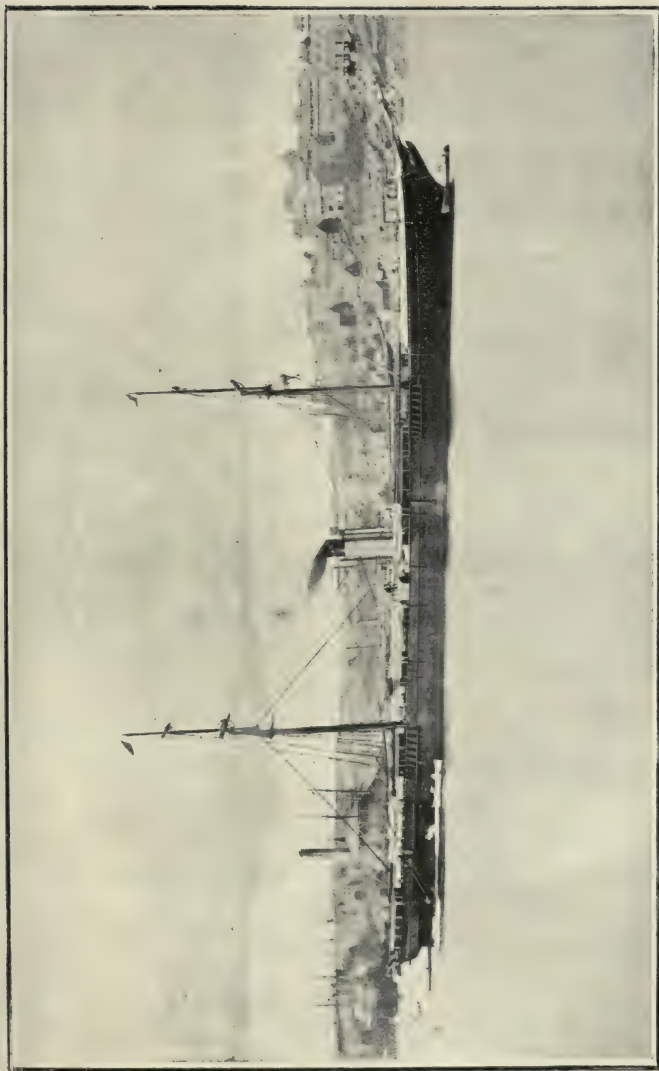


The "ALBION" (1863), M'Meckan, Blackwood.

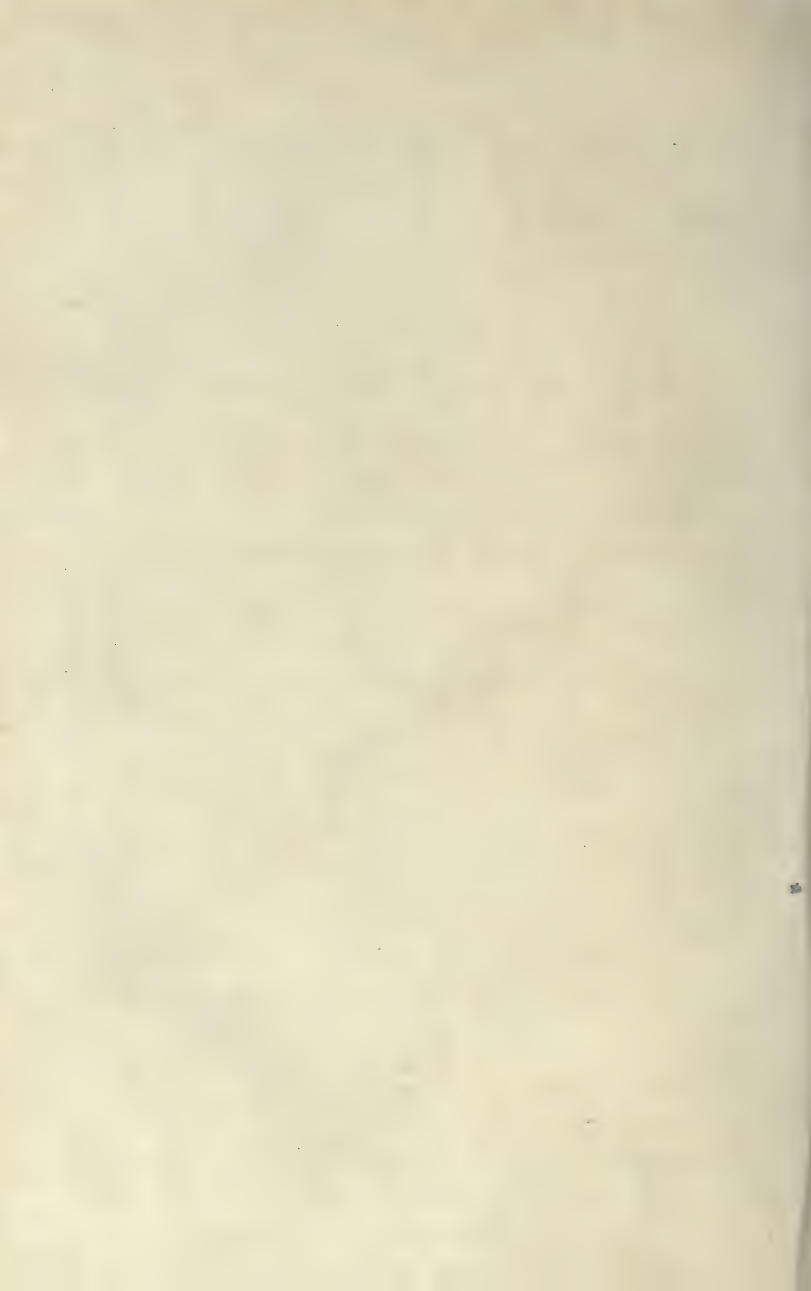


The "RINGAROOMA" (1878), Union Line. [De Maus.





The "KAIKOURA" (1866), Panama Line.



CHAPTER IV

ACROSS THE TASMAN SEA

THE INTERCOLONIAL ROYAL MAIL STEAM PACKET COMPANY AND ITS RIVALS

Oh, when you pace the liner's deck, beside the bright
saloon—

The South Head light is fading far astern—

Remember that on this same road, beneath the same old
moon,

The old-time screws and paddles used to churn.

The gentle *Ann* steamed over first—Sydney to Nelson
town.

The wind that blows sang in her rigging then.

And soon the fast mail packets ran their merry easting
down

And turned them round and picked it up again.

The *William Denny*, Auckland-bound, *Lord Ashley*,
running mails,

The *Airedale* and *Lord Worsley*, eating coal—

The good crews fought the battle with the bitter south-
east gale

And brought their steamers through it sound and whole.

AFTER the loss of the *William Denny* in 1857, there was a break in the steam service between Australia and New Zealand. But it will be seen from the following announcement made in the "*Maori Messenger*" of

31st December, 1857, that active minds were arranging for a new service. The paper stated that "a contract had been made for four steamships which may be shortly expected from England. Two are intended to trade between New Zealand and Australia, and the two others between the Northern and Southern ports of New Zealand."

These vessels were built to the order of Messrs. Pearson and Coleman of Hull, who had secured contracts to run intercolonial mail services between New Zealand and Australia. When these shipowners found that the project required more money than they cared to risk, they formed the Intercolonial Royal Mail Steam Packet Company with a capital of £80,000. The manager for the Company in the colonies was Mr. E. Coleman, whose headquarters were at Sydney.

A ten-years' agreement was made with this Company by the Imperial Government under which the steamers made regular voyages between Sydney and Nelson in consideration of a subsidy of £24,000 per annum, of which New Zealand paid £10,000, while the Imperial Government contributed the remaining £14,000. The vessels engaged were the *Prince Alfred* of 1200 tons, the *Lord Worsley* and the *Lord Ashley* of 500 tons, and the *Airedale* of 400 tons. The *Prince Alfred* sailed for Australia and New Zealand on 13th September, 1858, while the *Lord Worsley* steamed out to Dunedin in charge of Captain Robert Johnson, afterwards of the Marine Department, Wellington, and she was the first steamer to reach that port from London direct. The speed of these steamers under steam alone was about

nine knots, though in October, 1859, the *Lord Worsley* crossed from Sydney to Wellington in 4 days 18 hours. The connection between Sydney and Nelson was a monthly one, the *Prince Alfred* leaving Sydney twenty-four hours after the English mail steamer. On her arrival at Nelson, the mails for Wellington, Christchurch, and Dunedin were transhipped to one of the smaller vessels and the *Prince Alfred* proceeded to Manakau, calling at New Plymouth on the way. At Onehunga she waited a "reasonable time," and then with the outward Auckland and New Plymouth mails returned to Nelson where the Wellington and southern mails were collected for transit to Sydney in time to catch the outgoing English mail steamer.

Meanwhile, in the year 1858, the A.S.N. Company of Australia, agreed with the Government of Victoria and the Provincial Government of Wellington to maintain a monthly mail steamer between Melbourne and Wellington. The *Wonga Wonga*, in charge of Captain Walker, made the initial trip, arriving in Wellington Harbour on 26th November, 1858, after a six-days' run from Melbourne. The second and succeeding voyages were made by the contract steamer *Boomerang*, commanded by Captain Henry O'Reilly and afterwards by Captain Audley Coote. The *Boomerang* steamed into Wellington on Christmas Eve A.D. 1858 and her arrival was the signal for the firing of guns and general rejoicings, so keenly did the colonists desire fast steam communication with Australia. A few days later, to wit on the 1st January, 1859, the new lighthouse at Pen-carrow Head was lighted. At that time Wellington's

signal station was on Mount Albert, behind Newtown Park. The "Independent" in a leading article on February 16th suggested that, as the signalman's house was so dilapidated that it would probably fall down in the course of the winter, the signal station should be shifted to Pencarrow Heads and a repeating station built on Mount Victoria. The idea was evidently adopted, except that the outside station was placed on the town side of the entrance, instead of at Pencarrow. The paper also thought it would be a very good thing if the harbourmaster was provided with a marine barometer!

In its mail summary the same paper wrote: "On New Year's Day the first lighthouse in New Zealand was lit by the Superintendent of Wellington. It is situated on Pencarrow Head at the entrance of Wellington Harbour. It is an iron structure from the manufactory of Messrs. Cochrane and Co., after designs of Mr. Edward Roberts of the Royal Engineers, and erected under the able superintendence of Mr. Wright, a gentleman engaged by the contractors and sent out for that purpose. . . . In calling it the first lighthouse we must not omit to mention that a temporary light has been in existence on the same site for some years. Its cost is £5000."

The service carried out by the *Boomerang* continued for nearly a year, being at length discontinued through the Intercolonial Company offering to run the service at a much lower cost

The Wellington "Independent" of 18th February, 1859, on which day the *Boomerang* had arrived from Melbourne after a passage of seven days fifteen hours, contained this paragraph:—"Wellington presents a more

than usual bustling, gay appearance, there being no less than four steamers, three ships, three barques, two brigs, six brigantines, and nine schooners at anchor in the harbour."

While the "Spectator" of 26th February wrote:—"The *Wonga Wonga*, the first steamer of those now employed, which commenced running regularly in the south, has only been at work some eighteen months and has now become a necessity to this province." At that time there were twelve steamers engaged in the interprovincial trade, five being subsidised by the General Government and seven by the Provincial Governments. "With all this steam," complained the "Spectator," "it creates considerable surprise and dissatisfaction that, owing to the bad arrangement of the timetable, there does not exist a fortnightly steam communication between the different provinces of New Zealand." And furthermore, Wellington did not possess a wharf! On the evening of the 23rd August, 1859, the Royal Mail Steamship *Boomerang* sailed from Wellington for the last time. The Intercolonial Company had been reviewing the whole of its itinerary, and under the re-arrangement of the running of its fleet a steamer plied between Sydney and Napier by way of Auckland while a second intercolonial route was from Sydney to Port Chalmers, calling at Nelson, Wellington, and Lyttelton. It was pointed out by the Company that for one-half the subsidy paid to the A.S.N. Company the route of the second steamer would be altered to make Melbourne the Australian port. The Company had under construction a steamer of 500 tons and 120 horse-power,

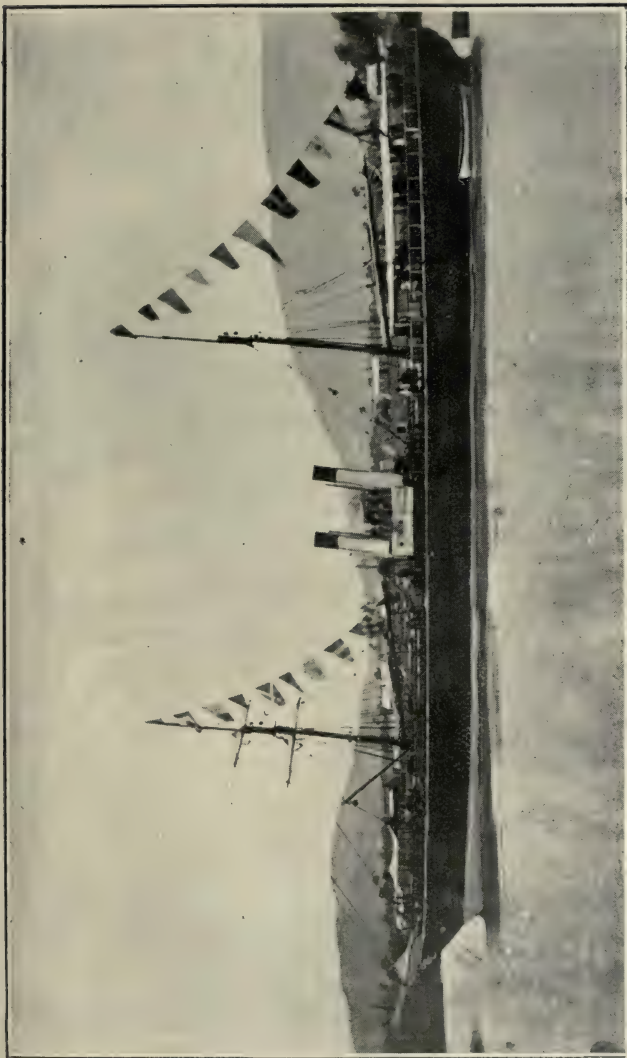
built so as to carry 76 passengers and costing £25,000. This vessel was destined for the trade between Nelson and Auckland via the East Coast and was to constitute an additional service to the Manakau-Dunedin one. The Intercolonial Company stipulated that these offers were made conditionally on no other company's ships being employed by the Government, this stipulation having been evidently suggested by the fact that the Wellington Steamship Company had been half-promised certain mail contracts and that the A.S.N. Company was trying to secure some. However, the Intercolonial Company's offer was accepted and a new contract made. The service between Dunedin, Lyttelton, Nelson, and Melbourne was begun in 1861 by the *Prince Alfred* and the *Victory* of 1100 tons and 200 horse-power. The *Victory*, however, was wrecked at Wickliffe Bay, Otago, on 3rd July, 1861. The Company's services were passably well run, though at this time complaints were made of the accommodation on the *Lord Worsley* and the *Lord Ashley*. Captain John Vine Hall, who had succeeded Mr. Coleman as colonial manager, replied that it was hoped to provide two first-class new ships. The loss of the *Lord Worsley* on 31st August, 1862, off Taranaki, hurried on this building. The *Phoebe* of 700 tons and 120 horse-power nominal replaced the *Lord Worsley* which vessel, by the way, was once honoured by having as a passenger the notorious "Bully" Hayes. In March, 1863, the Company purchased the *Paulet*, 820 tons, 150 horse-power, and re-named her the *Auckland*. She had a speed of $11\frac{1}{2}$ knots. It was in this same year that the Wellington Steam-

ship Company went into liquidation owing to a law which provided that at the end of a stated time, joint stock companies must be wound up, their reconstruction being left to their shareholders' discretion. When this concern was wound up, a dividend of £19 on each £10 share was paid. Messrs. Duncan and Vennel, shareholders in and agents for the Company, arranged for the refloating of the Company on broader lines under the title of the New Zealand Steam Navigation Company, this step being induced by the good prospects of trade and an announcement by the Government that in future all mail contracts were to be given to New Zealand shipowners.

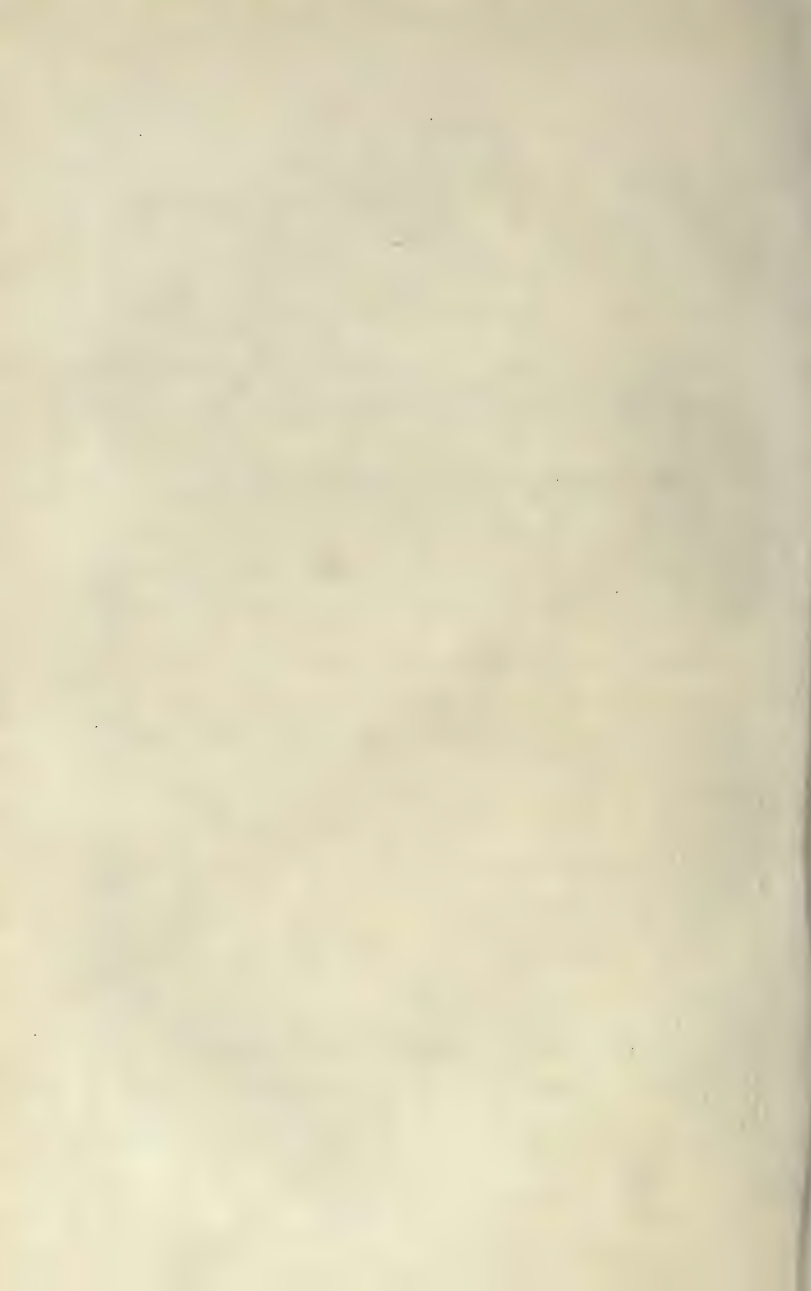
Mr. Richard Duncan, the new company's manager, and Captain Renner proceeded to Sydney where they purchased the *Ladybird* and the *Queen*. The *Queen* had already sailed in New Zealand waters. The *Ladybird*, 421 tons, was until quite recently afloat as a hulk in Port Nicholson, but even as a hulk her days of usefulness were found to be over and the old vessel was towed out and scuttled in Cook Strait about twelve months ago. She was a pretty boat with clipper bows and graceful lines, and her coal consumption was enormous. The New Zealand Steam Navigation Co. also acquired the *Rangatira* from her Auckland owners and the *Ahuriri* from Napier. The *Ahuriri* in 1866 carried Major-General Chute from Wanganui to Wellington on the occasion of his return to the capital after subduing the Hau Hau rebellion. In addition to these ships the *Wellington* and *Taranaki* were built in Scotland by Blackwood and Gordon and were launched and sent to

New Zealand in 1866. They were sister ships save that the *Taranaki*, 443 tons, had four feet more beam than the *Wellington*, 383 tons.

The operations of the New Zealand Company met with much opposition from the Intercolonial Royal Mail Steamship Co. Their contract was made with the General Government, and its terms precluded the Government from employing the ships of any other company. In addition to these services the I.R.M.S. Co. offered to build a steamer to run between Auckland and Nelson via Napier and Wellington. This vessel, the *Claud Hamilton*, was to cost £25,000, and to be of 800 tons, 120 horse-power, and to carry 76 passengers. Her cabins were seven feet high and her engines situated amidships. Pending her arrival on the coast the *White Swan* was chartered by the I.R.M.S. Co. to run a six-weekly service. It was in the running of this service that the two companies came strongly in opposition for the Hawkes Bay Provincial Government had an arrangement with the New Zealand Steam Navigation Co. to run the *Wonga Wonga* between Napier and Wellington to carry the inward and outward British mail and connect with the Sydney steamer. When the General Government entered into their contract with the Intercolonial Company the Colonial Secretary wrote to the Superintendent of Hawkes Bay pointing out the undesirability of the *Wonga Wonga* competing with the *White Swan*. But the Superintendent replied that the *White Swan* did not return to Wellington in time to catch the outgoing Sydney steamer and she did not wait at Napier long enough to allow a reply to the English



The "BOOMERANG" (1859), A.S.N. Co.



mail she brought. So that the *Wonga Wonga* suited their purpose best, and they intended to continue to engage her. At this time Hawkes Bay was fretting under the slight offered her by the Intercolonial Company discontinuing to make Napier the terminal port of the service which originally ran from Napier to Sydney via Auckland, and the Napier people were not inclined to stretch a point to assist the I.R.M.S. Co. Occasionally the *Stormbird* relieved the *Wonga Wonga* in the Napier trade. It was while in this trade that the *White Swan* was lost. Here is the story of the wreck of the *White Swan*, as told me by Captain John Symonds, octogenarian, now living in Wellington, and at that time engineer of the *Stormbird*:—

The *Swan* had on board 65 passengers, nearly all Government officials, with their families, and many public papers and records which were being taken to Wellington in connection with the removal of the seat of Government from Auckland. On the 27th of June, 1862, the *Stormbird*, which belonged to a rival line, lay near the *White Swan* in Napier Harbour. In the course of conversation a friendly rivalry induced certain remarks which culminated in the captain of the *White Swan* offering to wager that he would make the trip to Wellington in 19 hours. The *White Swan* sailed on Saturday afternoon, June 27, 1862. The *Stormbird* lay at Napier for two days, sailing for Wellington on June 29, 1862. Night came down, clear and fine, and the *Stormbird* sped down the coast, hugging it as closely as safety permitted, and though there was no "nigger on the safety valve," she was doing her best. Passing Flat

Point a fire was noticed on the beach, and there was some discussion as to its cause, but it was decided that shepherds from a neighbouring station were camping there. On arrival at Wellington the *Stormbird* ran alongside a coal hulk to coal and await the arrival of watermen's boats to land her passengers.

Says Captain Symonds:—"I had given orders for the fires under one of the boilers to be drawn and the boiler cooled off so as to clean it. Then I went on deck and called to the hulk-keeper, 'What time did the *Swan* get in?' 'She's not in yet,' he replied. Captain Mundle was on the bridge, and I turned and said, laughing: '*Swan's* not in. She's broken down, I bet.' Then we saw a boat pulling out to us as fast as her crew could row. She ran alongside, and a paper was handed up to me. It read: 'Keep your steam up. The *Swan's* ashore.' That was all. I told the skipper, and after we had coaled, the '*Bird*' took aboard stores and bedding and an extra saloon staff. Then off we went 'lickety-clip' for Flat Point, where the *Swan* was piled up. The cooks and stewards worked double shifts, cooking and preparing in other ways for a crowd of passengers. When we arrived we saw the bow of the *White Swan* sticking out of the water some distance from the beach, and on shore were all her crew and passengers. She had struck on a reef which runs far out, and had torn a hole in her bottom. Only the readiness of her engineer kept her afloat, for by rigging her condenser pumps so that they drew from the inside of her hull, instead of the outside, the ship was kept afloat until she was run ashore. They had barely time

to do it. The fire we saw as we passed was one built by the passengers." The *Stormbird* carried the 65 passengers and the *Swan's* crew to Wellington, but the Government records were lost. Sir William Fox offered £150 reward, yet no man ever earned it. All the expenses which the despatch of the *Stormbird* involved were borne by the Government.

Another rival of the Intercolonial Company was the firm of McMeckan, Blackwood of Melbourne, which since 1859, had been running steamers between that port and Port Chalmers. In 1863 this firm was floated into a company called the Adelaide, Melbourne, and Otago S.N. Co. and ran the *Aldinga* of 446 tons gross and 140 horse-power, and the *Alhambra*, 642 tons, 454 horse-power, between Dunedin and Auckland under agreement with the General Government, while the *Omeo* plied between Auckland and Melbourne and Sydney, but on the expiry of the contract, in 1865, the vessels were withdrawn. In 1864, the Nelson Government, always enterprising in the matter of communication with Australia arranged with the newly-formed Otago Steamship Company, of which the late E. B. Cargill was secretary, to establish a line on which the steamers *Albion* and *Scotia* plied between Nelson and Melbourne by way of Wellington and Dunedin, returning via Hokitika, Greymouth and Westport, the steamers running in opposite directions on this round trip. The *Scotia* was wrecked off Stirling Point on 3rd June, 1864, and was replaced by the *South Australia* of 400 tons net register. This service did not last very long, and the *Albion*, a steamer of 806 tons gross register and 180

nominal horse-power, was sold to Sydney owners in 1868, and after taking on board 300 miners at Hokitika, sailed for Sydney where she was refitted. She then sailed for Japan, via Fiji, making the voyage in 32 steaming days. The *South Australia* returned to Melbourne. The Intercolonial Company's steamer *Tararua*, 850 tons, which entered the intercolonial service in 1865, made a smart run across from Sydney to Nelson in $4\frac{1}{2}$ days. From Picton to Wellington she steamed in $4\frac{1}{2}$ hours, while the voyage between Wellington and Port Chalmers direct occupied only $16\frac{1}{2}$ hours.

While this company had secured the intercolonial contracts, the Government did not altogether neglect the claims of the New Zealand Steam Navigation Co. In 1866 a contract was made with the local company for services between

1. Taranaki, Raglan, and Manakau.
2. Auckland and Dunedin via East Coast.
3. Manakau and Bluff via way ports.

The steamers *Wellington*, *Ladybird*, and *Queen* performed these services. But the Intercolonial Company still continued to add to its fleet. And when the Panama mail service was offered for tender the Intercolonial Company secured the contract for the Pacific portion of the service. From that time the fortunes of the Intercolonial Royal Mail Steam Packet Company were merged in that of the Panama, New Zealand, and Australian Royal Mail Company, while the New Zealand Steam Navigation Company struggled on in competition with its powerful rival, sustaining a rebuff in the foundering of the *Taranaki* on Boat Harbour Rock,

Tory Channel, on 10th August, 1868. The vessel after lying there for a year, was raised and towed to Wellington on 1st October, 1869, and after refitting proved a useful ship to her owners in the shipping war that was waged during the ensuing six years.

CHAPTER V

WITH THE MAILS TO PANAMA

They steered nor'-east and they spread white wings,
For the steam was weak and slow—
And the songs that the full-powered liner sings
Are the songs that they used to know.
The winds have hidden the tracks laid clear
But we know where the old roads are,
And one of these days the Mail will steer,
Nor'-east for Panama.

MORE than four hundred years ago men endeavoured to find a quick way round the earth by crossing the Isthmus of Panama. In more modern times the establishment of overland or water communication between the oceans became necessary, and sixty years ago this problem of making such communication profitable was as vital and pressing in the minds of statesmen and travellers as it is to-day. The first concession, empowering the construction of a railway across the Isthmus was granted in May, 1847, to an association of Frenchmen represented by one Mateo Kline. This company failed to carry out its contract, and its privileges were transferred in December, 1848, to a group of United States financiers, Aspinwell, Chauncey Stephens, and others,

who organised the Panama Railroad Company with a capital of 7,000,000 dollars. Early in 1855 the railway, which is $47\frac{1}{2}$ miles long and built on a 5ft. guage, was opened for traffic.

Prior to this, in the year 1853, when the eyes of British shipowners were focussed on the Cape and Suez routes to Australia and when a fast West Indian steam service was in operation, there was formed in London the Australian Direct Steam Navigation Company, the object of the promoters of this concern being to establish a line of steamers in the Atlantic and Pacific to carry mails between London and Melbourne by way of Panama. From Milford Haven to Navy Bay was the Atlantic run, a distance of 4552 miles. In the Pacific it was proposed to run to Otaheite, 4488 miles, and from there to Sydney and Melbourne alternately. The total distance to be steamed was 12,300 miles, and it was proposed to use paddle steamers fitted with elaborate condensing machinery. An interesting feature of this scheme was the fact that the screw propeller was rejected as being a new-fangled idea that would soon be discarded by the shipping world. And the paddle wheel was pronounced to be the only sensible means for traversing the oceans by the power of steam. But for the outbreak of the Crimean War, this service would doubtless have been run; the steamers *Sovereign* and *Prince of Wales* were to engage in the Pacific portion of the run, and as stated elsewhere the *Stormbird* was to have acted as tender to these vessels. But the outbreak of the war and other circumstances prevented the service becoming an accomplished fact. The Imperial

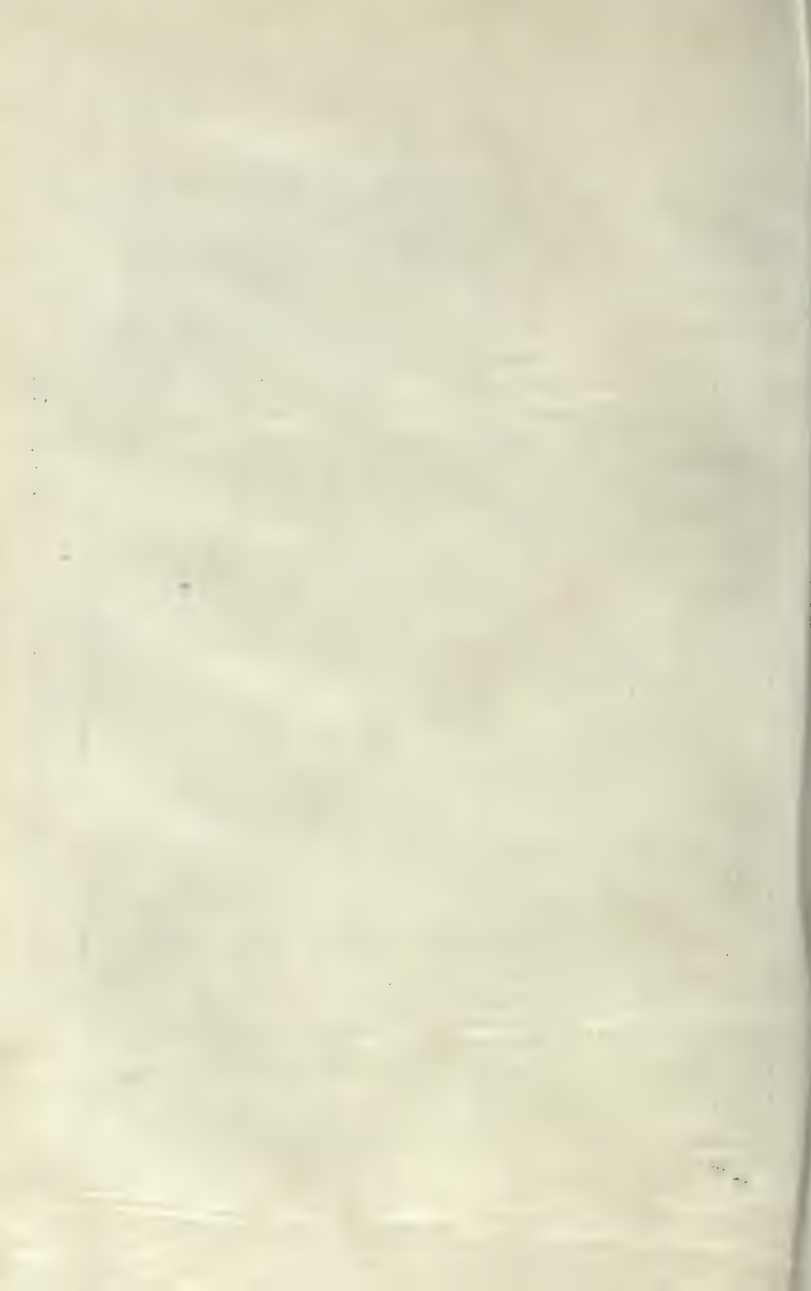
and Colonial Governments kept the matter of a Panama service steadily in mind, and in 1858 a proposal was made to "establish a line of fast packets of about 2000 tons and calculated for an average speed of 12 knots to run between Australia, New Zealand, Panama, and Van Couver's Island."

New Zealand was the chief colonial mover in the negotiations which followed and which terminated in 1863 in an agreement being entered into by the Governments of New South Wales and New Zealand, and the Panama, New Zealand and Australian Royal Mail Company for the carriage of mails between Panama and these countries. The capital of the Company was £375,000, and with it was incorporated the Intercolonial Royal Mail Company. Between Aspinwall and Southampton the carriage was performed by the West Indian mail steamers at the expense of the British Government. At this time there were four routes offering by which to cross the Isthmus—Nicaragua, Honduras, Tehautepec and Panama. The Panama Railroad Company and the Government of New Granada offered special facilities to the mail company to take the mails and passengers over the Panama route. The representative of New Granada pointed out, in a letter written to the Panama Steamship Company, that there had been no deaths from fever amongst through passengers for some time past, some fatalities which had occurred being *among those who lingered a few days en route*. Truly a pestilential country to travel through!

The contract time allowed between Panama and Wellington was 720 hours, and the speed of the vessels was



Captain Wright and Officers of "RAKAIA," Panama Line.





The "NEBRASKA" (1870), Californian Line.



The "CITY OF NEW YORK" (1875),
American Pacific Line.

[De Maus.]



to be not less than eight knots an hour. There were four steamers engaged in this Trans-Pacific run.

Name	Tonnage.	Horse-power.		Size of Propeller.
		Nominal.	Indicated	
Kaikoura	... 1501	400	1500	15 Feet
Ruahine	... 1503	350	1500	Twin screws
Rakaia	... 1456	350	1500	15 Feet
Mataura	... 1786	450	1500	15 Feet

These ships were about 260 feet long with a beam of some 32 feet and 26 feet depth of hold. They were two-masted, brig rigged, and had fine lines and lofty, raking spars. It was reported of them "they would lie so close to the wind under the screw—they would run within four points of the wind." The *Prince Alfred* was held in reserve at Panama in case of a breakdown of one of the regular liners.

When the Panama, New Zealand and Australian Company was formed, with the taking over of the business of the Intercolonial Royal Mail Company, the following steamships, already running in the coastal and intercolonial trades of Australasia, were acquired:—*Tararua*, 850 tons, 160 h.p.; *Auckland*, 850 tons, 150 h.p.; *Otago*, 800 tons, 150 h.p.; *Claud Hamilton*, 800 tons, 120 h.p.; *Rangitoto*, 650 tons, 140 h.p.; *Phoebe*, 650 tons, 120 h.p.; *Lord Ashley*, 500 tons, 90 h.p.; *Egmont*, 500 tons, 90 h.p.; *Airedale*, 400 tons, 80 horse-power nominal.

The routes followed were these:—

Bluff to Onehunga via Dunedin, Lyttelton, Wellington, Nelson, and New Plymouth.

Bluff to Wellington, Nelson, and New Plymouth.

Dunedin to Sydney via Lyttelton, Wellington, Picton, and Nelson.

Dunedin to Sydney via Lyttelton, Wellington, Napier and Auckland.

Hokitika to Sydney.

Nelson to Melbourne via Hokitika.

The Panama Company enjoyed a monopoly in the matter of mail subsidies. An official communication dated 13th February, 1865, states that "the conditions imposed by the Assembly have been carried out as regards the monopoly clauses and that a lump sum of £95,000 has been agreed upon for an $8\frac{3}{4}$ knot service to Sydney, which is £19,000 in excess of the amounts at the disposal of Ministers. This excess Canterbury and Wellington will guarantee between them." Of the Company's ocean steamers the *Ruahine* was the first ocean-going steamer to be fitted with twin-screws. She was built by J. W. Dudgeon, of Millwall, and this firm also built the vessel's engines.

The *Kaikoura* began the service, sailing from Sydney on 15th June, 1866. This steamer, which proved on her trials that she could steam at a speed of 13 knots on a coal consumption of 28 tons per day, left Plymouth in March, 1866, for Sydney, calling at Cape Verde Islands and St. Vincent. When off St. Helena it was found that one of her propeller-blades was missing. However, the Cape was reached on 7th April, the *Kaikoura* having steamed, by the log, 4000 miles since leaving St. Vincent. Leaving Capetown all went well till within 500 miles of Port Philip when another blade was lost from the propeller. Captain Wheeler was in charge

during the passage, which occupied 56 days from Plymouth. The saloon appointments of the *Kaikoura* were considered at that time to be excellent, and she had accommodation for 100 saloon and 60 second-class passengers.

The *Rakaia* went from Milford Haven to Panama via Cape Horn in order to begin the service from the Panama side of the Pacific. She made the voyage entirely under steam, a distance of 11,315 miles, in 46½ days, at an average speed of 10.37 knots on a coal consumption of 30 tons per day. She left Panama for Wellington on 24th June, 1866, reached the New Zealand port 28 days later, and was accorded a great ovation. In the first three months of her commission she steamed 19,000 miles without any mishap, in charge of Captain Wright.

The *Kaikoura* took 27 days to reach Panama after leaving Wellington and, as with the *Rakaia*, her arrival was the signal for much rejoicing. In fact, whenever these vessels arrived at any port, the people appear to have shown great excitement, amounting almost to an admission of a lack of faith in the powers of the steamships to arrive at all. The *Kaikoura's* daily runs varied from 164 to 280 knots. Twice on the voyage her engines were stopped for 2½ hours. In those days it was no unusual thing for a steamer to stop several times during a voyage for repairs. The average speed on this trip was a fraction over ten knots an hour. On the return voyage she made only 9½ knots, and on one day her propeller was disconnected for sixteen hours, in spite of which she logged 232 miles, principally under sail. The amount of coal consumed is given as "moder-

ate," but for vessels of such small bunker capacity their coal consumption constituted a serious fault, and it made the establishment of a coaling station between Wellington and Panama a necessity. Captain John Vine Hall, the Superintendent of the line in Australia, was deputed to make enquiries as to a suitable place among the Southern Pacific Islands. At last he decided on Rapa or Ópara, an island first discovered by Vancouver the English navigator, about 700 miles east of the Society Group. It lies on the verge of the South Archipelago, and was, as nearly as possible, two-thirds of the distance between Panama and Wellington and in the direct track of the Panama steamers. In the track upwards to Panama the winds were found variable, as the course lay in the well-known belt of westerly winds. From Panama to Wellington, they laid a course further north, through the heart of the easterly or trade winds prevailing generally, though varying with the seasons, between the Equator and southern tropics. In the latter part of the voyage the winds were found less fair, and in trying to avoid the prevailing westerlies, the captains adopted the course which brought them close to Rapa. Captain Hall went in the *Ruahine* to Rapa, where he found a deep harbour capable of accommodating forty vessels, surrounded by mountains. A poor quality of coal was used by the natives for cooking, but on examination it was found to be absolutely useless for steaming purposes, and the company established a coal hulk there for the convenience of their steamers. This monthly mail service via Panama was maintained for three years, the vessels

running to time fairly well, though occasionally one would incur a penalty of a few hundred pounds. The postage of letters by this route cost one shilling an ounce, the Panama Railroad Company charging 22 cents per pound for carrying the mail across the Isthmus. The saloon fare to Panama from Wellington was £65, and to Southampton £100. Melbourne, Sydney, Auckland and Dunedin passengers paid £5 extra. There seems at first to have been a fair number of passengers travelling by the line. It was essentially a rich man's route, as indeed were most of the mail lines in those days. The passengers' entertainment was catered for as on modern liners by the promotion of concerts and theatrical performances. Here is a copy of a programme for such a performance, held on board the *Mataura*, the largest of the fleet and the last to enter the service. Across forty-two years of progress, it brings an air of good-fellowship, and one gains an idea of the age of some familiar sayings and ancient jests about dogs and other things. And the wits of those days had a good, safe butt in the crinoline.

S.S. *MATAURA*, 1867.

Under the patronage of Capt. G. E. Bird and a distinguished circle of ladies.

On Thursday next 31st October, the *Mataura* Society will make their appearance in the laughable farce

LITTLE TODDLEKINS.

Amanthus	...	...	C. Abraham, Esq.
Annie	...	...	Miss Kitchener
Susan	...	...	Miss Douglas
Capt. Lillipop	...	...	A. Buchanan
Baraby Babicombe,	Esq.		C. Watson
Brownsmith, Esq.	...		Hugh Millman, Esq.

An interval of 15 minutes for refreshments and a supply of laughing gas for the side-splitting farce entitled,

SENT TO DARLINGHURST.

Lancelot Banks ...	...	Hugh Moore
Perkyn Puddifoot ...	...	Tom Browne
Gaoler ...	...	Tom Douglas

Prices—Pit, nothing. Boxes, less.

The public are requested to bring no change for reserved seats as none will be demanded. Overcoats and crinolines may, if convenient, be left with the policeman at the door. No dawgs allowed.

Director, HUGH MILLMAN.

Stage Manager, W. F. WHEELER.

The last ship to run on the line was the *Rakaia*, which left Sydney for Panama on 22nd December, 1868. With the opening of the railway across the United States the traffic of the Pacific was diverted to San Francisco; the fevers contracted by passengers on the overland journey across Panama made the line unpopular, and heavy expenses and constant friction between the company and the Governments helped to terminate a service which, considering the times and the long sea-run, nearly seven thousand miles, was a creditable, if perhaps, a somewhat ambitious one. The Panama Company's four ocean liners returned to London. They were all taken over by the West India Royal Mail Company, which had an interest in the Panama Company. In subsequent negotiations for a service between Australia and San Francisco, the *Kaikoura*, *Rakaia*, and *Ruahine* were offered by the Atlantic and Pacific Mail Company of America for service. When the Royal Mail Company took the vessels, the *Kaikoura* became

the *Tiber*; the *Rakaia*, the *Ebro*; and the *Ruahine*, the *Liffey*. The *Tiber* was wrecked at Hayti in 1882; the *Liffey* ran ashore on the Uruguay coast in 1874 and was lost, and the *Ebro* was sold to the Transport Company of Barcelona and renamed the *Baldomera Inglesais*. In 1900 this vessel was still in active service and may be so yet.

After the collapse of the Panama service, the Panama Company, the New Zealand Steam Navigation Company and other ship-owners fought bitterly for the New Zealand intercolonial and coastal trade. In the early "seventies" both these companies passed into the realms of history. The greater part of the Panama fleet was purchased by the A.S.N. Company and Messrs. McMeckan, Blackwood and Co., of Melbourne, while the New Zealand Company was bought out by the young and vigorous Union Steamship Company of Dunedin.

Immediately on the cessation of the Panama service, arrangements were made by the New Zealand Government with McMeckan, Blackwood and Company to run a service between Victoria and New Zealand in connection with the Suez service. The P. and O. steamer was expected to await the arrival of the New Zealand boat, but on 21st April, 1874, the *Baroda* sailed from Melbourne without the New Zealand mails, the *Alhambra* being late when she did arrive, the mails were hurriedly transferred to the *Aldinga*, which set out after the Home liner and after a strenuous run caught her at Adelaide. It was not without reason that the *Aldinga* had been called McMeckan's "fancy boat."

CHAPTER VI

ON THE 'FRISCO LINE

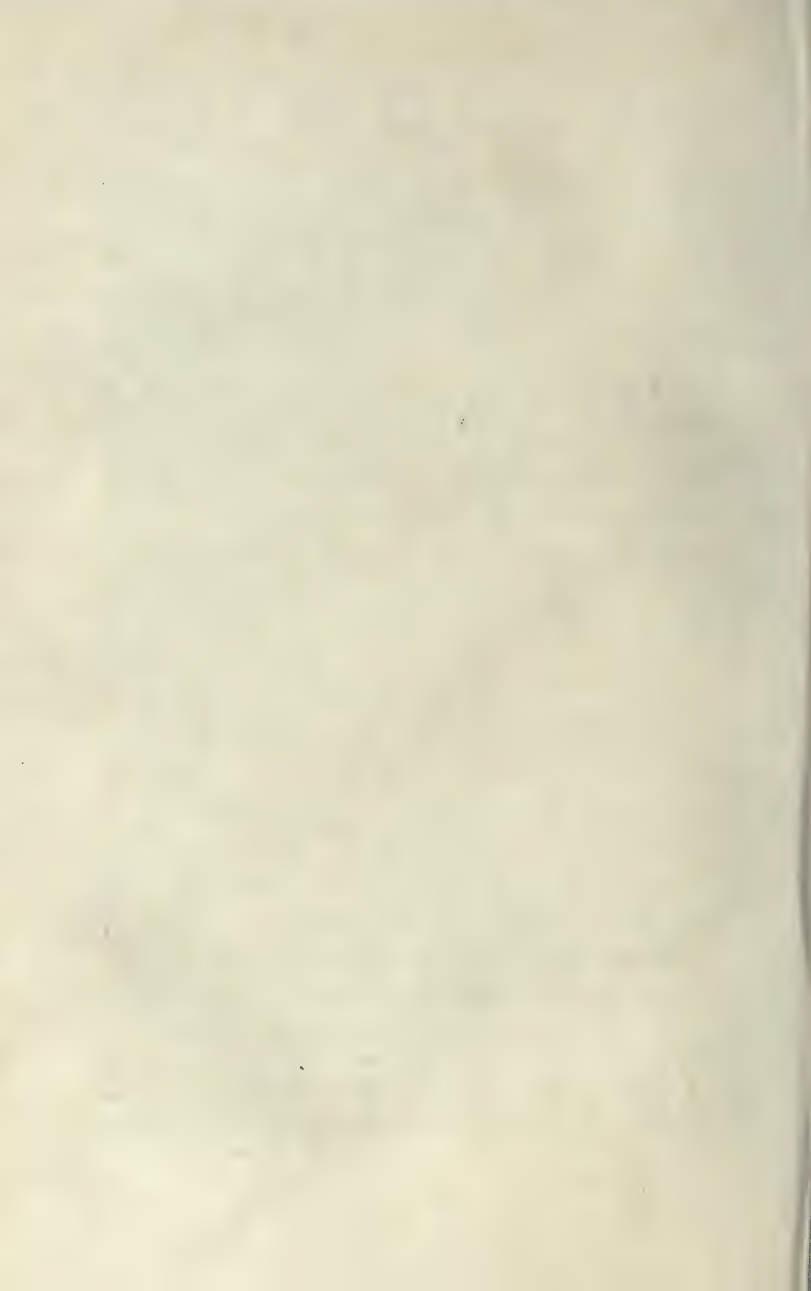
FORTY YEARS AGO

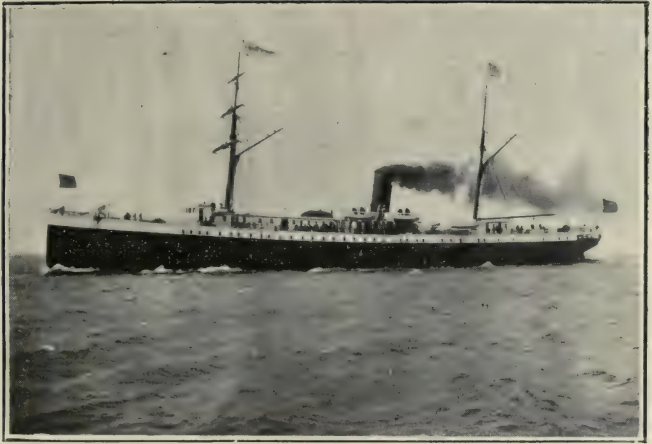
Nebraska—she was a ship o' mine—
Her crank had a twelve-foot throw—
I fired in the California line
Full forty years ago.
Nevada—she was a 'Frisco boat,
The *Moses Taylor* too,
The big *Dacotah* was scarce afloat
Before the line withdrew.
With paddles trimmed to skim the brine,
Just right, not high nor low,
We shook things up on the 'Frisco line
Some forty years ago.

It was in the year 1869, after the cessation of the Panama service, that Lieutenant G. A. Woods, Colonial Mail Surveyor, was instructed to frame a report on the best routes for a mail service with England via America. He urged the claims of the route via Tahiti for somewhat similar reasons to those put forward by Captain Hall when advocating the use of the island of Opara as a coaling station in the Panama run. Mr. Woods



Captain Wheeler and Deck Officers of "KAIKOURA," Panama Line.

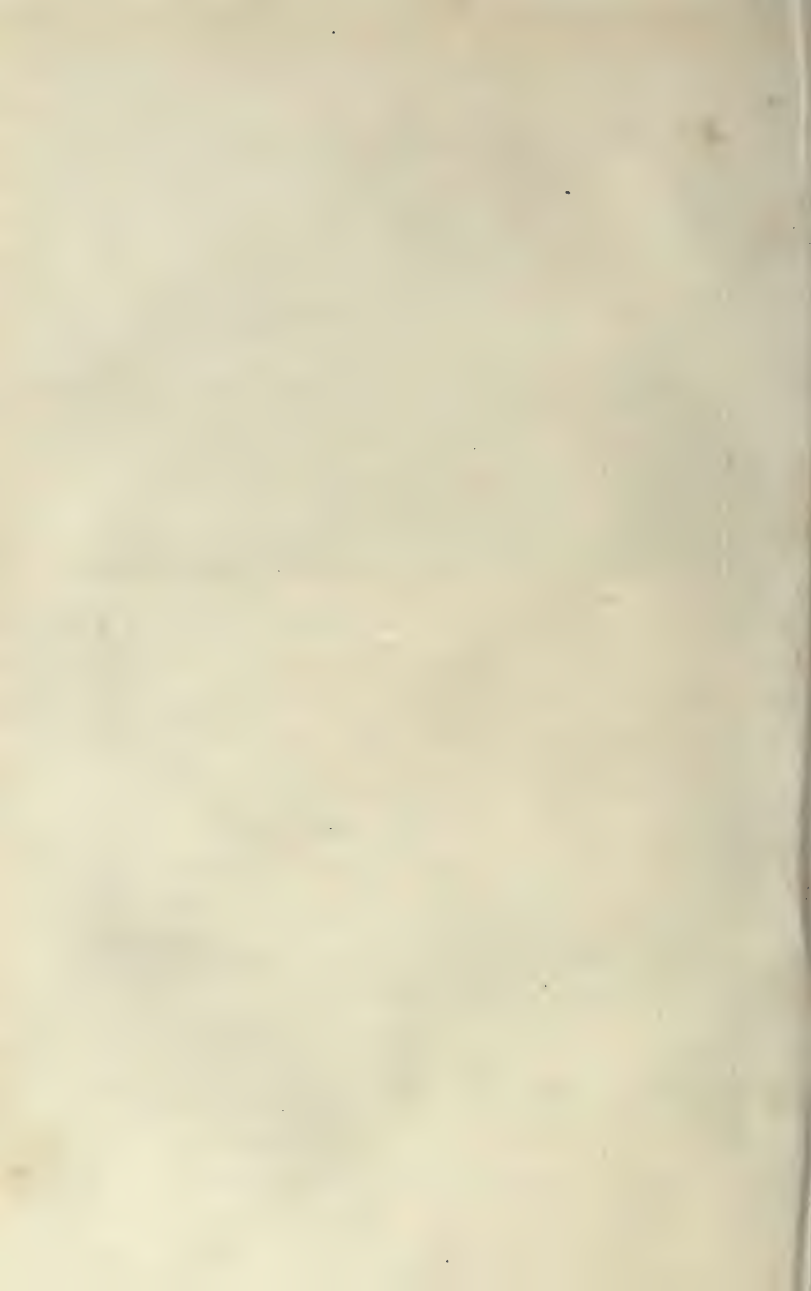




The "MARIPOSA" (1886), Oceanic Line. [De Maus.



The "SONOMA" (1907), Oceanic Line.



stated:—"Assuming Sydney to be the port of departure and Auckland to be made the port of call for New Zealand, the distance to San Francisco, via Auckland, is $6945\frac{3}{4}$ miles, while the distance via Auckland and Tahiti is 7140 miles . . . Supposing Wellington to be the port of call, the distance is 7083 miles via Wellington and 7190 miles via Tahiti . . . With respect to all distances, the total route via Wellington and Tahiti is only a small increase of fifty miles over that via Auckland and Tahiti. But by making Wellington the port of call the steamers would gain all the advantages of the prevailing westerly winds south of the equator to carry them into that part of the Pacific Ocean where the trade winds are regularly established throughout the year."

"After carefully considering the question from the nautical point of view," concluded Mr. Woods, "I am of opinion that the most advantageous route for an ocean postal service to San Francisco for the benefit of the Australian colonies and New Zealand would be with Sydney as the port of arrival and departure (until there are facilities in Wellington for the docking of large ships), the vessels calling at Wellington and Tahiti en route, and I calculate the voyage could be easily accomplished with vessels of 2500 tons—from Sydney to Wellington, four days; Wellington to Tahiti, eight days; Tahiti to San Francisco, thirteen days; total, twenty-five days. Add to this stoppages of two days and the time occupied in going from San Francisco to New York, six days, and by Cunard's from New York to Liverpool, ten days." This scheme was designed to

bring Wellington within thirty-eight days of London forty years ago, in the days of ten or twelve-knot steamers. His report, however, was not adopted at that time; not, in fact, until forty years later.

New York and San Francisco had just been linked by the railway, and San Francisco had sprung into prominence as the natural Pacific port of the United States. Shipping companies transferred their patronage from Panama to San Francisco, and new steamship lines came into existence. A fleet of 3000-ton paddle steamers was equipped for service between 'Frisco and Japan and China; the South American services were extended further south. It was an epoch which marked the entry of mercantile America into the ocean services of the Pacific. And it was natural that the eyes of ambitious Americans should be turned to far-away Australasia. The quickest route to London from Sydney appeared to lie across the greatest Republic on earth and that Republic was not slow in pressing its claims. In the year 1870, the first San Francisco service was run, the beginning of a thirty-eight years' war with time and distance, the history of which is a record of ambitious aims and fast passages, marred again and again by bitter failures.

When it was decided to establish a steam mail service between Sydney and San Francisco, the Atlantic and Pacific Steamship Corporation offered to run the steamers *Ruahine*, *Kaikoura*, and *Rakaia*, formerly on the Panama line, but this offer was declined on the grounds that the vessels were too small. And pending a definite scheme being devised, the offer of Mr. H. H.

Hall, American Consul at Sydney, to run a temporary monthly service was accepted.

This arrangement was carried on from month to month at a cost of £1000 a month to the New South Wales and New Zealand Governments, the liability being equally divided. There appears to have been a certain amount of distrust evidenced by all the parties to this contract, and on more than one occasion the captains refused to land the mails until the subsidy was paid. Mr. Hall chartered the A.S.N. Company's steamers *Rangatira* and *Balclutha*. These connected at Honolulu with the Northern Pacific Company's *Ajax*, which plied between that port and Honolulu. The *Rangatira* and *Balclutha* were soon replaced by the *City of Melbourne* and *Wonga Wonga*. On several occasions these vessels had to steam from Honolulu to Sydney, burning wood, as the Honolulu coal suppliers declined to make any but cash transactions with the mail contractor, and apparently the cash was not always available.

In 1871 negotiations which had been proceeding resulted in an agreement being made by Mr. Webb, senior partner for the firm of Webb and Holladay, who constituted the Californian Line, to run a fleet of four paddle steamers between Sydney and San Francisco, calling at Auckland and Honolulu. These steamers were of considerable size, as the dimensions show:—

<i>Nevada</i>	2145 tons net,	850 horse-power (nominal)
<i>Nebraska</i>	2143 ,,	850 ,, ,,
<i>Dacotah</i>	2145 ,,	850 ,, ,,
<i>Moses Taylor</i>	1354 ,,	500 ,, ,,

The first three of these steamers were built during the year 1867 at New York, of wood, and classed A1 at Lloyds for a period of seven years. No expense had been spared in their construction, as their owner, Mr. Webb, built them with a view to selling them to the Federal Government for service as transports during the American Civil War. But the Government merely chartered them, and at the conclusion of the war Mr Webb had the vessels on his hands, and after running them in the West Indian trade for a time, sent the *Nevada* and *Nebraska* round Cape Horn and up to San Francisco, where there seemed more profitable charters offering. From the *News of the World* published in San Francisco, the following account is taken of the appointments of these vessels at the time of their entering the Australasian trade:—"The *Nevada* and *Nebraska* are sister ships in size, cabin accommodation and power, 3000 tons burden, built of live oak, double-planked 4 inches thick, iron-stripped. On a trial the *Nebraska* averaged 15 knots an hour. She will average a speed of 340 miles a day when working up to full power, and is looked upon as the fastest ship on this coast.

"Running along the centre of the deck are twenty beautiful staterooms, each having a close and Venetian door opening on to the deck and a window 32 inches square. These staterooms are all double with doors on either side and ventilators on top. Contrast these beautiful windows with the augur-holes of the *Wonga Wonga!* Right aft is the ladies' sitting-room, well fitted up, private, and well ventilated. Forward of this is the smoke-room, fitted up with a degree of comfort

seldom seen on board ship. On the main deck is the grand saloon, 90 feet long, 28 feet wide, and 8 feet high. On each side of this saloon is a row of state rooms opening on the deck and accommodating 80 passengers, with two bridal chambers in the forward part of the saloon. The berth deck is occupied by the third-class passengers, and will accommodate 620 of this class. Aft this there are 40 well ventilated state-rooms for second-class passengers. The sleeping and other accommodation comes up to the standard of first-class on the *City of Melbourne*. For extinguishing fire, an iron pipe leading the whole length of the ship has some fifteen branches of hose always connected and water and steam are available. There are life-buoys in every berth and boats capable of carrying 830 passengers. The Australians returned from their visit to the *Nevada* and *Nebraska* fully satisfied that no such ships had ever visited Australasian waters."

The *Nebraska* opened the service, sailing from San Francisco on 8th April, 1871. The *Dacotah* which followed the *Nebraska* and *Nevada*, arrived in Australia in 1873. She carried the highest pressure of steam—60lbs. to the square inch, against the other vessels' 20lbs., and this high pressure was the cause of endless trouble, for cylinders were not bored so accurately then as now, and with high pressures a lot of leakage past the piston occurred. In addition to this the marine condenser was in its most primitive form, and there was a difficulty in condensing the *Dacotah's* steam. These vessels were typical American paddle-steamers. It is only in comparatively recent years that American shipbuilders have

learned to construct screw-steamers. In those days paddles were fitted in all American-built steamships, and the engine used was the single-cylinder beam-engine. In the vessels of the Californian Line this cylinder was set in a vertical position. The piston-rod worked straight upwards and was attached to one extremity of a horizontal beam which was pivoted at its centre to a pillar on the deck near the funnel. From the other end of this beam a connecting-rod communicated with the paddle crank—the crank having a twelve-foot stroke. As may be judged, the machinery was Titanic in its proportions. Had it not been so colossal, it would never have whirled the thirty-foot paddles as it did, for in proper trim the steamers sometimes attained a seventeen-knot speed. When so trimmed they were probably the fastest vessels ever employed on the 'Frisco service. The trimming of the paddles, however, affected the speed very materially, and when heavily loaded, the floats choked in leaving the water, resulting in a dragging which brought the speed down to eleven knots. It may be that during their war-time service the *Nevada* and her sisters acquired their semi-military and naval style. At any rate, when they were running the 'Frisco mail their commanders carried on in a high-handed manner. They allowed no one to forget that they were the Mail. Leaving port, they fired guns and when they signalled for the pilot, were it early dawn or after dark, they demanded quick despatch. Old seafarers tell a story of one of these American skippers who was bound from Auckland to Sydney. He was running late and beating the seas to white foam in his efforts to pick up time.

One night a small barque loomed suddenly in his path, and though the steamer's helm was put hard over one of the paddle-boxes struck the sailing ship with sufficient force to cause her to founder during the next day. The mailboat never paused though her port paddle-box was damaged and some of the paddle-floats broken. On arrival at Sydney the captain "guessed he grazed something" on the way across. The captain of the barque, with his wife and child and the ship's company, took to the boats and they were rescued by a passing ship the next day, most fortunately as it proved, for a south-east gale arose soon after their rescue. When the full account of the accident reached Sydney there was much indignation against the steamboat captain, and during the several subsequent visits he paid to Sydney he was subjected to a good deal of candid criticism. Nothing, however, could be done officially as his ship flew the American flag, and the American authorities apparently did not consider the occurrence demanded an inquiry. The steamer was the *Nevada* and the sailer was the barque *A. H. Badger*.

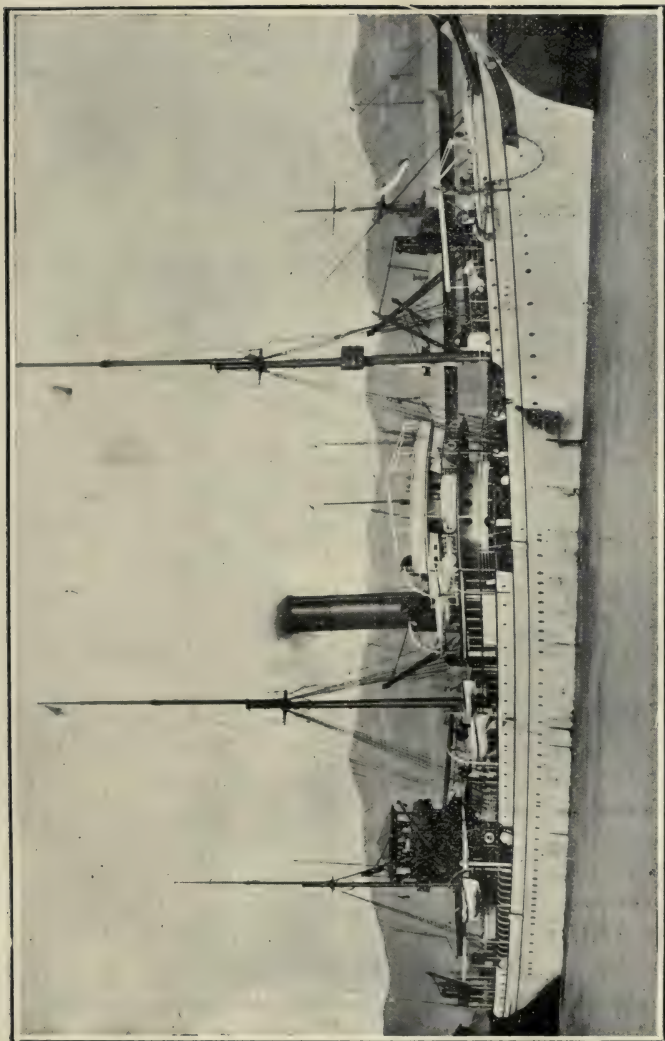
The effect of the long sea-runs on primitive machinery designed only for river and coastal work soon began to be manifest. The *Nevada* was the subject of inquiry by the Australian and New Zealand Postmasters as to her fitness to carry passengers. Her crank-shaft was reported to have a bad flaw in it, and owing to this and leaky boilers it was found necessary to reduce her steam pressure to 6lb. per square inch. Retribution came to her owners from a quarter whence it was least expected. Some passengers sent a protest to the United

States at the time when the Ship Subsidy Bill was before Congress, and Congress promptly withdrew the subsidy to the line. The *Moses Taylor*, a smaller vessel, made the connection between San Francisco and Honolulu. In April, 1872, she failed to reach Honolulu in time to connect with the *Nebraska*, which vessel was taken right through to 'Frisco, thus causing a gap in the service which evoked protests from the Australian and New Zealand Premiers. Being in disfavour on both sides of the Pacific the Californian line soon ceased operations, the *Nebraska* sailing from Sydney in April, 1873, being the last of the fleet to visit Australasian waters. This vessel appears to have been the best of the bunch and some of her steaming times are interesting:—

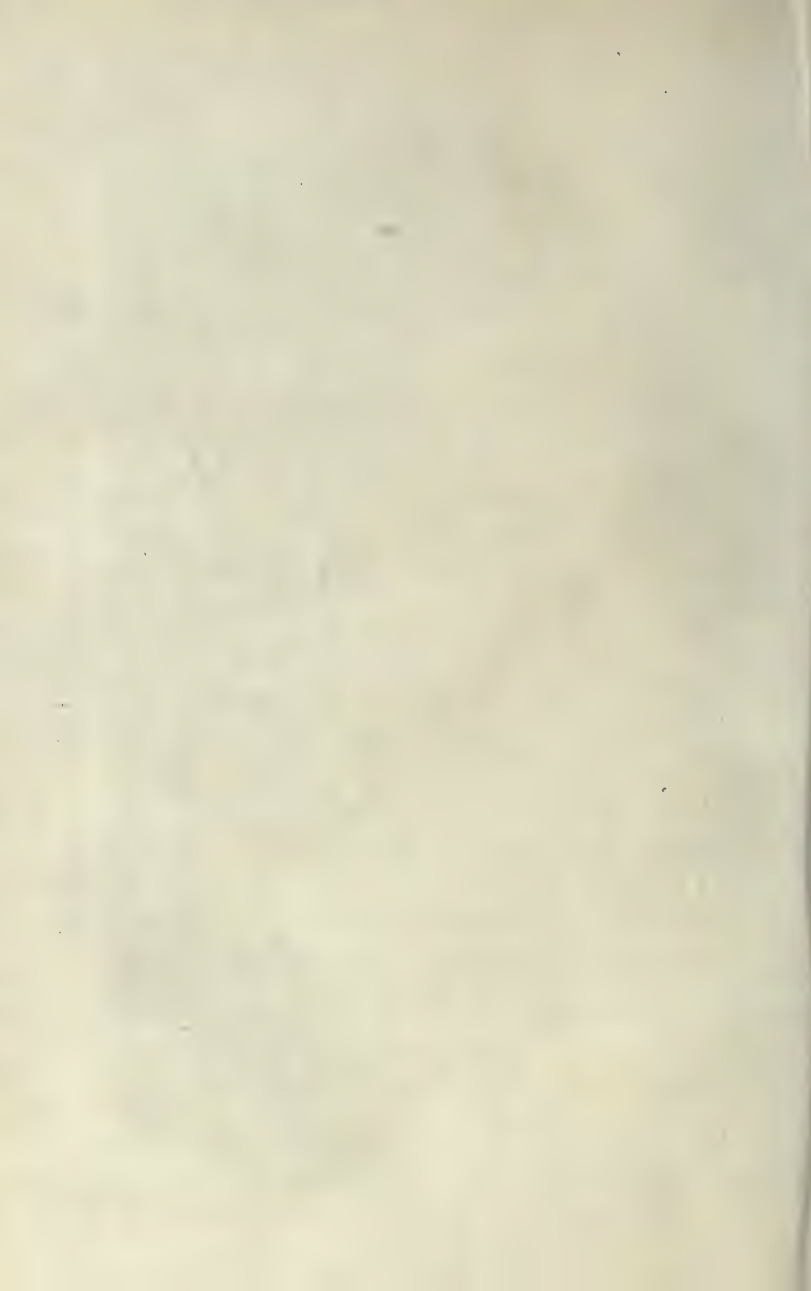
San Francisco to Honolulu	...	7 days 15½ hours
Honolulu to Auckland	... ..	14 days 16½ hours
Auckland to Sydney	... ..	4 days 11 hours
<hr/>		
A total of ... ..	...	26 days 19 hours

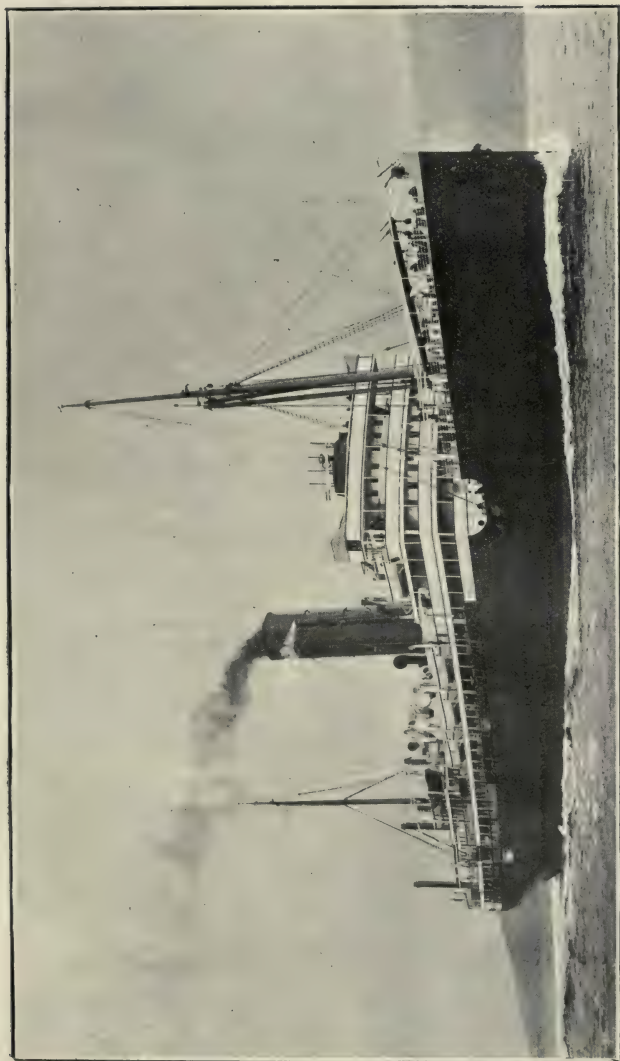
For a few trips at the beginning of the service these steamers forked alternately at Auckland for Sydney and Port Chalmers. On the latter route they called at Napier, Wellington, and Lyttelton en route.

On the cessation of this service Mr H. Hall again began running a temporary service with the steamers *Mongol* and *Tartar* chartered from their owners, the New York, London, and China Steamship Company. They were sister ships of 2000 tons register. The *Mongol* arrived at Port Chalmers from Liverpool on 13th February, 1874, after a voyage of 49½ days. The



The "AORANGI" (1896), Canadian-Australian Line.





The "MAKURA" (1909), Canadian-Australian Line.



steamer *McGregor* also engaged in the service, and on 15th September, 1874, arrived at Auckland with 2,500 letters and 80,000 newspapers for New Zealand, and 132 bags for Australia. The captain refused to land the New Zealand mails until he was paid the subsidy due for that voyage.

The routes followed were from Sydney to Kandavau in Fiji, and from Dunedin to Kandavau, where transshipment was sometimes made, and sometimes the steamers ran right through to San Francisco. Soon after the service started an effort was made by merchants of Levuka to have the mail-boats call there instead of Kandavau, but without success. The *Granada* was the Honolulu-'Frisco steamer, though occasionally she visited Australasia. At the end of 1874 the *Cyphrenes* and *Mikado* replaced the *Tartar* and *Mongol*, which returned to America, and later on the A.S.N. Company's *City of Melbourne*, fitted with new compound engines ran a few trips, making one notably fast voyage of 26 steaming days from Sydney to San Francisco. About this time an offer was made by the North German Lloyd Company to run 2500-ton steamers on the 'Frisco line, but the offer was declined in favour of one made by the American Pacific Mail Company in conjunction with the Fairfield Shipbuilding Co. of Glasgow, builders and owners of the steamers *Zealandia* and *Australia*. Before Mr. Hall with his partner Mr. P. S. Forbes, relinquished their mail running they incurred a penalty of £10,000 for a breach of contract. After protracted litigation, a Mr. Cunningham, one of their sureties, paid £5,000 to the New South Wales Government, and a like sum to New Zealand.

The Pacific Mail Co. had a large trade with China and Japan, and a good financial connection in the United States, and it was hoped by contracting with this company to get quick despatch for the English mails across the American continent. The service under the company's flag was performed by the following steamers:—*Vasco de Gama*, *Colima*, *City of San Francisco*, *City of New York*, *City of Sydney*, *Zealandia*, and *Australia*. A San Francisco newspaper thus noted the beginning of the Pacific Company's contract:—

“The Australian contract with the Pacific Mail Company is to be inaugurated on the 12th September, 1875, by the despatch of the *Colima* for Sydney. This is one of the fastest boats the Pacific Company own. The *Vasco de Gama* is to follow in October, but at present is reported wrecked at Nanaimo. The new steamers *City of Washington*, *City of San Francisco*, and *City of Sydney* are to leave New York at once to take up the Australian running. They are to be the permanent boats with the others built in Scotland.”

The *City of New York* appears to have been substituted for the *City of Washington*, or maybe the newspaper had been misinformed as to the names of the vessels. The *Vasco de Gama* and the *Colima* were only employed pending the arrival of the regular steamers of the line, and their ultimate withdrawal seems to have been warranted by their general unfitness for passenger traffic. The *Colima* repeatedly broke down, and on one occasion when she arrived at Kandavau from Australia her passengers hooted her. The three *Cities* were built at Chester, Pennsylvania, in 1875, and were

handsome vessels of 3000 tons burden, three masted, and having one funnel. On one occasion the *City of San Francisco* ran from Auckland to San Francisco in 24 days 12 hours, this being 34 hours under contract time. The steamers *Zealandia* and *Australia*, built by the Fairfield Shipbuilding Company of Glasgow, were four-masted steamers with one funnel, and their tonnage was 2737 gross, and 1714 nett measurement. Their nominal horse-power was 500. The Pacific Company's service was actually begun by the *Colima* leaving 'Frisco on 10th November, 1875. The *Vasco de Gama* sailed from Sydney on 19th November, 1875, but as she was not to follow the contract route, the New South Wales Government declined to send mails by her.

Before her retirement from the service the *Colima* broke a crank shaft off Banks Peninsula, and was towed into Lyttelton by the Union Company's *Maori*. One of the *Cities* on her way from 'Frisco to Honolulu, cracked her high-pressure piston-head. But this mishap did not dismay the skipper, who reached Honolulu under one engine, and, furthermore, he engaged a tug to tow him clear of Honolulu Harbour, and then came on to Auckland using only one cylinder, thus earning the subsidy, despite the fact that he arrived some days late.

In 1877 the route via the Fijis was abandoned in favour of the Honolulu course, as the Fijis were considered by seamen and underwriters to be unsafe for night running.

The Pacific Mail Company's last contract expired in the year 1885, and as there were rumours of the estab-

lishment of an ocean mail service on the proposed All Red Route this company did not tender for further service. Negotiations began in which three ship-owning firms were concerned, the Oceanic Company of America, the Union Steamship Company of New Zealand, and the Fairfield Company, which still had the steamers *Zealandia* and *Australia*. The Fairfield Company eventually dropped out of the arrangement.

After a great deal of correspondence and consideration, a three years' contract was secured conjointly by the Oceanic Company of America and the Union S.S. Co. of New Zealand. The Oceanic ships were the *Alameda* and *Mariposa*, built in 1884, of 3158 tons gross measurement, 1959 net, engines of 3000 horse-power indicated, and in cabin arrangement closely resembling the *Wairarapa* and *Manapouri*. The Union Company's steamer was the *Mararoa*, of 2598 tons, and 3500 horse-power, a ship well-known in Australasian waters. She arrived at Sydney in November, 1885, a new ship, and sailed in charge of Captain Edie on 3rd December on her maiden voyage to San Francisco, where her officers were entertained to celebrate the arrival of this, the first triple expansion steamer in San Francisco Bay.

Meanwhile the *Alameda* left San Francisco on 21st November of the same year. Six hundred hours were allowed for the through trip. The southern New Zealand mail was run down from Auckland via Onehunga, and the West Coast, and it was about this time that the *Takapuna* entered into service between Dunedin and Manakau, she having been specially built to negotiate the bar and to maintain a high speed at sea.

After one or two runs the *Mararoa's* mail room was found to be too small. In consequence she was withdrawn and the old *Zealandia* was chartered by the Oceanic Company to replace her. The terms of the contract provided that the Union was to run one vessel and the Oceanic Company two. But having no steamer suitable, the Union Company allowed Mr. J. D. Spreckels, who virtually was the Oceanic Co., to run three. This concession gave rise to a little trouble when, in 1890, the Union Company's new liner *Monowai*, of 3433 tons and 3000 horse-power, arrived in New Zealand and entered the service, taking the outward December mails from Sydney. The chartered steamer *Zealandia* was also timed to sail, she having brought down the mails, and the Oceanic Company protested against the *Monowai* taking the mail when one of their ships was available. The Union Company, however, was merely adhering to the terms of the contract. Both ships sailed almost simultaneously, and the result was an ocean race across the Pacific, in which the *Zealandia* beat the *Monowai* by 19 hours. The *Zealandia* then retired from the 'Frisco mail service, after fifteen years' running on the route.

In 1894 the *Monowai* made a record run from 'Frisco, laiding her mail in New Zealand 31 days after despatch from London. Yet despite this record the *Monowai* was considered by the New Zealand Government to be too slow. Her owners explained that owing to the high cost of coal at San Francisco, she carried from New Zealand sufficient coal to take her there and bring her back. So that on her outward trips she was deeply laden and

her speed consequently was slow. Then the Union Company chartered the Shaw, Savill Co.'s old *Arawa* to replace the *Monowai*. The *Arawa* held and still holds the record for the fastest run of 34 days 17 hours 23 minutes from London to Wellington via the Cape, and it was expected that she would do well on the Pacific route. But after one or two trips it was found necessary to make alterations to her boilers. For this purpose she went to England and the *Monowai* resumed her running. The Union Company then decided to build a new ship for the 'Frisco service. The *Moana*, of 3915 tons and 4500 horse-power, was built in 1896 and took up the *Monowai's* running in 1897.

The year 1900 saw the enactment of legislation in the United States which prevented any but American shipping from plying between American ports. The United States had just secured the Hawaiian Islands, so that the *Moana* was precluded from calling there on her way to San Francisco. And as Spreckels had been granted the American subsidy, the New Zealand Government decided to subsidise his steamers also. In justification of this step it was stated that the cost of running an independent line of British ships would have been prohibitive. The *Moana* entered the Vancouver service, the *Alameda* and *Mariposa* were withdrawn and a three-weekly service inaugurated on 21st November, 1900, by the *Sierra* from 'Frisco. She was followed by the *Sonoma* and the *Ventura*. All these steamers were built at Philadelphia. The history of the service performed by these ships is not a brilliant one, though they were of 6000 tons register. But there was

one "star" performance which deserves recognition. In August, 1901, the *Ventura* raced across the Pacific in record time, but through delays at the American port she missed a regular mail train. Mr. Spreckels rose to the occasion and by telegraph arranged for a special train to take on the mail from Chicago, on the arrival of the second mail train, and to overtake the first at Toledo, 244 miles from Chicago. Without pause the special flew after the mail flier and performed her strenuous task successfully, with the result that the mail reached London 26 days after leaving Auckland.

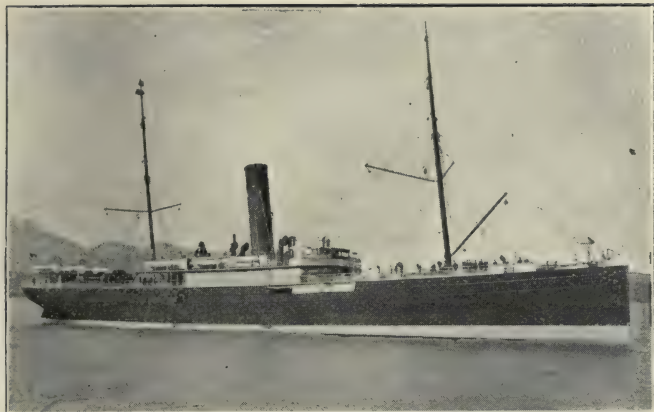
The climax of a series of delays and protests was reached when the *Sonoma's* firemen struck in Sydney in January, 1907. After that the service struggled on till March, when the New Zealand Government, following the example of the United States, withdrew the subsidy, and the *Sierra*, the ship which opened the service, closed it when she sailed from Auckland on 1st April, 1907.

From that date till the 3rd January, 1909, no regular line of subsidised mail steamers ran on the 'Frisco route, though the Weir Line has, since 1908, run mail and cargo steamers, the Howard Smith Company being the Australian agents. Then, forty years after Lieutenant Woods made his report, the route he recommended via Tahiti was adopted. The Union Company's steamer *Manapouri* began a series of regular sailings to the French possession where connection is made with the Spreckels steamer *Mariposa*, which ran the 'Frisco mail, as already described. The arrangement is for ten trips per annum, the time occupied between Wel-

lington and San Francisco to be 22 days. The subsidy paid is £7000 per annum. It is a modest programme in comparison with the ambitious time-table of the past, but with the increased utility of the Suez services, the 'Frisco line has lost many of its advantages, and possibly will never regain them.



The "WARRIMOO" (1894), Canadian-Australian Line.



The "MARAROA" (1909), Union Line.



The "MAORI" (1909), Union Line.

CHAPTER VII

THE ALL-RED MAIL

The tail-rods leap in their bearings;
They rise with a rush and a ring—
They sink to the sound of laughter,
And, hurried and short they sing:
“Make way for the Mails,
His Majesty’s Mails,
We carry the Mails for the King.”

THE All-Red route, which Lord Strathcona defines as the “British highway between Great Britain, New Zealand and Australia,” has been discussed for a quarter of a century. As far back as 1885 the Canadian-Pacific Railway Company contemplated placing a line of fast steamships between Vancouver and Sydney. While admitting that such a British mail line would be of immense value to the Empire, there is not the slightest doubt that its constant discussion and repeated postponement have militated greatly against the development of other fast lines, the owners of which have hesitated to spend money in new steamers when the threat of the All-Red competition was ever before them. This was first evident in 1885 at which time the contract of the Pacific Mail Steamship Company of America

to carry the 'Frisco mails terminated. One of the reasons for this Company's non-renewal of the contract was the possibility of the All-Red idea becoming a fact in the Pacific. In 1887 the C.P.R. revived the consideration of the project, and it is interesting to note that it was proposed to carry mails from Auckland to Liverpool in 29 days, the time being made up as follows: Crossing the Pacific, 17 days; crossing Canada, 6 days; crossing the Atlantic, 6 days. The C.P.R., however, like the Imperial authorities, has never produced a definite scheme for an All-Red mail service. In 1890 the formation of a London company, the Imperial Steam Navigation Company was mooted, its object being the fast carriage of mails on the Atlantic and Pacific Oceans, the through time, including the overland run through Canada, to be 35 days. The Australasian colonies were asked to pay £80,000 annually as a subsidy to this line. This they declined to do, and the project lapsed, as did another plan of the C.P.R. in the following year, when that Company sent its first China liner, the *Empress of India*, into regular service between Vancouver and the Chinese and Japanese ports.

The credit for the establishment of the present Pacific-Vancouver mail service is due to Mr. James Huddart, who in the year 1893 secured a contract to carry mails between Sydney and Vancouver by way of Brisbane, Honolulu, and Victoria (B.C.). In the previous year, Mr. Huddart had formed the New Zealand and Australian Steamship Company to run in competition with the Union Steamship Company in the New Zealand trade. And when, as described elsewhere,

this service was abandoned, the N.Z. and A. Co. was merged into the Canadian-Australian Royal Mail Line, the steamers *Warrimoo* and *Miowera* being placed in the Vancouver mail service. The subsidy paid to the company amounted to £35,000 per annum, of which Canada paid £25,000 and New South Wales £10,000. The service was a monthly one. The *Miowera*—now renamed the *Maitai*—was the first steamship to put to sea with the All-Red mail, leaving Sydney on 18th May, 1893. Compared with the San Francisco route, the All-Red was four days slower, due to a somewhat indirect route in the Pacific and to slower travel on the Canadian railways.

As a third vessel was required to maintain this service, the New Zealand Shipping Company's steamer *Aorangi*, 6300 tons, was chartered, and having proved her suitability for the work was purchased; and fitted with triple-expansion engines and other modern improvements at a cost of £40,000.

The expense of equipping this Pacific line was far beyond the recompense offered by the subsidy and the trade, but Mr. James Huddart was planning for the Atlantic service also, and but for the indifference of the Imperial Government, there is little doubt that he would have carried his scheme to a successful issue. Having established the Pacific line, Mr. Huddart, in 1894, tendered for a service between Canada and England—a 20-knot weekly service for a subsidy of £125,000 a year. In his "History of North Atlantic Steam Navigation," Mr. Henry Fry says of this transaction: "In June, 1894, the Intercolonial Con-

ference met at Ottawa, and approved of Mr. Huddart's offer, as did also the Earl of Jersey, representing the Imperial Government. Mr. Huddart asked for an additional subsidy from the Home Government to which he has, as yet (1895) received no response, and in the meantime he refrains from any attempt to raise the necessary capital." At the very beginning of the service the *Miowera* ran ashore near Victoria, and, though successfully refloated, a break occurred in the service. In 1896 the New Zealand Government voted £20,000 a year in consideration of the Vancouver steamers making Wellington the last Australasian port of call instead of Brisbane. Fiji was also added to the list of ports called at. This service was arranged to alternate with the 'Frisco steamers, and for a period of two years New Zealand had the best ocean mail service she has ever had. After that time, however, the New Zealand Government did not see its way to continue the subsidy and the service reverted to the Brisbane route, Queensland paying the sum of £7500 a year for it.

Meanwhile, in 1897, the Canadian-Australian Company went into liquidation, the New Zealand Shipping Company, as chief creditors, being appointed receivers. The Union Steamship Company of New Zealand bought the steamers *Miowera* and *Warrimoo* and a controlling interest in the line, while the New Zealand Shipping Company resumed ownership of the *Aorangi* and retained a share in the company.

Soon after their purchase, the *Miowera* and *Warrimoo* were transferred to the Union Company's intercolonial trade, and the *Moana* and *Maheno* took their places.

The *Manuka* and *Moeraki* also ran at times. Now, the *Marama*, 6437 tons, and the *Makura*—which in the Maori language means All-Red—of 8200 tons, are engaged in the service. In negotiations which were recently concluded it was hoped to cover the 6330 knots between Vancouver and Auckland in 15 days excluding stoppages, the vessels to travel at an 18-knot speed, and the London to Sydney run was expected to occupy 28 days.

But now in August, 1909, comes advice from London that no further action is to be taken concerning the establishment of a fast All-Red mail service. It is reported that the White Star Line is to begin a service between Australia and Prince Rupert, the Pacific port of the Canadian Grand Trunk Railway when that line is completed, and the Union Company is preparing, for the additional subsidy of £18,000, to greatly improve its service. The present subsidy is £66,000, contributed by Canada, Australia, New Zealand and Fiji. Vessels of the type of the *Makura* will be put on the line, one of these replacing the *Aorangi*. The *Makura* is 450 feet long, with 58 feet beam, and a depth of 35 feet, built by A. Stephen and Sons, of Linthouse, Glasgow. And her engines, by the same firm, are of the four-crank type, balanced on the Schleck-Tweedy system, driving twin screws. The *Makura* is capable of a speed of seventeen knots.

So far as the Pacific portion of the route is concerned the All-Red route has always struggled under the handicap of an insufficient subsidy. Lord Strathcona, in explaining the scheme, said:—"The supporters

of the All-Red route are not antagonistic to other trade routes between Great Britain and Australia, nor will the proposed scheme affect them to any extent." Yet it would seem that the possibility of the project becoming fact helped to kill the fast San Francisco service.

CHAPTER VIII

PRESENT DAY STEAMSHIP LINES OF THE SOUTHERN PACIFIC

THE UNION STEAM SHIP COMPANY

We hailed the *Wakatipu* as we passed—
 Ahoy! from a dozen throats—
And she cheered us on with a whistle-blast
 For the sake of the Union boats—
Logging her ten knots, sure and slow,
 She fell astern in our wake,
And watched the *Rotomahana* go
 With the Company's honour at stake.

IN July, 1875, the Union Steamship Company of New Zealand was formed for the purpose of taking over of the business and plant of the Harbour Steam Company of Dunedin. Sir James Mills, then Mr. James Mills, a young man, twenty-eight years of age, conducted the operations of floating the company and was appointed general manager of the new concern, a position he has held ever since.

The steamers taken over were the *Maori*, 174 tons; *Bruce*, 460 tons; and *Beautiful Star*, 146 tons, while the *Tauupo* and *Hawea* were at once ordered to be

built. These vessels, of 720 tons, were the first steamers fitted with compound engines to arrive in New Zealand. They ran fortnightly trips between Dunedin and Onehunga, while the others of the fleet plied in the coastal trade of the South Island.

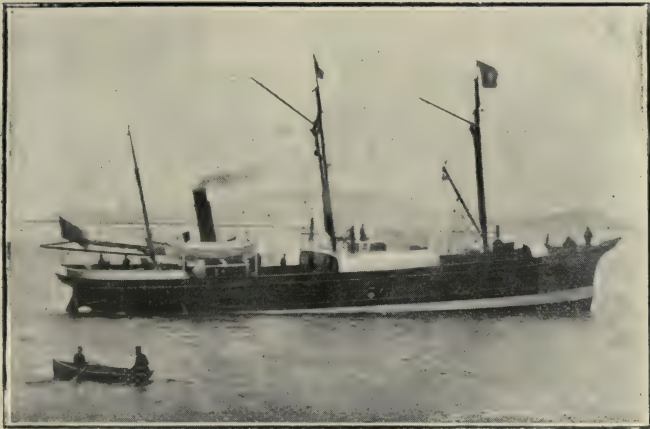
The nominal capital of the Union Company was £250,000, divided into 25,000 shares of £10 each; and the first directors were Messrs. George McLean, E. B. Cargill, Hugh MacNeill, Henry Tewsley, J. R. Jones, and James Mills. With this fleet and capital, controlled by an exceedingly far-seeing directorate, was launched what has proved to be one of the most successful shipping companies of the world; the red funnels and green hulls of its liners are bright spots of colour in Southern Pacific sea-scapes.

The loss of the *Bruce* was the first reverse sustained. She was wrecked at Tairoa Heads on 15th October, 1875. To replace her the *Rotorua*, 516 tons, 130 horse-power, was built, but on her arrival at Dunedin on 30th December, 1876, was placed in the intercolonial trade as other vessels were now available for coastal work. This was due to the Union Company having purchased from the bankrupt New Zealand Steam Navigation Company the steamers *Phoebe*, *Ladybird*, *Taranaki*, and *Wellington*. The intercolonial route followed by the *Rotorua* in conjunction with the *Wakatipu*, which belonged to another proprietary but ran under the Union Company's control, was from Port Chalmers to Manakau, calling at the main ports, and thence to Sydney.

The Panama Company and the fleet of McMeckan, Blackwood and Co. were powerful rivals of the Union



B. W. MACDONALD, ESQ.,
General Manager, A.U.S.N. Company.



The "BEAUTIFUL STAR" (1875), Union Line.



The "ROTOMAHANA" (1909), Union Line.

Company in the intercolonial trade. The last-named firm in December, 1875, announced its intention of establishing a line between Sydney and New Zealand, having bought the *Claud Hamilton* and *Tararua* from the Panama Company when that concern began to dispose of its vessels. The steamer *Otago*, sold some time previously to a Sydney syndicate for service in the China trade, was bought by McMeckan-Blackwood, who spent £16,000 in refitting her for the new service. In addition to these vessels, this firm had the *Albion*, *Omeo*, and *Alhambra* still running on the Melbourne-Dunedin line, and had just built the well-known liners *Arawata* and *Ringarooma*, of 1100 tons. These steamers had accommodation for 80 saloon and 120 steerage passengers. The *Ringarooma* carried the inward Suez mail to Dunedin and the *Arawata* took the outward mails to Melbourne, and they were accounted the smartest steamers crossing the Tasman Sea. In 1876 the Union Company sent its first steamer into the Pacific Island trade, the *Taiaroa*, bought from the Albion Company, being engaged by the French Government to maintain a mail service between Noumea and Sydney.

Two years later, McMeckan-Blackwood's intercolonial steamers, *Arawata*, *Ringarooma*, *Tararua*, and *Albion*, were purchased, the transaction placing the whole of the intercolonial trade in the hands of the Union Company, which then began a programme of building which added some notable and favourite steamships to its fleet. All the new ships were from the yards of Wm. Denny and Co., of Dumbarton, and one of these,

the *Rotomahana*, of 1777 gross tonnage, has won a reputation in the Southern Pacific for smart steaming.

In 1879 the *Te Anau*, a sister ship in tonnage, but of less power than the *Rotomahana*, was built and arrived at Dunedin in February, 1880, and these vessels were employed in that year in running excursions to the Sydney International Exhibition. They were far in advance of any steamer then in New Zealand waters, yet, even so, they used steam at a pressure of only 80 to 90lbs. to the square inch. In 1881 the *Penguin*, 749 tons, was purchased from the Bird Line of Glasgow, to replace the *Taupo*, lost at Tauranga, and the Gibbs, Bright steamer *Hero* was also bought to take the place of the *Tararua* lost at Waipapa Point, while the *Southern Cross* changed over from the Auckland Steam Packet to the Union Line. The capital of the Company had, in 1879, been increased to £500,000 and a London Board of Directors set up, and still the building of steamers went briskly on. The sister ships, *Wairarapa* and *Manapouri*, 1786 tons, came out in 1882. In 1883 came the *Hauroto*, 1988 tons, *Waihora* and *Tarawera*, sister ships of 2000 tons, and the *Takapuna*, 930 tons and 2000 horse-power.

Trade with Fiji had been carried on by the steamer *Southern Cross* since 1881, and so gratifying were the results that the steamer *Suva* was purchased from Melbourne owners and placed in the Melbourne-Fiji trade. This line, however, was soon abandoned, Sydney becoming the Australian port in the itinerary.

The *Takapuna*, which had arrived in 1883, having been built expressly for the purpose of maintaining a

fast mail and passenger service between Dunedin and Onehunga, was a fast steamer, and her fame travelled across the Tasman Sea, gathering in intensity as it went. Tales told of her in Australian cities represented a steamer which ploughed the seas so swiftly that her decks were under water all the time and her passengers battened down. But in 1885 there came a vessel which upset all the old ideas as to steam pressures, and opened the eyes of New Zealanders as to what a modern steamship could be in luxury and speed. This was the *Mararoa*, 2598 tons, 3500 horse-power. Her engines were triple expansion, and she carried a steam pressure of 160 pounds.

At this time the development of the West Coast coal mines caused the directors of the Union Company to devote some attention to this branch of the Company's business, and the result of their deliberations was the purchase of the *Black Diamond* line of steam colliers comprising the *Koranui*, *Mawhera*, *Grafton*, and *Matai*. In 1888 the Union Company's fleet numbered 30 vessels, exclusive of harbour tugs, and three years later a further addition took place with the purchase of the plant and business of the old Tasmanian Steam Navigation Company, to accomplish which the capital was raised to £1,000,000. The steamers taken over were the *Talune*, *Oonah*, *Pateena*, *Flora*, *Corinna*, *Flinders*, *Mangana*, and *Morton*; some of these have been sold while others are still running in the New Zealand coastal trade.

A year later, the Union Company met with the first serious opposition encountered since the passing of the

McMeckan-Blackwood fleet, though it may be mentioned that a brief but exciting opposition had a few years before been run by the old steamers *Centennial* and *Jubilee*. In 1892 came news of the formation of the New Zealand and Australian Shipping Company, which proposed to place two fast steamers in the Australian-New Zealand trade. These were the *Warrimoo* and *Miowera*, 3500 tons, 3800 horse-power, fitted with triple expansion engines. The firm of Huddart-Parker were large shareholders in the new company, and the coming of these vessels was the signal for a keen rivalry between the two companies. To match these "fliers" the Union liners *Mararoa* and *Rotomahana* were made to show their best turn of speed, although no actual racing took place. The *Rotomahana's* usual sailing dates were also those of the *Warrimoo*, while the *Mararoa* ran with the *Miowera*. They were days of intense excitement for all New Zealanders interested in shipping.

The match between the *Mararoa* and *Miowera* was even in point of horsepower and type of engine used. Though the *Mararoa* is the older ship, she has lines to boast of and heavy columns and bearings in her engine-room. Years later, when the 6,000-ton Spreckles mail boats were on the 'Frisco run, the *Mararoa* on one occasion hung to the flanks of the *Sonoma* right across from Auckland to Sydney, and was only out-steamed by a small margin, the exact times being, *Sonoma*, 3 days 3 hours 16 minutes; *Mararoa*, 3 days 6 hours 50 minutes. At Sydney the American engineers came round to look at "the cheeky little boat that dared race

Uncle Sam's liner." When they saw her engines they said :

"My! What a waste of metal!"

Yet it was just that metal that aided her in pacing the new and powerful *Miowera*. With the *Rotomahana* and the *Warrimoo*, the faster of the new boats, the case was different. The *Rotomahana* had certainly been overhauled and quite altered in her engines and boiler-pressure, yet she had only compound engines against the newcomer's triple expansion set. In the rivalry the Union boat quite lived up to the reputation for speed she had won in her trials fourteen years before when she ran at a speed of more than fifteen knots. The end of this competition was a friendly agreement whereby the Huddart-Parker liner *Tasmania* entered the New Zealand trade in November 1893, while the *Warrimoo* and *Miowera* were placed in the Vancouver trade. In 1904 the Union Company built the turbine steamer *Loongana*, of 2448 tons and 6000 horse-power, for the Melbourne-Launceston trade, and in the following year the *Maheno*, 5282 tons, 6000 horse-power, also a turbine ship, was built and entered the intercolonial and Vancouver service. The success of the *Loongana* and the growing needs of the Lyttelton-Wellington ferry prompted the building of the *Maori*, 3399 tons, 6500 horse-power, and this vessel on her entry in 1907, into the ferry service, began to break all previous records between the islands. Up to her arrival, H.M.S. *Orlando* held the record of the fastest passage from Heads to Heads, her time being just under ten hours. On the 22nd November, 1907, the *Maori* ran this dis-

tance in 8 hours 44 minutes, and in the following month she further reduced the time to 8 hours 15 minutes. Some records held by the passenger steamers on the coast prior to this performance are given below.

February, 1904, *Rotomahana*, 10 hours 35 minutes.

February 24, 1904, *Mararoa*, 10 hours 40 minutes.

March 1, 1904, *Manuka*, 10 hours 30 minutes.

March 4, 1905, *Wimmera*, 10 hours 30 minutes.

March 24, 1905, *Moeraki*, 10 hours 16 minutes.

December 15, 1905, *Maheho*, 9 hours 11 minutes.

The striking point of these figures is the remarkable manner in which the old *Rotomahana* holds her own—or, rather, held her own, for she has been transferred to the Tasmania-Australian trade.

Since early in 1907, when the San Francisco service ceased, the intercolonial steamers have carried the weekly English mail between Sydney and New Zealand, and instead of sailing from Wellington on Saturdays as formerly, Friday is now the sailing day in order to allow a margin of time in which to connect with the Suez steamers in Australian waters.

Recent notable additions to the Union Company's fleet, which now numbers sixty-five steamers of an aggregate tonnage of 157,526 tons, have been the *Manuka* and *Moeraki*, 4500 tons, 4500 horse-power, twin screw steamers employed on the ocean passenger lines, the *Marama*, 6437 tons, 7000 horse-power, and the *Makura*, 8200 tons, 9500 horse-power, which run in the Vancouver mail-service in conjunction with the *Aorangi*. In the Fiji and other island trades the *Tufua*, 4345 tons, 4500 horse-power, *Navua*, 2930 tons, 2500 horse-power,

and *Atua*, 3444 tons, 3500 horse-power, maintain a round-trip service, calling at Sydney en route. And regular sailings between Calcutta and Australasia are maintained by the *Aparima*, 5704 tons, 3000 horse-power, *Waitemata*, 5432 tons, 2500 horse-power, and *Waihora*, 4638 tons, 2000 horse-power—not the old *Waihora* which was sold to Chinese owners. Summer cruises to the Sounds of the South Island have continued since 1877 when the *Wanaka*, 493 tons, ran the first trip. And winter excursions to the South Sea Islands were begun in 1885 with the despatch of the steamship *Wairarapa*, and are still features of this company's itinerary.

The company's South Sea services now include a regular connection with the American mail boats at Tahiti, for which the New Zealand Government pays £7000 per annum, chiefly as a means of fostering trade between the Islands and the southern towns of New Zealand, while in conjunction with the A.U.S.N. Company a four-weekly service between Melbourne and Fiji is run, the subsidy for which is £5000 per annum.

The Union Steamship Company is numbered among the large shipping concerns of the world, and the progress it has made in a period of thirty-five years is certainly remarkable.

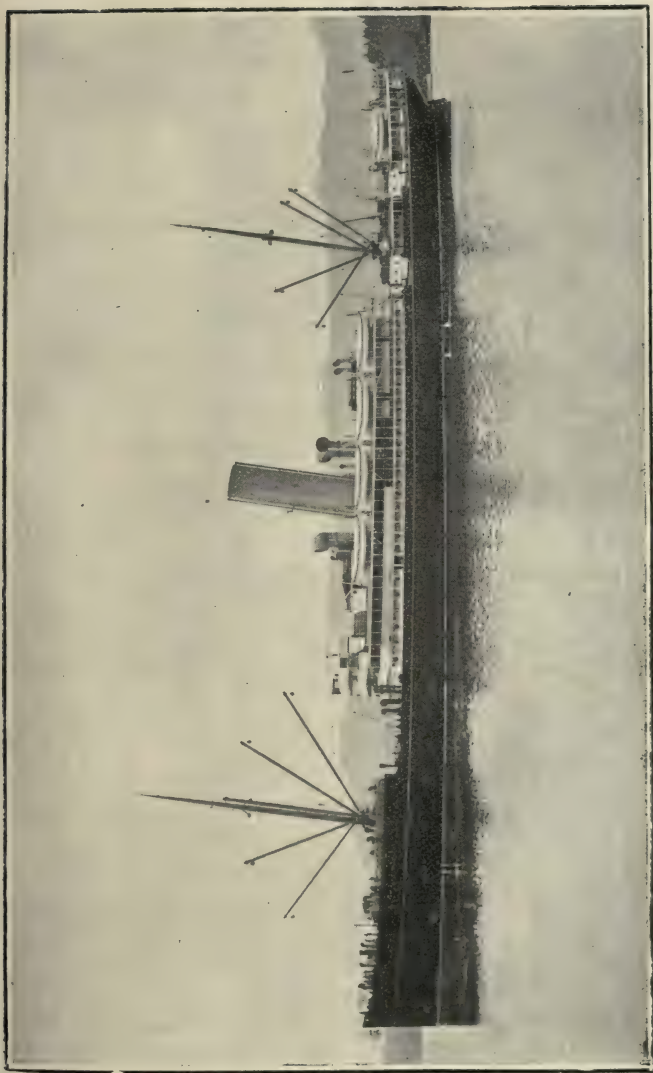
THE HUDDART PARKER COMPANY PROPRIETARY LIMITED

THE Huddart Parker Company traces its history a very long way back, to a period when representatives

of the two families which chiefly own the line began shipping businesses in Melbourne.

It was in the year 1853 that the late Mr. T. J. Parker arrived in Geelong. Towards the close of the following year he became directly connected with the shipping interest as agent for the steamer *Express*. Mr. Traill, who is now chairman of directors of Huddart Parker and Co., joined Mr. Parker early in 1855 as manager of the *Express* steamer agency. Some years afterwards, the late Captain William Howard Smith, preparatory to entering the Inter-state trade with the *You Yangs*, sold his share in the *Express* to Mr. Parker, who took up his residence in Melbourne, assuming the agency there, Mr. Traill remaining in sole charge at Geelong. Captain Webb then took charge of the *Express*, Mr. Skinner, joint owner with Mr. Parker, being the engineer. Mr. Skinner died in 1867, and Mr. Traill and Captain Webb became joint owners by the purchase of his interest. In 1869 the *Express* was superseded by the *Despatch*, the latter steamer having been built in Scotland under the supervision of Mr. Parker. The *Alert* and *Excelsior* were in succession built for the same trade, the former in 1877 and the latter in 1882, and with the *Excelsior's* arrival commenced the bi-daily service in the Geelong and Melbourne trade, now carried on by the *Courier* and *Excelsior*.

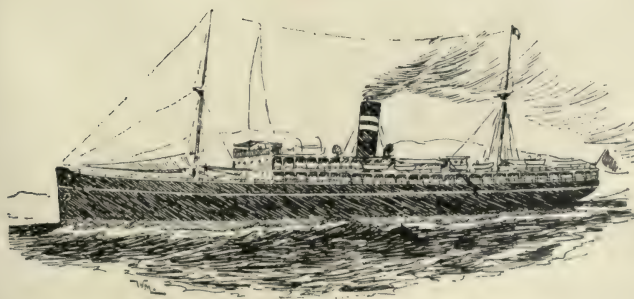
This brings the history of the company to a time when it is necessary to go back again and review another branch of the business, in which the late Peter Huddart was successful in establishing the coal trade between New South Wales and Geelong. Captain



The "ULIMAROA" (1907), Huddart Parker Line.



The "BARCO" (1883), A.U.S.N. Co.



The "WYREEMA" (1908), A.U.S.N. Co.



Huddart, who came to the colony about 1854-55, was in the early 'sixties' joined by his nephew, Mr. James Huddart, who established a business in Ballarat, and afterwards took up the importation of coal and export of produce at Geelong. In the year 1876 Mr. Huddart joined Messrs. Parker, Traill, and Webb, forming the now well-known firm of Huddart, Parker and Company, who were then coal importers and merchants at Geelong, each partner having an equal interest, Mr. Huddart being appointed manager. The ships owned by the firm at this stage were the barques *Olivia Davies*, *Medea*, and *Queen Emma*. In the following year the firm purchased the coal importing business of Mr. Morley, in Melbourne, and with the business took over the barques *Frederica* and *Sparrow Hawk*. Mr. Huddart was appointed manager in Melbourne, and Mr. Traill, in addition to the management of the steamboat business at Geelong, took charge of the coal importing trade at that port.

The coal business at both ports having already increased, it was resolved in 1880 to employ steam instead of sailing vessels in the trade, and the steamers *Nemesis*, *Lindus*, and *Wendouree* were bought in rapid succession.

A further development took place in 1882, when the firm considered it advisable to enter the Sydney trade, the firm of John Fraser and Company becoming their agents and supplying the necessary wharf accommodation. It was soon found that the steamers *Nemesis*, *Lindus*, and *Wendouree* were inadequate for the extended trade, and Mr. Huddart was commissioned to

build in England two steamers of a superior type, the vessels being named the *Burrumbeet* and *Corangamite*, and these steamers were amongst the first in which triple-expansion engines were introduced.

During the developments which have just been enumerated, it became apparent that the two businesses, namely the Geelong and Melbourne trade and the interstate business, which now overshadowed the former, should be amalgamated, and in 1886 Mr. Parker transferred half his interests in the steamers *Despatch*, *Alert*, and *Excelsior* to Mr. James Huddart, who then attained an equal interest with the other partners, and was appointed general manager of the firm, which in all its branches was carried on under the name adopted in 1876—Huddart, Parker and Company. Two years later, namely in 1888, the present limited company was formed with a capital of £300,000.

Trade with Tasmania was commenced in August of the year 1889, the p.s. *Newcastle* being in the first instance chartered to run between Melbourne and Launceston, the *Coogee* afterwards being altered and placed in the trade. The service between Sydney and Hobart was initiated by the steamer *Wendouree* in November of the same year. In 1890 the operations of the company were extended to South and Western Australia, the *Nemesis* being the first of the company's steamers to be engaged in that service. The s.s. *Tasmania* was built in 1892, and employed in the different trades carried on by the company as occasion required. When this vessel entered the New Zealand service in 1893 she had as consort the *Anglian*, 2159 tons, which had been

purchased from the Union Company of London, trading to Africa. Four years later the *Tasmania* was lost off Mahia Peninsula, and the *Anglian* was withdrawn from the service. Then came the *Elingamite* and the new steamers *Westralia*, 2884 tons, and *Zealandia*, 2771 tons, the latter now one of the Union Company's fleet, and re-named *Paloona*. From that time onward, the Huddart Parker Proprietary has run two steamers in the Sydney-Auckland-Dunedin service, and one on the Sydney-Wellington-Melbourne route. On the loss of the *Elingamite* at Three Kings, the company replaced her with the *Victoria*, 2969 tons, and later additions to the passenger fleet are the *Wimmera*, 3022 tons, *Riverina*, 4758 tons, and *Ulimaroa*, 5777 tons. The cargo steamers of this line still have the black funnel, unrelieved, that for many years was the Huddart-Parker funnel, and which the *Tasmania* and *Anglian* carried. But the passenger vessels of the fleet have funnels painted a light yellow, which gives a pleasant contrast to the black hull with its white streak. The *Zealandia* is to be replaced by a new twin-screw steamer which will also be named *Zealandia*.

All this company's passenger steamers are built on a very seaworthy model with flush decks and saloons opening off the deck, and the services performed by the line in conjunction with the Union Line and in the West Australian trade, are commendably punctual and comfortable, combined with a speed that places the vessels on level terms with any steamers in the Southern Pacific.

THE AUSTRALASIAN UNITED STEAM
NAVIGATION COMPANY

NEARLY twenty years after the A.S.N. Company had vanquished and absorbed the old Queensland S.N.Co., another effort was made by the northern colony to take a hand in the running of her coastal steam trade. In 1883 the Queensland Steamship Company was formed, and the steamers *Archer*, 694 tons, *Corea*, 606 tons, *Polly*, 194 tons, *Truganini*, 203 tons, *Gympie*, 220 tons, and *Gunga*, 1257 tons, were purchased to carry on an active competition with the A.S.N. Company's fleet. Soon afterwards the Q.S.S. Co. built the *Warrego*, 1552 tons, and the *Barcoo* and *Maranoa*, vessels of 1505 tons; all three were then much in advance of any vessels previously seen on the coast and are still engaged in the coastal service. The competition between the rival companies was bitter, and after a strenuous rate-war, the Q.S.S. Company bought out the A.S.N. Company's fleet and goodwill. This was the biggest transaction of the kind which had ever been negotiated in these waters, and the Australian United Steam Navigation Company, as the new concern was styled, was practically a union of three companies, the Black Diamond Steam Line's *Birksgate* and *Tenterden* of 1458 tons being also added to the fleet. The A.S.N. boats taken over were the *Rockton* and *Cintra*, 1970 tons, *Victoria*, 1250 tons, *City of Adelaide*, 1212 tons, *Quirang*, 1166 tons, *Eurimbla*, 1055 tons, *Katoomba*, 1006 tons, *Elamang*, 946 tons, *Glanworth*, 877 tons, *Fitzroy*, 870 tons, *City of Melbourne*, 838 tons, *Ranelagh*, 836 tons, *Leichardt*, 690

tons, *Alexandra*, 681 tons, *Egmont*, 670 tons, *Dingadee*, 640 tons, *Hesketh*, 640 tons, *Currajong*, 603 tons, *Yaralla*, 482 tons, *Croydon*, 357 tons, and *Palmer*, 267 tons. In addition to these there was a flotilla of launches and steam tenders, while two well-known coasters, the *Queensland* and *James Patterson* were used as hulks at Townsville, robbed of their glory of twenty years before, when they threshed and foamed over bars and wild seas, racing their rivals South or North.

The *Aramac* and *Arawatta* of 2114 tons and 2700 horse-power, and the *Wodonga*, 2341 tons, 3113 horse-power, were built for the A.U.S.N. Company's passenger service, and arrived in Queensland waters in the early "nineties." They were, and still are, handsome vessels, and their entry into the running caused a sensation, for they cut down the company's "times" between the ports by hours.

The dawning of the "nineties" seems to have marked the beginning of a new epoch in Australasian steam shipping. Both in Australian and in New Zealand waters, a greater enterprise and activity were in evidence and have continued. The *Wodonga* has long since been eclipsed by such vessels as the *Pilbarra*, 2664 tons, 1795 horse-power, *Mallina*, 3213 tons, 2000 horse-power, *Wyandra*, 4058 tons, 4000 horse-power, and the huge and luxurious liners *Kanowna*, 6942 tons, *Kyarra*, 6953 tons, and *Wyreema*, 6338 tons, all of 5000 indicated horse-power. The company has also the turbine steamer *Bingera* running on the Queensland coast, a very fast and comfortable vessel.

From Fremantle round by the main ports, away north to Thursday Island and across the Pacific to Fiji the flag of the A.U.S.N. Co. is flown, the flag that is composed of the two red and two blue triangles of the A.S.N. and the diagonal cross of the Queensland Steamship Company, while the black funnels are girt by a narrow black band on a broad white one. Mr. B. W. Macdonald is General Manager in Australia for the A.U.S.N. Co., the Board of Directors being in London.

THE HOWARD SMITH COMPANY, LIMITED

THE firm from which this company originated dates back to the year 1854, when Captain William Howard Smith arrived in Hobson's Bay, Victoria, from England as joint owner of the *Express*, a small steamer of which the other partner, Mr J. B. Skinner, was engineer. For eight years a harbour and coastal trade was run by Captain Howard Smith. Then in 1862 he sold his share in the *Express* business and began an intercolonial service between Melbourne and Newcastle with the screw steamer *You Yangs*, of 672 tons, formerly the *Kief*, built originally for service in the Crimean War.

In 1866 another journey to England brought further steamships to the Howard Smith Line, but, like all the large steamship companies of Australasia, it was in the "seventies" that the greatest activities in the building of ships prevailed.

In 1876 three powerful vessels were built, the *Leura*, 1500 tons, *Burwah*, 900 tons, and *Rodondo*, 1000 tons, builders' measurements. Year by year the fleet and business of the Howard Smith Line have steadily increased until now the fleet numbers twenty-five steamers of an aggregate tonnage of about 70,000 tons. The favourite passenger steamships are the *Cooma* and *Bombala* of 4000 tons, and the *Peregrine* of 3500 tons. All these are fitted with modern refrigerating chambers for carrying frozen meat, while cool chambers are provided for other perishable freights. The *Peregrine* which at the time of her arrival on the coast in 1891 was of some 2000 tons register, has recently been lengthened and refitted, and is practically a new steamer. She was built and entered service at about the same time as the A.U.S.N. liners *Aramac*, *Arawatta*, and *Wodonga*, and frequently gave the black-and-white-funnelled fliers a merry run. The *Bombala* and *Cooma*, the fastest of the Howard Smith Line, have a speed of sixteen knots, and make the passage from Sydney to Melbourne in 40 hours. The *Cooma*, the later of these to arrive in Australian waters, has, like the *Bombala*, been built with a regard to the need of ventilation in a hot climate. Her decks are flush decks fore and aft, the dining saloons are on deck and accommodation for 124 first-class and 100 second-class passengers has been provided on the upper and bridge decks. In addition to electric fans in all the public rooms and cabins, suction trunks connected with large sirocco fans are fitted in all the accommodation alleyways, thus expelling the hot air from the staterooms.

The *Cooma*, *Bombala*, and *Peregrine* make weekly trips from Melbourne to Townsville, calling at several ports on the way. At Townsville they are met by the twin-screw steamer *Mourilyan*, 1350 tons, which is engaged in the passenger service between Townsville and Cairns, passing through the Hinchinbrook Channel and Whitsunday Passage. The *Mourilyan* has plenty of deck space and ventilation, and is a new ship, built in 1908.

From Geraldton in West Australia to Port Douglas in North Queensland, the steamers of the Howard Smith Line ply, calling at all the ports that lie between on the western, southern, and eastern coasts of Australia, while the company is agent for the Weir Line of steamers running between Sydney and San Francisco, in which service several Howard Smith steamers are engaged.

THE ADELAIDE STEAMSHIP COMPANY

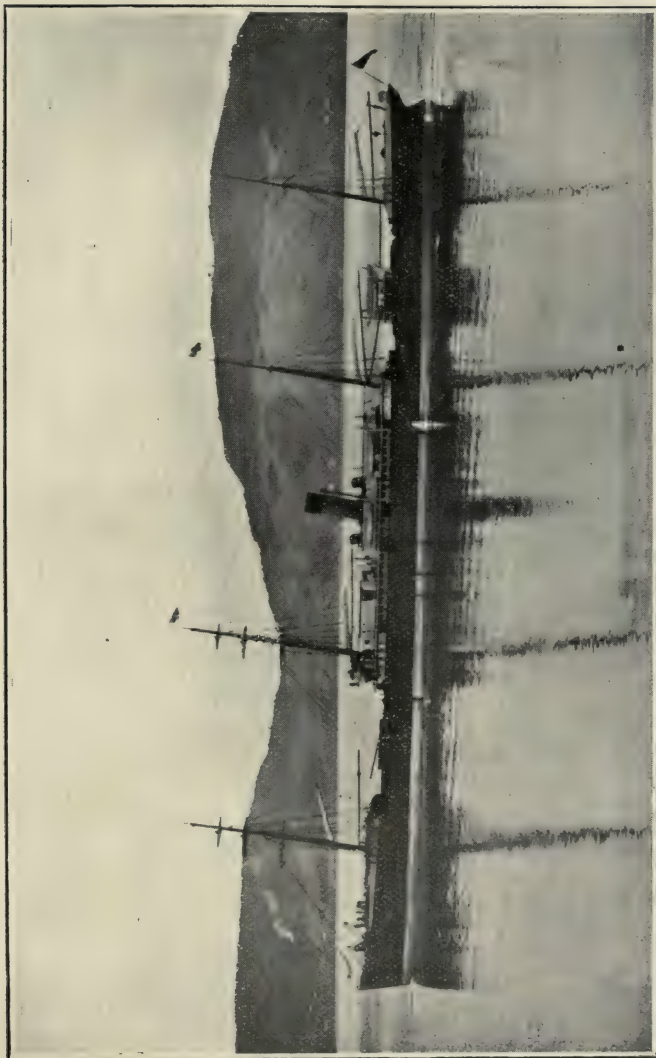
THERE were running in the Adelaide-Melbourne trade, in 1875, the steamers *Coorong* and *Aldinga*, belonging to the Melbourne, Adelaide, and Otago Steam Navigation Company, and the *Flinders*, a privately-owned vessel, while in Spencer's gulf, the coastal trade was in the hands of the Spencer's Gulf Steamship Company which owned the steamers *Emu*, 621 tons; *Lubra*, 321 tons; *Investigator*, 584 tons; *Franklin*, 730 tons, and the old *Royal Shepherd*. Up to this time South Aus-



The "KAPUNDA" (1908), Melbourne S.S. Co.



The "KAROOLA" (1908), McIlwraith, McEacharn
Proprietary, Ltd.



The "BRITISH KING" (1883), N.Z. Shipping Co.

[De Maus.

tralia had taken small part in the coastal steam trade, but in October, 1875, the Adelaide Steamship Company was formed with a capital of £100,000 for the purpose of trading to ports extending from Melbourne round Cape Leeuwin to Port Darwin. The formation of the Company was promoted by the owners of the steamer *Flinders*.

After some months of preparation the pioneer steamers of the Adelaide Steamship Company entered the service between Melbourne and Adelaide. These vessels were the *South Australian* and *Victorian*, of 700 tons gross measurement and 400 tons net, and 1200 indicated horse-power. They began the service in December, 1876, while the *Flinders* was transferred to the Gulf trade. In 1877 the famous *Aldinga* was purchased. Two years later another well-known packet, the *Claud Hamilton*, which had been running in the Melbourne-Port Darwin trade, was put on the Adelaide route in opposition to the Adelaide Company's steamers. For more than two years the battle was waged, an unprofitable one for both sides. Then the *Claud Hamilton* changed her flag for that of the Adelaide Company, and the fares and freights rose again to a normal level. In November, 1882, the Company's capital was increased £300,000 for the special purpose of buying out the Spencer Gulf Steamship Company, and soon the yellow and black funnels were seen along the coastal routes in the Gulf. Shortly after this, the *Otway*, *Rob Roy*, *Penola*, and *Ferret* were bought. The *Ferret* is a steamer with a past history of some interest. She was built on the Clyde for the purpose of carrying

passengers over the Firth of Forth before it was bridged. But she did not enter this service for, on her completion, she was chartered, ostensibly for a pleasure cruise by an adventurer, who, with some accomplices, took her to Brazil, and during the voyage changed her name to *India* and made other alterations to disguise the vessel. A boat and some lifebuoys were cast adrift and were picked up, later on, near Gibraltar, and as nothing further was reported of the *Ferret* she was given up as lost when cruising in the Mediterranean. Meanwhile the steamer was taken to Capetown where a valuable cargo of coffee from Brazil was sold. Eventually the *Ferret*, in her disguise as the *India*, arrived at Melbourne, where suspicions as to the honesty of her papers were aroused. Investigations proved her to be the missing *Ferret*. Her "skipper" and his accomplices were arrested and the steamer was sold, finally passing into the hands of the Adelaide Steamship Company, whose flag she still flies.

In 1884 the *Adelaide* was built; three years later the *Côlac* was bought. From that time additions to the fleet have been made of the following steamers:—In 1891 the *Bullara*, *Innamincka*, and *Ouraka*; 1895, the *Wollowra* and *Marloo*; 1897, *Allinga* and *Kolya*; 1898, the *Kadina* and *Willyama*; in 1899, the *Moonta* and *Mintaro*; 1902, the *Tarcoola*, *Dilkerá*, *Nardoo* and *Winfield*. In 1903 two well-known passenger steamships, the *Grantala* and *Yongala* arrived in Australia. The cargo boats *Junee*, *Urilla*, and *Lameroo* were built and the cantilever steamer *Echunga*, which has a dead-weight carrying capacity of 8,000 tons. The *Rupara*

was built in 1906, and two years later the *Koombana*. Twenty-eight steamships now constitute the fleet of the Adelaide Steamship Company, in addition to which there are tugs, tenders, hulks, and barges.

The first secretary of the company, Mr. Hubert Evans, retired soon after his appointment, and the position has been held successively by Messrs. John Turnhill, E. Northcote (now general manager), and P. D. Haggart the present secretary. The capital of the Adelaide Steamship Company is now £750,000, and the vessels comprising its fleet are seen in every Australian port of importance.

THE NORTH COAST STEAM NAVIGATION COMPANY

IN the second chapter it was shown how the Grafton Steam Navigation Company was absorbed by the Clarence and Richmond Steam Navigation Co., which inaugurated the new service with a little screw steamer called the *Waimea*, purchased from the Illawarra S.N. Co. for the purpose. At the same time the *Urara* was ordered in England for the Company; but both these steamers were wrecked in the early years of their usefulness on the Richmond and the Clarence bars respectively. The loss of the *Waimea* so dislocated the arrangements that the Richmond River service had to be suspended for a time, and remained suspended until the *Platypus* was bought from the Queensland Government.

In the development of the Richmond many steamers, long since passed out of service, were then renowned. The *Agnes Irving*—afterwards wrecked at the Macleay—the *Ballina*, and the *Florence Irving*—sold to the A.S.N. Co. for the Brisbane trade—were all popular boats in their day, the *Agnes* being referred to even now as one of the most successful boats ever worked on the New South Wales coast.

Next in order came the development of the Manning and the Macleay, Mr William Marshall having opened up the latter with the *Fire King*, and also built the *Rainbow* and the *New Moon*, which played an important part in making the trade of the river. The *Fire King* afterwards passed into the hands of the Clarence and Richmond Company, but was used on the Manning River run. The *Queen of the South*, the *Woodburn* (afterwards renamed *Macleay*), and the *Diamantina* were also used on the lower rivers, but the latter vessel passed out of the hands of the Company to a syndicate of Manning River settlers who were dissatisfied with existing conditions and made the disastrous experiment of running a service of their own, the Company retiring and leaving the newcomers to work out their own destiny—liquidation.

In 1881 came opposition from a new firm, Messrs. Nipper and See, which began to run in the Clarence River trade, and soon opened trade also on the Beltinger, Nambucca, Hastings, and Manning routes with a fleet which included several well-known steamers—the *Richmond*, the *Rosedale*, the *Murray*, the *Lubra*, the *Australian*, the *Helen Nicoll*, the *Wellington*, the

Fernmont, the *Burrawang*, the *Lawrence*, and the *Coorong*. Finally Mr. Nipper retired from the business, which was then carried on by John See and Co.; but by this time the old Company had greatly increased its trading power by the acquisition of additional tonnage. The new Company was styled the Clarence, Richmond, and Macleay Rivers Steam Navigation Company, and was registered under the Limited Liability Act with a capital of £150,000 in £1 shares. The *City of Grafton* and the *Electra* were built specially for the Clarence trade, the latter being the first vessel on the coast fitted with refrigerated space and electric light plant; the *Coraki* and the *Tomki* were put into the Richmond River service. In December, 1888, another re-construction was deemed necessary to meet the ever-growing requirements of the already very extensive operations.

An old New Zealand trader, the *Wanganui*, was chartered from Houghton and Co., of Dunedin, by Nipper and See, and was taken across by Captain Baylton, now Harbourmaster at Thames, New Zealand. The *Wanganui* ran in opposition to the *City of Grafton* and came to grief on the bar of the Clarence River.

In 1891 the firm of John See and Co. was bought by the Company with its vessels and trading interests on the Northern rivers, and the red funnel fleet which is now such a feature on the New South Wales coast was established under the one management and flying the flag of the North Coast Steam Navigation Company, Ltd.—the new name adopted under the last reconstruction—with capital materially increased to a quarter of a million pounds. At the same time, in accordance with

the agreement entered into as part of the scheme of purchase, Mr. See became Managing Director of the new Company in conjunction with the Chairman, Mr. T. R. Allt, who, it may be here added, took up the entire control after the death of that gentleman, and has now completed 28 years' service at the head of affairs and nearly half a century's association with the business in its various forms and titles.

Following is the sea-going fleet of the North Coast Company, with the trades the vessels are engaged in:—

Tweed River, *Duranbah*, 284 tons; Byron Bay, *Orara*, 1297 tons; *Noorebar*, 670 tons; *Cavanba*, 573 tons. Richmond River, *Brundah*, 883 tons; *Ramornie*, 546 tons; *City of Grafton*, 825 tons; *St. George*, 515 tons. Clarence River, *Kyogle*, 702 tons; *Kallatina*, 646 tons; *Nymboida*, 563 tons. Clarence and Richmond, *Macleay*, 398 tons; *Tintenbar*, 667 tons. Brisbane and Northern, *Rocklily*, 218 tons; *Pyrmont*, 213 tons. Bellingier River, *Rosedale*, 274 tons; *Myee*, 145 tons. Nambucca River, *Nerong*, 219 tons; *Euroka*, 170 tons. Macleay River, *Yulgilbar*, 799 tons. Manning River, *Electra*, 395 tons; *Burrawong*, 391 tons. Coff's Harbour and Woolgoolga, *Dorrigo*, 302 tons.

THE MELBOURNE STEAMSHIP COMPANY

THIS company's operations began in the "sixties" with a fleet of sailing vessels and a number of harbour tugs, but as the advantages of steam became evident,

in the boom of the steamship trade of the middle "seventies" the screw steamer *Brisbane*, 1450 tons, was bought, and shortly afterwards the *Melbourne*, 2500 tons, was purchased; both these vessels being engaged in the intercolonial trade. When the gold rush to West Australia began, the passenger and cargo steamer *Perth*, 2700 tons, was put on the trade. That was in the early "nineties." In 1902 the company built the *Sydney*, 3000 tons, a fast vessel, fitted comfortably for passengers and equipped with the most up-to-date appliances for the rapid handling of cargo. Later additions to the fleet are the *Hobart* and *Monaro*, of 4000 tons, and the *Kapunda*, 4150 tons, and these three vessels ply between Newcastle and Western Australia, calling at all the main ports.

A fortnightly passenger and cargo service was a few years ago begun between the North-west coast of Tasmania and Sydney, while a recent extension of the company's services has been the inclusion of Eden as a port of call. The Melbourne Steamship Company's earliest steamers were tug boats in Port Phillip, where the black funnels with red bands have for some forty years been a well-known sight in that port. A floating dock and ship-building works are also a part of the property of this company, which though possessing only a small fleet in point of numbers, has among them some fine vessels.

McILWRAITH, McEACHARN & CO., PROPRIETARY,
LIMITED

THIS company has the distinction of possessing the largest passenger steamship engaged in the Australian coastal service, the *Karoola*, of 7391 tons gross register, a favourite ship on the coast. Other vessels flying the house-flag with the rampant lion emblazoned upon it, are the *Ashbridge*, 2884 tons, the *Cooleyanna*, 3922 tons, the *Coolgardie*, 2542 tons (formerly the *Bothwell Castle*), the *Komura*, 2112 tons, the *Kooyong*, 2296 tons, the *New Guinea*, 2674 tons, and the *Norkoowa*, 1643 tons. Besides these there are the steamers *Torrens* and *Zephyr*. The services performed are principally on the route between Melbourne and the West, though the eastern coast is also included in the itinerary. The company's head office is at Melbourne, and there is also an office at London.

BURNS, PHILP AND COMPANY, LIMITED

THE services performed by the steamship of this line include regular sailings to Eastern and South Sea Island ports. The fleet comprises the steamers *Airlie*, 2337 tons gross register; *Guthrie*, 2338 tons; *Induna*, 700 tons; *Makambo*, 1159 tons; *Malaita*, 929 tons; *Moresby*, 1763 tons; *Muniara*, 837 tons; *Tambo*, 732 tons; and some smaller vessels. Burns, Philp and Company were among the first to open steam trade with the South



The "BOMBALA" (1904), Howard Smith Co.



The "GRANTALA" (1903), Adelaide Co.





The "ARAWA" (1884), Shaw, Savill Co.



The "RIMUTAKA" (1885), N.Z. Shipping Co.

Sea Islands, while their service to Japanese and Chinese ports, in which the *Airlie* and *Guthrie* are employed, has grown to such proportions as to require larger vessels. One of these, the *Mataram*, 4000 tons, recently entered the service, and another is in course of construction. The head office of this shipping concern is at Sydney.

CHAPTER IX

ROLLING TO THE HORN

NEW ZEALAND SHIPPING COMPANY AND SHAW, SAVILL AND ALBION LINE

And so we'll go a-glidin'—
 A phantom in the dawn.
And when the sea-ways widen
We'll hear the pistons chidin'
The screws that send us ridin'
 And rollin' to the Horn.

THE New Zealand Shipping Company, which was formed in 1873 with a capital of £100,000 to trade with sailing vessels between New Zealand and London, in 1883 began its steam service with the chartered steamers *British King* and *British Queen* of 3558 tons gross register. Some five years prior to this the Dutch East India Mail steamship *Stadt Harlem*, of 2749 tons, carried mails on the Cape Horn route and the New Zealand Shipping Company were agents for the vessel which arrived at Port Chalmers from Plymouth via Cape of Good Hope with mails 56 days old. On 5th May, 1878, she sailed for London, and performed the return voyage in 56 days.

The New Zealand Government was at that time considering the matter of a direct mail service to London, the routes favoured being by way of the Cape or Suez, but there was nothing definite done until 1881 when the New Zealand Shipping Company offered to run a monthly steam mail service for the sum of £30,000 a year, the contract to be a five-years one. The vessels were to be of 3500 tons and have a speed of eleven knots. After consideration the Government decided not to subsidise a mail line, but to pay £20,000 a year to encourage a passenger and freight service. With this object tenders were invited but none were received, and so the matter went on until 1883, when both the New Zealand Company and Gibbs, Bright and Company offered steam services for the carriage of passengers and mails.

The steamships then engaged in the New Zealand-London trade were the *British King* and *British Queen*, chartered from the British Shipowners' Association, while the Shaw, Savill and Albion Company ran the Cunard liner *Catalonia*, 4841 tons, and the White Star vessels *Ionic* and *Doric*, of 4368 tons. The *British King* which sailed from London on 1st January, 1883, was the first of these to arrive in New Zealand waters and was also the first steamer to carry frozen meat from New Zealand to London by the Cape Horn route, though not the first to take frozen meat from New Zealand. In November, 1881, the German steamer *Marsala* left Dunedin with a cargo of meat, and on 7th December, 1883, the *Sorrento*, of the same line, for which Gibbs, Bright and Co. were agents, took from

Dunedin about 8000 carcasses. These vessels went Home via Batavia and Surabaya, and the *Marsala's* freezer broke down near Batavia. All her cargo of meat, nearly 7000 carcasses, had to be jettisoned. It was one of the most marvellous sights, the tossing overboard of that meat, for the sea was alive with sharks. The *Sorrento*, on the other hand, carried her cargo safely to London, but of course the *British King* had preceded her. The *Marsala* was undoubtedly the first steamer to carry frozen meat from New Zealand.

On 25th August, 1884, the steamer *Elderslie*, 1801 tons register, Captain Hewat, arrived at Oamaru under charter to Mr. John Reid, of Elderslie. This vessel had been specially built for carrying frozen meat to the London market. The whole of the 'tween-decks was insulated with charcoal and she had four freezing engines and freezing chambers with a capacity of 25,000 carcasses of mutton. A banquet was given by Mr. Reid on 2nd September to commemorate his enterprise in establishing a system of direct shipment from Oamaru to London. On the 15th October, 1884, the *Elderslie* sailed with a full cargo of meat, wool, grain, and other produce, and on the day preceding her departure Mr. Reid was presented with a silver salver inscribed as follows: "Presented to John Reid, Esq., in recognition of his enterprise in bringing the s.s. *Elderslie* to load frozen meat at Oamaru for London direct. 1884."

The year 1884 was an eventful one as regards the direct services to London. A notable voyage was that of the *Victory*, Captain Elcote, which steamed all the way from London to Auckland in 60 days without land



The "ELDERSLIE" (1884).



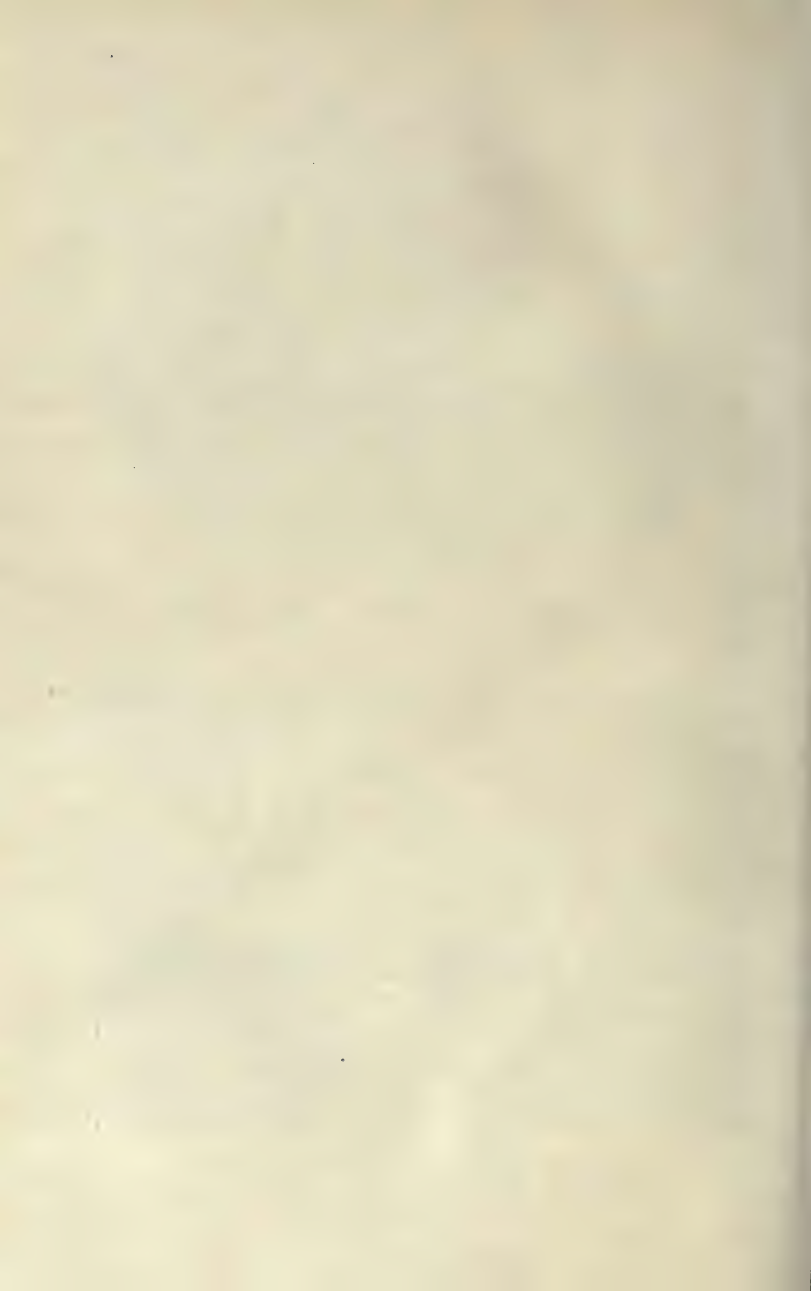
The "ST. KILDA" (1861).



Victorian Government Steamer, "LADY LOCH."



New Zealand Government Yacht, "HINEMOA."



being sighted during the passage. She carried 500 passengers, among them Captain Babot, superintendent of the Shaw, Savill Company in New Zealand. A sister ship to the *Victory* was the *Triumph*, which was stranded on Tiri Tiri on 29th November, 1883, and afterwards refloated and repaired by Fraser and Son, shipbuilders, of Auckland.

An arrangement had at length been made regarding the carriage of mails by the direct route, a five-year's contract for a monthly service being made with the New Zealand Shipping Company in conjunction with the Shaw, Savill Company. The New Zealand Company built five steamers of the highest class, the *Aorangi*, 6300 tons, and the *Tongariro*, *Rimutaka*, *Kaikoura*, and *Ruapehu*, all of 4163 tons, graceful ships with clipper bows, three masts, and one funnel set before the mainmast. The first of these, the *Tongariro*, arrived in New Zealand on 11th December, 1883, to take up the running of the new mail service in 1884.

Subsidised mail services were carried out by the two companies until well into the "nineties," when the subsidies were withdrawn and poundage paid on the mails carried. Without a subsidy it was not profitable to run such steamers as those mentioned, none of which were great cargo carriers. So they gave way to a newer type. Only the *Aorangi* remains of the Shipping Company's old liners, and she is shortly to be superseded in the Vancouver service, where she was transferred when her sisters were sold. The Shaw, Savill mail carriers were the *Coptic*, *Doric*, and *Ionic* of the White Star fleet, and the *Arawa* and *Tainui*

owned by the Shaw, Savill Company. Of the Shipping Company's fleet the *Ruahine*, 5975 tons, was the first of the new type designed. She arrived in New Zealand late in 1892 in charge of Captain Bone. This vessel was eventually sold to Spanish owners, becoming the *Antonio Lopez*, and was wrecked on Fire Island on 12th June, 1909. Almost simultaneous with the wreck of the old *Ruahine*, the new *Ruahine*, of 11,000 tons, was launched. At first it was intended that this fine vessel should be driven by a combination of reciprocating and turbine engines, like the *Otaki* of this line which is a triple screw steamship. But it has been decided that, while the *Otaki* has shown excellent results, a more prolonged test of the new method of propulsion is advisable before adopting it in a sister ship.

The fleet of the New Zealand Shipping Company now comprises seventeen ocean liners. In the list of these vessels given below it will be noticed that the names of the three pioneer steamers which were sold have been given to new vessels.

<i>Aorangi</i>	...	...	...	...	6,200 tons
<i>Kaikoura</i> (Twin Screw)	...	...	...	...	10,560 ,,
<i>Kaipara</i> (Twin Screw)	...	...	...	...	10,560 ,,
<i>Otaki</i> (Triple Screw)	...	...	...	...	11,000 ,,
<i>Opawa</i> (Twin Screw)	...	...	...	...	10,660 ,,
<i>Orari</i> (Twin Screw)	...	...	...	...	10,660 ,,
<i>Papanui</i>	...	...	...	...	8,850 ,,
<i>Paparoa</i> (Twin Screw)	...	...	...	...	8,860 ,,
<i>Rakaia</i>	...	...	...	...	8,595 ,,
<i>Rimutaka</i> (Twin Screw)	...	...	...	...	10,130 ,,
<i>Ruahine</i> (Twin Screw)	...	...	...	...	11,000 ,,

<i>Ruapehu</i> (Twin Screw)	9,880	„
<i>Tongariro</i> (Twin Screw)	10,192	„
<i>Turakina</i> (Twin Screw)	10,960	„
<i>Waimate</i>	8,578	„
<i>Wakamui</i>	8,755	„
<i>Whakatane</i>	8,775	„

The outward passage is via South Africa, the steamers sailing from London and calling at Plymouth, Teneriffe, Capetown, and Hobart on the way to New Zealand, whilst the journey from the colony is via South America, the ports of call being Monte Video, Teneriffe, Plymouth and London.

The Shaw, Savill Company has also advanced as regards the size and equipment of its fleet. None of its pioneer steamers now remain; the *Arawa* and *Tainui* were sold, while the *Coptic*, *Doric*, and *Ionic* gave way to such fine vessels as the *Gothic*, 7755 tons, and *Delphic*, 8273 tons, while there are now engaged in the service the *Corinthic*, *Athenic*, and *Ionic*, all of 12,000 tons, and fitted with twin screw engines and very comfortable passenger accommodation. The *Arawa*, 9372 tons, and *Tainui*, 10,500 tons, have taken the places of the old steamers which bore these names, but there is a sad fall-away, in point of beauty, from the pretty bows and yachtlike lines of the old liners, one of which, the *Arawa*, on one occasion, made the voyage from London to Wellington in 34 days 17 hours 23 minutes. Her namesake, however, is not slow; she steamed from Wellington on 12th January, 1909, and made the passage to London in 38 days, at an average speed of thirteen knots without replenishing her

bunkers. The *Gothic* was the first twin-screw steamer to run on the Cape Horn route, and was a favourite vessel.

By the ocean services of the New Zealand Shipping Company and the Shaw, Savill and Albion Company, as well as other combined cargo and passenger lines, the shipping of the Southern Pacific is linked to the other shipping centres of the world, and it is in the forging of the links in this chain of communication that the longest and hardest steaming occurs, in all the world of sea.

The New Zealand Shipping Company now has its Head Office in London, its New Zealand business being controlled by the General Manager for New Zealand, Mr. Isaac Gibbs. The Shaw, Savill and Albion Company has as joint New Zealand agents Messrs. Levin and Co., Dalgety and Co., and Murray, Roberts and Co.



The "RUAHINE" (1866), Panama Co.



Queensland Government Yacht, "LUCINDA."

CHAPTER X

NOTES

A.

Australia, s.s.—San Francisco mail service; built, Glasgow, 1876; 2737 tons gross, 500 horse-power nominal.

Ann, s.s.—154 tons, Captain Gibbs. First commercial steamer to arrive in New Zealand—3rd September, 1853.

Arawata, s.s.—Intercolonial; built by Wingate and Co., on the Clyde, 1875; 1100 tons net, 300 horse-power nominal; 245 feet long, 30 feet beam; compound surface condensing engines. Now the Union Company's store-ship at Wellington.

Aramac, s.s., *Arawatta*, s.s.—Australian coastal; built in 1889 by Denny Bros.; 2114 tons gross, 2700 indicated horse-power; running in A.U.S.N. Company's service.

Alameda, s.s.—American Oceanic Line; built 1883 by Cramp and Sons, Philadelphia; 3158 tons gross, 3000 indicated horse-power.

Aldinga, s.s.—Intercolonial; built Greenock 1860; 446 tons gross, 140 nominal horse-power; length 202 feet, 24 feet beam, 13 feet depth. Wrecked off Belambi Reef January, 1896.

Alhambra, s.s.—Intercolonial; built for P. and O. 1855; bought by McMeckhan, Blackwood in 1862; 642 tons gross, 454 horse-power nominal. Wrecked off Newcastle. Last ocean steamer to be fitted with Mortice's spur gear on main engines.

Albion, s.s.—Intercolonial; built Greenock 1863; 806 tons gross, 180 nominal horse-power; 218 feet long, 27 feet beam, 15 feet depth. Sold by U.S.S. Co. in 1888 to Captain Ellis who re-named her *Centennial* and ran her with the *Jubilee* in opposition to the U.S.S. Co. Sunk Sydney Harbour 1888.

Auckland, s.s.—Formerly *Paulet*; bought by Intercolonial R.M.S. Co. 1863; 850 tons gross, 150 horse-power nominal. Speed on trial $11\frac{1}{2}$ knots. Sold to A.S.N. Co. Wrecked on Beware Reef 1871.

Ajax, s.s.—Pilot steamer, Newcastle; single screw; built of iron in 1874 by Morts Dock and Engineering Co., Sydney. Dimensions, 136ft. 6in. long (128ft. 9in. between perpendiculars), \times 21 \times 12 feet. Gross tonnage 344, under deck 189 tons. Engines by Mort Dock and Engineering Co. Compound cylinders 20in. and $38\frac{1}{2}$ in. diameter by 24in. stroke.

Airedale, s.s.—Built 1857; 400 tons, 80 nominal horse-power. Lost New Plymouth 15th February, 1871.

B.

Boomerang, s.s.—Built Dundee. 1854; 445 tons; A.S.N. steamer; sold in 1881.

Bombala, s.s.—Built on the Clyde in 1904 by A. Stephens and Sons; 4000 tons; single screw, triple expansion; speed, 15 knots; length, 348 feet, beam 44 feet. Howard Smith Line.

Balclutha, s.s., sister to *Aldinga*.—Bought by A.S.N. 1863; sold 1881.

Ben Bolt, formerly American paddle steamer *General Usquebende*.—Bought by A.S.N. Co. 1854; 500 tons gross.

Black Swan, s.s.—210 tons; bought by A.S.N. Co. 1868; afterwards lengthened; finally broken up.

Beautiful Star, s.s.—U.S.S. Company; 177 tons gross; 119 feet long, 17 feet beam, 10 feet depth; 30 horse-power nominal; built Northumberland 1862.

British King, s.s.—London Direct Line; built by Harland and Wolff; 3558 tons; 4 cylinder tandem engines by

Jack and Co., Liverpool; 2 high pressure cylinders 28 inches; two low pressure 60 inches; $4\frac{1}{2}$ foot stroke.

British Queen.—See above.

Barcoo, s.s.—Built Denny Bros. 1885; 1505 tons gross; triple expansion; speed, 13 knots. A.U.S.N. Co.

C.

Cooma, s.s.—Built 1907, A. Stephens and Sons; 4000 tons. Howard Smith Line.

Claud Hamilton, s.s.—Built 1866; 800 tons net, 120 n.h.p.; cost £25,000; carried 76 passengers. Panama Line—afterwards in intercolonial trade.

City of San Francisco, s.s.—Built 1875, John Roach, Chester, Penn., U.S.A.; 3000 tons, 1900 indicated horse-power, compound engines, cylinders 88in. and 51in., six boilers each containing 204 tubes by Delaware River Iron Works; length 350 feet, beam 40 feet, depth 28 feet; barque-rigged, double topsails, 30,000 yards canvas; crew 113. On San Francisco Mail Line.

City of New York and *City of Sydney*, s.s.—See above.

City of Sydney, s.s.—Built 1853 of wood. A.S.N. steamer. Lost Green Cape 1862.

City of Melbourne, s.s.—Built 1862 for A.S.N. Co.; 838 tons, 200 horse-power.

City of Melbourne, s.s.—Built on the Yarra 1851 of wood, bought in 1853 by A.S.N. Co. for £6850. Afterwards a schooner under Captain McLean.

Chusan, s.s.—Built 1852; 699 tons net, 80 horse-power nominal. First P. and O. liner to Australia.

Captain Cook, s.s.—New South Wales Government pilot steamer, Sydney; single screw, schooner rigged, built of steel in 1893 by Mort's Dock and Engineering Co., Balmain, N.S.W. Dimensions, 155ft. 8in. x 25ft. 2in. x 13ft. Tonnage, gross 396, under deck 376, net 172. Engines by Mort's Dock Co.: triple expansion, cylinders 16, 25, and 41 inches diameter, 30 inches stroke. Speed 13 knots. This vessel superseded an older *Captain Cook* built also by Morts

Dock and Engineering Co., Sydney, in 1876. This was a wooden vessel, single-screw schooner, 123ft. 6in. x 21 x 12 feet. Tonnage 185, under deck 184, net 126. Her engines were by Morison and Bearby, of Newcastle, N.S.W., compound, cylinders 20 and 38½in. diameter, 20in. stroke. She was used as a collier after passing out of the pilot service, and finally went to Queensland, where she ended her life on the Brisbane River.

D.

Dacotah, p.s.—Built New York 1865; 2145 tons, 850 horse-power nominal; similar to *Nevada* and *Nebraska* but carried 60lb. steam.

E.

Egmont, s.s.—670 tons net, 100 horse-power nominal. Panama Company, sold to A.S.N. Co. 1869, taken over by A.U.S.N. Co. Speed 12 knots.

Elderslie, s.s.—Built by Palmer Co., Jarrow-on-Tyne; 1801 tons net; 315 feet long, 40 feet beam, 26½ feet depth. Carried frozen meat from Oamaru 1884.

Eagle, p.s.—Built by Chownes, Sydney, 1848; 224 tons; 80 h.p.. In 1869 in charge of Captain Cadell (engineer James Roberson), took party to survey N. Territory for S.A. Government; burned wood and carried 8lb. of steam; took 11 days to steam 1100 miles. Afterwards sunk to make a landing stage by A.S.N. Co.

G.

Great Britain, s.s.—Designed by Brunel and built by Patteson 1842; 3500 tons; 1500 horse-power. When first launched screw shaft was turned by four endless chains on a great drum. Ashore on Irish coast 1846. Bought by Bright Brothers and Co. in 1847, and fitted with 500 horse-power direct-acting engines. Ran in London-Melbourne trade for 21 years. Now a hulk at Port Stanley, Falkland Islands.

Grafton, p.s.—548 tons gross, 297 nett; 123 horse-power, 500 indicated. Built at Liverpool, rebuilt 1877, and changed to screw steamer at Wellington 1887; bought by U.S.S. Co. 1889. Wrecked Macquarie Harbour, Tasmania, 1898.

Governor Blackall, s.s.—Built Morts Dock 1870 for Queensland Government; cost £30,000; 838 tons gross; 200 horse-power indicated. A.S.N. Co. bought her. Afterwards sold to late Geo. Adams for £10,000. Now a hulk at Sydney.

Governor General, p.s.—502 tons; formerly American steamer *New Orleans*; bought from Sydney and Melbourne S.S. Co. by A.S.N. Co. in 1856 for £7000; resold in China 1861.

Grantala, s.s.—See *Yongala*.

Governor Wynyard, p.s.—Built Auckland N.Z. 1851; 52 feet long, 13 feet beam; river steamer; first New Zealand steamer.

Geelong, p.s.—Built 1854, Wingate and Co.; 108 tons; 90 horse-power nominal; two engines, 45-h.p. each; hull, half-inch iron. Wrecked Whangape Heads 14 March, 1879.

Golden Age, p.s.—Built 1861, W. and G. White, Melbourne; arrived Dunedin January, 1863; diagonal wooden vessel without frames.

Golden Age, p.s.—500 tons, American paddle steamer; ran one trip from Sydney to Panama about 1856.

Gothic, s.s.—Built Harland and Wolff 1893. 7755 tons, twin screw, i.h.p. 4,400. London direct. Now owned by Holland-America Co.

H.

Hero, s.s.—Built at Kingston-on-Hull 1861; 985 tons gross, 750 indicated horse-power; length 224 feet, beam 25 feet. Gibbs, Bright and Co. ran her between Auckland and Australia 1873 to 1880, afterwards sold to U.S.S. Co. Now a hulk at Melbourne.

Hawea, s.s.—Built 1874, by Denny, of Dumbarton; 720 tons gross, 461 nett; 215 feet long, 27 feet beam; 14 feet depth. Arrived at Port Chalmers 12th June, 1875 in charge of Captain Wheeler. U.S.S. Co. Lost New Plymouth 12th June, 1888. First compound steamer in New Zealand.

Hawea, s.s.—Built 1897, Jas. McMillan and Co., Glasgow. 1114 tons net, 1730 gross; triple expansion engines. Was adrift disabled for 28 days, from 30th July, 1908, between Sydney and New Zealand. Stranded North Tip Head, Greymouth, October, 1908. Total wreck.

Hinemoa, s.s.—Built of iron, 1876, Scott and Company, Greenock; 542 tons gross, 1000 i.h.p.; single screw; speed 10-11 knots. N.Z. Government. Captain Fairchild had her for many years.

J

James Watt, p.s., 80 horse-power.—Owned by Grose and Street, Sydney; Captain John Taggart. First steamship to ply between Melbourne, Sydney, and Brisbane (1837).

K.

Kaikoura, s.s.—Built 1865, Millwall Ship and Graving Dock Co.; 1501 tons; 400 horse-power nominal, 1500 indicated, 80-inch cylinders, 3½ foot stroke. Panama Line. Sold to West India Mail Co. and re-named *Tiber*.

Karoola, s.s.—Built 1908, Harland and Wolff; 7391 tons. McEacharn, McIlwraith and Co.

Kennedy, s.s.—Built at Pyrmont, Sydney, by A.S.N. Co. 1865; 201 tons gross, 123 net; 43 horse-power nominal. Now running out of Wellington (N.Z.).

L.

Lady Bowen and *Lady Young*, s.s.—Built 1864 for Q.S.N. Co.; 442 tons; bought by A.S.N. Co. in 1868. Sold and broken up 1881 and 1882.

Ly-ee-moon, s.s.—1202 tons; 160 horse-power. Built Blackwall 1859. Wrecked Green Cape 3rd May, 1886. At time of building was a paddle steamer, very fast, ran blockade of Chinese rivers with opium. Altered to screw and bought by A.S.N. Co. in 1878.

Ladybird, s.s.—Built Dumbarton 1851; 421 tons gross; 70 horse-power nominal; 151 feet x 22 feet x 19 feet. Scuttled in Cook Strait 1907.

Lord Worsley, s.s.—Built 1857; 500 tons; 180 horse-power; barque-rigged. Lost off New Plymouth 31st August, 1862.

Lord Ashley, s.s.—Sister ship. Lost Terrigal beach 1876.

Luna, p.s.—Built Greenwich 1864, of iron; 317 tons; double cylinder oscillating engines 120 n.h.p. Twice successfully ran blockade in American civil war. After war Captain Marshall bought her for the Melbourne-Geelong trade. Collided with s.s. *Black Swan* off Gellibrand's Point; seized for debt and sold by auction. Bought by Auckland owners for Thames trade. Bought by N.Z. Government in 1870. Again sold and used as hulk Port Chalmers. Finally taken to sea and scuttled.

Lady Barkly.—Built Melbourne 1861, 56 tons, 20 h.p.

Lucinda, p.s.—Built Dumbarton 1824, of steel; 301 tons gross; 112 h.p.; length 172 ft. 2in., beam 25ft. 1in., depth 9ft. 2in. Queensland Government yacht.

Lady Loch, s.s.—Built Melbourne 1886; 487 tons gross; 146 n.h.p. length 182ft. 7in.; beam 24ft. 6in.; depth 14ft. 4in. Victorian lighthouse steamer.

M.

Maheno, t.s.—Built 1905 by Dennys, Dumbarton; 5282 tons; 6000 horse-power; turbine engines; length, 400 feet; beam, 50 feet. Union Line.

Marama, t.s.s.—Built 1907 at Greenock; 6487 tons; 7000 horse-power; twin screws; length, 420 feet; beam, 51 feet. Union Line.

Mataura, s.s.—Built 1866 by Milwall Ship and Graving Co.; 1786 tons; 450 nominal, 1500 indicated horse-power; 15-foot propeller. Panama Line.,

Moses Taylor, p.s.—American paddle steamer; 1354 tons; 500 horse-power nominal; built 1867. 'Frisco service.

Mongol, s.s.—Built Glasgow 1873, Dobie and Co.; 2200 tons, 400 nominal, 1600 indicated horse-power; 300 feet long, 37 feet beam, 30 feet depth; engines by Howden, Glasgow; high pressure cylinders, 48 inches, low pressure 90 inches; stroke, 4 feet; Griffiths patent 4-bladed propeller. Owned by New York-China S.S. Co. Ran in 'Frisco service.

Mariposa, s.s.—See *Alameda*.

McGregor, s.s.—Built 1872 for China trade by John Kay, Kirkcaldy; 2000 tons; 350 nominal horse-power; 350 feet long, 36 feet beam; engined by builder; cylinders 80 inches and 46 inches; compound engines; 4 boilers, 60lb pressure; 4ft. 2in. stroke; 4-bladed propeller 13ft. 6in. diameter. Ran in 'Frisco mail service.

Monowai, s.s.—Built by Wm. Denny and Company in 1890 for 'Frisco service; 3433 gross tons; 3000 indicated horse-power.

Moana, s.s.—Built by Denny's, 1896; 3915 gross tons; 4500 indicated horse-power. 'Frisco service.

Moeraki, t.s.s.—Built 1902. *Manuka*, t.s.s.—Built 1903 at Dumbarton; 4392 tons; 4500 horse-power; length, 368 feet; beam, 47 feet. Union Line.

Miowera (now *Matai*), s.s.—Built 1892; 3393 tons; 3800 horse-power indicated. First All-Red Mail Steamer. Intercolonial and Vancouver trades.

Mararoa, s.s.—Built 1885, Denny, Dumbarton; 2598 tons; 3500 horse-power indicated; triple expansion. 'Frisco mail service and intercolonial. Union Company.

Maori, s.s.—Built 1868, Blackwood and Gordon, Port Glasgow; 174 tons; 60 n.h.p.; speed 10½ knots. Union Company's pioneer steamer.

Maori, t.s.—Built 1907, Denny's, Dumbarton; 3399 gross tons; 6500 i.h.p.; Lyttelton-Wellington ferry. Union Line. Turbine engines.

Mantua, t.s.s.—Built 1908, Caird, of Greenock; cost £350,000; 10,833 tons; 15,000 i.h.p.; 19 knots; 540 feet long, 61 feet beam; quadruple expansion twin screw. P. and O. Line.

Maitland, p.s.—Built Sydney 1837, J. Russell and W. Bourne. Sold 1851 to Melbourne owners. Sank in Salt-water River; raised and re-named *Samson*.

Mullogh, s.s.—Built at Queen's Island, Belfast, 1855; 59 tons, 15 nominal horse-power. Now a trawler on New Zealand Coast.

N.

Nelson, s.s.—Built 1853 by 'Wm. Denny and Co., Dumbarton; 330 tons. First coastal steamer trading in New Zealand.

Nebraska, p.s.—Built New York 1865; 2145 tons; 850 horse-power nominal; 286ft. x 41ft. x 26ft.; built of oak and hackamack; 4 decks; beam engine, one cylinder, 85 inches; 12ft. stroke of piston; 33-foot paddle wheels; 4 boilers 14ft. x 14ft. x 12ft. best American iron 5-16 inch thick; working pressure 25lbs., generally run at 15lbs; engine and boiler by Neptune Iron Works, New York; coal consumption 30 tons a day. 'Frisco line.

Nevada, p.s.—Built New York 1867.—See above.

O.

Otago, s.s.—Built Glasgow 1863 for Panama Co.; arrived Port Chalmers 14th February 1864; 800 tons; 150 n.h.p. Lost Chaslands Mistake 4th December, 1876.

Omeo, s.s.—Built at Hebburn, 1858; 789 tons. Brought out and laid Tasmanian cable in 1860; arrived Port Chalmers 29th December, 1860. Ran in the intercolonial trade; afterwards traded as a barque.

Otaki, t.s.s.—Built 1907, Denny; 11,000 tons; engines of combined reciprocating and turbine type; twin screw triple expansion cylinders 24 inches, 39 inches, and 58 inches—

stroke 39in.; centre screw driven by low pressure turbine; average mean speed 15.02 knots, builder's trials; length 464½ ft. x 60ft. x 34ft. New Zealand Shipping Company.

Otway, t.s.s.—Built Fairfield Co. 1909. Length, 550ft.; 12,000 tons; 15,000 i.h.p.; speed, 18 knots. Orient Line.

Otter, t.s.s.—Built Scotland 1884; 99 h.p.; tonnage, 191 gross, 87 net; dimensions, 128ft. 6in. x 21ft. 2in. x 10ft. 1in. Queensland Government.

P.

Paloona, s.s.—See *Zealandia*.

Penguin, s.s.—Built Glasgow 1864. Bought by Union Company in 1880 from the Bird Line; 824 tons. Lost Cook's Strait February, 1909.

Prince Alfred, s.s.—Built 1856; 1200 tons; 400 horse-power. Panama Co.

Prince Alfred, p.s.—Small paddle steamer chartered to New Zealand Government by S. Hague Smith in Maori war.

Pirate, s.s.—Built Glasgow 1853; 285 tons; Liverpool-Glasgow trade, then in Mediterranean, afterwards ran on Australian and New Zealand coasts.

Q.

Queensland, p.s.—Built 1862, Barclay, Curle and Co., for Q.S.N. Co.; 309 tons; 120 h.p.; cost £18,900. Bought by A.S.N. Co.

Queen of the South, s.s.—Built Paisley 1877. Ran on Australian Coast. Now owned by Levin and Co.

R.

Ruahine, s.s.—Built 1865, J. W. Dudgeon, Millwall; 1503 tons; 350 nominal, 1500 indicated horse-power; compound engines; pairs of annular cylinders, 2-foot stroke; propeller 3-bladed, 10½ feet diameter, 18½ feet pitch, 10 furnaces; Davison's surface condensers. Panama Line. Re-named *Liffey*.

Ruahine, s.s.—Built 1891, Denny, Dumbarton; 5975 tons. New Zealand Shipping Co. Afterwards sold and re-named *Antonio Lopez*. Wrecked Fire Island, N.Y., 12th June, 1909.

Ruahine, s.s.—Built 1909, Denny, Dumbarton, 11,000 tons; twin screw. New Zealand Shipping Co.

Rotorua, s.s.—Built 1876, Denny, Dumbarton; 516 tons; 130 n.h.p. Union Company. Sold to Japanese owners.

Rakaia, s.s.—Built in 1865 by Randolph and Elder, Glasgow; 1456 tons; same horse-power as *Ruahine*; compound geared engines by builders; high pressure cylinders 43 inches, low pressure, 79 inches, combined power given off on drum with internal gearing; engine revolutions 26.69 a minute—propeller revolved $69\frac{1}{2}$ times; superheaters and surface condensers; two cylindrical tubular boilers 16ft. x 13ft.; furnaces at both ends; fired alternately, the smoke passing over the flame of the other furnaces. Renamed *Ebro* and *Baldomera Inglesais*. Panama Line.

Rose, p.s.—Built 1841; 172 tons; 146ft. x $19\frac{1}{2}$ x 11. A.S.N. Company's pioneer ship.

Ringarooma, s.s.—See *Arawata*. Sold to Germans. Re-named *Samoa*, and trading in eastern waters. Re-engined in Japan in 1903. Now named *Geiho Maru*.

Rotomahana, s.s.—Built 1878, Denny, Dumbarton; 1770 tons; 2500 i.h.p.; compound engines, cylinders 42 and 87 inches, 6 boilers. On trial 15.386 knots. Arrived Port Chalmers September 30th, 1879.

S.

Sonoma, s.s., 5,500 tons.—Built Cramp, Philadelphia, 1900. 'Frisco Line.

Shamrock, p.s.—Built 1841; 211 tons. A.S.N. Company.

Stormbird, s.s.—Built 1854, Lawrie and Co., Glasgow; 67 tons net, 105 gross; double high pressure engines; cylinders 24 inches—2 foot stroke; 18lb. pressure of steam.

Re-engined several times, and lengthened in 1883. Now running for Wanganui Steam Packet Co. Oldest steamer afloat (1909).

Sea King—Steam clipper. Employed in early '60's as a transport during Maori war. In 1864 sailed from London to Madeira and changed name to *Shenandoah*, flying the Confederate flag. Visited Port Philip in 1865 having captured nine American vessels.

Surprise, p.s.—Built at Neutral Bay, launched 31st March, 1831; engined in July, 1831; 81 feet long, 10 horse-power engine. Parramatta river boat; afterwards in Hobart-Sydney trade. First steamer built in Australia. The P.S. *Sophia Jane* arrived from England in the interval of launching and engineering the *Surprise*.

St. Kilda, s.s.—Built Glasgow 1861; 231 tons gross; 40 i.h.p.; length 122ft. x 21ft. 9in. x 10ft. 2in.

T.

Tamar, p.s.—Built of wood at Greenock 1833; 130 tons, 60 h.p. Australian Coastal trade; one of the earliest steamships.

Tararua, s.s.—Built 1864; 850 tons; 160 n.h.p. Lost Waipapa Point 30th April, 1881. Panama and Union Lines.

Telegraph, p.s.—Built 1854; 367 tons. Lost Cape Perpendicular in 1867. Fast and favourite A.S.N. boat.

Thistle, p.s.—Built 1841; 175 tons. A.S.N. Co. sold her in 1849.

Taranaki, s.s.—Built 1866, Blackwood and Gordon; 443 tons. Sunk Tory Channel 1868; raised and sold to U.S.S. Co. by N.Z.S.N. Co. Lost at Tauranga.

Taupo, s.s.—See *Hawea*. Lost Tauranga 18th February, 1869.

Tartar, s.s.—See *Mongol*.

Tutanekai, s.s.—Built steel 1896, D. and J. Dunlop, Port Glasgow; 811 tons gross; 1500 i.h.p.; single screw; speed 11-12 knots. N.Z. Government cable steamer.

U.

Ulimaroa, s.s.—Built 1908 by Gourlay, Sons and Co., Dundee; 5777 tons gross. Huddart, Parker Co.

V.

Victoria, s.s. (ex *Shemara*).—Was owned for some time by the N.S.W. Government, and attached to the Department of Navigation. Being unsuitable, however, for towing purposes she was sold out of the service, and resumed her old name (*Shemara*) and occupation as a steam yacht. Built by Ramage and Ferguson, Leith, in 1899, she was 188.5 x 26.1 x 15.1; engines triple expansion, 16, 26, and 42 inches by 27 inches stroke; speed 13½ knots.

Victoria, s.s.—686 gross tonnage. Adelaide Company's pioneer steamer 1875.

Victoria, s.s.—Built Newcastle-on-Tyne; 369 gross tons; 95 n.h.p. Formerly gunboat Victorian Government, now towing in Sydney.

Victoria, s.s.—Built 1902, at Dundee; 2969 tons gross; 2500 h.p.; 335 feet long, 43 feet beam. Huddart Parker Line.

W.

White Swan, s.s.—335 tons; 72 horse-power, nominal. Lost Flat Point 28th June, 1862 with N.Z. Government records.

Wonga Wonga, s.s.—Built 1852; 680 tons register; 275 horse-power; speed 10 knots on 28 tons a day. A.S.N. Company's steamer. Eventually broken up.

Wonga Wonga, s.s.—Built Laurie and Co., Glasgow, 1854; same measurements as *Stormbird*. Lost Greymouth 2nd May, 1866.

Warrimoo, s.s.—See *Miowera*.

William Denny, s.s.—Built 1853, Wm. Denny and Co.; 595 tons. Lost North Cape 3rd March, 1857.

Wellington, s.s.—Built 1866, Blackwood and Gordon; 383 tons. N.Z.S.N. Co. sold to U.S.S. Co., then to Northern Co. Now laid up at Auckland.

Wyreema, t.s.s.—Built 1908; 6338 tons gross; 5000 i.h.p.; length 400 feet, beam 54 feet. A.U.S.N. Company.

Wairarapa, s.s.—Built 1882, Denny, Dumbarton; 1786 gross tons; 1750 i.h.p. Lost Great Barrier 29th October, 1894.

Wimmera, s.s.—Built 1904 at Greenock; 3022 tons gross; 3000 h.p.; 335 feet long, 43 feet beam. Huddart Parker Line.

William 4th, p.s.—Built Williams River 1831; 84 tons; 18 horse-power. First vessel of Clarence and Richmond Rivers Company.

Wyandra, s.s.—Built Glasgow 1902; 4058 tons; 4000 horse-power; length, 340 feet; beam, 45 feet. A.U.S.N. Co.

Y.

Yongala, s.s.—Built 1903, Armstrong, Whitworth, Newcastle-on-Tyne; 3664 gross register. Adelaide S.S. Co.

You Yangs, s.s.—690 tons; built for service Crimean war, formerly s.s. *Kief*. First Howard Smith intercolonial trader.

Z.

Zingari, s.s.—Built 1853; 150 tons; 130 h.p. Ran on New Zealand coast 1855.

Zealandia, s.s.—Built Glasgow 1875; sister to *Australia*. San Francisco Line.

Zealandia, s.s. (now *Paloona*).—Built at Dundee 1899; 2771 tons; 2000 h.p.; length, 327 feet; beam, 42 feet. Purchased from Huddart Parker Company by Union Company in 1909.

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