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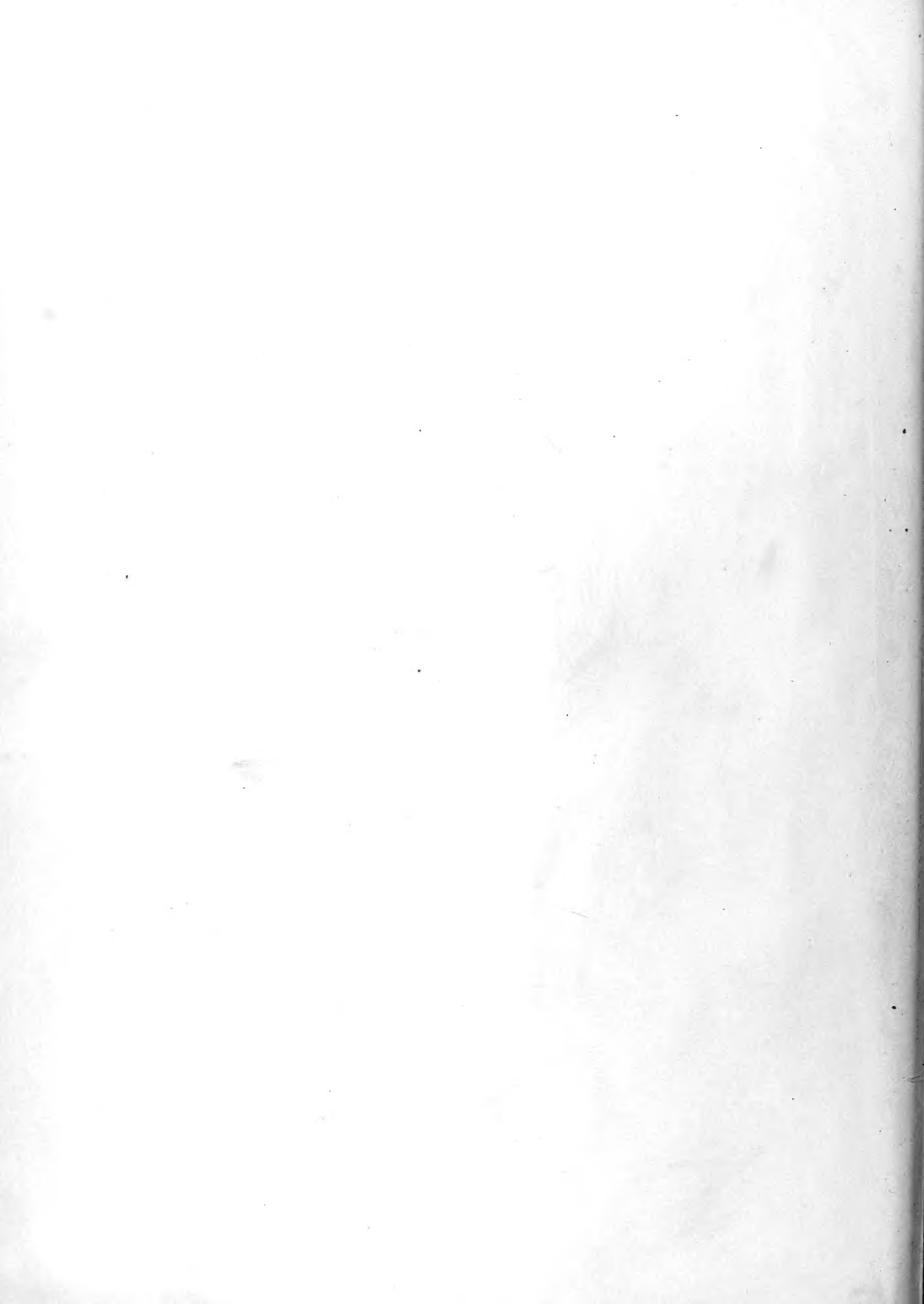
AUSTRALIA.



Fred. B Schell

WELLINGTON

VOL. 1



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AUSTRALASIA

❧ ILLUSTRATED ❧

EDITED BY

HON. ANDREW GARRAN, M.A., LL.D., M.L.C.

ILLUSTRATED BY

LEADING AUSTRALIAN AND AMERICAN ARTISTS

UNDER THE SUPERVISION OF FREDERIC B. SCHELL.

WITH OVER EIGHT HUNDRED ENGRAVINGS ON WOOD.

VOL. I.

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P R E F A C E .

AUSTRALIA has no part in the early history of the human race or in the development of its civilization ; it contains no traces of ever having been the seat of empire—no ruins, no mounds, to indicate that it was the dwelling-place, in the far past, of industrious and fertile populations. Its great contributions to the world's store, material and spiritual, will have to be the work of the future, and it already promises not to be backward in the fulfillment of that obligation. To the student of physical science, it is indeed a land full of interest, because, geologically, it is one of the oldest countries in the world, and has suffered so little from submersion that the earlier types of the earth's fauna and flora—types found elsewhere only in the form of fossils—can still be studied in a living state. To the enthusiastic searcher after the footprints left in the march of past ages, Australia furnishes, in its animal and vegetable life, records which are only just beginning to be deciphered. To the student of ethnology, Australia offers little but the customs of a few degraded tribes—customs not materially differing from those found elsewhere. For the student of comparative grammar, there is a variety of undeveloped dialects principally worth studying in order to determine to what branch of the human family the Australian aborigines belong, and whence and when they migrated.

That in early days Australia was not better peopled, and that its inhabitants never rose above the elementary stage of acquiring a subsistence, and fashioning the rude tools necessary thereto, is largely due to the aridity of the climate on all but the eastern coast. Wherever man depends on the bounty of Nature, and has not learnt how to cultivate and garner, there can be no advance in civilization if that bounty is capricious. Australia is a land of uncertain rain-fall and of certain droughts, and its barbarous tribes, dependent on the spontaneous produce of Nature, could not increase. When the clouds are pitiless, the people perish unfed. The Australian aborigines were in this way kept down, and never reached the point when they were able by human contrivance to neutralize the precariousness of the earth's spontaneous supply of food.

For this reason Australia, though populated for centuries, was a blank in history until it was discovered by Europeans ; and, even when discovered, it was thought to be of no value. Ardent and intrepid navigators, suspecting its existence, searched for and found it, but the jewel when discovered was rejected as worthless. The Dutch might have owned this Great Island Continent if they had thought it worth while to follow up the discoveries of their seamen ; but though plenty of coast-line was traversed and

charted, they saw nothing that promised sudden wealth, or that seemed to afford a basis for permanent colonization. It was not till an Englishman sailed along the eastern coast that a favourable report was given of the fitness of the country for settlement; and even the English, colonizers as they then were, and with their American experience to guide and encourage them, would not have made this addition to their enterprise had it not been that they were in search of a distant place whither to ship their criminals so as to be troubled with them no more. It was to this social necessity, and not to any greed of territory, that England owes it that her flag waves by all the "long wash of Australian seas." Cook's discovery of the eastern coast remained unvalued and unutilized until the idea was taken up that Botany Bay would be a good place to which to ship off the accumulating inmates of the prisons. It is fortunate for the English people that, having secured this prize, they were allowed to keep it for themselves. All other national claims lapsed; no rival flags have floated over this Island Continent, and no military frontiers have been established. Within its own borders, the history of the country has been peace.

Australia, beginning as a prison, revealed in time that it was a splendid wool-farm, and, when that industry had been established on secure foundations, it made the further revelation that underneath the grass lay a magnificent gold-mine. This "precipitated it into a nation," and from that time forth its material resources have been steadily developed. And side by side with its increase in wealth has been its advancement socially, intellectually and politically.

Australia has just celebrated its Centenary, and looks back with some wonder, not unmixed with pride, at what it has accomplished within the century. No time could be more fitting to gather into one publication the record of that which has been, the picture of that which is, and the adumbration of that which is to be. Such is the aim of this book. It tells the story of the Great Southern Land in all its different subdivisions, and, by the aid of pen and pencil, shows, to all who wish to know, how Australia presents itself, and what are the shadowed indications of its coming destiny. This is a task which has hitherto remained unaccomplished. So far as the historical portion is concerned, reference has every-where been made, not only to the most trustworthy records, but to living authorities wherever the memory of old colonists could be advantageously laid under contribution, for there are men still living who were pioneers, and who began to play their part when the country was in its first stage of development. The movement described, though not without its oscillations, has, in the main, been one of progress, and sometimes of rapid progress, and those who are engaged in working out social and economical theories may find in the varied experience of the different Australasian colonies many facts of great illustrative value. The writers and artists engaged on this work have endeavoured to be true to Nature and to fact, and have diligently sought out what was most worth presenting to the mind and to the eye. Such as Australia is, it is here portrayed—sometimes in its native condition, sometimes as modified by the civilizing hand of man. The country as it was found is contrasted with the country as it has been made—the camping-ground of blackfellows with the splendid and populous city; the old hunting-grounds with the smiling orchards and productive farms that have succeeded to them.

The Editor's special acknowledgments are due to those gentlemen who so kindly responded to his request for literary assistance. It is proper to say that Mr. JAMES SMITH, of Melbourne, kindly undertook the responsibility for the whole of the Victorian section, and also for that of Tasmania; the Rev. H. T. BURGESS, for South Australia; Mr. W. H. TRAILL, for Queensland; Sir T. COCKBURN-CAMPBELL, Bart., for Western Australia; Mr. H. BRETT, for New Zealand; and Mr. FRANK J. DONOHUE, for the Administrative and the social and political sections. The names of the several contributors are acknowledged in the Table of Contents, and the Editor feels under special obligations to those missionaries and ex-missionaries who have written on the Islands, and who have furnished information which few but themselves could supply. It has been a matter of great regret that the Editor has been unable to avail himself of all the valuable matter put before him; but in a publication of this kind, where the number of parts is limited from the outset, where the occasional use of smaller type is not available, and where each article has to be fitted with Procrustean rigour to the exact space allotted to it, compression and omission have been unavoidable.

In addition to the regular contributors, the Editor has been under great obligations for information, suggestion, correction and revision, to many gentlemen who have kindly given their assistance, amongst whom he may specially mention Messrs. JOHN RAE, late Under Secretary for Public Works and Commissioner for Railways, New South Wales; P. F. ADAMS, Surveyor-General; HARRIE WOOD, Under Secretary for Mines, Sydney; S. H. LAMBTON, Secretary to the General Post Office, Sydney; T. A. COGHLAN, A.M.I.C.E., Government Statistician, New South Wales; C. S. WILKINSON, F.G.S., Government Geologist, New South Wales; R. L. J. ELLERY, Government Astronomer, Victoria; CLEMENT L. WRAGGE, Government Astronomer, Queensland; CHARLES TODD, C.M.G.; F.R.A.S., P.M.G., South Australia; CHARLES MOORE, Director of the Botanical Gardens, Sydney; W. R. GUILFOYLE, Curator of the Botanical Gardens, Melbourne; J. G. ANDERSON, Under Secretary for Education, Queensland; W. GRAY, Secretary General Post Office, Wellington, New Zealand; Captain J. SHORTT, R.N., Tasmania; Sir MALCOLM A. C. FRASER, K.C.M.G., Western Australia; Rev. Dr. WOOLLS, Ph.D., F.L.S.; His Honor Judge McFARLAND; His Honor Judge DOWLING; Rev. T. S. FORSAITH; W. H. HARGRAVES; ROBERT G. D. FITZGERALD, Deputy Surveyor-General; Sir HENRY AYRES, President of the Legislative Council of South Australia; His Eminence Cardinal MORAN; Hon. G. H. COX; Hon. P. G. King; Lieutenant FIELD, R.N.; NICHOLAS LOCKYER; J. J. ATKINSON; E. J. WELCH; H. W. HOWITT; HENRY STUART RUSSELL, Author of "Genesis of Queensland"; W. WILKINS, late Under Secretary to the Council of Education of New South Wales; Dr. SHORTLAND; J. W. HACKETT, Editor of the *Perth Examiner*; EDWARD DOWLING, late Secretary to the Board of Technical Education in New South Wales; to Mr. HENRY KING, Sydney, and Messrs. FOSTER and MARTIN, Melbourne; and last, not least, to the Assistant Editor, Mr. FRED. J. BROOMFIELD, to whose constant, patient and minute attention the work is greatly indebted.

ANDREW GARRAN.



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A U S T R A L I A .

O radiant Land! o'er whom the sun's first dawning
 Fell brightest when God said, "Let there be Light";
 O'er whom the day hung out its bluest awning,
 Flushed to white deeps of star-lustre by night!
 O Land exultant! on whose brow reposes
 A queenlier coronal than has been wrought
 From light of pearls, or bloom of Eastern roses,
 In the bright workshops of high Poet-thought!

O thou who hast, thy splendid hair entwining,
 A toil-wove wreath, where are no blood-won bays;
 Who standest in a stainless vestment shining
 Before the eyes and lips of love and praise!
 O wrought of old, in Orient clime and sunny,
 With all His richest bounties largely decked;
 With heart all virgin gold and breath all honey,
 Supremest work of greatest Architect!

O Land of widest hope, of promise boundless!
 Why wert thou left upon a dark, strange sea,
 To wait through ages fruitless, scentless, soundless,
 Till from thy slumber men should waken thee?
 Why didst thou lie with ear that never hearkened
 The sounds without—the cries of strife and play,
 As some sweet child within a chamber darkened,
 Left sleeping long into a troubled day?

What opiate sealed thine eyes till all the others
 Grew tired and faint in East and West and North?
 Why didst thou dream until thy joyful brothers
 Found where thou wert, and led thee smiling forth?
 Why didst thou mask the radiant smile thou wearest?
 Why wert thou veiled from all the eager eyes?
 Why left so long, O first of lands and fairest,
 Beneath thy tent of un conjectured skies?

We know thy secret. In the awful ages,
 When yet was silence, and the world was white;
 Ere yet on the Recording Volume's pages
 The stern-browed Angel had begun to write.
 Ere yet from Eden the sad feet had wandered,
 Or yet was sin, or any spilt of blood;
 In august judgment, God the Father pondered
 Upon His work, and saw that it was good—

The Sovereign of suns and stars, the thunder
 Of whose dread Power we cannot understand,
 Sate gazing long upon the shining wonder
 Of this new world within His hollowed hand,
 With high, sad eyes, as one that saw a vision,
 And spake, "Lo, this My gift is fair to see
 But Pride will mar the glory, and derision
 Of many feet that will not follow Me.

"I give My creatures shields of hope and warning;
 I set in fruitful ways of peace their first;
 But even these will turn from Me, and scorning
 My counsel, hearken to the one Accurst,
 And Sin and Pain and Death will make invasion
 Of this abode, and from a world undone,
 To Heaven will sound the moans of expiation
 They wring from Him, My well-beloved Son.

"And once again will they, with eyes unheeding
 His Sacrifice, uplift their guilty hands
 Each to his brother, and with rage exceeding,
 And lust and vengeance, desolate the lands;
 But this one land," so mused He, the Creator,
 "This will I bless, and shield from all the woe,
 That worthier among men, in ages later,
 May find it pure, and, haply, hold it so!"

Thus, sweet Australia, fell His benediction
 Of sleep upon thee where no wandering breath
 Might come to tell thee of the loud affliction
 Of cursing tongues, and clamouring hosts of death.
 So with the peace of His great love around thee,
 And rest that clashing ages could not break,
 Strong prying eyes of English seekers found thee;
 Strong English voices cried to thee "Awake!"

For them a continent undreamed of, peerless—
 A realm for happier sons of theirs to be,
 One spot preserved, unspotted, bloodless, tearless,
 Beyond the rim of an enchanted sea
 Lay folded in the soft compelling languor
 Of warm south airs, as an awaiting bride,
 While strife and hate, and culminating anger
 Raged through the far-off nations battle-dyed.

Here no dread vestiges stood up imprinted
 With evil messages and brands of Cain,
 No mounds of death or walls of refuge dinted
 With signs that Christ had lived and died in vain;
 No chill memorials here proclaimed the story
 Of kingships stricken for and murders done;
 Here was a marvel and a separate glory
 One land whose history had not begun!

One unsown garden fenced by sea-crag's sterile,
 Whose mailed breasts push back strong-breasted waves,
 From all the years of fierce unrest and peril,
 And slaves, and lords, and broken blades, and graves
 One gracious freehold for the free, where only
 Soft dusky feet fell, reaching not thy sleep
 One field inviolate, untroubled, lonely
 Across the dread of the uncharted deep!

O dear and fair! awakened from thy sleeping
 So late! The world is breaking into noon;
 The eyes that all the morn were dim with weeping
 Smile through the tears that will cease dropping soon!
 Thine have no tears in them for olden sorrow,
 Thou hast no heartache for a ruined past;
 From bright to-day to many a bright to-morrow
 Shall be thy way, O first of lands and last!

God make us worthy now! The bitter mornings
 Of nations struggling from the blind long night
 Of Wrong, set high before our eyes are warnings,
 And finger-posts to guide us on to Right!
 God make us manfullest of men, and bravest,
 To fight the fight for Thine and Thee, and stand
 Erect and watchful of this gift Thou gavest—
 Until at last we sit at Thy right hand!

DEDICATION.

To the memory of De Quiros, Tasman, Dampier, Cook, Bass, Flinders and all those brave mariners who discovered our country ;

To the memory of Hume and Hovell, Sturt, Mitchell, Leichhardt, Cunningham, Oxley, Burke and Wills, Kennedy, McKinlay, Stuart and all those self-sacrificing pioneers who crossed and recrossed our Continent and undeterred by privation and all manner of hardship made known to us its resources ;

To the memory of Wentworth, and all those public-spirited men who fought for and won our constitutional rights and liberties ;

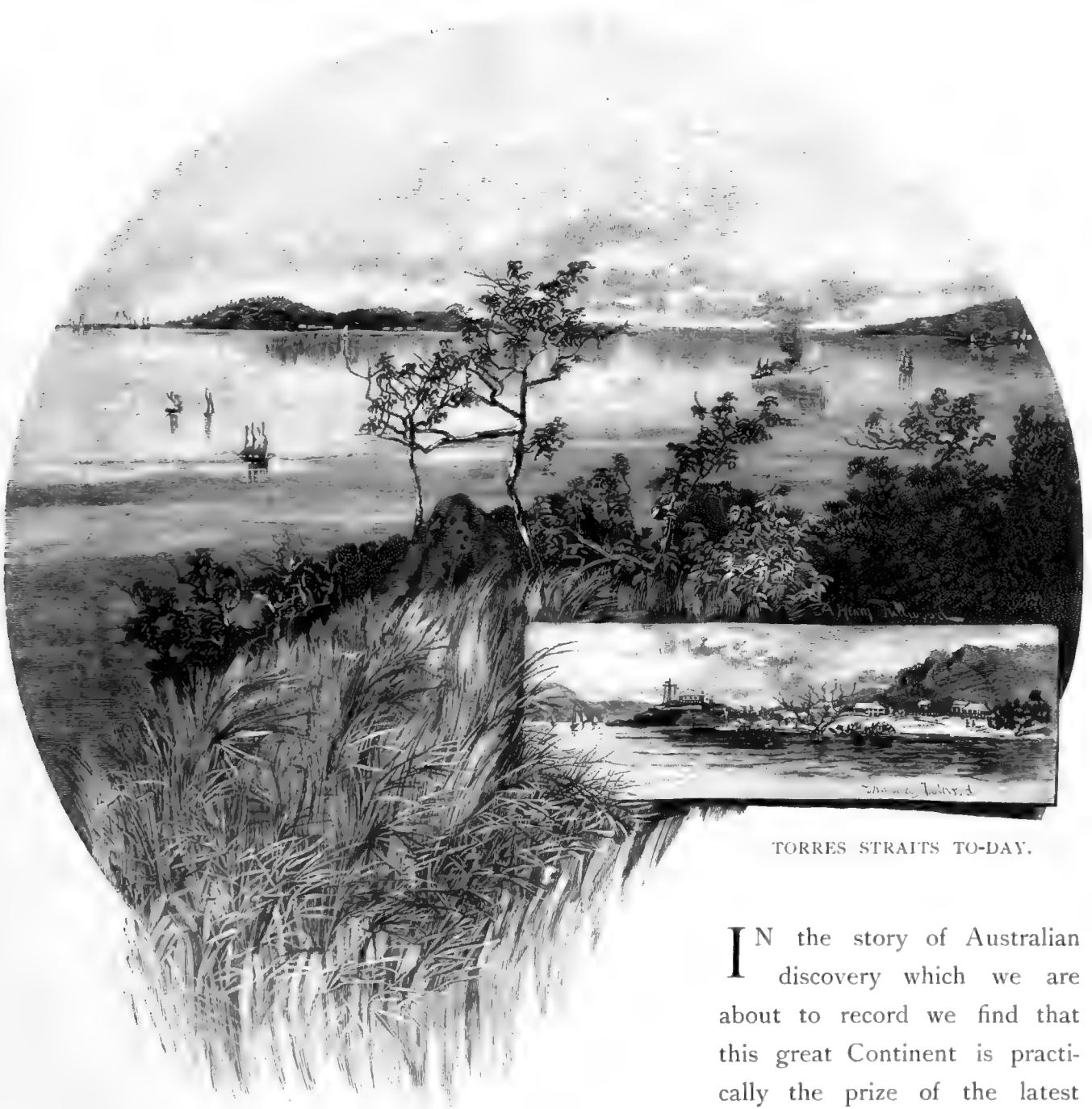
To the settler, the miner, the farmer, the artisan ; to the muscle and brain and enterprise which has given a new commonwealth to the world ;

To the youth to whom we look to maintain and defend it,

This Book is Dedicated.

AUSTRALASIA ILLUSTRATED.

EARLY DISCOVERIES.



TORRES STRAITS TO-DAY.

IN the story of Australian discovery which we are about to record we find that this great Continent is practically the prize of the latest comer. Nation after nation followed in each other's wake, but all unwitting of the treasure-trove which lay concealed behind its uninviting shores. Like the soul of the licentiate in the immortal story of "Gil Blas" one only could pierce the meaning of the inscription which marked the depository of a fortune. Chinese and Malay, Portuguese and Spaniard, Dutchman and Frenchman, urged as much by maritime passion and love of adventure as by national pride and greed of gain, sought that Great Southern Land which is even now but passing through the first stage of its infancy. At one time the Dutchman seemed to hold its future

in the hollow of his palm, but he relaxed his grasp and never regained it. It was a great thing to lose—a fifth part of the known world; and he did not lose it by the fortune of war but by the misfortune of being ignorant of its value. To him, however, belongs the credit of having traced the northern and western and part of the southern coasts, from Cape York to Cape Arid; but the tropical islands had more fascination for him, as they had for the English Dampier, than the bleak and desert coast-line he explored. Hence as far as the Dutch were concerned the Continent remained open for exploitation a century and a half from the date of De Quir's historical voyage in search of a Southern Land. The choice was like that of the leaden casket in the old fable—the greatest prize was hidden in the least valuable exterior. Nor could the sturdy sailors of Holland have done much with Australia at the time of their first visit even had they tried to occupy it; for, as we shall hereafter see, although the commerce of Australia had its origin in the exportation of sealskins and whale oil, it received its greatest impetus from the discovery of the fitness of large tracts of the Continent for the growth of fine wool, and the time for that trade had not yet arrived.

The ivory and spices which gave the East Indies their value in the eyes of the Portuguese Australia was lacking in, and the gold which made South America worth the shedding of Spanish blood had not yet been discovered in the "New Atlantis" of the South. Hence the romance which clings around Australia's early history is the romance of effort rather than of achievement, a romance of old ships and old sailors, of mutinies on the high seas and collisions with natives, of bloodshed and water-famine, of hope deferred and heroic endeavour; and then a great blank, as if the vision of the *Terra Australis* of the robust days of old had faded from men's minds for a season, to reappear in a more modern, a commonplace and a less poetic guise.

It is impossible to say when the existence of Bacon's "New Atlantis," like that of the old "Atlantis" of Plato's philosophic dream, was first dimly suspected. Perhaps from the earliest period of the world's history. Even the Ptolemaic theory of the configuration of the earth did not shut out from the minds of the Ancients some vague idea of an unknown *Terra Australis*, some *Ultima Thule* of the South, that yet remained to be one day discovered; and the early Christian Fathers discussed such hypotheses with as much vigour as decision. Amongst them the venerable St. Augustine, with all the fervour of strong religious conviction, wrote that "Nothing could be more absurd than to believe that land, even if it existed, on the opposite side of the world could be inhabited by human beings, for the Holy Scriptures made no mention of the fact, and it was obviously impossible that any of the descendants of our first parents could have sailed to or reached those countries without being missed."

The discovery of America by Christopher Columbus in 1492, not only disposed of such arguments, but originated also a scientific theory that some extensive territory must of necessity exist on the opposite side of the globe by way of counterbalance; and the Chinese, who were in all probability the earliest of the discoverers of the great *Terra Australis* confirmed this theory in a tale of a vast but unknown Southern Land. Towards the close of the thirteenth century Marco Polo visited China, being the first European of whom any record exists who had achieved such a journey, and he supports the belief that the Chinese knew positively of the existence of Australia, although it is probable

that their discovery referred only to New Guinea — a country which from a remote period of antiquity had been an object of curiosity to the civilized world. It is, indeed, matter for regret that the historical evidence of the first actual discovery of Australia is so shadowy and delusive. Amongst the European nations the Portuguese, the Spanish, the Dutch, the French have each and at different times shared the credit of its achievement; and also amongst the peoples of Asia the Chinese and the Malays put forward claims to have been "the first that ever burst into that silent sea."

The first mention in authentic history of any European visiting a supposed Southern Continent is contained in De Brosses' "*Histoire des Navigations Aux Terres Australes*," and relates to a certain Binot Paulmyer who, nearly four hundred years ago, landed on what was for long considered to be the great

Terra Australis, although it was in all probability the island of Madagascar. Paraphrasing the French account, which is very circumstantial, we read somewhat as follows: When Vasquez de Gama had opened the road to the East Indies, French merchants



TORRES ON THE NORTHERN COAST OF AUSTRALIA.

began to follow the Portuguese to those famous lands, and it was about this time, in the month of June, 1503, that the ship *L'Espoir*, commanded by Binot Paulmyer, Sieur de Gonneville, left the harbour of Honfleur, rounded the Cape of Good Hope,



SIGHTING LAND.

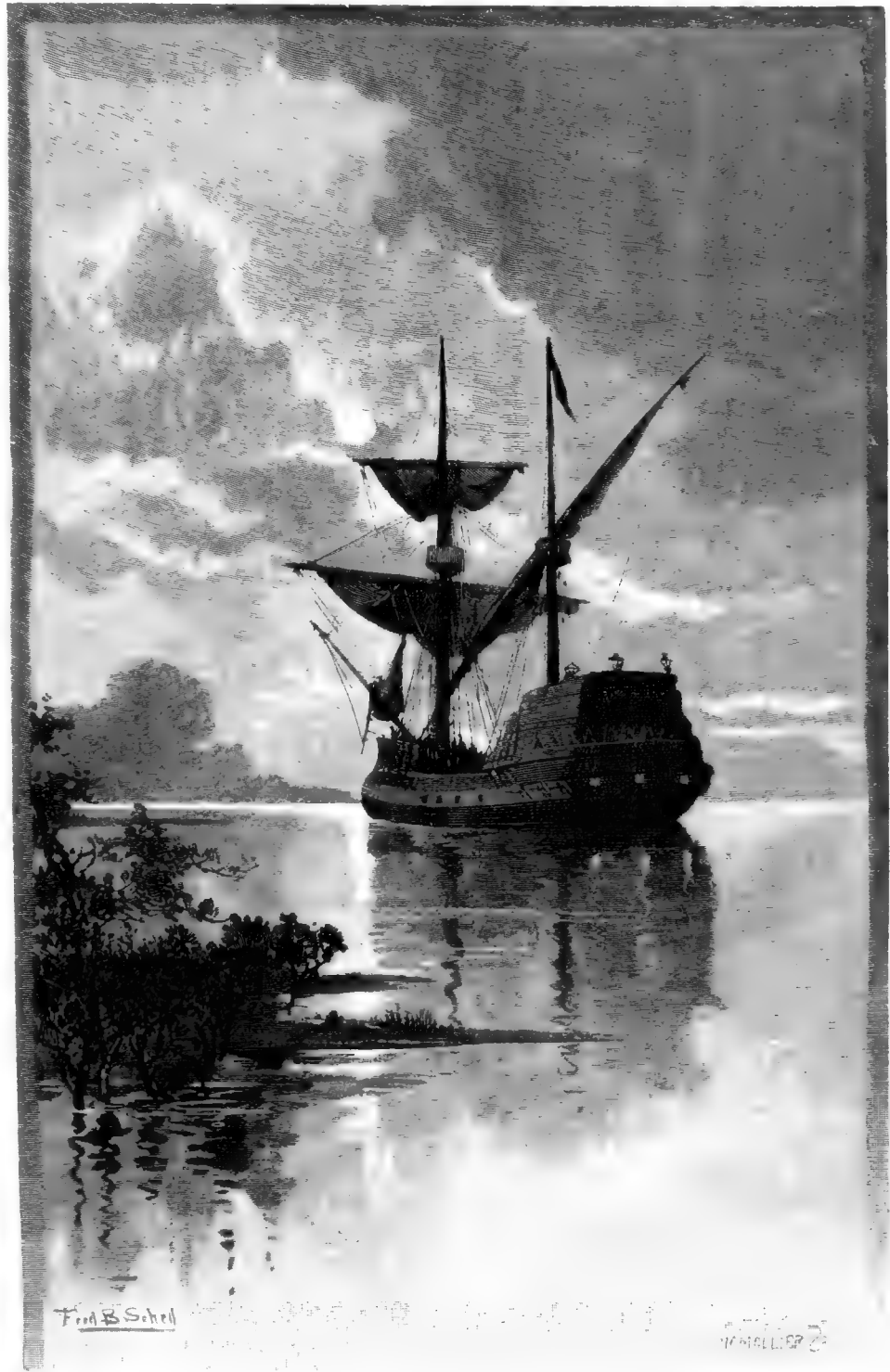
and was then driven out of her course and reckoning by a violent storm. The sight of birds coming from the south decided the Captain to sail in that direction in the hope of finding land where his vessel might be watered and repaired. The storm-worn mariners were fortunate enough to make a large island, which they named *Indes méridionales*, where they stopped six months. On the refusal of the crew to sail further south the Captain put his ship about, and taking with him a young native of the country, steered for France, in sight of which he was lucky enough to arrive when, between the isles of Jersey and Guernsey, an English privateer captured him and his men and set them ashore on the French coast. At the command of the *Procureur du Roi* he filed a complaint before the French Board of Marine, on the 19th of July, 1505, which was signed by all his officers. This document was included in the memoirs of a priest, which bore the imprint of

Cramoisy, Paris, 1663, and which were dedicated to Pope Alexander VII. This priest was himself descended from the native whom De Gonneville had brought back with him and whom he married to one of his relations in Normandy. The priest, who claimed to be the great-grandson of the native, signs himself with the initials J.P.D.G.—probably Jean Paulmyer de Gonneville—Canon of the Cathedral S.P.D.L. He worked with writings and traditions which existed in his family relating to Binot Paulmyer's voyage, the logs and journals of which had fallen into the hands of the English and had never been recovered. The Count de Maurepas, Minister of the Admiralty of France, instituted researches in Normandy to find the original declaration of the Sieur de Gonneville, but without success, as civil wars and an interval of two hundred and fifty years rendered the search useless; but the Count de Caylus ascertained that a very consistent tradition current in the country attested the truth of the report, and M. E. Marin La Meslée, Member of the Paris Society of Commercial Geography, gives a full account of this interesting incident, which purports to be a translation from an old Norman record—in all probability the very document which De Maurepas and De Caylus successively searched for in vain.

Later maritime explorers, including Flinders, were inclined to believe that the coast upon which De Gonneville landed in 1503 was not, as he supposed, Australia, but the island of Madagascar, fourteen hundred leagues to the west of that continent. On the other hand a few writers consider that the old French navigator's story is corroborated in some particulars by Sir George Grey in his "Journals of Two Expeditions of Discoveries in North-west and Western Australia," particularly with regard to the appearance of the country, and the manners and customs of the natives in the neighbourhood of the Glenelg and Prince Regent Rivers, between the East and West Kimberley Districts.

The whole question of the first discovery of Australia is enveloped in doubt and mystery. The researches of R. H. Major, of the British Museum, have from time to time brought to light various manuscript charts, concerning the genuineness of which there has been no little controversy. These maps were supposed to date from between 1511 to 1542, and they

present a considerable body of questionable evidence in respect to an early discovery of Australia by the Portuguese, which has given occasion to no end of ingenious theorising on the part of antiquaries and geographers. G. B. Barton, in his "History of New South Wales," disposes judiciously of the question of an ante-historical visit to Australia, the proof of which rests on so slender a foundation as the manuscripts alluded to in the following passage, which we have taken the liberty to quote:—"To deal with the subject of discovery, in the darkness which still surrounds it, is hardly a less difficult task than that of the learned Burgomaster Witsen, when he undertook to write on the 'Migrations of Mankind.' We have only to



THE "DUYFHEN" IN THE GULF OF CARPENTARIA.

recall the various theories with respect to the question of priority among the discoverers in order to see the existing state of confusion. There are at least five such theories still in existence: one sets up the Malays and the Chinese as the first discoverers; another the French; a third, the Portuguese; a fourth, the Spaniards; and a fifth, the Dutch. Each of these theories is supported by a great deal of argument and some evidence; but nothing seems to come of either but doubt and despair. To show how unsettled the

question still remains, it is enough to mention that Major, in 1859, considered it highly probable that the Portuguese discovered the country between 1511 and 1529, and almost certain that they discovered it before 1542; but having found a *mappemonde* in the British Museum two years afterwards, he came to the conclusion that the country was positively discovered by the Portuguese in 1601—the Dutch being thus summarily dispossessed of an honour they had enjoyed for more than two centuries. Further researches enabled the lucky discoverer of the map to satisfy himself that it was ‘an abominable imposture,’ and the laurel crown was thereupon handed back to the Dutch. Unfortunately, however, the detection of the imposture escaped the notice of many who had read the account of the map—among them being the author of a valuable work on the ‘History of Australian Exploration,’ in whose pages it appears as unquestioned evidence of a ‘Portuguese discovery of Australia immediately preceding the Dutch one.’ However interesting the point of priority may be, it is a matter of little importance compared with a reasonably accurate knowledge of the whole subject—for which we must wait until it is treated, like any other branch of inquiry, according to the critical methods of the present day.”

It is supposed that the survivors of the ill-fated expedition commanded by Fernando de Magelhaens, caught a glimpse of the western coast during their storm-tossed wanderings, but this is merely a matter of conjecture, founded, in all likelihood, upon the existence of an undated track chart drafted by the old Portuguese mariner who, in 1520, sailed through the straits which bear his name into the South Seas, where, in the following year, he lost his life in a fight with the natives of the Philippine Islands.

Amongst other evidences of a discovery of Australia before the close of the sixteenth century, besides those adduced by R. H. Major in his “Introduction” to “Early Voyages to *Terra Australis*,” it is stated in Dalrymple’s “Voyages and Discoveries in the South Pacific Ocean” that Juan Fernandez—whose name is associated with the most popular of marine romances—was the finder of the Southern Land, and in an edition of Ortelius, bearing the date of 1587, a map is given showing New Guinea as an island separated by a strait from *Terra Australis*, and containing the words, “*Hanc continentem Australem nonnulli Magellanicam regionem, ab ejus inventore nuncupant.*” Various editions of Mercator of about the same date give indications similar to those on the map of Ortelius. “In the map to illustrate the voyages of Drake and Cavendish (*temp.* Q. Elizabeth), New Guinea is an island, while *Terra Australis*, which is separated from it, has an outline remarkably similar to that of the Gulf of Carpentaria.”

Certain it is that as early as 1598 a distinct account of Australia, probably the earliest in existence, was printed at Louvain in the “*Descriptionis Ptolemaicæ Augmentum*” of Cornelius Wytfliet, from which we quote the following: “The *Australis Terra* is the most southern of all lands, and is separated from New Guinea by a narrow strait. Its shores are hitherto but little known, since, after one voyage and another, that route has been deserted, and seldom is the country visited unless when sailors are driven there by storms. The *Australis Terra* begins at one or two degrees from the equator and is ascertained by some to be of so great an extent that if it were thoroughly explored it would be regarded as a fifth part of the world.” Seventy years later Sir William Temple, English Ambassador to the Court of Holland, informed his

royal master that the Dutch East India Company had long been aware of the existence of a rich unknown country to the southward of Java, but fearing commercial competition and having already more trade than it could satisfactorily protect, the knowledge was suppressed under threatened penalties of the severest description.

International hatreds and jealousies were doubtless the cause of so many years of uncertainty as to the value of the unknown land. There was a bitter rivalry between the Spanish and Portuguese Governments for the world's commerce and the extension of their colonial possessions, and the famous Bull of Pope Alexander VI., by defining the different portions of the earth's surface in which each power might energetically prosecute maritime discovery, endeavoured to promote harmony and avoid a cause of quarrel between these irascible nations. It is, however, more than probable that the peaceable designs of the Pontiff were defeated by the configuration of the globe itself, and that the early Portuguese discoverers were apprehensive that the continent fell within the limit of the Spanish boundary; hence they were little inclined to lay claim to the honour of a discovery



ANTONY VAN DIEMEN.

the substantial benefits of which would accrue to their hated, stronger, and too often successful rivals. The Dutch were at war with the Spaniards, and might well have dreaded the possibility of having them for close neighbours in the South; France appears to have had no interest in the prosecution of maritime discovery until a much later period, and there is no record of England having been in any way identified with the new Continent prior to the landing of Dampier on the north-west coast in 1688.

In the year 1606, the expedition of De Quiros, as he is called by the Spaniards, discovered the largest island of the New Hebrides Group, and supposing that this must be the Great Southern Land of ancient tradition, "*la quarta parte del mundo Australia incognita*," he bestowed upon it the name of "*Terra Australia del Espiritu Santo*." But it is not so much as a discoverer as the apostle of discovery that De Quir will be remembered. In the language of W. A. Duncan in the preface to his translation of the "*Relacion*" of "*El Capitan Pedro Fernandez de Quir*":—"It seems

certain that De Quir was not the discoverer of the real continent; that his "*Australia del Espiritu Santo*" is the largest island of the group now called the New Hebrides, and that the real Australian Continent had been discovered more than half a century before his time, although, for reasons of State, its discovery was kept as far as possible secret. It is nevertheless true that the discoveries of De Quir led to the subsequent explorations of the Dutch, of De Bougainville and of Cook, and that, in the words of Dalrymple, 'The discovery of the Southern Continent, *whenever* and by *whomsoever* it may be completely effected, is in justice due to his immortal name.'

De Quiros inherited his zeal in the cause of exploration from his old leader, Alvaro Mendaña de Neyra, who had cruised about in these mysterious seas as early as 1567. In that year he left Callao, and steering east discovered the Solomon Group, and sailed round San Christoval and other neighbouring islands. He was in the same latitude as the channel through which Torres afterwards worked his passage, and which is now named after him, and within a few days' sail of the shores of the great Australian Continent. Mendaña appears to have had some suspicion that greater discoveries than he had yet made remained behind, for in the flamboyant account of his voyage, which he gave the Court on his return to Spain, he made an earnest request for a ship to prosecute further researches. Nearly thirty years passed away before his solicitations were successful, but when at last he sailed, in 1595, he took De Quiros with him.

Mendaña on his voyage reached the Marquesas Islands, but was unable to find the territories he had touched at so many years before. After much suffering and privation, and long-continued unsuccessful search, he succumbed eventually to the anxiety and disappointment which supervened on his failure to realise his ambition, bequeathing to De Quiros, who succeeded him in the command of his expedition, a similar fate.

Worn out with the hardships of the voyage, and working his vessel^b with a crew of grisly skeletons, De Quiros at length succeeded in making Manila, the capital of the Philippine Islands, and undismayed by the perils of the past found his way thence to the Court of Spain, where he petitioned King Philip the Third to grant him men and ships to discover a still newer world than that given to Ferdinand and Isabella by Columbus, of whom in so singular a way he was to emulate the unfulfilled renown. For nearly thirty years he advocated the search for the Southern Land, and it is only necessary to read any one of the many petitions that bear his name to see how completely he identified himself with the one great object of his life-time. He ever persistently maintained, and sought to prove by many arguments, that the Southern Continent really existed. Again and again he importuned the Spanish Court to give him a chance, only one single chance, to make good his promises of wealth and fame, to present his country with a continent, and at last his importunity prevailed.

De Quiros started for Lima with letters royal instructing Don Luis de Velasco, the Viceroy of Peru, to give him men and ships, and with a letter from the Pope commanding all good Christians to assist him. A year of busy preparation, and then, amid the ringing of bells and the prayers of the pious people of Callao, his three vessels disappeared below the western horizon to plunge among the unknown terrors of that fascinating ocean which to the old-time mariner was a limbo of all things weird or wonderful.

Island after island is seen and named; for the first time the coral-growth is noted

and described; but for months no large territory looms in sight. It gladdens the anxious watcher's eyes at last; some verdure-covered hills appear, which grow hourly more and more distinct in all their tropical luxuriance. But there is visible no landing-place upon that rocky shore, for even where a strip of dazzling sand is seen, overhung by palms and evergreen thickets, rolls a heavy surf. After standing outward for two days, the navigators round a bold cape and anchor in a wide inlet of the Bay of St. Philip and St. James. There, on sheltered waters fringed by a broad

crescent of yellow beach, the ships lie at anchor—the *Capitana*, a high-pooped craft of ancient Spain from which floats the ensign of De Quir himself; the

Almiranta, or admiral's ship, the commander of which, Luis Vaez de Torres, is rather a military man than a sailor, and a little vessel to act as a *zabra*, or tender. Not one of these ships exceeds some fifty or sixty tons, in our eyes they would be insignificant craft indeed for so formidable a service, and they were certainly wretched homes for crowded crews in a tropical climate, in which the air hung like a pall of vapour from the sky, and the pitch boiled and blistered in the seams of the deck-planks.

It must have been a proud moment

for De Quiros when he saw before him that unbroken coast stretching as far as his eye could range. Three days he had sailed past the hilly shores, and still an unvarying succession of bold tree-covered slopes and verdured bluffs, and then he felt assured that the Great Southern Continent, his dream for nine and twenty years, was at last in very truth before him.



TASMAN'S CARPENTER LANDING AT STORM BAY.

Strong in the belief that the land they had discovered was that *Terra Australis* of fabled wealth, the voyagers landed and enjoyed the sight of fresh green sward and limpid streams. The taste of the cool rill bubbling down from the mountains must have been delicious to lips which for so long had been moistened only with tepid water from putrid barrels, in a time when the scourge of scurvy decimated the crews in a wholesale fashion and antiscorbutic remedies were all unknown.

Pleasant days were spent in this beautiful island, till Spanish arrogance disturbed the harmony existing between the natives and the crews. The sailors had wandered inland and had not conducted themselves with scrupulous propriety, whereupon an island chief, with perfect justice, drew upon the sand a line, and made signs warning the Spaniards against crossing it. Torres, in haughty defiance, accepted the challenge and stepped forward. At once an arrow rang on the steel corslet that covered his breast; but the Spaniards had their matches ready and a volley was fired, and the chief and several of the natives fell. That night, either from fear of revenge or from disgust at the hardships of the voyage, the crew of De Quiros mutinied, silently overpowered their officers, weighed anchor under the cover of darkness, and when Torres looked forth over the faintly-lighted bay at sunrise, where three vessels had been there lay at anchor only two. He cruised for a week along the coast in search of the missing ship, and stood a long way to the south, never suspecting that his chief was being compelled by mutineers to navigate the *Capitana* to Mexico through all the horrors of thirst, famine and dissension.

When De Quiros reached Spain he reported the discovery of a continent, to which he gave the high-sounding name of "*Terra Australis del Espiritu Santo.*" Torres, however, knew better, for he had sailed round this land and had learnt that it was only an island—a large one no doubt, the largest of the group called the New Hebrides, but certainly not a continent. It is still known by a part of the name thus given to it, and in all modern maps and references appears as "*Espiritu Santo.*"

No longer entertaining any hope of falling in with the *Capitana*, Torres had to determine what course he should pursue. His choice was to hold to the west, not with the intention of making further discoveries, but in the hope of reaching the Philippine Islands, where, at the Spanish city of Manila, his storm-beaten craft might be repaired and re-victualled for the homeward voyage.

Right in front of him stretched the long coasts of Australia and New Guinea—a line three thousand miles in length with only one break of a hundred miles in it all, yet through the very centre of that passage he steered. Thus by ill-luck, which looked at the moment like good fortune, Torres narrowly missed the honour of discovering the Great South Land. In his report he mentions that he had sailed among numerous islands, and that he had seen many scattered groups to the south; it is even possible that he sighted the northern point of Australia, the promontory since named Cape York, but it would have loomed before his eyes only as another of those ocean rocks that studded the sea around him. Thus sailing slowly through the straits which bear his name, missing the main object of his voyage, much spent with toil, with ships sadly battered and crews worn out, Torres painfully made his way to Manila, the capital of Luzon, and rested for a while. Here he wrote a report of his voyage, and

lodged a copy in the public archives of the place. What became of the original is uncertain, but the forgotten copy reposed unheeded beneath the accumulated dust of a century and a half, when the British bombarded the city in 1792, brought to light the ancient manuscript, and honoured the memory of the doughty Spaniard by calling the straits of his discovery by his name. This is the only memorial left us of his daring enterprise, for he was hitherto in no way identified with the early exploration of that Great South Land which fired the imagination and baited the endeavour of those romantic old-time mariners.

Of De Quiros it remains only to be told that after his miserable return to Mexico with the mutineers, he again repaired to the Court of Spain, where he



WILLIAM DAMPIER.

spent two years of his fast-closing life in the old, weary work of memorialising and petitioning for but one single chance to finish his work. Nearly fifty memorials are said to have been presented by the aged navigator ere he was once more commissioned to proceed to America and start on another voyage. He reached Panama at last. His high hopes were at the point of being really consummated, and a new world seemed again about to be given to the haughty Don. But death cut abruptly short the gallant career of the old Portuguese mariner, even as the wind of favouring fortune filled the sails of his ships in the bay, and an unknown grave received the wasted body wherein had dwelt the adventurous spirit of that noble sailor Don Pedro Fernandez De Quiros, whose name will ever be honoured as that of the man who, through all difficulties and discouragements, never doubted the existence of a great *Terra Australis*, and who devoted the best energies of his life to its discovery. Thus was brought to a dramatic close one of the most romantic chapters in the annals of Spanish maritime story; thus perished the Columbus of the "New Atlantis" who, like his great prototype, was never

privileged to set his foot upon the land which filled his dreams and inspired his efforts.

It was in the month of August, 1606, that Torres threaded his way through the intricate waters that bear his name, and curiously enough in this very same year another party of Europeans, approaching from the west, saw, and even landed upon, Australian shores; but they also had not the least suspicion that they were looking on an unknown continent. It appears from a paper discovered more than a century ago, that in 1605 a party of Dutch sailors were sent out from Batavia to explore the coasts of New Guinea; for while the Spaniards had been pushing to the west from America, with Lima for their head-quarters, the Dutch had been steadily following their career of discovery, moving eastward, as the Council of the Indies at Batavia were determined to lose no opportunity of securing for their newly-born republic as much of these unknown lands as they could discover and appropriate.

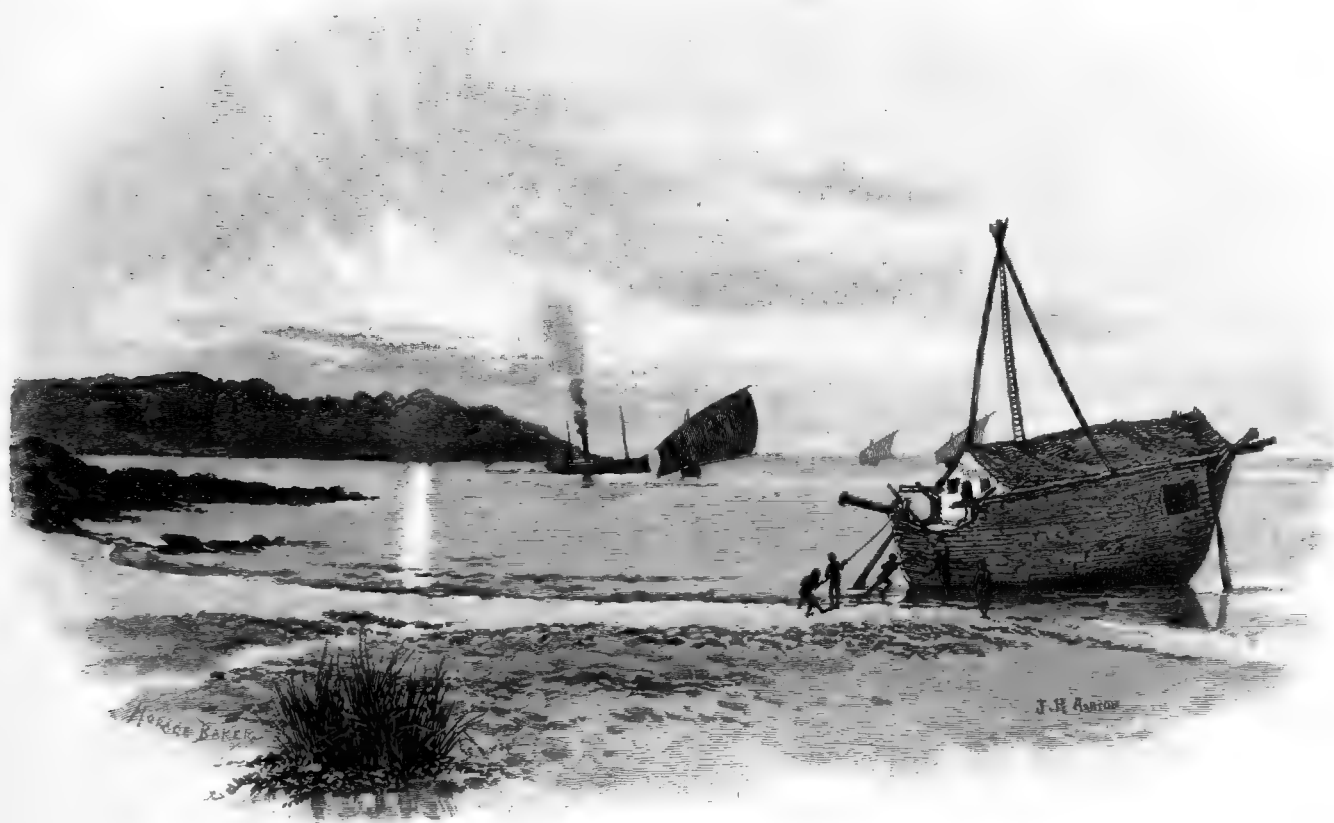
The little vessel the *Duyfhen*, or *Dove*, was therefore despatched to examine New Guinea. She sailed along the southern shore of that island till early in 1606 she reached the very strait which Torres, only two or three months distant, was approaching from the opposite direction. At this point her commander, whose name is unknown to history, must have been deceived by bad weather, which made him fancy that the line of islets so thickly studding the passage was a continuous coast. He steered steadily northward till he reached Cape York Peninsula, when thinking himself still upon the shores of New Guinea, he sailed into the great opening now called the Gulf of Carpentaria. His men landed near a low point of red sandy bluffs, but in the attempt to penetrate the mangrove swamps that fringed the shore they were attacked by ferocious blacks and several were killed. The Dutchmen do not appear to have thirsted very ardently for further discoveries, for they named this ill-fated point Cape "*Keer-weer*" or "*Turn-again*," made sail, and stood out for sea on their return voyage. Their discovery was of no value, as they themselves never suspected its importance, and not until nearly two centuries had elapsed did its real significance become known.

During the next forty years the Dutch sent from Batavia a succession of small expeditions. Besides these voyages, intended expressly for discovery, several navigators wandered or were driven so far out of their course as accidentally to sight the Australian Shore, and in this manner the northern and western coasts gradually became known.

In 1616, Captain Dirk Hartog, Hertoge or Hartighs, in the ship *Eendragt*, whilst voyaging from Amsterdam to Bantam made the west coast of the Continent, landing on the island which has since received his name, where he left a metal plate bearing a record of the discovery. This was found about eighty years afterwards by Captain Vlamingh of the *Geelvink*, who transferred the inscription to a second plate of metal and added thereto an account of his own voyage. In 1801, Captain Hamelin, of the French ship *Naturaliste*, found this plate and re-erected it on a new post.

In 1622, the Dutch ship *Leeuwin*, or *Lioness*, discovered the reef on the west coast known as Houtman's Abrolhos, where seven years later Francis Pelsart was wrecked in the *Batavia*, and in the year following the *Leeuwin's* visit the yachts *Pera* and *Arnhem* were sent from Amboina to explore the coast previously discovered by the *Duyfhen*. Captain Jan Carstens of the *Arnhem* was, with many of the crew, murdered by the New Guinea blacks, but the voyage was continued and several landings effected on the shores

of the Gulf of Carpentaria. Another expedition sailed from Banda in April, 1629, consisting of the yachts *Klyn*, *Amsterdam* and *Wezel* under Captain Gerrit Tomaz Pool, or Poel, who was also murdered by the natives on the New Guinea Coast; the subsequent discoveries were prosecuted without any competent supervision, and after landing at a few points of Arnhem's Land the ships returned—nevertheless the complete examination of the Gulf of Carpentaria was the outcome of this voyage. Thus were the western coasts



A MALAY PROA IN THE GULF OF CARPENTARIA.

mapped out, mainly in a rough and ready fashion, by the masters of the Dutch vessels which on their way from Europe to the West Indies had been swept out of their courses by storms, as well as by those who had made special voyages of discovery.

The Commander of the *Gulde Zeepaard* had in the meantime accidentally made the south coast, and sailing along it for many hundreds of miles bestowed upon it the name of Nuyts Land—the Pieter Nuyts associated with this voyage being, in the opinion of R. H. Major, not the captain of the ship, but perhaps the Company's first merchant on board. He was most likely a civilian, as Flinders notes that he was afterwards made Governor of Formosa. Many other vessels, including the *Mauritius*, an outward bound ship which appears to have made some discoveries upon the west coast in July, 1618, the *Vianen* of De Witt, and the *Batavia* of Pelsart had also visited the Australian Coast at various points, but all their reports were unfavourable, both with regard to the nature of the country and the characteristics of the inhabitants.

The visit of Pelsart, in 1629, is interesting from the fact that he was probably the first of his countrymen to bring back to Europe anything like an authentic account of the western coast of Australia. He sailed from Texel on the 28th of October, 1628, having

under his command ten ships besides his own, which was named the *Batavia*, and they were all fitted out by the Dutch East India Company. On the 4th of June in the following year, he was separated from his fleet by a storm, and driven on the shoals which are now marked on the maps as the Abrolhos of Frederic Houtman, lying in latitude twenty-eight degrees south, and named after Houtman of Alkmaer, who commanded a fleet of Dutch East Indiamen in 1618. When the *Batavia*, which had upwards of two hundred and thirty men on board, struck upon these banks there was no land visible, but an island about the distance of three leagues, and a few rocks which were nearer to hand. On these the greater part of the crew were landed, together with the most valuable portion of the cargo and the ship's water, of which there was none to be found on any of the islands. The scarcity of this article and the complaints of his company obliged Pelsart, rather against his will, to set out in the skiff and attempt to procure water from some of the neighbouring islands, leaving his lieutenant and seventy of his men still aboard the ship, and in danger of perishing along with her.

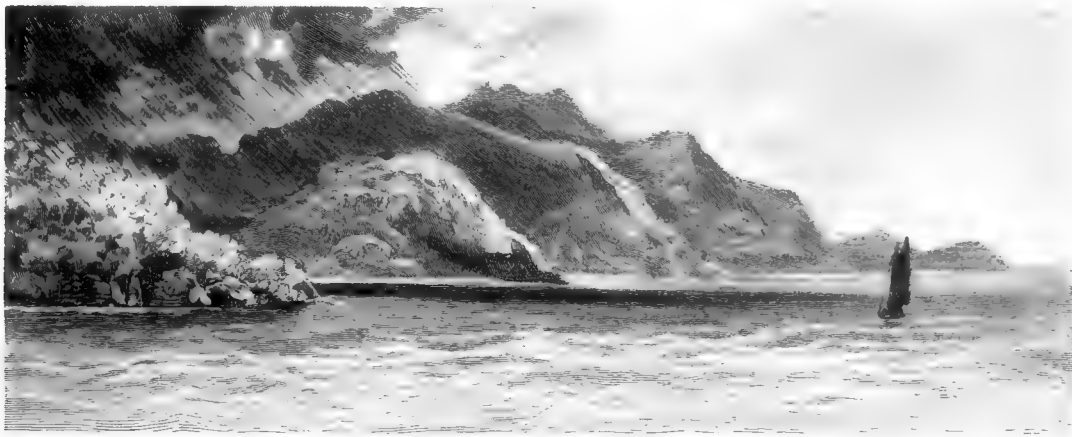
Pelsart coasted the islands with the greatest care, but found in most of them that the rain water in the holes of the rocks was so mingled with sea water as to be totally unfit for use. Obligated, therefore, to go further, he soon had sight of the mainland, which seemed to be about sixteen miles north-by-west from the place where the *Batavia* had struck. The day following he continued his quest, sailing sometimes north, sometimes west, but the land appeared low and naked, and the shore excessively rocky and uninviting. For two days the shipwrecked mariners steered on a northerly course amid rough and tempestuous weather, the sea running so high as to make it impossible for them to effect a landing.

As they proceeded on their voyage the land trended away to the north-east, and the coast seemed to be but one continuous rock, remarkably level at the top and of a reddish colour, against which the sea broke with such impetuosity as to make it extremely dangerous to attempt a landing. In twenty-four degrees south latitude, as Pelsart and his men were sailing slowly along the coast, they perceived in the distance a great deal of smoke, and rowed towards it with the utmost of their power in the hope of finding inhabitants and, as a consequence, water. Approaching the shore, however, the rocks were found so steep and jagged, and the surf so violent, that any attempt to effect a landing appeared the height of fool-hardiness. Thereupon six of the skiff's crew, trusting to their skill as swimmers, leapt overboard, and were fortunate enough to reach land, where they spent the whole day in searching for water. They saw four natives, who came very close to them, but upon one of the Dutch sailors advancing they ran away with the utmost precipitance. These people are naïvely described as black savages, and quite naked, not having so much as a covering about their middle. Relinquishing all hope of finding water on this barren and uninviting coast, the men swam on board again, much injured by the surf dashing them upon the rocks, and Pelsart weighed anchor and continued on his course, trusting to find a better landing-place.

On the morning of the seventh day since they quitted the *Batavia* they discovered a cape, from the extreme points of which ran a ridge of rocks a mile into the sea, and behind it lay a second ridge. The sea being calm they ventured in between, but found no passage. Towards noon another opening appeared which they attempted, being

this time successful. On landing they set immediately to work digging wells in order to procure fresh water, but what they succeeded in getting was again so brackish that they were unable to drink it, although ready to famish through excessive thirst. Ultimately they discovered rain water in the hollows of the rocks, which was an inexpressible relief to men who had for some days existed on an allowance of a pint apiece.

Near the place where Pelsart and his crew landed was a large heap of ashes and the remains of some cray-fish, and from this they very reasonably concluded that a party



CAPE TRIBULATION, NORTH-EASTERN COAST OF AUSTRALIA.

of natives had lately been upon the spot. The country, however, appeared so barren and unpromising that, although anxious to collect all the knowledge their circumstances would admit of, they felt by no means allured far from the coast; indeed, the part of the Continent upon which they had landed is described by Pelsart as a thirsty, parched, barren plain, covered with ant-hills, so high that at a distance they looked like the huts of negroes, and the air was infested with such multitudes of flies that the Dutchmen were scarcely able to keep themselves clear of them.

As the sailors explored this arid land they saw eight more natives, who appeared at a distance, each with a staff in his hand, and advanced until they were within musket-shot; but as soon as Pelsart's company moved forward to meet them, like those whom the sailors had first seen, they fled at the top of their speed.

The Commodore, entertaining no hope of procuring water, or of entering into correspondence with the inhabitants, resolved to go on board and continue his course northward, trusting to good fortune to find the river of Jacob Remmescens in De Witt's Land; the wind, however, veered about to the north-east, and he was no longer able to follow the trend of the coast, and reflecting that they were now one hundred and twenty leagues from Houtman's Shoals, with scarcely enough water to serve them during the passage back, he came to a resolution to make the best of his way to Batavia, acquaint the Governor-General with the misfortunes which had befallen his ship and his crew, and obtain such assistance as he could procure for their relief. Pelsart's description of this part of the Australian Coast agrees substantially with that given by Dampier, who landed somewhere near the same spot sixty years later.

In 1642, Abel Janszen Tasman entered on the work of discovery, being placed by Antony Van Diemen in command of an expedition commissioned to search for new lands

in the Southern Ocean. Van Diemen, in the year 1637, had been appointed by the Dutch as their Governor-General in the East Indies, and although no navigator himself he was the cause of much exploratory navigation by others. Shortly before he set sail from Europe to take up his work of administering the affairs of Asiatic Holland, it so happened that there had been published at Frankfort an account in Latin of the voyages of De Quiros. It cannot be doubted that Van Diemen knew of this, and being enterprising and ambitious, was resolved to signalize his period of government by the further exploration of this dreamt-of Southern Continent, and it is from an account of what the Dutch had already done in these waters up to the time of Tasman's second voyage, which Van Diemen caused to be drawn up, and which curiously enough was discovered only a century ago, that we have derived our meagre account of the *Duyfhen* and the other Dutch ships which at various times explored small portions of the coast.

On the 14th of August, 1642, there set sail from Batavia two clumsy vessels, with high square sterns, and sides bulging out prodigiously at the water-line, manned by stolidly unromantic Dutch sailors who could at least be relied upon to do their duty. These vessels were the *Heemskerck* and the *Zeehaen*, of the expedition fitted out by Antony Van Diemen, and commanded by Abel Janszen Tasman, and their mission was the quest of a continent. At first they sailed south-west to the Mauritius, then turning to the south-east, and encountering on their way the chilly storms from the South Pole, they penetrated to latitude fifty degrees; but they found no signs of a continent in these seas, so Tasman shaped his course eastward, inclining slightly north along a line that brought him in sight of a bold shore, rising a little way inland into rugged hills, and behind these into deep blue mountains. As the vessels approached, Tasman, repeating the experience of De Quiros off the island of Espiritu Santo, could see no prospect of a landing-place on that iron-bound coast; he therefore headed southwards and followed the shore-line, which soon trended to the north-east. After a day or two he found himself sailing between the beautiful shores of a spacious bay, and had some hope of landing and finding fresh water; but as his vessels entered the weather thickened, and in a fierce hurricane they were for three days driven out to sea. When the gale moderated they again stood in to the land, and anchored in an arm of the inlet they had previously attempted, to which Tasman gave the name of Storm Bay. The coast was well timbered, and rose before the voyagers in picturesque masses of great forest-clad mountains. Two boats' crews well armed were sent on shore, and cautiously explored the margin of the dense forest—in all probability the first Europeans who ever trod the lovely fern-carpeted glades of Tasmania.

They did not meet any natives, but they heard voices and other sounds; and on some of the trees, the smooth white trunks of which rose to a great height, they saw notches cut at intervals of five feet, evidently for the convenience of a climber. Having no knowledge of the manner in which opossums were caught by the natives, the Dutchmen concluded that these must be a giant people whose strides were five feet in length. Next day some men were seen through the haze on a rocky promontory, and the fears of the crews magnified these inoffensive blacks into the sons of Anak they had already imagined them to be. The ceremony of taking possession of the land had not yet been performed, and no one seemed particularly anxious to make the personal

acquaintance of these monsters; but one man, Tasman's carpenter, was hardy enough to enter the surf, bearing in his hand a pole from which floated the flag of the Netherlands. This he stuck into the sand, thereby taking possession of one of the most lovely islands of the Southern Hemisphere, on which neither he nor his fellows again set foot, and which his countrymen made not the least effort to colonize.

Tasman gave the name of his patron to the coast he had discovered, and for many years it was known to maritime history as Van Diemen's Land. He did not, however, know that it

was an island. He was content with what he had seen, and held on his course to the east, where he became the first discoverer of New Zealand and many smaller islands; then turning homewards he reached Batavia, after an absence of nearly ten months. He was probably the first to



THE GREAT AUSTRALIAN BARRIER REEF.

chart the Australasian coasts from actual observation; but the ungenerous policy of his countrymen left all the work to be done over again by subsequent voyagers.

In 1644, Van Diemen once more sent out an expedition under Tasman, consisting of three vessels, the *Limmen*, the *Zeemeuw*, and the tender, *De Braak*—the express objects of the voyage being an examination of the northern shores of New Holland. So secret, however, were the movements of the Dutch that we know very little of the results, although we can follow Tasman's track in the names *Limmen* Bight, "Sweer's" and "Maria" Islands, and other geographical appellations in the Gulf of Carpentaria, which identify him with at least one portion of the work he was sent out to perform. Indeed, Major gives the credit of the discovery of the Gulf of Carpentaria to Tasman, who in all probability named it after Pieter Carpenter, Governor-General of the Company of the Indies between the years 1623 and 1627, who returned to Europe in 1628 with seven vessels, one of which was the famed *Vianen*, commanded in all likelihood by that De Witt whose name is borne by a portion of the northern coast. At any rate Tasman's narrative of this voyage, although not published, must, in the opinion of Major, have been in existence, as Burgomaster Witsen in a work on the migrations of the human race, which appeared in 1705, gives some notes on the inhabitants of New Guinea and New Holland, and in these Tasman is quoted among those from whom he gained his information, and it is the outline of the coasts visited in this voyage which is represented in the mosaic map laid down, in 1648, on the floor of the Groote Zaal of the Stad-huys of Amsterdam. In the meantime the territory had been claimed by the Dutch under the name of New Holland, but no effort was made to utilize the discovery, and nearly half a century passed before attention was again directed to it.

With the exception of Francis Pelsart, the first voyager to publish any authentic information about the main-land of Australia was William Dampier, an Englishman, whose first visit was of a singular character. He had been for many years leading a roving life among the West Indies, when an old friend of his, named Captain Swan, arrived on the Brazilian coast in the *Cygnets*, a vessel fitted out by some London merchants for the South American trade, and Dampier joined him as supercargo.

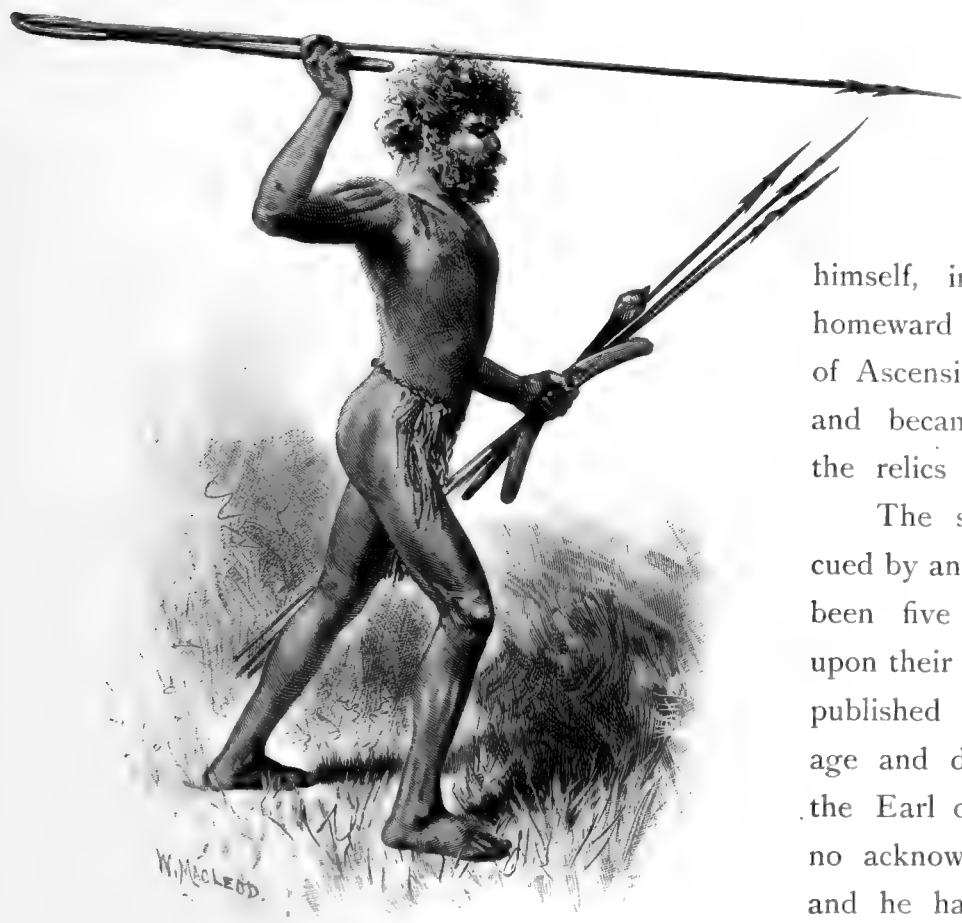
These seas were then swarming with buccaneers, and the Spaniards in their suspicion would not suffer the *Cygnets* to approach their towns, much less to engage with them in commerce. The crew became restless and mutinied. They resolved to become buccaneers also, and rob the Spaniards, with whom they could not trade. Swan consented to retain the command if the men were willing to allow his employers a share of the spoils, and so they began a plundering career all over the high seas, in the course of which they reached the Philippine Islands. Swan and the more orderly part of the crew soon wearied of the life that their dissolute comrades were leading, and these, in their turn, regarded them with contempt. The result was that the disgusted Commander and forty of his company were landed on the Philippine Islands, and there left to shift for themselves; but Dampier, having no wish to fall into the hands either of Spaniards or of Malays, remained on board, and awaited a better opportunity to escape from his uncongenial comrades and return to his native land.

After her long cruise the *Cygnets* badly needed overhauling, but the crew dared not approach any settlement for the purpose. They accordingly fixed on New Holland, and on the 4th of January, 1688, entered an inlet on the north-west coast, warped the vessel up into shallow water, and on the fall of the tide had the satisfaction of seeing her high and dry, a full half-mile from the water's edge. They then pitched tents on shore and dug a well, as no surface water was to be found, and set to work to repair their battered vessel and renew their supply of water. They were ten weeks on that inhospitable shore, hard at work cleaning the ship's bottom and generally overhauling her, but Dampier, who had little communication with his privateering companions, spent a great deal of his time in quiet examination of the surrounding country. When they again set sail he resolved to leave them at the first opportunity, and with two others was put ashore at the Nicobar Islands, from which, after many adventures, he reached Sumatra, and thence obtained a passage to Europe. His buccaneering comrades met with no great luck. The *Cygnets* became a floating pandemonium, and after tossing about until she was rotten, sank at her moorings in a lonely harbour in Madagascar.

Dampier found on his arrival in England that, during his absence, James II. had retired to France, and that William III., Prince of Orange, was reigning in his stead. This sovereign took the greatest possible interest in the two volumes of travels that Dampier published, and showed it in an eminently practical manner by sending him out with a small vessel, the *Roebuck*, to solve the problem as to whether this New Holland was really a continent or only an archipelago.

He sailed with fifty men and provisions for a long voyage, and on the 1st of August, 1699, again sighted the north-west coast of Australia, and anchored in a fine inlet, to which he gave the name of Shark Bay. Five days spent in looking for water and digging wells gave no result, and they were glad to start on their cruise along

the coast. They sailed a thousand miles and often landed, but only once obtained fresh water. Then, in order to ascertain where springs or running streams might be found, they tried, but unsuccessfully, to catch one or two of the natives, who were too shy to come within speaking distance. To Dampier it seemed that a longer stay on this desolate coast would be wholly fruitless; he considered that he had discovered the most miserable spot on the face of the earth, and therefore continued his course along the



A NORTH AUSTRALIAN NATIVE.

shores of New Guinea, and among the adjacent islands. However, the prevalence of scurvy on board, and a sickness which attacked Dampier

himself, induced him to begin his homeward passage; but at the island of Ascension the *Roebuck* went ashore and became a total wreck, and all the relics of the voyage were lost.

The shipwrecked crew were rescued by an English vessel after having been five weeks on the island, and upon their arrival in England, Dampier published a full account of the voyage and dedicated it to his patron, the Earl of Pembroke. He received no acknowledgement of his services, and he has no historical record after this date, but he is said to have been connected with the expedition of

Woodes Rodgers which, in 1709, rescued Alexander Selkirk, the prototype of De Foe's immortal "Robinson Crusoe," from his solitary exile on the island of Juan Fernandez.

Dampier's discoveries added considerably to the knowledge of geography, but they did not settle the problem of the Great South Land; and the report he took back of this poverty-stricken country and its wretched inhabitants deterred the seamen or the Governments of Europe from further investigations. His works were eagerly read, but when the public saw, among the glowing and picturesque accounts of the tropical regions and the lovely islands of the South that he had visited, this uninviting description of the north-west coast of Australia, curiosity was satisfied, and for seventy years the exploration of the newly-found Continent was practically at an end.

Between Dampier's first and second voyages an accident caused a close investigation of the western coasts to be made by the Dutch. In 1684 the *Ridderschap* had sailed from Holland, rounded the Cape, and had never afterwards been heard of. She had on board many passengers and a valuable cargo; and in 1696 the East India Company ordered Commander Vlamingh, when on his way out to Batavia, to examine the coasts of Australia, and to discover if by some chance the crew might still be living there.

He entered a stream which, on account of its numerous black swans, was called Swan River, and here he landed with eighty-eight men, and marched fifty miles inland, but he neither saw nor heard anything of the missing crew. He then sailed northward, creeping slowly along the shore and putting off boats to examine every likely inlet, yet discovering no trace of the missing ship. At last he anchored in Shark Bay, just two years before the arrival of Dampier. He there thought that a clue to the lost ship and crew was discovered, but it turned out to be merely a post on which was nailed a plate containing the information that Dirk Hartog had landed there in 1616—about eighty years before. The extreme sterility of all this part of the coast made it impossible that the Dutchmen could have lived on it for twelve years, and so the Commander abandoned his search, and from the North West Cape shaped his course for Batavia; but with him he took charts that added to the knowledge of the western coast of Australia.

Henceforth the Southern Ocean and its lands became better and better known. Anson, Byron, Wallis, and Carteret; De Bougainville, La Pérouse and D'Entrecasteaux sailed hither and thither. Vain dreams and vague theories of sunset archipelagoes and ice-bound Southern Continents filled men's minds and urged them outward bound. In the eloquent words of Besant:—"The English brain was fired with the thought of the Pacific as in Queen Elizabeth's time it had been fired with the thought of the West Indies. Reports came home of lovely islands; the English, though as yet they knew nothing of Hawaii or Tahiti, had heard of Juan Fernandez and Masafuera; they had read the voyages of Woodes Rogers, of Clipperton and Shelvocke; with Anson they had visited the lovely Tinian, with its strange avenues of pillars; they knew of the Galapagos, the sea-lions of California, the Spice Islands and the Ladrões, the Tierra del Fuego and its miserable people. The long smouldering theory of the Southern Continent revived again. Scientific men proved beyond a doubt that the right balance of the globe required a Southern Continent; otherwise it would of course tip over. Geographers pointed out how Quiros, Juan Fernandez and Tasman had all touched at various points of that Continent. Men of imagination spoke of treasures of all kinds which would be found there, and would belong to the nation which should discover and annex this land; they laid it down on the maps and reckoned up the various kinds of climate which would be enjoyed in a country stretching from the Southern Pole through forty degrees of latitude. The most extravagant ideas were formed of what might be found, fictitious travels fed the imagination of the people; men confidently looked forward to acquiring a prolonged rule over other golden lands, such as had been for nearly three hundred years the making and the unmaking of Spain. In every age there is always a grasping after what seems to promise the sovereignty of the world. In every age there is a Carthage to be destroyed; and in every age there are half a dozen countries each of which is eager and anxious to enact the part of Rome. Such is, in brief outline, the story many times told but always new, of the principal voyages of discovery on the great Pacific Ocean."

Up to the time of Cook one name stands forth among the names of those who sought a Southern Continent. In the history of maritime exploration and discovery in connection with Australia undoubtedly the romantic figure of De Quiros looms forth in proportions which dwarf the long succession of mariners whom chance or misfortune cast upon the shores of that land of which he is the apostle. It is true that the actual



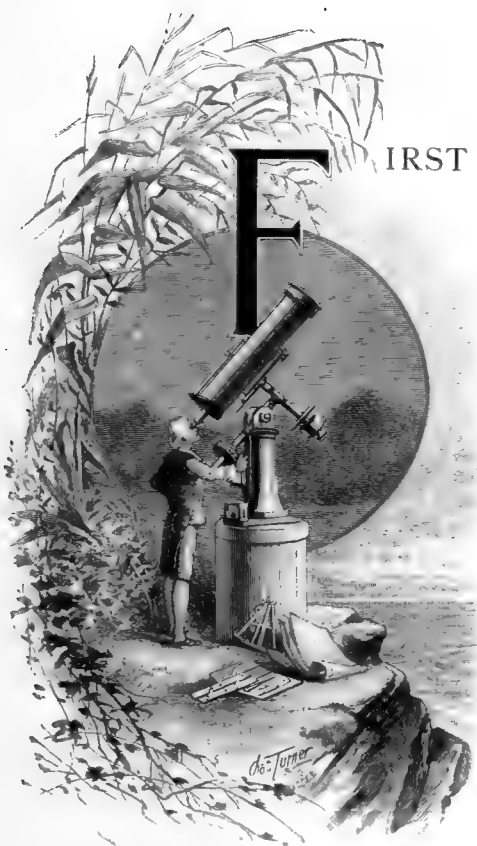
AUSTRALIA'S IRON-BOUND COAST.

territory which he discovered and named "*Austrialia del Espiritu Santo*" was not the continent of his dreams. But his expedition led the way in which the navigators of the future were to follow, and the subsequent discoveries of De Bougainville, of Cook and others were but the fulfillment of the great scheme which he first definitely elaborated. His expedition was no mere blundering cruise of irresponsible adventure, but a voyage expressly undertaken for a distinct object as that of the discoverer of America. The *Duyfhen* had indeed touched at Australian soil, and so by the hap-hazard of an accident arrived at the reality that De Quiros was never to know that he had missed. But such a circumstance cannot detract from the merit of the work of a whole life-time, or deprive the old Portuguese pilot of the honour he so gallantly earned. Subsequent expeditions of the Dutch gave them a right to the possession of the Continent they named New Holland, and in neglecting it they merely followed the example of the Spanish Court which so long turned a deaf ear to the remonstrances of De Quiros. The Continent thus remained open for exploitation for rather more than a century and a half after this period, and so far as any immediate result of the discovery of De Quiros was concerned, his enterprise was but thrown away on the master he served.

It is, however, to the mariners of Holland and to William Dampier that Europe owes her first authentic knowledge of the Great South Land; but it is to the labours of James Cook that we are indebted for its actual settlement, for he only, amongst all who had touched at its shores, brought back any report which was not either alarming or discouraging of savage natives or of sterile coasts.



CAPTAIN COOK.



FIRST among the names of the mariners whom England delights to honour stands that of James Cook. His advent upon the field of maritime discovery marks the era of definite knowledge in regard to the Great Southern Continent, of which, hitherto, only the haziest notions had prevailed. Other navigators had landed on its shores, but to him belongs the credit of first attracting attention to its possible value for settlement, and of navigating and charting its eastern coast-line. With the exception of Tasman's solitary landing-place in Storm Bay, all Australia that had hitherto been seen was said to be bare and forbidding in the extreme. Cook was not only the first to see, he was the first also to describe some of its many beauties, the first to grasp the national significance of the discovery, and the first to claim it as a British possession.

For nearly seventy years from the beginning of the eighteenth century the world's available knowledge of Australia may be said to have been limited to the information contained in the "Relation" of De Quiros, the published accounts of the voyages of Dampier, the Dutch official reports, and some speculative references to the unexplored mysteries of the Southern Ocean in the writings of certain old geographers. The collections of voyages published by Harris, Callander, De Brosses and Dalrymple embody the greater part of this information up to about the period of the revival of British interest in the subject. Dampier came again in 1710, and the French navigators, De Bougainville and De Surville, were in Australian waters in the years 1768 and 1769. The name "Australia" had not yet been definitely applied to the territory which the Dutch had named New Holland, and the unknown lands about the South Pole were still designated by the name of *Terra Australis Incognita*, or, as in the map of Descelliers, *La Terra Australle*. Nearly the whole of the eastern coast had been left unexplored, but the time had now come when almost by an accident the Continent was to be thrown open to scientific exploration and to settlement by the enterprise of a British navigator, in a manner at once decisive and final.

English interest in the work of South Pacific exploration revived after the peace of 1763, and the voyages of Wallis and Carteret were the first fruits of the re-awakening. These navigators had not yet returned when the Royal Society began to move in the matter of having an expedition fitted out to observe a transit of Venus which had been calculated for the year 1769, and which could be best observed from some station in the South Pacific. On Wallis's return he reported that the island of Otaheite was the

most suitable point of view for the purpose, and the Royal Society was urgent in dwelling upon the necessity for taking advantage of this opportunity to calculate for the first time the distance of the earth from the sun.

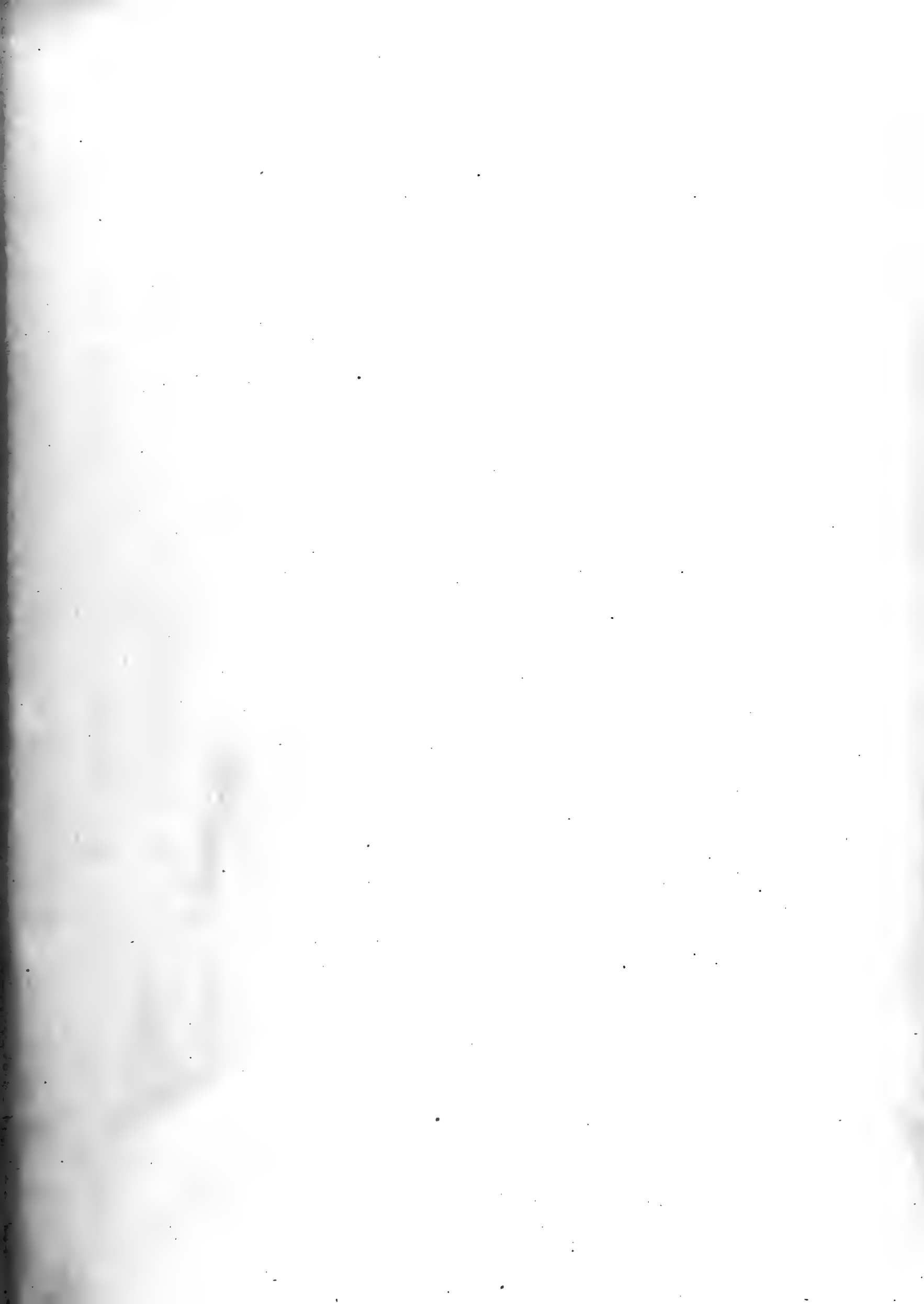
The Government was induced to make the enterprise a national one, and no time was lost after its willingness was intimated to the Royal Society in April, 1768, in

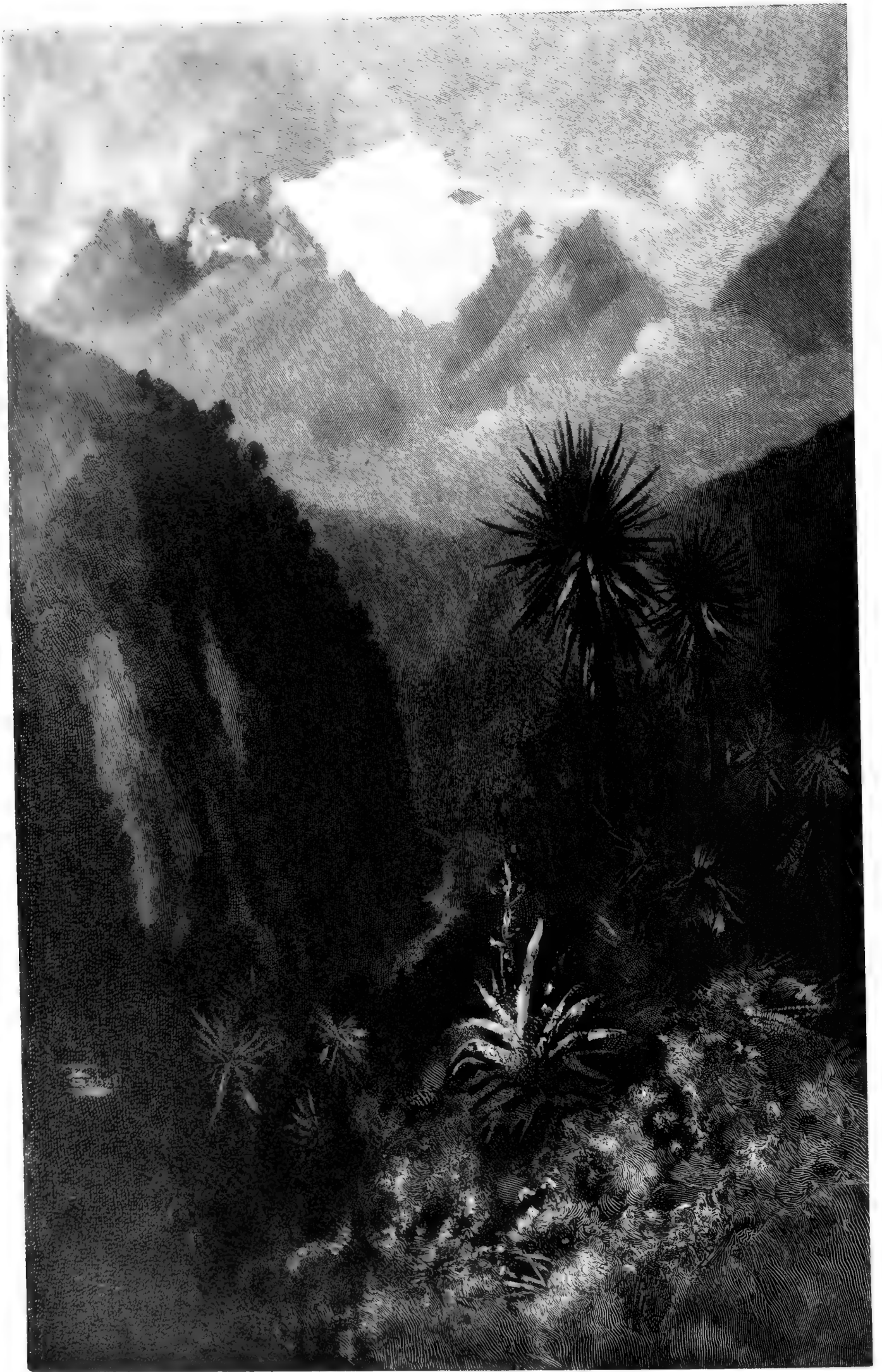


SIR JOSEPH BANKS.

preparing the expedition for its work. The command was first offered to Dalrymple, whose astronomical knowledge, as well as his labours in the cause of South Pacific exploration, readily distinguished him for the service. But a difficulty was caused by a demand on his part for a brevet commission as captain of the vessel, and during the delay which ensued the Secretary to the Admiralty spoke to the Board of the qualifications of a certain master in the Navy named James Cook, who had already distinguished himself by his services.

James Cook was born at Marton, a little village in that part of Yorkshire known as Cleveland, on the 27th of October, 1728. His father was an agricultural labourer of Scotch descent, afterwards a landlord's hind, and subsequently a stone-mason; his mother, of like humble origin, was a Yorkshire woman, and the surroundings of the future discoverer of Eastern Australia were as rude as his education was rudimentary. At the age of thirteen he was apprenticed to one Sanderson, a shop-keeper in the fishing town of The Staithes, who combined the commercial functions of draper and grocer to the sturdy fisher-folk who braved the midnight perils of the German Ocean and plied their calling whilst others slept. Of course, a boy cannot live within sound of the sea, and in daily intercourse with those whose bronzed faces are flecked with salt crystals and whose very words give off an odour of ocean, without becoming terribly discontented with a life prospect of sugar-weighing and flannel-measuring; so it was not very long before young Cook stole away between a sunset and a sunrise,





A MOUNTAIN GORGE ON THE NEW ZEALAND COAST.

and followed in the wake of apprentices innumerable since the first boy broke away from the bonds of leaden usage and dull plenty for the coarse fare and the long hours, the hardships and the dangers and adventures of the deep.

Cook succeeded in realizing the wish of his heart. He re-appears as a ship's boy on board a collier belonging to a Whitby firm, but he did not spend all his time in trading up and down the coast, for he spoke afterwards to Forster, the botanist, of his voyages to Norway. At the age of twenty-seven he held a mate's certificate, and in that capacity he acted until the year 1755, when war broke out between England and France, and the press-gangs actively bestirred themselves in running down merchant sailors with whom to man His Majesty's ships. Now those employed on board the colliers regularly trading between Newcastle and London were smart sailors, and thus became the natural and desirable prey of that terrible institution. Cook, who had no particular ties to bind him to the coal trade, thought it wiser to enlist willingly as a volunteer than to be dragged on board a man-o'-war against his will. The *Eagle*, of sixty guns, lay at her moorings off Wapping Old Stairs, and thither he repaired in order to enter the Royal Navy as an ordinary seaman under Captain John Hamer, who was six months afterwards succeeded by Sir Hugh Palliser, in whom Cook subsequently found an active and a genuine friend.

Four years spent by Australia's greatest navigator as an ordinary sailor largely developed both his powers of endurance and his knowledge of practical seamanship, and when, in 1759, at the solicitation of Mr. Osbaldiston, Member for Scarborough, and by Captain Palliser's support, he was raised to the rank of master, he was found to be fully equal to the demands of the office. He was first appointed to the *Grampus*, but when it was discovered that the former master had returned to his ship, Cook was transferred to the *Garland*. The *Garland* had, however, already sailed, and Cook ultimately secured his master's rating in the *Mercury*, destined for service in North American waters, in conjunction with the other ships of the fleet under the command of Sir Charles Saunders.

At that time the famous expedition of General Wolfe was lying at the mouth of the St. Lawrence, waiting for that opportunity which came at last on the Heights of Abraham, when Wolfe and Montcalm met in the deadly struggle which ended in the capture of Quebec. The *Mercury* had no sooner arrived at her destination than she was placed under orders to join the fleet, which was then co-operating with the land forces under General Wolfe. However, nothing could be done against Quebec, which was the principal object of attack, until a careful survey of the river had been made, so that when the fight began the heavy ships might take up positions in front of the town without delay, and yet without danger of stranding.

To take soundings within cannon-range of the enemy was a dangerous task, requiring skill, nerve, and presence of mind, as well as a special knowledge of the work to be performed, and it speaks eloquently in Cook's favour that he was recommended for such perilous duty by his constant friend, Captain Palliser. Under cover of night, for several nights in succession, Cook stole cautiously up the St. Lawrence, with oars muffled and every man on the alert, and there, under the very guns of the city, and actually within ear-shot of the sentry's challenge, he silently performed his task and

retired before morning. At length he was discovered, and a number of canoes manned by Indians were ambuscaded in a wood by the waterside, and launched at night-time for the purpose of surrounding him and cutting off his retreat. On this occasion he had a close shave. He was obliged to run for it and make the island of Orleans, where he landed near the guard of the English hospital. Kippis, who gives a graphic account of the incident, says that "some of the Indians entered at the stern of the boat as Mr. Cook leaped out at the bow; and the boat, which was a barge belonging to one of the ships of war, was carried away in triumph." The work Cook was chosen to perform was, however, practically finished, and when the English ships moved to the attack the Admiral had abundant information as to the waters in which it was necessary to operate—a knowledge which greatly contributed to the subsequent success of the attack upon the city. Kippis writes, "Sir Hugh Palliser has good reason to believe that before this time Mr. Cook had scarcely ever used a pencil, and that he knew nothing of drawing. But such was his capacity that he speedily made himself master of every object to which he applied his attention."

In the September following the capture of Quebec by the English forces, Cook was transferred from the *Mercury* to the *Northumberland*, a first-rate man-o'-war, and the Admiral's flag-ship. Walter Besant, in his life of Cook, says: "They wintered at Halifax; during the winter Cook is said to have first begun the study of geometry, mathematics, and astronomy. The amount of mathematics required for the practice of marine surveying, taking observations, making charts, calculating latitudes and longitudes is not very considerable; but that a man should actually begin the study of mathematics after thirty, and after performing surveys and making charts, can hardly be believed. That Cook spent a laborious winter working at those branches of mathematical science which are concerned with navigation, that he advanced himself considerably, and that he brought a clear head and a strong will to the work, may be and must be believed."

In the autumn of 1762 the *Northumberland* returned to England, and on the 21st of December of that year Cook was married at Barking, in Essex, to a Miss Elizabeth Batts, by whom he had six children. Four months after his marriage he was sent by the Admiralty to survey the islands of Miquelon and St. Pierre, which had been ceded to the French by the Treaty of Peace, and which they were about to occupy. This work finished, he again returned to England. Early in 1764 Cook's services were once more put in requisition in North America, for his friend Sir Hugh Palliser, now Governor and Commodore of Newfoundland and Labrador, offered him an appointment as marine surveyor of those shores, an appointment which Cook accepted. He was put in command of the schooner *Grenville*, and sailed in April for his station. The work, which he performed with characteristic thoroughness and ability, lasted until the year 1767. Cook did not, however, remain on his station the whole time, for he sailed to England every autumn, and returned to Newfoundland with the spring. While engaged as a marine surveyor he did not neglect his other scientific studies, as is amply attested by a paper of his entitled "An Observation of an Eclipse of the Sun at the Island of Newfoundland, 5th August, 1766," which constituted the basis of some important scientific work. Walter Besant enthusiastically observes, "There were not many officers in the Royal Navy of that time who were capable of taking such an observation, or of making any deductions from it."

Cook had completely finished his work by the year 1767, when happened the great tide in his affairs that led to fortune. According to astronomical calculations, Venus would, in 1769, pass across the disc of the sun, and as only two such phenomena occur in a hundred and twenty years, it was deemed advisable to obtain the best possible observation of the occurrence. Now the best possible observation of the transit was to be obtained from some place in the Pacific Ocean, and astronomers represented that if the planet's path were accurately observed it would be possible for the first time to deduce approximately the distance of the earth from the sun. Of course the scientific world was considerably exercised, and the Royal Society petitioned the King to make the observation of the transit a national undertaking. The petition was successful, the Government acceded, and preparations were immediately begun. The man who could have led the expedition, Alexander Dalrymple, geographer and scientist, was set aside, because he wanted to command the ship as well as to observe the transit. Cook happened to be on the spot, as well as to be the only man who, as a practical seaman, possessed scientific attainments which were at all adequate to the requirements of the mission to be undertaken. Besant puts the case very concisely in the following passage:—

“Mr. Dalrymple first refused to go at all, and then wanted to go; and finally, when it was too late, seems to have sulked, and ever afterwards complained that he had been badly treated by the Admiralty. They then cast about for an officer who could not only command the ship but also conduct the scientific purpose of the expedition. No other man could be found than James Cook, Master in the Royal Navy. Everything



CAPE GREEN, ON THE EASTERN COAST OF AUSTRALIA.

happened fortunately and opportunely for him ; he had just returned from the important post of Surveyor of Newfoundland and Labrador ; he was therefore available, and on the spot. He had brought himself into great notice by his admirable charts, and he was well recommended by every officer under whom he had served. It is indeed most probable that no other officer in the Navy possessed so much scientific knowledge as Cook. To have mastered the whole art of navigation, with the methods and tactics of naval warfare in all its branches, was then considered an education sufficient for the best and most ambitious officer. Yet one doubts whether Cook would have received the appointment had either Wallis or Carteret



CAPTAIN COOK'S PIGEON-HOUSE.

returned in time. Their experience of the Pacific would have outweighed Cook's proved zeal, intelligence, and scientific attainments. However, Cook was recommended by Mr. Stephens, Secretary to the Admiralty, and no other officer seems to have been considered at all. Certainly the command of an expedition,

not warlike, from which no glory of the usual kind could be obtained, certain to be long and tedious, and equally certain to be full of dangers and discomforts, was not a post for which back-stairs influence would be employed, or favouritism brought into request."

In the language of this biographer, "Cook accepted the offer eagerly and instantly. It was indeed an enormous step upwards ; he was taken out of the master's line, from which there was seldom any promotion possible, and placed into the higher branch ; he received the rank of lieutenant." With Sir Hugh Palliser he at once set to work to examine the vessels then for sale in the Thames, and selected as the most suitable for the contemplated mission, a small barque of three hundred and seventy tons burden, which had been built originally for the coal trade in Cook's old sailing-port of Whitby. She was therefore constructed with a view to strength rather than to speed, and calculated to withstand the stress of the severest weather. She was carefully fitted out, armed with ten carriage and twelve swivel guns, provisioned for eighteen months, and commissioned for His Majesty's Navy under the name of the *Endeavour*, commanded by Lieutenant James Cook.

While the ship lay at anchor in the Thames, the little party of scientific adventurers was making its last preparations for what must have been regarded by most of them as a somewhat hazardous enterprise. The President of the Royal Society, afterwards known to the history of colonization as Sir Joseph Banks, "a man of large private means, and already of considerable scientific reputation," decided to join the expedition. Astronomer Charles Green, who had for years occupied the responsible office of first assistant to the Astronomer-Royal, was selected to superintend that portion of the proposed observations, and Dr. Solander, a Swedish botanist and one of the assistants of the British Museum, volunteered to accompany the expedition, and aid Banks in making collections of plants

and animals. Banks took also with him a draughtsman named Sydney Parkinson (who wrote a journal of the voyage), a naturalist, and others as assistants.

Before the *Endeavour* was fitted out Captain Wallis returned with news of the discovery of Otaheite, the Tahiti of modern spelling, which he had named "King George the Third's Island," and which is probably identical with *La Sagittaria* of De Quiros; and as this place seemed more convenient for the purposes of astronomical observation than any of the islands of the Marquesas Group, it was determined that the scientific preparations for that object should be made there, and the path of the planet across the sun's disc followed from some convenient spot within the island.

On the 26th of August, 1768, which happened to fall on a Friday, the *Endeavour* set sail from Plymouth Sound, having on board a complement of eighty-five men, "including the captain, two lieutenants, three midshipmen, a master, surgeon, boatswain, carpenter, and the other petty officers, with forty-one able seamen, twelve marines, and nine servants," and thus the first of the celebrated voyages of England's most famous navigator was begun.

A voyage of six months carried the *Endeavour* round Cape Horn, and a pleasant run of four months across the Pacific saw her anchored at Otaheite, where a small fort and an observatory

were built. Nearly two months passed in friendly intercourse with the natives, and the eventful day of the transit dawned with a cloudless sky.

The observations were successful beyond all anticipation, and by



BARE ISLAND, BOTANY BAY.

combining the results with those of other observers conclusions were arrived at which, though afterwards slightly modified, have been of more than ordinary importance, both in themselves and in the suggestions to which they have given rise, not only to the study of astronomy, but to the business of practical navigation.

On leaving Otaheite the *Endeavour* started on her homeward voyage, Cook intending to round the Cape of Good Hope and thus make his voyage one of circumnavigation. But his commission instructed him to solve, if possible, on his return passage, the still unravelled mystery of the Southern Ocean, and ascertain "whether the unexplored part of the Southern Hemisphere be only an immense mass of water or contain another continent," as he says in the introduction to the account of his second voyage. So he sailed for three months on a traverse through the Pacific and at last sighted a coast which, on nearer approach, presented a bold and picturesque aspect. He at first thought this to be the eastern coast of the great unknown territory he was in search of, but further reflection convinced him that it was only the land, now known as New Zealand, which had been seen a hundred and twenty years before by Tasman. Cook steered to the southward until he sighted Cape Turnagain, when, in order scrupulously

to observe his instructions, he doubled on his course, and sailing close to the shore examined and named in succession Hawke, Poverty and Mercury Bays. Then carefully threading his way through the wild volcanic islands of the Hauraki Gulf, he rounded Cape Maria van Diemen, and directing his course again to the south, entered for the first time that well-known passage since called Cook's Strait; he then coasted the other large island of New Zealand, and observed both so closely as to be able to make a fairly correct chart of all the shores.

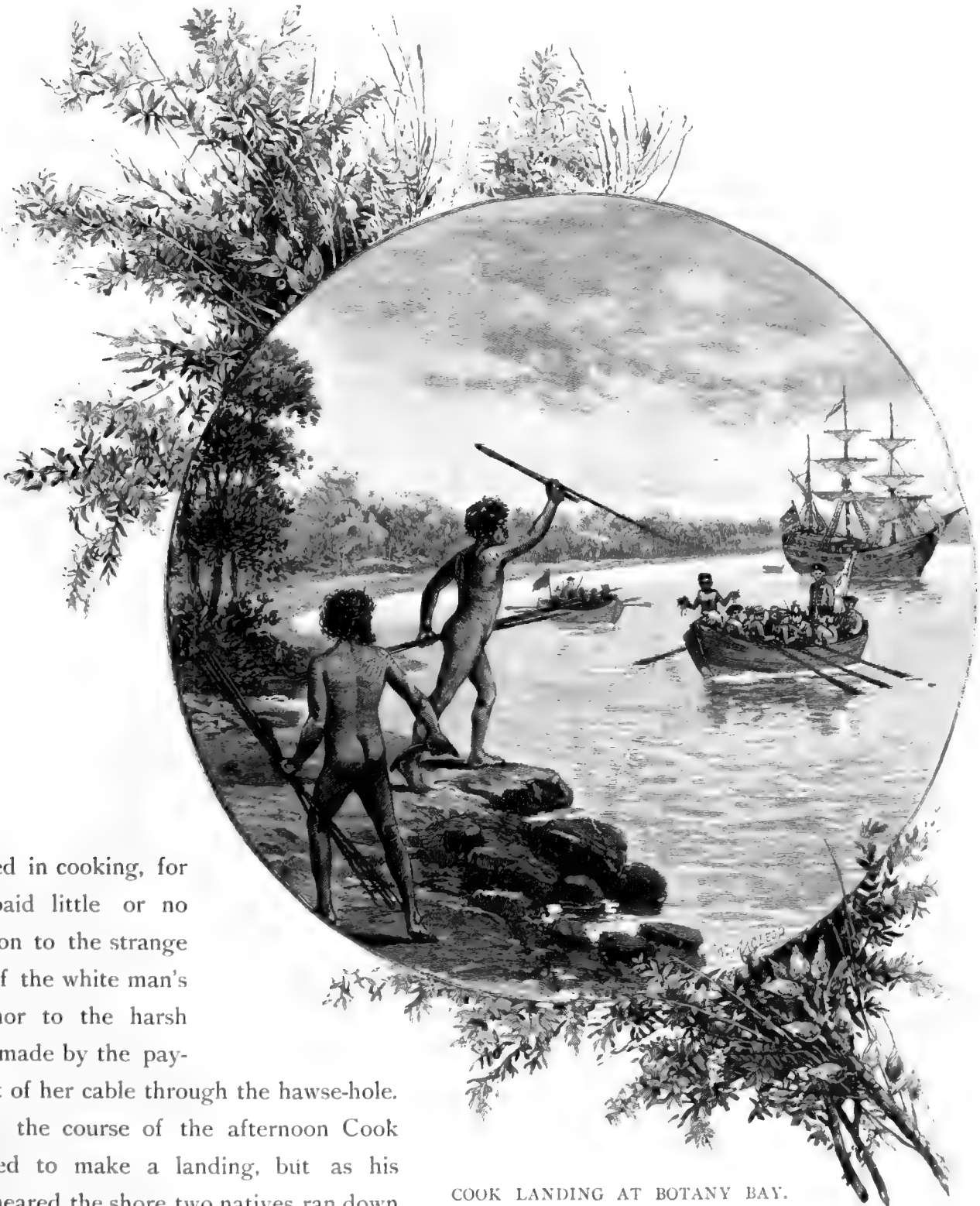
Repeated efforts were made to land and cultivate friendly relations with the natives, but the Maoris were found to be both suspicious and combative, their conduct leading frequently to collisions, often accompanied with bloodshed. Having completed his examination of the shores of New Zealand in such a manner as to leave little work for future discoverers, Cook left Cape Farewell on the 31st of March, 1770, and held on his course to the west.

So far as the cruise of the *Endeavour* had now gone, as the narrative of this first voyage points out, the vessel's track had demonstrated that the various points of land seen or touched at by the earlier navigators were not portions of the Great Antarctic Continent. This was one important negative result of the expedition. The direction in which Cook was now steering was leading him to the solution of a more positive question in the discovery of the east coast of New Holland—the name given by the Dutch to the *Terra Australis Incognita* of all the old geographers. On the 19th of April, and after a run of nearly three weeks from New Zealand, land was sighted, and called Point Hicks after the first lieutenant of the *Endeavour*, but Cook must have been deceived in some way by the sand-hills of the Ninety-mile Beach, for on that part of the Victorian Coast there is no such point to be found. Then, steering to the northward, he rounded and named the bare and sandy Cape Howe, now so well known as a boundary mark between the colonies of Victoria and New South Wales.

To the eyes of these weather-beaten navigators the shore-line must have appeared very beautiful with its picturesque line of cliffs, broken here and there by small harbours and beaches of dazzling sand;—forming, too, so agreeable a contrast to the fringe of arid desert which their own experience, and the reports of Dampier, had led them to expect. Behind the curling breakers and the rocky escarpment of the coast rose ranges of hills and mountains which, against the clear Australian sky of that Easter season, must have loomed singularly soft and lovely, seamed as they were with deep gorges and gullies densely tree-fledged, and purpled with the atmospheric damson-bloom that distance lends to forest-mantled hills. Mount Dromedary, the Pigeon House, Point Upright, Cape St. George and Red Point still bear evidence in the names then given them of the minute attention this coast attracted and received.

On the 28th of April, the *Endeavour*, after lying becalmed for some hours about a mile and a half off the shore, sailed between the sheltering points of a narrow opening into the waters of a large bay. Here Cook landed for the first time on Australian soil. The mariners hoped to make friends of the natives, but from the first it was evident they would receive opposition, for as the pinnace was rowed along by the beach in search of a suitable anchorage, a string of savages, bearing their light spears and their *boomerangs* in readiness to strike, paced the sands abreast of her. They were all

quite naked, and their bodies were fancifully marked with white streaks. The *Endeavour* cast anchor at a spot right opposite a group of eight *mia-mias*, under the shade of which was an old woman with three children, in all their dusky nudity, apparently



COOK LANDING AT BOTANY BAY.

engaged in cooking, for they paid little or no attention to the strange sight of the white man's ship, nor to the harsh sound made by the paying out of her cable through the hawse-hole.

In the course of the afternoon Cook prepared to make a landing, but as his boats neared the shore two natives ran down to the rocks with spears in their hands, and "in a very loud tone, and in a harsh dissonant language"—which a New Zealander, whom Cook had taken with him, was unable to understand—they appeared to be forbidding the visitors to advance. A present of some nails and beads seemed for a moment to produce a good effect, but on the attempt to land being renewed, the natives again showed signs of opposition. Cook endeavoured to make them understand that he wanted water, and that no injury was designed, but his attempts at conciliation met with no success. A

musket was then fired between them, upon which the younger of the natives, who appeared to be about nineteen or twenty years of age, "brought a bundle of lances on the rock, but recollecting himself in an instant snatched them up again in great haste." One of them threw a stone at the boat; this was replied to by a discharge of small shot, which struck him on the legs, and he and his companion took to flight. Cook landed, thinking the unequal contest at an end; but he had scarcely quitted the boat when the aboriginals returned, armed with *heclamans*, or shields, for their defence. They approached towards the white men and threw their spears, but with no result. A musket was again fired at them, to which they replied with another spear, and then they vanished from sight among the high grass and bushes in the vicinity, giving the navigators a favourable impression of their courage and intrepidity.

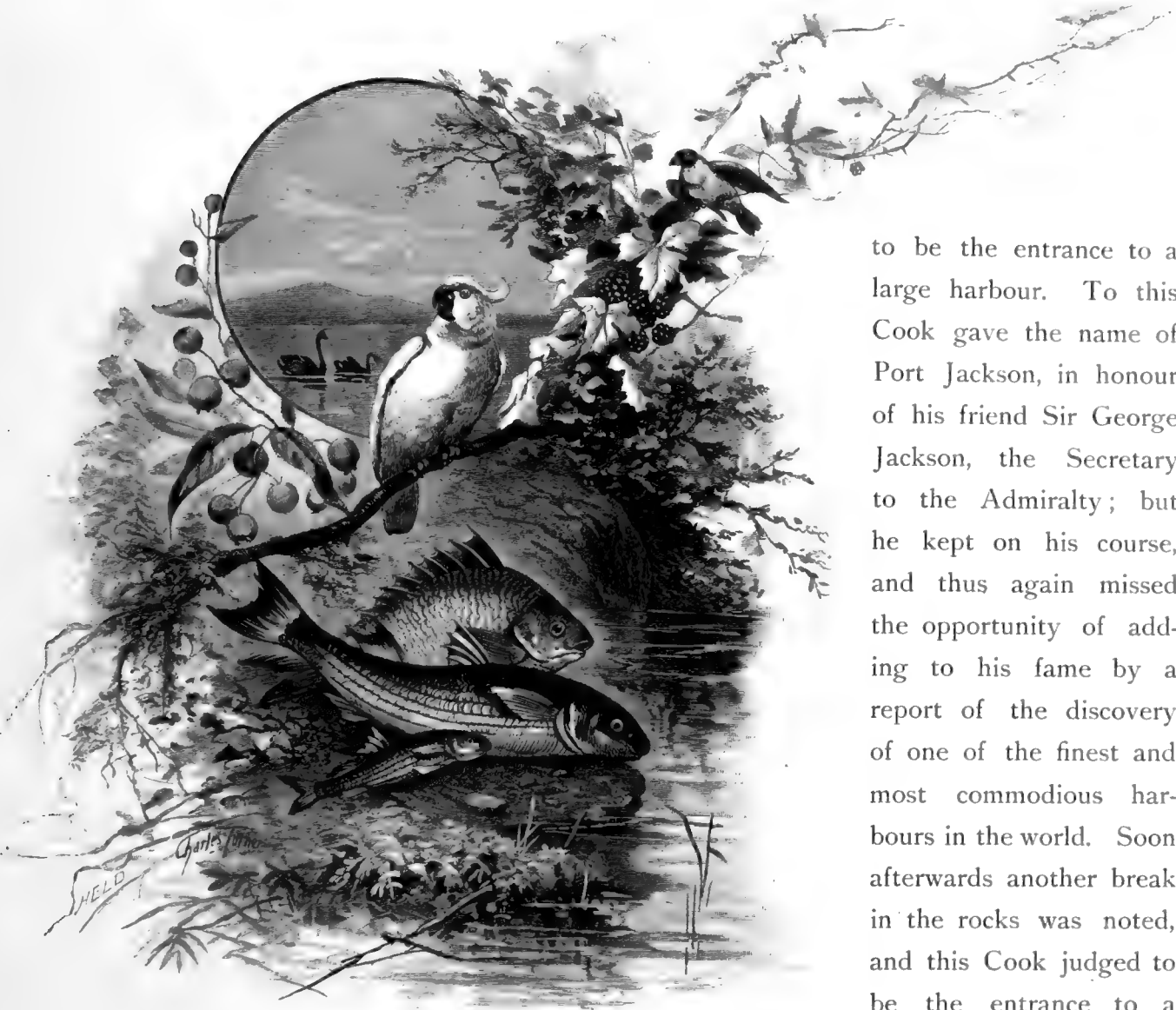
Cook and his party walked up to the deserted camp, and with much curiosity examined the household economy of its simple inhabitants. Then, leaving some beads, ribbons and pieces of cloth in exchange for two or three spears, which they appropriated, the white men returned to their boat, observing on their way some light canoes, each made of a single sheet of bark, bent and tied up at both ends.

In his pinnace Cook sailed round this bay, which he found generally shallow, but the shores proved very interesting and yielded to the botanists such a collection of plants totally new to science, that the place received the name of Botany Bay in commemoration of the circumstance. In the evening two boats' crews were sent away fishing, and they caught, in four hauls of the seine, some three or four hundred-weight of excellent fish. Many efforts were made to conciliate the natives, who would, however, hold no communication with any of the strangers, except by trying to make them understand, though without attacking them, that their presence on shore was offensive. One of the first duties the visitors had to discharge was the burial of a comrade, a seaman named Forby Sutherland, who was thus, as far as we have any historical evidence, the first white man buried on the eastern coast of Australia.

A day or two after their first landing Cook, Banks and Solander made a short trip inland, and were delighted at the sight of flocks of parrots and paroquets, but more especially was their attention engaged by the beautifully-crested cockatoos, then quite unknown in Europe. As they penetrated these silent forests their eyes were feasted with sights wholly novel, and the exultation of the naturalists at the prospect of the additions they were about to make to the sum of ascertained scientific knowledge may well be imagined. Cook, who was concerned rather with the practical aspect of the country, noted with pleasure some charming meadow-lands and patches of excellent black soil, as well as places where good freestone could be had for house-building. Had chance but led their steps a little to the north they would have seen the unrivalled harbour on which Sydney now stands, but by them it was destined to remain undiscovered, even though in subsequent rambles they must have been within two or three hundred yards of eminences from which its long bright reaches would have been distinctly visible. During his sojourn at Botany Bay, Cook caused the English colours to be hoisted daily, having taken possession of the territory in the name of His Majesty, King George III., an occasion commemorated in the picture painted by T. A. Gilfillan, and presented by him to the Philosophical Institute of Victoria. It can readily be imagined, though Cook's

narrative says nothing about it, that such a circumstance as this was not allowed to pass without the usual festivities, and it is not difficult to hear in fancy the rattle of the royal salute from the muskets of the marines; thus awakening, and probably for the first time, the echoes of a silent Continent.

At day-break on the 6th of May, 1770, the *Endeavour* sailed out of Botany Bay, and while passing northward along the coast, sighted a small opening which appeared



AUSTRALIAN BIRDS AND FISH.

to be the entrance to a large harbour. To this Cook gave the name of Port Jackson, in honour of his friend Sir George Jackson, the Secretary to the Admiralty; but he kept on his course, and thus again missed the opportunity of adding to his fame by a report of the discovery of one of the finest and most commodious harbours in the world. Soon afterwards another break in the rocks was noted, and this Cook judged to be the entrance to a small inlet, which he called Broken Bay. Pursuing

his course northward, and not having time to examine the various indentations along the coast, and merely setting down the general trend of the land, he sailed past high shores of rolling hills, verdant to the very top with dark-foliaged trees, and sighted Smoky Cape—so named from the smoke of the natives' fires upon it; the next prominent headland, Cape Byron, was called after the distinguished circumnavigator, who was at that time an admiral, and Governor of Newfoundland; at Point Danger the *Endeavour* experienced a somewhat narrow escape from disaster; and so the process of discovery and naming after an old-world place or friend, a high authority, some incident of the voyage or natural feature that came under the navigator's notice, went on daily.

Without knowing it to be insular, Cook passed the long stretch of miserable sand-

hills now called Moreton Island, and rounding a low spit, which he named Cape Moreton, he descried a broad and shallow inlet, which was set down on the chart as Moreton Bay. A somewhat similar opening was discovered further north, and called Hervey's Bay, though it was in reality a strait; and soon after he crossed the tropic of Capricorn, and reached the latitude of the Great Barrier Reef, a natural outwork of coral, which fringes the coast of Queensland for nearly a thousand miles. The shores now seemed low and swampy, and fringed with mangroves, but inland there rose picturesque hills, on which the cabbage-tree palm could frequently be discerned.

At Keppel Bay, Cook, Banks and Solander again landed, and had a long and fatiguing, but highly interesting excursion inland. Large hills built by white ants, myriad flights of gay butterflies, singular fish that had the power to leap from stone to stone on the dry land, hitherto unknown plants and some very beautiful birds were observed, but they could see nothing of the natives, nor could they find any fresh water. On setting sail again, and still steering to the northward, the *Endeavour* skirted a shore consisting of pleasant meadow-like land, backed by timbered hills, while to the seaward could be seen the foam-flecked lines of the Barrier Reef, over which the sea broke and made smooth water between it and the shore; but dangerous indeed to navigation on account of the constant succession of rocks rising near to the surface, and in some places above it. Cook had so far navigated his vessel in perfect safety along thirteen hundred miles of a totally unknown coast; probably never before sighted by Europeans; but here, off a rocky point which he called from the circumstance Cape Tribulation, he met with what was fortunately his first, although not his most serious disaster.

It was ten o'clock on a fine moonlight night, all seemed well, the vessel was in water twenty fathoms deep, and Cook had retired to rest, when, without a moment's warning, a crash resounded throughout the ship, a shudder was felt pulsating through her timbers, she heeled over, quivered like a living thing from stem to stern—then log-like she lay, immovable, hard jammed upon a reef. At once all was bustle, all hands were hastily summoned to quarters, sails were shortened, boats launched, kedges dropped, capstans manned, and every effort made to ease the vessel off—but in vain. As the wind freshened, the ship began to rise slowly on the crest of the waves, and to bump heavily in the trough—the copper-sheathing was stripping, and large pieces of false keel came swirling to the surface. As the tide receded she settled down in a hollow between two jutting points of coral. The only chance of release was by lightening the ship, and preparing her for floating off when the tide should again rise. To this end six guns, a quantity of chain cable, decayed stores, casks, and so forth, were thrown overboard. The pumps were kept at work all night, discipline prevailed, for all were impressed with the imminence of their fate, but day dawned with painful slowness, only to show them the nearest point of land nearly four and twenty miles away.

At noon the sea fell to almost a perfect calm, but the tide did not rise high enough to float the ship. It was therefore necessary to wait until midnight, keeping the pumps hard at work the whole time. At nine o'clock in the evening the vessel suddenly righted with a lurch that sent everybody staggering; but so great was the body of water which had gained on the pumps that Cook feared she would inevitably founder as soon as she lifted off the rocks. The critical moment came at twenty minutes past ten,

when she slowly moved out of her place, and was still buoyant enough to ride on the rising swell. The men were so spent with toil at the pumps that they could work in relays of only five minutes at a time, throwing themselves in utter exhaustion on the deck when their strength was spent. Sail was hoisted, and all speed made for the shore; but before a place could be discovered on which to beach the ship the leak was found to be gaining on the pumps at a dangerous rate. However, by passing an old sail under



CAPTAIN COOK'S LANDING-PLACE, BOTANY BAY.

the keel, and keeping it tight with ropes, the influx of water was at length so far reduced as not to gain on the pumps. Two days later the vessel entered an estuary which Cook called the *Endeavour* River, where she was successfully beached.

A tent was soon pitched to serve as a hospital for the scurvy-smitten seamen; a blacksmith's forge and shops for the carpenters were erected, and the necessary repairs to the vessel were begun. On examination it was found that the hole made would have been far more than sufficient to sink her, but that a large piece of coral, which to a great extent stopped the leak, had been embedded in the gap. The damage was soon repaired, but while the sick were recovering there was time for explorations into the country, and Banks, having with him two greyhounds, added to the pleasures of botanical collection that of a kangaroo-hunt, which he was thus, perhaps, the first European to enjoy. One kangaroo was shot, and the meat was highly appreciated by the not too dainty sailors, who for months past had subsisted upon salt junk.

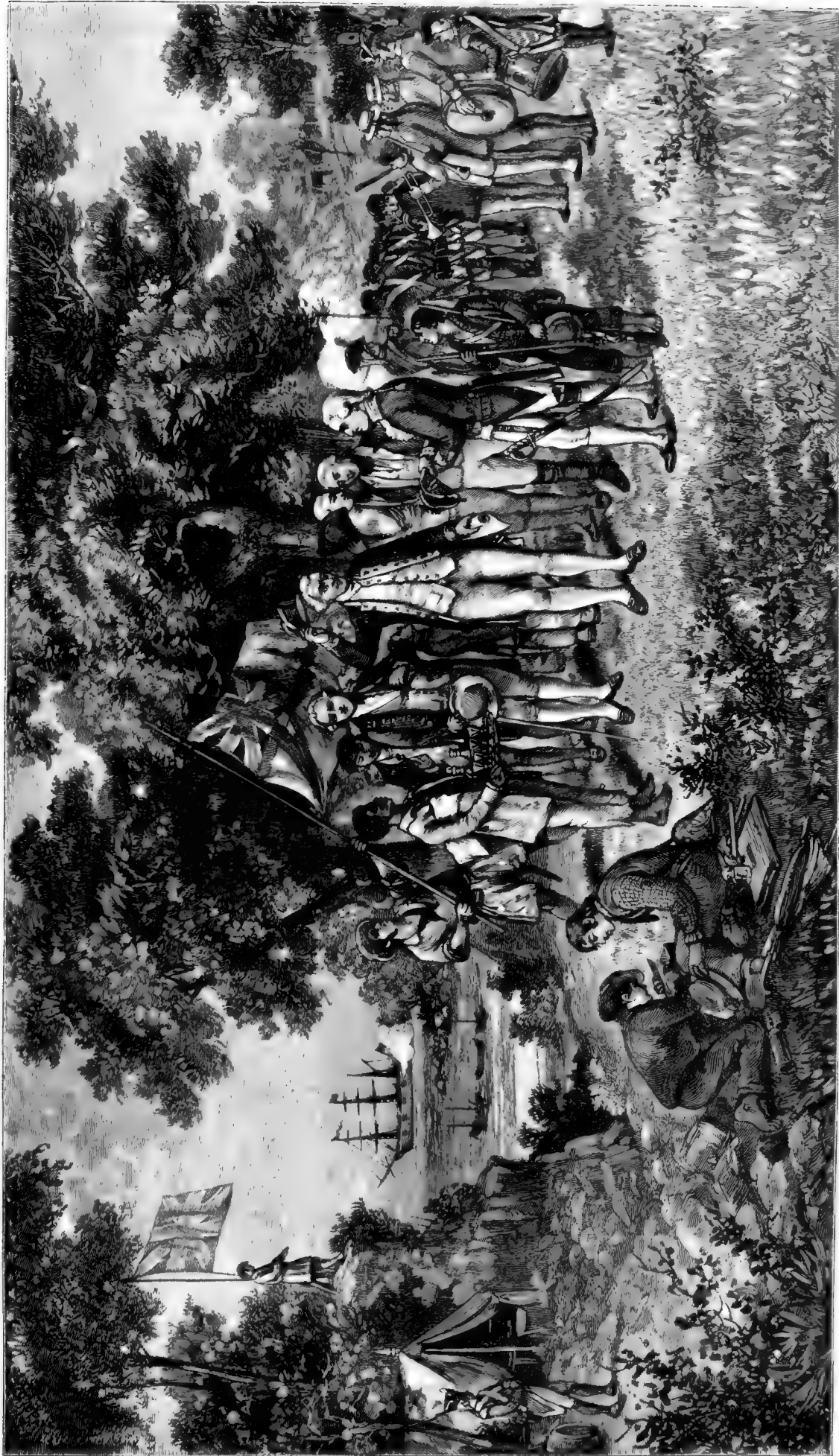
After an interval of seven weeks, and all repairs having been effected, the *Endeavour* was floated; and Cook being determined to make the open sea on the other side of the Barrier Reef, directed his course towards an opening where no breakers were visible. The passage was made in safety, and then, steering to the northward, the promontory

of Cape York was rounded and named. At this point Cook altered his course to the westward, and sailing through the great water-way which bears the name of the Spaniard Torres, he bore away for Batavia. Cook did not know that he was simply following in the wake of the old *Almirante* of De Quiros, and under the impression that he was the original discoverer, he gave to the sea-road which separates Australia from New Guinea the name of *Endeavour* Straits.

It will be remembered that up to this time, and for some years afterwards, the report of Torres lay among the archives at Manila, neglected and forgotten, so that the existence of a passage from the Pacific into the Indian Ocean had not yet been made known. An eager desire to set the question at rest now took possession of Cook's mind. In threading the channel he found that it grew gradually wider, and two distant points were descried between which no land was visible. Cook landed on one of the islands, and after scaling an eminence, which commanded an uninterrupted view to the south-west and west-south-west for a distance of forty miles, the suspicion that he had found a practicable passage between New Guinea and the main-land gave place to what was almost an absolute certainty. Here, for the time being, Cook brought his Australian exploration to a close; but before he passed through the straits that Torres had discovered more than a century and a half before, he hoisted the Union Jack on Possession Island—as he named the spot where he landed on this occasion. It was his fifth landing-place since the date of his first approach to the Australian Coast, and here he went through a ceremony which is best described in his own words.

“As I am now about to quit the eastern coast of New Holland,” wrote the fortunate circumnavigator, “which I have coasted from latitude thirty-eight degrees to this place, and which I am confident no European has ever seen before, I once more hoist English colours; and though I have already taken possession of several parts, I now take possession of the whole of the eastern coast, by the name of New South Wales (from its great similarity to that part of the principality of Wales), in right of my Sovereign, George the Third, King of Great Britain.” The marines who surrounded him then fired three volleys of small arms, which were responded to by the same number from the ship. Sail was promptly made, and soon the Australian coast sank beneath the horizon, as the *Endeavour* passed on her way through Torres Straits to Batavia, where she was again beached and repaired.

By this time the confinement of so long a voyage had caused the utmost prostration to the crew, who were so much affected by the fever-laden atmosphere of Batavia, that all but ten were stricken down, and seven deaths occurred; on resuming their homeward journey the men began to succumb to scurvy, so that by the time the vessel reached England, she was little better than a floating hospital. Besant, Cook's latest biographer, in a graphic passage writes:—“After leaving Batavia, where the whole company seem to have been poisoned by the heat and the stinks of the place, scurvy and fever together fell upon the crew, so that forty were on the sick list. Out of the forty twenty-three died. This dreadful calamity—the sight of all the suffering—impressed Cook so much that in future we shall find him taking as much thought for the prevention of scurvy, as for the prosecution of the enterprise in hand; and after the second voyage he was as much congratulated on his success in this respect as on his achievements as



CAPTAIN COOK PROCLAIMING NEW SOUTH WALES A BRITISH POSSESSION. BOTANY BAY, 1770.
ADAPTED FROM THE PAINTING PRESENTED TO THE PHILOSOPHICAL INSTITUTE OF VICTORIA BY THE ARTIST, T. A. GILFILLAN.

an explorer of unknown seas. The death list, indeed, was frightful. The astronomer, Charles Green, died; the surgeon, Monkhouse, died; the first lieutenant, Hicks, died; among others who died were Sporing and Parkinson, both of Banks's party; two midshipmen; the master—a young man of good parts, but unhappily given up to intemperance, which brought on disorders that put an end to his life; the boatswain: the carpenter, his mate, and two of his crew; the sail-maker—a good old man of seventy, who had kept himself from fever in Batavia by getting drunk every day—and his mate; the corporal of marines; the cook, and in all about a dozen seamen. This was a goodly roll out of a company of eighty. But this was the last voyage in which scurvy was to demand such an enormous proportion of victims. Cook was going to prove the best physician ever known in the prevention of scurvy. The only true method of prevention, however, the mode of preserving every variety of fresh food, was not discovered for a long time afterwards. Mr. Clark Russell has remarked in his 'Life of Dampier' that in those days they over-salted the beef and pork. The remark is equally true of the provisions served out in Cook's time. They were over-salted. George Forster, of the second voyage, complains bitterly of the time when the private stores of the officers and passengers were exhausted, and they had to live on the ship's provisions just like the crew. He tells us how, every-day, the sight and smell of the salt junk that was served to them made them loathe their food, which, besides, was so hard that there was neither nourishment nor flavour left in it. Imagine the misery, the solid misery, of having to live upon nothing but a fibrous mass of highly-salted animal matter, accompanied by rotten and weevily biscuit! Think of this going on day after day for a hundred days, and sometimes more, at a stretch—three long months—with no bread, vegetables, butter, or fruit; even the water gone bad, and no tea, coffee, or cocoa."

From such a commissariat, and the sickness and death which it induced, the crew of the *Endeavour* obtained a respite at the Cape, where a long stay with fresh food and much care re-invigorated them sufficiently to set sail in April, and continue their homeward voyage. After a call at St. Helena, the vessel anchored in the Downs on the 12th of June, 1771, after an absence of nearly three years.

Cook brought back to England the shattered remnant of a crew, and a vessel with sails and ropes so rotten that they dropped to pieces at the slightest strain, and the *Endeavour's* safe return to port was a subject as much for astonishment as gratitude. But the astronomical, geographical, botanical and ethnographical results of this voyage were so great, and awakened so much enthusiasm, that the King desired another expedition to set forth without delay. The great navigator was promoted to the rank of Commander, and the publication, by Dr. Hawkesworth, of an account of his adventures excited the greatest interest and attention in the national mind. The Earl of Sandwich, who was at that time at the head of the Admiralty, selected two vessels, the *Resolution* and the *Adventure*; Cook was placed in command of the expedition as Captain of the former, with Tobias Furneaux, who had been Wallis's first lieutenant, as his associate, and the preparations for departure were pushed busily forward.

Curiously enough, during the *Endeavour's* absence on her celebrated first voyage, Dalrymple, whose command of the expedition had, through some misunderstanding with the Admiralty, reverted to Cook, published his famous "Historical Collection of

Voyages," with a dedication which reads as follows:—"Not to him who discovered scarcely anything but Patagonians; not to him who, from twenty degrees South Latitude, thinking it impossible to go on discovery into thirty degrees South, determined to come home round the world into fifty degrees North; nor to him who, infatuated with female blandishments, forgot for what he went abroad, and hasten'd back to amuse the European world with stories of Enchantments in the New Cythera; but to the man who,



CAPTAIN COOK SIGHTING THE GLASS-HOUSE MOUNTAINS, EASTERN AUSTRALIA.

emulous of Magalhanes and the heroes of former times, undeterr'd by Difficulties, and uneduc'd by Pleasure, shall persist through every Obstacle, and not by Chance but by Virtue and Good Conduct succeed in establishing an intercourse with a Southern Continent, this historical collection of former discoveries in the South Pacific Ocean is presented by Alexander Dalrymple."

Cook seemed pointed to by a kindly fate as the man who, by virtue of inherent right, was to appropriate this dedication of Dalrymple's, and he himself writes of his second voyage that it was undertaken "to complete the discovery of the Southern Hemisphere." But he did not find it. The Great Antarctic Continent, which had filled men's minds for centuries, the thought of which had spurred them on to much heroic effort, did not exist; and to Cook belongs the credit of dissipating the fascinating dream.

On the 13th of July, 1772, the two vessels sailed from Plymouth Sound, and after a voyage of one hundred and nine days made Table Bay, where Sparrman, a pupil of the great Linné, joined the expedition. After a stay of about three weeks, the *Resolution* and the *Adventure* left the Cape in the month of November on the dreary quest of an Antarctic Continent. Heading direct south, Cook crossed the Circle amid wild and stormy weather, neither sun nor moon being visible for nearly two months. In the rolling fogs, and thick and sombre atmosphere of these inhospitable regions, the two ships wandered up and down, threading their way with incessant watchfulness amid an

endless succession of rocking icebergs and crunching floes, but no sign of land was seen. In the gloom and storm they lost each other, but met again at their rendezvous in Queen Charlotte Sound, where Cook upon arrival found the *Adventure* already at anchor. Furneaux reported that Van Diemen's Land was joined to New South Wales, with a wide bay between, and this stopped further enquiry in that direction, and they again pierced the southern fogs, and crossed once more that chilly Antarctic Circle, enduring many hardships from the severity of the climate, but no discovery of land of any extent rewarded their efforts, and in a heavy gale which they encountered the ships once more parted company. Cook again visited the Sound, where he waited for three weeks, when, as the *Adventure* did not arrive, he sailed northward to the beautiful islands he had previously seen—to Otaheite, the New Hebrides, the Marquesas and other groups. These had been already discovered, and many of them named, by the illustrious Frenchman, De Bougainville, only a year or two before; but Cook was the first to map them out completely, and to ascertain their exact positions. It was during the course of this passage that he discovered and mapped out New Caledonia, and then turning south in order to pass the hottest month or two of the year, he found on his way that beautiful oasis of the ocean, wonderfully fertile, but lacking a single inhabitant, to which he gave the name of Norfolk Island.

After calling at New Zealand, Cook sailed for Cape Horn, where he employed some time in making a very careful chart of the coasts. Still anxious to discover the Antarctic Continent in search of which he had been sent, he turned south again into the region of perpetual ice—and this time found land. It was a high coast covered with thick ice, which ever and anon slipped slowly down from the steep barren hills, and breaking off at the cliff-verges plunged over with sudden splashes that echoed, from minute to minute, far up the fiords and around the silent peaks that towered like spires of frosted silver in the icy air. The Continent was at last, perhaps, discovered; but it was useless for settlement, and full of dangers. Cook soon abandoned it, and sailed for the Cape of Good Hope. He reached England in July, 1775, after an absence of about three years, having circumnavigated the world, and thus completed a voyage which, with all its windings, was not less than sixty thousand miles. The crew of this expedition numbered one hundred and eighteen men; yet of that number all returned save four, a remarkable testimony to the care and assiduity of their Commander who then, for the first time, found means of preventing the ravages of the scurvy which had so long been the dread of mariners on long voyages.

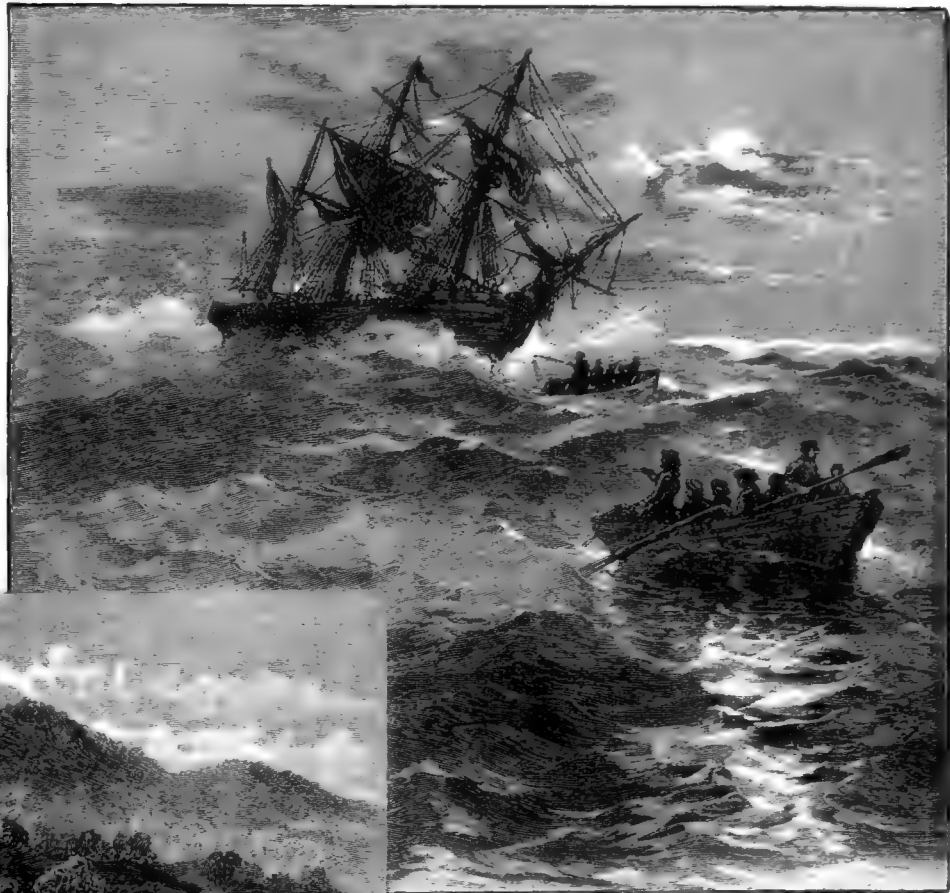
It will be recollected that the *Adventure*, Captain Furneaux's ship, had been separated from her consort in the fog and storm of an Antarctic traverse, and subsequently meeting with tempestuous weather she failed to put in an appearance at Queen Charlotte's Sound, the place of rendezvous appointed by Cook, until after the *Resolution* had left. During her stay on this part of the New Zealand Coast some trouble of a tragic character occurred with the natives. One day a boat's crew which had landed from the *Adventure* were surprised, butchered, and eaten; immediately after which Furneaux set sail for England, and arrived there some months before the *Resolution*.

Cook's reception by his fellow-countrymen was for the second time of a most enthusiastic character. Not long after his return he was raised to the rank of Post-

Captain. He was also appointed a Captain in Greenwich Hospital, and this position provided him for life with a residence, if he chose to live there. He was unanimously elected a Fellow of the Royal Society, and he received its gold medal for 1776 for the best experimental research of the year. This honour was bestowed upon the great circumnavigator for his paper on "The Preservation of Seamen Engaged on Long Voyages from Scurvy."

He was every-where received with the highest marks of distinction, and had he so chosen might have enjoyed the remainder of his life in peace and security in the bosom of his family.

But little more than a year of rest had passed before he was again at



ESTUARY NEAR WHICH THE "ENDEAVOUR" STRUCK.

THE "ENDEAVOUR" ON A REEF.

sea, this time on his third and last voyage. The discovery of a North-West Passage to the East Indies had long been a dream of English enterprise, and the Earl of Sandwich, who was still First Lord of

the Admiralty, was specially desirous of achieving something in that direction. While disclaiming any intention of interfering with Captain Cook's well-earned leisure, it was felt that he was the person best qualified to give advice and counsel on such a subject. Lord Sandwich therefore invited Cook, Sir Hugh Palliser, and Mr. Secretary Stephens—who first recommended the navigator to the notice of the Board of Admiralty—to dine with him together one day, and in the course of an after-dinner conversation, so wrought on the imagination of Cook, and so fired his ambition, that he leapt to his feet and at once volunteered to take command of an expedition to be sent out in search of a North-West Passage to the East Indies. The proposal was at once laid before the King, a bounty of twenty thousand pounds was promised for division amongst the crew on the successful return of the ships, and in June, 1776, the expedi-

tion was ready for sea. Cook was re-appointed to his old ship, the *Resolution*, with the *Discovery*, a vessel of three hundred tons, commanded by Captain Clerke, to act under his orders. For a considerable time Cook concealed from his wife the fact that he again intended to tempt fate and fortune upon the high seas, and his widow was to the end of her life wont to grieve that his acceptance of the command of the expedition had been withheld from her. Cook had in all probability good reason for his conduct, seeing that his youngest child, Hugh, was born just after his father's ship had sailed from Plymouth for the South Pacific Main. On the 11th of July, the *Resolution* and the *Discovery* weighed anchor and stood out for sea, with that England abaft the beam which the eyes of the greatest of her sailors should never greet again.

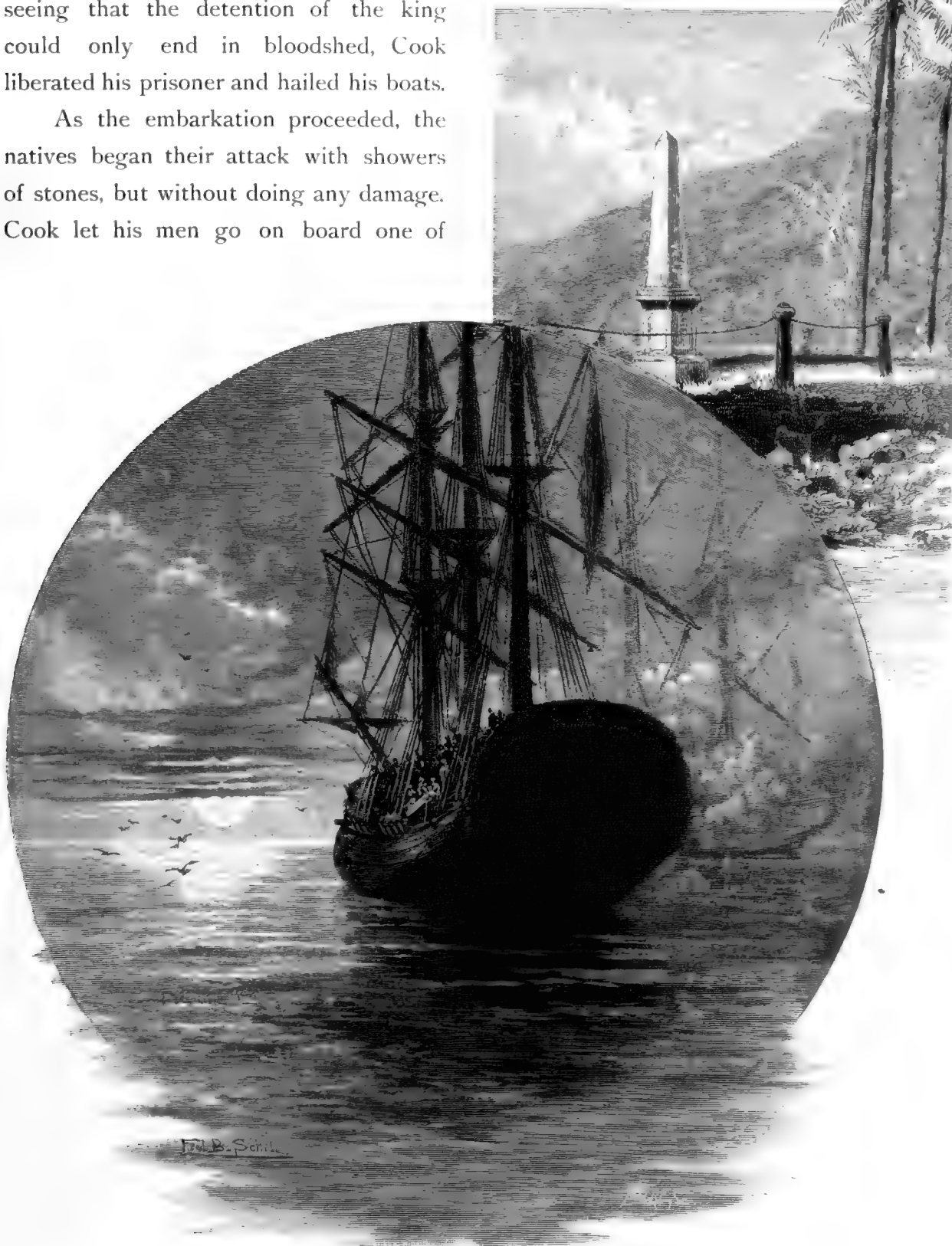
Instead of trying the passage by the Atlantic route, Cook suggested that the expedition should proceed south to the Pacific, and thence attempt the enterprise by reaching the high latitudes between Asia and America. It was the continual failure of every expedition that essayed the accomplishment of a North-West Passage that occasioned this change of plans. Hitherto mariners had sought to force their ships through the frozen waters of the North Atlantic, and it was this alteration from the usually-pursued course which lent the expedition an assurance of success. From the Pacific, therefore, the North-West Passage was to be discovered.

By the close of the year, the *Resolution* and the *Discovery* had rounded the Cape, passed Prince Edward Island, so named by Cook, and the Marion and Crozet Groups, and touched at the indescribably desolate shores of Kerguelen Land, which, in 1772, had been discovered by the French navigator whose name it bears. Thence they sailed to Van Diemen's Land, anchoring a few days in Adventure Bay, where they landed and found the natives very friendly. Cook did not in any way map out the coasts, and resumed his voyage under the continued impression that Van Diemen's Land was only the southern point of New Holland. On the 10th of February, 1777, New Zealand hove in sight, and the day following the expedition made Queen Charlotte's Sound, where the sailors "refreshed" for about a fortnight. On the 25th of February Cook resumed his voyage, and steering northwards discovered a group of islands, which he named after the Earl of Sandwich, but he did not remain long in the waters of this beautiful archipelago. He was, however, so baffled by contrary winds and bad weather that, on reaching the coast of North America and entering Behring Sea, he found the ice already forming and an early winter setting in, which precluded the immediate prospect of accomplishing the object of the expedition, he therefore decided to turn back and employ his time in making a more careful examination of the Sandwich Islands. On his return he discovered the largest and one of the most beautiful of the group, called by the natives Hawaii, but written in Cook's spelling of the word *Owhyee*.

The South Sea Islanders were notorious thieves, and the natives of Hawaii being no exception to the rule, the navigators were much troubled by the peculations of the visitors to their ships. One night the cutter was stolen, and in the morning Captain Cook went ashore to see the king about it, and as neither information nor satisfaction was to be had, he resolved to seize so important a personage, and to take him on board one of the ships, with a view of keeping him prisoner until the missing cutter was restored. A vast crowd of natives, however, surprised and alarmed at seeing their

head man being led down to the shore by a party of marines, gathered around the Englishmen with an evident intention of opposing the monarch's forcible abduction. Just then news was brought from another part of the island that the white strangers had fired on some Hawaiians and killed a chief. This produced great excitement, and seeing that the detention of the king could only end in bloodshed, Cook liberated his prisoner and hailed his boats.

As the embarkation proceeded, the natives began their attack with showers of stones, but without doing any damage. Cook let his men go on board one of



BURIAL OF CAPTIAN COOK'S REMAINS AT SEA, AND HIS MONUMENT AT HAWAII.

the boats, and that being filled he himself waited for the other, which was only a few yards distant. He was thus left alone for a moment, and a native taking advantage of

it, stepped up from behind and struck him on the back of the head. He fell in shallow water, and there was at once a rush of savages over his fallen body. They stabbed him in many places, and as the second boat approached in the attempt to effect a rescue, a marine and three sailors were killed, and a lieutenant, a sergeant and two other men were wounded, the boats being compelled to pull off without recovering the body, which was taken inland and treated by the Hawaiian islanders with great barbarity.



ANTOINE DE BOUGAINVILLE.

Thus perished at the post of duty the most successful leader in the work of Australian exploration, after laying open a new Continent to the world, and solving the mystery of the Southern Ocean that had perplexed geographers so long. One who accompanied Captain Cook on his last expedition, writes:—"I need make no reflection on the loss we suffered on this occasion, or attempt to describe what we felt. It is enough to say that no man was ever more beloved or admired; and it is truly painful to reflect that he seems to have fallen a sacrifice merely for want of being properly supported; a fate singularly to be lamented as having fallen to his lot who had ever been

conspicuous for his care of those under his command, and who seemed to the last to pay as much attention to their preservation as to that of his own life." Several of Cook's biographers have, however, altogether misunderstood the causes that led up to his death at the hands of the Hawaiians—causes that were intimately connected with certain legends of their mythology, which associated an absconding god, Lono, with the great navigator who was so unfortunate as to outlive their "belief in his divinity. The explanation of the tragedy has been given at length by Manley Hopkins, Hawaiian Consul-General, in his "History of Hawaii," and he obtained it direct from the islanders themselves.

There is considerable doubt as to the fate of Cook's remains, some contending that they were carried away by the natives and deposited in their sacred places; however, a passage in Kippis's edition of "Cook's Voyages," published in 1788, says that "though every exertion was made for that purpose, though negotiation and threatenings were alternately employed, little more than the principal part of his bones, and that with great difficulty, were recovered. By the possession of them our navigators were enabled to perform the last offices to their eminent and unfortunate commander." The bones were placed in a coffin, and when the vessels were at sea the

FIGURE-HEAD OF THE
"RESOLUTION."



COOK'S MONUMENT, HYDE PARK,
SYDNEY.

funeral service was read over them, and with military honours they were committed to the deep. "What," writes Kippis, "were the feelings of the companies of both the ships on this occasion must be left to the world to conceive, for those who were present know that it is not in the power of any pen to express them."

After Cook's death the command of the expedition devolved on Captain Clerke, of the *Discovery*, and both ships once more proceeded on their voyage. On the 2nd of August Clerke died of

consumption, only five months after the death of his great chief. He was buried in Kamschatka, and was succeeded in the command of his own ship by

Lieutenant King; Gore, first lieutenant of the *Resolution*, taking charge of the expedition. The vessels arrived safely in England in October, 1780, after an absence of over four years. They had not succeeded in the attempt to discover a passage to the north of America, although many other islands besides the Sandwich Group had been discovered and charted, and many valuable additions had been made to geographical knowledge. The melancholy fate of Cook is, however, the one especial incident by which the expedition will ever be remembered.

The news of the death of the great explorer was received in his native country with some emotion, and in more than one continental centre with regret. Gold and silver medals were struck by the Royal Society to commemorate its late member, yearly pensions of two hundred pounds to his widow and twenty-five pounds to each of his three sons were awarded by the Government, and a coat of arms was granted to his family. But the noblest memorial of the distinguished services of Captain Cook, outside of the record of his work itself, is to be found in the magnificent statue and monument of the great circumnavigator erected by the people of New South Wales. It stands on a picturesque site in Hyde Park, Sydney—a noble memorial of one of England's greatest

naval heroes. The Government of that colony has also purchased and deposited in the Sydney Museum the only obtainable relics of his celebrated voyages—the compass, telescope and water-bottles, which are said to have been used by him on board his ships during his famous expeditions.

Cook is really the last of the great discoverers. He brings to a splendid close that story of the Sea which had its opening chapters in the first faint dawn of civilization in the Old World. His death marks a new period in maritime history. Henceforth the work of navigation becomes limited and circumscribed, confined mainly to marine surveying and the making of charts. True it is that some discoveries still remained to be made by such men as La Pérouse, Vancouver, Bligh, D'Entrecasteaux, Portlock, Bampton, Alt, Flinders, Bass, Grant, Murray, Baudin, Hamelin and others; but the days of the great voyages were over—the golden mists of morning, which hid from the old-time mariners they knew not what, had lifted before the rays of the rising sun of exploration and research. The spirit of romance which had brooded over the bosom of the Ocean for centuries had spread her wings and fled. Her seas were fathomed and her islets charted, her lands were measured and labelled, and the world began to shrink beneath the meridians and parallels that bound it in. Cook appears like the last figure of a mighty procession stretching away through the centuries till it is lost in the mists of antiquity. But in what a muster-roll of heroes his name is written! From that pale past when Jason gave a legend to his country's mythic lore, from days of viking pirate and the time of that Erik who first put foot upon a Western Continent, down to De Gama, Columbus, Magalhaens, De Leon, Balboa, Drake, Raleigh, De Quiros, Tasman, Dampier and Cook, the world may read in the history of the Sea, a record of the greatest courage, the firmest hope, the most beautiful enthusiasm, the most heroic fortitude and the sublimest faith, enlisted in the effort to solve the unknown something that hung like a pall upon the verge of Ocean, the mystery of that other-where which every child experiences when he watches the sun go down behind the western waves.

A fine tribute has been paid to the memory of Cook by his latest biographer, Walter Besant, in the following words:—"It seems idle to add anything concerning the character of James Cook to what has gone before. He was hard to endure, true to carry out his mission, perfectly loyal and single-minded, he was fearless, he was hot-tempered and impatient, he was self-reliant, he asked none of his subordinates for help or for advice, he was temperate, strong, and of simple tastes, he was born to a hard life, and he never murmured however hard things proved. And, like all men born to be great, when he began to rise, with each step he assumed, as if it belonged to him, the dignity of his new rank. A plain man, those who knew him say, but of good manners."

Of Cook's services to mankind, Besant writes:—"Such as his achievements required, such he was. Let us, however, once more repeat briefly what those achievements were, because they were so great and splendid, and because no other sailor has ever so greatly enlarged the borders of the earth. He discovered the Society Islands; he proved New Zealand to be two islands and he surveyed its coasts; he followed the unknown coast of New Holland for two thousand miles and proved that it was separated from New Guinea; he traversed the Antarctic Ocean on three successive voyages, sailing completely round the globe in its high latitudes, and proving that the dream of the





C. SCHWARZMEIER

A FOREST GLADE IN TROPICAL AUSTRALIA.

Great Southern Continent had no foundation, unless it was close around the Pole and so beyond the reach of ships; he discovered and explored a great part of the coast of New Caledonia, the largest island in the South Pacific next to New Zealand; he found the desolate island of Georgia, and Sandwichland, the southernmost land yet known; he

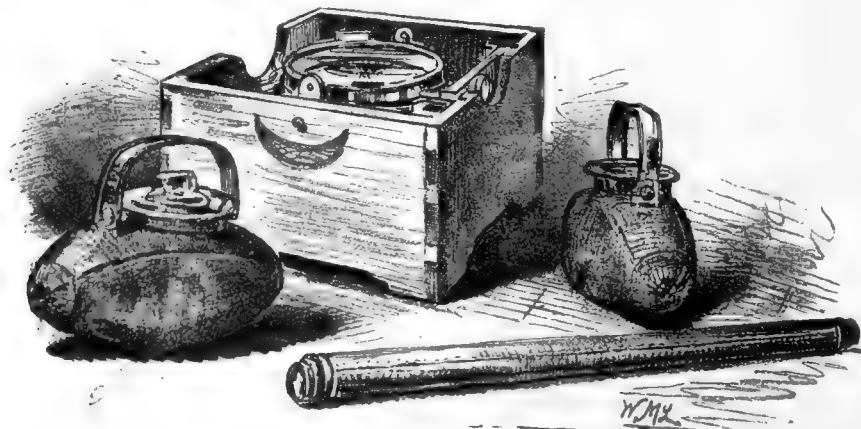


SHAKESPEARE HEAD, MERCURY BAY, NEW ZEALAND.
THE HEADLAND ON WHICH CAPTAIN COOK ERECTED HIS OBSERVATORY.

discovered the fair and fertile archipelago called the Sandwich Islands; he explored three thousand five hundred miles of the North American Coast, and he traversed the icy seas of the North Pacific, as he had done in the south, in search of the passage which he failed to discover. All this, without counting the small islands which he found scattered about the Pacific. Again, he not only proved the existence of these islands, but he was in advance of his age in the observations and the minute examination which he made into the religion, manners, customs, arts, and language of the natives wherever he went. It was he who directed these inquiries, and he was himself the principal

observer. When astronomical observations had to be made it was he who acted as principal astronomer. He was as much awake to the importance of botany, especially of medicinal plants, as he was to the laying down of a correct chart. It is certain that there was not in the whole of the King's Navy any officer who could compare with Cook in breadth and depth of knowledge, in forethought, in the power of conceiving great designs, and in courage and pertinacity in carrying them through. Let us always think of the Captain growing only more cheerful as his ship forced her way southwards, though his men lay half-starved and half-poisoned on the deck."

Besant rightly renders full meed of praise to Cook for his struggles to vanquish, on long sea-voyages, the terrible pest of scurvy, which, prior to his efforts in this direction, had decimated the crews in a wholesale fashion. He says:—"His voyages would have been impossible, his discoveries could not have been made, but for that invaluable discovery of his whereby scurvy was kept off, and the men enabled to remain at sea long months without a change. I have called attention to the brief mention he makes of privation and hardships; he barely notes the accident by which half his company were poisoned by fish, he says nothing about the men's discomforts when their biscuit was rotten. These things, you see, are not scurvy. One may go hungry for a while, but recover when food is found, and is none the worse; one gets sick of salt junk, but if scurvy is averted, mere disgust is not worth observation. To drive off scurvy—to keep it off—was the greatest boon that any man could confer upon sailors. Cook has the honour and glory of finding out the way to avert this scourge. Those who have read of this horrible disease—the tortures it entailed, the terror it was on all long voyages will understand how great should be the gratitude of the country to this man. Since the disease fell chiefly upon the men before the mast, it was fitting that one who had also in his youth run up the rigging to the music of the boatswain's pipe should discover that way and confer that boon." With these noble words of honest admiration for a good man and a great sailor, who opened up a continent for settlement by England, let us take our leave of the grandest figure in the history of maritime discovery since the days of the heroic Genoese who gave a continent to Spain.







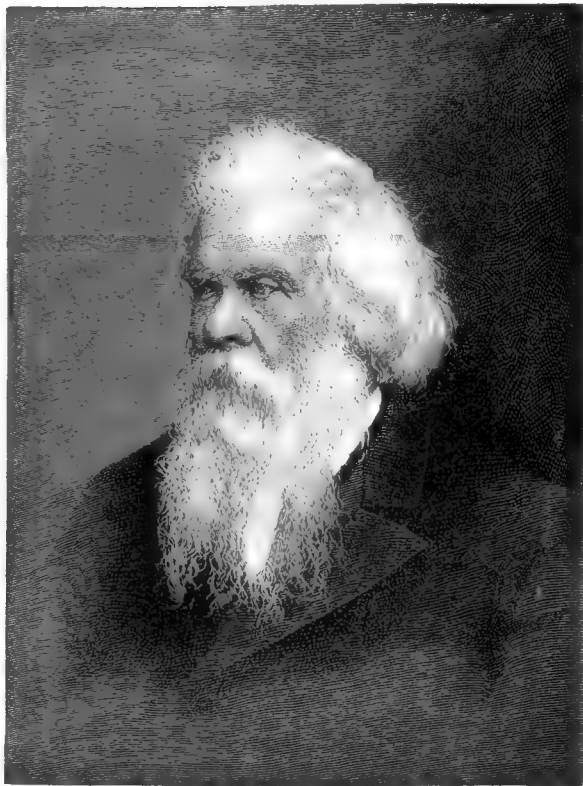
HON. EDMUND BARTON, Q. C., M. L. C.



HON. WILLIAM HENRY SUTTOR, M. L. C.



HON. JOSEPH PALMER ABBOTT, Speaker L. A.



SIR HENRY PARKES, K. C. M. G.,
President of the Convention.



GEORGE R. DIBBS, M. P.



SIR PATRICK JENNINGS, K. C. M. G.



HON. WILLIAM McMILLAN, M. P.



SYDNEY COVE, AUGUST 20, 1788.

FAC-SIMILE OF AN OLD PRINT, FROM A SKETCH BY GOVERNOR HUNTER

HISTORICAL REVIEW OF NEW SOUTH WALES.

EARLY SETTLEMENT.

IT was in 1779 that the greatest navigator of the eighteenth century, James Cook, fell by the hands of savages in the remote island of Hawaii, and the same year is memorable for the appointment of a Committee of the House of Commons for the purpose of devising some means for the relief of the gaols, which were then over-crowded with criminals; and only thirteen years after the date of Cook's landing at Botany Bay, the question of colonizing the territory he had discovered was already a practical one in England. This first attempt to colonize Australia was, moreover, part of a great and beneficent change in the criminal laws of the mother-country. Men were turning away with horror from the reckless sacrifice of human life that had for centuries characterized the administration of justice in "Merrie England"—from that ferocity which had hanged two thousand persons annually throughout the reign of King Henry VIII., and even a greater number in the reign of Queen Elizabeth—from that judicial cruelty which boiled a man alive in the public streets of London during the time of Shakespeare. The wretch who stole an article of the value of five shillings forfeited his life as the price of his crime, and took his place with a score of others at Tyburn, on the Monday morning, to be hanged in the presence of a crowd who assembled early, and brought their breakfasts with them in order to witness the spectacle. So outrageous became the number of executions in England that the royal prerogative was continually being called into requisition to commute the death sentence to one of banishment for life. The criminal had to seek some foreign shore, and if he returned summary execution awaited him.

At this time England had just started on her great career of colonization in North America, and thither the exiles for the most part wandered. After a time the Government began to provide a passage for those who were thus forced into exile, and who had no money to take them over the Atlantic; but before a century had passed the number who had to be transported at the State expense became so excessive as to be a severe tax on the royal revenue; and, as the colonists were eager to secure the services of the men, it was discovered to be a profitable arrangement to put them up to auction. Not that they were sold as slaves, but their services were disposed of to the planters for a term of years; and as the planters took the utmost out of these exiles that could be got, and left them the merest wrecks at the end of their period of service, it was generally thought that undisguised slavery might have been preferable.

The loss of the American colonies in 1776 completely put an end to this system, and it was about the same time that ideas of a more humane tendency began to take root in England. A few philanthropical writers began to argue that crime was to a great extent the result of deficient social organization. The criminal became more an object of pity and consideration than he had ever been before. Hence arose the new idea of treating him with more leniency, of endeavouring to show him the superior happiness and wisdom of virtue, and of enabling him to obtain a fresh start in life.

It was in 1779 that the first effort was made to reduce these principles to practice, and this great reform must be forever connected with the names of Blackstone, Eden, and Howard. By an Act passed in that year, provision was made for the establishment of large penitentiaries, and of hulks in which prisoners were to be detained with a view to their reclamation. But by the reformers it was urged, with sufficient wisdom, that the reclaimed prisoner, when set free in the midst of his former haunts, was very apt, or even certain, to relapse: the influence of old companions and ever-constant temptations would be too much for him. It was proposed, therefore, to form a colony of these unfortunate people, and the famous Minister, William Pitt, who was then in power, took up the idea with commendable largeness of view, and a Bill was passed by the English Parliament for the transportation of offenders to some place "beyond the seas," the Government intending to give every one a chance of eventually forming for himself a new home and an honourable career, under a different sky and with wholly altered surroundings.

Viscount Sydney was the Secretary for the Colonies in Pitt's Cabinet, and to him was assigned the duty of putting into practice the designs of the Government. As it was anticipated that the proposed colony would at first prove costly, a Special Vote was to be passed annually in Parliament to provide the necessary funds.

So far all was suitably arranged; but now came the question—Where should this colony be planted? Many places were spoken of; but as Cook's voyages had just been published, and had attracted more notice than any previous record of travels, many men's thoughts turned instinctively to those charming lands of the South, and fixed hopefully on Botany Bay, that agreeable coast which figures so pleasantly in Cook's narrative, and after much discussion this was at length selected as the spot for the new experiment.

The condition of the gaols, however, granted but brief space for consideration. The American ports had been closed to English convict ships, and the situation became one of daily-increasing difficulty; hence the appointment of a Committee, whose chief duty

it was to advise the Government what to do with the surplus convicts of the land, since the trans-Atlantic plantations were no longer available for their reception. The recent publication of selections from the "Brabourne Papers" throws an entirely new light on this and many other incidents connected with the early days of the colony, which have hitherto been more or less incorrectly stated. The principal witness examined before the Committee was Sir Joseph Banks, then President of the Royal Society, who was accepted, on account of his past experience, as the most trustworthy authority on the subject of Australia. Banks expressed himself in very favourable terms about Botany Bay as a field for a penal settlement, and by the variety and value of his knowledge, as well as by his earnestness, succeeded in the not very difficult task of convincing the Committee, whose report in favour of the scheme was agreed to by the House.

Nevertheless nearly four years elapsed before any active steps were taken to carry the scheme into effect; years during which Howard, Bentham, and other philanthropists constantly interested themselves in the endeavour to improve the condition of the wretched prisoners; and it was not until peace had been declared with the United States that the Government attempted to consider seriously the advice given by Banks with regard to the criminal colonization of Australia. It was about this time that a proposition was made to the Government by a gentleman named James Maria Matra, on behalf of the American colonists who had lost their property, and whose homes had been ruined by the war. Matra's proposition was to create of New South Wales "a colony that might in time atone for the loss of the American colonies; and to people it with such American colonists as had remained loyal, and had suffered for their loyalty to the Crown during the war." This he considered could be done at a cost of £3000, and with very great advantages to England, but the proposal was not favourably received.

Two years later a similar proposition was made by Sir George Young, a naval officer who had served with distinction against the French in Canada, and who was in this supported by Sir Joseph Banks. One of the suggestions of the latter was, that "any number of useful inhabitants might be drawn from China," to assist in forming the new colony, "agreeably to an invariable custom of the Dutch in forming or recruiting their eastern settlements."



VISCOUNT SYDNEY.

In the meantime the over-crowded condition of the gaols was constantly forced upon the attention of the authorities, and the official plan already alluded to for disposing of the convicts was drawn up and approved by Lord Sydney, who presided at the Home Office. Matra and Sir George Young again persistently urged the claims of the distressed American colonists; but the colonization of Australia by free settlers had to give way to the necessities of the time, and by an Order in Council, made on the 6th of December, 1786, "the eastern coast of New South Wales was declared and appointed to be the place to which certain offenders should be transported."

The decision of the Cabinet produced a feeling of great interest. The imaginations of people were singularly fired by this idea of founding so novel a colony so far from Home, on a shore which it was well known would provide but little by its own fruitfulness, whatever it might give in return for the industry of the settlers. In 1786 advertisements appeared in the English papers for a number of ships to be chartered for this unusual service. They were required to carry about a thousand persons, with all the implements that a colony could want, as well as provisions for two years.

Preliminaries were soon arranged for giving effect to the decision of the Government, but much care was necessary in the selection of a Commander, and the choice happily fell on Captain Arthur Phillip—a man whom long training in the Navy had accustomed to discipline and method, and yet one whose gentle heart could feel for the misfortunes of the poor exiles under his care. How much of the ultimate success of the plan was due to the calm and even mind, the hopeful and generous disposition, that lay behind the sweetness of those features, so pinched and pale with illness, it is difficult even now to estimate.

The Government wisely resolved to trust a great deal to the discretion of the leader of the expedition, and while giving him a commission as Captain-General and Governor-in-Chief over the eastern part of Australia, all the rest of that Continent being claimed by the Dutch, they allowed the utmost latitude to his own judgment, although careful instructions were forwarded to him as to the aims and purposes of the expedition.

An East Indiaman, the *Berwick*, was bought, and re-christened the *Sirius*; she was armed with twenty guns, and fitted out to act as frigate to the expedition, and it was intended that she should remain in the service of the future colony. Captain John Hunter was appointed to the command of this vessel, and a smart little brig, called the *Supply*, was added as tender. Colonel David Collins was sent out to act as Judge-Advocate in the new settlement, and also to perform the duties of Secretary.

The squadron gathered at the Isle of Wight, and there, on the 13th of May, 1787, Captain Phillip hoisted the signal for sailing, and the Fleet swept down the Channel, the *Sirius* leading the way. The *Hyæna*, a frigate of twenty-four guns, accompanied the expedition to convoy it safely past European shores. The wind was fair and was blowing freely, as with plunging prows and swelling sails they pursued their track to the coast of Spain. Behind the sprightly *Supply* came three store-ships, the *Golden Grove*, the *Borradale*, and the *Fishburn*, all small craft according to our modern notions—square-built barques of from two hundred and seventy-five to three hundred and seventy-eight tons. Next came four transports, the *Prince of Wales*, the *Scarborough*, the *Alexander* and the *Friendship*, of which the largest was about four hundred and

fifty tons. Lastly, two more transports, clumsy vessels and heavy sailers, the *Charlotte*, of three hundred and thirty-five, and the *Lady Penrhyn*, of three hundred and thirty-three tons; and these always lagged behind forcing the others to shorten sail from time to time in order to avoid division of the fleet.

These transports carried into exile five hundred and sixty-four males and one hundred and ninety-two females; also one hundred and sixty-eight soldiers and forty officers holding various ranks to guard or superintend them, five surgeons, and a staff of artificers, together with the wives of forty of the soldiers and a few of their children, as also thirteen unfortunate little creatures, the offspring of convict mothers. Thus there were despatched in all one thousand and seventeen persons to found the new settlement at Botany Bay.

Among the minor details which caused Phillip much annoyance up to the hour of sailing, was the fact that a supply of clothing for the women convicts had not been sent on board; but it was not until the Fleet reached Teneriffe that it was discovered that they had been sent to sea without cartridges for the marines' muskets, or musket



CAPTAIN ARTHUR PHILLIP.
THE FIRST GOVERNOR OF NEW SOUTH WALES.

balls, or armourers' tools with which to keep their weapons in order. Everything was done that humanity could do to secure the health, and even the comfort of the prisoners; and yet if we could but descend one of those companion-ladders into the hold of the *Alexander*, and see its dingy space lighted only by the hatchways, filled with two long lines of hammocks swinging less than a foot and a half apart, with two hundred and thirty human creatures packed in suffocating rows, we should, perhaps, have sympathized to some extent with those who in after years descanted on the horrors of the passage. As for the convicts themselves, many were utterly broken down by the nameless mystery of the voyage. They had no knowledge whither they were going; but had vaguely heard that it was to the opposite side of the world, to a land only once seen by civilized men, and inhabited by hostile savages. Others took the future with the callous indifference of low natures, and sought only to gather as much ease for the time being as they could bully or cozen out of their neighbours.

They were well fed, but in the tropics suffered from the confinement of their narrow quarters in the hold; and no sooner had the humanity of the captains allowed them a little liberty, and permission to walk by turns on the deck, than the prisoners on board the *Scarborough* formed a desperate conspiracy for escape, and the concessions that had been granted were revoked. The Fleet reached Rio Janeiro without disaster, and after "refreshing" there held over to the Cape of Good Hope, where also it called to obtain fresh water and a supply of live stock for the intended colony.

On leaving the Cape, Captain Phillip went on board the *Supply*, and, with three fast sailing transports, proceeded; leaving the seven slower vessels to follow as best they could. The Governor's desire was to make his choice of a suitable locality, and to be prepared to land his charges whenever they arrived. On the 18th of January, 1788, the *Supply* stood in through the entrance to Botany Bay, and anchored in the shelter of South Head, being soon after joined by the transports. Thus after a voyage of thirty-six weeks from Portsmouth, during which only thirty-two lives were lost, from all causes, including accidents, the Fleet arrived at its destination in safety; justifying the comment of Judge-Advocate Collins that:—"This fortunate completion of it afforded even to ourselves as much matter of surprise as of general satisfaction; for in the above space of time we had sailed five thousand and twenty-one leagues, had touched at the American and African continents, and had at last rested within a few days' sail of the antipodes of our native country, without meeting with any accident in a fleet of eleven sail, nine of which were merchantmen that had never before sailed in that distant and so imperfectly explored ocean."

Phillip's instructions to form a settlement on the shores of Botany Bay, as suggested by Banks, did not meet with his approval. He found himself in a beautiful inlet, seemingly round, and of some six or seven miles in diameter; its shores were not high, but behind the long curves of white and yellow beaches there were pleasant, tree-clad undulations, green and fresh to eyes that had finished an eight months' voyage. But on landing he was greatly disappointed; the ground was either rocky or covered with barren sand, and no water was visible, except where extensive swamps seemed to threaten, in this warm climate, a plentiful experience of fever in the future. But Captain Phillip had hardly finished his examination when the remaining seven vessels arrived. The Bay being shallow, he could not find anchorage for all his ships in deep water, and some lay dangerously exposed to the swell that rolled through the entrance.

Longer confinement in these close vessels beneath that blazing summer sky being attended with the greatest risk, Phillip was compelled to make the necessary preparations for debarking, but resolved, in the meantime, to examine the inlets of the neighbouring coast, in the hope of finding a better harbour than Botany Bay. With three ships' boats he steered out into the Pacific, and turned north along the shore. Sailing under the heavy cliffs, and along the hot and glaring beaches for a distance of eight or nine miles, he passed into the little opening or boat-harbour set down by Cook as Port Jackson. On each side there frowned grim-looking rocks of considerable height; but what was his surprise to find this channel open out into a noble harbour, winding away to the west in numberless arms and bays with verdant shores and sunny little islets, all sleeping in sheltered silence under the delicately-tinted blue of an unbroken Australian sky.

Phillip, Hunter and Collins were all charmed by the beauty and security of this port. Here on these high and well-drained shores was no fear of fever; and when, after examining bay after bay, they lay on their oars in admiration within a small tree-shadowed cove into which a little babbling stream discharged its limpid waters, Phillip determined there to fix his colony; and he gave to the place the name of Sydney Cove,



PHILLIP'S FIRST LANDING-PLACE, BOTANY BAY.
FROM A RECENT SKETCH.

in honour of the Secretary of State, under whose directions the expedition had been carried out.

The little bay was deep, and surrounded by large boulders rising only a few feet above the surface, out of twenty feet of water, and in that the Governor saw much prospect of convenience. But to be certain that this was the best situation, he spent three days in sailing into every arm, being every-where pleased, yet finding no reason to alter his choice. His first interview with the natives was at a pretty little inlet near the Heads, where some of them who had been fishing came forward in response to a signal, and encouraged by his kindly smile showed him some of the fish that they had caught, and their rude appliances for fishing. They retired with quiet dignity, and Phillip was so pleased with their bearing that he gave to the place the name of Manly Beach.

When the boats returned to Botany Bay it was found that wells were being sunk and wharves constructed, but on the joyful news being spread of the grand harbour discovered, all was alacrity to depart. At day-break the anchors were being weighed, and the echoes of the sailors' chorus were rolling over the bay, when the unexpected appearance of two vessels off the port attracted attention; they ran up French colours and proved to be the *Boussole* and the *Astrolabe*—an expedition of discovery under Admiral

La Pérouse. Captain Phillip sailed out in the *Supply*, and gave a welcome to the celebrated Frenchman, whose ships came to an anchor in Botany Bay just as the ten English vessels were leaving. The convict squadron was soon within the shelter of Port Jackson, and in the evening all the men were assembled, the Union Jack was run up to the top of a flag-staff that had just been erected, and with three volleys they signalized the termination of their long and dreary voyage.

A canvas house was put up for the Governor on the east side of the Cove, and round it was formed a small garden wherein might be cultivated the fig, the orange and the grape, of which young plants had been brought from the Cape. The live stock was landed, and on the 6th of February, when the settlement began to look a little comfortable, the women went on shore. On the following day the marines were drawn up in a square, on a slope afterwards known as Dawes' Point, and the Governor's commission was read. He then addressed the convicts, and in a speech of much earnestness besought them to consult their own happiness and welfare by leading praiseworthy lives in their new abode.

Judged by his correspondence, which has but recently been published in the work already quoted, Phillip had an arduous time of it in arranging all the details of the great undertaking which had been entrusted to his command. He appears to have made written notes of any ideas that occurred to him in connection with it, and in a marked degree these notes display the keen foresight and judgment which distinguished the man; many of them betray only his want of knowledge of the land in which he was about to settle; and some are absolutely quaint in their suggestiveness: As, for instance, in referring to the probable necessity for inflicting capital punishment on the convicts, he says:—"I should think it will never be necessary. In fact I doubt if the fear of death ever prevented a man of no principle from committing a bad action. There are two crimes that would merit death, and for either of them I should wish to confine the criminal till an opportunity offered of delivering him as a prisoner to the natives of New Zealand, and let them eat him. The dread of this will operate much stronger than the fear of death" And again, in contemplation of the social and domestic difficulties of the position, which might well have alarmed a more worldly-minded man than the conscientious sailor, he says:—"The women (convicts) in general, I should suppose, possess neither virtue nor honesty. . . . The natives may, it is probable, permit their women to marry the men (convicts) after a certain time. . . . Women may be brought from the Friendly and other islands, a proper place prepared to receive them, and where they will be supported for a time, and lots of land assigned to such as marry with the soldiers of the garrison." Then, with perhaps some prevision of the future greatness of the nation he was about to found with such unpromising materials, he writes:—"As I would not wish convicts to lay the foundation of an empire, I think they should ever remain separated from the garrison and other settlers that may come from Europe; and not be allowed to mix with them, even after the seven or fourteen years for which they are transported may be expired."

A hard task, however, lay before him, for he had been instructed by the English Government to make the colony self-supporting, and two years were allowed in which to secure by farming and other industries at least half the sustenance of the people under his

charge. As Norfolk Island had been praised by Cook for its fertility, it was thought desirable to commence farming operations there; and being overrun with flax—a commodity in great demand—it was believed that the convicts could secure in its growth and preparation a very respectable sum to contribute to their support. Lieutenant King was therefore sent to the island with fifteen convicts, nine soldiers, a surgeon, and two free men who understood flax dressing. The settlement prospered, and thirty-nine persons more were sent over a few months later.

It was in the month of March that La Pérouse sailed from Botany Bay. What became of him, or his two well-appointed vessels and their crews, was a mystery unsolved for thirty-eight years, though the French sent an expedition to search for their celebrated sailor. But in the year 1826 Captain Peter Dillon, of the East India Company's service,



JEAN FRANÇOIS GALAUP, COMTE DE LA PÉROUSE.

was cruising in these seas, and on the coast of Vanikoro, the most southerly island of the Santa Cruz Group, he came upon unmistakable signs of shipwreck. These were the remains of La Pérouse's expedition, and they told its fate. In 1883 Lieutenant Benier, in the *Bruat*, recovered some guns, anchors, chains and other relics, and took them to France, where they were deposited in the Museum of Paris. In memory of the celebrated Frenchman, a monument was erected by the people of Sydney on the north shore of Botany Bay, near the last place where he is known to have touched the land. Not far from the same place there was buried the French priest, M. Le Receveur, who accompanied La Pérouse as naturalist, and who, while prosecuting his researches, had been speared by the natives of the Navigator's Islands, but had lingered on till he died of his wounds, when he received a grave on Australian soil.

The glowing prospects entertained by Governor Phillip died away very quickly when the colonists settled down into stern reality after the novelty of their arrival. Famine was the great danger, and a series of unlucky accidents made it doubtful for a time whether the colony was to survive this initial trouble. A piece of land at Rose Hill—now called Parramatta, at the head of a deep salt-water reach popularly regarded as a river—was placed under crop, but the prospect it afforded was not at all one of lavish

abundance. The convicts were many of them incorrigibly idle, and improvident beyond belief. The weekly allowance given them was consumed and wasted during the first day or two, and then in the destitution of the latter part of the week they came with pitiful appeals to the Governor for relief. One man, on receiving his week's allowance, eight pounds of flour, made it into cakes, consumed the whole at a meal, and died next day of the surfeit. The stores were constantly broken into and the provisions carried off. The men put to work on the farms broke or secreted their tools, careless of the fact that their indolence might mean want of food. A convict who had been set to watch the few head of cattle that had been brought to the colony negligently allowed them to stray away. When they were discovered some years afterwards, on the banks of the Nepean, their number had increased to sixty. In addition to all these troubles, Phillip suffered considerable annoyance from his military subordinates, strained relations having existed between himself and Major Ross, who was at the head of the small force, ever since their landing. Phillip was anxious that the officers should use their personal and moral influence in dealing with the convicts, while the officers, on the other hand, stood on their dignity, and declined to accept his suggestions. A series of petty squabbles and irritations, fomented by Major Ross, who was supported by his brother officers, eventually resulted in the Major being dispatched to Norfolk Island, with a commission as Lieutenant-Governor.

The first stone for the foundation of a temporary Government House was laid by the Governor in Pitt Street on the 15th of May, 1788. In November the ration of each man, including officers and the Governor alike, was reduced by a third, and in March, 1790, as the stock of provisions was becoming alarmingly low, two hundred and eighty persons were sent over to Norfolk Island, where it was thought there would soon be plenty. The *Sirius* was to take them over, and then to sail to Europe to procure provisions for the colony at Sydney. But as she neared the island heavy weather set in; she was standing off and on to land the people, when suddenly the vessel was driven on to the rocks and lost. The passengers and crew were saved, but their effects were destroyed. Then came the disappointing news to the half-drowned men and women who landed, that just the month before the island had been visited by a hurricane, which had swept away granaries, casks, bags and crops in one wild confusion. What the winds had spared a rising flood had carried away. When this news reached Sydney the Governor still further decreased the ration, and parties were sent out to supplement the fast-diminishing stores by fishing and shooting.

In June there arrived another transport with two hundred and twenty-two female prisoners; and the sad intelligence was brought that the *Guardian*, store-ship, after rounding the Cape of Good Hope, had struck an iceberg, and to save the vessel nearly the whole of a two years' supply of provisions had to be thrown overboard, while with the rest she returned to the Cape for repairs.

Again the daily ration was reduced, till it was little more than a quarter of that which had at first been issued. A curious illustration of the scarcity of food is to be found in the fact that during the severest pinch persons who were invited to dine with the Governor were requested to bring their own fare with them. The *Supply* was sent for provisions to Batavia. She would be absent at least six months, and at the decreased

rate there were just eight months' stores left in the colony. While the Governor was racked with anxiety, the *Justinian* arrived at the Heads. She brought a considerable quantity of stores with her. But just as she was standing in, the wind changed, and blew with such violence out to sea, that she was driven a long way to the north and nearly wrecked; indeed, the colonists had lost all hope of seeing her, when after all her perils she once more appeared, and to the great joy of the community entered the Harbour in safety. But their happiness was damped by the arrival, a few days later, of three more transports, bringing a large number of prisoners and a detachment of the New South Wales Corps—a body of soldiers enlisted in England for special service in the colony, to which ordinary soldiers disliked to go. These vessels brought no provisions, but they brought to the famishing colony



THE TOMB OF LE RECEVEUR AT BOTANY BAY.

a fever-stricken crowd that filled the hospital with patients and the residents with dismay.

In the beginning of 1791 things began to brighten. The *Supply*, accompanied by a chartered vessel, arrived from Batavia loaded with provisions which more than doubled the stores of the colony. Crops began to be gathered at Rose Hill. A number of free men, mostly soldiers or sailors, obtained grants of land, and began farming in something like a systematic way. And so matters went smoothly forward till September, when nine more vessels arrived, bringing with them over two thousand fresh convicts; but as they brought abundance of supplies, the famine troubles of the colony were practically over. In the following year, Phillip, whose health had been gradually declining, petitioned the Home Government to relieve him of his arduous duties and allow him to return to England. After some delay his request was granted, and on the 10th of December, 1793, he took his departure, after a command of five years. His memory will always be held in respect, not only as that of the first Governor, but as that of a man who, under the most trying conditions, did at all times what he believed to be his duty, and when he left the colony it was with the respect and esteem of all classes and amid public expressions of general regret.

The Government of the colony now passed into the hands of Major Francis Grose, Commandant of the New South Wales Corps, who had just arrived bearing a commission as Lieutenant-Governor, and the appointment of this officer initiated a condition of affairs which was practically a military despotism. Events soon began to show that he was not qualified for his position. The good order established by Governor Phillip speedily disappeared. The source of Grose's misgovernment appeared to lie in his sympathy with his brother officers. He superseded the civil magistrates and appointed officers in their place; he disregarded the express instructions of the Imperial Govern-

ment, not only in making extravagant grants of land to the officers, but also in allowing them an excessive supply of convict labour—thirteen servants each, instead of two; and he permitted them to pay for labour with spirits instead of money, in order that they might make enormous profits on the sale. Spirits were sold to the officers at the Government stores at prime cost, and were retailed by them at any price they pleased. It had always been Phillip's policy to prevent the convicts from obtaining spirits, knowing that otherwise he could not hope to preserve discipline among them—still less to reform them. But no sooner had he left the colony than the military and civil officers of the establishment eagerly seized the opportunity for making money by this traffic; the result being that habits of drunken debauchery spread throughout the settlement, everything being sacrificed to an insane craving for drink. The officers made it their business to import spirits and wine, not only from England, but from India, the Brazils and the Cape of Good Hope. As soon as it became known abroad that a good trade could be done in Sydney Cove with spirits, cargoes were shipped from all parts of the world. Indian merchants, in particular, at Calcutta, Bombay and Madras, exerted themselves to secure as much of the infamous traffic as possible; just as in later years their countrymen and successors strove their utmost to extend the opium trade with China. The opportunity of acquiring large areas of land was also too good to be neglected; and immense blocks, which were then of comparatively little value, passed into the hands of men whose only claim to consideration was that of cleaving hard and fast to their traditions, and upholding might as right.

Under this system of misgovernment was thus laid the foundations of an Australian landed aristocracy, and unscrupulous men were not slow in taking advantage of their official positions, to the great detriment of the welfare and morals of the community. Another item of public interest which characterized the military interregnum was the arrival, in the month of January, 1793, of the *Bellona*, the first ship to bring out free settlers. They were supplied with tools and two years' provisions by the Government, also with a proportion of convict labour, and they settled on land at Liberty Plains, which, however, they soon abandoned, and migrated to the banks of the Hawkesbury.

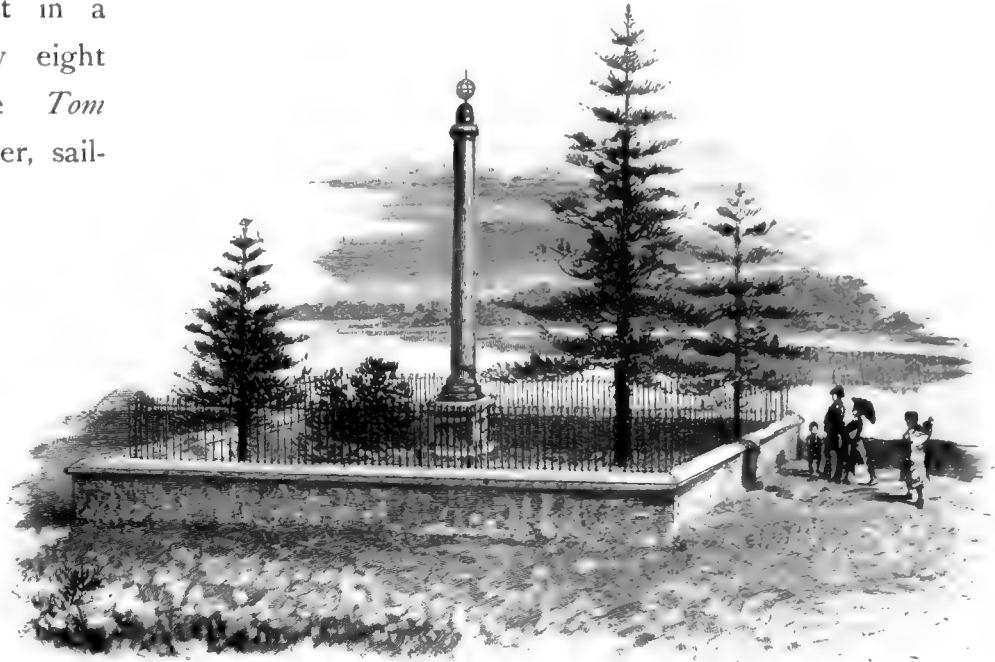
GOVERNOR HUNTER.

The difficulties occasioned by the military misrule inaugurated by Major Grose severely taxed the energies of the three Governors who next succeeded. The Home Government having become aware of the state of things in Sydney under Major Grose, and latterly Captain Paterson—who succeeded Grose as Lieutenant-Governor in December, 1794—determined to remedy the mischief by suppressing the traffic in spirits altogether. Captain John Hunter, formerly of the *Sirius*, was appointed Governor in 1795, with express instructions for that purpose, but although he honestly endeavoured to carry them out, he was not strong enough to resist the official ring by which he was surrounded, and he gradually allowed himself to sink under its influence. The result was that his feeble efforts at reform ended in signal failure, and he was recalled in 1800.

A year after the wreck of the *Sirius* at Norfolk Island, in March, 1790, Captain Hunter had sailed from Sydney to Batavia in a Dutch vessel, which had been chartered by Governor Phillip. From that port he sailed for England, where he arrived in the

following year. While at Home he wrote and published his "Historical Journal of the Transactions at Port Jackson and Norfolk Island." During his subsequent term of office as Governor, he took an active interest in the work of exploration, a subject which naturally engaged the attention of all the early Governors, and many discoveries were made.

It was during Hunter's Administration that the gallant Surgeon Bass, accompanied by Lieutenant Flinders, explored the south-eastern coast in a little open boat, only eight feet long, called the *Tom Thumb*, and a year later, sailing south again, they entered Western Port, when their provisions being exhausted they were compelled to return to Sydney. In their next voyage they discovered the passage since known to the world as Bass's Straits, sailed



THE LA PÉROUSE MONUMENT.

round the coast of Van Diemen's Land, and completely demonstrated its insular character.

Another discovery was made during Hunter's time, which has since been identified with his name. In June, 1796, some fishermen were driven by stress of weather into what seemed to them to be a small bay, but which was really the mouth of a large river. Landing there, they found coal lying on the surface of the ground. The town of Newcastle now stands on the spot; and the river, well-known as the Hunter, was discovered one year later by a military party sent in search of runaway convicts.

Hunter's Administration was marked by the restoration of the civil magistrates, whose functions had been usurped by the military men during the time of Grose and Paterson. The Governor referred to this singular proceeding in a despatch to the Secretary of State, in which he said:—"After the departure of Governor Phillip, a general change took place. All his plans and regulations were completely laid aside. The civil magistrates were superseded entirely, and all the duties respecting the distribution of justice, and every other concern of that office, was taken into the hands of the military." At the same time they had used their powers to obtain a complete monopoly of trade. They were not only magistrates, but they were general merchants and importers as well; and by this means they had made themselves so powerful in every direction that Hunter found it difficult to exercise any kind of authority over them.

The progress of settlement in the colony at this time was checked by the spread of this degrading traffic. Everything was sacrificed to the dealers in rum. Out of nearly eleven thousand acres cleared in 1800, only seven thousand were under cultivation. The reason will be found in a despatch from Governor King, written in

December, 1801 :—"It is notorious that since Governor Phillip left this colony in 1792, the utmost licentiousness has prevailed among this class (settlers who had been convicts), although they have used the most laborious exertions in clearing land of timber. Unfortunately, the produce went to a few monopolizing traders, who had their agents in every corner of the settlement, not failing to ruin those they marked for their prey by the baneful lure of spirits. It can scarce be credited that, in a soil and climate equal to the production of any plant or vegetable, out of four hundred and five settlers scarce one grew either potato or cabbage. Growing wheat and maize, which are the articles required by the public stores (and which were paid for in spirits), was their only object; and when that has been attained, it has often occurred that one night's drinking at the house of one of those agents has eased them of all their labour had acquired in the preceding year." Such were the evils which Hunter saw around him, but vainly tried to remedy.

In other directions, however, some progress was made. A small newspaper, the *Sydney Gazette*, was established as the official organ of the Government; a church



RELICS FROM THE LA PÉROUSE EXPEDITION.
DISCOVERED ON THE VANIKORO REEFS.

was erected on the eastern side of the Cove, and a wind-mill on Flag-staff Hill. A play-house was also built, and opened with a performance by some prisoners of Farquhar's comedy, "The Recruiting-officer," for which a prologue was written by the notorious George Barrington. A herd of wild cattle, the progeny of the two bulls and five cows lost in 1788, was discovered inland, a considerable distance beyond Parra-

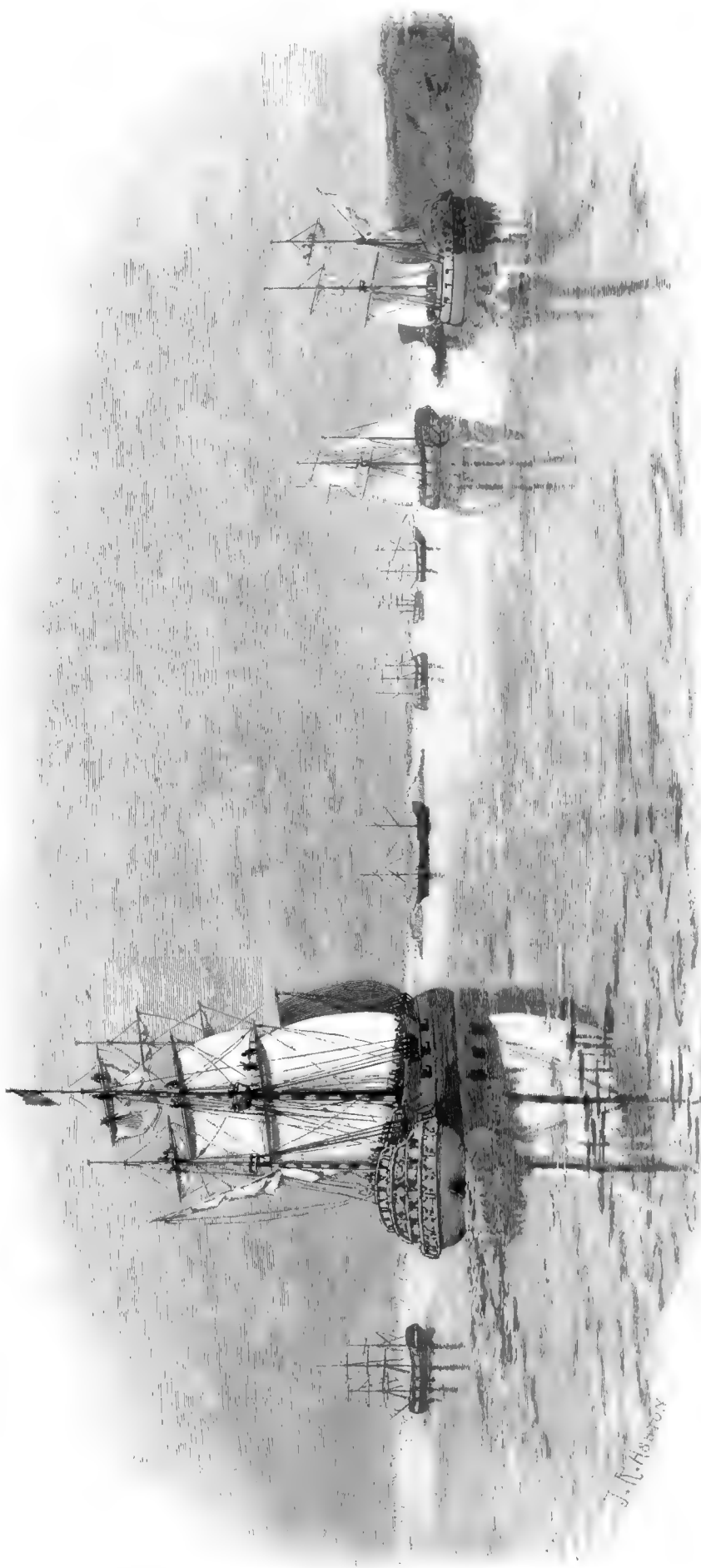
matta, at a place which was called the Cow-pastures. The first public meeting ever held in the colony was in June, 1799, for the purpose of raising funds to build a more secure gaol (a curious commentary on the administration of the day), but subscriptions were freely given both of money and materials, and the gaol was erected.

THE INTRODUCTION OF WOOL.

The most important event connected with Governor Hunter's term of office was the inauguration of the great wool-growing industry, the pioneer of which was John Macarthur, who arrived in the colony in the year 1791, as a captain of the New South Wales Corps. He was a man of unusual sagacity, energy and perseverance, and was well qualified to gain distinction in a much larger sphere than that presented to him by Sydney at the end of the last century. His ambition was not to be satisfied by the profits, large though they were, to be made out of the squalid rum traffic. He saw the capabilities of the new country for grazing sheep and cattle, and having a few head of both, he determined to utilize the advantages which free grants of land, free labour, and the command of a market offered him in his new home.

At that time the woolen mills of England were supplied with the finer sorts of wool from Saxony and Spain, where the merino sheep had been highly cultivated. But although the Saxons and the Spaniards possessed the finest breed of sheep in the world, they were not large wool-growers, and consequently the supply of wool in the English market was very limited. The first thing to be done was to introduce the proper breed of sheep, not an easy matter in those days, when the pure merino was a rare animal every-where except in Saxony and in Spain.

When Governor Phillip landed in 1788, he brought ashore with him twenty-nine sheep, which he had taken on board at the Cape of Good Hope; and when he left the colony in 1792, the little flock had increased to one hundred and five. It was in the following year that Macarthur commenced his operations. The story will be best told in his own words, as we find them in the report of his evidence before Mr. Commissioner Bigge in 1820:—"In 1794, I purchased from an officer sixty Bengal ewes and lambs, which had been imported from Calcutta, and very soon afterwards I procured from the captain of a transport from Ireland, two Irish ewes and a young ram. The Indian sheep produced coarse hair, and the wool of the Irish sheep was then valued at no more than ninepence



THE FIRST FLEET ENTERING BOTANY BAY, THE 18TH OF JANUARY, 1788.

per pound. By crossing the two breeds, I had the satisfaction of seeing the lambs of the Indian ewes bear a mingled fleece of hair and wool. This circumstance originated the idea of producing fine wool in New South Wales."



CAPTAIN PHILLIP'S FIRST SIGHT OF PORT JACKSON.

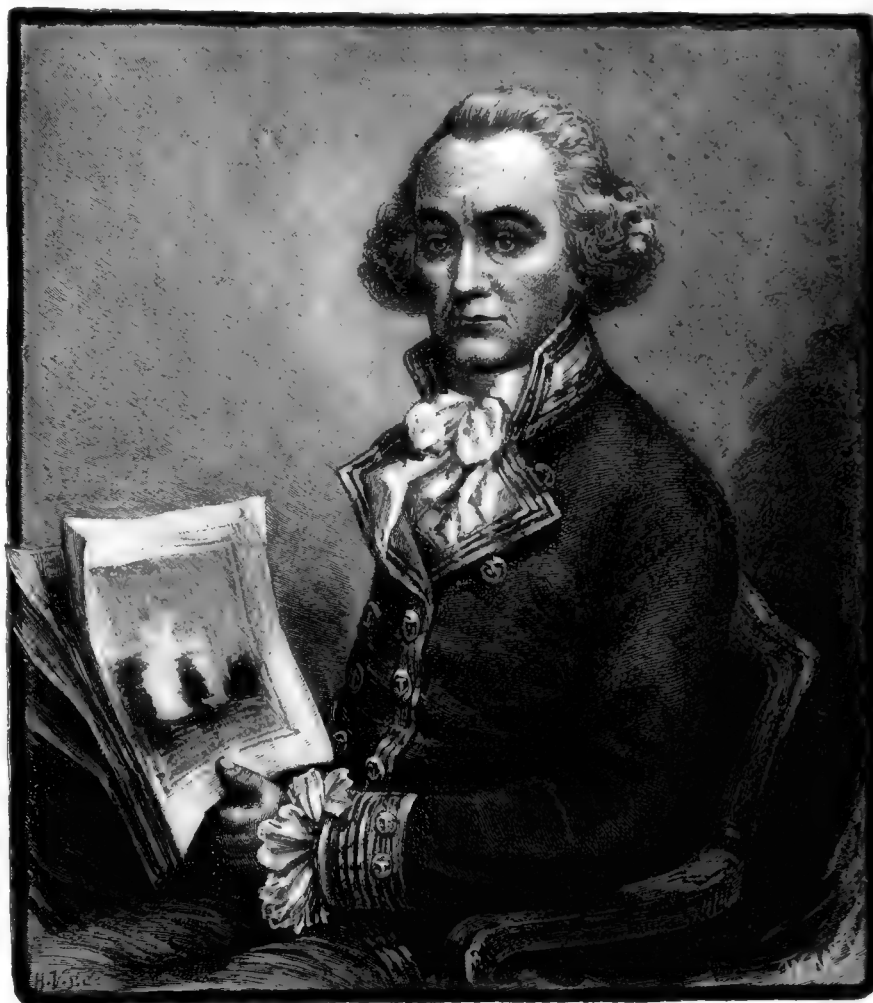
Two years afterwards two sloops of war were sent from Sydney to the Cape of Good Hope, and their commanders being friends of Macarthur's, he requested them to ascertain whether there were any wool-bearing sheep at the Cape. When they arrived they fortunately found for sale in the market some merinos bred from animals of the celebrated Escorial flock, which had been presented by the King of Spain to the Dutch Government, and sent to the Cape. About twenty were purchased, and of these, said Macarthur, "I was favoured with five ewes and three rams. The remainder were distributed among different individuals, who did not take the necessary precautions to preserve the pure breed, and they soon disappeared. Mine were carefully guarded against any impure mixtures, and increased in number and improved in the quality of their wool. In a year or two after I had an opportunity of augmenting my flocks by the purchase from Colonel Foveaux of twelve hundred sheep of the common Cape breed. The results soon made themselves manifest. In 1801, I took to England specimens of the wool of the pure merino, and of the best of the cross-bred; and, having submitted them to the inspection of a committee of manufacturers, they reported that the merino wool was equal to any Spanish wool, and the cross-bred of considerable value. Thus encouraged, I purchased nine rams and an ewe from the Royal flock at Kew, and returned to this country determined to devote my attention to the improvement of the wool of my flocks."



THE FIRST GOVERNMENT HOUSE :
PITT STREET, SYDNEY.

Then began negotiations with the Imperial Government for the purpose of obtaining sufficient pastures for the increasing flocks. Macarthur presented a memorial to the Privy

Council in 1804, when he was in London, praying that he should be allotted sixty thousand acres, and thirty convicts as shepherds. The Privy Council summoned him to attend in person before them, and give evidence as to the nature of his project. He made a favourable impression, although the Council did not recommend that his proposals should be accepted. But the woollen manufacturers of England supported him, and their influence speedily settled the question. Lord Camden, then Secretary of State for the Colonies, sent a despatch to Governor King, under date of the 31st of October, 1804, in which he desired His Excellency to have "a proper grant of land, fit for the pasture of sheep, conveyed to the said John Macarthur, Esq., in perpetuity, with the usual reserve of quit rents to the Crown, containing not less than five thousand acres." The land now known as the Camden Estate, which had been selected in the first instance by the cattle that had strayed from the



GOVERNOR JOHN HUNTER.

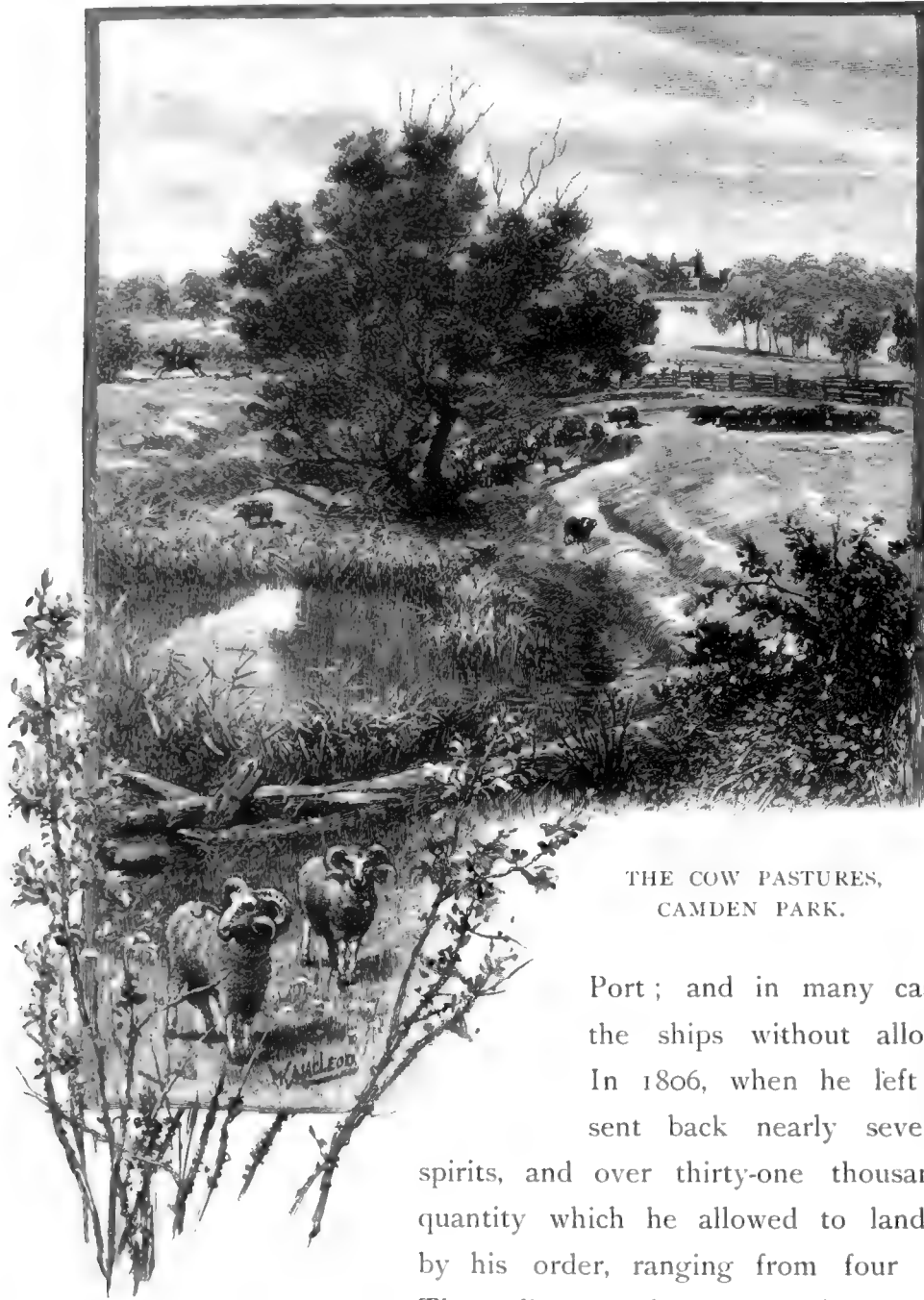
settlement in early days, on account of the sweet grass in the whin-stone country, was chosen for the purpose. Macarthur died in 1834, and was buried at Camden, the scene of one of the most successful enterprises that ever blessed the industry of man.

GOVERNOR KING.

In September, 1800, Governor Hunter sailed for England, where shortly after his arrival he was appointed to the command of a line-of-battle ship. Barrington says in his "History" that:—"Hunter's departure was attended with every mark of respect and regret. The road to the wharf was lined with troops, and he was accompanied by the officers of the civil and military departments, with a concourse of inhabitants, who showed by their deportment the high sense they entertained of the regard he had ever paid to their interests, and of the justice and humanity of his Government."

The next Governor was Philip Gidley King, who came out with the First Fleet as lieutenant of the *Sirius*, and had been sent in February, 1788, to establish the settlement at Norfolk Island. He had served as Lieutenant-Governor there until he was appointed to administer the Government of New South Wales. He and Phillip had

been brother officers; they had always worked cordially together in establishing the infant settlements under their charge; and it was a piece of singular good fortune that both of them were admirably qualified for their posts. When King superseded Hunter



THE COW PASTURES,
CAMDEN PARK.

in 1800, he found the official monopoly in full swing; but warned by the fate of his predecessor, he set himself resolutely to the work of reform. The Royal Instructions required him "to order and direct that no spirits be landed from any vessel coming to Port Jackson without your consent." He accordingly issued the most stringent regulations in order to prevent the landing of spirits, beyond certain specified quantities, from ships arriving in the Port; and in many cases he actually sent back the ships without allowing them to land any. In 1806, when he left the colony, he had thus sent back nearly seventy thousand gallons of spirits, and over thirty-one thousand gallons of wine. The quantity which he allowed to land was sold at prices fixed by his order, ranging from four to ten shillings a gallon. The ruling retail price at the time of his arrival was forty shillings a gallon; its prime cost to the importers not being more than seven and sixpence to half-a-sovereign. In Hunter's time, eight pounds a gallon had been recovered by the plaintiff in open Court, and the judgment which allowed this excessive rate was affirmed by that Governor on appeal.

Whether King was absolutely successful in carrying out his policy of reform is not altogether clear, historical authorities being divided on the subject; but there can be no question that he succeeded in doing so to a very considerable extent, and that under his rule the settlement made extraordinary progress. It may be said, indeed, that the success of the experiment made by the Imperial Government in sending out the First Fleet dates from the first year of the century; and there can be little doubt that the result was largely due to the energetic and intelligent Administration of Governor

King. Industry and order took the place of drunkenness and crime. The convicts, restrained from unceasing indulgence in drink, strove hard to earn their freedom by attention to discipline and good conduct; while the settlers, no longer compelled to take spirits in payment for their produce, were enabled to extend and improve their farming operations. Schools, churches, and other useful institutions were established by the



MACARTHUR'S HOMESTEAD, CAMDEN.



Government; children were educated, Divine Service was attended, and the blessings of social life made themselves felt among all classes. Trade and industry began to spread their branches in every direction, and legitimate commerce was fostered and encouraged. Captain John Macarthur had discovered a source of immense wealth in the

growth of fine wool; his flocks of sheep were now attracting general attention, and the most prominent mill-owners of England had begun to look forward to shipments of Australian wool. Coal had been found in 1796 at Newcastle and at Bulli. The banks of the Hawkesbury and the Nepean had revealed their richness to the settlers, whom neither sudden floods nor savage blacks deterred from taking up the land. Sydney Cove was full of shipping from all parts of the world; vessels were fitted out for sealing and whaling voyages in adjacent waters; trade was opened up with New Zealand and the South Sea Islands. So great was the industrial activity that when the French ships *Le Géographe* and *Le Naturaliste*, commanded by Baudin, and sent out on a voyage of discovery, dropped anchor in Sydney Cove on the 20th of June, 1802, the Frenchmen regarded with astonishment the size and progress of the place; and Péron, one of the naturalists attached to the expedition, recorded in his journal with expressions

of surprise the many evidences of prosperity he had observed in the infant settlement during the five months over which his visit extended.

It was under the Administration of Governor King that the first settlements were formed at Van Diemen's Land and at Port Phillip. In August, 1803, two vessels were dispatched from Sydney for Van Diemen's Land, under the command of Lieutenant Bowen, a naval officer. The party landed at Risdon Cove, and formed a settlement there. It was about the same time that Lieutenant-Colonel Collins, who had come out

with the First Fleet as Judge-Advocate, but had returned to England, was dispatched with another large party in two ships from Portsmouth, for the purpose of establishing a settlement at Port Phillip. Collins reached his destination on the 9th of October, 1803; but he sent such unfavourable reports as to the nature of the surrounding country, that Port Phillip was declared to be "totally unfit in every point of view" for the purpose of settlement. The whole party was soon after removed to Van Diemen's Land; and on arrival there Collins selected a site on the beautiful banks of the Derwent River, at a place named by him Sullivan's Cove; but on the transfer of the settlement under Lieutenant Bowen to that spot it was named Hobart, and subsequently Hobart Town, in honour of Lord Hobart, then Secretary of State for the Colonies.

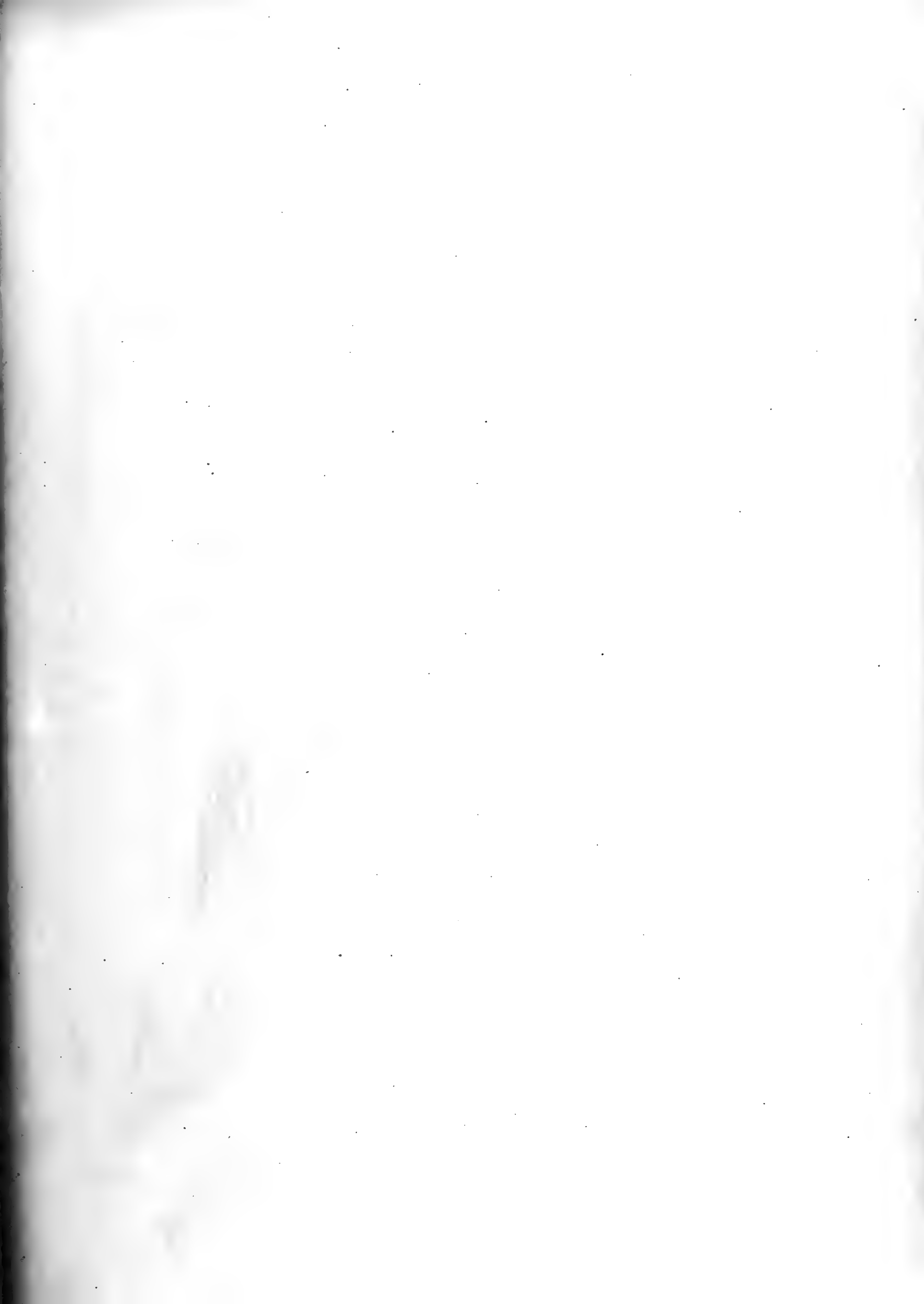


MACARTHUR'S TOMB AT CAMDEN.

Alarmed by a rumour that the French intended to form a settlement in Van Diemen's Land, King sent, in October, 1802, a party under Lieutenant Charles Robbins, in an armed schooner, the *Cumberland*, "in order to assert His Majesty's claims to the territory, and dispossess and remove any party that may be landed there." The Surveyor General accompanied the expedition, which was instructed to sail to King's Island, Port Phillip and Storm Bay, "taking care to hoist His Majesty's colours every day on shore during your examination of those places, placing a guard of two men at each place, who are to turn up ground for a garden, and sow the seeds you are furnished with."

A naval engagement, which took place off the Sydney Heads, in November, 1804, deserves mention as a remarkable incident of the times. An English whaling-ship, the *Policy*, carrying letters of marque and six twelve-pounders, came up with a Dutch ship, the *Swift*, armed with six eighteen-pounders, and the whaler, after two hours' hard fighting, compelled the latter to strike her colours. The prize, with twenty thousand Spanish dollars on board, was taken into Port Jackson, condemned and sold.

When Governor King left the colony in 1806, the population numbered about nine thousand; of land under occupation there were nearly one hundred and sixty-six thousand acres, of which about twelve thousand acres were cultivated, and over a hundred





THE HAWKESBURY, AT WISEMAN'S FERRY.

and forty-six thousand acres used for grazing; the number of sheep in the hands of the settlers had increased to nearly seventeen thousand; they owned also over three thousand head of cattle, about five hundred horses, fourteen thousand pigs, and three thousand goats—these figures include Norfolk Island and Van Diemen's Land. Among other evidences of progress, it may be mentioned that in 1803 a public brewery was established at Parramatta, which King hoped would prove useful in "preventing the thirst for spirits." Factories for the manufacture of wool and flax were also set at work, and salt was made in pans at Sydney and Newcastle. The development of industrial enterprise was at all times warmly encouraged by King.

GOVERNOR BLIGH.

William Bligh, a Post-Captain in the Navy, succeeded Governor King, in August, 1806. His name is associated with the romantic event known as the "Mutiny of the *Bounty*,"

and the official records of the settlement of Australia connect it also with one of the most exciting incidents in colonial history. His character and reputation have been severely criticised, but he had attained the rank of Post-Captain in the Navy by active and honourable service, long before he was appointed to succeed King, and

seventeen years after the startling and historical episode with which the annals of South Pacific discovery are indissolubly linked. He sailed for Tahiti in 1787, in command of His Majesty's ship *Bounty*, for the express purpose of transplanting the bread-fruit tree to the West Indies. But he stayed so long in this lovely isle that, as some say, his crew fell in love with the dark-eyed beauties whom they found under the bread-fruit trees and were seized with a desire to spend their lives among them. Others assert that the men were driven into rebellion by their Commander's extreme harshness and severity of discipline. Be that as it may, when they put to sea again, the acting-lieutenant of the *Bounty*, Fletcher Christian, instigated the

men to mutiny, and succeeded in getting possession of the vessel. Bligh was put into the ship's launch, with eighteen of his crew who remained faithful to him, and set adrift on the wide ocean. They had a compass and a quadrant, but neither chart nor almanac; and as there was very little chance of sighting a ship in that part of



GOVERNOR PHILIP GIDLEY KING.



GOVERNOR WILLIAM BLIGH.

the ocean they steered for the Indian Archipelago; although they might have made for the new settlement at Port Jackson, which had been founded just a year before, had they known of its existence. After a voyage of more than three thousand miles, during which they endured the most terrible sufferings, they landed at the Dutch settlement of Timor, and ultimately the survivors made their way back to England.

But although Bligh could steer an open boat through almost unknown seas without a chart, he could not steer the little ship of state which was placed under his command when he received his commission as Governor of New South Wales; but the fault was not so much in himself as in the circumstances which formed his environment.

The recent publication of the "Brabourne Papers" reveals the fact that the offer of the Governorship of New South Wales was made to Captain Bligh by his warm personal friend, Sir Joseph Banks. The latter was consulted by His Majesty's Ministers, as indeed he was in every case in which Australian interests were concerned, and asked to suggest the name of a good man for the post. In his letter to Bligh he says:—"I was this day asked if I knew a man proper to be sent out in his (King's) stead one who has integrity unimpeached a mind capable of providing its own resources in difficulties without leaning on others for advice firm in discipline civil in deportment and not subject to whimper and whine when severity of discipline is wanted to meet (emergencies). I immediately answered as this man must be chosen from among the post-captains I know of no one but Captain Bligh who will suit. . . . I can therefore if you chuse it place you in the government of the new colony with an income of £2000 a year and with the whole of the Government power and stores at your disposal."

Bligh was a rough and ready sailor of the old school, without any idea of tact or conciliation, accustomed to absolute command and utterly impatient of contradiction; but he is said to have been of a courteous nature, and of a kindly disposition to his inferiors. Perhaps, however, the memorable voyage of three thousand miles in the ship's launch had not sweetened his disposition.

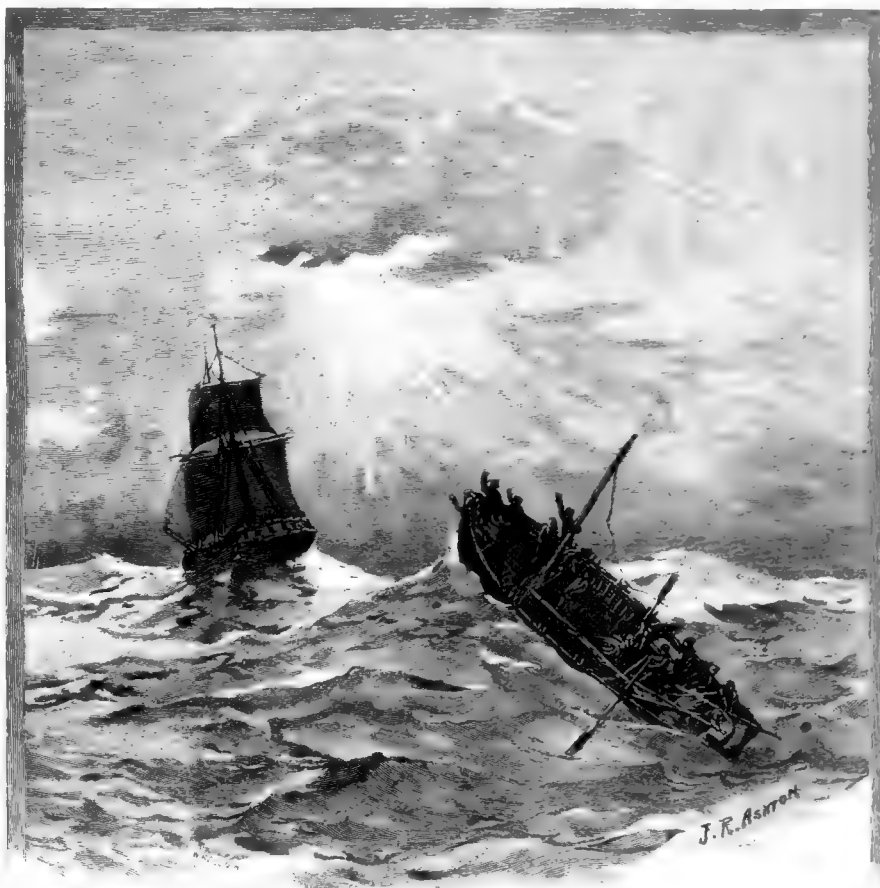
Bligh brought out with him stringent instructions for the suppression of the liquor traffic, and found himself immediately upon his arrival in New South Wales face to face with the bitter enmity of those to whom its existence was of vital importance. Regarding Captain Macarthur as the leading spirit in the public affairs of the colony, he appears to have openly manifested his dislike for that officer, and to have spoken very plainly to him on the subject of the large grant of land he had obtained at Camden; and in a very short time the quarrel between them became serious.

Here is a picture of the Governor drawn by his enemy, in the course of his evidence before the court-martial on Major Johnston:—"I went to the Government House; this was about a month after he had taken the command. I found him walking in the garden, perfectly disengaged and alone; and thinking it a proper opportunity to speak to him on the subject of my affairs, I inquired if he had been informed of the wishes of the Government respecting them. I particularly alluded to the sheep, and the probable advantage that might result to the colony and the mother-country from the production of fine wool. He burst out instantly into a most violent passion, exclaiming, 'What have I to do with your sheep, sir? What have I to do with your cattle? Are you to have such flocks of sheep and such herds of cattle as

no man ever heard of before? No, sir!' I endeavoured to appease him, by stating that I had understood the Government at Home had particularly recommended me to his notice. He replied, 'I have heard of your concerns, sir; you have got five thousand acres of land in the finest situation in the country; but, by God, you shan't keep it!' We immediately after entered the Government House, where we found Governor and Mrs. King, and sat down to breakfast. He then renewed the conversation about my sheep, addressing himself to Governor King, when he used such violent and insulting language to him that Governor King burst into tears." Of course, considering how interested Macarthur was in this matter, the account may not be wholly unprejudiced; indeed, we are justified in regarding it as considerably over-coloured.

The officers of the regiment naturally sympathized with Macarthur, and Bligh found himself standing alone, when matters were brought to a crisis in consequence of Bligh's expressed determination to cancel, on

public grounds, certain grants of land which Macarthur and other officers had obtained from Governor King. At this time Macarthur owned a vessel named the *Parramatta*, from which a convict had made his escape, a fact which rendered the owner liable to the forfeiture of a bond for nine hundred sterling; Bligh seized his opportunity, declared the bond forfeited, arrested Macarthur and put him in gaol. The officers of his regiment immediately took him out, and knowing that open war between themselves and the Governor would be the result, they determined to turn the tables on him at once. Major Johnston, the Commandant, was accordingly persuaded to place him under arrest, and to take the Government out of his hands until a new Governor should be sent out. On the 26th of January, 1808, the soldiers were marched to Government House, with band playing and colours flying. Bligh was captured in a bedroom while endeavouring to secrete some important documents which he was desirous of keeping from the hands of his captors. He was kept in arrest; Major Johnston assumed the position of Lieutenant-Governor, which he filled until relieved by Lieutenant-Colonel Foveaux, who returned from



BLIGH'S BOAT ABANDONED BY THE "BOUNTY."

England in July of the same year. In the early part of 1809 Colonel Paterson arrived from Van Diemen's Land and superseded Foveaux; Bligh having been in the meantime allowed to take command of the *Porpoise*, in which ship he sailed for Tasmania, where he remained until the arrival in Sydney of Governor Macquarie.

Anticipating an enquiry, Johnston and Macarthur had already left for England, but it was not until May, 1811, that Johnston was tried for the mutiny by court-martial, assembled at Chelsea Hospital, under the presidency of Lieutenant-General Keppel. An immense amount of evidence was taken, and a determined attempt made to fasten a charge of cowardice on Bligh by asserting that he tried to escape arrest by hiding under a bed. The shame of the attempt reflected only on the men who made it, Bligh successfully refuting the accusation.

Here is an extract from the sturdy sailor's evidence, which could hardly issue from the lips of a coward:—"Just before I was arrested, on hearing of the approach of the regiment, I called for my uniform (which is not a dress adapted to concealment), and going into the room where the papers were kept I selected a few which I thought most important, either to retain for the protection of my character, or to prevent from falling into the hands of the insurgents. Among the latter were copies of my private and confidential communications to the Secretary of State on the conduct of several persons then in the colony. With these I retired upstairs, and having concealed some about my person, I proceeded to tear the remainder. In the attitude of stooping for this purpose, with my papers about on the floor, I was discovered by the soldiers on the other side of the bed. As to the situation in which it is said I was found, I can prove by two witnesses that it was utterly impossible; and I should have done so in the first instance had I not thought that Colonel Johnston was incapable of degrading his defence by the admission of a slander, which, if true, affords him no excuse, and if false, is highly disgraceful.



BLAXLAND AND LAWSON'S TREE.

"I know that Mr. Macarthur wrote the despatch in which this circumstance is mentioned with vulgar triumph; but I could not anticipate that Colonel Johnston's address to the Court would be written in the same spirit; and that after being the victim of Mr. Macarthur's intrigues he would allow himself to be made the tool of his revenge.



THE OLD ROAD TO BATHURST,
MOUNT VICTORIA.

“It has been said that this circumstance would make the heroes of the British Navy blush with shame and burn with indignation. I certainly at such a suggestion burn with indignation, but who ought to blush with shame I leave others to determine.

“The Court will forgive me if I intrude a moment on their time to mention the services in which I have been employed. For twenty-one years I have been a Post-Captain, and have been engaged in services of danger not falling within the ordinary duties of my profession. For four years with Captain Cook in the *Resolution*, and four years more as a Commander myself, I traversed unknown seas, braving difficulties more terrible because less frequently encountered. In subordinate situations I fought under Admiral Parker at the Dogger Bank, and Lord Howe at Gibraltar. In the battle of Camperdown, the *Director*, under my command, first silenced and then boarded the ship of Admiral de Winter, and after the battle of Copenhagen, where I commanded the *Glatton*, I was sent for by Lord

Nelson, to receive his thanks publicly on the quarter-deck. Was it for me, then, to sully my reputation and to disgrace the medal I wear by shrinking from death, which I had braved in every shape? An honourable mind will look for some other motive for my retirement, and will find it in my anxiety for those papers, which during this inquiry have been occasionally produced to the confusion of those witnesses who thought they no longer existed."

The sentence of the Court, which was delivered on the 2nd of July, reads as follows:—"The Court having duly and maturely weighed and considered the whole of the evidence adduced on the prosecution, as well as that which has been offered in defence, are of opinion that Lieutenant-Colonel Johnston is guilty of the act of mutiny, as described in the charge, and do therefore sentence him to be cashiered." Macarthur, having left the Army some time before, was no longer amenable to military discipline, but the Home Government interdicted his return to the colony for a period of eight

years. Bligh was made a Rear-Admiral of the Blue, and died in 1817, nine years after the celebrated military mutiny at Sydney, and twenty-six years after that romantic episode in the history of the Sea known as the "Mutiny of the *Bounty*" with which his name is inseparably linked.

GOVERNOR MACQUARIE.

Colonel Lachlan Macquarie, who succeeded Captain Bligh, arrived in Port Jackson on the last day of the year 1809, bringing with him a detachment of his regiment, the Seventy-third. He also brought a despatch from Lord Castlereagh, announcing that Major Johnston was to be sent Home under arrest on a charge of mutiny; that the New



GOVERNOR LACHLAN MACQUARIE.

South Wales Corps was to be relieved by the Seventy-third; and, as an expression of the opinion entertained by the Home Government of the recent transactions, that Bligh was to be re-instated as Governor for twenty-four hours by Macquarie, whom he was to recognize as his successor, and then proceed to England. But as Bligh was not in

Sydney when Macquarie arrived, he could not be re-instated, so Macquarie began to administer the Government at once. Three days after his accession to office he issued a proclamation in which it was notified that all appointments made by Johnston, Foveaux and Paterson were null and void, and that all trials, grants and investigations held or made under their authority were invalid. He set aside everything that had been done by the mutineers; sent for Bligh, who was cruising off the Tasmanian coast; received him with military honours on his return, and sent him to England in the following May. In a despatch to the Colonial Office, written in that month, Macquarie said of Bligh, that "he is a most unsatisfactory man to transact business with, from his want of candour and decision, inasmuch that it is impossible to place the smallest reliance on the fulfillment of any engagement he enters into." At the same time, he said he had "not been able to discover any act of Bligh's which could in any degree form an excuse for the violent and mutinous proceedings pursued against him."



THE ARGYLE CUT.

Macquarie had no sooner begun to administer the Government than he adopted a line of policy which soon brought him into conflict with all the free settlers in the colony. He had conceived the idea that the settlement was established for the benefit of the convict population, and that the first aim of the authorities should be to offer them every encouragement to reform and rise in the scale of society. The convict who had served his sentence, or had gained a pardon, was to be treated as if he had never been a convict at all; he was to be received into the society of the free on equal terms, and rewarded with public appointments and other marks of honour. This policy naturally excited the indignation of the free settlers, whose minds were embittered by the knowledge that the head of the Government was always on the side of the convicts. In a despatch written when he had been scarcely four months in the colony, Macquarie expressed his surprise at "the extraordinary and illiberal policy" which had been adopted by previous Governors with regard to the Emancipists, adding:—"These persons have never been countenanced or received into society. I have, however, taken upon myself

to adopt a new line of conduct." In 1813 he wrote to the Secretary of State that "free people should consider they are coming to a convict country, and if they are too proud or too delicate in their feelings to associate with the population of the country, they should consider it in time and bend their course to some other country." He added that "free settlers in general, who are sent out from England, are by far the most discontented persons in the country, and that emancipated convicts, or persons become free by servitude, made in many instances the best description of settlers." Macquarie's policy in this respect produced such unpleasant complications, that at last the Home Government was obliged to interfere. They sent out a Special Commissioner to conduct an inquiry into all matters connected with his Administration, and the result of the inquiry led to his recall.

Macquarie was pre-eminently the building Governor. He devoted a great deal of attention to the construction of roads and public buildings, on which convict labour was largely employed; and many of the principal edifices erected in his time still remain—peculiar though useful monuments of his architectural taste. Many of our most important public institutions were established in his day, among them being the first Supreme Court, the Bank of New South Wales, and the Infirmary; St. James's Church was erected, the foundations of St. Mary's Cathedral were laid, and the first wharf, called the King's Wharf, was constructed at the Circular Quay.

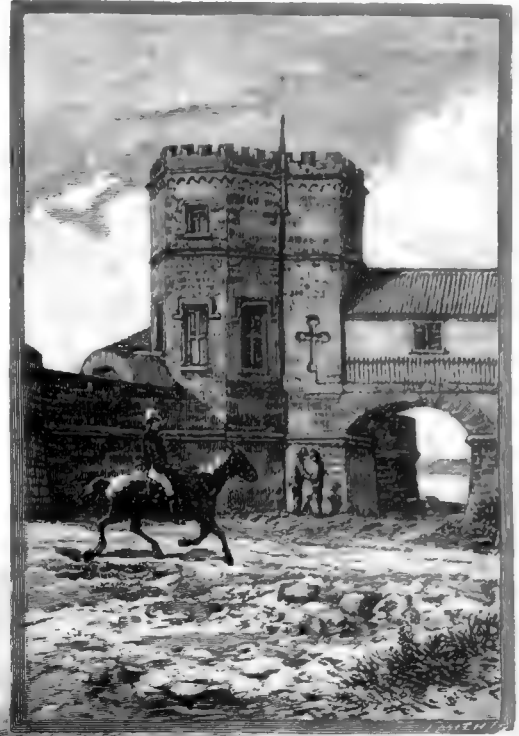
Mrs. Macquarie contributed her share towards the adornment of Sydney, and her name has been perpetuated in connection with the beautiful reserve on which "Mrs. Macquarie's Chair" was cut in one of the rocks overlooking the Harbour, the winding carriage-road round the inside of the Domain which leads to this spot having been planned by her. She also planted Norfolk Island pines in the Botanical Gardens.

But the great achievement of Macquarie's day was the discovery of a passage over the Blue Mountains. Governor Phillip, Captain Tench, Lieutenant Dawes and others had made repeated efforts to enlarge the area of settlement by crossing this formidable barrier, but all without success. Bass, surgeon of the *Reliance*, whose name is connected with some of the most daring exploits yet recorded in the annals of discovery, tried to force his way through the tangled scrub and rocky defiles, and after incredible labour succeeded in reaching the summit of a high spur, from which, however, he could see nothing beyond but a succession of still higher ranges, and he also retired from the struggle. Until 1813, these mountains had been regarded as impassable, all previous attempts to penetrate them having failed.

The infant colony was thus deprived of all natural means of expansion, and the belief had almost become general that its resources were confined within the narrow limits of the county of Cumberland. But on the 11th of May in the year 1813, when the land was suffering from a prolonged drought, and the stock was dying for want of fodder, an expedition formed by Gregory Blaxland, Lieutenant Lawson and William Charles Wentworth, with four servants, four horses and five dogs, started from South Creek, near Penrith, with six weeks' provisions, for the purpose of exploring the country. They crossed the Nepean River at Emu Plains, and were soon on the ascent; they were, however, forced to clear a track through the thick scrub, to clamber up and down the rocky gorges, and to find their way across the gloomy chasms and the

densely-timbered gullies which make up the now famous scenery of the mountains. They had to cut grass wherever they could find it, and to carry it with them to feed their horses. On the 31st of May, when they had travelled fifty miles, finding themselves in fine grass-land, they conceived that they had "sufficiently accomplished the design of their undertaking, and on the following day they bent their steps homewards." A tree was marked on the old Bathurst Road, at the heights of the mountains overlooking the Kanimbula Valley, and it still stands as a monument of a gallant enterprise.

In the following November, Macquarie dispatched George W. Evans, Deputy-Surveyor-General, with five men, to define the track which Wentworth and his companions had cut. He followed it to



FORT MACQUARIE, SYDNEY COVE.

the end, and continued his exploration for twenty-one days, passing beyond the ranges and on to the edge of the western plains. The country he discovered was described by him as "equal to every demand which this colony may have for extension of tillage and pasture lands for a century to come." Convicts were soon set to work at making a road across the mountains, which was completed and opened in April, 1815. A site for a town, now known as Bathurst, was selected by Macquarie, who paid a visit of inspection to the new territory. The settlers were not long in availing themselves of the fresh pastures for their sheep and cattle; flocks and herds were sent to occupy the grassy lands watered by the western rivers, and the colony entered on a new and still more prosperous era.

Notwithstanding his errors of policy, Macquarie's Administration is entitled to take high rank in our history. It was distinguished by his energetic endeavours to promote

the prosperity of the settlement, and the social as well as the material well-being of the people under his control. In all his efforts to attain these ends he was most ably seconded by his wife, who was generally distinguished by the title of "Lady" Macquarie, to which prefix, however, she had no claim other than that arising from a deeply-felt sense of public gratitude. Macquarie was recalled in the latter part of 1821, but remained in the colony for some months after vacating office in favour of his successor.

GOVERNOR BRISBANE.

Sir Thomas Brisbane landed in Sydney in November, 1821, and on the 1st of December following, the King's Commission appointing him Captain-General and Governor-in-Chief was read at an official gathering in Hyde Park. The retiring Governor, Macquarie, was present on the occasion, and read his farewell address to the inhabitants. In this valedictory speech he contrasted the state of the colony on his arrival with its flourishing condition at the time of his departure. His successor was a man of very different, and in some respects very much higher qualifications. At the time of his appointment he was President of the Royal Society of Edinburgh, and being devoted to astronomy, he brought with him two assistants, and a collection of scientific books and instruments, and soon after his arrival he built an observatory at Parramatta, where he usually resided. The results of the observations conducted under his supervision during his term of office were published in 1835, and are still of great value.

However, astronomy did not absorb the Governor's attention. Like most of his predecessors, he showed much interest in the work of exploration, and his efforts in that direction were attended with great success. In 1823 Surveyor-General Oxley was dispatched to survey Port Curtis and Moreton Bay. The expedition resulted in the discovery of a river, which Oxley named the Brisbane, and in the formation on its banks of a convict settlement—which has since become known to the world as the capital of Queensland—also named after the Governor. In the following year Brisbane dispatched another expedition, this time to the south, under the command of Hamilton Hume, accompanied by a sailor named Hovell. The object in view was to ascertain whether any large rivers poured their waters into the sea on the eastern coast. Brisbane suggested that the exploring party should be landed at Western Port, and left to make their way overland to Sydney. Hume preferred taking his party from Lake George to Western Port, and back. The plan was agreed to, and the work was successfully accomplished in sixteen weeks, the Murray and Murrumbidgee Rivers being discovered on the way.

Brisbane showed his sympathy with freedom of opinion by abolishing the rigid censorship of the Press, which had been maintained up to this time. On the 15th of October, 1824, the editor of the *Sydney Gazette* which, till then, had been merely a medium for the publication of Government notices, was officially informed that the censorship would cease. Trial by jury, that is by non-military jurors, was introduced at the same time, mainly through the exertions of Chief Justice Forbes. The first civil jury empanelled in the colony sat in the Court of Quarter Sessions, on the 2nd of November, 1824. The dawn of free institutions may be traced in an Act of the British Parliament passed in 1823, which virtually created a new Constitution for the colony. It greatly modified the old system, under which the Governor was an arbitrary ruler

with no other check than that of the Colonial Office. A Legislative Council was created consisting of seven members, comprising the principal officials. Purely nominee as it was, this Council contained the germs of constitutional government in the colony.

One of the most notable events of this period was the appearance in public life of William Charles Wentworth, the first native of the colony who distinguished himself as



OLD GOVERNMENT HOUSE,
PARRAMATTA.

OLD BARRACKS

an orator and a statesman.

He had been educated at Oxford, and called to the

Bar in London. On his return to the colony in 1824, he was admitted to the Bar, and soon after became the champion of the popular party in the bitter struggles which, at that time and for many years afterwards, were carried on between the "Emancipists" and the "Exclusives." The first public question in which he was engaged was that of trial by jury. When civil juries were first empanelled in the Courts of Quarter Sessions, the Emancipists were held to be disqualified from serving as jurors; an exclusion which naturally aroused their indignation. Wentworth led the agitation, not only in public meetings but in the columns of the *Australian* (a newspaper founded in 1824), in favour of the admission of Emancipists to the ranks of jurors. This agitation was soon followed by another, for the purpose of extending the right of trial by jury to the Supreme Court; that is to say, trial by jurors drawn from the ranks of Emancipists—as well as of free settlers, instead of the merely military juries then in existence. It was not till 1833 that these principles were fully established.

A still more important question in which Wentworth was destined to find his greatest distinction occupied the minds of the colonists at this time. The colony had outgrown the system of arbitrary government under the rule of a Governor, and the popular party demanded those constitutional rights in the administration of their own affairs which, they said, were the birthright of Englishmen. They held frequent public

meetings on this subject, at which Wentworth was the principal and most enthusiastic speaker. Memorials were sent to the British Parliament in which the claims of the colonists to be represented in their own Legislature were forcibly urged. Taxation by representation being a fundamental doctrine of the Constitution, they dwelt upon the

injustice to which they were subjected, in being taxed by a legislative body in which they had no voice. Their cause was advocated in the House of Commons by Sir James Macintosh, Charles Buller, and other celebrated Members of Parliament.



GOVERNOR BRISBANE.

Another distinguished man also entered upon his public career during Brisbane's Administration. John Dunmore Lang, a young Presbyterian minister, who having been ordained in 1822 came to the colony in the following year. For many years his energies were mainly devoted to the furtherance of religious and educational interests; but his active and comprehensive mind naturally led him to take a prominent part in the various public questions of the day. As a

speaker at public meetings, and as a writer in the Press, he was not less enthusiastic than Wentworth in his advocacy of popular rights. He published many volumes on various subjects connected with the colony, in particular a "Historical and Statistical Account of New South Wales" printed in 1834, which, after going through several editions, still remains a standard work of reference.

Sir Thomas Brisbane was the colony's sixth Governor, and his Administration lasted four years, at the end of which period Sir Ralph Darling was appointed to succeed him. Sir Thomas left Sydney for England in December, 1825, and the Government, pending Darling's arrival, was administered for about a fortnight by Colonel Stewart of the Third Regiment or "Buffs."

GOVERNOR DARLING.

It was unfortunate for himself, as well as for the colony, that General Darling's ideas of government, like those of his immediate predecessors, were strongly coloured by his military associations. If Phillip and the naval men who succeeded him, Hunter, King and Bligh, ruled the colony as they had been accustomed to rule a ship from the quarter-deck, the military men who followed them, from Macquarie onwards, were not less distinguished by their love of absolute command. Darling was a strict disciplinarian in every sense of the word; and not being disposed to encourage the growth of an inde-



GOVERNOR DARLING.

pendent or popular party in the little community of which he was the head, he soon became involved in fiery squabbles with its leaders. From his stand-point, no doubt, they were no better than rebels or mutineers; while in their eyes he was simply a tyrant.

The chiefs of the popular party made fierce and violent attacks upon the new Governor in their newspapers (of which they had four); while, in return, Darling prosecuted the editors and publishers for seditious libel; and, not content with the heavy penalties imposed upon them, he passed a Bill through his Legislative Council, making a second conviction for libel punishable with banishment from New South Wales. This provision was aimed at Wentworth and his friends, but the Home Government thought it a little too severe, and Darling was obliged to repeal it. His notions as to the liberty of the Press may be judged from the fact that the publisher of the *Australian* newspaper was fined one hundred pounds and imprisoned for six months for saying that, in a certain case which then excited great public interest, the Governor had substituted his will for the law. Yet notwithstanding the bitter feud between Sir Ralph Darling and the Emancipist party, their



BUSHRANGERS' CAVE, MOUNT VICTORIA.

Yet notwithstanding the bitter feud between Sir Ralph Darling and the Emancipist party, their

efforts to secure admission to the jury lists met with some success during his Administration. Convicts who had served their term of transportation were declared eligible as jurors, but on a second conviction in the colony they were to be disqualified. A further advance towards constitutional government was made in the new Constitution Act, passed by the Imperial Parliament in 1828, by which the Legislative Council was enlarged to fifteen members. The Bushranging Act, one of the most remarkable measures known in the colony, was passed by this Council, in 1830, at a single sitting. That species of highway robbery known as "bushranging," which had become prevalent many years before, had reached such a height at this time as to cause a general feeling of alarm. Sometimes the escaped convicts who took to the bush formed large gangs, and attacked the police as well as the settlers. On one occasion a pitched battle was fought at Campbell's River, in the Bathurst District, between a party of bushrangers, over fifty in number, and a large gathering of settlers; but neither side was victorious. The police were next attacked, and some of them killed. Re-inforcements were then sent from Goulburn, and having come upon the bushrangers at the Lachlan River, another engagement took place, but without much result. The whole gang, however, soon after surrendered to a detachment of the Thirty-ninth Regiment sent from Sydney, and ten of them were hanged at Bathurst. To suppress such outrages as these, the Act provided that all suspected persons might be apprehended without a warrant; that any one carrying arms might be arrested, and any one suspected of having them might be searched; that general warrants to search houses might be granted, armed with which the police should be empowered to break and enter any house by day or by night, seize fire-arms found therein, and arrest the inmates. Robbers and house-breakers were to suffer death on the third day after conviction. The effect of this Act in suppressing crime and restoring order was described as magical. But the alarm caused by the bushrangers must have been great indeed to justify such an extension of the powers entrusted to the police.

Considerable progress in the noble work of discovery was made during Darling's Administration. Allan Cunningham, a celebrated botanist, was dispatched in 1827 on an inland expedition to the north. Starting from the head of the Hunter River, he traversed the affluents of the Namoi and the Gwydir, and discovered the Darling Downs. Two years later he set out on a second expedition from Moreton Bay, whither he had gone by sea; explored the sources of the Brisbane River, took up the tracks of his former journey, and gave the name of Cunningham's Gap to an opening by which the Darling Downs could be reached through the Liverpool Ranges. Cunningham will ever be gratefully remembered by the people of Sydney as one of the many learned and tasteful men who have from time to time watched over the arrangement and cultivation of the beautiful reserve known as the Botanical Gardens. Indeed one of the loveliest vistas in this singularly lovely domain is to be obtained from the margin of the small lagoon from the centre of which, embowered in the drooping fronds of some species of palm, rises the obelisk which commemorates the name and fame of the intrepid scientist.

Another distinguished explorer was commissioned by Darling, in 1828, to make researches in the interior. This was Captain Charles Sturt, of the Thirty-ninth Regiment, Hamilton Hume being associated with him. They struck out towards the region which had baffled Oxley, discovered the Darling River, thence turned north, and after some

months of labour found that the Macquarie and Castlereagh Rivers, with the Namoi and the Gwydir, were tributaries of that artery of the west which he named the Darling.

Sturt was sent out on another expedition in the following year—this time to the south. He was accompanied by George, the son of Alexander Macleay, who had arrived in the colony as Colonial Secretary soon after Darling. Sturt made for the Murrumbidgee River, which he descended in a small boat, passed its junction with the Hume, which he named the Murray—not knowing that it had been named the Hume by its discoverer—and then traced the united waters of the Murrumbidgee, Murray and Darling till they fell into Lake Alexandrina, and eventually into the sea in Encounter Bay.

The designs of the French to form settlements in Australia and Van Diemen's Land were so strongly suspected by the British Government, that repeated instructions were sent out to the Governors of New South Wales to keep watch and ward along their shores. The alarm was kept up for many years by the appearance of French ships off the coast, nominally equipped for purposes

of discovery or scientific research; but in reality, as it was then believed, to take possession of any unoccupied territory they could find. In Darling's time, for instance, a French corvette, the *Astrolabe*, sailed into Port Jackson, and her Commander, in reply to enquiries made by His Excellency, informed him that the expedition was a purely scientific one. But Darling, in his despatches to the Home Government, wrote that it was perhaps fortunate that three men-o'-war were then anchored in the Harbour, and that another had just sailed for Western Port; facts which, he said, might make the Frenchman a little "more circumspect in his proceedings than he otherwise would have been."

To prevent the French from occupying the territory, Darling sent out two expeditions in 1826—one to Western Port, and the other to King George's Sound. In the event of the officers in charge finding the French already in occupation at either of those places, they were thus instructed:—"You will, notwithstanding, land the troops, and signify to the Frenchmen that their continuance with any view to establishing themselves, or colonization, would be considered an unjustifiable intrusion on His



GOVERNOR BOURKE'S STATUE.

Britannic Majesty's possessions." The settlements were formed accordingly; but the reports made by the officers in charge were so unfavourable that, in 1828, Western Port was abandoned. A site for the intended settlement at King George's Sound was fixed at a place called Albany, but it made no progress so far as colonizing was concerned. It was, however, maintained as a military post until 1830, when it was transferred from the Government of New South Wales to that of Western Australia.

A third settlement was formed at Swan River for the same purpose as the others. Captain Stirling was sent to survey it in 1827, and was subsequently appointed Governor of the settlement, established there two years afterwards by certain speculators with the approval of the British Government. The scheme, unfortunately, proved a total failure, the land policy upon which it was based being unsuitable.

Governor Darling left Sydney on the 22nd of October, 1831, and from that date until the 2nd of December of the same year the duties of Acting-Governor were administered by Colonel Lindsay of the Thirty-ninth Regiment. Although Darling had been much troubled with political agitators on the one hand, and bushrangers on the other, he was still able to give a good account of his five years' Administration, the colony having made substantial progress during the period. When he left the colony the population had increased to over fifty-one thousand, and the export of wool had reached a million and a half pounds in weight, the total exports amounting to half-a-million sterling.

GOVERNOR BOURKE.

Major-General Sir Richard Bourke, K.C.B., arrived in Sydney on the 2nd of December, 1831, and the clouds of unpopularity which closed round Darling's Administration served only to make his fortunate successor popular almost before he landed. Bourke was received with every demonstration of welcome, and an address presented



GOVERNOR SIR RICHARD BOURKE.

to him by the free inhabitants stated that "after nearly six years of public endurance, arising partly from the visitations of Providence, but more from an inveterate system of misgovernment," they hailed His Excellency's arrival "as the dawn of a happier era." So indeed it proved; for the six years during which Bourke administered the affairs of the colony were not only free from class warfare, but were distinguished by the rapid growth of industry and commerce, and the steady development of national life under new forms. In fact, the history of the colony as a free State, so to speak, may be said to date from Bourke's time. It was then that the hopes and aspirations of the popular party for the constitutional rights of free men first began to be truly realized, although in a very modified form. Trial by jury in the Superior Courts—that is, by civilian instead of by military jurors—was granted in an optional form in 1833; and although representative government was still withheld by the Home authorities, the administration of public affairs was conducted by Bourke on constitutional principles, with very little resort to the arbitrary power which had made his predecessor's rule

distasteful to the whole community. Bourke did not allow his military training or career to petrify his ideas of government. Being essentially liberal and high-minded, with too much tact to make personal enemies, or to suffer himself to be embroiled in petty



WENTWORTH'S STATUE IN THE SYDNEY UNIVERSITY.

squabbles, although at the same time not wanting in firmness, he generally succeeded in having his own way. As soon as practicable after his arrival he paid a series of visits of inspection to the different out-lying settlements, for the purpose of acquainting himself personally with their present condition and future prospects, and thereby obtained an extent of popularity which none of his predecessors had enjoyed. Some proof of his sense of justice and moderation of temper will be found in the fact that no Government prosecutions for libel took place during his term of office. Many valuable reforms were carried out by him both in Government and in Administration; the convict system was amended by providing for a more equitable distribution of assigned servants among the settlers, and at the same time regulating the amount of punishment by the lash to which convicts were subjected at the will of their masters; the system of Government aid to the churches of different denominations was improved by establishing religious equality among the sects—a policy by which it was hoped, in the language of Bourke, that “the

people of those persuasions will be united together in one bond of peace, and taught to look up to the Government as their common protector and friend;” the immigration of free settlers was promoted by the joint action of the Home and Colonial Governments; and he endeavoured, though vainly, to establish a system of national education.

The estimates laid before the Legislative Council shortly after Bourke's arrival, contained the first vote in aid of immigration—the Home Government having expressed its intention to contribute double the amount voted by the colony. The first immigrant ship had entered the Harbour, only a few months before, bringing fifty young women from an

orphan school in Cork. The second ship had on board fifty-nine mechanics (principally stone-masons and carpenters), who came out under arrangements with the Rev. Dr. Lang, for the purpose of building the Australian College which had been projected by him.

The progress of exploration during this period is distinguished by the expeditions conducted by Major (afterwards Sir Thomas) Mitchell, the Surveyor-General who had succeeded Oxley. The first was directed to the north, to the Liverpool Plains; the second to explore the country between the Bogan and the Macquarie; the third had for its object a survey of the Darling; and the fourth was to the west and south-west, and resulted in the discovery of *Australia Felix*. Settlement on the eastern shores of New South Wales kept pace with the development of the interior. Timber-getters in search of cedar established themselves on the banks of the Clarence, and subsequently occupied the Bellinger, Tweed and Richmond Rivers.

In 1836 Sir Richard Bourke prevailed upon the Home Government to waive its objections to the proclamation of a new settlement at Port Phillip, and he sent Captain Lonsdale, of the Fourth Regiment, in *H.M.S. Rattlesnake* commanded by Captain Hobson, to take charge of it. In March of the following year, Bourke himself visited the new settlement, gave the name of Melbourne to the township, and laid out several of the streets. In his despatch to the Secretary of State, he said:—"I found on my arrival, on the spot selected for a settlement by Mr. Batman on the banks of the Yarra River, at the head of the inland sea called Port Phillip, an assembled population consisting of from sixty to seventy families. The situation appearing to be well chosen, I directed a town to be immediately laid out, which your lordship will perceive by the map has received the name of Melbourne."

Among the numerous progressive public measures passed during Bourke's tenure of office was a Bill admitting the Emancipists to serve on civil and criminal juries, and the abolition of free grants of land. The sites of the present Government House and the gaol at Darlinghurst were chosen by Committees appointed for the purpose, and the erection of these buildings recommended. The proposal to form a semi-circular wharf from shore to shore at the head of the inlet, named by Phillip Sydney Cove, was also approved.

That the popularity which Bourke obtained on his arrival was not lessened by his public career in the colony, is amply proved by the bronze statue which stands at the entrance to the Domain. It still forms one of the most conspicuous monuments in Sydney, and was erected in his honour by the private subscription of the people. He resigned his post and returned to England in December, 1837, and the Government of the colony passed temporarily into the hands of Lieutenant-Colonel Kenneth Snodgrass, C.B., pending the arrival of Bourke's successor.

In the year 1838 the French again appeared off the coasts, two ships—the *Astrolabe* and *Zelic*—turning up at Raffles Bay, soon after an English expedition, under Sir Gordon Bremer, had fixed upon the site of a settlement at Port Essington. In his narrative of



GOVERNOR SIR GEORGE GIPPS.

the event, Captain Stokes says that "the officers of the two nations seemed to vie with each other in courtesy, but the question whether Foreign Powers were entitled to take possession of points on the coast of Australia was much debated at the time, and it was popularly believed that the French had entertained some intentions of forestalling our settlement." Shortly after this event they nearly succeeded through the intrigues of Baron de Thierry in taking possession of New Zealand.

GOVERNOR GIPPS.

The history of the colony during the Administration of Sir George Gipps, a Captain in the Royal Engineers, who arrived in February, 1838, assumes proportions altogether unknown to it under the rule of his predecessors. It is no longer occupied with the melancholy records of the convict class, or the bitter feuds between the Emancipists and the Exclusives. The state of society had changed; free immigration had begun to flow in; capital was introduced by settlers from abroad and



THE GATE LODGE, GOVERNMENT HOUSE.

invested in sheep and cattle stations; the system of assigned servants ceased in 1838, and transportation itself, which had been yearly growing more unpopular, was abolished by an Order in Council two years later, although it was not finally extinguished until 1851.

The most remarkable event of this period was the establishment of a new Constitution, under an Act passed by the Imperial Parliament in 1842. Representative institutions were at length conceded to the colony, although responsible government was still withheld. The new Legislative Council was composed of thirty-six members, of whom twenty-four were elected and twelve appointed by the Crown. The Port Phillip District returned five members, of whom Melbourne had one. Property qualifications were required in the case of electors as well as elected, and the political rights for which the Emancipists had struggled so long were at last conferred upon them. The first writs for the election of members were issued in 1843; and the new Council met on the 1st of August in that year. Among its most prominent members were Wentworth and Dr. Bland, who sat for Sydney; Dr. Lang, who represented a constituency in Port Phillip; Richard Windeyer and William Foster, both members of the Bar; Charles Cowper, Terence Aubrey Murray, Major D'Arcy Wentworth, the statesman's brother; Roger Therry, then Attorney-General; and Alexander Macleay, the former Colonial Secretary, who was elected Speaker. Among the members appointed by the Crown were E. Deas-Thompson, the Colonial Secretary; John Hubert Plunkett, afterwards Attorney-General; and Robert Lowe, afterwards known as Lord Sherbrooke, a successful barrister

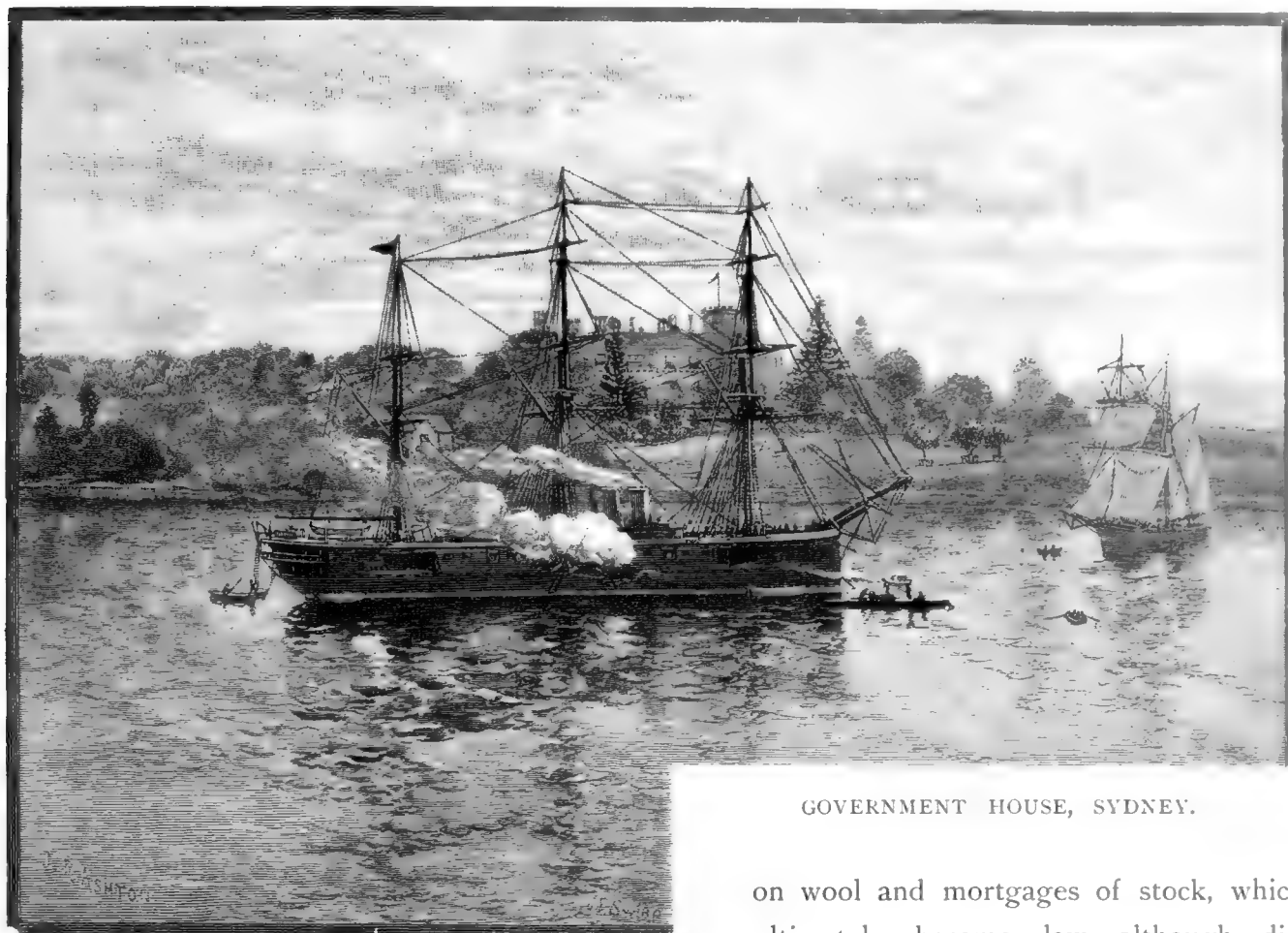
who took his seat in November of the same year. It is a very singular fact that a legislative body composed of so many able men should have been called into existence in a colony where, but a few years before, public questions were almost wholly confined to matters in dispute between the free settlers and the Emancipists.

Among the first questions with which the new Council was called upon to deal, the most important related to the extreme distress which existed more or less among all classes. From 1840 to 1846, the colony was plunged in a state of depression which brought the shadow of ruin to every man's door. This was to some extent the result of a re-action from the inflated state of prosperity which had existed a few years before, when prices of land and stock rose to a fictitious value, and speculation in land absorbed all the floating capital in the country. Among the immediate causes of depression were the cessation of Imperial expenditure on transportation, and the withdrawal of Government deposits from the banks; the consequent pressure brought to bear by those institutions on their customers; the substitution of free labour for that of the assigned servants, necessitating cash payment of wages; the locking up of capital in large purchases of land, which up to that time had been sold at five and subsequently twelve shillings an acre; and indulgence in excessive speculation, by which the ordinary industries of the country were deprived of capital. The result was that every branch of trade and industry fell into a state of utter collapse; property became unsaleable; sheep (ordinary ewes) that had been purchased shortly before at two guineas each, were hardly disposable at five or six shillings; money had almost disappeared from circulation; and finally, as if to intensify the crisis, the Bank of Australia closed its doors with liabilities amounting to a quarter of a million.

One of the first remedies for this state of things proposed in the Council was a "Monetary Confidence" Bill, passed in the session of 1844 on the motion of Mr. Richard Windeyer. The Bill proposed to "avert ruin" by pledging the public credit, but Gipps withheld the Royal Assent, and the project was therefore never carried out. During the debate an amendment was moved by Mr. Charles Cowper, in which, after declaring that "the miseries of the time were increasing with frightful rapidity, and were likely to involve in ruin the whole community," it was suggested that the Government should relieve the strain by issuing exchequer bills. That proposal, however, was rejected. Another desperate remedy, in the shape of a Lottery Bill, was submitted with more success by Mr. Wentworth, who had now become the most conspicuous figure in the country. The failure of the Bank of Australia, established on the principle of unlimited liability, had not only rendered it necessary for the bank to realise its assets—comprising a great deal of landed property—but the share-holders had become involved in its fall. It was contended that if they were subjected to levy and distress, the immediate result would be "a panic which would annihilate the value of property." The Bill empowered the proprietors of the bank to dispose of its assets by lottery; its author justifying the scheme on the ground that a lottery was "the only adequate remedy for a great public danger, which threatens nothing less than the disorganization of society by the confiscation of that property for whose protection it mainly exists." The Bill passed, three members only opposing it; but it was disallowed by the Home Government. However, the pressure was so intense that the terrors of the law were

felt to be insignificant and scarcely worthy consideration when compared with the more tangible terrors of unlimited liability. The lottery tickets were therefore disposed of, and the scheme successfully completed before the law could be set in motion against it.

The practical genius of Wentworth did not exhaust itself in the framing of a Lottery Bill. Among other measures he introduced and carried a Bill to legalise liens



GOVERNMENT HOUSE, SYDNEY.

on wool and mortgages of stock, which ultimately became law—although disallowed in the first instance by the Home Government as, to quote Lord Stanley's despatch, "irreconcilably opposed to the principles of legislation immemorially recognized in this country respecting the alienation or pledging of things movable." It was not only the means of affording relief to the settlers at that time, but it has since proved to be one of the most practically useful measures known to colonial law. The idea was taken from the practice of the sugar-planters in the West Indies, among whom it had long been customary to mortgage not only their sugar crops, but the negroes who cultivated them.

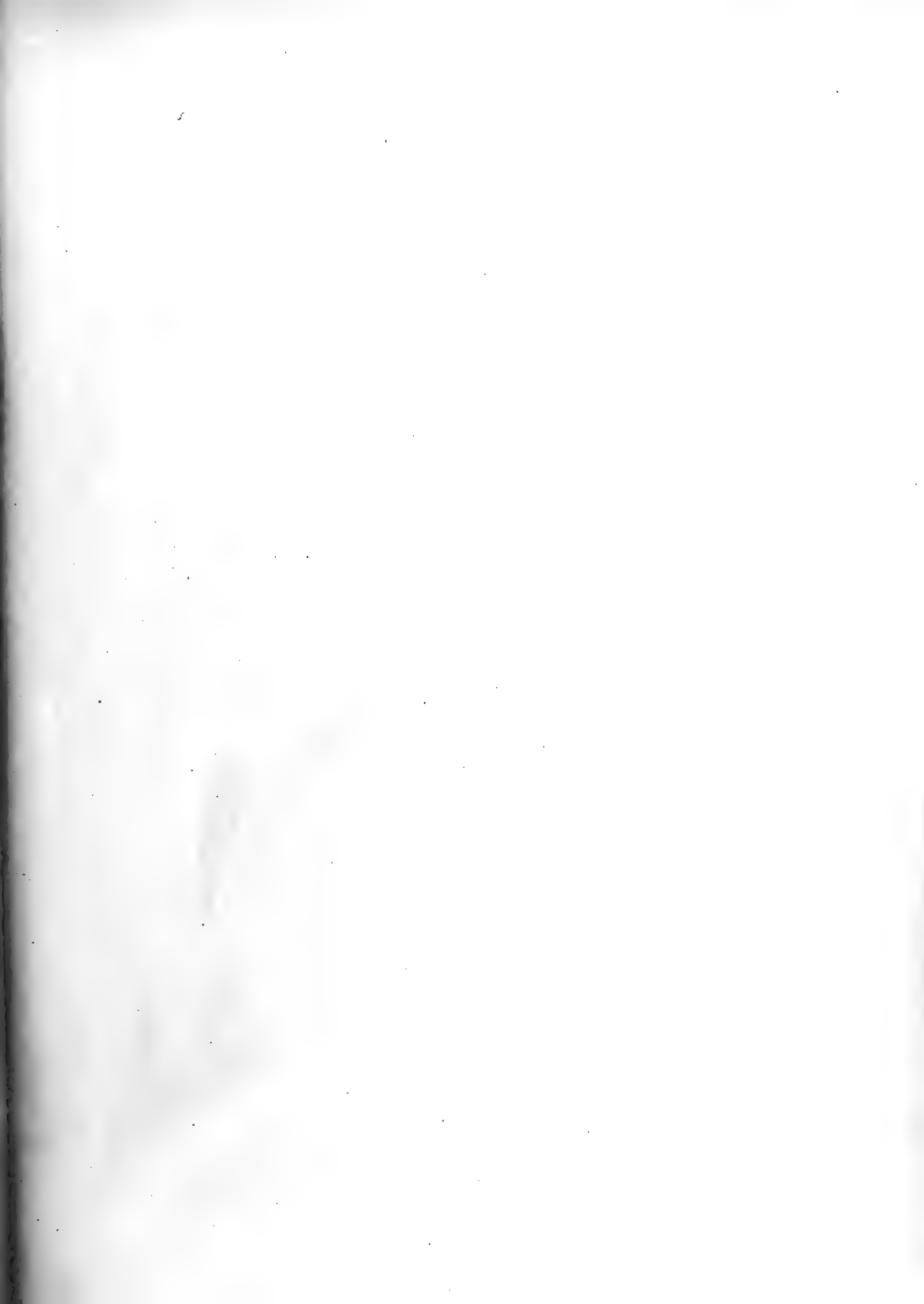
A more practical remedy than legislation, however, was needed to revive the flagging industries of the colony, particularly on the sheep and cattle stations. A settler at Yass, named Henry O'Brien, hit upon a happy idea which did more to restore prosperity than anything that mere legislation could effect. As Wentworth had taken a hint from the West Indies, so O'Brien availed himself of a knowledge of the practice in Russia, where surplus stock was boiled down for fat, and the trade in tallow was large and profitable. Boiling-down began at Yass in January, 1843, and the results showed that at least six shillings a head might be obtained for ordinary sheep. The effect was magical. Sheep and cattle at once rose in value; boiling-down became universal

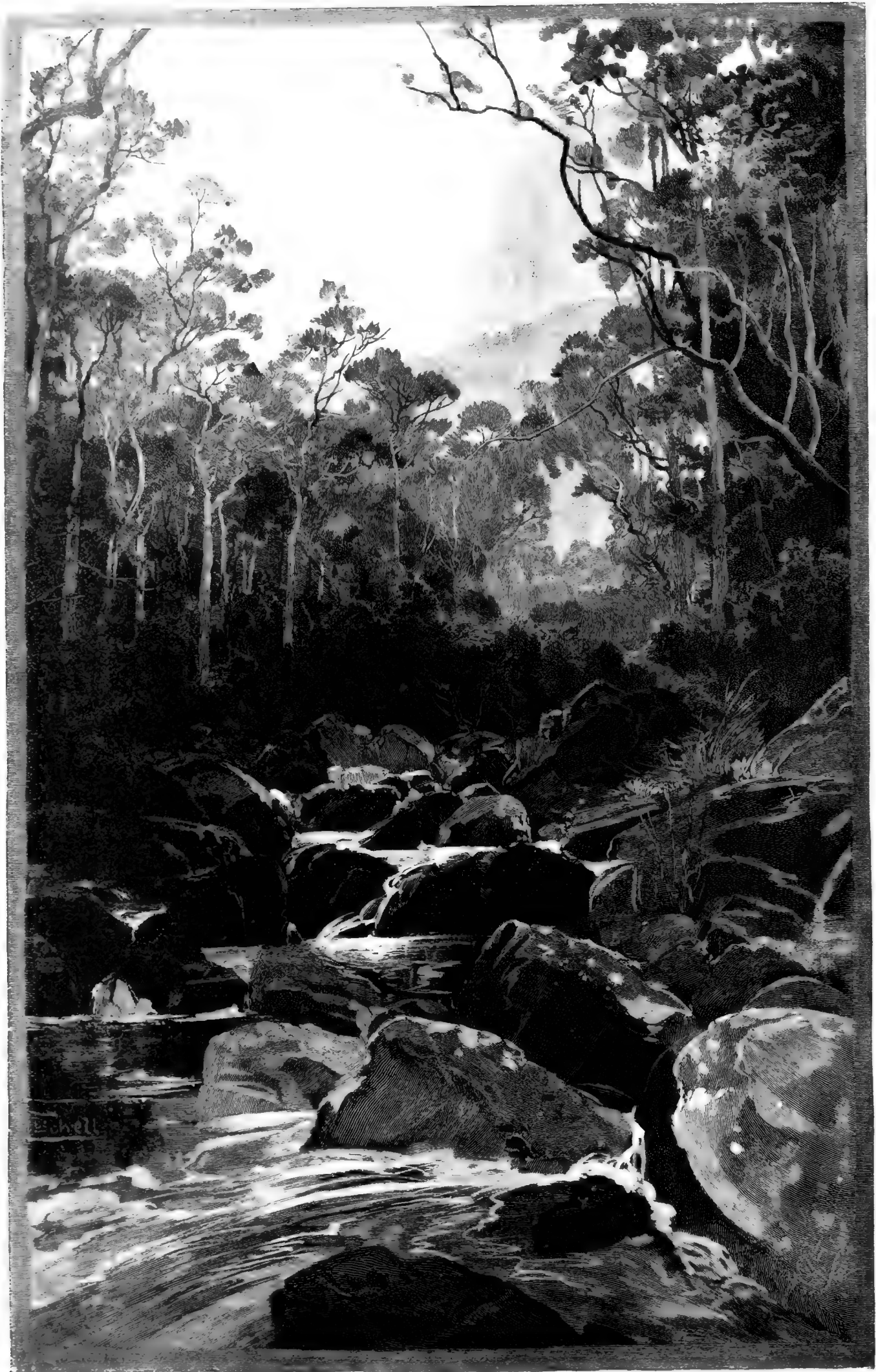
throughout the pastoral districts, and the unfortunate stock-owners were saved at the last moment from absolute ruin. A new trade was thus established with Europe, and the export of tallow, hides and skins, which originated in the collapse of local business operations, began to take rank among the permanent sources of colonial wealth. Following immediately on the introduction of the boiling-down industry came also that of meat-preserving, which was begun on a small scale by Mr. Sizar Elliott, and has since developed into an important and lucrative business.

Politics at this time gave rise to a bitter struggle. Certain Crown Lands Regulations which Sir George Gipps had framed and issued in 1844, provoked determined opposition on the part of the squatters, whose views were advocated by Wentworth and Lowe. Their opposition did not confine itself to the Council, but was carried on in the Press with a degree of *animus* which must have told severely on the Governor. His proposal to tax the holders of Crown lands was denounced as tyranny, the argument being—as stated by Wentworth—that “the right claimed by the Government of imposing arbitrary and unlimited imposts for the occupation of Crown lands affected the vital interests of the whole community, and rendered the right of imposing taxes by the representatives of the people almost nugatory.” To that argument Gipps replied that “to take a payment for the use of Crown lands is not to impose a tax.” The constitutional question thus raised by Wentworth attracted universal attention, and the Governor found himself engaged in a struggle with the whole community. His license fees for the occupation of Crown lands were compared with the ship-money which King Charles attempted to levy and which Hampden resisted; and the contest itself was termed a question between prerogative and the liberty of the people. The ultimate result was that the Council refused to renew the Land Act framed by Gipps, which had been passed for one year only, and the Governor’s land policy was at an end. Sir George Gipps closed his career in New South Wales in July, 1846, and died in England the following February. The present Government House was built during his Administration, and was first occupied in May, 1843. Sir Maurice O’Connell, Commander of the military forces, administered the Government of the colony for a few weeks after Sir George Gipps had sailed.

SIR CHARLES AUGUSTUS FITZROY.

Sir Charles Fitzroy arrived in Sydney at a time when the colony had entered on an era of prosperity hitherto unknown in its history. He was the first of our Governors who had enjoyed the advantage of previous experience in a like capacity, having held office in Prince Edward’s Island, and also in Antigua. That experience, no doubt, largely contributed to the success of his Administration; and his tact, good temper, and moderation, combined with his knowledge of constitutional government, enabled him to avoid collision with contending parties. In the first speech he addressed to the Legislative Council on its meeting in September, 1846, a month after his arrival, he congratulated its members on the general prosperity of the country—a prosperity the more remarkable, inasmuch as the colony was “only just emerging from those difficulties which were experienced under that monetary depression which affected all classes of the community.” Among the many striking evidences of the new life which had been infused into the colony at this time, mainly as a result of free immigration and the rapid





THE VALLEY OF THE GROSE.

extension of settlement in the interior, the most conspicuous were the movements set on foot for the construction of railways and the establishment of steam communication with England.

The gradual increase in the tide of immigration had greatly contributed to promote the prosperity of the people, and check existing abuses. It did not begin to flow in any sensible volume until the attention of the British public had been drawn to the colony by the official report prepared by Mr. Bigge, the Special Commissioner sent out to report on Governor Macquarie's Administration. The publication of Edward Gibbon Wakefield's celebrated "Letter from Sydney," in 1829, materially aided in directing the attention of statesmen interested in the work of colonization to the true principles on which immigration should be carried out. The progress of settlement in the colony took the Home and Colonial Governments completely by surprise. Flocks and herds were driven further and further inland as each new discovery made the resources of the interior known; but stock-owners and settlers were met with the ever-increasing



GOVERNOR SIR CHARLES FITZROY.

difficulty of finding a sufficient supply of labour. Convict labour was nominally cheap, but really dear at any price; and the growing repugnance felt towards it as an element of home life, created a corresponding demand for the free immigrant. A system of free immigration therefore became one of the great social questions of the time. Free grants of land had been offered by the British Government in the early days; but very few immigrants were attracted in this way. Then came the bounty system, under which so much a head was paid for every immigrant; but that fell into disrepute, owing principally to the starvation allowance and bad accommodation on board the passenger ships. Then it gradually became recognized as a principle of State policy, mainly owing to Wakefield's teaching, that the revenue arising from the land should be appropriated to the purpose of promoting immigration. Under that system money was remitted by the Colonial Government every year to be expended by a Board of Emigration Commissioners appointed in London, who selected and despatched the best emigrants they could get. But American competition was keenly felt in the labour market, and the Government had to tempt people to emigrate to Australia by paying half the passage money and offering small loans to mechanics, who could be induced to leave England on no other terms.

The demand for labour became so great that in 1836 a Committee of the Council reported in favour of a project to import coolies from India. But the coolie proposals did not meet the necessity of the case, which in 1838 became still more serious, owing to the cessation of the assignment system in that year. Select Committees of the Council met year after year to consider the subject and devise remedies for the growing malady of the State. When the land sales were large, both money and immigrants became plentiful; but when the sales declined, as they did in times of depression, there was no money and no immigration. The Council then recommended that a loan should be negotiated in England. Sir George Gipps preferred economy to borrowing, and spoke his mind out freely to the Council. The colony was thus compelled to struggle with

its difficulties as best it could, the head of the State insisting on rigid economy as the only sound policy, and resolutely scouting the idea of a loan; although the distress arising from want of labour was described as "almost incredible." The state of affairs in the colony for the long period of stagnation from 1841 to 1846 may be seen in the fact that during its continuance immigration was almost entirely stopped. In 1847 it began to revive, and in 1851 the wonderful gold-discovery took place, which was followed by a mighty rush of population from every quarter of the globe. And thus the great immigration question, which for so many years had defied the efforts of legislators and statesmen, was practically settled by a gold-digger.

Among the many remarkable events which contributed to render the Administration of Sir Charles Fitzroy conspicuous was the establishment of the Sydney University. Although the project had been brought before the Council by Wentworth in 1849, it was not until October, 1853, that the institution itself was formally inaugurated. The Committee expressed itself strongly in favour of the proposal, but at the same time insisted on the necessity of making it "a truly national institution—one to which all classes and denominations might resort for secular education." The report was adopted by the Council, and an Act to incorporate the University was shortly afterwards passed. The services rendered by Wentworth, on this and other occasions, were appropriately recognized by his fellow-countrymen when his statue was erected within the walls of the noble institution he had founded.

A measure of still greater importance, in the shape of a new Constitution based on the principles of representative government, occupied the attention of this distinguished statesman during the same period. Engaged as he had been for so many years in the long and painful struggle for self-government, it naturally fell to his lot to complete the structure he had so earnestly endeavoured to erect. The Home authorities had no doubt acted with greater wisdom than colonial patriots were then prepared to admit, when they determined to extend the principle of representation slowly and gradually, instead of granting it in full measure at a time when the colony was not ripe for it. The gradual extension of the self-governing power from time to time undoubtedly did much to prepare the colonists for the healthier and more active political life which the establishment of responsible government brought with it.



SIR WILLIAM DENISON.

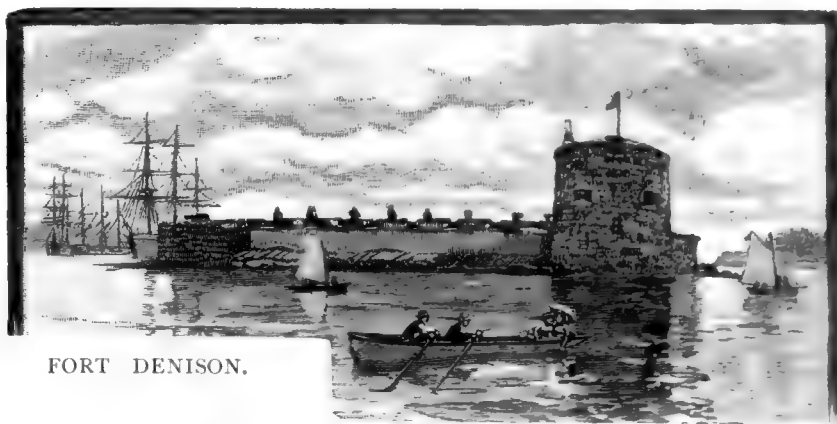
The conduct of public affairs by the Council, in which Wentworth was the principal figure, had been so distinguished for statesman-like ability that the capacity of the colonists for self-government could no longer be denied. But a still more potent influence had been at work. The great gold-discoveries, which took place in 1849, had, in Wentworth's phrase, precipitated the colony into a nation, and the demand for free institutions came upon the Home Government with a degree of force it was impossible to resist. When, therefore, the popular advocate of self-government obtained a Committee in 1852 to prepare a new Constitution for the colony, in pursuance of the powers

conferred on the Council by the Imperial Parliament, it was felt that the time had at last arrived when the life-long struggle of the patriot would be crowned with success. The second reading of the Bill was moved by him in the session of the following year, and was carried by a majority of thirty-four to eight. It was strongly opposed by a considerable section of the public on the ground that the Members of the Upper House should be elected, instead of

being nominated by the Crown. But the nominee principle was considered essential by the framers of the Bill, for the purpose of reproducing the Constitution of the British Parliament as closely as possible; and in deference to those views, the Bill was passed as

it stood. In order to assist its progress through

the Imperial Parliament, Wentworth was commissioned by the Council to proceed to England with the Colonial Secretary, E. Deas-Thomson, who had greatly distinguished himself by his successful conduct of public business for many years. The Bill, which was passed in due course, was received in the colony in October, 1855. The old Legislative Council was finally dissolved on the 19th of December following, and the new Constitution was formally inaugurated by the Governor-General, Sir William Denison, who had succeeded Sir Charles Fitzroy in the beginning of the year.



FORT DENISON.

THE NEW CONSTITUTION.

The establishment of responsible government brought about so great a change in the political system of the colony that from that date the current of its history may be said to run in a totally different channel. Other actors come upon the scene. The martial figure of the Governor disappears, his place being occupied by men henceforth known as the responsible Ministers of the Crown. The old system of arbitrary rule, resting on military force, is superseded by a form of government in which the elected representatives of the people control the destinies of the country. Under the former, the history of the colony was simply the biography of the Governor; under the latter, he becomes known as the representative of Majesty. From a mere handful of turbulent and dissatisfied colonists always clamouring for political rights, and too often picking quarrels with the Governor of the day in order to assert their claim to independence, the people of New South Wales had suddenly begun to display the athletic forms and proportions of national life. For more than half a century their progress had been a slow and generally a painful one, although their destiny had been written in unmistakable lines by the hand of Nature, even at the foundation of the settlement. No community ever struggled more manfully against the difficulties with which they were surrounded from the outset of their history; none ever fought more hopefully against the long succession of disasters and reverses which met them on all sides in their efforts to cultivate the wilderness. The great gold-discovery of 1851 might be said to

have come just at the right time to complete the work of individual enterprise in developing the vast resources of the country. Had it come earlier it would certainly have disorganized, and might possibly have wrecked, the community in a chaos of wild disorder, in which the most dangerous classes would have found free play for their vicious instincts. Coming as it did, and when it did, it was almost an unmixed good fortune. By attracting population from every quarter, it settled the great question connected with the supply of labour, brought the world's commerce to the shores of Port Jackson, and gave a fresh impulse to every form of industrial occupation.

The Administration of Sir Charles Fitzroy marks the transition period from the old form of government to the new. The colony in its inception was simply an unwallied prison, in which a few free men were permitted to reside, and so rigid was the exclusion that even a clergyman was re-shipped because he arrived without authority. By a kind of natural instinct, naval officers were chosen as the earliest Governors, being accustomed to command, and to insist upon obedience. But in the nature of the case the colonial prison tended to become a society, and the arbitrariness of the Governor became inconsistent with the enjoyment of those personal and political rights which Englishmen had been taught so dearly to cherish. With the exception of Captain Phillip, the naval officers were not skilled in adapting themselves to the situation, and the mutiny in the time of Governor Bligh convinced the Home Government that some change was necessary.

A new principle of selection was therefore established, and military men took the place of the sea-captains of former days. Colonel Macquarie was sent out with a view to establish a different system of Administration, and from that time to the departure of Sir George Gipps, the colony was governed on principles considerably more enlightened than those which had previously obtained, though the personal authority of the Governor remained unaltered. The steady progress of the colony, notwithstanding all its reverses, combined with the rapid increase of the free population, brought about a condition of things which rendered military rule no longer possible. The colonists demanded the rights and privileges of British subjects, and this demand was felt to be so natural and so just, that it continued with increasing strength until it was satisfied.

With Sir Charles Fitzroy came in a new order of Governors, neither soldiers nor sailors, but gentlemen of high official or social standing, whose previous experience better fitted them for the performance of their duties than that of their predecessors. A Legislative Council, consisting of one-third Crown nominees and two-thirds elected members, established in 1843, had brought the principle of popular representation partially into play. It gave parliamentary voice to public opinion, and put pressure on the Administration to govern in harmony with the wishes of the people. The Governor, too, though still nominally absolute, rested largely on the advice of the experienced officers who presided over the different departments—so much so, that it may be said that during Sir Charles Fitzroy's term of office the colony was really governed by the Colonial Secretary, Sir E. Deas-Thomson, a gentleman of considerable capacity and high character.

This state of things happily prepared the way for the introduction of responsible government, under which the Viceroy should reign but not rule, following the advice of his Cabinet in all but certain reserved matters of Imperial importance. This system has now lasted for over thirty years without any serious hitch, and with the result that the

colonists have become completely educated in the work of self-government, understanding fully their powers, their opportunities and their responsibilities, while all traces of the absolutist system have entirely disappeared. Under this *régime* six Governors have successively represented the Queen—namely, Sir William Denison, Sir John Young (Lord Lisgar), the Earl of Belmore, Sir Hercules Robinson, Lord Augustus Loftus and Lord Carrington. Though very different in their previous experience and in their individual temperament, and though differently estimated by the people of New South Wales, they have all entered fairly into the spirit of the British Constitution in its modern phase, while maintaining the dignity of their office.

On several occasions since the granting of the new Constitution they have differed in opinion from their advisers, especially in respect of granting dissolutions of Parliament, the pardoning of prisoners, and the relation of the Governor as Commander-in-Chief to the discipline of the military forces. But those differences, though resulting sometimes in a ministerial resignation, have produced no serious political crisis. The Governors have, on the whole, held the balance impartially between the different political parties, using their personal influence indirectly, rather than directly, while at the same time remaining the confidential advisers of the Crown, and the protectors of its prerogative. In a small community, the acts of every public man are exposed to searching criticism, and it was, therefore, not to be expected that all they did could be approved of by all parties; but under their presidency the constitutional system has worked without any dangerous friction, and there has been no parliamentary appeal against any of their actions—a fact which speaks well not only for the system, but for the men who had no small share in its representation.



SIR JOHN YOUNG (LORD LISGAR).



THE EARL OF BELMORE.

Wentworth himself did not remain in the colony to give his personal services at the initiation of the constitutional system he had laboured so hard to establish—a task which devolved on the gentlemen who had already gained parliamentary experience in the mixed nominee and representative Council, and who secured, to start with, the assistance of one or two old heads of departments. Wentworth returned to the colony during the Administration of Sir John Young. He had contended ardently for the principle of a nominated Upper House, because he thought a Chamber so constituted was analogous to the House of Lords, and formed the best possible protection against rash democratic legislation; but he did not foresee the use to which nomineeism could be put.

Under the Constitution Act, the first Legislative Council was nominated for a limited term of years, and just prior to the close of this term, the Government of the day suddenly nominated twenty-one gentlemen, with a view to force the passage of a

particular Bill. This "swamping" of the Council destroyed Wentworth's belief in the principle of nomineeism, and made him a convert to that of election. At the request of the Governor he accepted the office of President of the newly-appointed Legislative Council, in order that he might assist in preparing a Constitution for the Upper House, "which should supersede the present one, and prevent the recurrence of any future attack upon its independence." A Bill to make the Upper House elective was introduced into the Council in 1861, and referred to a Select Committee, of which Wentworth was the Chairman. The Bill passed through the Council, but it was shelved in the Assembly.

The day after the third reading took place in the Council, the aged statesman announced his intention of resigning his office and returning to England, where he died eleven years afterwards—not the first, and not likely to be the last, of those reformers who have lived long enough to be partially dissatisfied with the working of institutions they have spent the best part of their lives in demanding and establishing. At his own request his remains were brought to Sydney for interment near his old residence at Vacluse, one of the many beautiful spots which adorn the shores of Sydney Harbour. The Government accorded him a public funeral, and though a new generation had grown up since the date of his great services, the immense attendance of people attested the respect in which his memory was held.

Sir William Denison succeeded Governor Fitzroy in the month of January, 1855, and in his opening speech at the meeting of the Legislative Council in the following June urged the importance of providing for the education of children, the development of the railway system and the subsidising of a regular mail service with England. In the month of October in the same year the Governor sent to the Legislative Council a message enclosing an Act of Parliament, by which the Queen had given assent to a Bill for conferring a Constitution on New South Wales, accompanied by a despatch from Lord John Russell expressing a hope that the new institution might prove a solid and permanent advantage; and in the year following a general election was held and the first responsible Ministry formed by Stuart Donaldson, Colonial Secretary, his colleagues being Thomas Holt, Treasurer; W. M. Manning, Attorney-General; J. B. Darvall, Solicitor-General; G. R. Nichols, Secretary for Lands and Works; and W. C. Mayne, the representative of the Government in the Council. The first Parliament assembled on the 22nd of May, when Sir Alfred Stephen was appointed President of the Council, and Daniel Cooper was elected Speaker of the Assembly. A Bill to amend the electoral law, in which the number of members was increased to eighty, was passed; but an attempt to regulate Chinese immigration by the imposition of a poll-tax of three pounds a head was thrown out, decisive legislation on this matter being deferred for over thirty years.

The change from the old system of government to the new was happily contemporaneous with the new life on which Australia entered as a consequence of the gold-discoveries. A fresh and vigorous population poured in; pastoral enterprise found enlarged support in the rapidly-expanding local market for animal food; new industries began to spring up, and that passion for wealth which, in spite of the selfishness it engenders and the many social evils that follow in its train, has yet done so much to raise up great industrial communities, seized upon the whole people. This necessarily re-acted on the political life of the community. There was a short struggle between the newly-

enfranchised population and the old dominant party, to which, under an enlarged suffrage, there could be but one termination. The old party politics of the colony from that time disappeared, and the questions which divided the people, and divided them differently, were such as related to the disposal of the public lands, the connection between Church and State, public education, the extension and distribution of the suffrage, the incidence of taxation, and the relative merits of Free-trade and Protection—some of which questions are even now undergoing discussion.

The material progress made by the colony under the system of self-government exceeded all its previous experience. Telegraphic communication was established between Victoria and South Australia by the completion of a line to Albury, and the report of an alleged discovery of rich gold-fields on the Fitzroy River, at Keppel Bay, was the cause of a considerable "rush" from Sydney and Melbourne. The separation of Moreton Bay from New South Wales, and its erection into a separate colony under the name of Queensland, took place in 1859. The pastoral industry was still the country's main-stay; and stimulated by large profits this form of commercial enterprise greatly expanded. The squatters pushed further and further into the great western plains, and it was found that districts once despised as utterly useless were very valuable for fattening sheep and cattle, as the salt-bush that grew in the



FARM COVE AND THE GARDEN PALACE, SYDNEY, IN 1882.

FROM A PHOTOGRAPH BY J. PAYNE

interior was both wholesome and nutritious. More and more the country lying back from the river frontages was taken up and utilized. Wells were sunk and dams were made to secure water. Flocks and herds multiplied; there was an immense increase in the export of wool, and in the sale of live-stock to supply the meat market in Victoria. Agriculture also took a fresh start, especially in the growth of maize along the coast, in dairy produce, and in the cultivation of sugar on the northern rivers. Wheat-culture was considerably checked by the appearance of rust, but in the inland districts farming progressed near the townships, and supplied the wants of the settlers who were occupying the back country. The growth of wheat for the metropolis had to await the construction of railways to furnish cheap transit.

During Denison's Administration the salary of the Governor was fixed at five thousand pounds, the railway to Parramatta was opened, the first submarine cable connecting Australia with the outside world was laid. In Parliament much legislation was accomplished dealing with the public lands and the establishment of an ocean postal service; with Chinese immigration and the condition of the working-classes. The year 1857 was marked by the disastrous wrecks of the *Dunbar* and the *Catherine Adamson* at the Heads. Sir William Denison was transferred to the Madras Presidency in 1861, and was succeeded in the Government of New South Wales by Sir John Young, afterwards known as Lord Lisgar, who arrived in the colony in the month of March of the same year.

Young's accession to office was marked by a parliamentary crisis which took place shortly after his arrival in the colony. It was occasioned by the appointment of twenty-one new members to the Upper House, in consequence of the action taken by the Council in regard to the Crown Lands Alienation Bill, introduced by Mr. (afterwards Sir John) Robertson. During this Governor's Administration Messrs. Henry Parkes and William Bede Dalley—who have since held the highest positions in the country, the latter being elevated to the Privy Council—were appointed Commissioners to visit England for the purpose of inducing voluntary immigration to the colony.

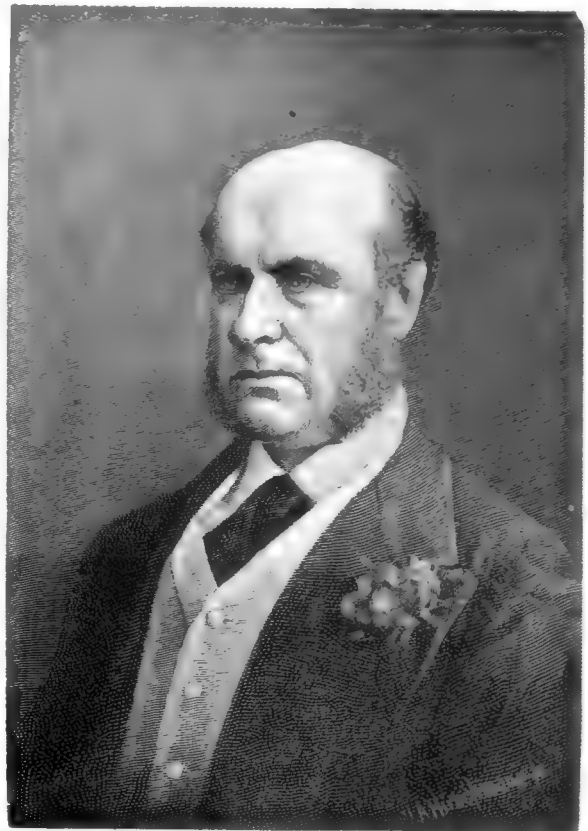
Among other instances of the new era of progress upon which the colony was steadily entering since the bestowal by the Home authorities of responsible government may be mentioned the authorization of tram-way construction and the extensive legislation in connection with the public lands of the colony—legislation which engaged the attention of Parliament for a very considerable period. During Governor Young's reign also, the first intercolonial conference was held in Melbourne, and had for its objects the discussion of transportation, immigration, the postal service, and other matters of general wide-spread importance. The gold-fields were being actively exploited, and at Burrangong several riots took place, these being occasioned by an invasion of the field by an army of Chinese, to whom the diggers very naturally objected. A military force was thereupon dispatched from Sydney, armed with field-pieces, but the disturbance was fortunately quelled by the withdrawal of the Chinese. Governor Young retired from office in the month of December, 1867, and was succeeded in the month of January following by the Earl of Belmore, whose Administration was marked by the withdrawal of Imperial troops from the colony, whilst that of Governor Robinson is memorable for the successful establishment of telegraphic communication between Great Britain and the Australasian Colonies, and the holding in Sydney of an intercolonial conference for the

consideration of an improved ocean mail service, a policy of intercolonial Free-trade, and other questions generally affecting the welfare of the various Australian Governments.

The progress thus made by the colony was fully manifested at an International Exhibition held in the year 1879, which grew out of an ambitious attempt made by the Agricultural Society to enlarge its display by inviting competitive exhibits from abroad. This Society, which had grown into vigorous life as a consequence of the enlarged rural enterprise of the colony, had successfully held several Annual Exhibitions in a building erected for that purpose by the City Corporation in the Prince Alfred Park. These local exhibitions proved so attractive and beneficial that the Committee determined to attempt an international one, but the response to its invitation was so much in excess of what had been anticipated, that the affair outgrew the power and resources of the Society.

To recall what had been done was, however, impossible; and to prevent a failure which might have discredited the colony the Government took the matter over, and entrusted the management to a large Honorary Commission. A handsome and commodious building was hastily erected on a commanding site in the Inner Domain; its noble dome being a striking feature in the landscape as seen from the Harbour; and one of the first public acts of Lord Augustus Loftus after his arrival in the colony was the opening of one of those world-famous worlds' fairs of which so young a country may justly feel proud. The Exhibition was a great success, nearly all the civilized countries of the world being represented. It cost the colony about a quarter of a million, but it was deemed that the money had been well spent. The resources of the country were displayed to great advantage, and as a natural consequence commerce was greatly quickened. The Exhibition Building was unfortunately burnt down two years afterwards, the handsome erection being totally destroyed.

A still more striking proof of the power and resources of the colony was furnished in 1885, during the Administration of Governor Loftus, by the dispatch of a military Contingent to the English Army then serving in the Soudan, which had been working its way up the Nile in the endeavour to rescue General Gordon. The death of that gallant officer, and the capture of Khartoum, produced a profound impression in the colony, and the Government, under the idea that an expedition from Suakim to the Nile was about to be immediately undertaken, offered to land at that point, within sixty days, a body of infantry and artillery, together with the necessary supply of horses. The offer was accepted. By dint of great exertion everything was in readiness by the day named; two large steam-ships, the *Iberia* and the *Australasian*, left Port Jackson



SIR HERCULES ROBINSON.

with the first military support ever tendered by any of these colonies to the mother-country, and no more brilliant and exciting spectacle had ever been seen in Sydney than was witnessed on the day of the departure of the troops. The military plans for the Egyptian campaign were subsequently modified, and the little army returned in safety without having seen much service; but the impression produced in England by the spontaneous loyalty of the Colonies was extraordinary. It gave rise to a new estimate of the value of the Colonial Empire, and to this day it is impossible to calculate fully all the indirect results that have flowed from this action. It stimulated greatly the discussion of the whole question of Imperial Federation; it gave a new aspect to the problem of the naval defence of the Empire, which afterwards bore fruit in a joint parliamentary action on the part of all the colonies with the exception of Queensland; and it greatly augmented the English interest in the Indian and Colonial Exhibition.

Prior to this appearance of an Australian colony as an ally of the mother-country, the interests of Australia in the Pacific had been brought prominently under notice. It was mainly at the instance of the Australian colonies that the English Government consented, during the Administration of Sir Hercules Robinson, to take over from King Thakombau the Fiji Islands. The project had been discussed of making these islands a dependency of one of the colonies, but it was ultimately thought better, for the present at least, to constitute them a Crown colony, and this course having been adopted the Colonial Governments were not made contributors. A different policy was pursued a few years afterwards in connection with the island of New Guinea. The Queensland Government annexed by a formal proclamation all that part of this island not claimed by the Dutch; and it did this, not from any desire for new territory, but because it regarded the possession of that part of New Guinea as important to the future security of the colony. This act was disallowed by the Home Government, on the ground that it was beyond the power of a Colonial Administration thus to enlarge the boundaries of the Empire. The Colonial Governments assembled in conference urged the annexation as an Imperial act, and the English Government so far yielded as to send an expedition to plant its flag on the southern coast, and declare a vague protectorate there, the Colonies agreeing to contribute the sum of fifteen thousand sterling a year. The German Government immediately followed suit by hoisting its flag on the northern coast, much to the chagrin of the colonists, and a dividing line between the territories of the two countries was subsequently agreed upon.

The connection between the colonies and the mother-country, which is visibly maintained by the presence of the Governor as the representative of Her Majesty, has been twice marked during the last few years by visits from members of the Royal family; the Duke of Edinburgh having made the Australian tour in command of the frigate *Galatea*, and the two eldest sons of the Prince of Wales having visited the colony as midshipmen on board the *Bacchante*. On each occasion the Royal visitors were received with the utmost cordiality and loyalty. The last representative of Her Majesty in New South Wales, Lord Carrington, arrived in Sydney on the 12th of December, 1885, and received a hearty welcome. His Administration has been marked by several occurrences of more or less importance, but he will in the main be recollected as the Governor in whose term of office the Centenary of the settlement was celebrated.

The year 1888 is a red-letter year in the history of the colony as being the one hundredth anniversary of its birthday, and the Centenary of New South Wales—and, in fact, Australia as a whole—was celebrated by general public festivities. On the 24th of January a statue of the Queen was unveiled in Chancery Square, Sydney; and on the 25th the Centennial Intercolonial Agricultural Exhibition was opened in Moore Park. On this day also a complimentary picnic was given by the Roman Catholic laity to the archbishops, bishops, and other ecclesiastical dignitaries of that church on a visit to the city of Sydney, in connection with the Centenary celebrations. But the great event in the programme was the opening and dedication of the Centennial Park on the 27th of January, 1888, just one hundred years from the date of the foundation by Captain Arthur Phillip of the little settlement of soldiers and convicts on the shores of Sydney Cove. The reserve out of which the Park has been formed was previously known as the Lachlan Swamps, and was for many years the place whence the principal water-supply of the city of Sydney was drawn. The area of the Centennial Park is equal to about one thousand acres; in the centre are four or five lagoons, and the view from the higher portions of the land is both extensive and beautiful. The occasion



LORD CARRINGTON.

was marked by a procession from Government House, headed by the Governors of all the Colonies. A naval and military parade also formed part of the programme, and between thirty and forty thousand spectators were present at the ceremony. On the same day a State Banquet was held in the Exhibition Building; the city was given over to holidays and rejoicings for the time being; the streets were gaily decorated and at night they presented avenues of illuminary designs. General public holidays were proclaimed throughout the colony; a national regatta, a trades and labour demonstration, a working-lads' picnic, and Harbour fireworks and pyrotechnic displays by night from the ships of war were also included in the festivities. The foundation-stone of the new Houses of Parliament was laid in the Domain on the 31st of January, and all denominations held religious services during the week in commemoration of the one hundredth birthday of the land sighted by Captain Cook in the year 1770. The celebration of the Centenary of the

colony of New South Wales was indeed in every respect an unqualified and genuine success. At this point in its development the country had time to pause and survey the progress it had made, and to gather from the experience of the past new hopes and fresh aspirations for the future. For the hundred years which had just elapsed its history had indeed been a varied one. It had compressed within a century the progress which the nations of the old-world had taken ages to realize. It had grown from the stage of an experimental outpost of purely military occupation and convict settlement to a nation representing all the complex conditions of a highly-organized society—the nomad, the shepherd, the digger giving place in turn to each other, and each contributing to bring about that culminating point on which the country stands to-day.

Lord Carrington will, moreover, in addition to the Centenary, be remembered by the lively interest he displayed in the progress and public institutions of the colony, as well as by his hospitality and personal cordiality of manner; for this Governor made himself highly popular amongst all classes, and in his hands the office of Viceroy preserved all its usefulness and importance. After a term of office lasting for a period of nearly five years His Excellency left the colony in the month of November, 1890, his departure being made the occasion of a series of festivities by which the people sought to convey their appreciation of both his social and political fitness for a position which had never been filled by one who had made himself more popular. Lord Carrington was succeeded in the Administration by Sir Alfred Stephen, the Lieutenant-Governor, until the arrival of Lord Jersey on the 14th of January, 1891. His Lordship and Lady Jersey have, since their landing in New South Wales, achieved a popularity which well maintains the social prestige of the Representatives of Royalty in Australia. His Excellency's term of office has been prominently marked by the holding of the Federation Convention at Sydney, in March, 1891.



EARLY AUSTRALIAN EXPLORATION.

BASS AND FLINDERS.

AMONG the most determined and intrepid successors of Captain Cook and the earlier Australian navigators must be reckoned Captain Matthew Flinders and Surgeon Bass, to whose skill, courage, and perseverance we owe the discovery of the straits which separate the Australian continent from Tasmania, the discovery of Kangaroo Island, the hydrography of Tasmania, the exploration of the coasts of New South Wales and South Australia; of those portions of Western Australia known as Nuyts Land and Leeuwin Land; and the determination of numerous points in the Gulf of Carpentaria, Torres Straits and the coast of Arnhem Land. This valuable and varied work was performed by them first in conjunction, then by Bass alone, and finally by Flinders, who probably survived his comrade by some years.

One of the first works undertaken by Captain Hunter after his arrival in New South Wales in 1788, was a marine survey of Botany and Broken Bays and Port Jackson, with the greater number of the rivers which empty into them. Captain Cook had certainly examined Botany Bay, but he had seen the entrances only of the other two harbours. Hunter's survey, the first that was made of these inlets, included the intermediate portions of the coasts, and was published shortly after the charts had been sent to England by Governor Phillip. In 1795 Captain Hunter made his second voyage to New South Wales, bringing with him His Majesty's armed vessels *Reliance* and *Supply*; on board the former ship was a midshipman, recently returned from a South Sea voyage, who, moved by a passion for exploration and novel adventure, seized the opportunity for the indulgence of his leading characteristic on virgin soil. This adventurous midshipman was Matthew Flinders, and with him the history of Australian coastal exploration begins.



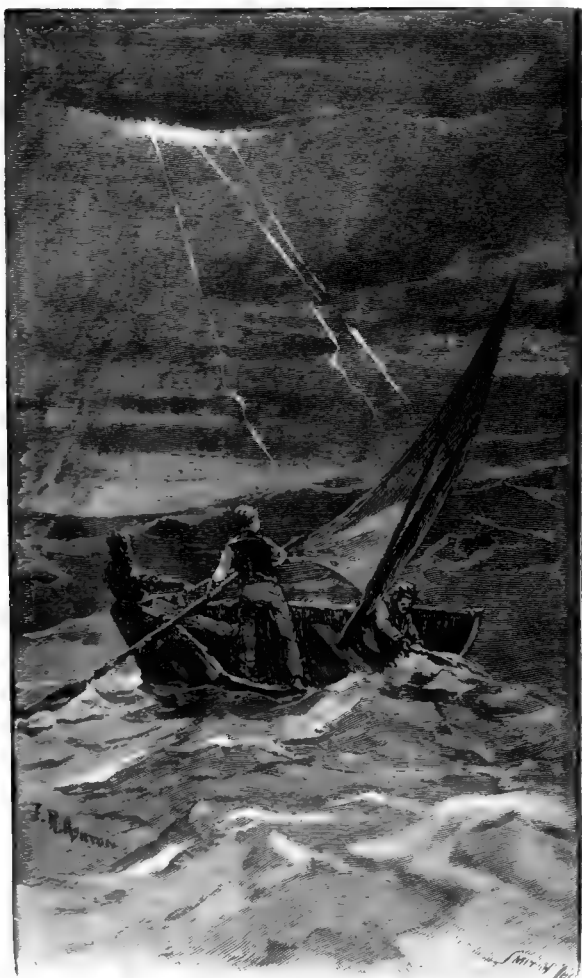
CAPTAIN MATTHEW FLINDERS.

Matthew Flinders was born at Donington, in Lincolnshire, England, in the year 1760, and early entered the merchant service, but quitted it for the Navy, which he joined as a midshipman in 1793. Donington is not far from Sleaford, in the same county, and the latter was the birthplace of George Bass. It is more than probable that the two explorers went to school together. When Flinders landed at Port Jackson in September, 1795, the knowledge possessed by the colonists of even the three harbours mentioned was of the most rudimentary and imperfect kind. Lieutenant Richard Bowen had indeed entered Jervis Bay, and to the north, Surveyor-General Grimes and Captain Broughton, of *H.M.S. Providence*, had examined Port Stephens; but of the intermediate parts of the coast, both in a northerly and in a southerly direction, little more was known than could be learnt from Cook's general chart, while the exploration of the more remote coastal indentations indicated by the famous sailor had been entirely neglected.

The chance of adding something to hydrographical science fired the ardour of Flinders, and in George Bass, who came out with Captain Hunter as surgeon of the *Reliance*, he found a brave and determined coadjutor. Bass was the son of a farmer who had a holding at Asworthy; but unfortunately for the future explorer he lost this

parent in his infancy. From his boyhood Bass gave his heart to the sea, and although his mother sought to cure him of what she regarded as folly by having him apprenticed to a Boston surgeon, her efforts were without avail. Curiously enough Flinders also was intended for the medical profession, his father being a doctor; but his passion for the sea, first stimulated, according to his own confession, by the perusal of "Robinson Crusoe," overcame all the opposition of his family.

These two courageous men resolved to complete the survey of the east coast of New South Wales to the best of their ability and to the utmost of their procurable means and opportunities. The first venture was made in a little boat only eight feet long, the famous *Tom Thumb*; and Flinders, Bass and a boy formed the entire crew. In this frail craft in the month following the arrival of the *Reliance* and the *Supply*, they left Port Jackson for Botany Bay, and ascending George's River, explored its tortuous course for twenty miles beyond the point at which Hunter's survey

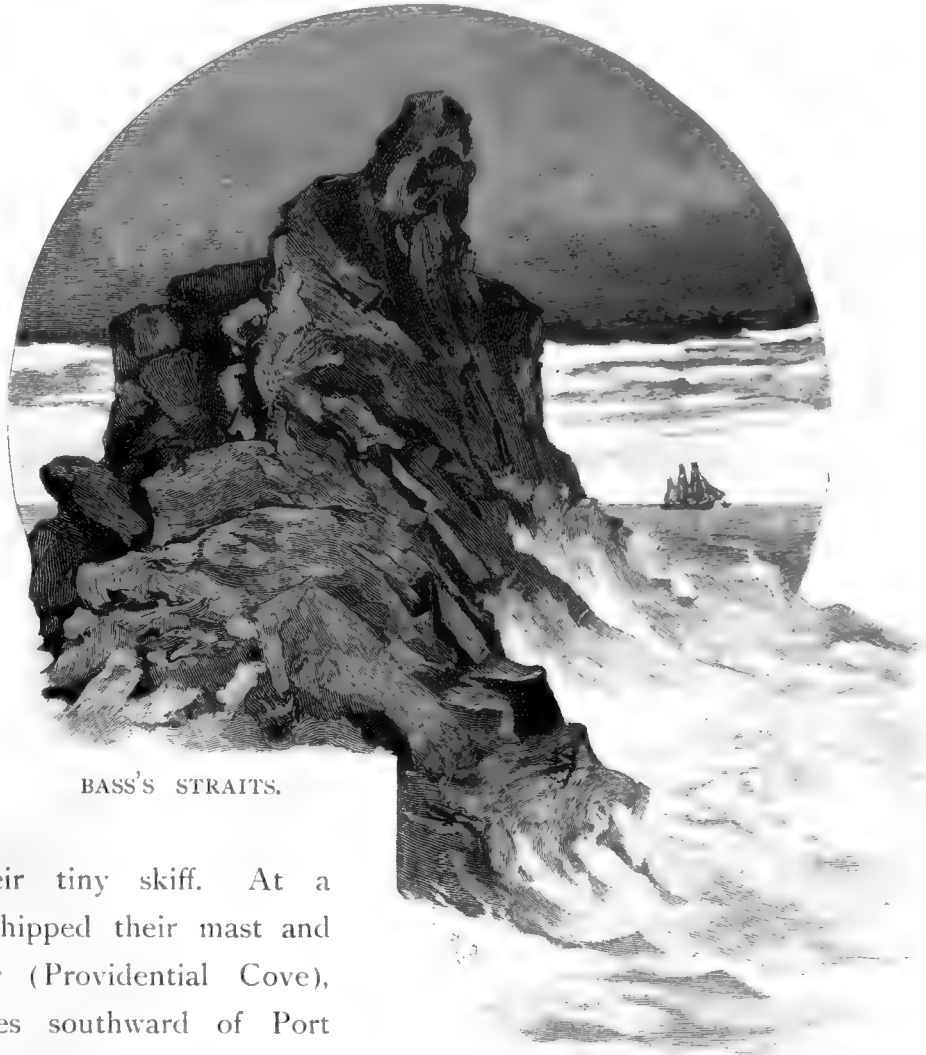


FLINDERS AND BASS IN THE "TOM THUMB."

had terminated. The result of this expedition was the establishment of a *dépôt* under the name of Bankstown, which has since grown into a flourishing suburb of Sydney.

In 1796, upon the return of Flinders from a voyage to Norfolk Island, the intrepid explorers sailed out of Port Jackson on a fresh March morning in search

of a reported river, which proved a miserable brook. They proceeded south-west past Red Point in safety, but were nearly drowned when making the return voyage in the night. As described in the graphic language of Flinders:—"The shade of the cliffs over our heads, and the noise of the surfs breaking at their feet, were the directions by which our course was steered parallel to the coast." While Bass held the sheet of the sail in his hand, occasionally drawing it in a few inches when he saw a more than usually heavy sea coming; Flinders, steering with an oar, had to keep the little boat from broaching to; in his own words, "a single wrong movement, or a moment's inattention," would have sent them to the bottom. The boy's duty was baling out the water, which not all their care and dexterity could prevent



BASS'S STRAITS.

from breaking over their tiny skiff. At a favourable moment they shipped their mast and lay to at *Watta-Mowlee* (Providential Cove), about three or four miles southward of Port Hacking or *Deeban*. Eight days from setting out, and after a voyage of a most perilous character, the *Tom Thumb* was safely brought to its moorings alongside *H.M.S. Reliance* in Port Jackson. Near Red Point, *Tom Thumb's* Lagoon commemorates the voyage, and preserves in its name a memento of this preliminary expedition of the adventurous voyagers, whose future exploits were to surpass anything previously attempted.

During the following year, while Flinders was occupied with his duties on shipboard, Bass made several excursions into the interior, one such resulting in the survey of the course of the Grose. About this time the *Sydney Cove* was wrecked on the Furneaux Islands; and it was in the September of the same year that Lieutenant John Shortland, while returning from a chase after some runaway convicts—who had seized a boat with the intention of reaching China—discovered the Hunter River, upon the shores of which the settlement of Newcastle was afterwards established.

On the 3rd of December, 1797, Bass sailed southward in a whale-boat, manned by six men and provisioned for six weeks. In this boat he discovered Twofold Bay, doubled Cape Howe, and found himself on New Year's day of the following year

coasting Long Beach. On the 4th of January Bass made Western Port, the limit of his voyage southward, thence sailing for Port Jackson a fortnight afterwards and arriving in Sydney Cove, after a long experience of foul weather, on the night of the 24th of February. The results of this voyage supplemented the previous knowledge of the coast by discoveries reaching from the Ram Head to Western Port, the new coast being traced three hundred miles. In the language of Bass's admirer, Flinders: "A voyage *expressly* undertaken for discovery in an open boat, and in which six hundred miles of coast, mostly in a boisterous climate, was explored, has not perhaps its equal in the annals of maritime history."

While Bass was prosecuting his explorations in the whale-boat, Flinders, on board the schooner *Francis*, was proceeding to the wreck of the *Sydney Cove* at Preservation Island, having left Port Jackson on the 3rd of February. After passing and naming Green Cape, Flinders followed Bass's route and sighted Wilson's Promontory. The Kent's Group, the Babel Isles, and Cape Barren Island were among Flinders's discoveries during this voyage, from which he returned in March. On landing at Sydney on the 7th of that month he found that Bass had arrived a fortnight before him.

On the 7th of October, 1798, Flinders and Bass again set sail from Port Jackson, and following the Tasmanian coast discovered Port Dalrymple and surveyed the River Tamar. Resuming their course westward, the explorers discovered and named a number of capes and islands along the northern coast, and by doubling Cape Grim proved conclusively the existence of a strait between the Australian Continent and the island then known as Van Diemen's Land. Voyaging southward they completed their survey of the Tasmanian Coast as far as the Derwent, returning to Port Jackson on the 11th of January. To the passage between the Continent and Tasmania Governor Hunter gave the name of Bass's Straits, and no honour was more deserved than the one thus conferred on this intrepid and persevering mariner. Bass set sail for Home shortly after his return to Port Jackson, and died, it is said, in South America, though other accounts state that he was last heard of in the Straits of Malacca. Flinders felt deeply the loss of his courageous coadjutor and wrote: "Of the assistance of my able friend Bass I was deprived, he having quitted the station to return to England." In July of the same year Flinders sailed on a voyage northward to survey the coast as far as Glass-house and Hervey's Bays. This voyage resulted in the discovery of Moreton Bay, and was conducted with the thoroughness characteristic of the man.

FLINDERS IN THE "INVESTIGATOR."

Flinders returned to England in the *Reliance*, in 1800, with the object of inducing the Admiralty to place him in command of a suitable vessel in which he could prosecute a thorough examination of the southern coast of the Australian Continent, which was no longer the *terra incognita* of La Pérouse or of Cook. Antoine de Bougainville had passed Cape York, and left the evidences of French discovery in the Louisiade Archipelago. M'Cluer, Bligh (of *Bounty* fame), Portlock, Bampton and Alt had explored among the different island groups clustering round the north-eastern coast of Australia. Southern Australia had been least visited, but even there De St. Alouarn was reported to have anchored off Cape Leeuwin; Vancouver had entered King George's Sound; and Bruny

D'Entrecasteaux, when in search of the unfortunate La Pérouse had sailed along the coast of the land discovered by the old Dutch mariner who gave the name of Nuyts Land to the southern shores of Western Australia, which he coasted for many hundred miles.

The Lords of the Admiralty, though seldom given to profuse expenditure for scientific purposes, were—when Flinders submitted his proposals to them—in a mood of opportune complaisance, and on the 25th of January, 1801, gave him the command of the *Investigator*, in which he left England on the 18th of July of the same year. His crew, including officers, numbered eighty-eight, and was a truly remarkable one. Amongst those on board were John Crosley the astronomer, who afterwards left the expedition at the Cape of Good Hope; Dr. Robert Brown, the greatest botanist of his age and the friend of Sir Joseph Banks; William Westall, the equally celebrated landscape painter; Ferdinand Bauer, the natural history painter; R. M. Fowler (afterwards admiral), first lieutenant; S. M. Flinders, the captain's brother, second lieutenant; and six midshipmen, one of whom subsequently became Governor of Tasmania, and made a name in the history of maritime discovery as Sir John Franklin, the ill-fated hero of Arctic exploration, and a martyr to the cause of geographical research.

Flinders began his further work of discovery and marine survey by coasting the Great Australian Bight; he then traced the southern boundary of the country now known as South Australia. On the 8th of April, 1802, he entered Encounter Bay, and found there Nicholas Baudin, of the French ship *Le Géographe*, separated from her consort, *Le Naturaliste*, by a gale in Bass's Straits. Flinders and Baudin interchanged civilities, Dr. Robert Brown, the naturalist, acting as interpreter.

Baudin had been sent out by the Republic to make good the French claims to Southern Australia, from Western Port to Nuyts Archipelago, which they called *Terre Napoleon*. The French entirely ignored the claims of England, or the discoveries of English sailors. Spencer Gulf was *Golfe Bonaparte*; Kangaroo Island masqueraded as *L'Isle Decrés*; Gulf St. Vincent lost its identity in *Golfe Joséphine*; not even the smallest bay or inlet escaped the infliction of a Gallic christening.

That the French knew perfectly well that this was a fraudulent effort to appropriate the fruits of earlier explorers is amply proved by the remark addressed to Flinders by Baudin's first lieutenant at the house of Governor King, when they met in Sydney: "Captain, if we had not been kept so long picking up shells and catching butterflies at Van Diemen's Land, you would not have discovered the south coast before us." Flinders names Cape Banks, or *Buffon*, as the eastern limit of French discovery.

Following Grant's course in the *Lady Nelson*—the first vessel to sail through Bass's Straits—Flinders passed King's Island and examined the entrance channel of the wide



CAPTAIN NICHOLAS BAUDIN.

bay named Port Phillip by Grant ten weeks before. Quitting this harbour Flinders sailed straight to Sydney Cove, where he arrived on the 9th of May, 1802. Here he found Baudin's consort, *Le Naturaliste*, commanded by Hamelin, and Baudin himself arrived in the month of June following.

On the 22nd of July Flinders again sailed to carry out his long-cherished intention of surveying Torres Straits. In this voyage he was seriously embarrassed by the Great Barrier Reef, having sought a passage for fourteen days and sailed more than five hundred miles before one could be found to the open sea. Arriving in the Gulf of Carpentaria he began his survey with characteristic thoroughness; to use his own words, he "followed land so closely that the washing of the surf upon it should be visible, and no opening, nor anything of interest escape notice."

On the 8th of April, 1803, the *Investigator* made the Dutch settlement of Coepang, Timor, and sailing thence for Point D'Entrecasteaux, Flinders intended to make a further and more complete examination of the southern coasts. Dysentery and fever, however, compelled an immediate return to Port Jackson.

The *Investigator* being too old to again take to sea, Flinders embarked on board the *Porpoise* for England, in company with the *Cato* and the *Bridgewater*; but the consorts had left port only a week when the former two vessels ran aground on a reef, Captain Palmer of the *Bridgewater*, who had escaped a like fate, cowardly deserting his companions in their extremity. Flinders immediately assumed the command. Leaving the main body in charge of the captain of the *Porpoise*, he and a small crew set out for Port Jackson in an open boat, and after a terribly arduous journey arrived there on the 8th of September. Governor King immediately dispatched the *Rolla* to the scene of the wreck, Flinders accompanying in the *Cumberland*, a crazy boat of twenty-five tons in which he hoped to make England after conveying assistance to his shipwrecked comrades. They arrived at Wreck Reef on the 7th of October, where the *Cumberland* parted company and continued her voyage, calling at the Dutch settlement of Coepang; whence after a short stay Flinders again set sail for Europe by way of Mauritius. The vessel becoming more unseaworthy every day compelled him to call in at St. Louis, where he and his people were promptly imprisoned by General De Caen, the French Governor. The *Cumberland* was confiscated, her captain branded an imposter, and all the valuable charts, journals and papers relating to the *Investigator's* voyage were seized.

The substance of the discoveries made by Flinders in the *Investigator* was afterwards published in Paris as the work of Baudin, and although the charts and other matters relating to the voyage came again into Flinders's hands, the third journal could never be recovered. He was kept prisoner for six years, not being released until 1810. This seems almost like poetic justice, for as the French now treated Flinders, the old Honfleur navigator, Binot Paulmyer, Sieur de Gonneville, had been treated by the English three hundred years before.

In the annals of Australian coastal discovery, Matthew Flinders will ever rank second only to the famous Captain Cook. Among the many things Australians owe to him is the popular application of the name of their Continent—a name before used only very occasionally by chart-makers and geographers. In a note in the first volume of his great voyage, he says:—"Had I permitted myself any innovation upon the original term, it

would have been to convert it into Australia, as being more agreeable to the ear, and an assimilation to the names of the other great portions of the earth."

OXLEY AND CUNNINGHAM.

Although the coast-line of the Australian Continent had been accurately surveyed, inland exploration had made but little progress. For a period of about five and twenty years after the landing of Governor Phillip the country beyond the Blue Mountains remained an unexplored territory, and rewards were offered for the discovery of even a sheep-track. Governor Phillip had certainly made a trip towards the range which shut in this *terra incognita*, and his trip had resulted in the discovery of the Carmarthen and Richmond Hills, but further exploration ceased at the foot of this seemingly impassable barrier. Dawes, Bass, Barreillier, Cayley and others had in turn attempted the discovery of the golden interior, but all these attempts had resulted in failure and disappointment. Most of the early assaults upon the grim bastions of Nature were made by way of the valleys, which are really gorges, and which to this day are difficult to traverse. Success was not achieved till the dividing ridge between the Cox and the Grose was followed.

The first expedition of value was that of Lawson, Blaxland and Wentworth, who, following the ridge, descended the slopes of Mount York, caught a glimpse of the Vale of Clwyd, and climbed to the summit of Mount Blaxland. Surveyor Evans followed the track of Lawson and his comrades, and extended their discoveries over a distance of ninety-eight miles further inland. Two years afterwards Governor Macquarie opened the road to Bathurst, and Evans was again sent out to follow the course of the Lachlan. The result of this expedition was the preparation of another on a more important scale, which was sent out under Surveyor-General Oxley in 1817, to trace the courses of the Lachlan and the Macquarie to their debouchures.

Oxley set out from Sydney on the 6th of April, 1817, and passing through Queen Charlotte's Valley, struck the Lachlan on the 28th of that month, and followed its course north-west through poor swampy country until it became lost in the marshes lying east of Field's Plains. In the hope of again finding the river the party turned south-west, and after enduring great privations from bad water—which particularly affected the horses—skirted west and north-west round Mount Cayley and Mount Brogden. Here



CUNNINGHAM'S MONUMENT, BOTANICAL GARDENS,
SYDNEY.

the explorers discovered a serious loss of provisions, and were compelled to shorten the daily allowance of food, which considerably lessened the effectiveness of the expedition.

On the 23rd of June, Oxley and Cunningham again struck the Lachlan, north of the Peel Range, and followed it in a south-westerly direction until it was lost in stagnant and impure marshes. Fearful of the rapid diminution of provisions, and ignorant of the immediate proximity of the parent stream, the Murrumbidgee, the party began the return journey on the 9th of July, and leaving the course of the Lachlan on the following month, journeyed in a north-easterly route across barren country, which became more fertile as they neared the Macquarie, which river was sighted on the 22nd of August and its course followed to the town of Bathurst, where the expedition terminated. The party had been absent for over four months, and had narrowly missed the discovery of the Murrumbidgee, which was effected by Ovens and Currie six years afterwards.

On the 20th of May in the following year, Oxley left Sydney on a second expedition, and followed the course of the Macquarie until it ended in country covered with reeds and under water. Crossing successively the Castle-reagh, Peel, Cockburn and Apsley Rivers, he traced the Hastings to Port Macquarie, having journeyed four



THE MARKED TREE, ALBURY :
WHERE HUME AND HOVELL CROSSED THE MURRAY.

hundred miles in a straight line from the extreme western point made by the expedition. Finding a boat half-buried in the sand, the explorers carried it on their shoulders from inlet to inlet along the coast for about ninety miles until they reached Newcastle, whence they proceeded to Sydney after an absence of five months. In the month of October, 1823, Oxley went on a survey voyage to Moreton Bay, where he found



MONUMENT TO HUME AT ALBURY.

a white man named Pamphlet, who had been shipwrecked, living among the blacks. Pamphlet's information led to the discovery of a river emptying into Moreton Bay named by Oxley the Brisbane, on which is now the site of the capital of Queensland.

As Government botanist to the *Mermaid* explorations to various parts of the Australian Coast, conducted by Captain Phillip King, Cunningham added greatly to the botanical knowledge of Australia; and, as an explorer, he discovered an available route through the Liverpool Ranges to the fertile northern plains, besides conducting an examination of the Cudgegong and Goulburn Rivers. Some years afterwards he discovered a gap in the coast-range by which the Darling Downs could be easily reached, and penetrated seventy-five miles west of Brisbane. He died in Sydney on the 27th of June, 1839, and an obelisk commemorating his achievements in the field of botanical research was erected in the Sydney Botanical Gardens, of which reserve it now forms one of the most prominent ornaments.

HUME AND HOVELL.

Two years after Cunningham had found an outlet through the Pandora Pass to the extensive plains lying north of the Liverpool Ranges, a private expedition

of an important character engaged in the work of exploration in a south-south-westerly direction from the county of Argyle, with the intention of intersecting the southern coast in a journey of from four to five hundred miles. The leaders of this expedition were Hamilton Hume and Captain W. H. Hovell. Hume was a native of Parramatta and a splendid bushman. He had been engaged in exploring work from a very early age, having with his brother, John Kennedy Hume, discovered the country called Argyle in 1814. He had since then accompanied Surveyor Meehan in a journey which had resulted in the discovery of Lake Bathurst, and he had also sailed with Lieutenant Johnson in the *Snapper's* survey voyage. Hovell had previously belonged to the merchant service, and he was not only a bold and determined leader, but a man of great physical endurance. Setting out from Lake George they journeyed in a south-westerly direction until



SIR THOMAS MITCHELL.

they arrived on the banks of the Murrumbidgee, which river was greatly swollen by recent rains, and could only be crossed in a boat. Hume and one of Hovell's servants named Boyd swam the river, carrying a rope between their teeth, and the horses and bullocks were then punted over in a cart.

On their way they sighted a grand range of mountains, afterwards known as the Australian Alps. In November they came to the River Hume, or Murray, but could not cross it at the point of discovery. They first proceeded down the stream, but the continual recurrence of lagoons hindered their progress, and they were compelled to return to their starting-place, whence they journeyed east, still following the water-course through magnificent country. They crossed the river at Albury on the 17th of November,

1824. A marked tree and a memorial, erected by the inhabitants in honour of Hume, now commemorate the incident. After fording a number of tributaries of the Murray, Hume and Hovell discovered the Ovens River on the 24th, and on the 3rd of the following month, the Hovell or Goulburn. Traversing the Julian Range and still journeying in a south-westerly direction, Jillong, the present site of the Victorian city of Geelong, was reached on the 17th of December. It is remarkable that neither Hume nor Hovell was certain of the identity of Port Phillip with the harbour discovered by



CAPTAIN CHARLES STURT.

Lieutenant Murray, and each persisted for some time after in confounding it with Western Port. This noteworthy expedition, which opened up a wide field for the enterprise and energy of the colony, was completed in sixteen weeks from its start, and was altogether devoid of those catastrophes which have attended so many Australian exploring parties. Subsequent to this overland journey to Port Phillip, Hume accompanied Captain





A GULLY IN THE BLUE MOUNTAINS.

Sturt on his first expedition into the interior, and Hovell was one of the early settlers who left Sydney with Wright and Wetherall's party in the *Fly*, to forestall the French in their intentions on the southern coast by the establishment of a *dépôt* at Western Port.

PROGRESS OF EXPLORATION FROM 1828.

The discoveries of Oxley and Cunningham, Hume and Hovell, greatly increased the knowledge of the interior, and subsequent expeditions were to a considerable extent divested of that keen commercial interest with which the settlers, anxious to enlarge their pastures, regarded the previous efforts to find the fabled El Dorado supposed to lie beyond the Great Dividing Range.

Captain Sturt and Hamilton Hume, in the year 1828, conducted an expedition to the head of the Macquarie, and following that river in a north-westerly direction discovered successively the Bogan and the Darling, the latter being famed as the third longest river in the world, taking precedence of the Nile. In the following year Captain Sturt, with a well-equipped party, again set out, and sailing down the Murrumbidgee, reached the River Murray and followed its course to Lake Alexandrina—discovering while *en route* the debouchure of the Darling. He returned by the same route, having explored the entire course of the Murray from its junction with the Murrumbidgee. A year after this remarkable journey of Sturt's, Captain Barker and Mr. Kent conducted an examination of the district round Lake Alexandrina. During the survey, Barker was murdered by the blacks, after having sighted the country upon which now stands the city of Adelaide and its suburbs.

In the year 1831, Major Mitchell went on a northern expedition in the direction of the Liverpool Plains, and traversed the country bounded by the Namoi, Darling and Gwydir Rivers and the Liverpool Ranges, following the Gwydir as far as the Macintyre, one of the first tributaries of importance to the Darling. A volunteer, named Finch, and two men had been sent by Mitchell from the Peel to the Hunter for stores, but the men were surprised and murdered by the blacks, and the stores rifled, while Finch was absent from the camp. Mitchell began his second expedition in the month of March, 1835. Setting out in command of a large party of men, with drays, horses and a couple of boats, he followed the courses of the Darling and Bogan, and made an exhaustive survey of the country lying between those rivers. During this journey he was unfortunate in losing, near the Bogan, Richard Cunningham, the brother of that celebrated botanist who accompanied Oxley on his first expedition into the interior. This enthusiastic scientist, engrossed in the study of botanical specimens, wandered from his party and was found by the blacks, who murdered him when he was delirious, being frightened at his strange behaviour.

A third expedition was directed to the Darling and Murray Rivers in the same year. This was the most famous of all Mitchell's journeys inland, and resulted in the discovery of *Australia Felix*. After following the course of the Lachlan to its debouchure in the Murrumbidgee, he passed through the Murray scrubs, and arrived at the junction of the latter river with the Darling. In exploring up the stream the mouth of the Edwards was passed without observation; but the Loddon, emptying on the opposite side, was fully examined, and its course followed south-east for three days. Leaving Pyramid Creek and Mount Hope behind him, Mitchell explored across that vast tract of

country known as the Wimmera, and then proceeded to an examination of the south-west corner of Victoria, which territory was named by him *Australia Felix*. On the return journey the expedition traversed a vast extent of country, making numerous discoveries in every direction. From the summit of Mount Macedon, upon which he erected a stone column, Mitchell saw the white tents of the settlement of Fawcner and Batman, and the broad expanse of Port Phillip. He returned to Sydney by a north-easterly route, after one of the most extensive surveys which had then been made of the colony of New South Wales, and one which added greatly to the knowledge of that southern district now known as the colony of Victoria. Mitchell was knighted when the news of this discovery was received in England.

After the discovery of *Australia Felix*, Leichhardt's courageous journey to Port Essington, Sturt's expedition to the Central Desert, and Mitchell's through tropical Australia are of the greatest interest. Leichhardt returned to Sydney by sea after a land journey of three thousand miles, which extended over a period of fifteen months. Sturt's route was across the terrible desert situated on the border lines of the three colonies of New South Wales, South Australia and Queensland. This expedition was of little commercial value, and entailed frightful suffering upon Sturt and his party. Mitchell's expedition traversed a vast expanse of Queensland territory, and resulted in the discovery of the celebrated Barcoo or Victoria River.

A year or two later, Leichhardt set out on a journey from the Condamine with the intention of making the Swan River in a line which should bisect the interior of the Continent at its greatest breadth. From the date of his setting forth until July, 1847, a period of over seven months, the expedition appears to have wandered aimlessly about, having been arrested by heavy rains, which induced a fever that attacked its members. In 1848 Leichhardt, still determined to cross the Continent, started out with another party, and from that time till to-day no clue to his fate has ever been discovered. Leichhardt was lost, and the history of eastern exploration becomes largely the chronicle of the successive expeditions sent out to find any trace of the missing scientist. Vague rumours of a white man living among the blacks have obtained prominence at intervals, the white man being always identified as Classen, Leichhardt's brother-in-law, and a member of his party. One Hume stated that when employed in the construction of the overland telegraph line he had seen Classen, and learnt from him that Leichhardt was murdered during a mutiny in the camp, after which the party became disorganized and lost. Hume and two companions were fitted out to go in search of Classen, which they did, but only one man returned, Hume and the other having perished from thirst in Western Queensland. A search expedition under Hely was sent out in 1852, and another under M'Intyre in 1865, but in each case without result.

The gradual widening of the area of exploration is really the history of settlement. In the footsteps of the early discoverers followed commercial enterprise and internal development. The first pioneers were the squatters, who, driven by drought, were forced to seek fresh pastures for their flocks, and being thus driven beyond the boundaries of actual occupation, enlarged the sphere of colonial enterprise, and paved the way for that rapid and extended settlement which has taken place within the last few years.

TOPOGRAPHY OF NEW SOUTH WALES.

THE COAST-LINE.

THE coast of New South Wales, though not deeply indented, has by no means a monotonous outline, and from beginning to end it is of great interest and frequently of much beauty. A voyage in a coasting vessel along these six hundred miles of shore affords one long succession of varying effects, and requires only the beautiful weather which generally prevails to make the changing panorama delightful. The lover of the picturesque finds all he can desire in the constantly-recurring change from cliffs to sandy beaches and from promontories to bays, in the contrast between the vegetation on the rich flats with the more sombre hue of that which clothes the poorer lands on the



TWOFOLD BAY.

seaward mountain slopes, in the rapid succession of pretty little outports with their beacons and their ever active craft, and in the always varying outline of the dusky-verdured background as the hills rise and fall, advance and recede. There is plenty, too, to occupy the geologist in noting the change from granite to sandstone, in the irregular reddening of the latter by iron-stone deposits, in the visible inclination of the strata, in the dip of the coal seams, and in the occasional signs of eruptive action.

In sailing north we get the best chance of a close view, for there is a southerly current that sets strongly down the coast. Vessels bound south stand well out to get its full benefit, but the coasters going northward hug the shore to escape it. It is owing to this that nearly all the vessels wrecked on the coast of New South Wales have come to grief when going north.

Cape Howe is not imposing: a low sandy point rising steadily into a hill some three miles inland, the bare patches of glaring white sand being varied only in places by dark lines of stunted shrubs. From this point the boundary line between New South Wales and Victoria starts, running inland in a north-westerly direction, to a point on the Snowy River. The dividing line—which is quite an arbitrary one, and follows no natural features of the country—was in the first instance merely drawn on the map, and was planned to give all the south coast to Victoria, and all the east coast to New South Wales. The line has now been carefully marked out by surveyors, a part of their straight clearing through the forest being visible from the deck of the vessel.

Gabo Island lies behind Cape Howe on the Victorian side, its ledges of granite being covered in the centre by sand-hills that have been tossed up by the Pacific in its angrier moods. On a ledge stands the light-house of dark red stone, throwing by night the long rays of its fixed white light, from a height of one hundred and eighty feet, over twenty miles of the darkly-heaving Pacific. But we are no sooner past the Victorian border than the coast rises in lines of bold, though not lofty, cliffs of dark red rocks. These run due north for eighteen or twenty miles, and then we see the open sweep of Disaster Bay, formed by the projection of the smoothly-descending boulders called Green Cape. Here also is a light-house, flashing its beams once a minute throughout the night. Near this point occurred the disastrous wreck of the *Ly-ee-Moon*. Forming a bold background rises Mount Imlay, inland about seventeen miles, and towering nearly three thousand feet above the sea-level.

A short run of eight miles along a rocky coast, with rugged ranges behind it, brings us to the opening of Twofold Bay. The entrance is wide and free from danger; a jutting headland divides the bay into two portions, the southern being the larger and the more sheltered. On the central point stands a wooden light-house painted white. Behind rise dark ranges, timbered to the summit, gloomy and impressive, that seem to shut the inlet out from the country behind. A long pier runs out into the bay, and is the landing-place for the township of Eden, which at present is little more than a scattered group of houses. This and a still more primitive town called Boyd, situated on the southern shore, and named after one of the early commercial adventurers, were once regarded as the coming cities of this coast, and were thought to be destined to a glorious future; but the whaling and other industries on which all this prosperity was to depend, proved disappointing. So also was a subsequent expectation based on promising gold-fields; as these declined, so did both towns. Houses and land were left deserted; and now the townships, planned for a great destiny, suggest the idea of unrealized prophecy. But there is still some life and activity in Eden. The harbour is good, and the hilly country inland gives every indication of mineral wealth, so that the district may yet have a prosperous future, and redeem to some extent the all too sanguine hopes of those who expected more than it could give.

Leaving the shelter of Twofold Bay, we have a long line of dark and rocky coast to follow; cliff-faces upon which the pure white lines of foam are ever breaking from the ceaseless swell of the restless ocean, and for ninety miles onwards there are always mountain ranges in view, and a rocky shore and occasional beaches. North of Haystack Point the coast is recessed in a wide open bay, into the southern end of which the *Panbula* River discharges itself, forming an outlet from a lake of the same name, while into the northern end the *Merimbula* River similarly debouches from a corresponding lake. Both these points are visited by the small coasting steamers, for the country carries many dairy farms, though the area of rich land is limited. Further north the mouth of the *Bega* makes a little port for the coasters that trade in farm produce from the rich pastures between the shore and the ranges that rise in lines of faint blue some twenty miles inland, the anchorage being under the shelter of *Tathra* Head. Subject to weather—for these ports are bar-harbours—vessels also visit the mouth of the *Tuross* River and the *Moruya* River, the local trade being in dairy produce, timber and return stores. But there is no opening of any considerable size throughout all these ninety miles; rocky cliffs, carved-out inledges, buttresses and caverns, varied by sandy coves at the feet of rounded hills of burnt and yellow grass, succeed one another all the way. But far behind these again rise the ever-present mountains, giving a bold



POINT PERPENDICULAR, JERVIS BAY.

view. Subject to weather—for these ports are bar-harbours—vessels also visit the mouth of the *Tuross* River and the *Moruya* River, the local trade being in dairy produce, timber and return stores. But there is no opening of any considerable size throughout all these ninety miles; rocky cliffs, carved-out inledges, buttresses and caverns, varied by sandy coves at the feet of rounded hills of burnt and yellow grass, succeed one another all the way. But far behind these again rise the ever-present mountains, giving a bold

background to the landscape. They constantly vary in outline; now receding in soft azure tint; now near at hand like Mount Dromedary which, less than two miles off the coast, lifts its two dark humps into the sky; and they are all well timbered. Could a landing be effected many a delightful ramble in umbrageous tree-fern gullies along the courses of murmuring streams might be indulged in by the coasting voyager.

The next port is Bateman's Bay, about four miles wide at the opening, and tapering inland to the sandy bar that effectually closes the navigation to large vessels; smaller craft go up to Nelligen. This bay is really the estuary of the Clyde River; it has some importance as the outlet for a busy district, including the gold-mining townships of Braidwood and Araluen.

Here the ranges, which are luxuriantly beautiful, approach nearer the coast-line and add greatly to its grandeur. That high point with the breakers running far out indicates the proximity of the small and pretty harbour of Ulladulla, which lies at the head of an inlet in a secure little bay only half-a-mile wide, and is also a shipping-place for dairy produce. The singular outline of Cook's Pigeon-house rises from a cluster of fine hills, and the gullies between them are rich with palms and tree-ferns.

A great sweep of the coast to the east, past rich forest-lands, brings in view the bold cliffs of Cape St. George, looming out of the heaving waters. Beyond its weather-graven profile, and on another rocky projection a mile or so farther on, stands the light-house, a short white tower; this light, fixed two hundred and twenty feet high, is eagerly sought for in bad weather by the seaman; its successive flashes of green, red and white being the surest guide the mariner has for nearly two hundred miles of coast between Sydney and Gabo. Past this promontory lies a passage two miles wide, leading into Jervis Bay. The inlet is deep, and if an easterly wind blows, rough; but in so capacious a harbour, with each headland overlapping a large area of good anchorage, plenty of sheltered water is to be found. There is very little sign of habitation on its mountain-fringed shores; for commodious as is the harbour, there is but little agricultural land behind it, and its future depends entirely upon the development of its coal-fields.

Jervis Bay affords one of those instances of which there are several on the Australian Coast—of a magnificent harbour apparently thrown away. There is no easy access to the interior, and a range of hills cuts it off from connection with the valley of the Upper Shoalhaven, most of the trade of which district reaches Sydney through the township of Marulan, on the Great Southern Railway. The produce of all the rich land along this southern coast finds its commercial outlets through poor, and sometimes dangerous harbours, often inaccessible in heavy weather, and always calling for the greatest caution on the part of the skilful navigators who conduct the maritime trade, and who, to their credit, have met with comparatively few casualties. The one good harbour along the coast has hitherto been useless; though before many years are past it will probably be turned to account, for the South Coast Railway from Sydney is intended to reach as far as this bay, when it is expected that the port will be busy with the shipment of coal. The coal-seams have been traced to the south of the Shoalhaven River, though no attempt has yet been made to open any mine in this locality. But the owners of coal-land lying at the back of Kiama look to Jervis Bay as their chief port of shipment as soon as the railway is constructed. The smallness of the coast harbours hitherto used

for the shipment of coal has been a great hindrance to the trade, because everything has to be carried in small steamers and transhipped at Sydney. At Jervis Bay the largest vessels might lie alongside in perfect shelter, and take their coal direct from cranes or staiths. It is a hundred and seventy miles nearer Melbourne than the port of Newcastle, from which the greater part of the coal is at present shipped, and an impression therefore prevails that this saving of distance would draw a large trade to this fine southern port if coal of the best quality can be furnished in combination with unequalled harbour facilities. Jervis Bay, therefore, which for the hundred years since the first founding of the colony, has been of little use except as a port of refuge, may before long show signs of great commercial activity. As to the quality of the coal in this district, it may be noted that there is a striking difference between the seams to the south of Sydney and those to the north. The latter is less bituminous, and more anthracitic in its character. It burns slowly, makes but little smoke, and requires a strong draught. It is much used for steamers that take long voyages, but it is not suitable for making coke or gas.

Sailing out of Jervis Bay, Point Perpendicular, which guards the northern entrance, boldly confronts us. It is a steep, stern cliff, rising sheer from the water fully three hundred feet, and its storm-beaten summit, bare of tree or

shrub, throws a long harsh line against the sky. Leaving Point Perpendicular, the scenery still remains charming till the long stretches of flat sand are reached that mark the



THE KIAMA BLOW-HOLE.

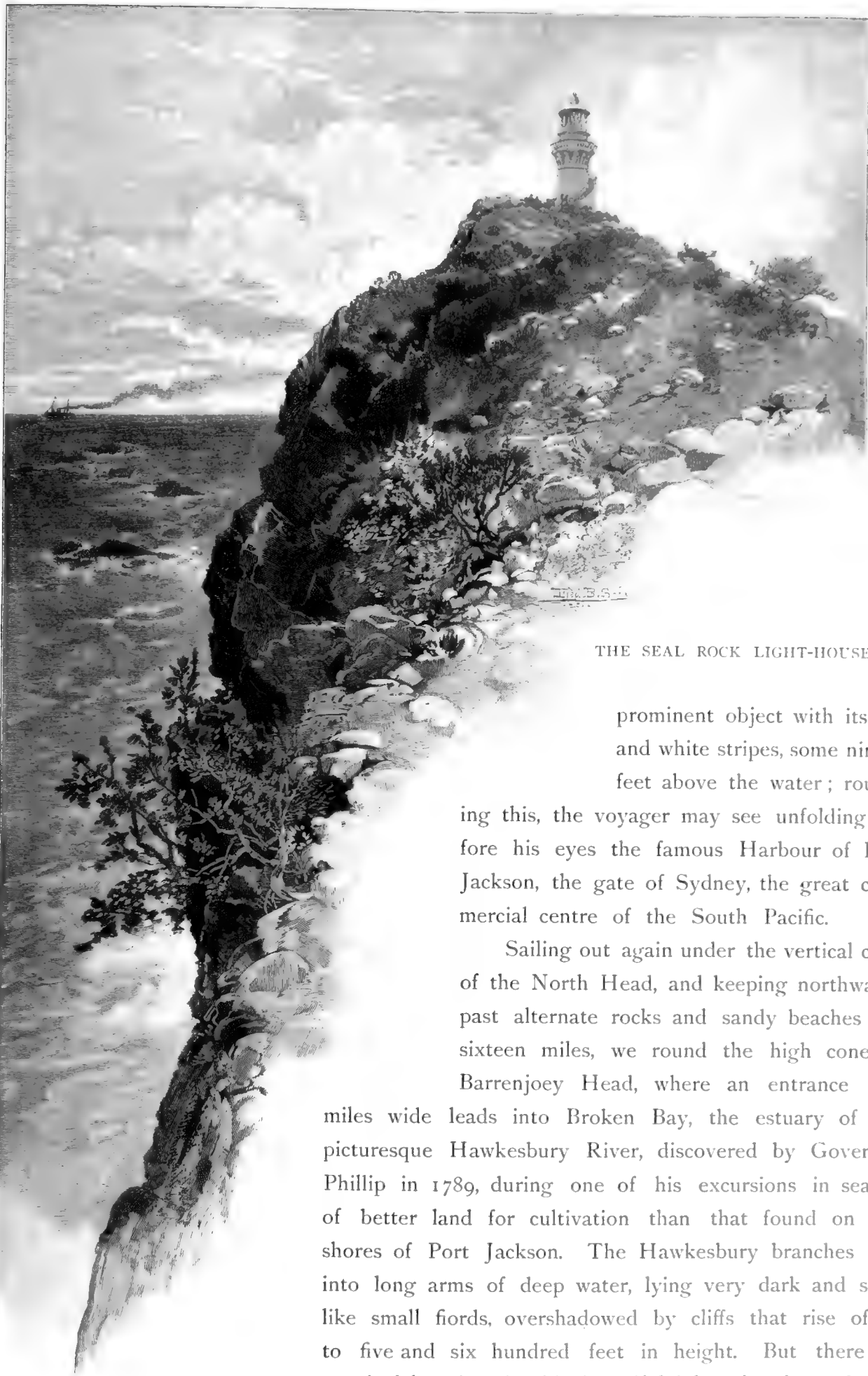
mouth of the Shoalhaven River, where also there is a small shipping-port. Among these sands lie shallow lagoons, and a little beyond them highly fertile plains backed by the rugged coast-ranges. To the north, the shores rise again in dark lines of battlemented and turreted rocks—water-worn forms scored and scarred by the wash of centuries.

The thriving little town of Kiama, resting on green leas swelling gently from the margin of its sheltered cove, is seen in passing; and if there is anything like a swell, we may get a sight of that curious natural phenomenon called "The Blow-hole." This is a lateral tunnel at the water's edge, terminating in a perpendicular shaft, some soft deposit in the hard basaltic rock having been worn away. The swell dashes into the tunnel, and then bursts up in spray through the shaft. Beyond Point Bass is Shellharbour and the entrance to Lake Illawarra—its cultivated shores overlooked by the wildly-timbered ranges. A few miles north of the Lake is Wollongong, lying at the foot of the steep mountain slopes. Its little harbour has been secured by a mass of heavy masonry; and round the basin, which has been cut out of the solid rock, are busy wharves. The mountains fringing this part of the coast are all coal-bearing. A sharp eye will detect the mouths of tunnels running into the hills, and from those openings can be seen the coal-laden trucks speeding along the steep incline of the tram-way down to the wharves, where they discharge their loads into the waiting steamers. Wollongong is an active commercial centre and a place of great trade, second only to Newcastle among the coast towns of New South Wales.

A few miles to the north is the mining town of Bulli, the shore in front of which does not seem a very promising place for the shipment of coal, being exposed to nearly all winds; yet on its pier are coal-laden trucks, and it is only when a very unfavourable wind is blowing that vessels have to haul off to their moorings, or go out to sea. Two or three miles beyond Bulli is Coalcliff, with another mining township and a similarly exposed shipping-place.

From this point to Botany Bay only a few little sandy beaches break the monotonous line of cliffs. The hills decrease in height, and are bare and barren-looking. Between the moderately-elevated cliffs of Cape Banks and Cape Solander lies the entrance to that famous expanse which Cook called Botany Bay. To the south the tree-clad undulations run down to the water's edge, and there end in a shore of rocks and boulders; to the west sweeps the long curve of a fine beach; to the north, the land, flat at first, rises inland to hills whereon are scattered the white villas of the rapidly-spreading Sydney suburbs. Close to the north head of the Bay lies Bare Island, which has been selected as the site of the fortification to guard the entrance.

From Botany Bay to Port Jackson are nine miles of picturesque coast-line, consisting alternately of bold sandstone cliffs and sandy bays, where in easterly gales the surf breaks with magnificent effect. Two of these inlets, Coogee and Bondi, are connected with the city by tram-way, and are favourite holiday resorts. Suburban villas may be seen capping all the rises. On the South Head stands the light-house, a white tower, perched three hundred feet high near the edge of jagged and precipitous cliffs; at night the dazzling stream of its revolving electric light sweeps the horizon once a minute, and the reflection of its beam is said to be visible on a clear night for a distance of sixty miles. On the point of the headland is the inner light-house, a



THE SEAL ROCK LIGHT-HOUSE.

prominent object with its red and white stripes, some ninety feet above the water; rounding this, the voyager may see unfolding before his eyes the famous Harbour of Port Jackson, the gate of Sydney, the great commercial centre of the South Pacific.

Sailing out again under the vertical cliffs of the North Head, and keeping northwards past alternate rocks and sandy beaches for sixteen miles, we round the high cone of Barrenjoey Head, where an entrance two miles wide leads into Broken Bay, the estuary of the picturesque Hawkesbury River, discovered by Governor Phillip in 1789, during one of his excursions in search of better land for cultivation than that found on the shores of Port Jackson. The Hawkesbury branches out into long arms of deep water, lying very dark and still, like small fiords, overshadowed by cliffs that rise often to five and six hundred feet in height. But there is wonderful variety in this beautiful inlet, the shores being sometimes beaches of a deep-red or reddish-brown colour, which look very bright when set off by the dark-green foliage of the background. There are not many places in the

world that can rival the mouth of the Hawkesbury River for majestic scenery, and the stream is well named, in the language of an Australian poet, the Rhine of the South.

North of this estuary the shore is rocky and weather-worn, with barren-looking hills beyond; then come the smooth flat wastes of sand, varied by the shining expanses of the Tuggerah and Macquarie Lakes, which are visible from the bridge of a passing vessel. Behind these rise ranges fledged to their summits with the dusky-foliaged eucalypts which seem so strange to eyes accustomed to the bright and lush greens of England's forest-trees. Hills of blown sand line all the shore, except where the bluffs of Red Head vary the monotony, and here the tug-boats are generally to be seen waiting to tow vessels into the Newcastle Harbour; at night the flash of a blue light indicates their whereabouts. The view is picturesque as we double Nobby's, once a rocky islet, but now joined by a long breakwater to the city itself, which rises tier on tier with rows of houses on a rounded hill. At the foot of the city, at the water's edge, and on the shore of Bullock Island, are constructed the steam-cranes and the loading-shoots that fill with coal the great fleet of vessels that make of Newcastle a busy port. The sea is often wild and dangerous off this Nobby's Head, and many a vessel has gone ashore when striving to cross the bar, made tumultuous by easterly gales and a six-knot current. That green buoy a cable's length off shows where the ill-fated *Cawarra* went down with passengers and crew; being swept away by the rolling breakers one fearful night, nearly thirty years ago. Winding away inland is the line of the Hunter River with its many arms and sandy islands.

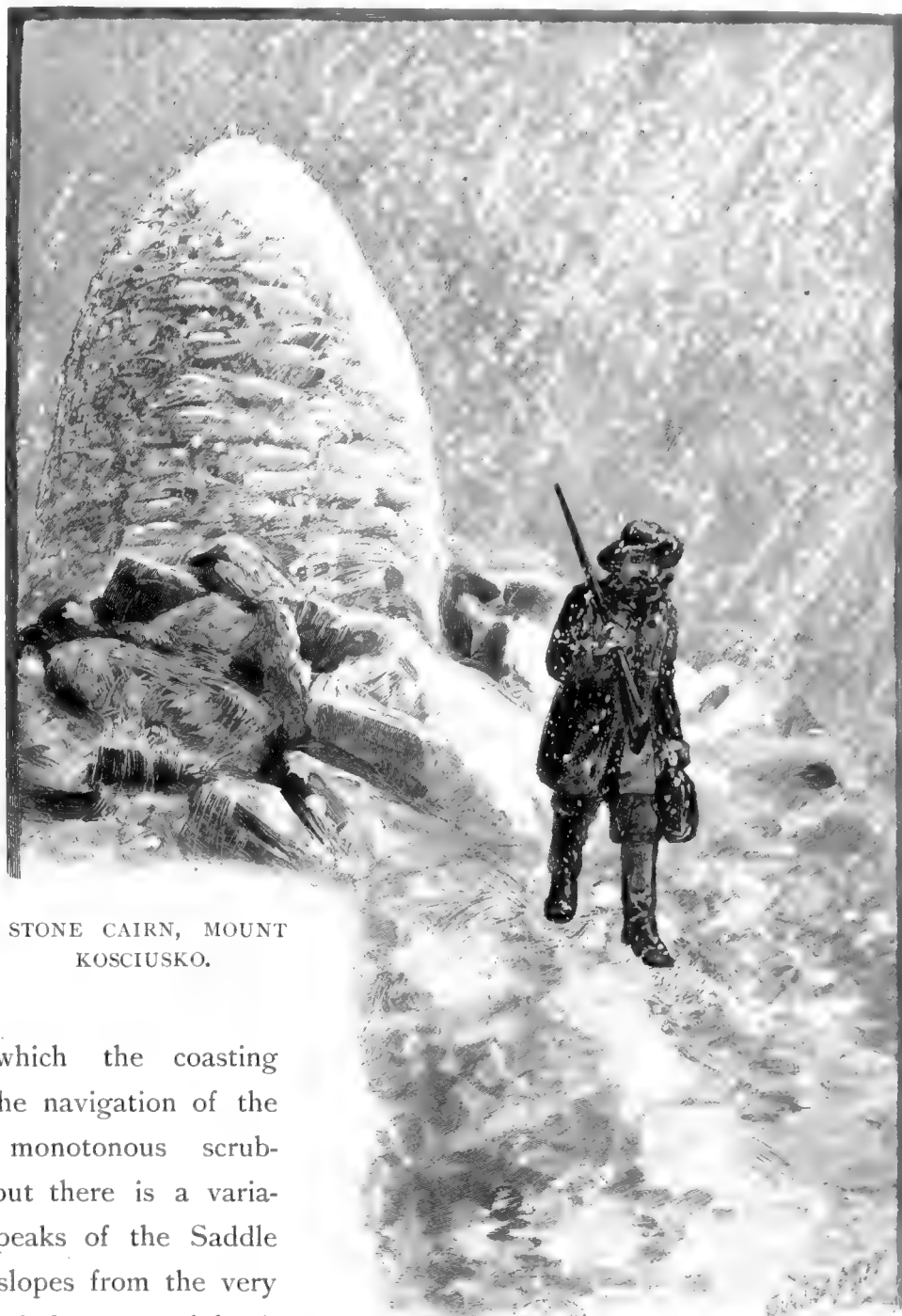
From Newcastle Harbour for twenty miles the coast is smooth, bare and monotonous. The long rollers foam against a sandy beach, which rises into two small hills tipped with straggling scrub, till we come to Morna Point with its cliffs and hills of sandstone. Then round the light-house on the Point, and into Port Stephens; a good harbour, but with low, and in some places, swampy shores in no way inviting to the eye. Much of the harbour consists of banks and shoals, which at ebb-tide are left uncovered, and present a wide and somewhat dismal waste of glistening sand, but inland there are fine wooded ranges. Sailing out of Port Stephens a pleasing contrast is presented by the bold hills that stand like sentinels on either side of the entrance; each is from five to seven hundred feet in height, and slopes steeply down to the high cliffs which descend sheer to the breakers below.

The shore now seems tamer than it did before, showing only bare white hills of sand for twenty miles, though off the coast there are crowds of rocks and shoals and sunken ledges kept white with the hissing breakers. The next feature of interest is Sugarloaf Point, where vessels are obliged to keep out a little from land to shun the Seal Rocks and their attendant dangers. Beyond the scrub-covered hummocks of the Point there stretches a low and level coast densely covered with scrub, but pleasantly diversified by the lagoons called Myall Lake, Smith Lake and Wallis Lake. Isolated peaks covered with timber rise in succession a few miles inland; and this scenery continues with monotonous persistency to Cape Hawke and the bare sand-hills that mark the entrance to the Manning River; from thence the same wide-spreading flats and sandy hills form the coast-line till the light-house of Crowdy Head is reached, where navigation is endangered by the breakers and a broad patch of the Mermaid Reef.

The rugged nakedness of the hills that form Indian Head is only a little relief, and behind the long scrub-covered flats are lagoons, the entrance to which is the bar-locked inlet of Camden Haven. For some distance north there is still the same monotony; a sharply-defined shore of low-lying rocks, with slightly undulating land behind them, covered with a dense unvarying scrub, till passing the broad lagoon called Lake Innes and rounding the low shelving rocks called Tacking Point, the snow-white light-house may be seen, backed by dark purple masses of verdure-covered hills which here and there run down to the water's edge.

Beyond this lies Port Macquarie, over the broad bar of which the rollers break with ever-recurring roar, leaving a narrow and dangerous channel by which the coasting steamers have access to the navigation of the Hastings River. The monotonous scrub-covered flats re-appear; but there is a variation where the rounded peaks of the Saddle Hills lift their timbered slopes from the very edge of the water. This timber-covered land, fronted by a low and rocky shore, is broken by the broad peaks of Smoky Cape. Further on is Trial Bay, where a long sandy spit divides the sea from the Macleay River. This ridge is six or seven miles long, thrown up by the waves and obstructing the entrance to the river, which finds its way into the sea far to the north of its original embouchure.

Thence scrub-covered plains continue, with occasional ranges such as the Bellinger Peaks and Triple Peaks; lines of bluffs, and then low sandy shores; rolling sand-hills and swampy lands succeed each other, till the woody ranges that have so long been faint blue lines in the distance approach the coast and show their bold though not lofty outlines. At Evans Head the cliffs become high, and on the ranges that rise



STONE CAIRN, MOUNT
KOSCIUSKO.

steeply from their edge are a few *pandanus* palms lifting up their picturesque heads above the general level of *banksias* and dwarf gum-trees.

The mouth of the Clarence River lies between low bluffs covered with storm-riven bushes, and that fine stream, for seventy miles above its mouth, continues half a mile broad with deep and easily navigable waters. The number of vessels visiting the port

indicates the richness and prosperity of the surrounding district, which is largely dependent on the cultivation of sugar. South of the Clarence the attempts to grow sugar have been a failure.

Farther north is the entrance to another river—the Richmond. Its long stretches of wet sands and sad-coloured swamps are not inviting; and the line of breakers sweeping in a curve a little way from the coast shows where the formidable bar is situated, and explains the smallness of the traffic. But if the immediate shore is low and un-



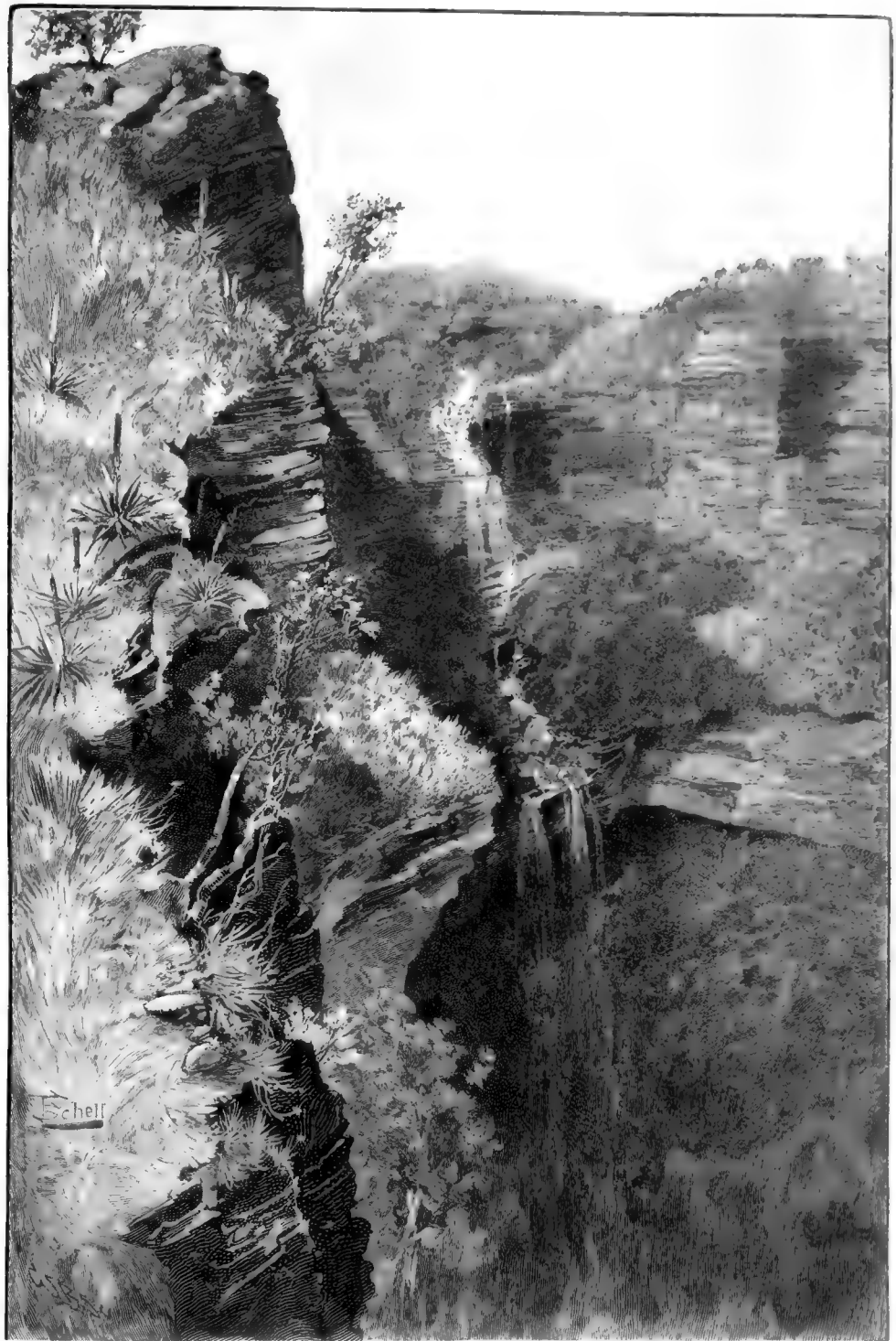
GRANITE ROCKS, MOUNT KOSCIUSKO.

interesting, it is a constant pleasure to watch the gradual unfolding of new effects on those inland mountains, which by degrees approach the coast, terminating at length in the bold promontory of Cape Byron, whose precipices rise high up to its wooded crest, towering above the surrounding shores so as to give the sailor warning of the reefs and foam-clad dangers that skirt its base. As our Australian poet, Brunton Stephens, writes:—

The grandeur of the lone old promontory;
The distant bourne of hills in purple guise,
Athrob with soft enchantment; high in glory
The peak of Warning bosomed in the skies!

North of the Richmond sandy beaches extend for many miles with plains behind, the coast-ranges forming a background, the peaks called the Twins being noticeable landmarks. Then comes a wide area, where the dashing of breakers and the constant hiss of the subsiding foam mark the spot where Cook's ship more than a century ago nearly came to grief. No little skill and care is requisite to steer safely through these

successive reefs; and it is easy to understand why Cook gave the name of Point Danger to that shelving cape beyond the breakers. Casting a glance inland we see a range of high mountains—the Macpherson Range—with blue-tinted peaks rising nearly four thousand feet into the sky; it is this range, sweeping down to the plain, that forms the headland of the Point. After having gradually descended to the sea-level, it runs under water a long way out to sea, forming the treacherous Danger Reefs. Once safely round Point Danger, the coast of New South Wales is left behind, and that of Queensland begins; the bold and rugged Macpherson Range, a lateral



WENTWORTH FALLS, BLUE MOUNTAINS.

spur of the Big Divide, running almost at right angles to the main chain and terminating on the coast, forms part of the northern boundary-line of the former colony.

MOUNTAINS.

The mountains of Australia are not remarkable for altitude, being all below the perpetual snow-line; and they have no active volcano to enhance their interest. In some far distant ages their height may have been proportionate to their gigantic bulk, and in some dim future they may possess a history and a romance as thrilling or inspiring as those lingering like familiar spirits about every crag, peak and ravine of Europe and of Asia. A tremendous geological age, and an absolute babyhood of human interest and effort, are characteristic of Australian mountains, as of everything else on Austral earth.

The first broad view of the Australian cordillera shows us not a comparatively unimportant earth elevation, but a barrier of seven hundred miles in length between two oceans. East and west go the waters from its ridge; these to the Pacific Ocean, those to the Indian. The rivers of the former discharge upon the coast, while those of the other wander sluggishly, and in no great volume, across the great plains of the interior, where they join other rivers, which in turn flow on, still in a south-westerly direction, diminishing in number as they proceed, like the gathered threads of a skein, until they meet the Murray, which discharges into Lake Alexandrina. The most characteristically mountainous part of Australia lies in its south-eastern corner, for here is the highest point, here is the largest area of elevated land, and from this part runs to the north the Dividing Range of Eastern Australia, and also the great lateral spur to the west which forms the Dividing Range of Victoria.

The first point of importance in the New South Wales portion of the Australian Alps is the Pilot, rising over six thousand feet above the level of the sea, the next in order the Ram Head of the early navigators—having an additional eight hundred feet; but these peaks are totally eclipsed by the group in the Central Alps known as the Kosciusko group, which is the most Alpine in its character in the entire range. Of these, Kosciusko—so named by Count Strzlecki in memory of his distinguished countryman, the hero of Poland—was long thought to be the highest point in the Australian Continent, but Dr. von Lendenfeld has shown Mount Townsend to have a superior elevation of eighty-five feet. A thorough examination of these peaks was conducted by Mr. Betts, of the New South Wales Survey Department, and they are now amongst the best known of the Australian mountains.

There is no sharpness or abruptness in the form of Mount Kosciusko. An Australian driver would take his coach and four to its topmost peak and drive about the huge stone cairn, which bears the inscription of many visitors. Nor is great height shown by a wonderfully expansive view. Kosciusko is a hummock of a great table-land, not a cone or peak springing from a plain. A rugged series of mountain heads rise on every side. From five thousand to six thousand five hundred feet is their average height, and the monarch of all claims the altitude of seven thousand three hundred and fifty one feet. Throughout the winter months the snow lies deep on Kosciusko, and the wild cattle are down in the valleys. It is unbroken solitude, the white peace of Nature, beneath which grow slowly the rare and beautiful wild-plants, to bud with the melting of the snow in the spring-time and to blossom through the long and by no means oppressive summer. There is snow in some sunless crannies of that mountain head which no December melts, and every June freezes. But over the greater breadth of his summit, gray rock with black earth appears, bearing from November to January a luxuriant carpet of bloom—flowers strange to the dwellers in lower lands, representatives of the lily and ranunculus and aster tribes, with heath-like plants not more than six inches high, but fragrant and dense. A little lower on the eastern slope is the tiny Lake Albina, from which starts the Snowy River, most impetuous and direct in its course of all Australian streams, and twenty miles farther on, and two thousand feet lower, is a main source of the Murray in the Tooma River. But this corner of the colony abounds in water-courses, a great number of streams taking their rise in these Alpine solitudes.

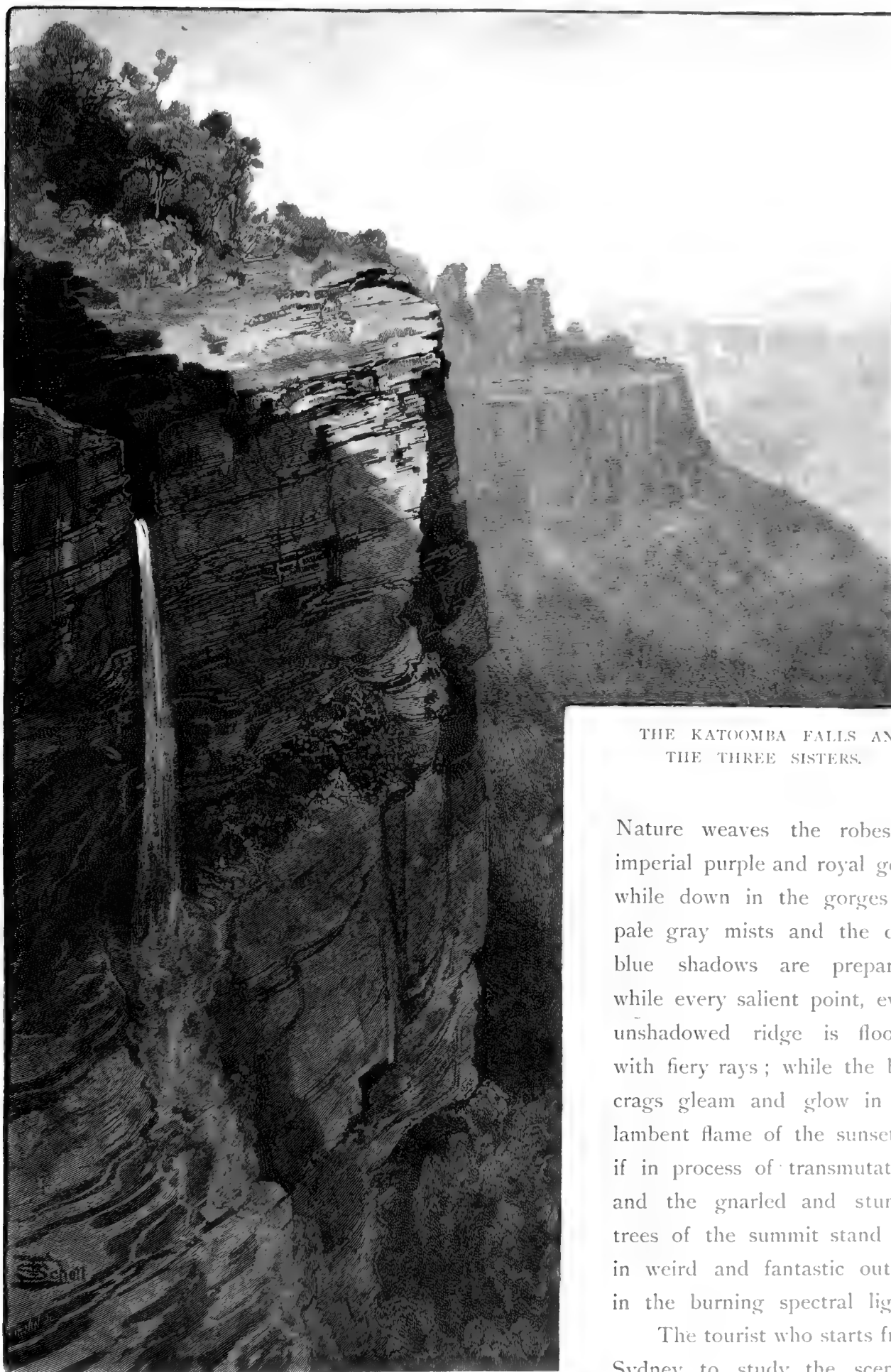


VIEW FROM THE CLIFF

Northward from its starting-point in the Alps, and in its axis generally parallel with the coast, runs this great range. It changes its name as many of our Australian rivers change their names, the continuity not being recognized by the first discoverers. At Kosciusko it is called the Muniong Chain, and this range runs parallel to the Gourcock Spur, with Jindulian, its highest point, four thousand three hundred feet above the level of the sea. Around the head-waters of the Murrumbidgee, the Great Divide and its lateral spurs are known as the Monaro and Murrumbidgee Ranges. The former reaches its greatest elevation at the head of the Kybean River, and the latter culminates in Marragural, nearly seven thousand feet. Continuing northward, the Cullarin Range, with its Mundoonen Peak, leads on to the minor spurs known as the Hunter, Mittagong and Macquarie Ranges, and the cordillera east of Sydney is called the Blue Mountains. Here are many notable points, highest of which is Mount Beemarang, over four thousand feet, which altitude is nearly attained by Mount Clarence in this same division of the Great Divide. The average elevation of the main chain at this part is three thousand three hundred feet, and the Blue Mountains proper extend from the thirty-fourth parallel of latitude northward to the Liverpool Range. At Monaro the height is much less than on the principal part of the Muniong Range, yet it is sufficient to produce a long and rigorous winter, even in the towns that nestle in the valleys, or on the slopes of the hills. But north of Monaro there is a decided drop. The plateau of the main range is here comparatively narrow; there are no towering peaks, no stupendous crags or lofty isolated summits. The backbone is less marked, and otherwise so level and diversified in character as almost to escape recognition. In the latitude of Goulburn the plateau widens out, but the general height is not more than two thousand feet; and on to the northward it grows still more elevated and rugged.

At the Blue Mountains—"The Mountains" *par excellence* to the people of Sydney—the backbone asserts itself and takes bold shape again. The grim escarpment of the seaward face of this section of the Big Divide is associated with all the history, trials and efforts of the early Australian colonists. Governor Phillip saw it in his first journey inland; looked out towards it from his Rose Hill farm and his settlement on Toongabbie and Castle Hill. The bold blue bastion guarded all the secret of the inner land through the first twenty years of Australian history. A road painfully made by convict labour, and for years painfully traversed, opened the far west to commerce, but only with the railway did the beauties and pleasures and glories of the mountains become accessible to the multitudes of the city. They are all within an easy journey now. Without serious effort or hardship or privation of any kind, the tourist of to-day may stand on the precise spot where, after much trial and endurance, the gallant little band of first explorers stood; may pass by the graves of the soldiers who kept the first camp at Blackheath; may look at the marvel of Govett's Leap; at the Grose and Kanimbula Valleys; at the multitude of waterfalls; and—softest and perhaps loveliest picture of all—at the plains and the river below Lapstone Hill.

But he who would really know the mountains, must give weeks and months to them; must not only see the mysteries and beauties of the everlasting gulfs, the falling waters, the distant forest-carpet and the lace-like fringe of ferns and flowers, but he must let the majestic colouring and clothing of the sunset sink into his being. He must watch while



THE KATOOMBA FALLS AND
THE THREE SISTERS.

Nature weaves the robes of imperial purple and royal gold ; while down in the gorges the pale gray mists and the deep blue shadows are prepared ; while every salient point, every unshadowed ridge is flooded with fiery rays ; while the bare crags gleam and glow in the lambent flame of the sunset as if in process of transmutation, and the gnarled and stunted trees of the summit stand out in weird and fantastic outline in the burning spectral light.

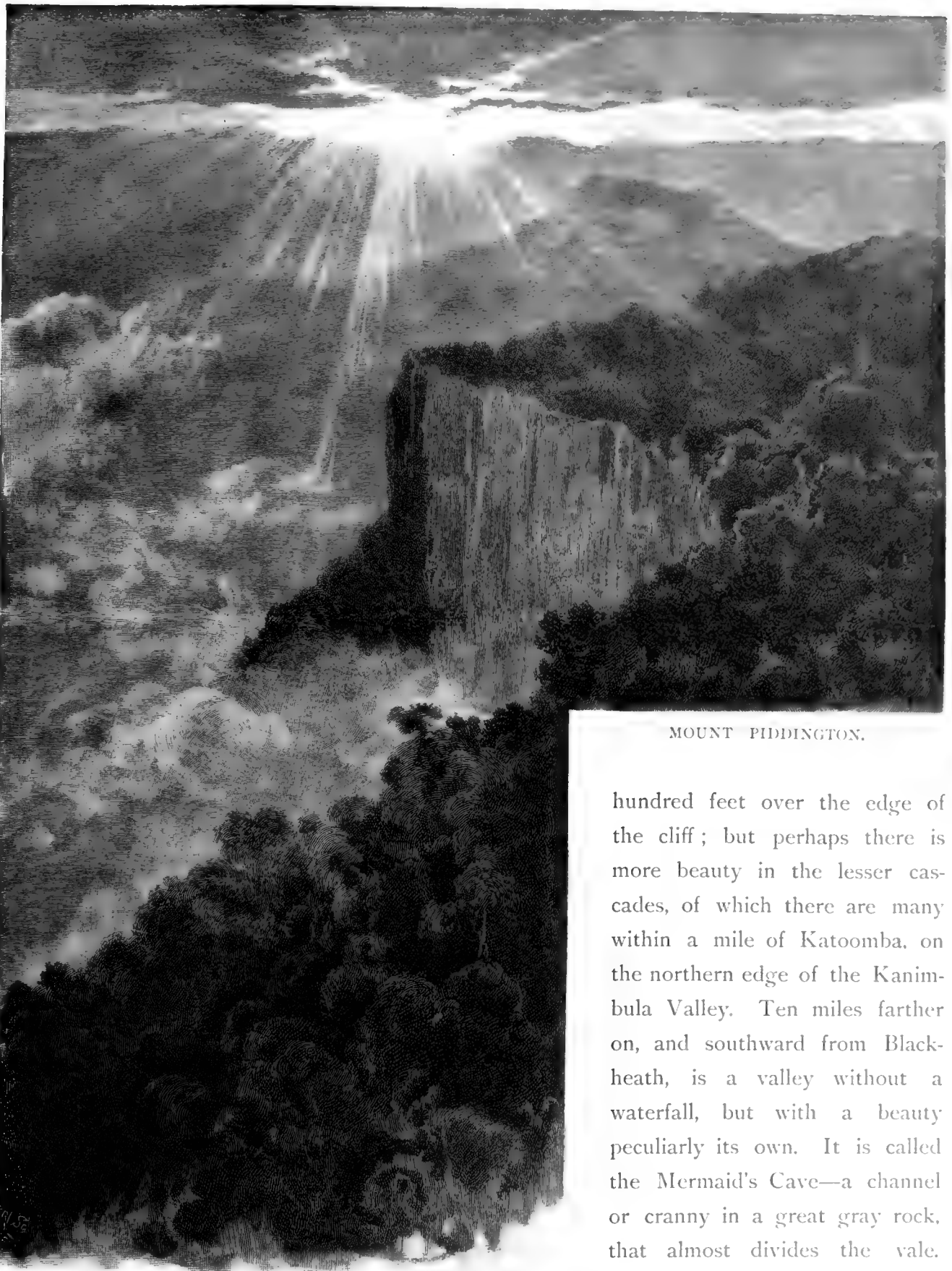
The tourist who starts from Sydney to study the scenery of the Blue Mountains travels

through some of the most charming country in New South Wales, where the original wildness of the bush has been subdued, and the landscape looks almost English in its

character. Thirty miles from Sydney is the Nepean, the water-level of which is at this point not more than eighty feet above the high-tide mark of Port Jackson. Across the river lies a short plain backed by a steep, densely-timbered slope of sandstone rocks. This is the beginning of the Blue Mountains. The railway climbs the escarpment by a zig-zag, achieving in this way an ascent of nearly a thousand feet. The traveller as he rises gets a view of a lovely landscape—a rich plain with a river sauntering through it; enclosed farms with their variegated patches of different crops; settlers' homes scattered irregularly about; beyond, the half-cleared paddocks, mostly devoted to cattle-grazing; and in the distance the white houses of the elevated suburbs of Sydney, and the wreathed smoke from the many steamers passing up and down the coast.

Once on the top of the Zig-zag the traveller is at the beginning of a great plateau of sandstone rock. The material of which it is composed is believed to be the *detritus* of an older rock deposited here long after the coal-seams had been laid in their beds. The general opinion is that this sand was deposited in water, but the Rev. J. E. Tenison-Woods has urged strong reasons in favour of its all being wind-blown. In any case, it was submerged, and covered with the same Wainamatta shale that overspreads the Sydney Plains. It was then re-lifted and mostly denuded of its shale covering, which remains in only one or two places to tell the tale. This sandstone has been deeply furrowed, so that it now consists of ridges and gorges. Here and there the trap-rock has burst through, as at Mount Tomah, Mount Hay, Mount King George and Mount Wilson, and the generally sterile soil is suddenly exchanged for rich land densely covered with forest-trees, giant ferns, and a thick jungle of matted vines and creepers. Across these mountains the line taken by the road, and followed by the railway line, keeps to the ridge that separates the valleys of the Grose on the north side, and the Cox on the south. This ridge is very circuitous, and rises regularly all the way to Blackheath. On either side are to be seen lateral spurs and the valleys between them, the scenery having some variety, but at the same time preserving a general sameness. The road and railway line cross and re-cross each other, for the ridge is in places very narrow, and nowhere does it attain any considerable breadth. These mountains are now becoming the great sanatorium of Sydney. The railroad rises from the plains continuously till an elevation of three thousand eight hundred feet is reached, and there are stations every few miles. This gives a special value to these mountains as a health-resort, because invalids can choose their elevation to suit their taste or their complaint.

At Wentworth begins the great waterfall country, for here the valleys are deeper, and the hill-sides are more abrupt. In dry weather the quantity of water falling over the rock-edges dwindles to small proportions, as the gathering-ground is so small. But though the views are mostly named from the falls, the real grandeur of the scenery lies in the valleys, where depth and distance deceive from their very magnitude, and where the sombre hue of the gum-forests, far down below and beyond, contrasts with the bright colour of the cliffs reddened with iron-stone stains. "The Great Falls," which bear appropriately the name of that famed Australian who was among the first to cross their water-shed, make a descent in three successive cascades of a thousand feet, having at their base a tall point, which from above seems but a bank of moss half-hidden by the mist of the broken water. At Katoomba there is one great fall, a sheer drop of two



MOUNT PIDDINGTON.

hundred feet over the edge of the cliff; but perhaps there is more beauty in the lesser cascades, of which there are many within a mile of Katoomba, on the northern edge of the Kanimbula Valley. Ten miles farther on, and southward from Blackheath, is a valley without a waterfall, but with a beauty peculiarly its own. It is called the Mermaid's Cave—a channel or cranny in a great gray rock, that almost divides the vale. All above is a rugged, coarse,

common-place Australian gully, all below is soft, luxurious beauty. This is the rest and the peace of the mountains. The grandeur, the profundity of gloom, the Titanic force and passion must be sought in another place, and in none better, perhaps, than in the Valley of the Grose, at Govett's Leap.

A mile to the northward of Blackheath Station this greatest marvel of the mountains is hidden, unperceived from the railway-track by reason of the mountainous gum-

forest. The road to the Leap lies to the right of the line, falling by an easy descent; and the first promise of wonderland is given by the characteristic blue of the hills beyond the huge chasm, seen occasionally through the trees. But the veil is drawn abruptly when the last turn is made, and there is nothing between the spectator and the vastness of the gorge. From a ledge of gray rock, thinly robed with a few wind-tortured trees and scrub, the view is down into a gulf whose floor, though clothed with a great forest, undulates like the face of a rolling, but unbroken sea. The tree-tops are twelve hundred feet below. The Grose River runs beneath, but it is not heard, and only occasionally is there a glimpse of the tall tree-ferns upon its banks, or a flash of its silver current, where, after heavy rains, its flood-tide rush has torn a broader gap through the leaves. Out into the gulf runs a little peninsula whose extreme point bears the name of "The Pulpit," and from "The Pulpit's" ledge one may look down into the abyss, or glancing across to the right, may see the precipice that bears the name of Govett's Leap, so called after the surveyor who first discovered it. The water is collected and held in a broad morass at the head of a little gully, and filtering through gathers in a long shallow basin and overflows its edge, which is the lip of the gorge. In summer weather it is but a fairy fall, an undine maiden's bridal wreath, a thin



MOUNT WINGEN.

veil of silvery spray and transparent water shimmering upon the surface of the brown rock, in every nook and cranny of which shine wet fern-leaves of a bright yet tender green. It drops five hundred and twenty feet, breaks on a protruding ledge at the cliff's foot, and loses itself in a bank of ferns on the edge of the forest. These different waterfalls—though each with special characteristics of its own—have general features common to them all, and the lover

of Nature who lingers long enough at any one may saturate himself with all the inspiration which this bold and beautiful plateau can give. There is something sacred and secret about all great mountains which impresses men with the sense of their own littleness, and this huge rocky mass, lying as it does in sight of a great and populous city, is no incompetent interpreter of the lessons that Nature has to teach to Man.

Four miles beyond Blackheath is Mount Victoria, close to which is Mount Piddington, a favourite point of view with tourists. The last and some of the fairest of the waterfalls are about Mount Victoria, and by an easy drive beyond the peak on the northern side of the line Mount York is reached, down whose western face Blaxland, Wentworth and Lawson descended on their first journey. The Lithgow Valley is the western limit



MOUNT LINDSAY, IN THE MACPHERSON RANGE.

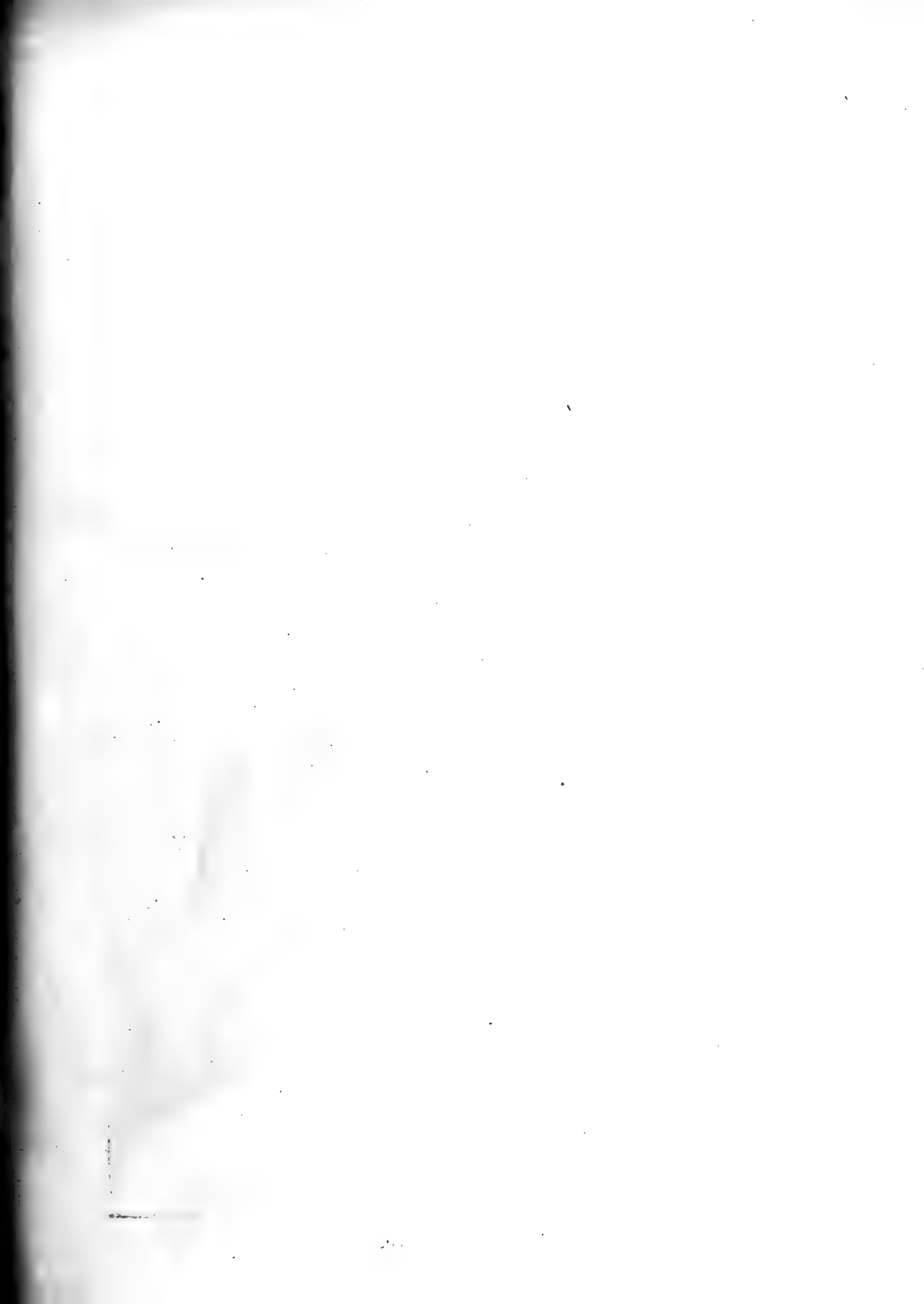
of the Blue Mountains proper, but the great ridge continues its northward course, the branch railroad to Mudgee skirting it at some little distance inland. At Capertee the view seaward is down a gorge as deep as that of the Grose, the great cavity here having long ago received the name of "The Gulf." At the head of the Goulburn River, the principal tributary of the Hunter, the range is at its farthest point from the sea. It then trends eastward, and becomes known as the Liverpool Range, first sighted by Oxley, whose name has been given to its highest peak, four thousand five hundred feet above the level of the sea. At the foot of this range, near the township of Scone, is the singular phenomenon of a mountain on fire. It is the one burning mountain of the Continent, but its fires are not volcanic. The nether forces beneath Australia do not show upon the surface, and earthquake shocks are rarely felt. Wingen is not a volcano, but a mountain in whose face a coal seam has become ignited, and the flames, eating into the hill, have followed the seam. Mounds of *scoriae* lie about its mouth, and sulphurous dust is in places solidified, or formed into crystals.

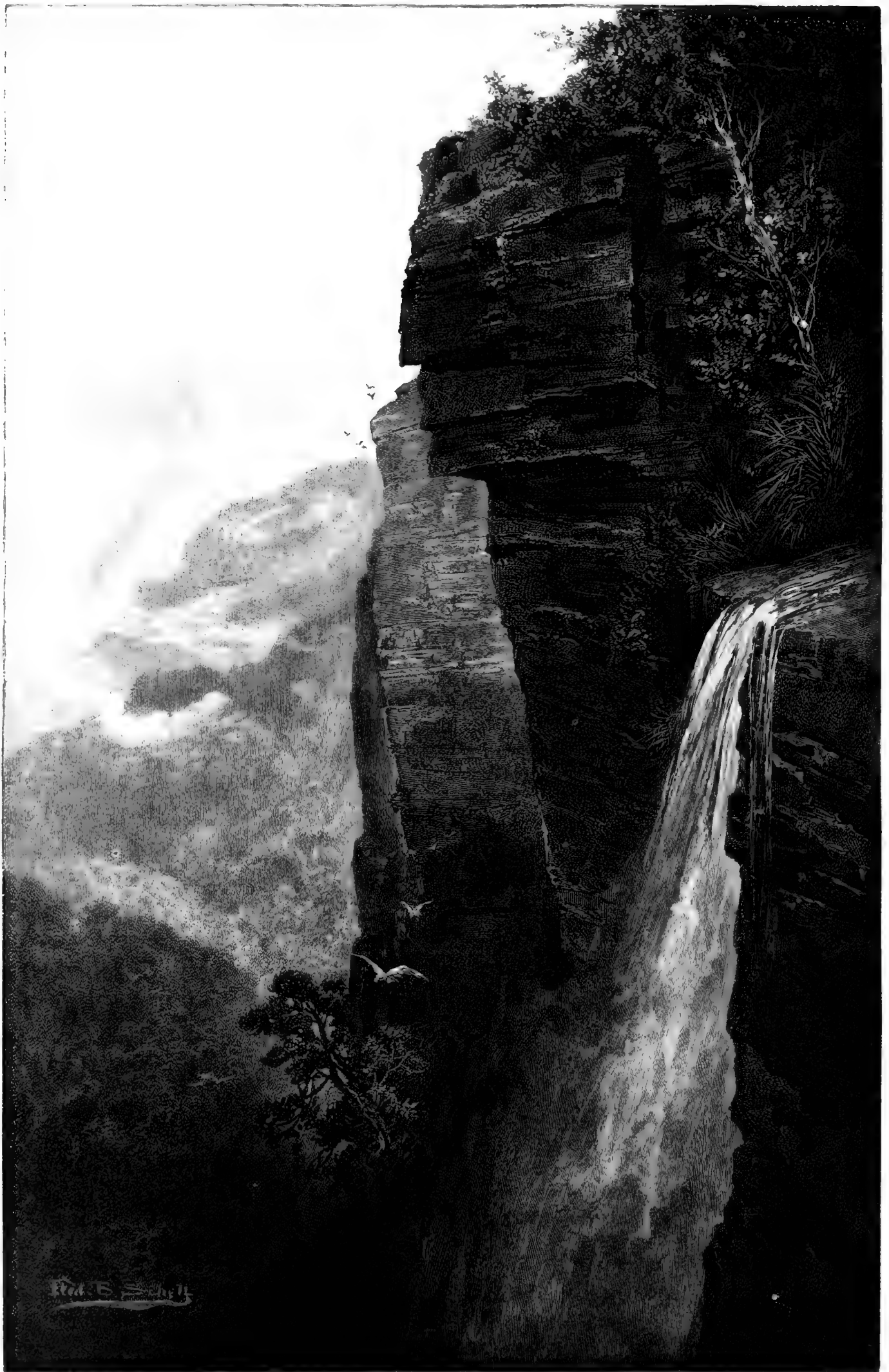
Through the western gorges of the Liverpool Range, Allan Cunningham, botanist and explorer, found the road northward which he named the Pandora Pass. The railway from Newcastle to the north country climbs the mountains here, making a bold sweep up their face and, piercing the ridge with a tunnel, coming out on the Liverpool Plains. From this point the range runs north, forming a fairly broad plateau, over large areas of which the soil is rich with the decomposition of the intrusive trap-rock, and thus is reached the New England Range, forming the vast northern table-land. The average elevation of this portion of the Great Divide is three thousand five hundred feet, and its highest point, the renowned Ben Lomond, looks down from an altitude of five thousand feet. A lateral spur is the Macpherson Range, which runs east to Point Danger and culminates in Mount Lindsay, with a height of seven hundred feet above that of Ben Lomond in the main range. This great table-land to the north of the Liverpool mountain chain grows wheat in abundance, and supports a numerous and increasing population, who find health and wealth on its well-watered, breezy surface. Two hundred miles it stretches, not without patches of romantic beauty and glimpses of grandeur in mountain and in valley. On its seaward slopes there is wildness enough, as those settlers discovered who sought a more direct outlet to the sea than that through Newcastle.

Some of the grandest mountains are set in the extreme north-eastern corner of the colony. They are very little known, and many of them may never have been ascended; but from the tropical fringe of the sugar-lands, or the bold headland of Point Danger, to the magnificent height of Mount Lindsay, they are beautiful in form and in foliage beyond all other hills of the colony. Mount Lindsay, with its castellated summit, may well be described as the giant warder of our northern frontier. Seen from the heights above Casino, or from the great table-land, his grim front rises through the forests a sheer crag, a thousand feet in height, robed with foliage, and with his wet rocky helmet flashing jewel-like in the sun.

The cradles of some of the greatest Australian waters are about these northern mountains. Here spring brooks which, later on, combine with others to form the great Darling. Westward they all flow from the mountain slopes; and on what a long and marvellous journey they go—out on to the broad western plains, down the tortuous courses of the Darling and the Murray till they find the sea on the southern coast! And the waters of the eastern slopes, what will they discover? They see such abrupt contrasts, such varieties of vegetation, as no other Australian waters are privileged to see. Their birthplace is in the highlands, amongst shrubs of poor and wintry growth; but in a few miles they come down to warm and fertile dales, through which they gleam and sparkle on their journey to the sea, putting a fringe about the robe of the Big Divide which in its richness is unapproached by any other forest of the Continent. The greatest breadth of this tropical verdure, which bears the prosaic and misleading name of the Big Scrub, spreads itself about those feet of the mountains which come down to the sea by the little towns of the Richmond River.

At Mount Lindsay ends the New South Wales portion of the mountain chain. The cordillera, running generally parallel with the direction of the coast, comprises either in its principal range, or in its lateral spurs, all the great mountains, the water-gathering or





THE WATERFALL AT GOVETT'S LEAP.

water-dividing grounds of the colony. Sometimes high, bold, and wild—a serrated or razor-backed divide; at others a broad plateau, affording in semi-tropical latitudes the conditions of the temperate zone; rugged and desolate over many miles, showing only the barren sandstone, and that poorly fertilized by the decay of its own meagre vegetation, with here and there large fertile patches of the decomposed trap-rock which mark the old volcanic overflows.

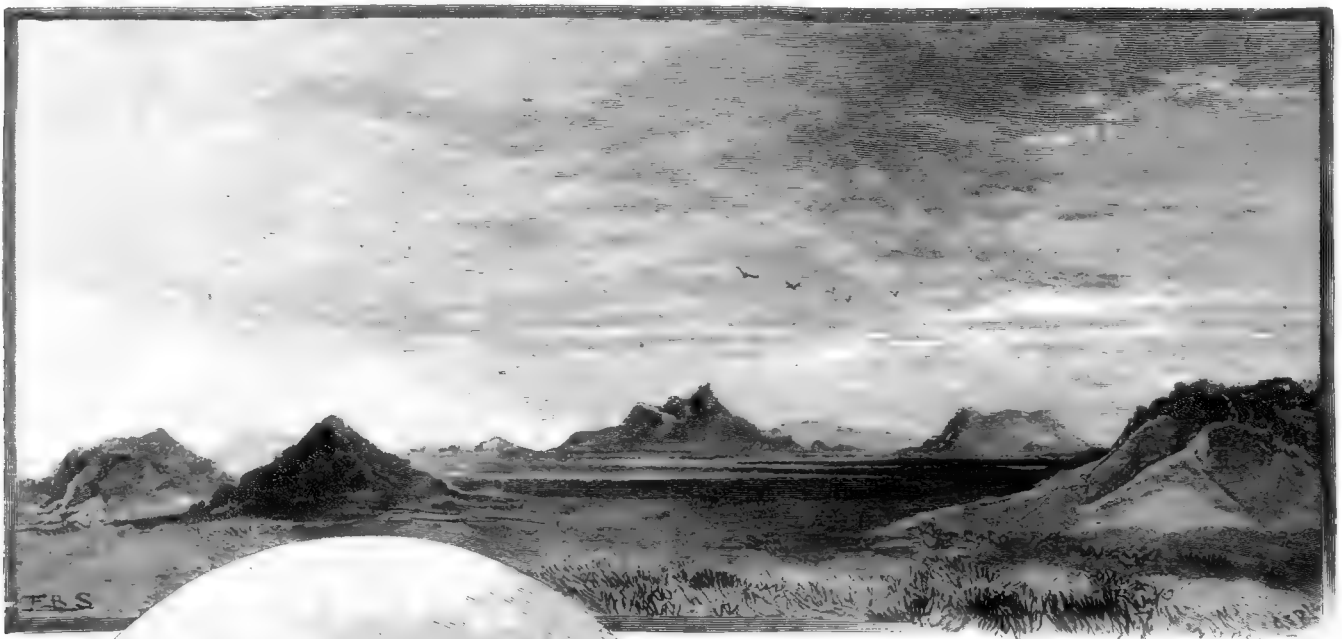
The continuity of the table-land of New South Wales is broken by the Hunter River, which geographically divides it into a northern and a southern portion. The northern stretches from the Liverpool Range to the border, and far into Queensland. Its eastern edge is a mountain chain, and it approaches the coast to within thirty-five miles, reaching in some places a height of three thousand six hundred feet above the sea-level; its average elevation, however, does not exceed two thousand five hundred feet. Its declivity thence to the sea is steep and rugged, but it slopes gradually to the west. The corresponding southern table-land begins with the mountains skirting the head of the Goulburn, and extends in a southerly direction into the colony of Victoria. It is remarkably similar to the northern plateau, though its elevation is somewhat less, not exceeding an average of two thousand two hundred feet. West of these elevated portions of the colony stretch the great plains of the interior, with a slope so insignificant as to be insufficient for carrying off the water deposited on their surface by the heavy rains, and these vast tracts of level land constitute nearly half of the entire colony.

The coast-ranges occupy an intermediate position between the great cordillera and the Pacific Ocean, and are generally minor ranges running parallel to the tables of the Divide. Mount Seaview is the only peak of these attaining a remarkable altitude, rising six thousand feet, giving birth to the Hastings River, and looking right out to the Pacific across sixty miles of varied country. Other prominent mountains of these coast-ranges are Mount Coolungubbera, over three thousand seven hundred feet high, and Mount Budawang, three thousand eight hundred feet, which are noted peaks of the southern portion of this mountainous parallel to the Great Divide. Besides these coast-spurs a number of isolated peaks stud the coast-line and the plains of the inland country. Some of the most conspicuous of these points have been already described in the chapter on the coast scenery of New South Wales, and although mountains of this character occur in several parts of the colony, they do not materially affect its geographical features.

In the far west there is no continuous mountain range, but there are groups remarkable if only by reason of their isolation. Such are the Grey and Stanley or Barrier Ranges, which attain in some of their peaks a height of two thousand feet, terrible memorials of hideous droughts, bearing nothing but scrub and spinifex, and inhabited only by wild dogs and a few carrion birds. A rare wet season may bring them a temporary coat of green, and start salt and cotton bush about their slopes to produce crops of drought-withstanding food. And in their valleys a few adventurous diggers may be busy; but these sultry dales are only the skirts or outposts of the great inner land of wildness, vastness, and awe-inspiring solitude. Between these western hills and the foot of the cordillera lies that great plain-country of the colony through the heart of which the Darling winds its tortuous way. There are no hills—scarcely undula-

tions—and only the beds of the water-courses indicate the fall of the land. In many parts the soil is rich, but the rainfall is so precarious that a carpet of green is the exception and not the rule, the vegetation being principally salt-bush. Kendall, in some graphic verses, has well described the summer aspect of these arid stretches of sun-scorched soil:—

Swarthy wastelands, wide and woodless, glittering miles and miles away,
Where the south wind seldom wanders, and the winters will not stay;
Lurid wastelands, pent in silence thick with hot and thirsty sighs,
Where the scanty thorn-leaves twinkle with their haggard hopeless eyes;
Furnaced wastelands, hunched with hillocks like to stony billows rolled
Where the naked flats lie swirling, like a sea of darkened gold;
Burning wastelands, glancing upward with a weird and vacant stare,
Where the languid heavens quiver o'er red depths of stirless air!



SANDSTONE PEAKS OF THE FAR WEST.



A SANDSTONE TABLE-LAND.

RIVERS.

The river system of New South Wales divides itself naturally into two parts, namely, the eastern and western flowing waters. All the rivers take their rise in some part of the great cordillera range, which runs roughly parallel with the coast, though at a distance varying from thirty to one hundred and fifty miles. Throughout its whole length this range constitutes the Big Divide, the water falling on

its eastern slope flowing to the sea, and that on the western side going into the Murray. The division of the colony thus made is very unequal in area, three-fourths of it lying to the west of the main range. The whole of the surplus rainfall on the inland area drains into the Murray at Wentworth, the principal tributaries of this main artery being

the Upper Murray, the Murrumbidgee, the Lachlan and the Darling. The last-named has some of its sources in Queensland, and the whole basin thus drained is estimated at one hundred and ninety-eight thousand square miles. The area is vast enough to fill



NOTHING IN SIGHT: THE SPINIFEX COUNTRY IN THE FAR WEST.

a Mississippi or an Amazon, and yet so uncertain and occasionally so scanty is the rain-fall, and so great is the ground-soakage, that the Murray at its outlet into Lake Alexandrina is not really a large river. Careful calculations have shewn that there is carried to the sea only a small fraction of the rain-fall; the rest soaks into the soil, and when in excess finds its way to the coast by under-ground channels. These subterranean supplies are now being tapped with the best results.

The Murray, which is the southernmost of the western rivers of New South Wales, takes its rise near Mount Kosciusko in the Muniong Range of the Australian Alps, and from the source of its tributary, the Indi, to Chowella below the junction of the Darling it forms the boundary of New South Wales. It is occasionally navigable as far as Albury, when the river is in flood from heavy rains or the melting of the snow on the Alps; but practically Echuca is the head of navigation. This river was first opened to commerce by Captain Cadell, who tempted by a bonus offered by the South Australian Government built the *Lady Augusta* in Sydney, navigated her round the coast, took her over the dangerous bar at the mouth, and ascended the river as far as Swan Hill, where the Victorian stream, the Marraboor, flows into the Murray.

The Murrumbidgee, the next river to the north, also takes its rise in the Australian Alps, not very far from the source of the Murray, and it drains the greater part of the north-lying slopes of that mountain mass. The various streams, which flow north for a time, turn to the west and unite to form the Murrumbidgee, which then runs westerly till it joins the Lachlan at Nap Nap. Its drainage area is estimated at five and twenty thousand square miles. It is occasionally navigable as far as Gundagai, but steamers seldom go beyond Wagga Wagga, and the water-transit is now largely superseded by the railway. Next in order among the northern rivers is the Lachlan, its principal

sources being in the ranges between Goulburn and Bathurst. This stream is hardly at all navigable, but it drains a basin of twenty-seven thousand square miles.

The Darling drains the western rain-fall from Bathurst to the northern boundary of the colony. Its principal tributaries—the Bogan, the Macquarie and the Castlereagh—run for a considerable distance north-west, and this greatly puzzled the early explorers, who thought they had found the sources of some river that would empty itself on the northern coast, and it was no little disappointment to find that all these streams converged into the channel of the Darling, running to the south-west. The general system of the western water-shed, therefore, roughly resembles the shape of an outspread hand, the wrist being the outlet and the fingers the great feeders. All these branches have picturesque reaches at the beginning, where they are falling from the hills; but once out upon the plains they have but few tributaries, and they zig-zag slowly across the level country, their course being generally marked by a thin fringe of stunted gum-trees. They are welcome enough to the thirsty traveller, and the water-frontages are highly prized by stock-owners, but they present little to charm an artist's eye. When the waters are up there is something picturesque in the steam-boats puffing along through the gum-tree groves with tremendous noise and stir; by day darkening the soft blue of the sky with smoke, and by night belching forth meteoric showers of sparks from their funnels, and throwing long rays from their powerful lamps into the weird and silent darkness of the forest that fringes the river's banks. Sometimes the waters are high enough for these steamers to disregard the channel and, cutting off the bends, to pass over the fallen tree-tops and sunken logs; but in ordinary seasons the navigation is most tortuous, and the risk of empalement on some of the innumerable snags that lie hidden in the channel is not inconsiderable. Along the plains the red-gum is the principal river timber. On some rich flats, where the overflow has carried seeds, the marginal strip broadens to a river-side forest, in which some charming vistas and natural avenues may be found, the trees tall and well-crowned with dark-green foliage, but a few varieties of wattle are almost the only undergrowth. In the summer of a dry season the outlook over all the western country is monotonous in the extreme. Then the great rivers are shrunk to puny streams, and a man may wade across the Darling, or swim across the Murray in half a dozen strokes; then the tributaries on the plains and back-blocks have ceased to run, the back-water creeks are covered with a brittle gauze of marsh-film, their courses being marked by only a fringe of stunted box-trees, and their disused channels shewn by patches of bare sand or shingle, hot as the desert floor.

On the eastern water-shed the character of the rivers is altogether different. Some of them are short, and make a straight and quick descent to the coast, their velocity being checked when they reach the narrow strip of plain, where they often form lagoons closed in by a sand-bar, through which, when their torrents are swollen, they force a passage to the sea. The smaller streams to the north of Cape Howe are all very much of the same character—mountain torrents in wet weather, disconnected pools in dry, but nearly all watering a rich though narrow plain before their course is finished. The principal river to the south of Sydney is the Shoalhaven, which for a considerable distance runs northward, being forced in that direction by the secondary coast-range; but it turns to the east in the latitude of Goulburn, and cuts its way to the sea after a

run of two hundred and sixty miles. The only considerable stream between that point and Sydney is the George's River, which also has a northerly course for some distance, but it turns to the east at Liverpool, makes a curve south and debouches into Botany Bay.

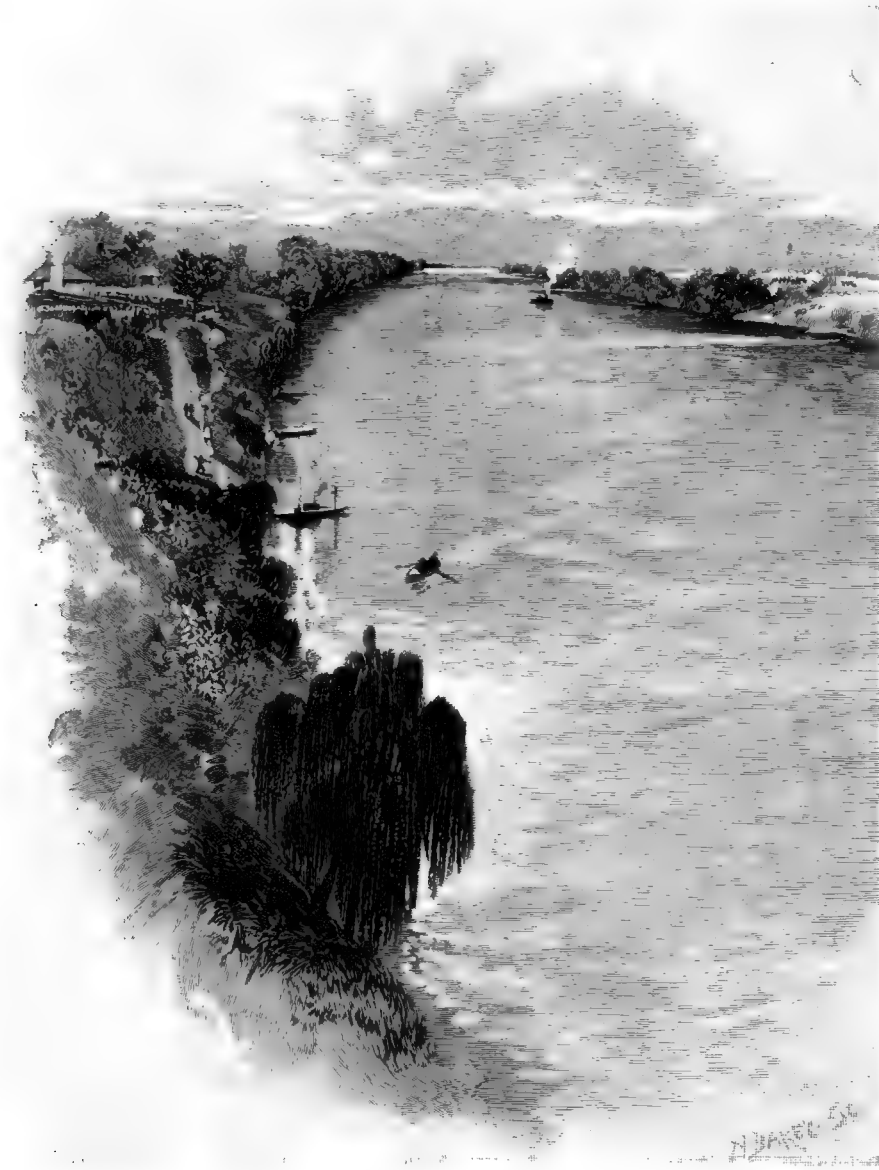
But north of Sydney is a noble stream which in its lower reaches is called the Hawkesbury. Some of its tributaries, rising as far south as Goulburn, are likewise forced into a northerly course by the secondary coastal range. The Nepean and the Nattai drain the western slope of the coast-range, while the Warragamba, which joins the Wollondilly, drains the southern slopes of the Blue Mountains. The united waters go north as far as Wiseman's Ferry, where they turn to the east and find their outlet to the sea through Broken Bay. This river thus almost encircles the metropolitan county of Cumberland, for some of the tributaries to the Nepean rise on the western slopes of the hill at the back of Wollongong, and it is from these streams running down in sandstone gorges that the water-supply of Sydney is now obtained. At a lower point in the Nepean is the Camden District, to which the cattle that escaped from the first settlement betook themselves as the best grazing-ground near Sydney. Lower down the river, from Penrith to Richmond and Windsor, is a broad valley with rich soil, a deposit from frequent floods, and this was the first agricultural land farmed by the early settlers. The river, therefore, which enfolds the metropolitan county as in its arm, is identified with the struggles of the young colony, and is still closely connected with the needs of Sydney. It gave the settlers their first rich pasturage; its banks were the scene of the first great wool-farm; its rich flats gave the first harvest; and the gorges in its upper reaches now give their daily supply of water to the city, to whose inhabitants it is a holiday play-ground.

Towards its mouth the Hawkesbury becomes romantic. This part of the river is to Australia what the Rhine is to Europe. It is the river of the artist and the tourist, and a favourite haunt of the yachtsman. The great bridge of the Newcastle Railway



A DARLING RIVER WOOL-BARGE.

crosses it just about the point which divides the river proper from the estuary. Bold cliffs rise three hundred feet from the water's edge, their faces of weather-worn sandstone displaying countless tints of red and brown; and great hills, timbered from base to summit, tower above, and are reproduced in the perfect mirror of the water below. Reeds grow freely upon any bit of swampy fore-shore, and when a little patch of alluvial soil has been so far built up as to harden and become sweet, the corn shoots tall and fair; and at evening or morning, or at any hour of a bright winter's day, there is a beauty about the narrowing estuary which pen and pencil seek in vain to depict. The beauty of form, the graceful lines of the hills, the long water-tongue stretching out into the sea, the artist may depict; but who can paint the soft raiment of atmosphere—that finest of all textures woven by Nature out of cloud and river mist,



THE NEPEAN NEAR PENRITH.

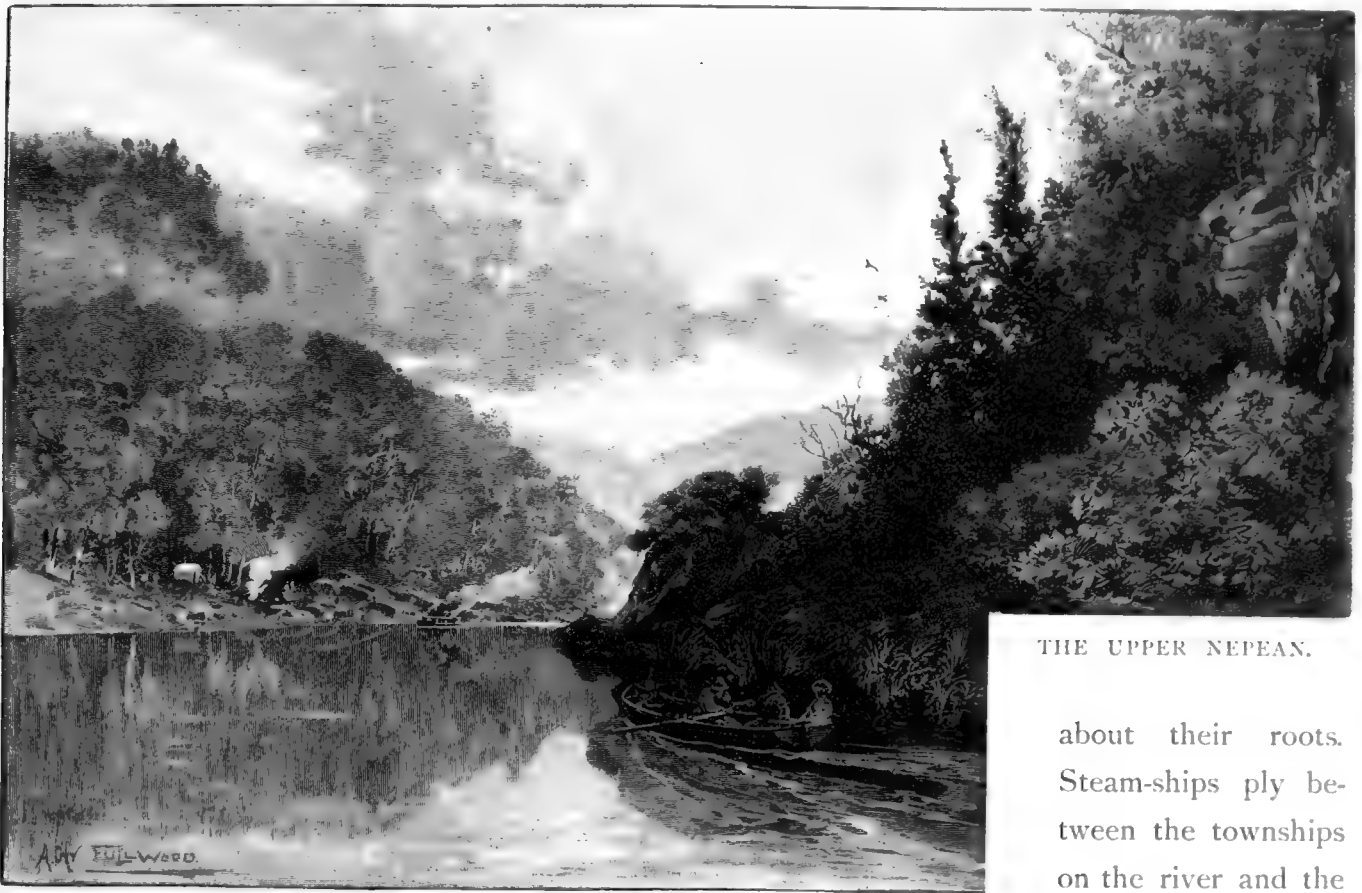
the soft, intangible film that beautifies all the crown and front of the mountain, as a smile illumines the human face—the violet lights, the purple shadows, the bands of emerald below and the shield of sapphire above, the river of gold that seems to roll out of the setting sun, and to flood all valleys and crown all hill-tops with every dying day?

Forty miles to the north of the Hawkesbury is the mouth of the Hunter—a river which drains eight thousand square miles, and which is navigable as far as Morpeth, thirty miles inland. The great coal-shipping port of Newcastle lies just inside the entrance. On both sides of the river the immediate country is flat, and nearly all the way to Morpeth may be seen rich lucerne pad-

docks, yielding six crops a year, which make of this district the great hay-field of Sydney. This rich soil is the result of the alluvial deposit of centuries, and the ground is still from time to time enriched by floods. Above Maitland the river is tapped for the water-supply of all the townships between that point and the sea; and a quarter of a million sterling has already been expended in carrying out the necessary work of storage and distribution. The valley of the Upper Hunter is more undulating, but still richly-

grassed, and on the prosperous farms and the fine stations of this district are to be found the children and the grandchildren of some of the earliest settlers the colony knew.

The Paterson is a beautiful little river which joins the Hunter at Hinton township, seven miles below West Maitland, and runs through rich red soil, largely occupied by farmers and vigneron. The ground is fertile, and the grapes grow rich and abundant. The fig-tree and the pomegranate flourish luxuriantly, and melons lie as thick as weeds

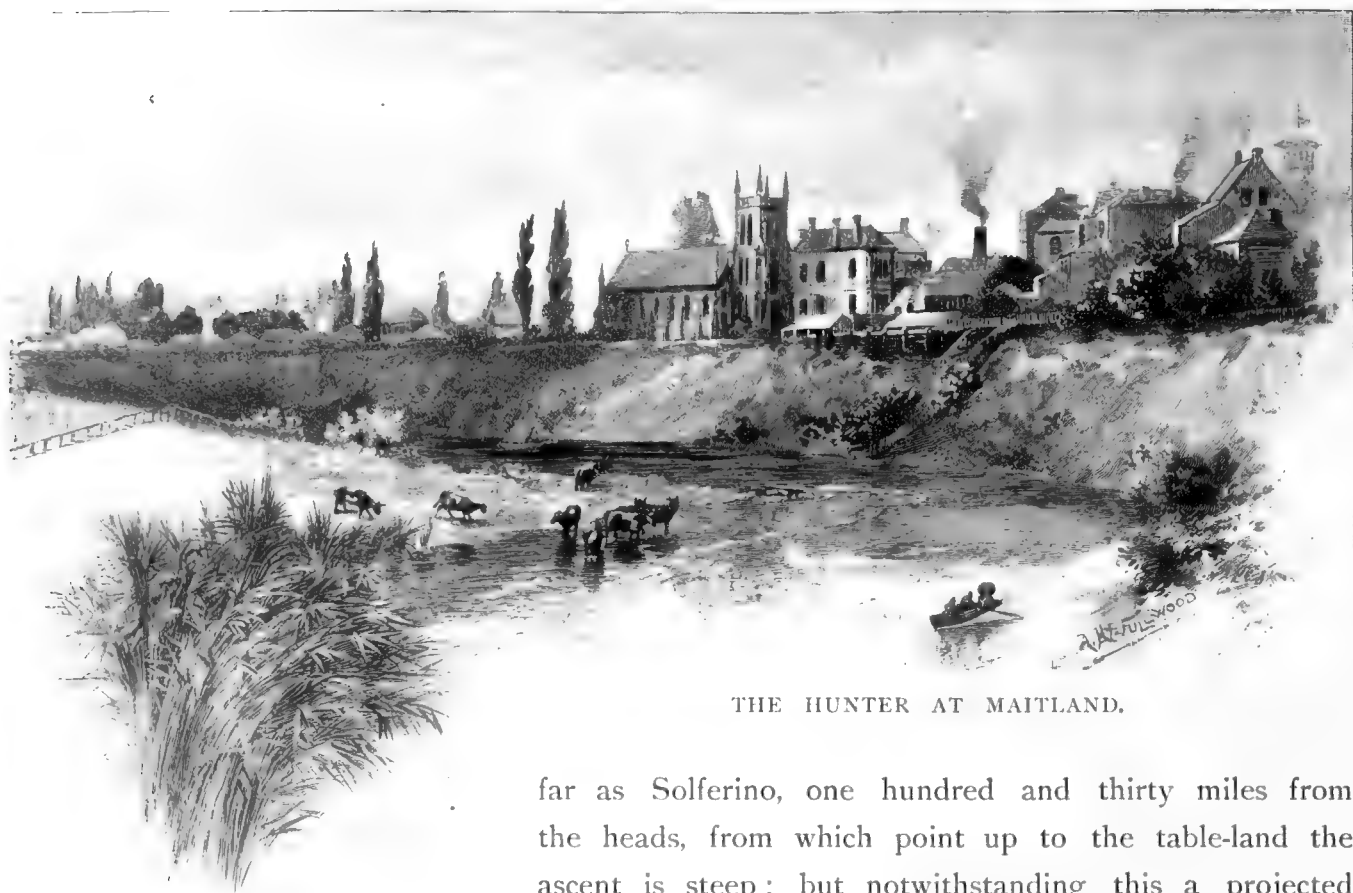


THE UPPER NEPEAN.

about their roots. Steam-ships ply between the townships on the river and the port of Newcastle,

and above the head of navigation the river winds through many leagues of beauty. Scattered round its upper waters are rich cattle-stations and noted stud-farms, which are brought at once to the memory of those familiar with Australian sport by the mention of such names as Tocal and Segenhoe.

North of the Hunter lie three rivers, the Hastings, the Manning and the Macleay, which have much the same general character. They roll down from the slopes of the New England table-land, coming out of timbered mountains down to rich valleys originally well stocked with cedars and pines, and across plains well adapted to prosperous agriculture, but whose development has been somewhat retarded by the badness of the harbours of the bar-mouthed rivers; the transit of produce being thus made difficult and expensive. Farther to the north is the Clarence, a noble and navigable river. Notwithstanding a broad, difficult and shifting bar—which the engineers are busy reducing—large steamers enter the heads and ascend to the wharves of Grafton, forty-five miles from the sea. For a considerable stretch up the river there are low banks and sand-shoals, and then come wooded isles and fertile shores with frequent jetties; the smoke of many sugar-mills indicating that the rich lands are turned to a good account. It is hoped that the river may be rendered navigable for small craft as



THE HUNTER AT MAITLAND.

far as Solferino, one hundred and thirty miles from the heads, from which point up to the table-land the ascent is steep; but notwithstanding this a projected line of railway has been surveyed.

Twenty miles to the north of the Clarence the Richmond springs out of Mount Lindsay, and although it also drains an area of rich land, its bar is unfortunately worse than that of the former river. Steamers, however, go in and out, though subject to many delays, making up to Lismore on one branch, and up to Casino on the other. Among the lower reaches of the stream the shores are flat, but on the upper waters there are many charming vistas, the overhanging foliage being of rare luxuriance. The Tweed is the most northerly river of the colony. It rises in Mount Warning and makes a rapid course of thirty miles to the sea. The soil of the district is rich and the vegetation most luxuriant; and perhaps no greater contrast is possible than the magnificent flora of this well-watered country and the arid districts traversed by the western rivers we have previously described.

The lakes of New South Wales are neither numerous nor important. A great number of so-called lakes are merely salt-water estuaries formed by the inroads of the sea on the softer portions of the coast. To this class belong Lake Illawarra, Lake Macquarie, Lake Tuggerah and several others. Some of the coast lakes are merely intercepted river outlets, banked up by sand-bars. The fresh-water lakes are for the most part simply depressed surfaces where the storm-water collects into lagoons. The western plains are so level, and are so little drained by continuous creeks, that after heavy rains small shallow lakes of this kind abound. The squatters call them clay-pans, and plough channels into them in order to collect as much water as possible, but they rapidly dry up under the intense heat of the summer sun. Some of the larger natural hollows are more permanent. Of these the most important is Lake George, which has, however, been dry within the last half-century, and cattle have grazed over its bed. Still it is the largest and undoubtedly the finest fresh-water lake in the colony. It

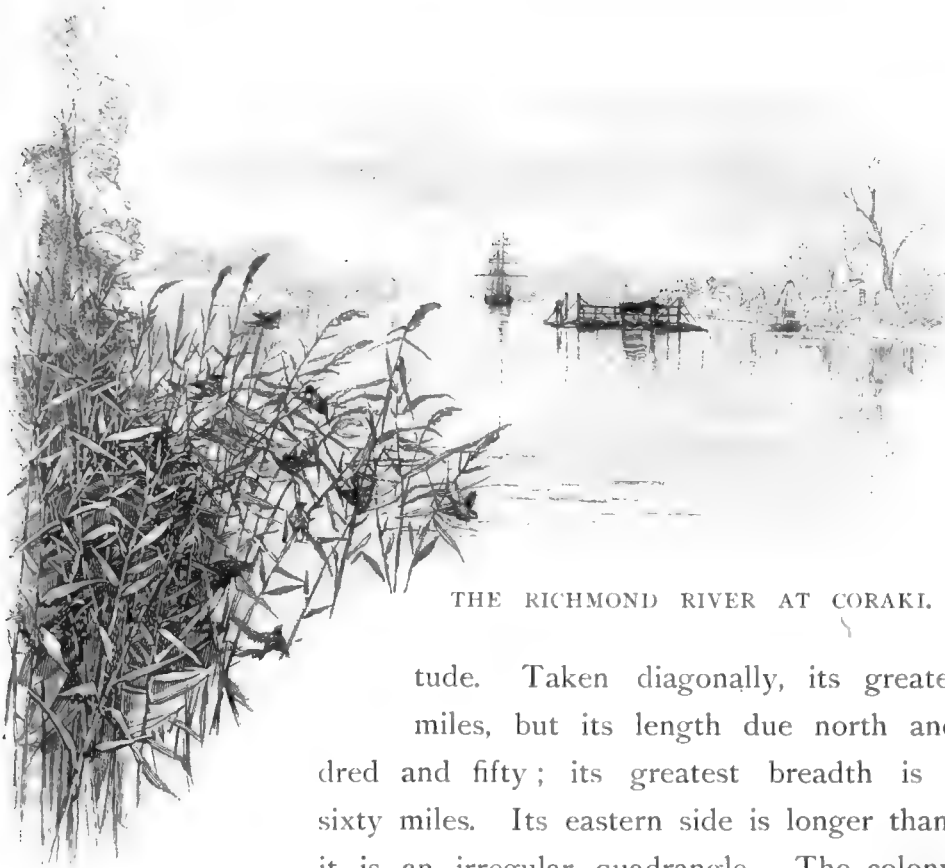
is situated about twenty-five miles south-west of the town of Goulburn on the border-line between the counties of Argyle and Murray. It is twenty-five miles in length and eight miles in breadth, and lies at the feet of the Big Divide, on its western side. On the other side of the ridge, and a few miles directly east of Lake George, is the little sheet of fresh water known as Lake Bathurst. To the eastward of Jerilderie, in the county Urana, is situated the small lake of the same name, and surrounding it are a few lagoons, also dignified with the designation of lakes. Approaching the head-waters of the Talyawalka, one of the tributaries of the Darling, are a chain of fresh-water swamps, and on the western side of the same river the most important lagoons are Lakes Menindie, Cawndilla, Tandon and Tandare; farther north is the broad swamp called Poopelloe Lake, but few of these are permanent. In the north-west corner of the colony occurs another chain of so-called lakes, but they are little better than swamps,



THE RIVER PATERSON.

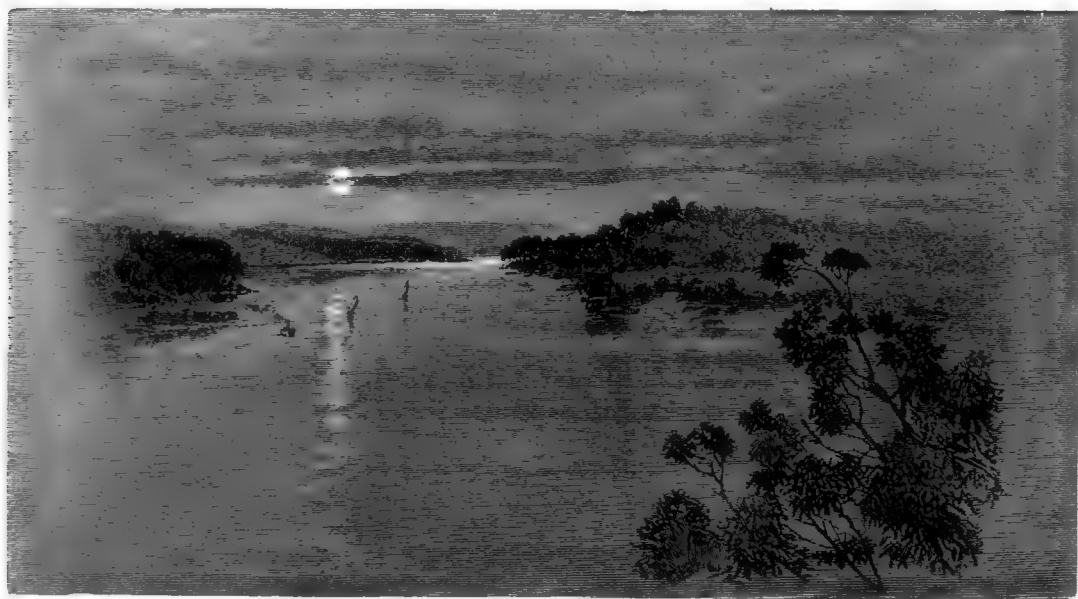
full in the rainy seasons, but drying rapidly with the approach of the summer heat. The lake area is singularly small in a country containing three hundred and eleven thousand and seventy-eight square miles, or one hundred and ninety-nine million ninety thousand and two hundred and seventeen acres—a tract of country more than half as large again as France, or five times the area of England and Wales.

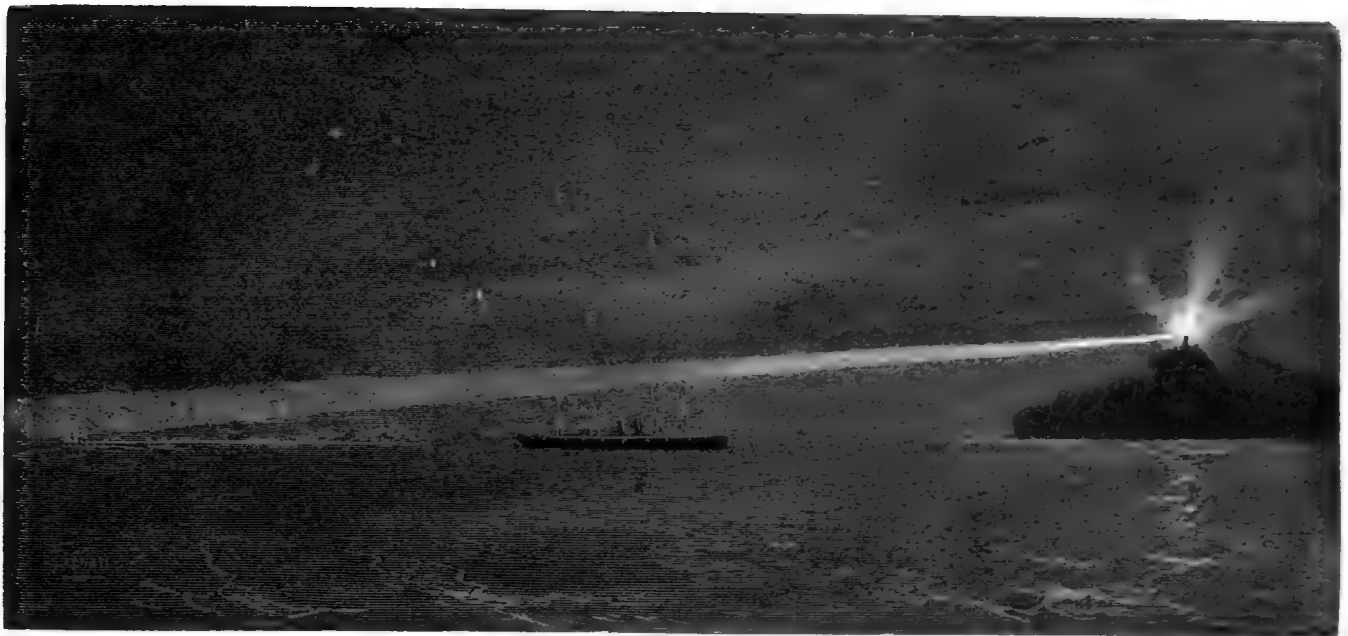
At one time the term New South Wales was applied to the entire eastern half of the Continent, this being the name given it by Captain Cook who took possession of it five different times, landing first at Botany Bay and finally at Possession Island, the



THE RICHMOND RIVER AT CORAKI.

point at which the great navigator bade farewell to the land of his discovery. However, the name is now used to designate only the colony lying between twenty-eight and thirty-seven degrees south latitude, and the meridians of one hundred and forty-one and one hundred and fifty-four degrees east longitude. Taken diagonally, its greatest length is nine hundred miles, but its length due north and south is about six hundred and fifty; its greatest breadth is about seven hundred and sixty miles. Its eastern side is longer than its western, and in shape it is an irregular quadrangle. The colony of Queensland forms its northern boundary, from which it is separated by the Dumaresq River, the Dividing Range and Macpherson's Range. The Pacific Ocean bounds it on the east, and the colony of Victoria on the south, from which it is separated by a surveyed straight line from Cape Howe to the source of the Murray, thence by that river to the meridian of one hundred and forty-one degrees east, which forms its western limit and separates it from the colony of South Australia.





SOUTH HEAD LIGHT, NEAR THE ENTRANCE TO PORT JACKSON.

THE CITY OF SYDNEY.

THE HARBOUR.

COMING towards Port Jackson from the east, at a distance of about sixty miles, when the last reflection of daylight has died out of the sky, and the stars are shining through an even depth of gloom from the zenith to the water's edge, the captain of any Sydney-bound craft will note, nearly where the sun has set, the first indication of a faintly luminous haze. That is the Sydney light, or rather the reflection of the flash thrown up on the sky, for the tower and lantern are still below the horizon. On every re-appearance this pale blue light becomes a little brighter, and presently a movement like a very rapid play of faint aurora rays is noticeable. Then a spark, like the nucleus of a comet, seems kindled just beneath the luminous beam—a spark that glows for a moment and then expires, and is again enkindled, and now a little brighter—a little brighter with every minute, a little larger with every quarter of an hour, till two hours before the Heads are reached it has grown to be a flash of intense brilliancy, and its long rays sweep the horizon, dividing the darkness of the night with lines of living fire, and scoring the black surface of the ocean with bands of whitest flame.

All eyes are scanning the coast-line, which stands out clearly at each successive flash. Right across the course it stretches, with no apparent opening. Yet almost straight for the steep and rugged rock on which the light-house stands the ship is steered, till on a nearer approach the flash is left a little on the port bow. For now another beacon has appeared, red and steady, slightly to the north of the first light; and between the two is "The Gap"—a dip in the outline of the sea-cliff, over which on a clear night the glow of the Sydney lights may be seen. The Outer South Head, from which the electric flash flames forth, is a high, bold headland to the south of "The Gap." It was nearly under this perpendicular cliff, on a wild night black with tempest, and when the old light was invisible during the severest gusts of the driving rain, that the ill-fated

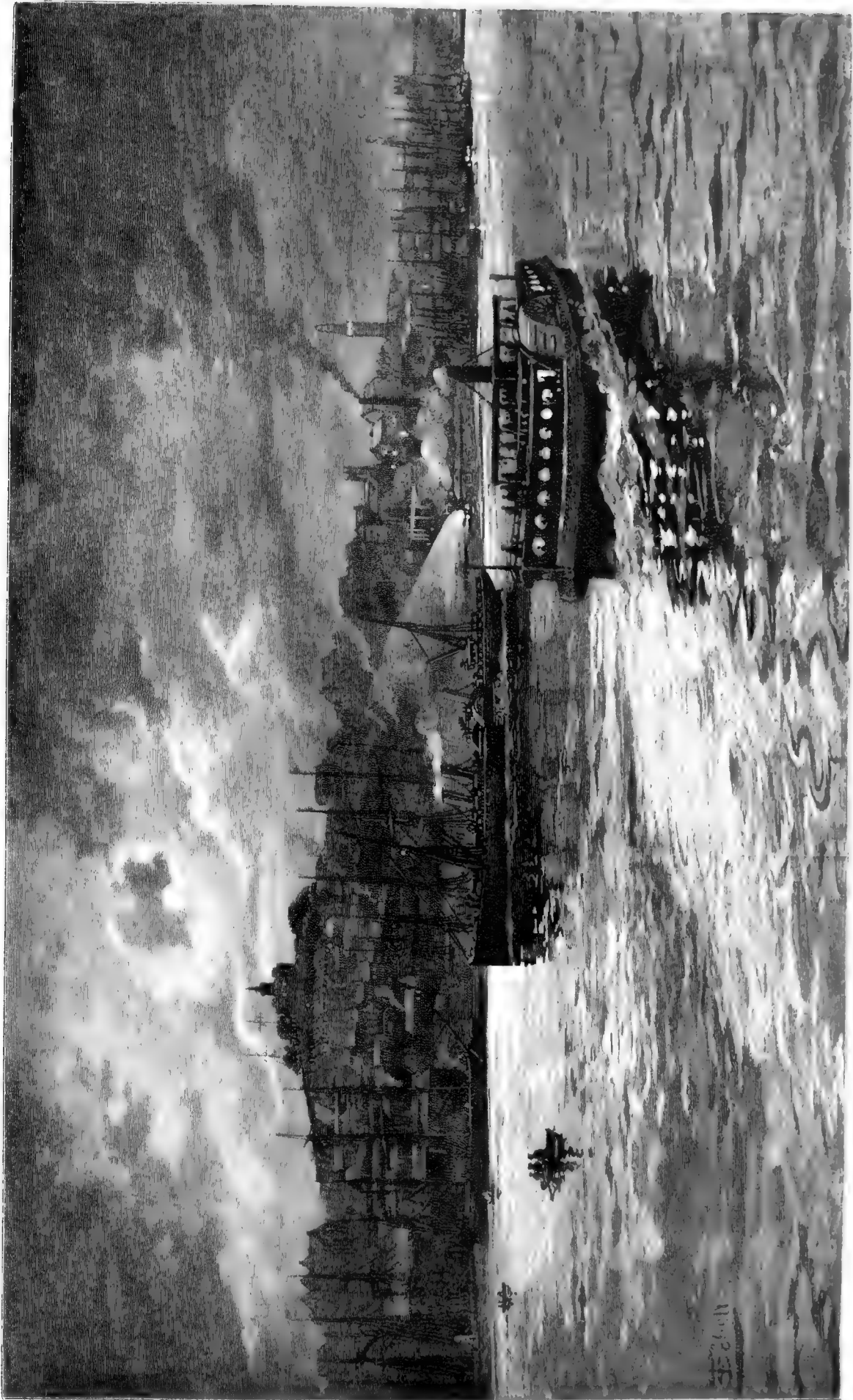
Dunbar, though commanded by an experienced officer familiar with the Port, crashed upon the rocks, and went down with the loss of all hands but one, who was ultimately rescued.

North of "The Gap" the cliff again rises, and then descends, trending at the same time inland. Its extreme point is the Inner South Head, on which is the fixed red light marking the entrance, and serving also as a warning against the short reef in which the headland terminates. Even on a moonless night the grandeur of the entrance is visible. The tall steep cliff of the North Head stands up sheer on the right, dark and sombre, and straight in front is the bold outline of the Middle Head. But the breadth of the entrance and the depth of the water permit the vessel to proceed with unchecked speed; and, in fact, nothing so impresses the traveller arriving by night as the ease and confidence with which the largest vessel is taken in, so different from the cautious creeping way in which harbours are frequently entered.

Once inside the North Head the traveller will notice that there is a large opening to the right. This is the entrance to North Harbour and Middle Harbour; but it is not the route to the city. On the port bow is seen a light-ship, anchored there to mark the only obstruction in the entrance—a rocky patch known as the "Sow and Pigs." Between these rocks and the nearest headland on either side lies the shoalest part of the entrance, but having on it twenty feet of water at low-tide. To admit the passage of the largest ships at all times a deep cut has been dredged in the eastern channel, the course of which is indicated at night by lights along the shore, and in the day-time by obelisks. Steering through this channel, and passing Shark Point and Shark Island—names only too suggestive of a danger in which the Harbour abounds—the magnificent sweep of the shore-line of Rose Bay is seen on the left, and on the right Bradley's Head projecting into the water like a huge and lofty mole. Here begins the Inner Harbour, and heedless of the sleepers in the villas that crown the heights the cautious commander wakes all the echoes by a blast of his fog-horn, for he is entering now the region of careful navigation, and is under strict regulations to announce his advance and check his speed; for this Inner Harbour is alive and active by night as well as by day with colliers, ferry-boats, coasters and fishing-craft.

At this point the signs of a great city burst into view. All ahead is light and life; lights twinkling through the trees of the shore on either hand; lights moving rapidly over the surface of the water between all the dark points in front; lights beyond the red spark which caps the round tower of Fort Denison; and lines of lights where the streets of the city climb and extend along the ridges of the hills. The great ship moves slowly past the round tower, for coming out of different bays ferry-boats, to and from North Shore, are crossing and re-crossing, and approaching may be the last boat to Manly, and the nightly coasting-steamers leaving for Newcastle or the Illawarra ports. On the left lie the men-o'-war at anchor, and perhaps from some deck, where the spread of bunting and the brilliant illuminations betoken festival, may come strains of music, while swift launches are darting hither and thither, keeping up communication with the shore.

Between Lavender Bay on the one side and Circular Quay on the other the lights multiply and thicken—white lights from overhanging windows, red lights and green from piers and ships, reproducing themselves as luminous columns in the depths. If the water be still they are so many lines of many-coloured flame, but the plash of an oar



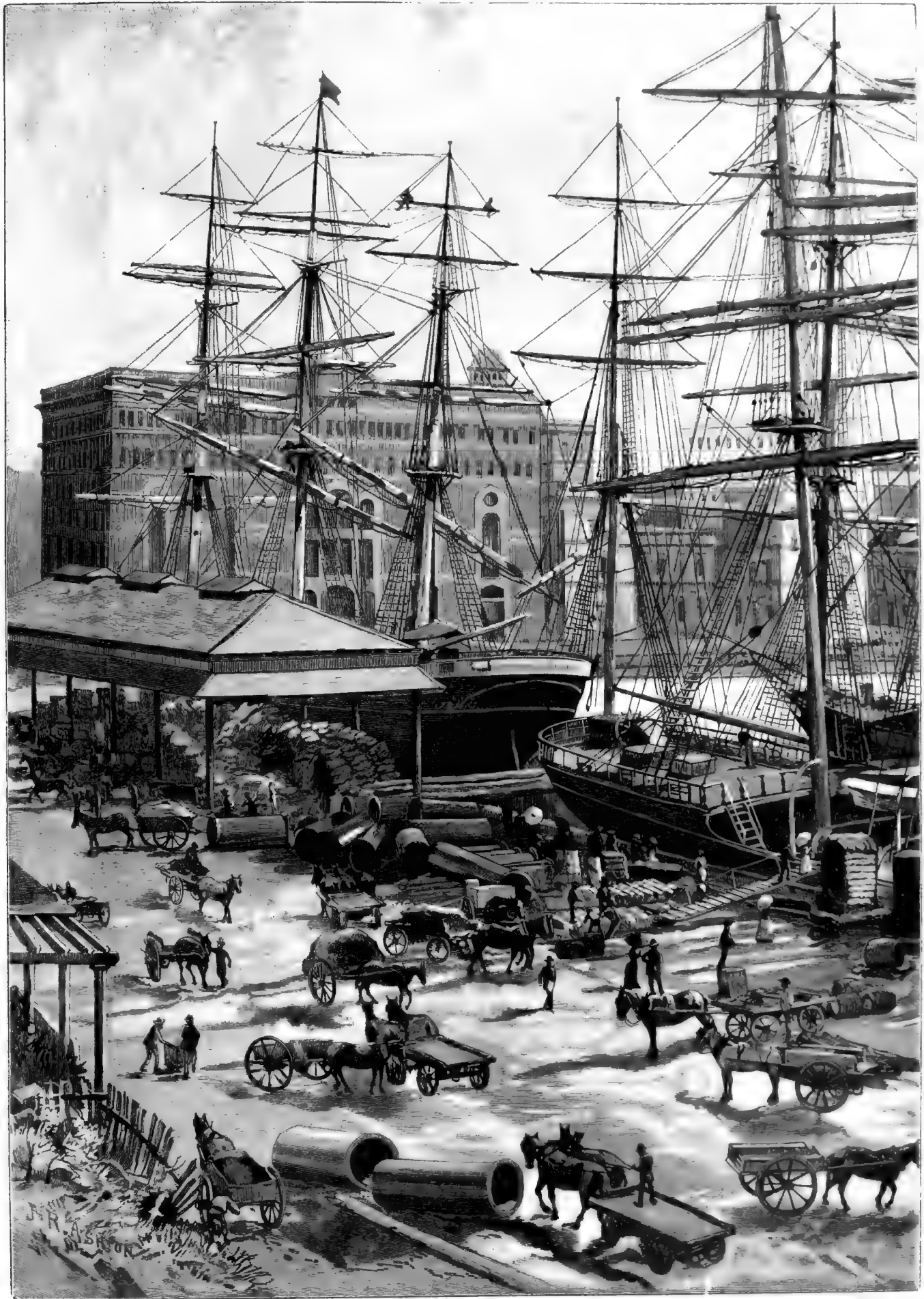
THE ENTRANCE TO DARLING HARBOUR.

or the dash of a paddle-boat sets them on the dance. They entwine, intermingle, become convoluted—blent and broken in a maze of colour like the transformation scene of a pantomime. The Circular Quay is brilliant with the electric-beam which, piercing through the rigging and reflected from the sides of the vessels that crowd the wharves, gives to the water-surface a steely blue, showing up with strong lights and shades the outlines of giant ships and ocean-steamers lying round the wharf, and the shadowy masses of the great wool-stores behind.

Aloft, tier above tier on the westward side, the lighted windows of old Sydney look down upon the Cove where the first anchor was dropped, close upon a hundred years ago; for the steepest part of all the city was the earliest occupied, the settlers clambering up these cliffs, and lingering in sight of the water from which they seemed loath to break away. This high ground is kept in view as the ship rounds the embattled rise of Dawes' Point. Another line of jetties, ships, wharves and warehouses occupies the sweep between the Battery and Miller's Point; and past the latter is the entrance to Darling Harbour—a busy scene even by night. The shore is thick with jetties, alongside which loom, silent and dark, the bold forms of various craft, while elsewhere are steamers agleam with long rows of cabin-lights, their decks alive with the bustle of departure. Passengers, porters and stewards throng the gangways; seamen rush hither and thither at the order of the officer pacing the bridge and hurrying forward the departure; the shrill scream of the whistle breaks upon the ear; and the clang of the signal-bell ringing out upon the midnight air echoes from the silent hills that skirt the water's edge upon the other side. Behind the long line of vessels is the background of the rising land, with houses irregularly grouped, and the summit of the rocky hill—the Acropolis of Sydney—crowned with the tower of the Observatory. It is pleasant after the voyage to step out on the wharf, to hurry up the steep-cut rocky street, to get to rest and to dream and to wait for the morrow.

To see Sydney first by night is to see it full of bewildering mystery. To see it afterwards by daylight, while it will explain the unknown, will also reveal new charms. A good way to understand the Harbour is to take a steam-launch, and starting from Circular Quay to coast along the southern shore to the Heads, noting *en route* the continuous succession of promontories and bays; then, crossing over to Manly and Middle Harbour, and following up the northern shore towards Parramatta, to return to Darling Harbour by the western shore. Such a trip will omit the upper branch of the Parramatta River, but it will give a fair view of the greater part of Sydney Harbour at present occupied for business or for pleasure.

Let the start be made from the Circular Quay at an early hour, just as the great city awakens to another day of strong-pulsed life and bustling activity. From the mouth of the bay a backward glance at the Quay shews the whole situation, and the contour of Sydney Cove—the chief water-gate of the city—with its background of stores, is taken in at one view. The low land at the mouth of the old Tank Stream—shewn elsewhere in a map of early Sydney—was filled in, and a semicircular wharf replaced the original shore-line, making a splendid city-front, with an easier gradient to the main streets than there is from any other wharf; and the whole of this frontage remains as one property in the hands of the Government.

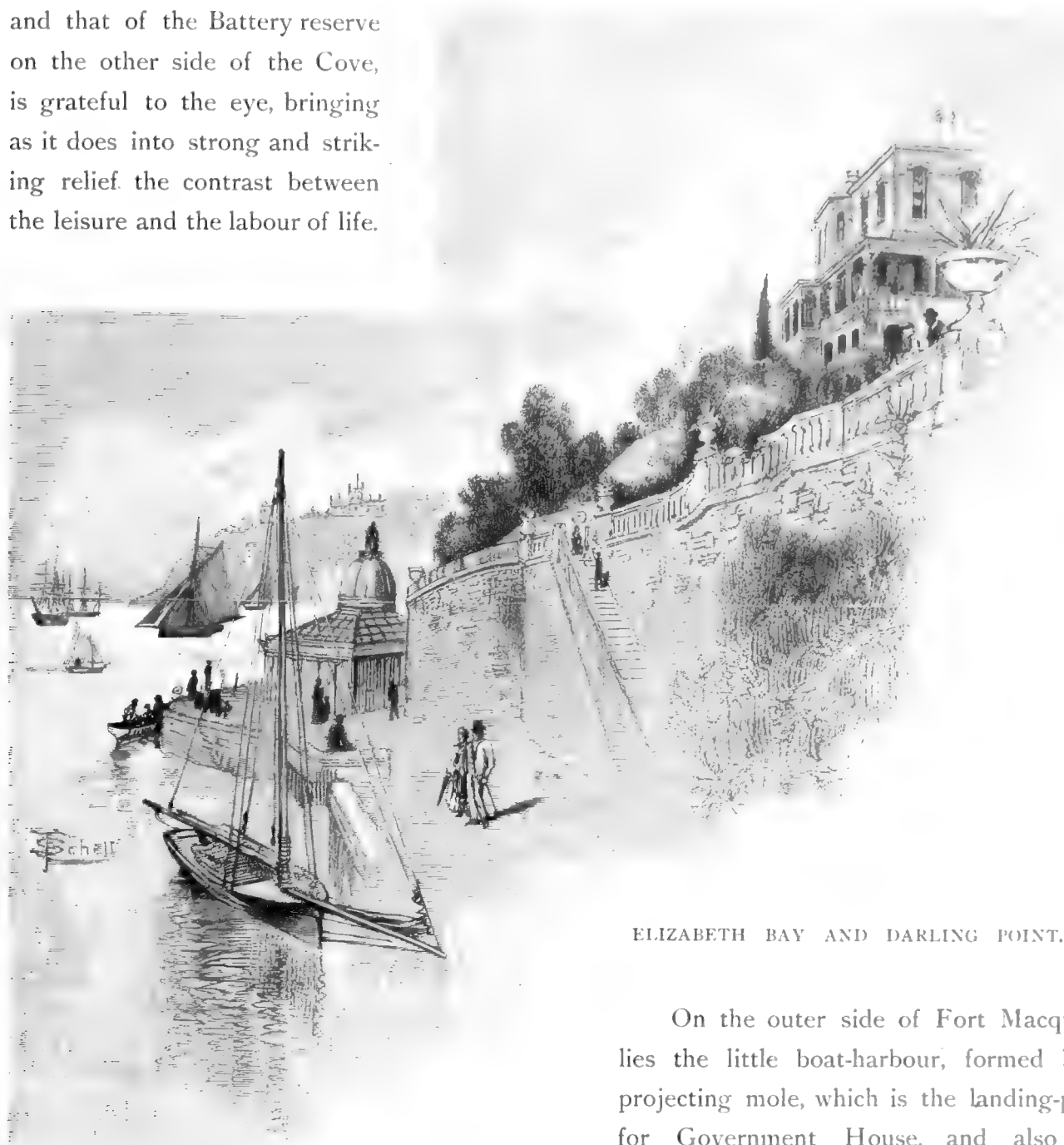


THE EASTERN SIDE OF CIRCULAR QUAY

The extreme point on the western side is not a wharf at all, but a reserve in front of Dawes' Battery, the guns of which point eastward straight down the Harbour; the grassy slope in front—generally dotted over with nurse-maids and children—makes on a summer afternoon a pleasant contrast to the adjoining jetties, steamers and sheds, always alive with strenuous labour. South of these jetties is the berth occupied by the Peninsular and Oriental boats, one of which is always lying alongside, the lascars and coolies on deck, with their red caps and blue smocks, relieving the black hull with bits of foreign colour, while on the slope of the land rise the red brick offices built by the old "A.S.N." Company. South of the "P. and O." steamer begins the Government portion of the wharf, with a fine berth for a large vessel, and behind it may be seen the Sailors' Home, the Mariners' Church and the Commissariat Store. This last is one of the oldest stone buildings in the colony, plain but substantial, built of material quarried on the spot, and shewing that Sydney sandstone can weather a hundred years of exposure without deterioration. The centre of the crescent was once ordinary wharfage, but it has now been entirely given up to waterman's stairs and for the accommodation of Harbour steamers, the passenger traffic focalizing here, connected as this place is with the tram service and the omnibus routes. Clustering on the water's edge, along the dark stone coping of the Quay, are the waiting-rooms attached to the jetties of the Harbour ferry-boats. On the eastern side, a portion of the wharf is devoted to outward-bound ships, which load up their cargoes from the great produce-stores, separated from the wharf by only the width of the road. Northward the Orient Company has rented a portion of the wharf frontage, with one of its covered goods-sheds, and beyond that again lie the boats of the *Messageries Maritimes*, lively with foreign uniforms and costumes, and telling of that intermingling of the peoples of many lands which follows so closely in the train of commerce. Adjoining this berth is the boat-shed of the Harbour Police, and next to that the steam-ferry for horses and carts which plies all day long to Milson's Point. The eastern, like the western tongue, is still a public reserve, the site of Fort Macquarie, one of the ancient structures, but probably destined to give way to a railway-shed. Leading up to the Fort is a rocky escarpment, the pathway along the summit of which has received the borrowed name of the Tarpeian Way.

Glancing round the wharf the great produce-stores arrest the attention of the observer at once, as indicating the character, as well as the extent, of the business done. The largest and one of the earliest of these is Goldsborough and Mort's wool-store, which occupies the whole frontage between Phillip and Castlereagh Streets. It stands foursquare, simple, massive, elegant, striking as it were the key-note to the commercial movement of the colony. A little distance behind it is the tall stone-built store of Messrs. Harrison, Jones and Devlin, while all along the east front of the Quay runs a line of stores ending with the high handsome warehouse lately built for the business of Messrs. Maiden, Hill and Clark. The number and capacity of these stores tell the tale of the magnitude of the business for which they were constructed, while their quality displays the enterprise and taste of their proprietors, and the confidence felt in the future. On the high ground behind Mort's store may be seen the upper windows of two palatial structures built for the accommodation of some of the Civil Service Departments, used as offices for the Colonial Secretary, the Minister for Works and the Minister for

Lands; and behind these are the towers and spires of the city. Through the rigging of the ships, on the eastward side of the Quay, is seen the rising ground of the Government Domain, surmounted by the tower and flag-staff of the vice-regal residence. The greenery of this Domain, and that of the Battery reserve on the other side of the Cove, is grateful to the eye, bringing as it does into strong and striking relief the contrast between the leisure and the labour of life.



ELIZABETH BAY AND DARLING POINT.

On the outer side of Fort Macquarie lies the little boat-harbour, formed by a projecting mole, which is the landing-place for Government House, and also the point nearest to the anchorage of the men-o'-war, situated at the mouth of Farm Cove. Here, when not on duty in the other colonies, rides the Admiral's flag-ship—symbol of the naval power of Great Britain, and of the close connection between the colonies and the mother-country. Round her cluster the other vessels of the squadron, ranging in size and power from frigates to corvettes, gun-boats and yacht-like schooners. Here, too, anchor at present all foreign men-o'-war that enter the Port, and not unfrequently the ensigns of half a dozen nations may be seen at the same time floating on the breeze. Cruisers from all countries, when in these seas, make for Sydney Harbour to coal and to refit, and there is not a well-known flag that has not been seen flying in Farm Cove, including a representative of the new-born navy of Japan. When many vessels are at

anchor here the stairs of the little boat-harbour are alive with officers in uniform landing or departing in long-boats manned by blue-jacketed sailors, or with consuls and visitors going on board to pay their respects, for nowhere is international courtesy more observed, or hospitality to visitors more displayed, than in Sydney; and a foreign man-o'-war rarely leaves the Port without some festive demonstration in return for kindness received. The view from the deck, or through the large port-holes of any of the men-o'-war, is singularly charming, especially to the south, for the eye there rests on the gracefully-curved sea-wall of the Cove, with the Botanic Gardens in the background, with their smooth broad lawns in front and their umbrageous slopes and winding walks rising behind. Through the tree-tops may be seen peeps of here and there a church-spire and the roofs of the taller houses of the city.

Government House stands well out to view on the western slope, with its picturesque gardens and lawns terraced down towards the water. A few years ago the dominating object of this view was the Garden Palace, the Exhibition Building of 1879, the dome of which was the largest and finest on which the Southern Cross has ever shone. But one mild summer morning the whole disappeared, leaving only a heap of ashes. No building, however, is necessary to give a charm to the Botanic Gardens. One of the earliest attempts at horticulture was made on this site, and from the very beginning it has been carefully reserved. Nature has done much for the position, and its original beauties have been turned to the best account by the art of the landscape gardener. With good reason is it a favourite resort of the Sydney public, especially on the afternoons when there is any performance by one of the military or naval bands. A part of the Gardens has been laid out with a view to instruction in botany, but the predominant purpose has been to make a pleasure-ground. Naval men could not wish for a lovelier spot for their repose than one that gives them a constant view of this singularly charming landscape; and striking indeed, to one standing on the deck, is the contrast between the implements of grim-visaged war and this abode of peace. The house selected for the residence of the Admiral is situated on Kiarabilli Point, on the northern side of the Harbour, and commands a complete view of the squadron.

On the headland of the peninsula on the eastern side of the Cove is the stone seat upon which the wife of one of the early Governors—a lady who took much interest in laying out the Domain for popular enjoyment—used to rest after her rambles, and on the stone her name is carved. Sitting on “Mrs. Macquarie’s Chair,” and looking northwards, the eye rests on the island of Fort Denison, a small rock lying in mid-channel. In early days it was christened Pinch-gut by convict prisoners, who had painful memories of being sent there to repent on short commons. In Governor Denison’s time it was turned into a fortification, a round tower being erected and several guns placed *en barbette*. Round Mrs. Macquarie’s Chair is the entrance to Woolloomooloo Bay, on the western side of which are the public baths. At the head of the Bay is a wooden wharf much used for the landing of coal and timber, and over the piles of lumber may be seen the clock-tower of the Fish Market; beyond lies a monotonous mass of houses, the streets rising steeply towards the distant ridge, and on the western side is a precipitous rocky escarpment up which stone staircases have been cut for foot-passengers and these remain as a memorial of an earlier date.

Off the mouth of Woolloomooloo Bay lies Garden Island, where one of the first gardens was formed. It is now given up to the Imperial Government as a naval *dépôt*, and the original form of the island is largely lost through the alterations made to fit it for its present requirements. At Pott's Point business ceases and pleasure takes its place, for here begin those water-side mansions and gardens for which Sydney Harbour is so justly famed. The climate gives every encouragement to the florist and the landscape gardener. Frost is unknown along these Harbour slopes, the extremes of summer heat are tempered by the ocean breezes, and flowers can be gathered and roses will bloom the winter long. The mean temperature of Sydney is two degrees above that of Nice, and only three degrees lower than that of Messina.

Here Nature gives heightened effect to the labours of Art. The myrtle flourishes beside the orange-tree, and hyacinths burst into all their florid glory with the opening days of spring. At Pott's Point the rock-face to the water was originally a steep slope, and the

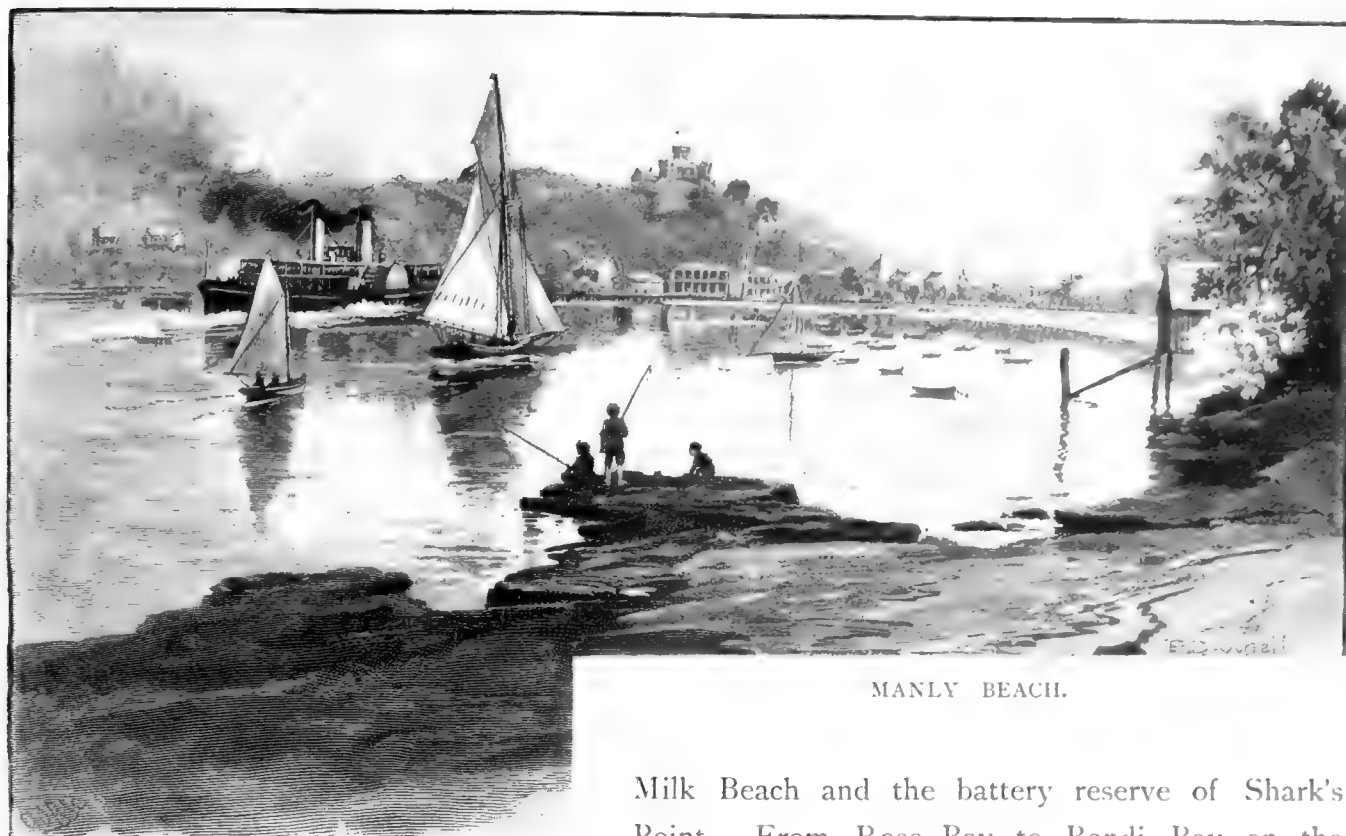


SYDNEY HARBOUR FROM SHARK POINT.

utmost has been done, while following the lines of nature, to turn to good account every inch of ground. In some cases the frontage is occupied by boat and bathing houses; elsewhere trees grow down to the water's edge, and almost dip their branches into the rippling waves. The broad shining leaves of the native fig overhang the gray rock awash at high tide, and beyond are glimpses of green lawns flanked by creeper-mantled terraced walls, above which are the windows of houses peeping through everlasting wreaths of foliage, and festooned with frequent masses of various fragrant bloom. All along the fore-shore of the Point is the same fair order with perpetual variety—luxurious villas, elaborate garden-grounds. Now and again the rugged ascent is scored with stair-ways cut from the living rock; carved with balustrades, and adorned with vases, from which spring plants of the cactus or *yucca* tribes; the heights being sometimes crowned with arbours, ferneries, conservatories and summer-huts, all embosomed in foliage and bloom.

Beyond the Point lies Elizabeth Bay with its sandy beach—the old family mansion of the estate just showing its dome above the surrounding trees. Then comes Elizabeth Bay Point, with another cluster of water-side houses, and then the open sweep of Rush-cutter's Bay, where the fore-shore has been reclaimed and is now a public park. The flat ground in front is surrounded by an amphitheatre of higher ground, on the ridges of which are the thickly-clustered houses of Darlinghurst, Paddington and Woollahra. Darling Point flanks the Bay on the east, and on its heights may be seen one of the most picturesque churches of Sydney, St. Mark's, the graceful spire of which rises from the dense hanging foliage that crowns a verdant sloping lea. On this promontory the beauties of Elizabeth Bay are repeated with equal effectiveness, though with many variations. It is a lovely and favourite suburb, and contains many magnificent mansions, castellated, turreted, mimic citadels of peace, surrounded by grassy lawns and well-kept gardens. Almost directly opposite the point, and separated from it by a strait about a quarter of a mile in width, is Clark's Island, dedicated as a reserve for public recreation. The high ground of Darling Point overlooks on the eastern side the beautiful inlet of Double Bay—its white beach a public reserve, while the flat behind is fairly built upon. Behind the streets of Double Bay a few houses dot the hill-slopes and merge into one of Sydney's most beautiful suburbs—the populous and fast-spreading suburb of Woollahra, studded with handsome mansions, many of which are not inferior to the Harbour homes that cluster along the water's edge.

The promontory on the eastern side of Double Bay is known by the name of Point Piper—so called after an early settler—and on its eastern point stands a handsome structure reared by an Australian millionaire. The grounds of this mansion occupy nearly the whole extent of the Point. Its noble façade looks out upon the Harbour over broad sweeps of lawn, in which the native trees have been carefully preserved, their sombre hue being broken and relieved by the intermingling of trees of European and tropic growth. Viewed from the water the Point glows with a variety of tints and shades—from rich emerald to subdued olive lovely contrasts are presented in masses of lustrous green. The sea about the rocks and tiny beaches is of crystal clearness, and all sights and sounds of the busy city are curtained off by the abrupt western rise of the hill. Where the rocks of Point Piper end the blonde beach of Rose Bay begins, and sweeps in a broken crescent—a mile and a half in extent—round to the white sand of



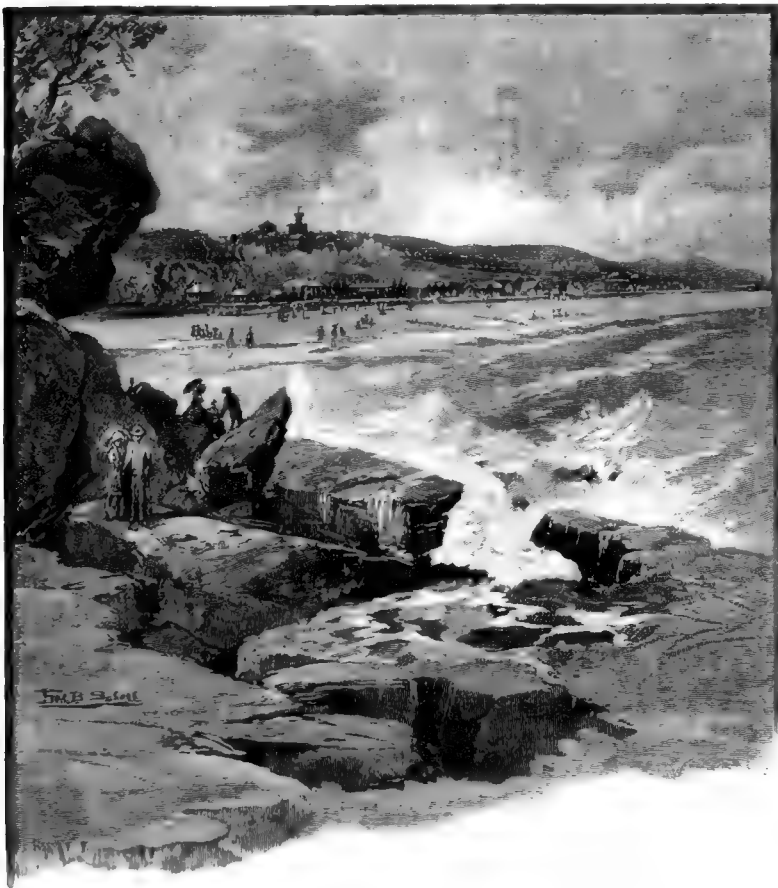
MANLY BEACH.

Milk Beach and the battery reserve of Shark's Point. From Rose Bay to Bondi Bay on the ocean beach was once an old Harbour mouth, which has been gradually filled and choked up by the slow washings of ocean sand.

Near the snowy span of Milk Beach is an old house possessing an historic interest; its builder having been no other than Wentworth, that renowned Australian to whom the colony owes its Constitution. He is buried close at hand, and the little mausoleum that marks his resting-place is a spot much visited by all who take an interest in the history of Australia. About the entrance of the Harbour the traveller will have continual remembrances of names familiar in the annals of the colony, for a number of her statesmen have settled on the various reaches of the Port.

Passing Vacluse Bay and Parsley Bay, and the cluster of rocks known as the "Bottle and Glass," the broad sweep of Watson's Bay is reached. This is a favourite holiday-resort, and also the nearest landing-place for those who wish to climb the South Head, and look down on the long wash of the Pacific, and the green curling waves that break into pools and cascades of snowy foam at the feet of the rugged cliffs. On the summit of the cliff is the great light-house, the reflection of whose electric-beam is seen for sixty miles out at sea. Between the light-house and the Inner South Head is a fissure in the seaward face of the cliff, known as "Jacob's Ladder," to be attempted only by an agile climber, down which descended the brave Icelandic lad who took succour to the *Dunbar's* sole survivor, lying on a ledge above the tragic "Gap." Here, too, frowning grimly above fair green mounds of turf, are the great guns pointing out to sea, and nearer the Inner Head others of heavier metal are fixed on pivots in pits cut in the rock. Below them is a torpedo *dépôt*, and at Camp Cove is the Pilot Station, to which is attached a steamer kept in constant readiness for disaster or emergency. Right out beyond the guns, and almost on the extreme edge of the Inner South Head, stands the Hornby Light-house, with its striped tower, the fixed red light of which makes so noticeable a feature in the darkness when entering the Sydney Heads by night.

Returning to the little town of Watson's Bay, which nestles about the slopes behind the curved stretch of sandy beach, the traveller again embarks, and sailing across the mouth of the Port, with its long lazy roll, gets under the lee of the bold North Head, and finds himself in front of the Quarantine Station. All the requirements of such an institution are fulfilled here. The locality is six miles from the city, and easily accessible. The area is superabundant for all the claims that can be made upon it; the position is breezy and healthy, and the swampy crown of the hill furnishes an ample supply of fresh water. Recent events have led to great improvements in the appliances of the establishment. Small-pox, though frequently imported, has never yet obtained a footing in Australia, having been always stamped out by the most vigorous measures. Passengers arrive now in such large steamers that a single case of infectious disease means the sending of several hundreds of people to the Quarantine Ground. Thanks to the liberality of the Government and the energy of the Health Department, every facility for dealing with the largest passenger-ship has been provided. A steam-laundry has been built capable of washing the whole of the linen in twenty-four hours; fumigating chambers for disinfecting all woollen garments are provided; while cottages and pavilion hospitals are scattered about in sufficient numbers, and with a degree of isolation equal to any probable emergency. The ground for infected passengers is specially marked off, and the whole Station is enclosed by a fence extending across the peninsula from the Harbour to the sea.

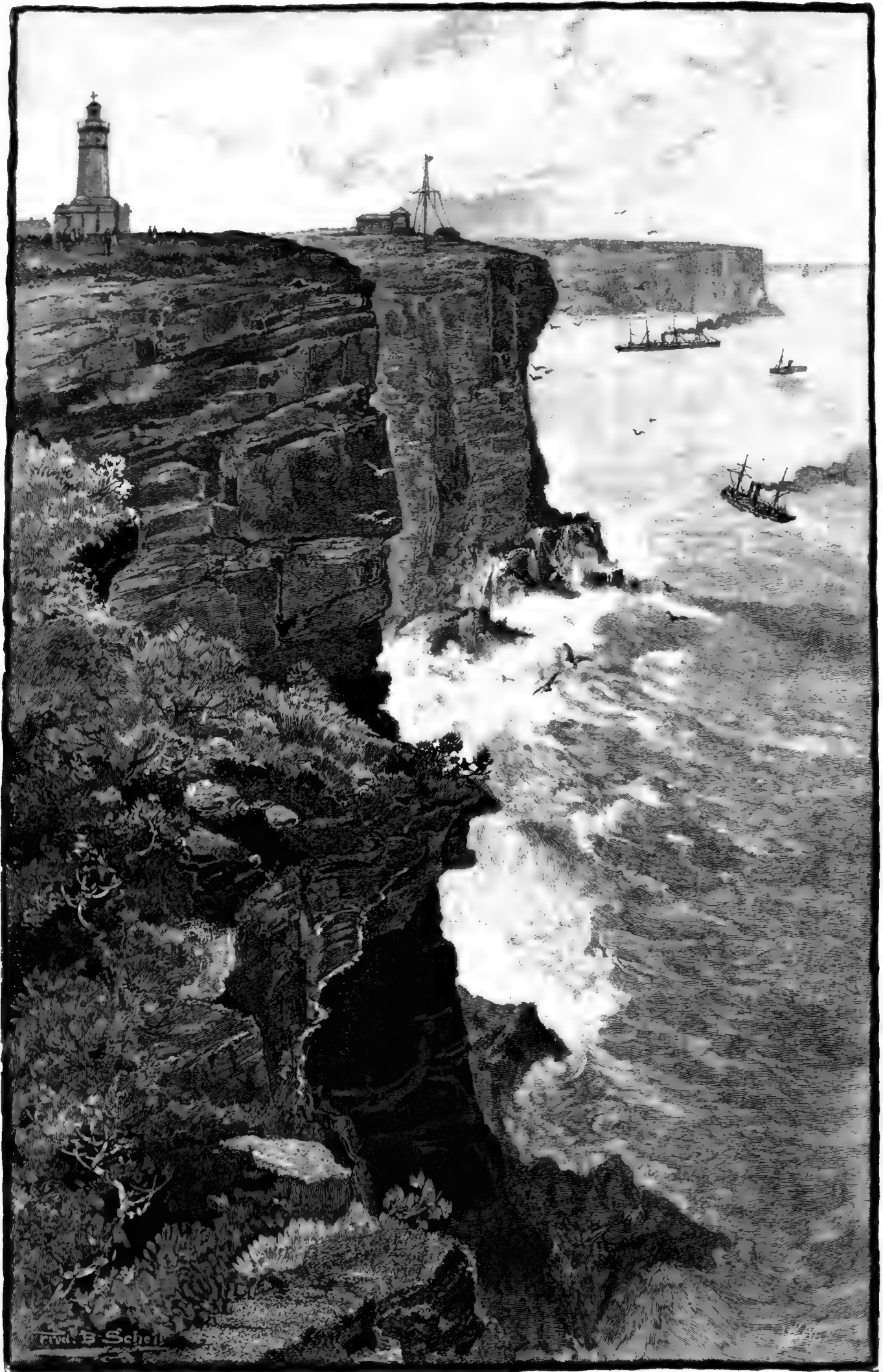


THE OCEAN BEACH, MANLY.

It is at all times annoying to be detained at the end of a long voyage, but everything possible has been done to make a forced residence agreeable. From the summit of the hill there is a grand panorama of the ocean and the main entrance to Port Jackson; while the view up the Harbour is singularly lovely, and a man might lie and look at it for days if he were not fretting to get away. The discomforts and nuisances too often inseparable from a compulsory detention in a lazaretto are happily absent here.

At the head of North Harbour lies the village of Manly, which is situated on a flat between the North Head on the one side and the Manly Heights on the other. This flat is really an old Harbour mouth, which has been slowly barred by the sand washed in by centuries of billows. "The Corso," as the level street is named which runs from the landing-jetty to the beach, is only a few hundred yards in length. Manly,





SYDNEY HEADS FROM THE SOUTH.

therefore, has this special peculiarity as a watering-place—that it is a Harbour-side and a sea-side village all in one, and in a walk of a few minutes the visitor can pass from a land-locked sheet of water, smooth and transparent as a lake, to the ocean beach, fretted with the long roll of the Pacific. Standing on a magnificent and commanding site on the north-east point of the North Head is the Cardinal's palace, and by its side a Roman Catholic seminary. The village of Manly, which originally nestled on the flats, is now creeping up the heights, and the line of cottages is extending all along the road to Middle Harbour. Of all the water-side resorts Manly is the most frequented. Well-appointed steamers maintain a constant communication with the city. Many merchants have their homes here, while the tired workers from the town flock down on holidays to loll and stroll upon the beach and to fill their lungs with the fresh sea breeze. In summer time the beach is a promenade, gay with colour and vocal with the laughter of children. But the great *fête* of the village is the wild-flower show which takes place in the month of September, and which has now become an institution. It had its origin in an effort to pay off a church debt—a happy inspiration suggesting it as an improvement on the ordinary bazaar. Flowers fill all the bush about Manly in the spring. Heath-like epacrids of many varieties carpet the table-lands; wattles of various shades of yellow bloom in the scrub on the flats and fill the air with their fragrant perfume; waratahs or native tulips shine in their crimson beauty like cones of fire in the gullies; the aromatic native roses and other *boroncas* grow in profusion; the gold and silver stars of Bethlehem lie thickly tufted on the ground, and on many rocky faces of the coast-ravines are beautiful orchids called rock-lilies. The suggestion was to blend these beauties of the bush together. The idea was eagerly taken up, and was by tasteful hands made a reality. The old pavilion in the little park was transformed into a gay green bower, in which flowers and ferns were artistically interwoven; palms took the place of ordinary pillars; the berries of the bush made harmonies with dark-green leaves; fountains plashed and cascades danced over mimic falls and grottoes, which in the evening were illuminated by a well-directed play of the electric beam. The fairy-scene became an immense attraction, and the flowers paid the church debt.

Coasting from Manly up the Harbour the first great headland passed is Dobroyd, a bold cliff exposed to the full force of south-easterly gales. The navigation here for small craft is somewhat dangerous, for at times the *Bumborah* rises suddenly when the groundswell from the ocean touches the ledge of rocks that reaches out from the foot of the cliff, and the slow-rolling wave becomes then an angry breaker, which has brought disaster on many a boat's unwary crew. After rounding Dobroyd the entrance into Middle Harbour opens out. This is a long many-armed estuary stretching from the entrance fully five miles into the heart of the hills. The weather side of this entrance is exposed to the sea rolling in from the Heads, but the eastern side is protected, and here, on the tranquil shore, holiday-seekers by the thousand are landed, for at the foot of the rocky hill spreads out a large well-grassed flat and a smooth white beach that seem made by Nature for picnics. So roomy a playground, and one so easily accessible, does not often lie close to a great city. Opposite Clontarf runs out a long sand-spit, making a natural breakwater and narrowing the channel. Between its point and the opposite shore is a punt, which forms a connecting link in the overland route



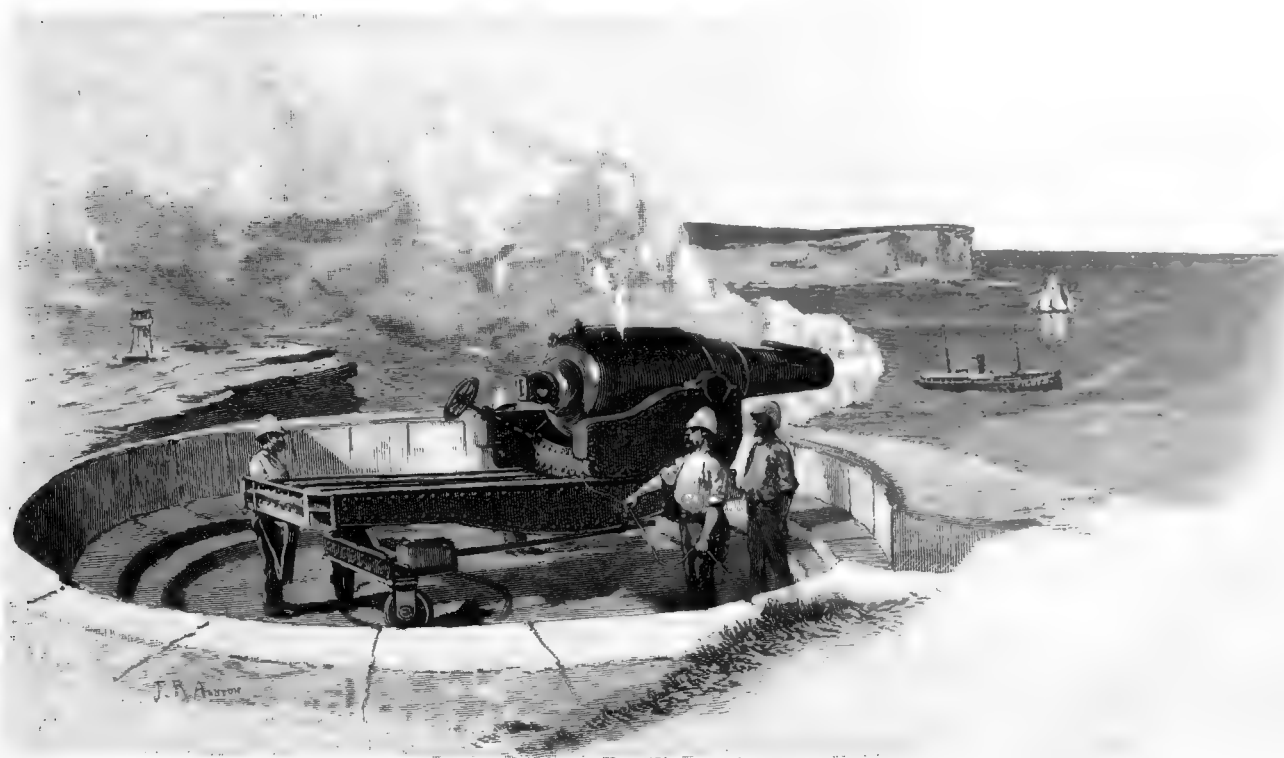
HORNBY LIGHT-HOUSE, INNER SOUTH HEAD.

to Manly. Round "The Spit" the waters divide into Long Bay and Middle Harbour proper. The latter, after throwing off one or two inlets, ceases to be navigable except for small boats, as it narrows and shallows between steep, rocky, timber-covered banks. At present Middle Harbour is almost untouched by commerce, and the houses on its overlooking ridges are not many, but it is a favourite cruising-ground and summer camping-place on account of its lake-like beauty—the headlands overlapping each other, producing something of the appearance of a Scotch loch. No more tranquil retreat than these solitudes afford could be desired, and that a busy city lies only a few miles off seems impossible.

"THE GAP:"
THE SCENE OF THE WRECK OF THE "DUNBAR"

The south arm of the estuary of Middle Harbour runs westward for some distance, making of Middle Head a broad, bold peninsula. On the point of this, looking straight out to sea, stands the greatest fortification of Sydney. The gun-carriages are placed in

shallow circular wells; the rock is caverned with magazines, and the powerful guns sweep all the water's face in front. To this point come the artillery, professional and volunteer, to practice marksmanship, and to learn with accuracy the distance of any point that could be occupied by an invading foe. Often on a Saturday afternoon the headlands are alive with spectators watching the practice. Here, too, the scientific



THE FORTIFICATIONS AT SOUTH HEAD.

manœuvres of the Easter encampment are elaborately gone through, while a detachment of infantry occupies an entrenched camp on the summit, and rehearses the operations necessary to prevent a landing on either of the Middle Harbour bays, or an attempt to take the forts in the rear. At the foot of the cliff at George's Head are embrasures in which are guns that command the channel and at the same time sweep the area of the torpedo-field, and protect any boom which might be constructed.

West of George's Head lies Chowder Bay, another favourite picnic-haunt, where a large hotel, a dancing pavilion, lawns and promenades are provided for holiday-seekers. Beyond Taylor's Bay, much visited by boating-parties and botanizers, Bradley's Head runs out due south, and forms with the opposite headland of Point Piper the entrance to the Inner Harbour. Past these are many charming bays deeply indenting the shore; Little Sirius Cove, Mossman's Bay, Shell Cove, Neutral Harbour and Careening Cove. It is hard to say which of these is the most beautiful. They have a general resemblance, yet each has its own special characteristics; and they are all deserved favourites with boating-parties. The large water-space in front of them, between Kurraba Point and Kiarabilli, is Neutral Bay, the anchorage for outward-bound ships, which can lie here in the shelter and out of the fair-way. Past Kiarabilli is Milson's Point, important as being the terminus of the principal North Shore ferry and one of the starting-places of the Great North Road. Then comes the deep recess of Lavender Bay, the street from the wharf at the head of which is a long flight of steps cut in the solid rock,

leading picturesquely, if somewhat toilsomely, to the streets above. Mc Mahon's Point is another ferry-landing, the road running at a stiff gradient up to the higher land. Then come

Berry's Bay and Ball's Head Bay, both deeply recessed, and the entrance to Lane Cove, an estuary running up a considerable distance into the hills, though only navigable but for a few miles.

This northern side of Sydney Harbour has as deep a water-frontage as the southern, but the rise from the shore is steeper, and the elevated ground much

scored by the deep gorges of Middle Harbour and Lane Cove, and the numerous lateral valleys running down to them. The surface is thus broken up into ridges and gullies, the main road running along the summit. The soil on the high ground has been

found admirably adapted to orangeries and orchards, and market-gardens abound for many miles inland. This orchard cultivation characterizes all the district westward as far as Parra-



THE MANLY WILD-FLOWER SHOW.

matta; indeed, the line which follows the course taken by this arm of the Harbour may almost be said to be the line of orange culture, the lower land on the south being more exposed to frosts and mists than the warm ridges on the northern side.

Hunter's Hill occupies the peninsula between Lane Cove and the Parramatta River, affording a large water-frontage to the water-side residences. The Hill is covered with



ONE OF THE BIG GUNS AT MIDDLE HEAD.

villas not less picturesque, though less imposing, than those found about the fore-shores nearer the city. The soil here is loamy, and being set a little inland from the salt sea-breezes, rich and delicate vegetation makes a more luxuriant display. The houses are mostly built of the fine sandstone which lies a few feet beneath the surface, and gorgeous and glorious creepers are trained wherever balcony or trellis-work affords an opportunity. It is a richly floral district, and it is almost impossible to exaggerate the beauty and splendour of the rich masses of *Bougainvillea* which cover a whole house-side in the earliest days of spring, or of the climbing rose that makes a veritable "field of cloth of gold" over a hundred square feet of trellis in every spring and autumn. Nowhere else along the river or by the sea can be seen finer contrasts of colour and foliage—bananas and plantains by the water's edge, cedars drooping on the slopes, *hibiscus* and flame-trees putting out their crimson and scarlet blooms, the tender green of the budding vine prophetic of the purple show of autumn, and the dark glossy leaves of the orange trees rich with their golden fruit. At Gladesville, a little higher up the river, is one of the large asylums for the mentally diseased, where the thoughtful care of the superintendent



LAVENDER BAY.



has done everything possible to veil the sombre aspects of the place, and to alleviate inevitable confinement by surrounding it with a glory of flowers. Steamers go up the River within a short distance of Parramatta, and as far as Ryde the scenery on either side is charming. Two bridges are thrown across—one for the road connecting Fivedock with Gladesville, and the other at Concord for the Great Northern Railway to Newcastle. Returning to the mouth of Lane Cove the conspicuous feature in the River, after passing the magazine at Spectacle Island, is Cockatoo Island, the site of one of the earliest prisons in the

colony. Out of its rocky side a graving-dock was hewn many years ago large enough for the ships of that day; and here the *Galatea* was docked. But a still larger one is wanted for the iron-clads of the present time, and accordingly another large excavation has recently been constructed which will accommodate any vessel not more than six hundred feet long. From Cockatoo there is a beautiful view up Iron Cove, over which is a bridge connecting the peninsula of Fivedock with that of Balmain. On the heights of the latter is the large lunatic asylum at Callan Park, built on the pavilion principle, at a cost of more than a quarter of a million, and capable of receiving six hundred patients. After passing Goat Island, the site of another powder-magazine, the eastern side of the Balmain Peninsula comes into view, and a busy industry makes itself seen and heard. On one of its subsidiary bays are Mort's Dock and Engineering Works, where vessels of all sizes are repaired, and where the clang of hammers and the whirr of machinery make perpetual din. Other industrial establishments have also pitched their

quarters here, and as a large number of artisans are obliged to live near their work Balmain claims the reputation of being pre-eminently the engineering suburb.

Between Balmain and the older parts of the city lies Pymont, another of those peninsulas which stretch like the fingers of a hand into the Harbour. Here is the patent slip of the Australasian Steam Navigation Company, and various other industrial establishments haunt this locality. But the specialty of Pymont is its quarry. The sandstone here is of finer grain and more uniform colour than that found anywhere else around Sydney. All the finest of the new buildings are constructed or faced with this stone, and the original hill of Pymont is fast disappearing under the active labours of the quarrymen. Pymont, which is in the city limit, is connected with the eastern side of Darling Harbour by a wooden bridge, which opens in the centre to allow the passage of ships. The western shore of this Harbour is occupied by a Government railway-wharf. The opposite side is crowded with wharves and jetties. Several of the steam-boat companies have their head-quarters here, although the access by steep and narrow streets is very difficult, and a real inconvenience to the Harbour traffic.

On the highest point of the Sydney ridge is the Fort Phillip reserve, on which is



LANE COVE RIVER.

built the Observatory, and here, terminating our imaginary cruise, we may stand and take a general survey of the route traversed. There is, indeed, no one point from which Sydney Harbour can be entirely commanded, for its special characteristic is that it is not a bay, but a series of bays—bays on the north and bays on the south. Any one of its principal coves would make an ordinary haven, while their multiplicity gives a superabundance of accommodation let Sydney grow ever so great. The shore-line

is more than a hundred miles in length. This Harbour, over which the citizens are naturally so enthusiastic, is to them and to their heirs a perpetual possession; it is a reserve that can never be built upon; it is a playground that can never be worn out; a training-ground for all aquatic sports; a school of seamanship that will count its pupils by the thousand. It gives to naval defence all that it can need, and to commerce more than it can use, while from childhood to old age, and from generation to generation, it is a thing of beauty and a joy for ever.

THE CITY AND SUBURBS.

The streets of Sydney are not as the streets of other New World cities. They are not laid out on a chess-board pattern, following some draftsman's predetermined plan, irrespective of the contour of the ground. George Street is, in fact, the survival of the primitive bush-track by which the bullock-drays entered and left the settlement. Its bends and its irregular width bear witness to this day to its origin. The other main track, Pitt Street, which lies roughly parallel to it, is straighter and more regular, but it was not at first continued through to Circular Quay. Sydney began on the western shore of the Cove, close to the present site of the Manly steamers' wharf, where the short street, still called Queen's Wharf, leads into George Street, and its topography will best be understood by studying the fall of the land at that point. The natural feature that determined the selection of the site of the city was the Tank Stream, which furnished an immediate supply of fresh water—that prime essential to a young settlement. The supply was not very abundant, as the settlers soon found out, for the tide rose as far as Bridge Street, and above that the Stream had a length of only a few hundred yards; but there was enough to begin with, and tanks were dug out to store that little. A reference to the plan of early Sydney will show that the course of the Tank Stream is nearly north. The track, which is now George Street, starting from the western side of the Cove, followed the bank of this creek, then over the ridge down the slope called Brickfield Hill into the valley of a water-course running into the head of Darling Harbour, and so on towards Parramatta. This was the first great artery of traffic.

Beginning as Sydney did at the mouth of the Tank Stream, its earlier streets naturally occupied the two slopes leading down into the valley. On its western side the ground sloped upward to the ridge, and then over it steeply down to the waters of Darling Harbour. On the eastern side the ground sloped up to another ridge, and down to the waters of Woolloomooloo Bay; but on that side so much of the land was reserved for public uses that the city could not spread in that direction, and its earliest development was therefore on the portion lying between the Tank Stream and Darling Harbour. The highest land on this peninsula is that just abreast of the landing-place, and up the slope towards this height, now occupied by the Observatory, climbed some of the earlier settlers. On the top was erected one of the first windmills, the only remaining memorial of which is Windmill Street leading down from Lower Fort Street to the water. The roads were necessarily steep and irregular, and so they remain to this day, though the original tracks have been in some places civilized into stair-ways cut in the rock. The primitive houses were perched wherever convenience dictated, and the arrangements were not at all adapted to modern notions of sanitary science or city engineering.



DARLING HARBOUR, FROM THE PYRMONT BRIDGE.

Eng. B. Schell

The old sea-faring folk used to climbing had a fancy for this point of high land, for even when ashore they liked a sight of the blue water and the moving craft.

The earliest private wharves were formed along the shore from Dawes' Point and round by Miller's Point, and the great knob of land which was thus half-encircled was a convenient dwelling-place for those who did not wish to go far from their ships or

their business. This part of Sydney, which is still known as "The Rocks," has a quaint Old World air about it. It has a suggestion of old Folkestone, with a touch of Wapping and a reminiscence of Poplar. Those who are in search of primitive Sydney will find more of it here than anywhere else. What are now called hovels were once respectable tenements; but in Upper and Lower Fort Streets there are substantial houses, once the homes of well-to-do merchants and skippers. The great commercial buildings have since settled themselves in another direction, in positions more central to business, and to which the access by road is easier. But old Sydney still remains very much as first fashioned, a little straightened and smoothed, but in its main outlines what it originally was.

Of late years the neighbourhood of Lower George Street has become the favourite haunt of the Chinese immigrants, who naturally gravitated to the older and shabbier part of the town, and here their stores, their lodging-houses and their furniture-shops abound. It is half China-town, sprinkled with Caucasian trade-marks. Opium fumes are in the air, and indications also of the peculiar cookery of China. Mongolian wares are seen in the windows. In the open shops the Turanian is busy making and polishing furniture, and half-breed children play upon the steps. Signs and symptoms of fan-tan, lotteries and other games of chance may sometimes be noticed by the initiated, though the police occasionally make official raids upon these gambling establishments. The Chinese show unremitting industry, and yet afford a singular contrast to the smartness and enterprise of colonial commerce. Their quarter in Sydney is thoroughly intermixed with European establishments, and is by no means so exclusively national as the Chinese quarter in San Francisco, or even in some other Australian cities.

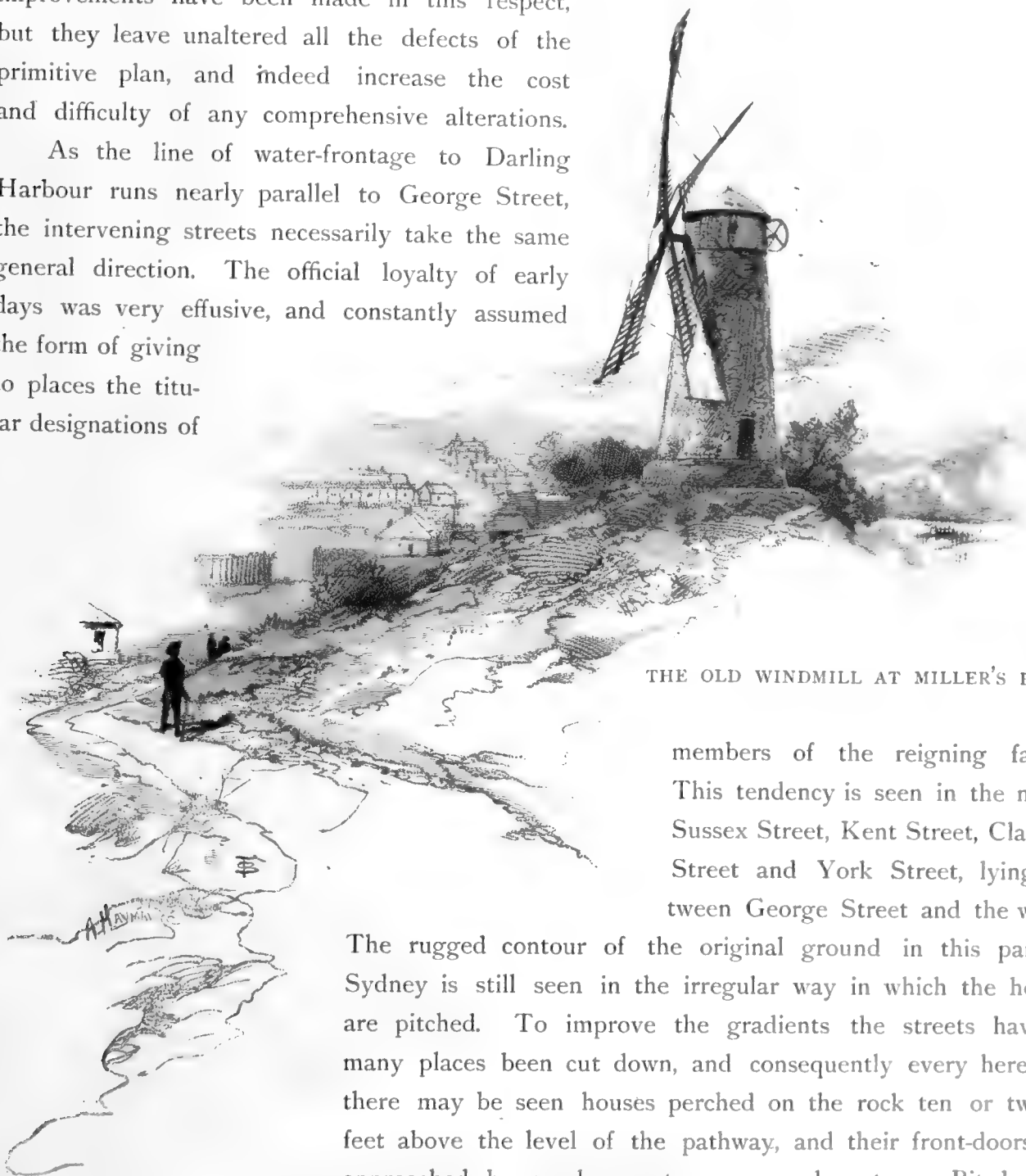
The route from Lower George Street round to Miller's Point, by way of Dawes' Battery, was in the early days considered inconveniently circuitous, while to take laden drays over the height was out of the question. So a passage, known as the "Argyle Cut," was driven through the rock, the intersected streets being preserved by means of overhead bridges. This was a more important passage when first made than it is now, for before Circular Quay was improved by the Government the wharves and warehouses on the western side of the Point gave the principal accommodation to the shipping; and even that accommodation was subject to one great drawback, namely, the steepness of all the roadways to the water's edge. The harbour-frontage is all that can be desired, but the access to it is very inferior. In the early days the streets were laid out on the natural gradients, for there were no funds available for expensive works and bullocks and horses were left to do the best they could. The "Druitt Street test" used to be the warranty given with a horse, for an animal that could draw a ton straight up from Darling Harbour into George Street was considered stanch. Since the commerce of Sydney has increased the inconvenient access to the wharves of Darling



AN EARLY BARRACK-VAN.

Harbour has been more and more a matter of complaint, and several have been the projects for making a grand reformation along the whole fore-shore by the construction of a continuous wharf, a new road and a railway. These, however, are at present only schemes, but some fine profile for the water-frontage may find its place in an illustrated Sydney of the future. At present the old city maintains in this quarter its ancient form, varied only by the construction of longer and stronger jetties, and the erection of new, capacious and handsome warehouses. Great improvements have been made in this respect, but they leave unaltered all the defects of the primitive plan, and indeed increase the cost and difficulty of any comprehensive alterations.

As the line of water-frontage to Darling Harbour runs nearly parallel to George Street, the intervening streets necessarily take the same general direction. The official loyalty of early days was very effusive, and constantly assumed the form of giving to places the titular designations of



THE OLD WINDMILL AT MILLER'S POINT.

members of the reigning family. This tendency is seen in the names Sussex Street, Kent Street, Clarence Street and York Street, lying between George Street and the water.

The rugged contour of the original ground in this part of Sydney is still seen in the irregular way in which the houses are pitched. To improve the gradients the streets have in many places been cut down, and consequently every here and there may be seen houses perched on the rock ten or twenty feet above the level of the pathway, and their front-doors are approached by cumbrous stone or wooden steps. Bit by bit, however, such memorials of old-time Sydney are disappearing.

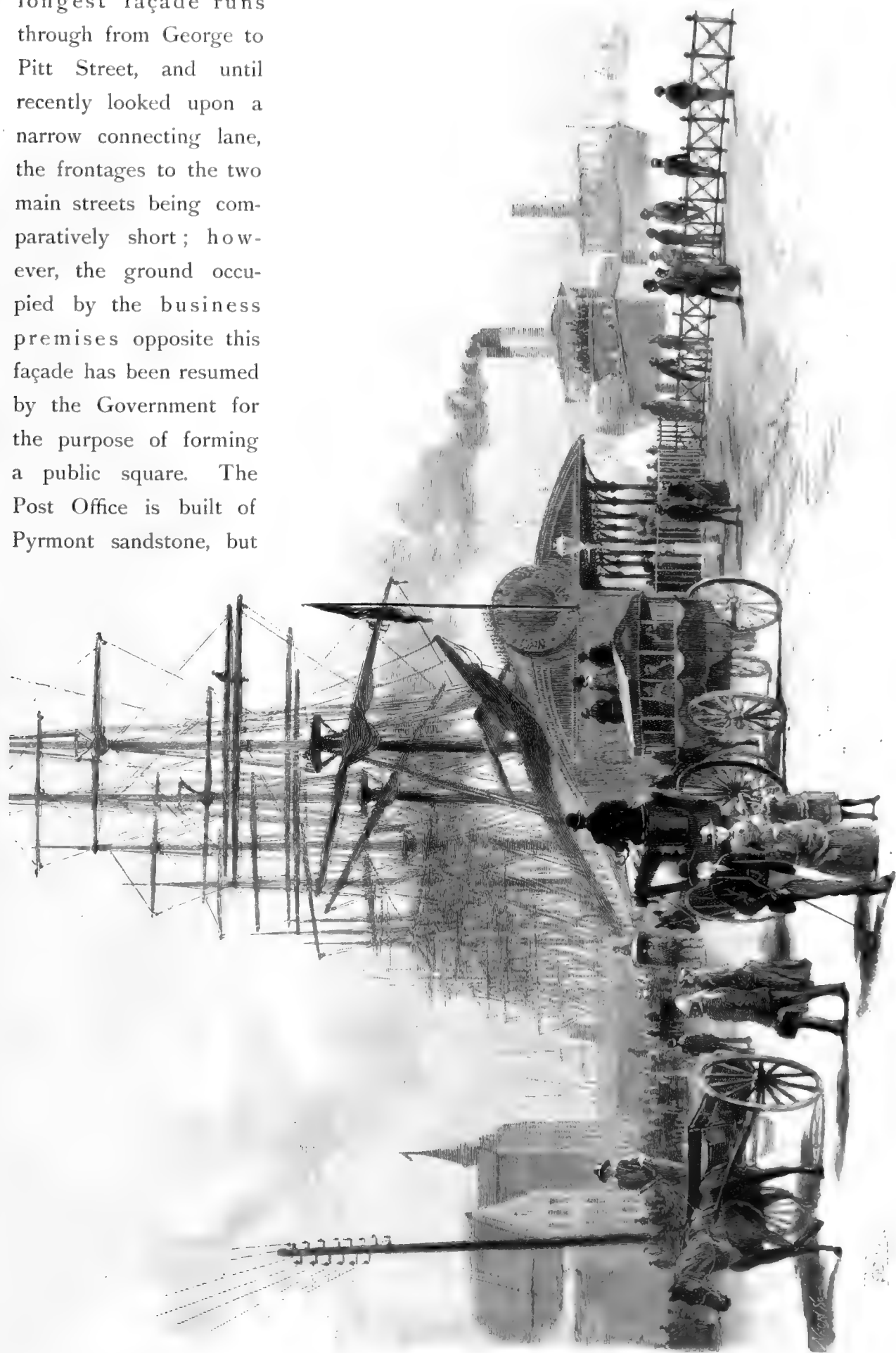
These streets are the favourite haunts of persons connected with the shipping, and especially of those engaged in the coasting and intercolonial trade. Produce-stores of every kind and size abound, into which are unloaded cargoes of lucerne hay from the Hunter River, maize from the coast farther north, potatoes from the south, and farm produce from Tasmania, New Zealand, Victoria and South Australia. Crates of fowls,

baskets of eggs, sides of bacon, kegs of butter and every description of farm produce are exposed for sale. The locality is practically an open market, and the dealers, acting either as agents for their country consignors, or as speculators anxious to turn over their bargains quickly, are busy all day long selling to shop-keepers and private householders. The houses in the neighbourhood have been from the earliest days of the colony occupied by traders of this class, or by sea-faring people, stevedores, wharf-labourers, ships' carpenters and keepers of lodging-houses, with, of course, a due supply of public-houses and retail shops. But a great change is rapidly coming over this part of Sydney. Some of the most primitive and dilapidated tenements have been closed or pulled down by the orders of successive mayors, who periodically promenaded the town, and condemn as unfit anything below the present standard of what is suitable for human habitation. Even where there has been no such municipal mandate the mere increase in the value of land has led to the removal of many of the ancient structures, and the substitution of new and commodious stores. The business part of Sydney—practically a peninsula—is pinched in, and the rapid increase of commerce has created a demand for mercantile premises. Persons who cannot afford the high prices asked in George Street have sought suitable sites in these back streets. Artisans go out into the suburbs, to which there is now convenient access by boat, tram and railway, and warehouses now rise where cottages once stood.

Among the wharves, and nearly behind St. Philip's Church, were erected the first gas-works. The business of the establishment—still conducted by a company—has outgrown the cramped position which was ample for its first beginnings; new and larger works have been constructed at Mortlake, on the Parramatta River, six miles from the centre of the city. On the top of the hill, looking down on the site of the old gas-works, was built in the early days a naval hospital, in the solid heavy style of architecture which seems to have been favoured at that time. Many years ago it was turned into a model school, and is used for that purpose still. Another Government establishment, the Barracks, occupied a large area between George Street and York Street, but when, in course of time, the ground grew to be too valuable for this purpose it was given to the local Government on condition that new and larger barracks were built on the Paddington Road. Barrack Street, which connects George, York and Clarence Streets, is a reminiscence of the purpose to which the land was originally put. Wynyard Square was retained as a reserve when the old barrack-ground was subdivided into allotments, and still remains as one of the pleasant lungs of Sydney. Before it was improved it was a site on which the hustings for the elections for West Sydney were erected, and was the scene of many a fierce display of political oratory. The hustings having been transferred to the Town Hall enclosure, the Square was railed in and planted with trees and flowers. The breaking up of the old Barracks was a considerable advantage to the city, because it made the business part of George Street on the west side continuous.

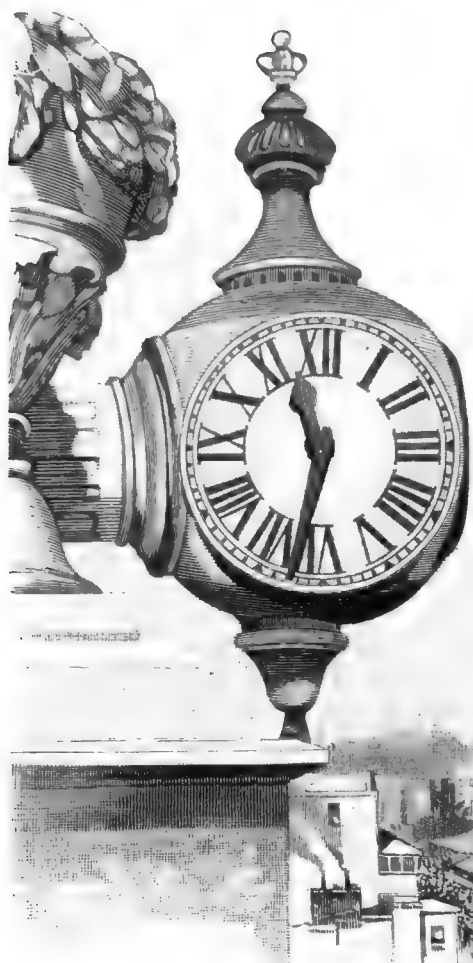
The new shops built on the old barrack-ground, though now more than forty years old, were at the time of their erection a great improvement to Sydney, and still contrast favourably with the shops on the opposite side. But farther up the street stands the new Post Office—one of the finest buildings in the city. Its main and

longest façade runs through from George to Pitt Street, and until recently looked upon a narrow connecting lane, the frontages to the two main streets being comparatively short; however, the ground occupied by the business premises opposite this façade has been resumed by the Government for the purpose of forming a public square. The Post Office is built of Pymont sandstone, but



CIRCULAR QUAY ON THE WESTERN SIDE.

the massive pillars supporting the long colonnade are of polished granite obtained from Australian quarries. From the centre of the building rises a handsome tower, the loftiest



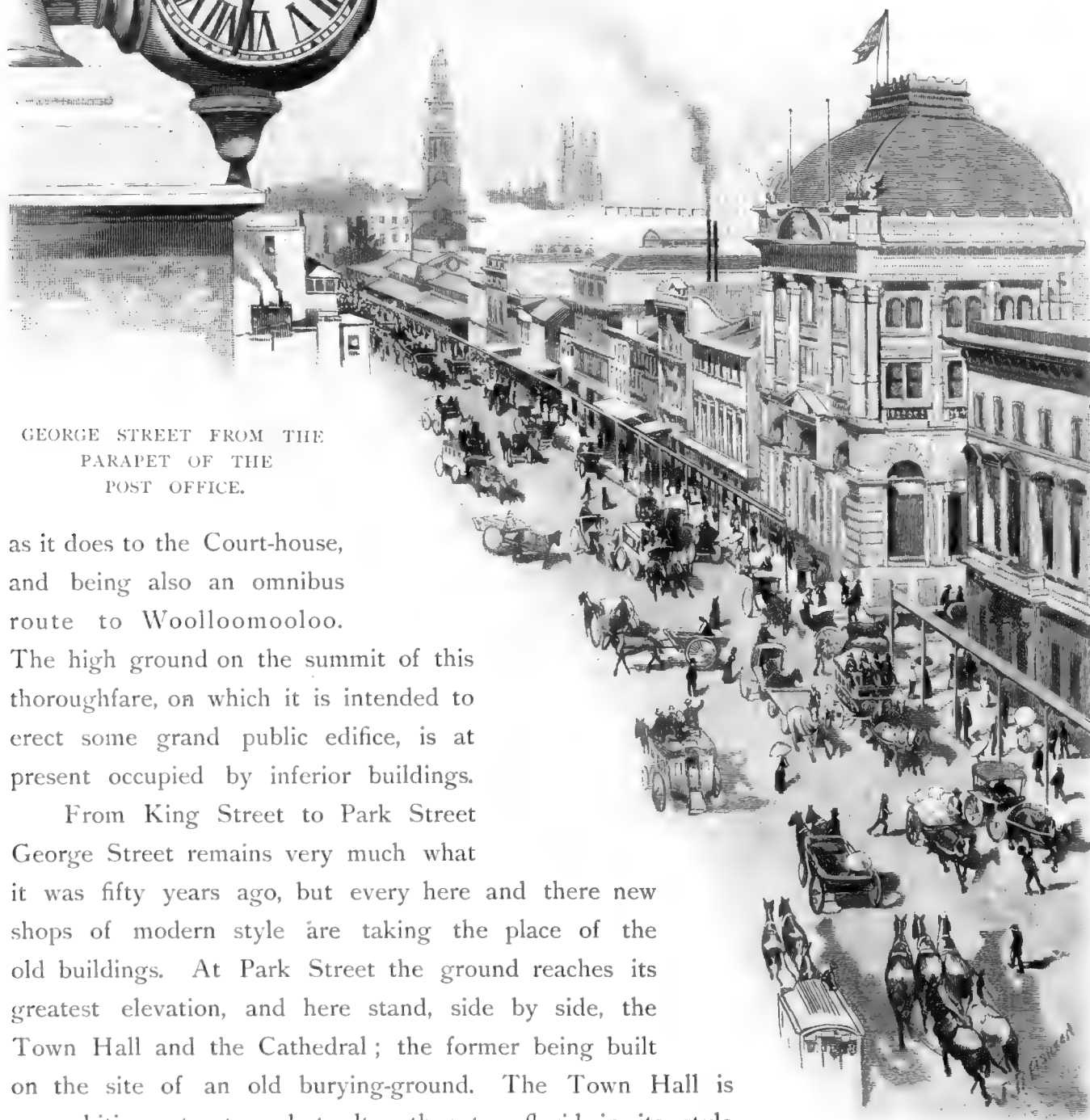
GEORGE STREET FROM THE
PARAPET OF THE
POST OFFICE.

as it does to the Court-house, and being also an omnibus route to Woolloomooloo.

The high ground on the summit of this thoroughfare, on which it is intended to erect some grand public edifice, is at present occupied by inferior buildings.

From King Street to Park Street George Street remains very much what it was fifty years ago, but every here and there new shops of modern style are taking the place of the old buildings. At Park Street the ground reaches its greatest elevation, and here stand, side by side, the Town Hall and the Cathedral; the former being built on the site of an old burying-ground. The Town Hall is an ambitious structure, but altogether too florid in its style of architecture. The Cathedral was planned fifty years ago, and is now too small; but it is a good specimen of perpendicular Gothic, and contrasts not unfavourably with the Italian edifice by its side. They both stand central and dominant in the city—the street here having widened out to a hundred and fifty

in the city, and one of its finest architectural features. From the arcade of the Post Office the eye of the visitor is caught by two of the handsomest structures in Sydney; namely, the Mutual Fire Assurance Company's offices just completed at the corner of Wynyard Street, and the neo-Greek edifice of the Australian Joint Stock Bank at the corner of King Street, with a frontage to George Street. King Street is a little beyond the Post Office, and is a scene of busy traffic, leading up



feet—and the grounds surrounding them are relieved by small shrubberies and lawns.

Beyond the Cathedral George Street descends the slope of Brickfield Hill, the street continuing broad, though irregular in its alignment. It is a district of shops of the less fashionable order; but at the foot of the hill on the Haymarket flat is the great establishment of Messrs. Anthony Hordern and Sons—a Sydney imitation of Whiteley's in London. From the Haymarket George Street rises steeply towards the Redfern Railway Station, before reaching which Pitt Street converges into it at a sharp angle. The tram-line, which forms the main artery of communication with the Railway Station and the southern and western suburbs, is laid along Elizabeth Street from Hunter Street to the Haymarket, where it crosses Belmore Park in a diagonal direction, and follows the trend of Pitt Street into the broad *plaza* which crowns the rise in front of the Redfern Railway Station.

Though running parallel to George Street, and at no great distance from it, Pitt Street was in the early days cut off by the Tank Stream, nor was it continued, as it is now, northward to the Quay, but turned off at Hunter Street. The mouth of the Tank Stream, in its natural formation, opened out, and what is now known as Macquarie Place was once a water-side street following the direction of the east bank. It was not until after the flat ground at the mouth of the Stream was filled in that Pitt Street was continued straight from Hunter Street to the Circular Quay. The line of traffic, as thus completed, not only gives a better gradient from the Quay all the way to the ridge which follows the alignment of Bathurst Street, but it affords, in a very striking way, a close connection between the city

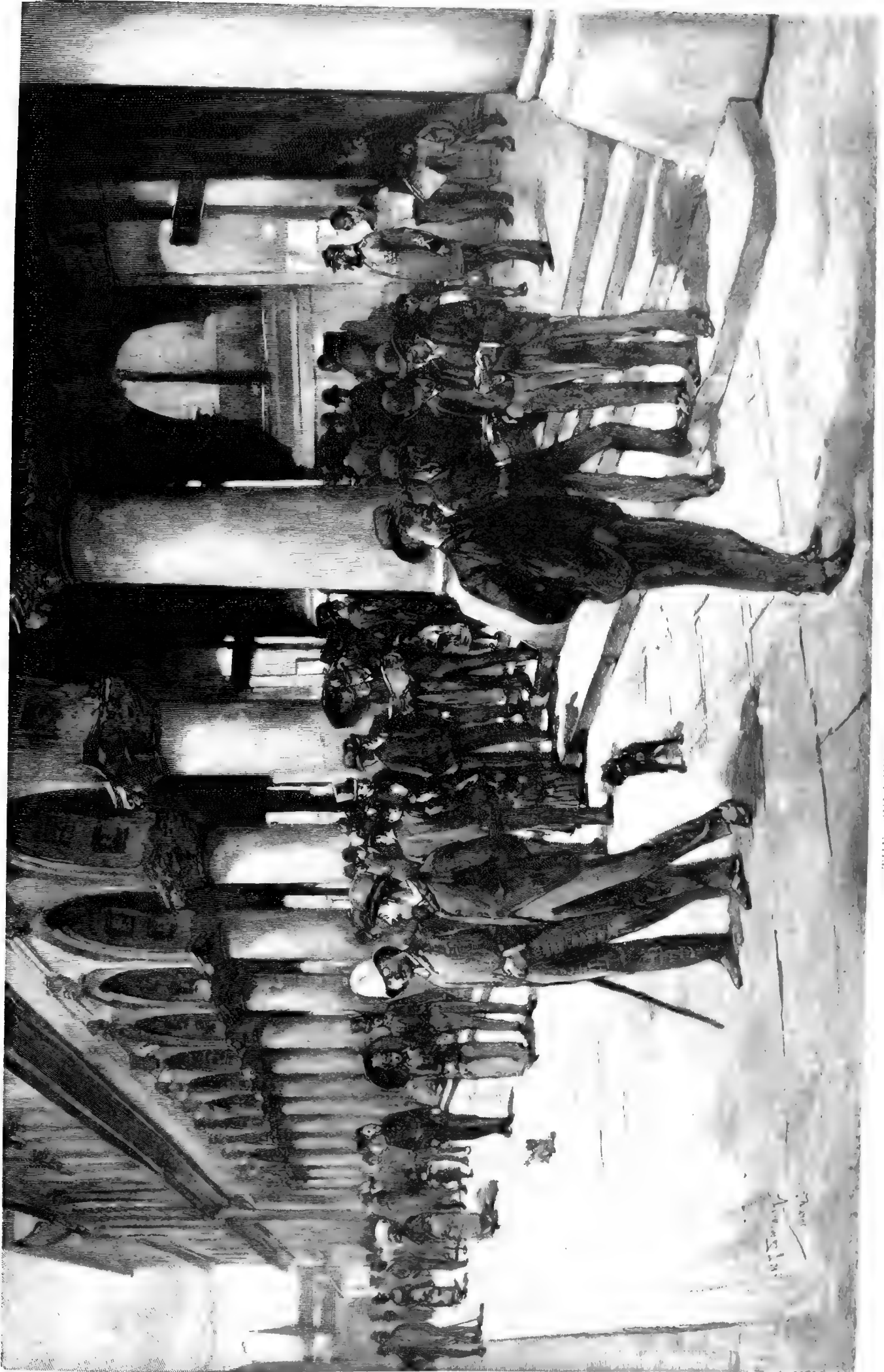


THE SYDNEY POST OFFICE TOWER.

and the ships, for looking down Pitt Street the masts of the great vessels are seen, and behind them the green hills of the North Shore. "The ships seem lying in the streets" is sometimes the remark of visitors, and they do lie actually alongside the roadway, for the western side of the Quay is only a continuation of it, and the traveller is driven in his hansom from his hotel to the gangway of the ocean liner, which hauls off from the wharf and goes straight away to sea. Walking up this street from the wharf the visitor notes on both sides the offices of steam-ship companies, shipping and insurance agents, importers and brokers.

At the intersection of Bridge Street is the Exchange, erected by a mercantile corporation on a site granted by the Government. It was built many years ago, and has answered its purpose; but though a fine structure it is now dwarfed by the taller premises surrounding it. A large hotel stands in the rear, and is part of the property; it having been found that luncheon was a necessary sequel to the exchange hour. Handsome offices occupy both sides of the street beyond this point; the premises built for the Australian Mutual Provident Society, the Bank of New Zealand and the Pacific Insurance Company being prominent for their architectural merit. At one corner of Hunter Street stands the office of the *Sydney Morning Herald*—the oldest and largest newspaper in the colony. Opposite are the newly-built premises of the Union Bank, which fronts the large freestone building of the Empire Hotel. From this point to King Street the new buildings are lofty, the value of the land compelling proprietors to find in height compensation for narrowness. Among the stone structures Vickery's Buildings and the handsome offices of Messrs. Dalton are the most striking, while in brick and cement the stores of Messrs. Hoffnung tower over all others which stand by their side, and even dwarf the Pitt Street façade of the Post Office. At the corner of King Street is Beach's Hotel, so named after the champion oarsman of the world, and fronting it is a fine freestone building, the pediments of which are ornamented with allegorical groups in bronze. At the intersection of Market Street is the long range of Messrs. Farmer's drapery establishment, opposite which is the newest and largest theatre in Sydney. A little farther on, and before reaching the Mechanics' School of Arts, is one of the largest and handsomest of the many arcades which are characteristic of Sydney. The School of Arts was established in this quarter many years ago, and still holds its old position, though reconstructed internally to meet its growing needs. This portion of Pitt Street is chiefly characterized by horse-bazaars, furniture-rooms and the shops of miscellaneous trades, though a little farther on new and handsome structures are rapidly rising, and the locality is undergoing a thorough transformation; but over the Bathurst Street ridge, and descending towards the Haymarket valley, it still wears a good deal of its ancient character.

The Tank Stream was the early dividing line between East and West Sydney. A bridge thrown over it at high-water mark was the first connecting link between the two parts, and originated Bridge Street, which by a happy accident is one of the few broad thoroughfares of the city, though unfortunately it is not in line with the equally broad thoroughfare of Charlotte Place on the opposite side of George Street. But in those early days hardly anyone seems to have thought of laying out the city on a symmetrical plan. Bridge Street now contains some fine mercantile buildings, its proxi-



THE SYDNEY POST OFFICE COLONNADE.

mity to the shipping as well as to the commercial centre making it a good position for offices. On the eastern side of the old Stream, which is now a covered sewer, begins a quarter much occupied with Government offices, and this characteristic feature is a survival from the earliest days. When Governor Phillip first landed, his canvas hut was put up on the eastern side of the Stream, while the convicts were debarked on the other; and thus, while commercial Sydney made its start from the latter point, official Sydney had its centre near the Governor's first residence. Traces of this are still to be seen in the direction of the streets, which radiate outwards from this old central point; O'Connell Street and Spring Street going towards the Stream, and Bent Street sloping upwards in an opposite direction towards Macquarie Street. An early Government House was built here, and here too stands the obelisk from which the length of all the streets and roads in the colony is measured. Official Sydney has clung to this locality ever since, although it is no longer central. The ground has become very valuable for commercial purposes, but the new and magnificent buildings that have lately been erected, as well as the proximity of the vice-regal residence, seem likely to fix this permanently as the Government quarter.

The Government Reserve originally came down to Macquarie Place, and of this the obelisk triangle is a small remnant. At the corner of this little patch of green grass and shady trees stands the statue of Thomas Sutcliffe Mort, the first of the city merchants thus honoured, and one who well deserved the distinction. His name has already been mentioned in connection with the great wool-store on the Circular Quay; it was he, too, who first established a private graving-dock and the great engineering works necessary for the repair of ships visiting the Port. He is also identified with rural enterprise in a great cheese-farm at Bodalla on the southern coast, while for years he laboured under the greatest discouragements at working out the problem of freezing meat—a problem successfully solved just as his career closed. His name was prominent in almost every department of industry; he was a strong and liberal supporter of religion, art, science and culture, and had a deep sympathy with everything that could promote the welfare of the great mass of the people. His life and career won for him the affectionate respect of his contemporaries, and when he died the movement to honour his memory was spontaneous.

On the side of the thoroughfare facing Mort's Statue is the handsome new building erected for the Lands Department, and farther up on the same side are the offices for the Colonial Secretary and the Minister for Public Works. At the northern corner is the Treasury, a handsome building, though it looks small now in comparison to the more recent and stately piles in its neighbourhood. A vacant space in the rear of the Treasury has been turned into a temporary tram-terminus, which by no means improves the general appearance of the street; but the engineers seized upon it as the only piece of ground suitable for their purpose, and it is a scene of restless activity from morning till night. The area is insufficient, but by dint of management the tram-cars are incessantly entering, shunting and departing from early dawn till midnight. These street tram-ways are an institution in Sydney, and though everybody condemns their ugliness and admits their danger, the public could not now do without them. The first was constructed in the year of the International Exhibition, to take travellers from the Redfern Railway Terminus to a point near the Macquarie Street entrance to the Domain. It was found so



KING STREET LOOKING EAST.

convenient and so profitable that the Government was besieged with entreaties to extend the system into the various suburbs.

This has been done till the profit has disappeared but the convenience to suburban residents has been immense, and until suburban railways are made Sydney will not part with its tram-ways. The streets are really too narrow for the system, and the terminus is altogether too cramped, but the Government has to do the best it can. Horse tram-ways would be unequal to the traffic on such gradients, except on some of the branch lines; on the steep incline of the North Shore a cable tram-way has been successfully established.

Bridge Street terminates opposite the entrance gate to Government House, making thus a bold and handsome approach to the vice-regal residence. Macquarie Street is an

eastern boundary to this part of the city, one side of it being all public reserve; in fact, it was partly carved out of the original Domain, which was pushed back to this line. The northern end is almost wholly devoted to wool-stores, which have one face to it and another to the Circular Quay. South of the lodge-gates Macquarie Street is devoted to private residences, and makes a street-front equal in beauty to that of any city in the world. The windows of the houses look out on the Domain and the Harbour beyond, the balconies commanding all the moving panorama of the daily fleet of incoming and outgoing vessels, while the sea breeze comes up fresh and cool; indeed, it would be difficult to find anywhere so charming a residential street so close to the centre of the commercial operations of a great city.

The original Macquarie Street began at the corner of Bent Street, where stands the Free Public Library. In the Domain are the Parliament Houses, the old Infirmary and the Mint. The first-named is a very plain building, which has been added to from time to time to meet the demand for increased accommodation, and is therefore an architectural jumble. Designs for a grand structure have been prepared, but Parliament has been more liberal to the Civil Service than to itself, and is still content with its old quarters. The front of the Infirmary was pulled down some years ago, having become unfit for hospital purposes. Plans for a new and costly structure were prepared and partly carried out, when with a change of Administration came a change of policy. Objections were made to putting a large hospital so close to the populous parts of the city, and the work of building was suspended. The Mint was an adaptation of an old building, and the front is in the antiquated style of the Macquarie age of architecture.

The end of Macquarie Street opens out into the broad *plaza* facing Hyde Park. The old and ugly Immigration Barracks occupy a site on the east—a noble and commanding position, on which a new public building is to be erected. On the other side stands St. James's Church—a characteristic red-brick building of the old style—and next to it is the Supreme Court, also plain and dingy, soon to be superseded by something more befitting the site. Next to the Court, and facing Elizabeth Street, is the Registrar-General's Office, where are kept all the archives relating to births, deaths and marriages, all statistical documents, and the deeds and ledgers connected with the registration of titles to land. Macquarie Street was formerly continued through Hyde Park, but the latter was closed and turned into a broad promenade, the street traffic being deflected to the east along College Street past St. Mary's Cathedral, which, though still incomplete, is the finest piece of ecclesiastical architecture in Sydney. In a line with this specimen of Gothic—though separated from it by intervening park-land in which is situated the Sydney Bowling-green—is the Museum, an imposing structure in a purely Grecian style and on a commanding site. It stands at the corner of Park and College Streets. The Boomerang Road, the route followed by the 'buses running to Woolloomooloo, begins at St. Mary's Cathedral and ends at the foot of William Street, which ceases at this point to bear the name of Park Street. This is the great artery of traffic for Woolloomooloo and Darlinghurst, and the omnibus route for the water-side suburbs beyond. The road following the old steep and inconvenient gradient runs down into the valley, and, passing the William Street Post Office, still more precipitously up to the ridge beyond. On its summit the road breaks into six branches; namely, the Darlinghurst Road, Victoria Street South, William

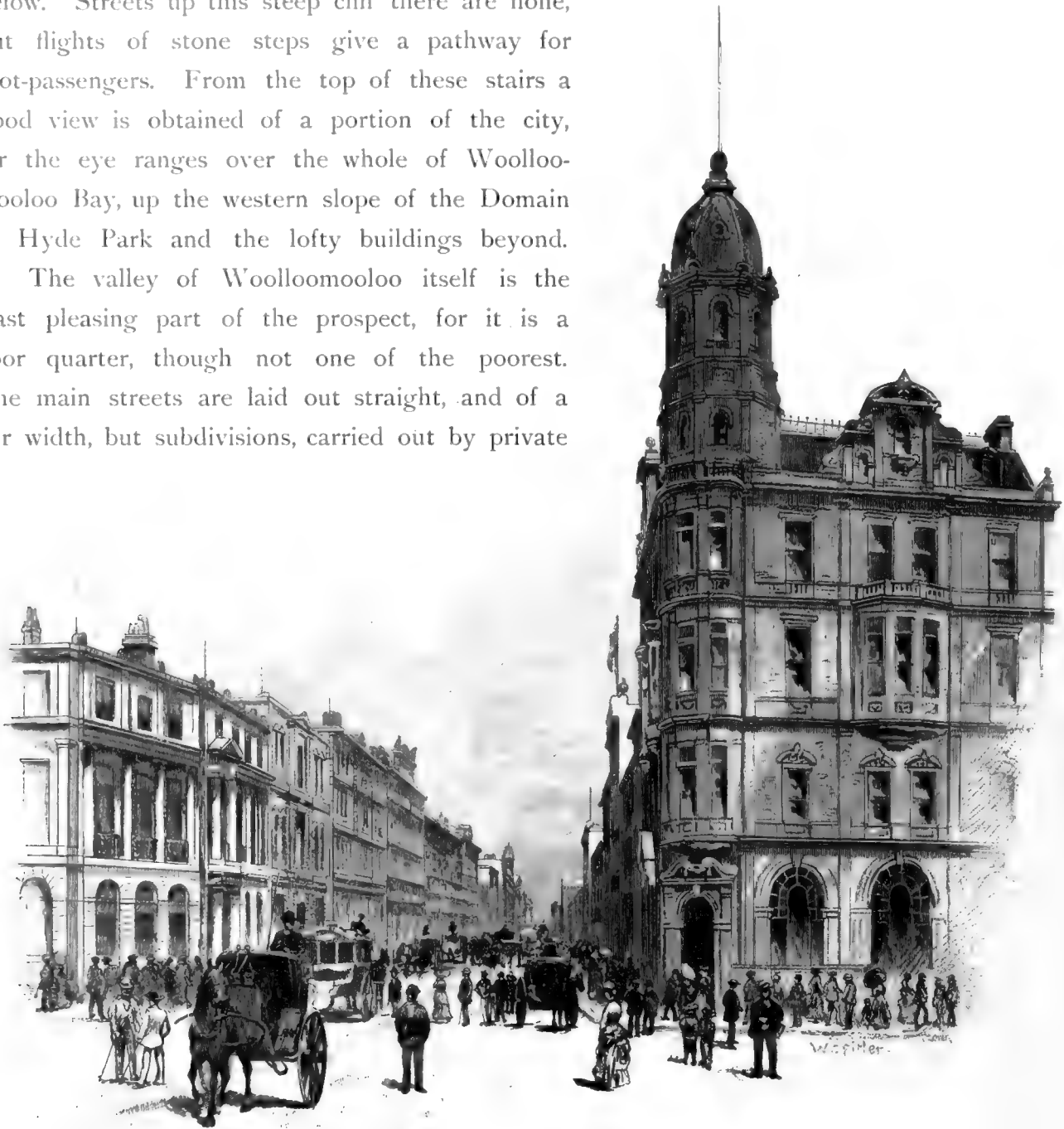


THE SYDNEY TOWN HALL AND ST. ANDREW'S CATHEDRAL.

Street South, Bayswater Road, Macleay Street and Victoria Street North, and these serve as the arteries to the southern and eastern suburbs. In the early days the ridge upon which William Street terminates was faced by a cliff, a portion of which still remains, forming

one of the curious features of this part of Sydney. Victoria Street North runs along the top of the old cliff, the back windows of the houses on its western side looking down upon the mass of dwellings in the valley below. Streets up this steep cliff there are none, but flights of stone steps give a pathway for foot-passengers. From the top of these stairs a good view is obtained of a portion of the city, for the eye ranges over the whole of Woolloomooloo Bay, up the western slope of the Domain to Hyde Park and the lofty buildings beyond.

The valley of Woolloomooloo itself is the least pleasing part of the prospect, for it is a poor quarter, though not one of the poorest. The main streets are laid out straight, and of a fair width, but subdivisions, carried out by private



PITT STREET LOOKING SOUTH.

individuals before the present stringent law regulated such matters, have multiplied narrow streets and lanes, in which rows of squalid tenements are huddled together. On the elevated ridge of Darlinghurst the houses are generally of a superior class, and the principal street on the summit, Macleay Street, leading to Pott's Point, contains several terraces of fair-sized houses, and many handsome detached residences surrounded with beautiful gardens and well-kept grounds. To the south Victoria Street leads past St. John's Church—the graceful spired tower of which is a really fine specimen of Gothic architecture—on to the Gaol, whose grim bleak walls are scored and scarred with the cyphers of their convict hewers.





Edw. B. Schott

J. HEILWELL, S.

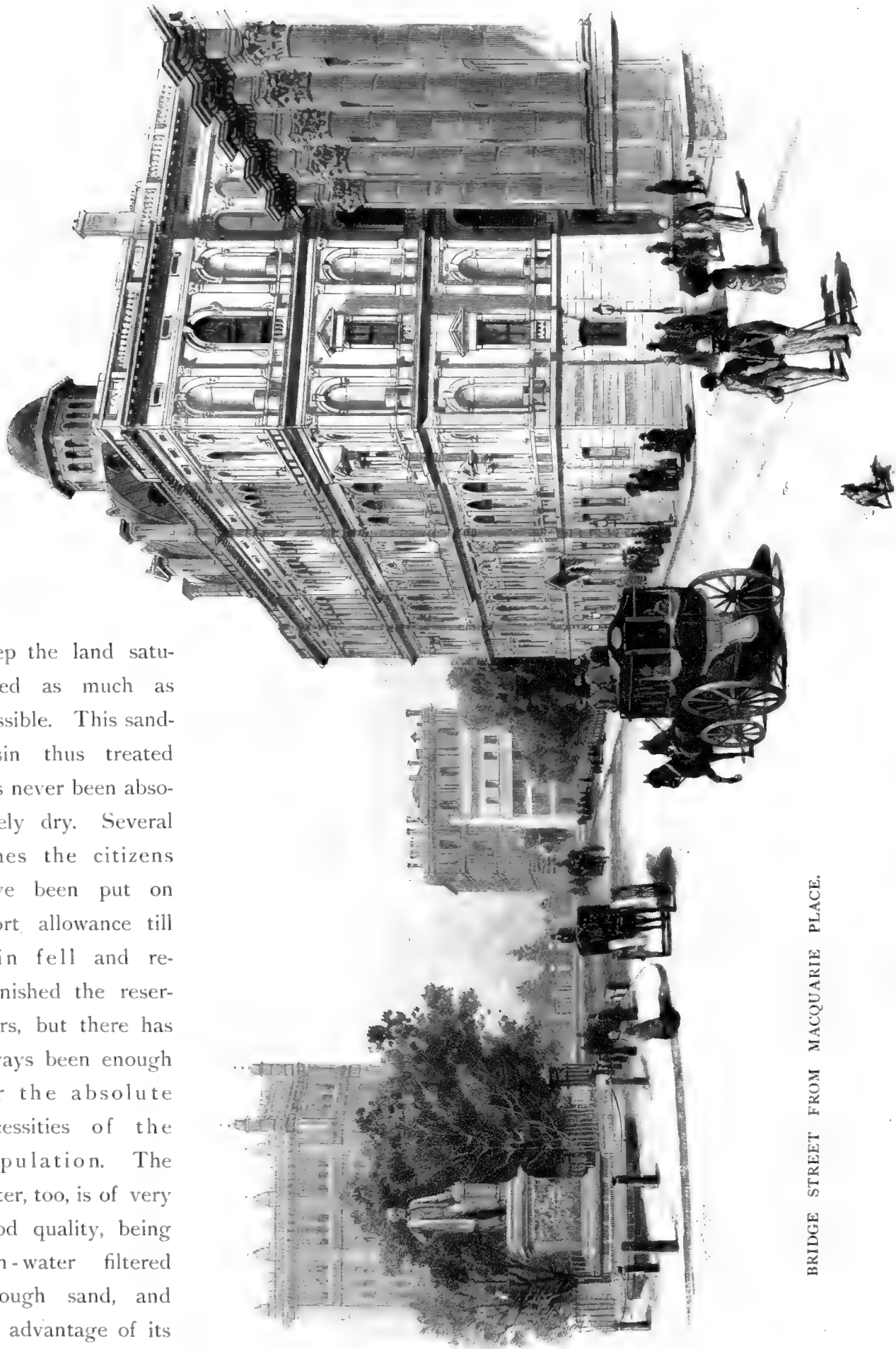
CIRCULAR QUAY, SYDNEY HARBOUR.

Over the ridge Bayswater Road makes a steep descent into the valley of Rushcutters' Bay. This, farther on, becomes the Main South Head Road, and one of the favourite drives out of the city, leading as it does past the suburbs of Darling Point, Double Bay and Rose Bay. The Old South Head Road, on the versant of which those suburbs lie, runs on the ridge in conformity with the primitive colonial practice: to keep clear of the necessity for bridges being the great aim of the early road engineers. It was the task of a later day to face such constructive works and to open out improved routes. This old road follows the line of the divide between the water-shed of Port Jackson and that of Botany Bay; the topography of the eastern suburbs is understood at once when this line is traced, with its lateral spurs running northward and terminating as promontories in the Harbour. The western end of this divide—on the western point of which stands the Town Hall—is really the city ridge already referred to, that separated the head of the Tank Stream from the creek flowing into Darling Harbour. This ridge, following the line of Bathurst Street, and crossing the southern end of Hyde Park diagonally, continues up Oxford Street to the Gaol, through Paddington to Waverley, at which point it trends south, dividing the water falling into the ocean from that running towards the old Water Reserve, and passing through the suburb of Upper Randwick continues to the North Head of Botany. This is the backbone of all the land to the eastern side of Sydney.

On its southern slope lies that sandy space which for many years has furnished the water-supply of the metropolis, and which is one of the most remarkable city reservoirs in the world. It is really a great slope formed by the action of the southerly wind during unnumbered ages, blowing up the sand against the face of the southern ridge. The rain-water that falls upon this sandy area slowly percolates through it, and finally oozes out into the bed of a creek which the water has formed for itself. The sand acts like an immense sponge, from which the water drains out slowly. The first attempt to supply the city from this source was made at the instance of Mr. Busby, who found, near the head of the creek, a lagoon then known by the name of Lachlan's Swamp, the elevation of which was above that of Hyde Park. He persuaded the Government to let him make a tunnel under the ridge from the swamp to the park, a work which, owing to the indolence and incompetence of the convict workmen, he carried out with very great difficulty; but it answered its purpose, and was an immense boon to the citizens of that day, who had become severely pressed for want of water, the Tank Stream having proved wholly insufficient, and also getting very much polluted by the increasing population on its banks.

Busby's Bore, as this tunnel was called, has with occasional repairs lasted to this day, and still partially supplies the lower levels of the city by gravitation. Its utility was so great that a closer examination was made of the whole sandy swamp, and when an additional supply was required a pumping-engine was erected at the mouth of the creek where the water runs into Botany Bay, a line of pipes six miles in length being laid to a brick reservoir constructed in Crown Street, Surry Hills. All the wool-washing establishments were removed from the line of the creek, and a puddle-wall was erected across the outlet. Subsequently broad sand-dams, with wooden by-washes, were built down its course, partly to store the water, and still more to hold it back so as to

keep the land saturated as much as possible. This sand-basin thus treated has never been absolutely dry. Several times the citizens have been put on short allowance till rain fell and replenished the reservoirs, but there has always been enough for the absolute necessities of the population. The water, too, is of very good quality, being rain-water filtered through sand, and the advantage of its being thus stored, instead of in an open reservoir, is that it is less subject to evaporation; nor is it exposed to any contaminating influence. But the fact that the water is hidden has been a constant puzzle to visitors. When asking to be shown the city water-supply, and on being



BRIDGE STREET FROM MACQUARIE PLACE.

pointed to a small, feebly-running creek and a shallow engine-pond, they have derisively ejaculated, "Why, there is not a week's supply." And it is quite true that very often there is not so much as a week's supply visible on the surface; but it continually oozes out, and in very dry seasons the percolation has been assisted by cutting ditches into the hills.

The Botany supply became, however, unequal to the wants of the population, and the water from the Nepean is now the principal reliance of the city; but the Botany sand-slope served the purposes of Sydney for about half a century. Its peculiar character and value were not at first understood, and it was condemned as insufficient for very many years before it really proved so. It was only by slow degrees that its extraordinary capability was duly appreciated; and it is still one of the curiosities of the place, and a study for hydraulic engineers.

The new system for supplying the city is on a larger scale, and follows the customary lines. The water is intercepted at a distance of sixty miles or thereabouts from Sydney, in deep gorges in sandstone country; the channels are dammed, and the water is then diverted through two long tunnels to a point from which it can be conveyed in an open cutting, by a steadily-descending gradient to a large reservoir constructed at Prospect, about four miles to the south-west of Parramatta. No considerable quantity can be stored at the sources, because the character of the country does not admit of the formation of any capacious basin, and therefore the water has to be collected at the most suitable place that can be found on the line of route. From the Prospect Reservoir it is conveyed in an open cutting to a point about ten miles from Sydney, and for the remainder of the distance in pipes, through



MORT'S STATUE, MACQUARIE PLACE.

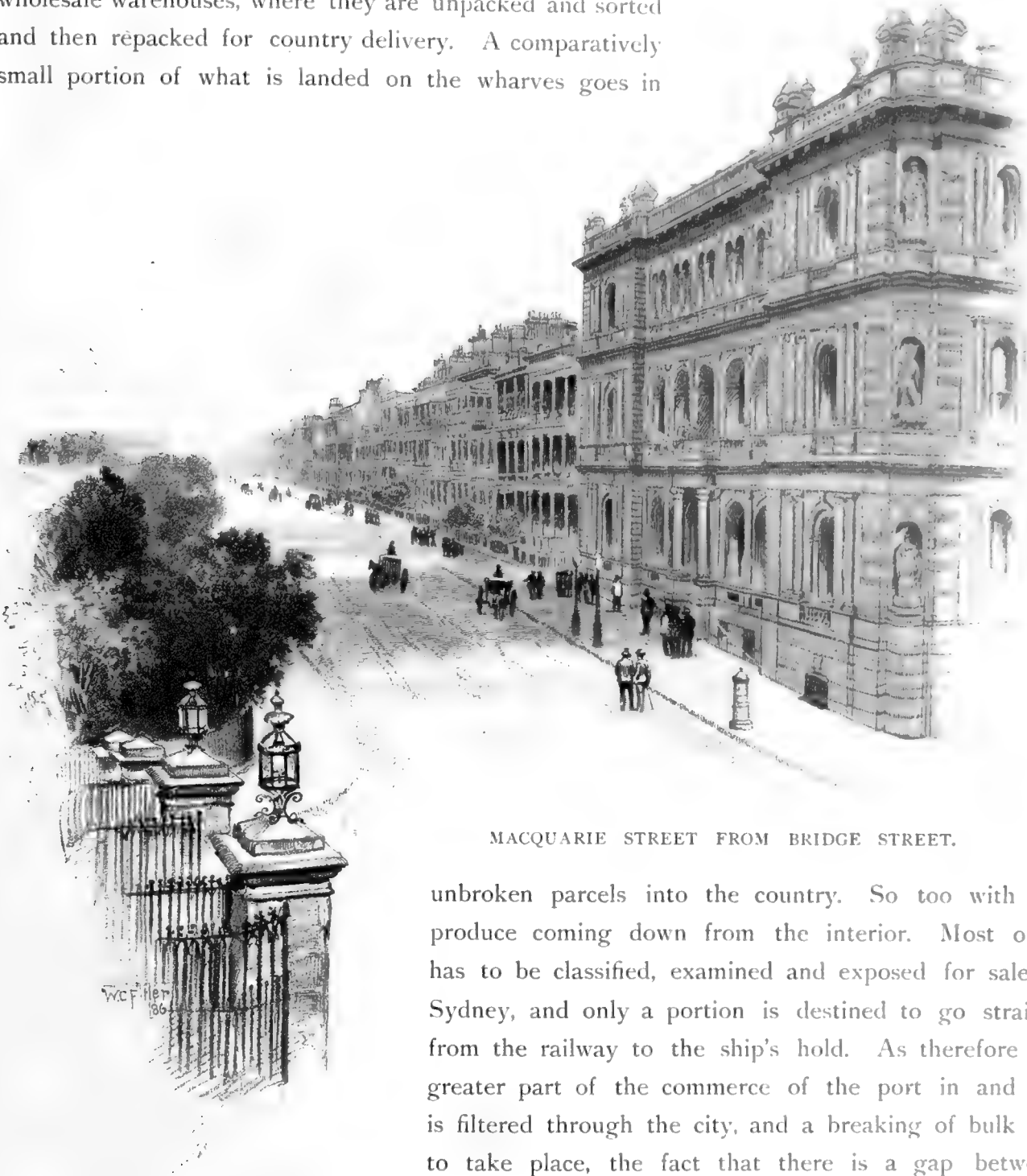
which it is delivered by gravitation into a large brick tank at Surry Hills. For the supply of the more elevated suburbs water is pumped into a second tank at Paddington, and into a third, at a still greater elevation, at Waverley. The cost of this scheme, by the time it is finally completed, will be about two million sterling.

The backbone ridge, which we have already described as running eastward from Sydney, is the principal high-road to the suburbs in that direction, and makes also the general course of the great under-ground drain, the *Cloaca Maxima*, constructed to carry the Sydney sewage to the sea. The primitive drainage system of the city, like its early streets, naturally followed the contour of the country, and the sewers were all emptied into the Harbour. The engineers thought Port Jackson large enough to swallow any amount of sewage and show itself none the worse; but this has proved a great mistake. The water near the outfalls has been made filthy, and the fore-shores in the neighbourhood have become foul with putrescent slime. After much study and consultation it was resolved to construct a main outlet to the ocean, and the place was fixed at Ben Buckler, a rocky projection north of Bondi Beach. This conduit will drain all but a zone of land forming the coast-belt, which has to be dealt with separately. The effect of this great drainage system is already proving beneficial, and the waters of the Harbour have now regained something of their pristine purity. The portion on the southern side of Sydney which cannot be drained by the *Cloaca Maxima*, has its discharge on a sandy tongue of land on the shore of Botany Bay—a large portion of the southern side of Surry Hills being thus drained.

This suburb stands upon a plateau spreading out on the southern side of the main ridge. Shea's Creek, corresponding in its character to the creek on the Water Reserve, and really forming part of the same general sandy basin, runs into the mouth of Cook's River, and is the natural drainage channel for this part of Sydney. Had the creek been reserved early enough it would have increased the area of water catchment for the city supply, but it was hopelessly befouled by wool-washing works and tanneries. The supply of fresh water obtainable from the sand has caused many manufacturing industries to settle along the line of road. Some of the ground is too swampy for anything but market-gardens, and their Chinese cultivators fully appreciate the value of the water. The shortest road to Botany Bay, now also supplied with a tram-way, runs over this gently-sloping and nearly level land to the south of Sydney. The general character of the ground on the north and south of the eastern ridge is very different. On the northern side are bold spurs with deep valleys between them; on the southern is the sandy slope falling into flat ground towards Botany Bay. The southern side is not much occupied, because so large a portion is reserved for the water-supply, the Race-course and Moore Park. It is principally along the Waterloo Estate that population has settled, but some of the ground is low and difficult to drain, and it is to be regretted that it was not included in the earliest reserves. The shore is the northern coast of Botany Bay, which, though low and flat, is a favourite holiday resort.

Standing on the western edge of the Surry Hills plateau, the spectator looks down upon Redfern and the Railway Station. The site for what is now the centre of a very busy traffic was originally selected simply because there happened to be a vacant piece of ground there called the Cleveland Paddocks, and economy rather than convenience was the first consideration. The Railway Station was almost out of town when first built, but the suburbs have now so thickened around it that it is central to the population. The line of the first engineer was soon criticized by his successor, who pointed out that in a sea-port the railway should be brought into close connection with

the wharves; a branch line was therefore made from the Station-yard down to the Pyrmont side of Darling Harbour. But the purpose of this line has remained largely undeveloped, the traffic between the Station and the ships being mainly conducted by drays. Most of the incoming goods go straight to the wholesale warehouses, where they are unpacked and sorted and then repacked for country delivery. A comparatively small portion of what is landed on the wharves goes in



MACQUARIE STREET FROM BRIDGE STREET.

unbroken parcels into the country. So too with the produce coming down from the interior. Most of it has to be classified, examined and exposed for sale in Sydney, and only a portion is destined to go straight from the railway to the ship's hold. As therefore the greater part of the commerce of the port in and out is filtered through the city, and a breaking of bulk has to take place, the fact that there is a gap between the Railway Station and the water-side has not been so great an inconvenience. But the need of close connection is becoming more and more felt, and the Government, with the view of making there an extensive railway-wharf, and erecting warehouses for stores and produce, has resumed a large area of land on the Pyrmont side of Darling Harbour. In building in this locality the Government has been anticipated by Goldsbrough and Company, who have already erected a large and massive stone store, into which wool can be delivered direct from the railway-trucks. It is the largest building in this quarter, and its long imposing front is the most conspicuous feature in the landscape when Pyrmont is viewed from the Sydney side.

As far as the passenger traffic is concerned the position of the Railway Station, just beyond the point where Pitt and George Streets converge, is not inconvenient for travellers from the country, who, encumbered by luggage, take cabs to their hotels, or to any of the suburbs to which they may be bound. But the city and suburban traffic has increased, and the inconvenience of the railway terminating a mile short of the business centre has been more and more complained of. Many years ago a tram-way worked by horse-power, which proved a decided convenience, was laid down in Pitt Street by George Francis Train. The tram-service, however, being a great interruption to the ordinary traffic of a street so narrow and so busy, and the complaints being so loud and general, the Government was forced to take up the line, and daily travellers had once more to have recourse to omnibuses until the revival of the tram-way experiment in 1879, to meet the needs of the International Exhibition. Since then the tram-way has acted as the last link of the railway-service. But even this does not satisfy the demands of the rapidly-increasing number of suburban travellers, and an extension of the railway itself into the city has recently been proposed, and is now under consideration.

The suburban business did not at all enter into the plans of the early projectors of the railway, who were thinking only of opening up the interior and bringing down the produce of the country—indeed, for some years after the railway had been at work there was but little addition to the number of residents along the line. The localities served by the Harbour steam-boats, and those accessible by a short omnibus ride, were the favourite places of residence. But owing to the increase of population, and to the desire of many people to get away from the relaxing influence of the sea air, the railway was more and more used by those whose business took them daily to the city. During the last ten years the development of the suburban traffic has been unexpectedly great. Stations have been multiplied, and now all the way from Sydney to Parramatta there is one continuous series of townships, the population as far as Homebush being thickly settled.

The country passed through by this line is for the most part gently undulating, but with no great variety of scenery. The most elevated ground along the route lies pretty close to the city, the country beyond Petersham falling gradually to the west. In laying out the railway suburbs no general plan has been followed, every proprietor subdividing his land according to his own fancy or interest. The separate municipalities have accordingly had to deal with the problems of streets and sewerage as best they could, and have found the task rather difficult. When each house stood in its own ground sanitary questions did not arise; but the increase in the value of land, causing subdivision into small allotments, has so altered this state of things, that owing to imperfect drainage the death-rate is now greater outside the city than within its boundaries. The older western suburbs lie along the road to Parramatta, and these have now grown greatly in consequence of their being served by tram-ways—such as the Glebe, Forest Lodge, Camperdown, Leichhardt and Annandale.

At a point beyond Homebush, about eight miles from the city, the Corporation has constructed large yards, where sales of cattle and sheep are held, most of the live-stock being now brought into Sydney by railway. The Abattoirs are at Glebe Island, on the eastern shore of the Balmain Peninsula, five miles distant from the yards. This is

admitted to be an unsatisfactory arrangement, and the Government has erected large meat-sheds provided with refrigerating rooms at a railway siding at Pymont. This has been done with a view to encourage the killing of cattle in the country, so as to save the animals the long and deteriorating journey, and bring the meat into the city in better condition. Should this system be largely developed the importance of the city sale-yards will be greatly diminished.

Farther along the railway line is situated the great cemetery of Rookwood, a veritable city of the dead, and between this and Parramatta are several manufacturing establishments — the largest of which is that at Clyde of Hudson Brothers, who migrated from town to get the advantage of space. The traffic on the present line proving too great for the accommodation furnished, a double line from Sydney to Parramatta is now being

constructed, a work which when completed will involve the expenditure of several millions.

In addition to the original railway from Sydney to Parramatta two other lines have lately been constructed, and these are creating new suburban districts. The first is the South Coast Line, which, crossing the George's River, climbs the high land beyond, and runs through somewhat rugged and picturesque country to Wollongong. At Waterfall Station, twenty miles from Sydney, this line reaches an elevation of seven hundred and twenty feet. The other railway, which acts as a suburban outlet, is the line connecting Sydney with Newcastle. It turns off to the north, eight miles from Sydney, and crossing the Parramatta River climbs the slopes on the northern side through the pretty village



A CLIFF-FACE STAIR-WAY,
DARLINGHURST.

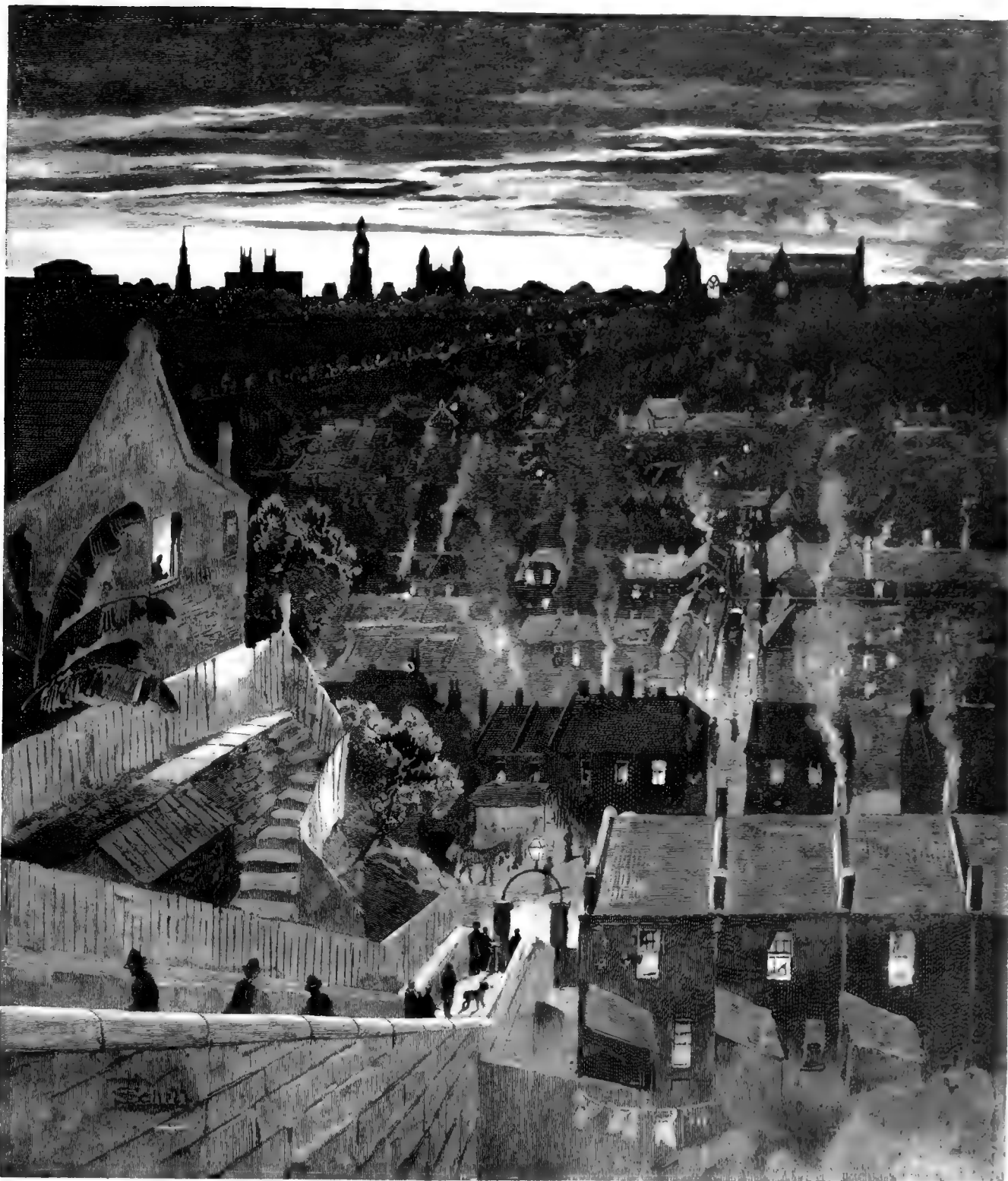
of Ryde, working up on to the ridge, along which it continues till it descends to the Hawkesbury River at Peat's Ferry. At Hornsby, twenty-one miles from Sydney, this line attains the height of five hundred and ninety-two feet. Both these new railways give the benefit of elevation within a few miles of the city, accompanied by a drier and more bracing air. A great variety of climate is thus obtainable within a short radius, and as tastes and constitutions vary this is no small advantage.

All the railways converge into the Redfern Station, the area of which is becoming too small to accommodate the traffic. In order partially to relieve it, the Government purchased, a mile from the city terminus, a large estate at Eveleigh, where extensive workshops and engine-sheds have been erected, and where all the railway stores are kept. Thus for a mile or two out of Sydney the line runs almost continuously through a busy railway-yard.

In common with all the other colonial capitals Sydney is the seat of the central Government. The people in this respect have followed the example of the mother-country rather than that of America, and the metropolis is the centre of politics as well as of commerce. This was inevitable in early days, when the means of communication were very poor, and hitherto there has been no disposition to alter the established practice. The Governor's residence, the seat of Parliament and the centre of administrative action are therefore in the metropolis, and though this arrangement has its conveniences it tends to give the city preponderant influence, for nearly one-third of the population is gathered in the metropolitan county. New South Wales would be better balanced if it had more large local centres; but this can only arise out of a greater development of natural resources.

The local administration is in the hands of a council of aldermen, who elect the Mayor. Half a century ago the citizens became dissatisfied with the ordinary municipal system, which was therefore exchanged for a paid commission; but after a short experience of this arrangement they returned to the old-fashioned custom, and have adhered to it ever since. The gross city revenue from all sources is nearly four hundred thousand pounds annually, including an endowment from the Government; the yearly value of the city property is over two millions sterling. The population within the city limits is about one hundred and twenty-five thousand; that of the immediate suburbs is larger, the total population of the whole metropolitan area being close upon three hundred thousand. Each separate suburb has its own municipal system, but the want of union is increasingly felt, especially in connection with sanitary arrangements. The new sewerage and water-works systems will remain in the hands of the Government till their completion, but it is contemplated to appoint a Metropolitan Board of Works to deal with all matters that are common to the city and suburbs.

The narrowness of the streets and the concentration of traffic on them has made their maintenance a difficult task. The ordinary macadam wears out very fast, and several varieties of asphalt roadway have been tried, though without success in the principal streets, where even bluestone cubes do not last long. But at length, after several experiments, wooden pavements made of brick-shaped blocks have been found to be very durable. Several varieties of colonial hardwood have been subjected to experiment, those that have proved the most suitable being blue-gum, black-butt, spotted-gum



A GLIMPSE OF SYDNEY FROM DARLINGHURST.

and tallow-wood. This new method of road-making is expensive in the first instance, but the economy in maintenance is very great, the wooden roadways proving tough and durable.

The licensed vehicles are under the management of a Transit Commission. There is one omnibus company, which commands the business on the principal streets; the accommodation is excellent and the fares are low. On several other roads the omnibuses are managed by private speculators. The characteristic conveyance of Sydney is the hansom-cab, there being only a few two-horse vehicles. These cabs, mostly owned by their drivers, are of excellent quality, equal in general equipment to those of any city in the world.

Considering the extremely inflammable materials of which many of the Sydney buildings are composed, particularly those in the metropolitan suburbs, the small proportion of fires

is somewhat remarkable. The Fire Brigade Agency has lately been re-organized, and a Metropolitan Brigade has been appointed, under the control of an officer who is also the Superintendent of all Sydney Fire Brigades, volunteer or otherwise. The system is jointly subsidized by the Government, the municipal councils and the insurance companies. The temporary head fire-station is in Bathurst Street, and its apparatus and general equipment are highly creditable. The volunteer system has not been found to work satisfactorily, as the members are not sufficiently under control or amenable to discipline; but during the year 1885 a sum of two thousand five hundred pounds was voted by the Fire Brigades Board to the volunteer companies for the year's services. At the Board's temporary central office the telephone system is fairly effective, the various branches of the Metropolitan Brigade, volunteer companies and police stations being connected. At most of the street-corners alarm-boxes have been fixed, and the system will be gradually extended throughout the city and suburbs.

Sydney is well provided with charitable institutions. The new Prince Alfred Hospital, a detached building in the University Reserve, was planned after an exhaustive exami-

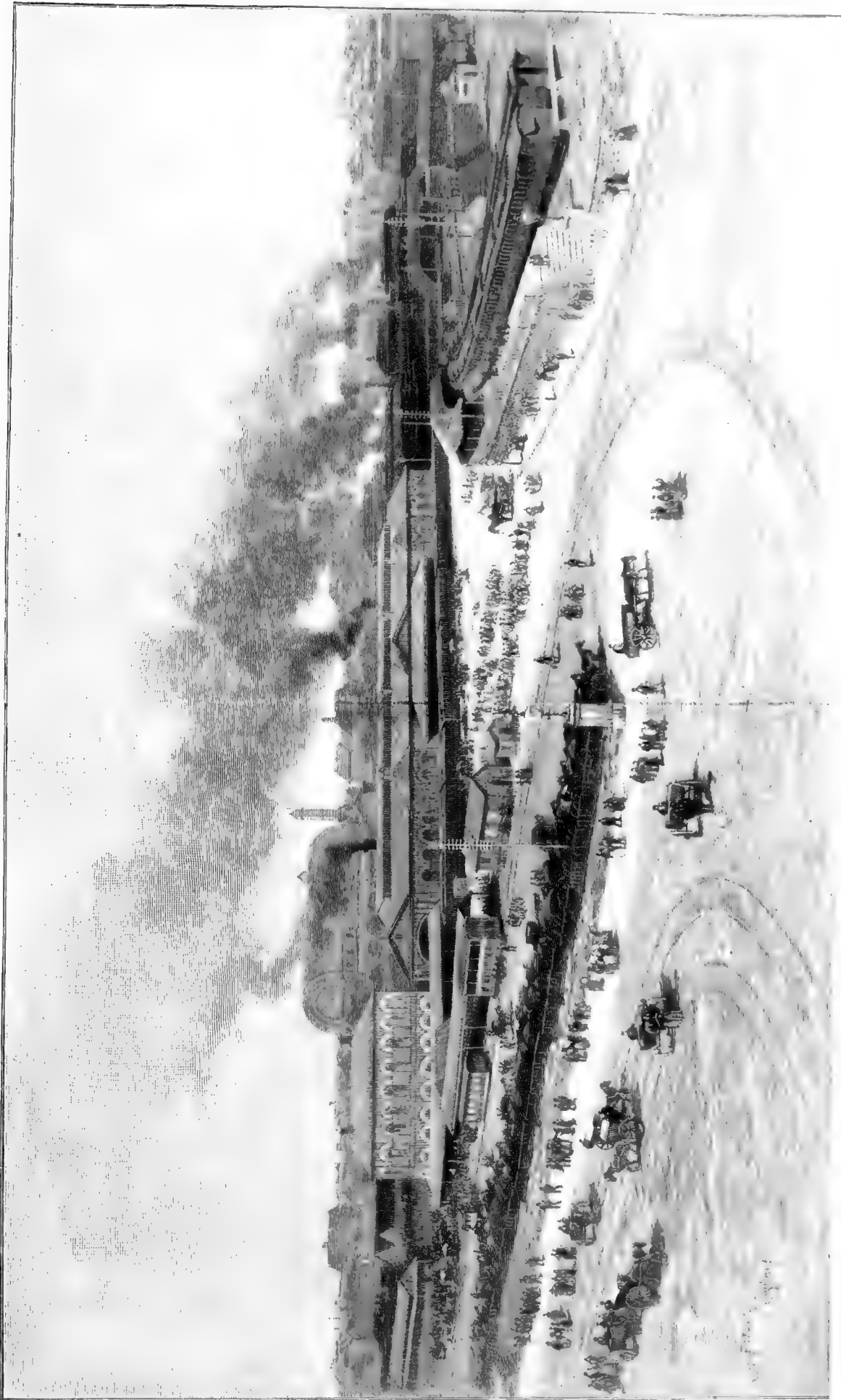
nation of the best models in Europe and America. It is in a healthy position, away from the densely-populated part of the town. The original funds were raised by private subscription, but the greater part of the money spent upon the building has been furnished by Government. The management is in the hands of a joint committee, nominated by the subscribers and the Government respectively. All the administrative arrangements are excellent, and the patients enjoy not only comfort but luxury. The situation is close to the Medical School, and the clinical instruction is under the general supervision of the University Senate. The old Infirmary, now called the Sydney Hospital, is still carried on, though under the disadvantages attendant on an incomplete building. It is, however, conveniently situated for cases of accident arising among the shipping, or at the northern end of the city, and its wards are generally full. It has a special and detached department for ophthalmic cases.

St. Vincent's Hospital in Victoria Street,

on the heights of Darlinghurst, is a Roman Catholic institution, and though its accommodation is limited it is excellently conducted. The administration is of course denominational, but the beds are open to sufferers without distinction of creed. At the Glebe



ST. JOHN'S CHURCH, DARLINGHURST.



THE REDFERN RAILWAY STATION.

Point is the Children's Hospital, to which the Government contributes, though the management is exclusively in the hands of a committee appointed by the subscribers. The Benevolent Asylum, partly supported by private contributions, though mainly dependent

on the Government, deals directly with a large amount of casual poverty; it distributes outdoor relief after making all enquiries possible under the circumstances; it has a maternity hospital, and its doors are open at all times to take in the waifs and strays who may fall into the hands of the police. The care of destitute children was for many years attended to by the Randwick Asylum, an institution which originated in private



THE GLEBE PRESBYTERIAN CHURCH

philanthropy, but which gradually came to depend mainly on public funds—a tendency common to all the charitable institutions of the colony, which look partly to private and partly to public resources; the only exceptions being those cases in which the Government limits its bounty strictly to a pound for every pound privately subscribed. In addition to the Randwick Asylum there were for many years a Protestant and a Catholic orphan school at Parramatta, each supported by the Government; but of late years the public policy has undergone a change. The experiment of boarding out children was undertaken tentatively by a few ladies, in whose hands the Government placed a small sum of money for the purpose. The experiment proved so successful that the Government adopted the arrangement officially. All the State children are now boarded out, and

Government assistance has been withdrawn from the orphan and destitute asylums. But the Randwick Asylum still continues its charitable work, though dependent on its private resources. There are also in Sydney two soup-kitchens, two female refuges and the Charity Organization Society, which does its utmost to make enquiries before giving relief. In addition to this all the churches have their detached organizations for relieving the poor and destitute. As a general check upon the abuses of the charitable institutions, the Government employs an officer called the Inspector of Charities, who has the right of entry and inspection wherever public money is granted, and whose duty it is to see that the money is properly spent, and that mendicity is not encouraged by philanthropy.

The primary schools are maintained at the expense of the Government. The more modern buildings are architecturally good, and have been carefully designed in the light of a large experience. It is difficult in a closely-packed city to secure any large area for playgrounds, but as much has been done in this respect as was practicable, and in every case covered sheds are provided, so as to give the children protection from the

weather, and to admit also of classes being held out of doors. In addition to the public schools the Roman Catholics have also several excellent private schools.

Under the care of the Government there is also a large technical school, in which most of the lectures are delivered in the evening. This institution, previously supervised by a board, is intended to give instruction to artisans, especially the young, in the theory as well as in the practice of their respective trades. More than a thousand students are already in attendance at the different classes, and the number is rapidly increasing. In place of the cumbrous premises used at present, which are for the most part rented, and since the Department of Public Instruction has assumed the sole control, there is being erected a large and commodious college fitted with all the most advanced and modern scientific and educational appliances. This institution will occupy a central site at Ultimo, a suburb immediately adjoining the Railway Station, and within five minutes' walk of the suburban trains.

The Government has also a High School in the city, close to Hyde Park. Admission is by examination; the education is not gratuitous, but the fees are low. The school is intended principally for the more promising children from the public schools, and is intended to facilitate their preparation for the University. The public Grammar School is on the opposite side of the Park and adjoins the Museum. It gets from the Government the use of the building and an annual endowment of fifteen hundred pounds; it has accommodation for four hundred boys. The situation is conveniently central, but the premises, though largely altered, are old-fashioned, and the area for recreation is limited. As an educational institution this school has been very successful, and has sent to the University many prizemen.

The Sydney Public Library, which has recently undergone complete and thorough renovation, is at the corner of Bent Street and Macquarie Street. The institution was originally a private subscription library, which embarrassed itself by an undue expenditure in building. The Government took the property



THE ENTRANCE TO A STATE SCHOOL.



A STATE SCHOOL CLASS-ROOM.

over and made the library free. The size of the building has since been doubled, and a separate lending branch has been opened in Macquarie Street, nearly opposite. Although the position is not central the library is well attended. In several of the suburban municipalities there are free libraries, the law allowing a portion of the rates to be applied to this purpose. There is a large library of general literature attached to the Mechanics' School of Arts, access to which is attainable by a subscription of five shillings a quarter. There is also a Parliamentary Library, a scientific library attached to the Royal Society, a law library at the Supreme Court, and another library at the University, which latter will be greatly enlarged as soon as the Fisher bequest for that purpose has been expended.

The markets of a city are generally characteristic places, and in many respects typical of the habits and character of the population. Sydney has three *agoras*, but only the Fish Market at Woolloomooloo can claim any consideration on architectural grounds. One is situated in the old Haymarket—the hollow that lies between the Railway Station and Brickfield Hill. This locality, as its name implies, was in earlier days the place where the farmers who brought in their hay from the country drew up their waggons and waited for customers. But the character of this trade has now undergone a change; most of the hay comes to the city by train, and goes down to the goods-station at Darling Harbour. The George Street frontage of the Haymarket



SCHOOL CHILDREN TRAVELLING AT STATE EXPENSE.

has been let on building lease by the Corporation, and a portion of the spare ground in the rear is a favourite place for travelling circus managers to pitch their tents. On part of the land the Belmore market-sheds have been erected—very plain, commonplace buildings, and only specially interesting on Saturday nights. The market-sheds are then all filled with farm and garden produce, meat, clothing and children's toys; buying and selling going on vigorously. In the adjoining open ground merry-go-rounds are humming and roaring, jugglers are playing their tricks on temporary platforms, tragedies are enacted on a stage in front of a canvas theatre, pennyworths of electricity are sold to those who like the sensation of a shock, a panorama of the last great war is to be



THE CENTRAL MARKETS.

seen in a showman's booth, and the sellers of boiled peas ply their trade with vigour; for peas are so much a specialty in Sydney as chestnuts in Italy, roast potatoes in England, and pea-nuts in America. The Sydney larrikin may be studied here enjoying himself in his own peculiar way. Some of them are shabby, though not from want of money; but others, amid all their vulgarity, affect a certain degree of showiness in

dress, accompanied with an evident self-consciousness of the elaborate style in which they are got up. The physique indicates a preponderance of the animal, and the conversation is painfully overlaid with profanity. They, with their female companions, take a pleasure in seeing and in being seen; promenading towards the city at times to turn into one of those dancing saloons, or cheap music-halls, which of late years have greatly increased in the city—a consequence of the large amount of money which lads in Sydney can easily earn, and which they like to spend in pleasure.

Another metropolitan market is the older one in George Street on the northern side of the Town Hall, adjoining the land on which lately stood the old City Police Court, since condemned and pulled down. The market building is utterly unworthy of its position or of the city, and its removal is only a question of time. It is at present a disputed point whether the Markets ought to be reconstructed here. The site was convenient enough in early days, when Sydney was small, but it is altogether inadequate at present. A position on the water's edge, or nearer to the Railway Station, would be



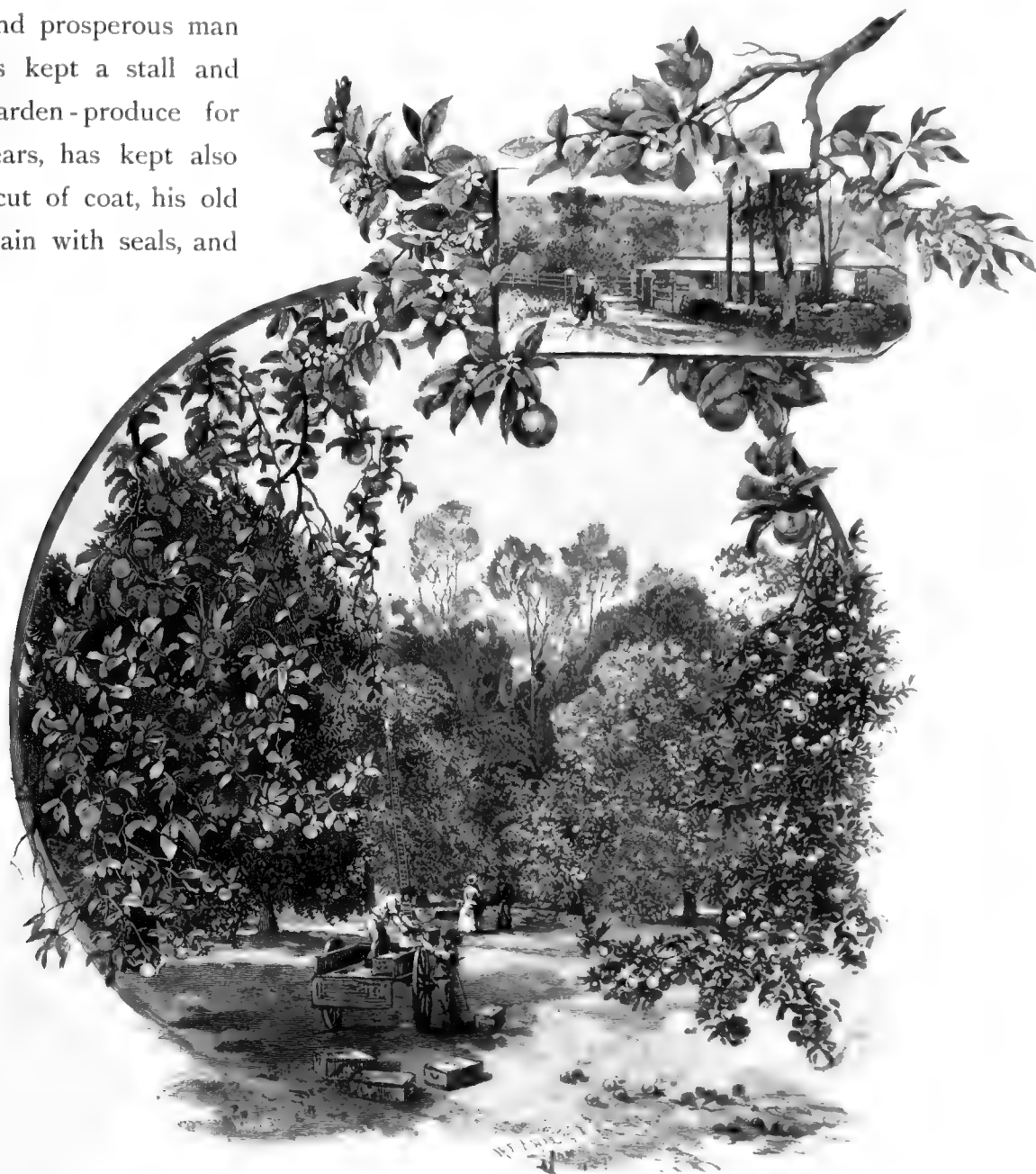
THE INTERIOR OF THE CENTRAL MARKETS.

more suitable. It has been proposed to clear the whole ground for a square, but the land is very valuable, and the Corporation naturally wants a revenue. At a very early hour in the morning on market days a large business is transacted here by the fruit-sellers, who dispose of their produce to the dealers, and during the day a considerable retail trade is done at the stalls, while the firms engaged in shipping fruit to the other colonies are actively employed in making up their packages and dispatching them to the steamers. Sydney is supplied with fresh fruit of some kind all the year round, for not only has it its own double climate of the coast and the table-land to draw upon, but cool Tasmania to the south, tropical Queensland to the north, and Fiji to the east, all send in their contributions. But the gala time for these markets is the Christmas week, when the dingy sheds are made glorious with flowers and fruit.

Nothing strikes a visitor from the northern hemisphere so much as the altered character of Christmas wares in Australia. All his usual associations are upset—the temperature, the vegetation, the fruits and the flowers seem out of season; the year is turned upside down. Let him go into the Sydney Markets in the Christmas week and he will see the people all dressed in light summer costume, and the stalls profusely heaped with summer produce. There are lilies, *pelargoniums*, fuchsias, hydrangeas, and rhododendrons yielding great clusters of bloom, with here and there some roses left from the wealth of spring. Close to them, stacked in profusion, are apples and pears, plums and nectarines, apricots and peaches, with other garden fruit. A few grapes have been already ripened on some sunny eastern slope, and gathered from a shady patch, where once the mosses grew by the water-side, strawberries may yet remain. Side by side with baskets and boxes of cherries looking as fresh as the product of a Kentish June, melons, pomegranates and figs maintain the semi-tropical aspect of the show, which is further accentuated by huge bunches of bananas hanging aloft, close to bread-fruit and date-plums brought from the neighbouring islands. The vendors of animals seem, from the pains they take with their display, to calculate on a good trade at Christmas; black-nosed pugs, hairy poodles, monkeys, cockatoos, paroquets, flying-foxes, and even kangaroos and emus are on view for sale.

Standing by the main entrance to the Markets, and looking down the avenue past the piled pomegranates and melons, the palms and the pampas-grass, the blaze of colour from the flowers, the pink-tipped green of the Christmas-bush, and the gay-coloured scarves and handkerchiefs of the fancy stalls to the live creatures mewed in cages at the farther end, the scene may seem to a visitor to resemble rather an Eastern bazaar than the market-place of a people of the English race. Yet it is unlike either—in fact, it is like nothing else in the world; it is characteristic of Australian development; it has come of a prosperous people slowly departing from their old-world, cold-clime notions under the influence of a semi-tropical sky. Even in dress, manners and appearance the people are various, and show in different degrees the influence of new conditions. Fronting the same stall two gentlemen may be seen, the one dark costumed, the other in cool and pleasant white; one wearing a tall silk hat, the other a pith helmet; one in polished boots, the other in canvas shoes. Say not that the one is comfortable and that the other suffers, for there is an appreciable satisfaction in clinging to old-world customs, and the gentleman in broadcloth looks complacent and dignified, though flushed.

More noticeable still, perhaps, are the contrasts among those who buy and sell and do the work of the Markets. The old porter sitting upon his hand-barrow wears his moleskins and checked cotton shirt as in the days of regulations. If Christmas now brings more grog and tobacco, Christmas is welcome to him; but he would not change the order of his attire for Christmas, or for any other *fête* day; and almost as staunch to old traditions is the portly and prosperous man who has kept a stall and sold garden-produce for forty years, has kept also his old cut of coat, his old watch-chain with seals, and



A PARRAMATTA ORANGE GROVE.

his old contempt for things new-fangled or un-English. But the sons and grandsons of the earlier generation have taken other views and other forms; the climate has had an effect on them in physiognomy, in physique and in tastes. The youth from the farms and market-gardens are mostly tall and slim, somewhat lank-limbed, sunburnt, often dark-haired and dark-eyed; they contrast well with their oranges, their melons and their grapes; their taste for rich colours comes naturally in a land where so much is richly-coloured. The silk veils on their soft felt hats are frequently bright blue or green; they twist crimson sashes around their waists; they are addicted to gorgeous cravats, and lounge about their stalls or carts as though the *dolce far niente* were a familiar experience;

they are lazily self-possessed, independent in spirit, and careless of patronage—typical of a development in a new world and under progressive social conditions.

Not more characteristic, but on a larger scale, is the Sydney crowd in George Street on an ordinary Saturday night. Anyone who wishes to study the physiognomy, the dress, the style and carriage of the people, may have his fill of opportunity here. From the Haymarket to King Street is one continuous crowded promenade. Why so many people turn out at this particular time to march in solemn procession it is hard to say; but men are gregarious and the creatures of custom, and all the world goes where all the world goes. This is not the promenade for the wealthier classes: there is nothing in Sydney approaching to the character of a fashionable Parisian *boulevard*; George Street on a Saturday night gathers the metropolitan multitude. Of late years several arcades have been made, running through from George Street to the streets behind. These covered-ways are brilliantly illuminated at night, and thickly set with shops on either side, but the main street is the chief promenade. A visitor coming in to the city from the Railway Station for the first time might wonder what the commotion was about; but this is the normal condition of the street every Saturday night. It is a stream of people a mile long, and very seldom indeed is it stirred boisterously or rudely by any exhibition of passion or of blackguardism.

Although the type is dominantly Australian, there is a visible mixture of various nationalities. This is due partly to the variety always to be found in a great sea-port, and partly to the attraction the colony has held out to immigrants from different countries. One may recognize the physiognomy of the industrious German settlers, French and Italian vigneron interested in the sale of their wines, and strangely-garbed Asiatics who have strolled up from the ships lying alongside the Quay at the end of the street. Tints of black and brown are seen together; dark Arab boys from Aden, ebony-hued as the coals they handle, without a trace of lustre on their cheeks, clad in dingy blue frocks, red scarves and parti-coloured caps; shiny-brown fellows from Madras and Bombay, many of them as handsome as Greeks, and gaily dressed in crimson and blue and gold. They come to the street bazaar to do a stroke of trade, bringing bundles of carved and polished sticks, trays of silver and filigree work, curiously-cut ivory, and scarves and kerchiefs of the rich colours and intricate patterns peculiar to Eastern looms. Passing them may be seen the yellow, flat-faced, slant-eyed Chinamen, who have come in from their vegetable gardens, or up from their gambling-saloons and furniture-shops, and who thread their way unobtrusively and submissively through the crowd; while deepest in colour, and perhaps lowest in type of all, is the black boy from North Queensland, brought down by some squatter from an exploring or a droving trip, and sent down town with an injunction "not to get bushed." Touched with all these points of colour and darkness, ebbs and flows the main Caucasian current, not without peculiarities and curiosities of its own, to some of which sad and strange histories are attached.

The blind beggar stands with his medical certificate and scriptural text hanging on his breast, indifferent apparently as a statue, and only moved to display some symptom of life when a passer-by drops a penny in his box. The blind fiddler scrapes away at tunes that seem to have forgotten their music; and the attendant old woman, whose shawl and bonnet look like relics of English work-house life, extends her saucer in which



SATURDAY NIGHT IN GEORGE STREET.

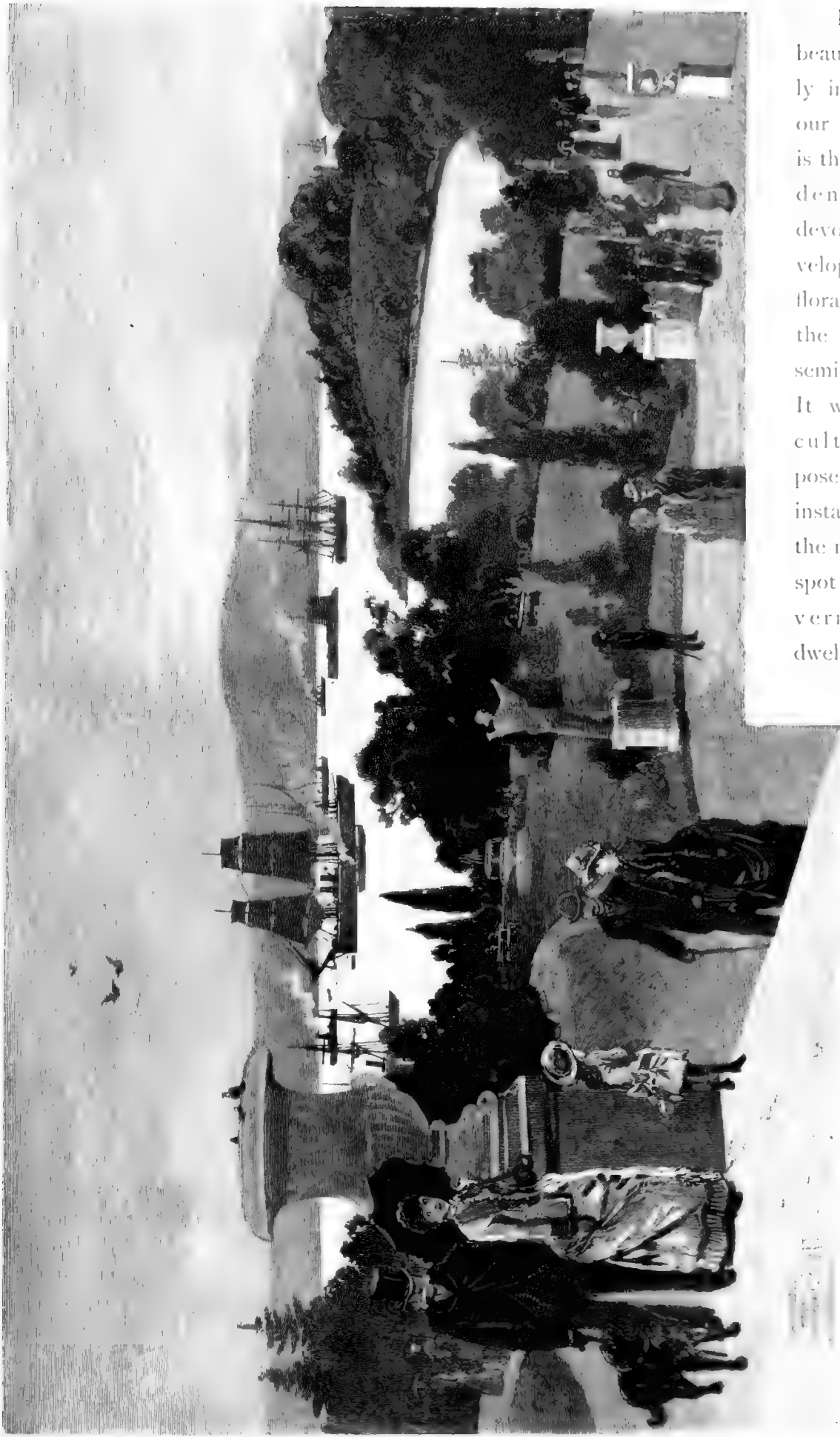
the pennies rattle. By the steps of the Post Office—as at the gate of the temple called Beautiful—some cripple, hour after hour, makes his monotonous vendor's call; and the old newspaper seller, with his bundle of assorted wares on his knees, sits patiently, unstirred by the hurry of competition, and taught by long experience that out of all the

tens of thousands who pass by enough will want something for Sunday reading to clear out his stock and send him home provided for. The representatives of the fever of competition are to be found in the newsboys, who, barefooted and often bare-headed, dart at every chance of a likely customer, filling up the intervals of actual business with shrill cries and eager appeals, and disposing of thousands of copies of the latest issues of the evening press.

And over all resound the city chimes. Eight o'clock, and the crowd is beginning to gather; nine, and it is thickening fast; ten, it is thinning; eleven, it is hurrying homeward. At this hour the slow and aimless step gives place to haste, for the theatres are emptying, the hotel doors are closing by order of the law, the shop-windows are darkening, and the life and desire of the city is dying out. By midnight George Street is quiet. If the moon be clear the shadows of the great buildings lie across the silent roadways, the policeman's footfall echoes on the pavement, and the only noise comes from some midnight revellers, homeward-bound and trolling forth a chorused song. Later on the silence is hardly broken at all. The policeman is seen passing from door to door, trying if each is securely locked; the gas burns faintly in some of the windows; while others are barred and brightly lighted. Down the cross streets that meet the water the wharf-lamps are reflected in the still depths, and the only sounds that disturb the quiet is from some inward-bound vessel working slowly up to her moorings.

PARKS AND PLEASURE GROUNDS.

Sydney, with its suburbs, is gradually filling all the space between Port Jackson and Botany Bay, but more by accident than design, there is a belt of unalienated land—part of which is already devoted to pleasure grounds—running across in an almost continuous line between the southern shore of the former and the north shore of the latter, and this is mostly park ground. The beautiful Botanic Gardens touch the waters of Farm Cove. On their southern side they are divided only by the breadth of a street from Hyde Park, which stretches south as far as Liverpool Street. Here there is a break in the continuity of pleasant green reserve, for the suburb of Surry Hills is closely built, and unrelieved by any square—too compact a mass of brick, mortar and macadam for a city in this climate. But beyond this suburb begins the ample space of Moore Park, and that adjoins the Centennial Park and the upper part of the old City Water Reserve, and this, though partly private property, stretches down to the engine-pond, which is separated by only a dam from the waters of Botany Bay. The reservation of parks did not form a part of the plans of the early founders of the city. In their days acres were many and people were few, and the administrators had pressing troubles enough to exercise their minds without thinking of the wants of a densely-populated city of the future. Had it occurred to any surveyor to lay out the plan of a large city and intersperse the building areas with suitable reserves, the site would have lent itself admirably to a design that could hardly have been surpassed. But the city was left to grow without a plan, and the reserves as we now have them are happy accidents. As it is, the area reserved from building is large, but it might have been much better distributed, there being considerable blocks thickly built upon without any suitable open spaces to refresh the eye and sweeten the air.



THE INNER DOMAIN FROM THE SITE OF THE
GARDEN PALACE.

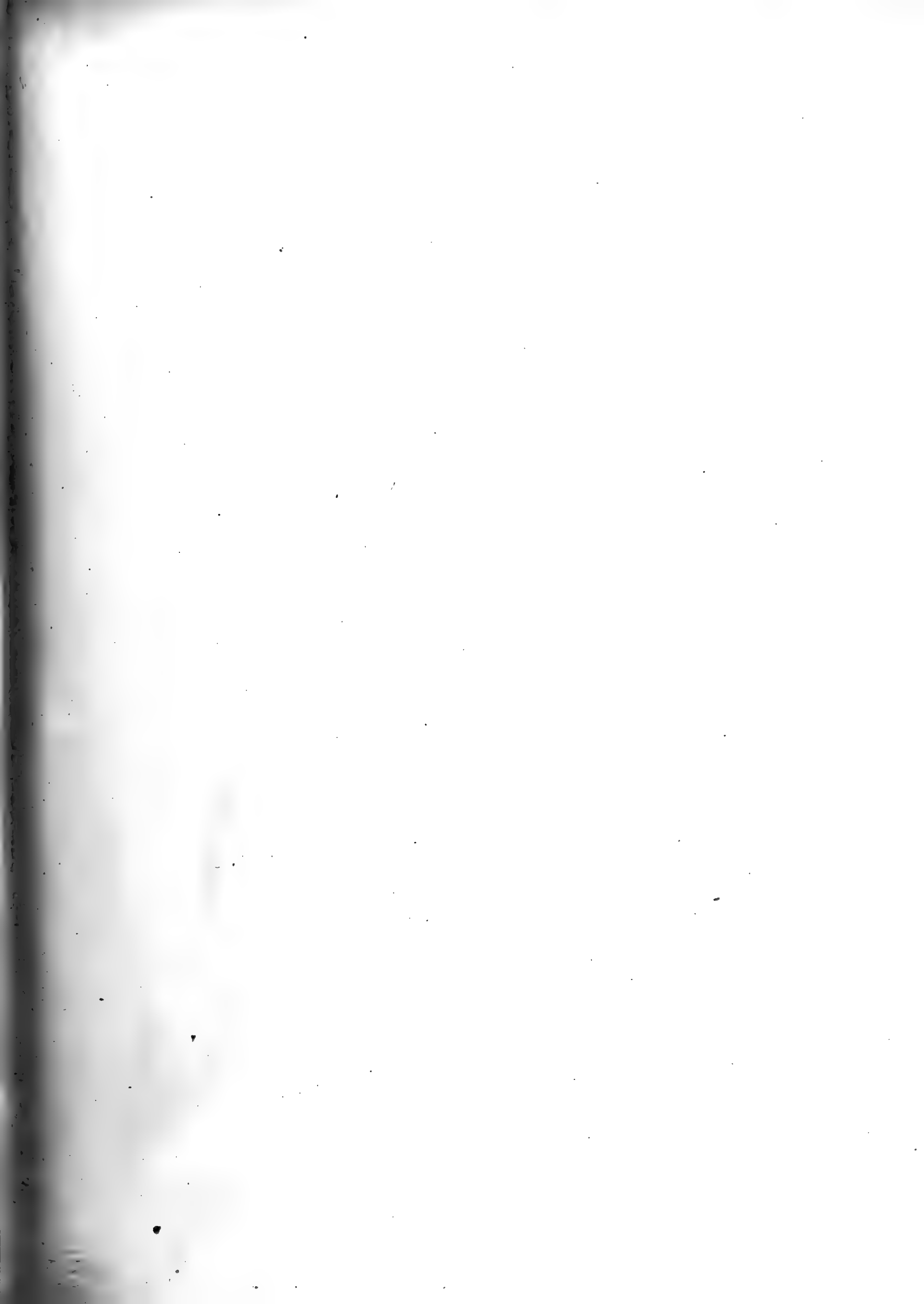
By far the most beautiful and highly improved of all our public reserves is the Botanic Gardens, which are devoted to the development of the floral beauties of the temperate and semi-tropical zones. It was chosen for cultivation purposes in the first instance as being the nearest suitable spot to the Governor's canvas dwelling, but a bet-

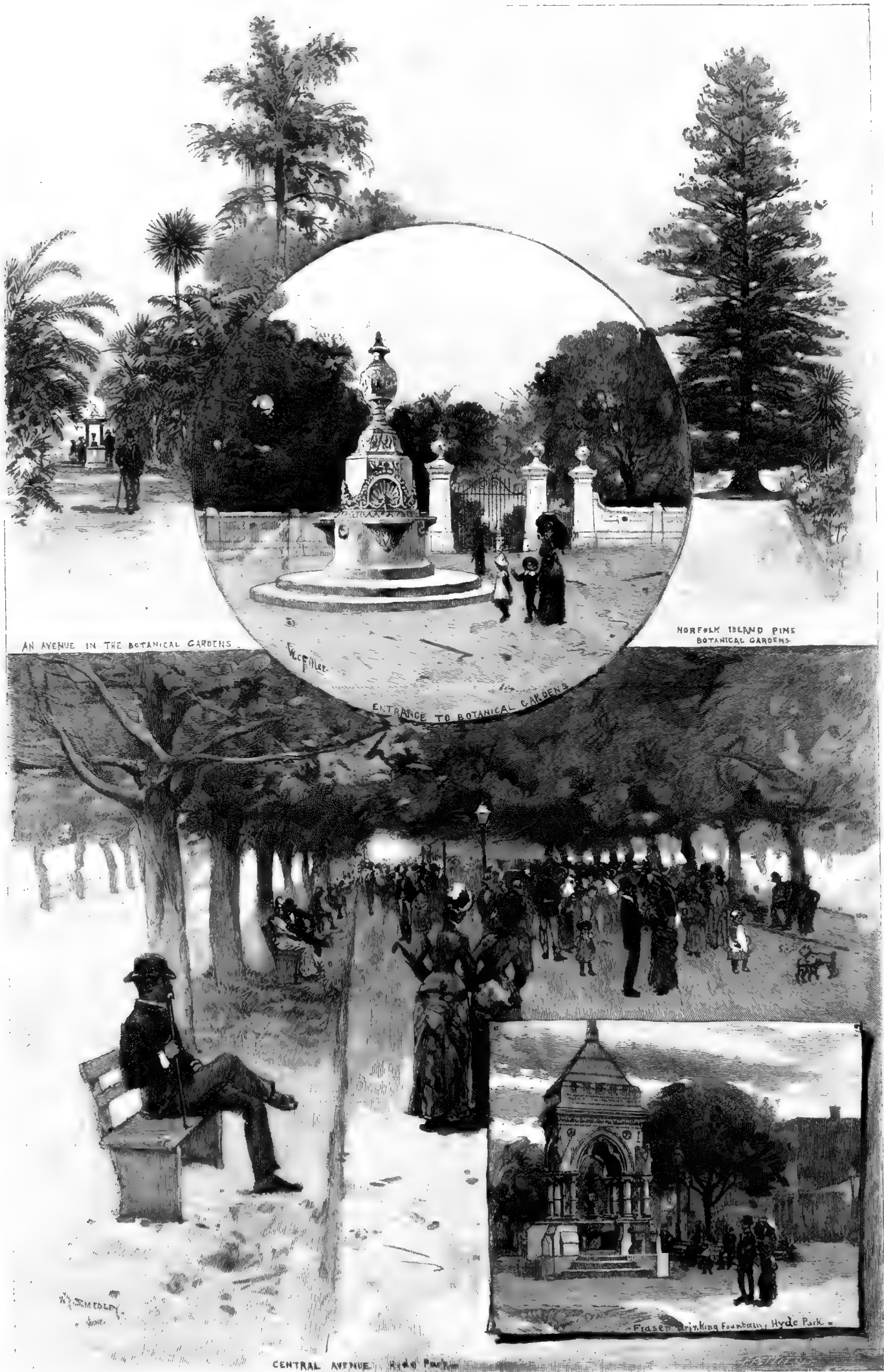
ter site for permanent Botanic Gardens could hardly have been selected had the country been scoured for a dozen miles around. It has a frontage to the lovely Farm Cove,

the curved line of which is a charm in itself. The ground lies open to the north, and slopes upwards to the other three points of the compass. The shelter is greatest on the western side where it is most wanted, for the wind from that quarter is at all times trying to delicate flowers, and it is also protected from the south and the east. Except in the hollow the soil was not naturally rich, and in some places is very shallow, the sandstone protruding here and there. But art has turned these jutting blocks of stone to the best account, and the soil has been artificially improved by constant and elaborate culture. Nature furnished a happy opportunity, and the gardener's skill has done the rest. It was first used as a farm—hence the name Farm Cove; but in the year 1816 it was dedicated as a reserve, and its ornamentation as a public garden then began. The old stone wall—which still remains pierced with its pillared gate—over-grown with ivy and faced with magnificent clumps of azaleas, separates the upper from the lower garden, and was in the early days the boundary between the public grounds and some bush-land that lay between them and the bay. When the lower garden was added to the upper, the road-way between the two was made a broad promenade.

A further annexation from the Government House Domain took place after the close of the International Exhibition in 1879. In the Governor's paddock was built the Garden Palace, and after its destruction by fire the ground on which it stood was added to the area of the public gardens. The Norfolk Island pines, which at once arrest the attention of the visitor as he enters by the original gate-way in the valley of the Domain, are among the oldest specimens of arboriculture in the colony, and in their present condition are said to be finer than any that can be found in Norfolk Island itself. The two trees that face the visitor as he enters were first planted at the entrance to the old Government House in Bridge Street, but in the year 1817, when twelve-foot saplings, they were transplanted to their present position. These trees are not only attractive by their symmetry and abundant shade, but they have also an historic interest. They are of equal date with the surveying of the Domain Road by Mrs. Macquarie, and indeed that energetic lady may have watched their transplanting, even if she did not order it. Many capable men had the Gardens in charge in early years, amongst whom were Allan Cunningham, the King's Botanist; Messrs. Fraser, Anderson, and others; and for forty years Mr. Charles Moore, the present Director, has made it a labour of love to improve and beautify them. The broad grassed flat near the water was at one time a sandy beach. The tide rose to the point where Allan Cunningham's monument now stands, and the walk round to the Governor's bathing-house was a bit of rough rocky fore-shore, thick with sea-weed. All the present frontage for some distance back from the sea-wall has been reclaimed.

The best entrance to the Gardens is now from Macquarie Street, opposite the Public Library, and in front of the fine bronze statue of Sir Richard Bourke, flanked by cannon trophies captured in the Crimean war and presented to the colony. The gates open on broad lawns tastefully decorated with carpet-bedding. This high ground was the site of the Garden Palace, and at the foot of a flight of steps the cemented basement of the foundations of the central dome is still to be seen, the only remaining relic of that palace of delight. Dome, courts and galleries were all reduced to ashes in the fire, but where the ruins lay are now well-ordered terraces and lawns, which





AN AVENUE IN THE BOTANICAL GARDENS

NORFOLK ISLAND PINE
BOTANICAL GARDENS

ENTRANCE TO BOTANICAL GARDENS

W. J. SMEDLEY

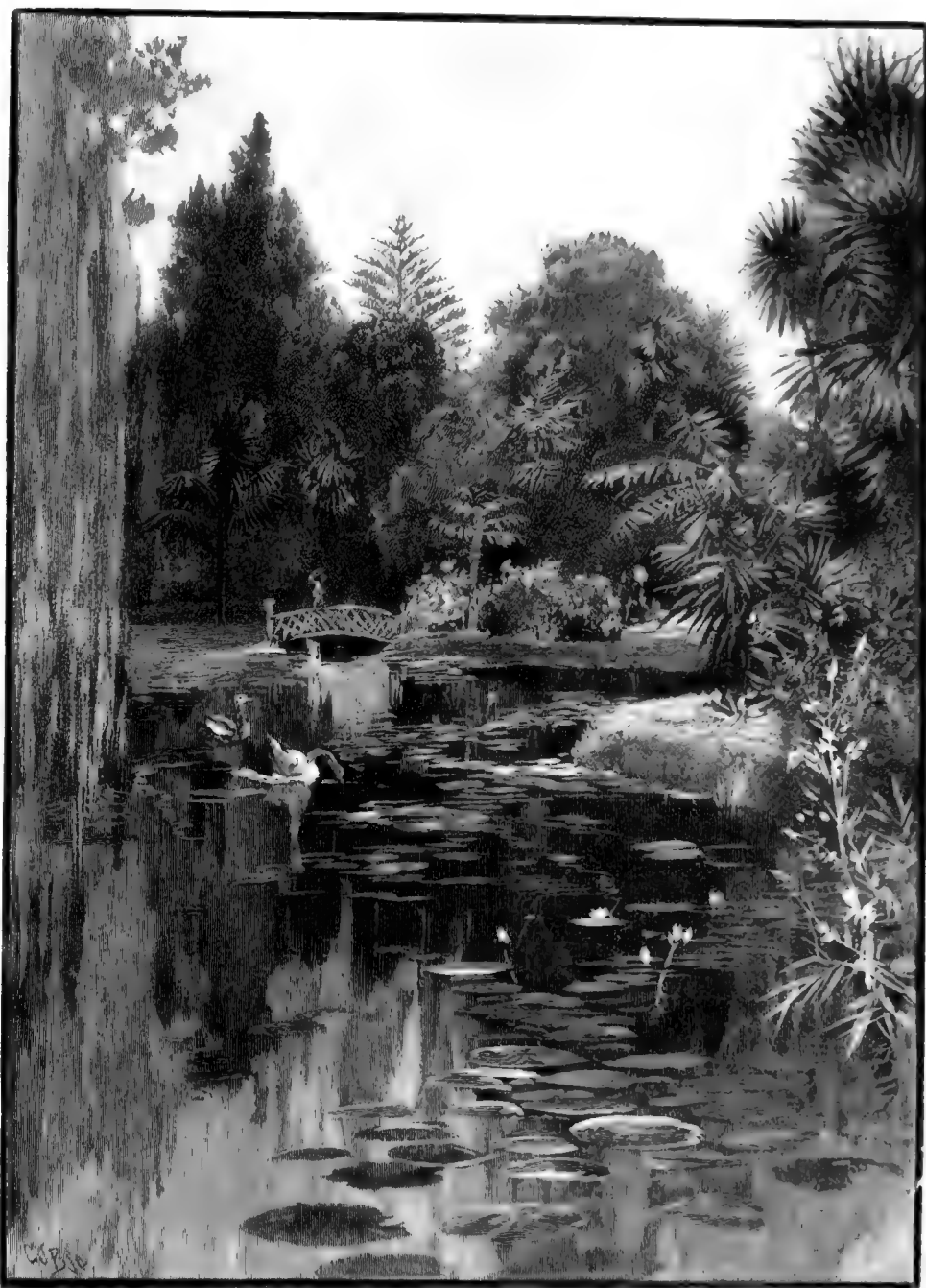
CENTRAL AVENUE, HYDE PARK

Fraser Drinking Fountain, Hyde Park

extend from the Domain boundary on the one side to Government House on the other. The open spaces—chiefly of soft and shining green, here and there a clump of blossoming shrubs, or brilliant-tinted flowers and leaves—give colour and variety to the landscape, while below, the dense foliage of the lower garden rises in beautiful contrast. Bordering the path leading down are some pieces of statuary—copies of celebrated works, Canova's

"Boxers" and the "Apollo Belvidere" being conspicuous amongst them; while farther on a "Venus di Medici" gleams snowy-white amid the glossy foliage. Below the terraces, and within the ample shade which covers all the walks of the western slope of this old garden, are the larger beauties of the lordlier zones; palms rise in clumps, small-fruited cocoa-nuts and sago-trees from Brazil lift their feathery plumes high towards the sky, and giants of the *yucca* tribe put out their flower-spikes. In the thickets close by are rare plants from New Zealand, and richly-foliaged shrubs culled from the gullies and

ravines of our eastern shores. By the side of the creek a great variety of Australian ferns have been planted; they grow to perfection in the rich soil, and beneath the undisturbed shade of the higher trees. In little groves wild duck and teal sport in happy security; and just beyond the rustic bridge that spans the creek is the giant pine, which from this point is seen to great advantage. Indeed, as the tree of a foreign forest, towering over all those of native growth, it stands symbolical of the established supremacy of immigrants of foreign sap over the old native race. Since it was planted many men of colonial fame have sat and moralized beneath



THE LILY POND, BOTANIC GARDENS.

its cool shade, looking up through its latticed roof to the distant glimpses of the soft blue sky. Surrounding this celebrated pine are many gorgeous trees—*hibiscus* with crimson trumpet-shaped blooms, flame-trees with flowers as scarlet as feathers from a flamingo's breast, tulip-trees and magnolias from China and Japan, lovely *jacarandas* from South America; and by the side of these droop graceful English willows, the whole group giving a perpetually varying contrast of colour and form of foliage. Nearer to the Harbour waters are shaded knolls commanding lovely views of the Cove, its waters flecked on summer holidays with countless white sails; in the near distance Government House rises behind its well-grown and tastefully-grouped trees like a baronial castle set in some English park. Close to the sea-wall, which sweeps in a bold curve from "Mrs. Macquarie's Chair" to the man-o'-war steps at Fort Macquarie, is a continuous soft carpet of buffalo grass—a great promenade of green, which, despite the tread of innumerable feet, maintains its freshness and elasticity.

To the botanist the great range of vegetation represented in these Gardens is exceedingly interesting. The coffee-plant is seen growing side by side with the mango, the elm and the lime-tree, and our own *kurrajongs* by the palms of the Islands.



A WALK IN THE BOTANIC GARDENS.

Dammaras and *araucarias* are as luxuriant and grand as in their native homes. The great majority of English flowers come to perfection, though some that love the damp thickets and six months' winters of the old world cannot withstand the too-abundant sunshine. Rhododendrons manage to flower, but azaleas seem to revel in the richness of their genial surroundings. Of English trees, poplars and elms thrive well, the horse-chestnut and hornbeam but poorly, and the beech and ash barely exist. The oaks annually throw out good foliage, but do not seem likely to produce anything worthy the name of timber.

The hearts of oak so famed in song and story will never be truly Australian on the low land, for the trunks tend to become pipy in twenty years. The trees indigenous to high altitudes and excessively moist localities fail to display the vigour and beauty natural to their proper habitats. Some trees native to Australia also object to the cool sea-breezes and the rays of a semi-tropical sun; sassafras struggles, as do

also most of the sun and drought proof scrubs of the western plains, with the exception of salt-bush, the great fodder-plant of the interior, which, with the fragrant *myall* and the vast tribe of acacias, thrives well. Lime-trees resist the humid heat, and coffee plants from Ceylon and palms from Brazil withstand the cold of the Sydney winter. Scientific botany has not been neglected in the Gardens. There is a small museum containing a good and well-arranged collection, while for the benefit of students plants and trees are described by their botanic titles, as well as, wherever practicable, by their common and familiar names.

South and east of the Gardens lies the general public Domain. A pleasant carriage-drive leads round by "Mrs. Macquarie's Chair"—a favourite rendezvous on holidays, as it is a commanding position from which to view the Harbour. On regatta days, or when a man-o'-war is leaving, this is practically a grand-stand. From the "Chair" the drive returns past the Public Baths to the Director's

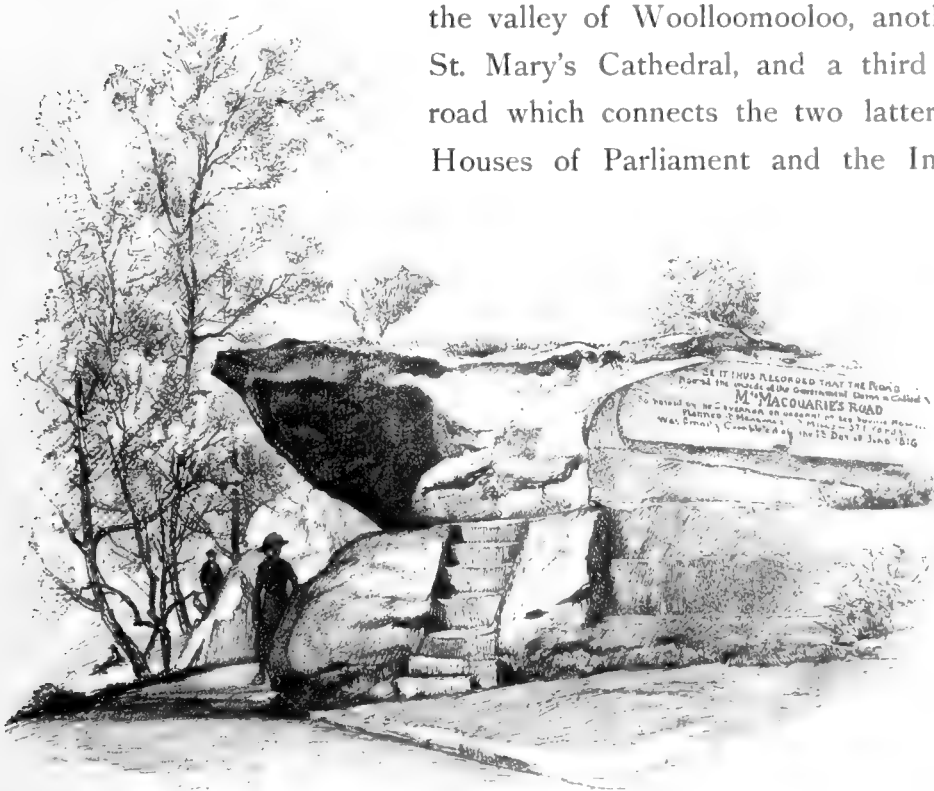
residence, from which point there are three exits—one into the valley of Woolloomooloo, another past the Art Gallery to St. Mary's Cathedral, and a third into Macquarie Street, the road which connects the two latter passing at the rear of the Houses of Parliament and the Infirmary. The entire drive,

which is naturally much appreciated, is beautiful throughout, and in some parts strikingly picturesque.

Hyde Park is practically a continuation of the Outer Domain, being cut off from it by only an intervening road. At the northern entrance of the broad promenade which runs down its centre stands a



THE SEA-SIDE WALK, OUTER DOMAIN.



"MRS. MACQUARIE'S CHAIR."

fine bronze statue of the late Prince Consort. Facing it in Chancery Square, within a railed space fronting St. James's Church, is also a bronze statue of the Queen, on a granite pedestal. Hyde Park was reserved in the first instance as a race-course for the

amusement of the citizens of the early days. It was dedicated by Governor Macquarie, and cleared as a course by the officers of the regiment then on service in the colony, but when the noble sport moved further afield the ground was retained as a pleasure-reserve. It is now vested in the hands of trustees, who have done much by judicious planting and careful gardening to make it a very delightful resort. Hyde Park is the finest *boulevard* and promenade that the city possesses. At the intersection of Park Street, and facing the corner of College Street, is the magnificent bronze statue of Captain Cook, the work of Woolner, the sculptor. At the opposite corner is a rotunda where on certain afternoons and evenings a military or naval band performs. Throughout its area the



ST. MARY'S GATE, OUTER DOMAIN.

Park is ornamented with fountains and parterres of flowers, and its splendid broad *boulevards* are planted with heavily-foliaged Moreton Bay fig-trees, which make on fervent summer days a cool and umbrageous retreat.

The citizens of Sydney owe Moore Park to the action of a few of their predecessors, who in the early days secured from the Government a grant of the land. But it was not for themselves, or for their children, or for their children's children, that they asked for this area; it was for their cows. There was no commonage attached to the young settlement; the petitioners asked for one, and so the Governor apportioned off a large space of what was then a waste of wind-driven sand-hills. It is fortunate that the land was poor, or some influential person would have got it as a grant; but because it was poor it was little used, and the citizens themselves in time forgot all about it. The officials in the Lands Office had no better memory, and in spite of the dedication it was treated as Crown land. The new Barracks were built upon it, and bit by bit the land was sold. But in a happy moment some one rummaging among old papers discovered the forgotten grant. The Corporation immediately laid claim to the land; the Government, having poached on the domain, was at first inclined to treat the grant as having lapsed, but at last conceded the title so far as the unsold portion was



HYDE PARK, SYDNEY. FROM CHANCERY SQUARE.

concerned. The city was put in possession; an Act was passed enabling the Corporation to sell a portion of the estate, and to borrow money for the improvement of the rest. Since then the appearance of the property has undergone a great change. The road to Randwick runs through it; the western side has been levelled and grassed, and is largely used for foot-ball and cricket practice. A portion, once a swampy piece of ground, is devoted to the purpose of a Zoological Garden; the pit of the old morass is now a little lake with an island in its centre, on which palms, willows and ferns display their graceful foliage. Animals from various climes are suitably housed and provided for. Young broods of lions and tigers are here; elephants, with their *howdahs* frequently packed with many children; and, in addition to camels, bears, leopards, and the other ordinary occupants of a menagerie, there is a fine collection of the birds and beasts of Australasia—marsupials of every kind, from the six-feet "old-man" to the tiny and dainty rock-wallaby, wombats, dingoes, Tasmanian devils, opossums, tiger-cats, and all the denizens of the forests and the plains. A good idea of the varied form and plumage of the different Australian birds may be obtained by a visit to these Gardens; for nearly all are to be found here, from the emu and cassowary to the little silver-eye and the blue robin; from the native companion to the diminutive teal and water-hen.

On the eastern side of the Randwick Road the reclaimed portion of the Park is devoted to different purposes. A long strip lying at the back of the Barracks forms the rifle-range, the targets being backed by a high natural wall of rock. It was first turned to its present purpose by the English soldiers who were quartered in the Barracks; so, too, they were the first to level and lay out the present cricket-ground. This is now vested in trustees and managed by the Cricket Association. Twelve acres are enclosed, the playing-ground measuring one hundred and seventy-six by one hundred and sixty-four yards. Two thousand people can be seated in the grand-stand and a thousand in the pavilion. Uncovered seats round the oval will accommodate two thousand, and on the sloping banks behind them is standing-room for fully twenty thousand people; on the occasion of great matches every inch of standing-room is occupied. Bicycle contests and athletic sports of all kinds also come off here, and tennis-courts, both grass and asphalt, are in the enclosure. Beyond the cricket-ground is the space granted to the Agricultural Society. Here, in addition to stalls for the display of every description of stock, is a good circular track for trotting matches, and a large central enclosure round which the horses and cattle are paraded to be judged. The Randwick Race-course lies south of Moore Park, and is well enclosed and planted; there is a splendid grand-stand, and all the appliances suited to a first-class race-course. The tram-way from Sydney lands visitors at the gates of the Cricket Ground, the Agricultural Show Ground and the Race-course.

The Centennial Park, a magnificent reserve of about a thousand acres, to which reference has already been made, lies east of Moore Park. It is laid out in carriage-drives and ornamented with lagoons, the intention being to recoup the initial expense by selling a ring of residential sites within the Park. To the east of Randwick, and on the shore, is Coogee Bay. The whole beach, from point to point, is reserved for the public, and on both rocky headlands there are liberal spaces in frequent use as picnic-grounds. The beach is a popular promenade and a favourite bathing-place, the tram-way running down

to its edge bringing on holidays multitudes of the city folk to enjoy the freshness of the pure salt water and the Pacific breezes. To the northward of Coogee is another reserved beach, furnished with a bathing-place, an *aquarium* and a skating-rink. It skirts Bondi Bay, the tram-road reaching within half a mile of the water. To the southward lie other inlets, especially Maroubra Bay and Long Bay, but these have not yet been made accessible by the tram, or even by good roads; but they are both available for future marine esplanades.



IN THE ZOOLOGICAL GARDENS.

At the north headland of Botany there is also a large public reserve. The Customs House has a small station here; and here, too, starts the telegraph-cable to New Zealand; and a swing-bridge leads to the fortifications of Bare Island. The northern beach of Botany Bay, which is mostly reserved, is cut off from the western beach by the mouth of Cook's River, which debouches through a winding outlet between muddy banks into the north-west corner of the Bay. The whole of the western beach, from the mouth of Cook's River to the mouth of George's River, has been reserved for the public for a hundred feet above high-water mark, and is vested in trustees; a public bathing-reserve is projected at Doll's Point. The whole line of the beach is admirably adapted for bathing purposes, as the sandy floor shelves gradually down, and only very seldom do the heavy easterly gales make any rough water on the shore. The Government has done but little as yet to improve this reserve, but private enterprise has already made a beginning in the work of turning to account its bathing facilities. The Illawarra Railway, after crossing Cook's River, runs within a mile of the shore, and from the Rockdale Station a private tram-line has been made to the water, where about an acre has been enclosed with piles to make the bathing-ground secure against sharks. This locality is so admirably fitted to be the bathing-ground for Sydney that the accommodation for it is sure to grow.

Parallel to the beach, and a few hundred yards from it, but connected with it by a *boulevard* three chains wide, is Scarborough Park, another recent dedication. It was originally a swamp, receiving the drainage of the land to the west, and described in old Government maps as of no value. But as the beach was opened up to occupation, and

its future importance became recognized by a few far-seeing men, it occurred to them that the swamp might be utilized and turned into ponds, islands and rich grassy banks. Application was therefore made to the Minister for Lands to have the whole area set apart for public use, and some adjoining private land was added. When the projected improvements are completed, this long narrow park, connected as it is by a broad *boulevard* with a nine-mile beach, will become one of the most beautiful and popular recreation-grounds in the southern suburbs.

The other reserves within and close to the city are not very extensive. They might with advantage have been both bigger and better situated. Belmore Park, though intersected by the tram-way, and lying close to the Haymarket hollow, preserves ten acres,



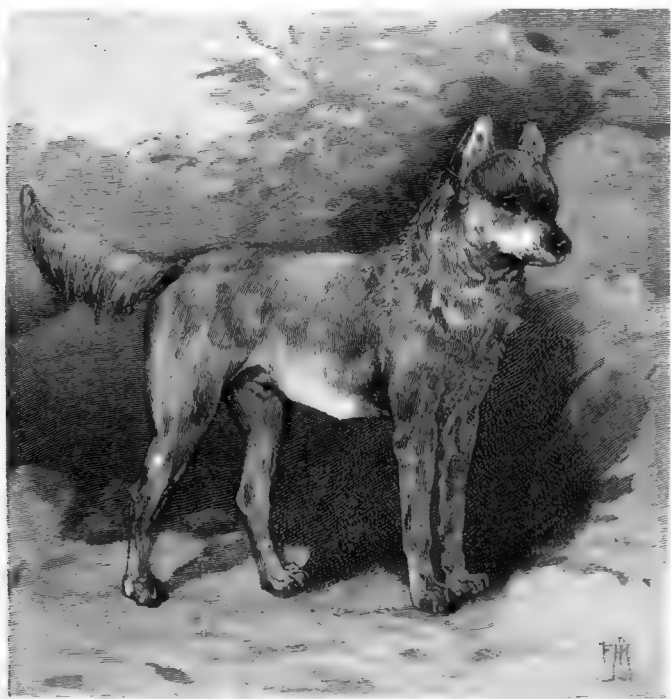
KANGAROOS.

which are enclosed but not much improved; the site is a favourite one for circus-managers. Prince Alfred Park, adjoining the Railway Station, and therefore on the borders of Redfern and Surry Hills, contains eighteen acres. It is a part of the Cleveland Paddocks, the domain attached to the old Cleveland House—which still stands as a relic of past architecture, amid the busy streets and closely-built terraces covering all the surrounding space. A portion of the old Paddocks was appropriated to the Railway Station, and the present Park is simply a remnant. In one corner stands the Ex-

hibition Building, originally built by the Corporation for the Agricultural Society, but now devoted to a variety of uses; concerts, public meetings, poultry and dog shows, bazaars, athletic contests, balls, minor exhibitions; for all of which it is found convenient, while in the wool-season it is sometimes used as a store.

Just outside the southern boundary of the city is a fortunate reservation—Grose Farm, a hundred and seventy-five acres of land originally devoted to one of the early agricultural experiments of the Government. The farming may not have been a particular success, but we owe to it the happy result that the land was not granted away. It is now subdivided, but only detached public buildings stand on it. The University, with the Medical School, occupies a commanding position on the highest ground. The three affiliated colleges have each a good slice of land, and the Prince Alfred Hospital stands between two of them. Another portion, of twenty-four acres, has been put in trust as the Victoria Park. The

University cricket-oval lies in the valley to the west. None of the ground is at present as highly improved as it should be, but every year something is done to ornament this valuable lung of the city and to make it as beautiful as it is useful.



THE DINGO OR NATIVE DOG.

Another instance of the reclamation of a spoilt fore-shore is to be found on the east side of Sydney at Rushcutters' Bay. As its name implies, it was originally a



THE CASSOWARY, EMU AND NATIVE COMPANION.

About a mile to the north of the University Reserve is Wentworth Park, originally a sea-swamp over which the high-tide sluggishly flowed; it had become greatly befouled by the drainage from the early Abattoirs, from the sugar-refinery on the Blackfriars' Estate, and from the houses on the slopes of the surrounding hills. It was reclaimed by a deposit of silt raised by the Harbour dredges, and this silt was covered with good soil. Instead of a nuisance it is now a fine Park of about twenty acres, lying between the suburbs of Pyrmont and the Glebe; ornamental ponds have been made; young trees are growing luxuriantly; a cricket-oval has been formed in the centre, and a local bowling club has made an excellent ground in one corner.

swampy area in which grew long coarse grass—very serviceable in making some of those early huts, which, if they did not adorn the streets of Sydney, at least accommodated the inhabitants. Being easily procured, the reeds formed a cheap material, and reed-huts answered well enough till slab or weather-board houses were available. As the high ground surrounding the flat became occupied, the house drainage poured down into the valley and made an offensive accumulation, while the silt from the streets filled up the head of the Bay. The portion to the north of the road has been reclaimed and walled in, and now forms a park in a rudimentary stage. The area on the other side of the road is private property, and remains in a neglected condition.

The reclamation of the heads of the numerous bays in Port Jackson is still a work to be accomplished, but now that public attention has been strongly turned in that direction there is every probability that the water-side parks of Sydney will be multiplied. Down the Harbour there is a grand opportunity at Rose Bay, where the level ground reaches back to the sand-hills on Bondi Beach. Westward of the city the head of Johnstone's Bay, of White Bay, Hen and Chickens Bay and the swampy flats of the Parramatta River all invite attention. It is only a question of money; tide-covered mud can be transformed into lovely gardens.

Although the metropolis itself has by good luck a fair provision of park-land the suburbs are not so fortunate. The land outside Sydney was mostly granted or sold; each proprietor subdivided in his own interest, and very few cared to adorn their plans with squares or crescents. As the population has thickened in these suburbs the people have felt the need of open spaces, and from them the movement originated for the purchase, while there was still time, of land not yet built upon. The Government has responded to this demand, and for each of the past four years a grant has been made for this purpose. As much as two hundred and seventy thousand pounds have already been spent in buying back parks for the people. A tenth part of this sum would have been sufficient twenty years ago; in public matters there is always a penalty to be paid for delay. What the people now feel is that it is better late than never, and in laying out new townships it has become a part of our public policy to make ample reservations.

At the South Head is a reserved area for defence works and light-houses, and the greater part of the North Head is retained for quarantine purposes. Manly has its long ocean-beach, with an esplanade overlooking it, and its Harbour-beach backed by another esplanade and its park; there is also a reserve of a hundred feet in breadth round the adjoining headland which will some day be made into a beautiful water-side drive. On the peninsula between Middle Harbour and Port Jackson proper are the defence reserves of Middle Head, George's Head and Bradley's Head, and there are some, though not sufficient, reservations up Middle Harbour, the best known and most used being a public park at Balmoral, with a long strip of beautiful frontage of sandy beach. At St. Leonards, on the heights of North Shore, there is a reserved area of forty-five acres—already well planted with trees of foreign and native growth, enclosing well-kept cricket and foot-ball grounds and broad well-shaded walks. The cable-tram runs to its gate, making it accessible to the population living on the lower ground.

Farther to the west on the north side of the Parramatta, and stretching back from the western shore of Lane Cove, was a large reserve of over six thousand acres known as

the "Field of Mars." It received its title because it was the commonage attached to the free grants given in early days to the soldiers, who were planted in the district of Ryde in the hope that they would become industrious freeholders. The hope was not very largely realized, and the farms quickly changed hands, but the common remained. The inhabitants of the district, cut off from Sydney by the Parramatta River, thought, however, that a good road would be more valuable to them than a common, most of which was poor soil and thickly covered with inferior timber; so they bargained with the

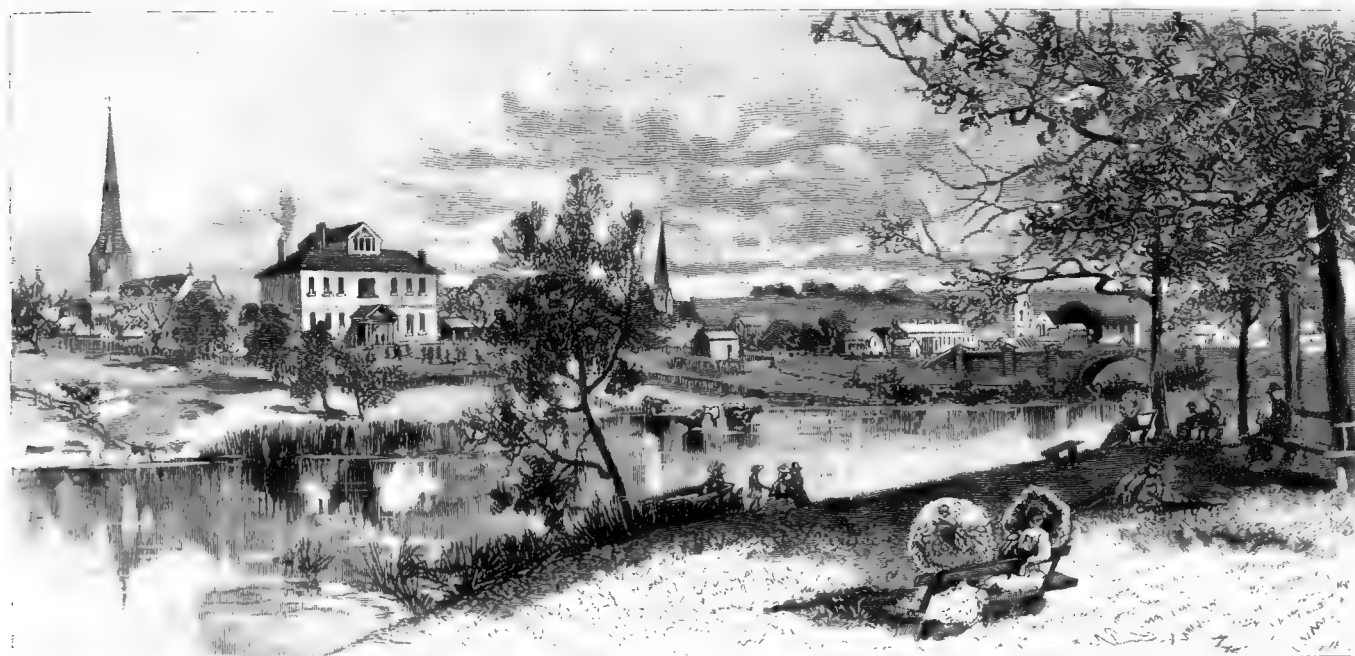


COOGEE BAY.

Government that it should take over the common, and give them in return a direct road to town, with two bridges, one over the Parramatta and one over Iron Cove. The bridges have been built, the road has been opened and has proved a great convenience. The railway to Newcastle skirts the western edge of the "Field of Mars," and makes it accessible in that direction. The land is being subdivided and sold, but some portions are reserved. The old "Field of Mars" will be in a few years a populous suburb. Farther to the west lies the beautiful reserve of Parramatta Park, the preservation of which for public enjoyment we owe to the fact that it was the domain attached to the old Government House, which still exists. Governors knew how to reserve land for themselves, if they were not always forethoughtful for the people, who, however, inherit what was once vice-regal luxury. The old Government House is not worth much, but the reserve, which was meant as a run for the Governor's horses and cows, is worth a great deal. It is now a fine Park, with beautiful drives around and

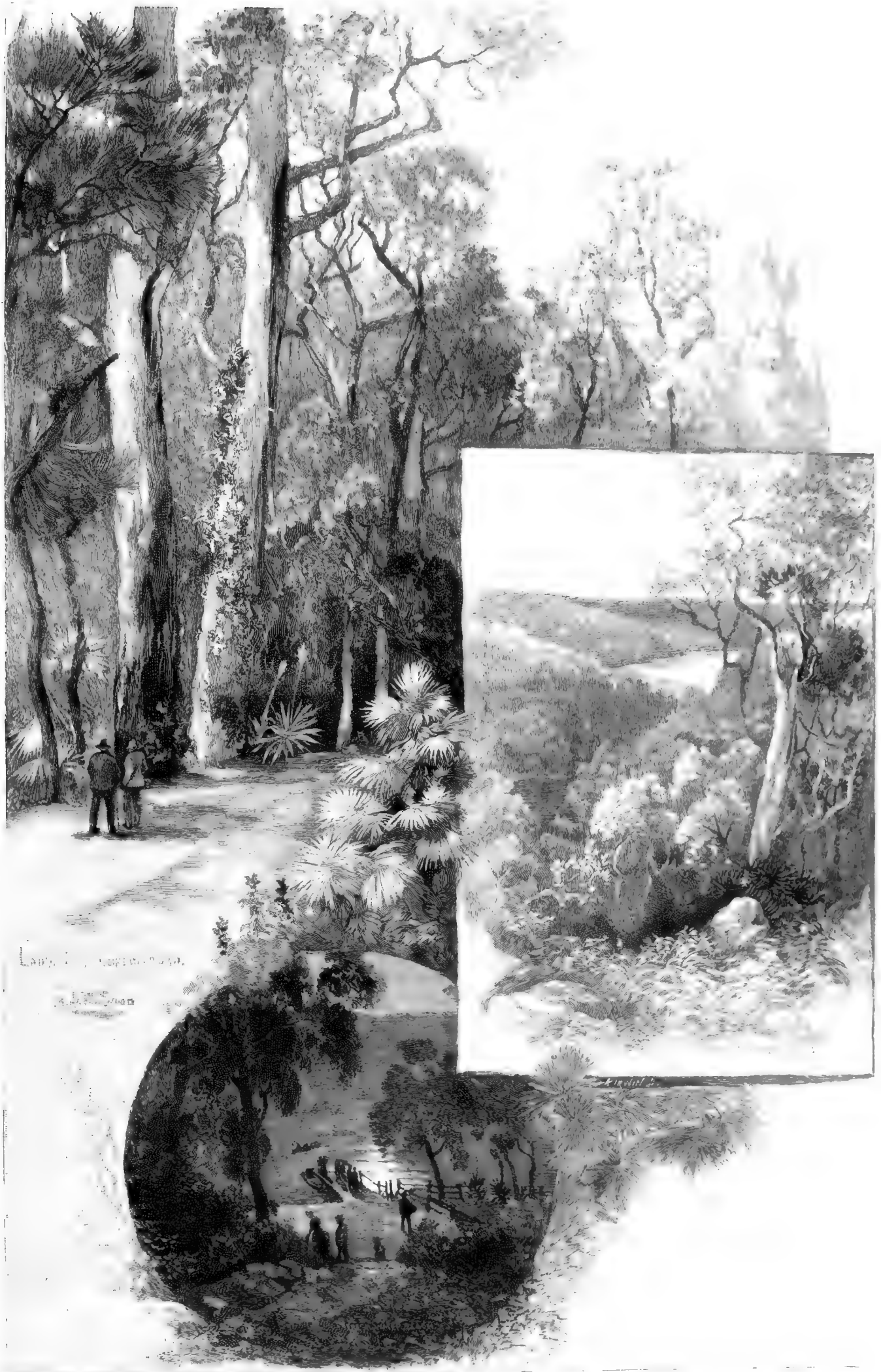
through it. Near the principal entrance still stands the tree against which Governor Fitzroy's carriage was dashed when Lady Fitzroy was killed.

But the largest of all the metropolitan pleasure grounds is the great National Park lying to the south of Port Hacking—reserved by the Government of which Sir John Robertson was Premier. The railway to Illawarra skirts it on the west, and makes it accessible at that edge; but the estate itself occupies nearly the whole area lying between the railway and the sea-coast, its northern boundary being the estuary of Port Hacking, and its southern a line drawn from Wattamola boat-harbour on the coast to the head of the Hacking River. Within these lines an area of about thirty-six thousand three hundred acres is enclosed—a territory of infinitely varied beauty, giving on its heights broad *plateaux* suitable for military camps and manœuvres; on its beaches, in numerous little gullies and on open grassy plots, abundance of those situations experienced picnickers seek out; while on and about the upper reaches of the river are some of the most glorious examples of forest-growth and semi-tropical luxuriance the colony affords. By the expenditure of a little money and some engineering skill, the waters of the upper river have been dammed back at a point eight miles from the cataract head of navigation; the tides no longer rise, the floods coming down have washed out the salt, and a long fresh-water reach has been constructed, which, sheltered by the high hills and forests on either hand, is charmingly tranquil. A good carriage-



A GLIMPSE IN PARRAMATTA PARK.

drive has been formed along the southern bank, following which the ferns, cabbage-tree palms, cedars and great Australian lilies, which form the most characteristic and beautiful features in Australian semi-tropical vegetation, are passed in abundance; vines and parasitic creepers make also a grand display, climbing a hundred feet aloft to the top-most boughs of the tallest gums, and dropping thence gigantic tassels. Various other roads have also been made through the Park—one striking across from the head-waters of the River to the ocean-beach, bringing the charming little boat-harbour of Wattamola within reach of those who object to the ocean trip. Hitherto, however, there have not



THE NATIONAL PARK, PORT HACKING.

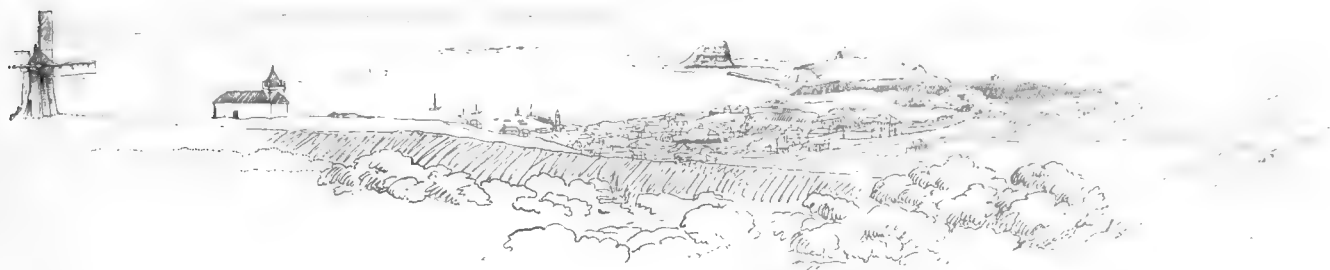
been any large efforts made to impart an aspect of civilization to this Park. Its management is in the hands of trustees, who get a grant of three thousand pounds a year to spend on its preservation and improvement, and with that they can do little more than open up roadways. The natural ruggedness and freedom have been largely and wisely preserved; it is a bit of original Australia kept to recall to us what the coast country was like in the earliest days; it is a bit of wild nature within easy reach of the civilization of a great metropolis; it is an uncultivated botanic garden in which survive the native floral beauties of the land; it is a wilderness for those who like the change from hot and dusty streets; it is, and will probably long continue, a place where the labours and worries of town may be temporarily forgotten, and where on all holidays the multitude may get out and find scope for the free enjoyment of all innocent natural propensities. It is the great Park of the future, and though it may remain a wild preserve, the railway will soon bring the long line of southern suburbs close up to its edge.



THE TOWNS OF NEW SOUTH WALES.

THE HUNTER RIVER DISTRICT.

ABOUT seventy-five miles north of Port Jackson the Hunter River finds its outlet to the sea. Ninety-three years ago Lieutenant Shortland, when hunting for some runaway convicts, saw the inlet north of Nobby's, and very cautiously entered. He found no convicts, but he found coal, which was far more important. He called the stream Coal River, and Coal River it remained for some time, though before the close of the



NEWCASTLE IN 1829.

FAO-SIMILE OF A SKETCH BY SIR THOMAS MITCHELL.

eighteenth century the settlement had been formally christened Newcastle, while the main river had received the name of the Hunter, after the Governor. The only regular communication at that time was by the little schooners *Cumberland* and *Integrity*, of twenty-six and fifty-nine tons respectively, which plied for a year or two between the settlement and the Port. In those days there were no companies and no grants. In 1801 Governor King declared all coal and timber discovered at the Hunter River to be the exclusive property of the Crown, and no ship was allowed to trade without recognizances of fifty pounds, and two sureties of twenty pounds each. The license to dig cost five shillings, and there was also a duty of two shillings and sixpence per ton to be paid on all coal shipped, and that this might be satisfactorily collected it was advised that only one kind of basket should be used, "weighing one hundred-weight, to measure the coal in and out of the vessel."

Such was the beginning of the town which now ranks first among the coal-ports of the Southern Hemisphere, and which in its appliances for safe and rapid shipment is fully abreast of the needs of the trade. The resources of the Port and district are so large and varied that there could be no doubt about their ultimate growth when once enterprise had taken root, though the stringent regulations of the early days made progress slow and not always proportionately sure. Prior to 1804 there had been many accidents owing to "mines having been dug by individuals in the most shameful manner, without having props." For this, sailors were responsible; ships used to put in, and the crews would both cut and ship coal, burrow into the hill-side as far as seemed safe, and leave unprotected the excavations they had made. To prevent a recurrence of these accidents an order was made that in future no sailors should work in the mines, but

only Government men under the direction of professional miners. These latter were paid at the rate of three shillings and sixpence per day, and the coal was sold in Sydney at a cost of ten shillings per ton, or more accurately a ton of coal was bartered for ten shillings-worth of wheat, corn, mutton or pork. In 1821, the last year of the Administration of Governor Macquarie, the district was thrown open for settlement, and at that date its history proper begins. We cannot here trace all the steps of its progress; we shall at once pass from the puny efforts of sixty years ago to the marvellous results of to-day.

The passage from Sydney is effected at present by steamer—two good lines ministering to the wants of Newcastle in this particular—though the North-Eastern Line of Railway from Strathfield to Waratah, recently completed, has largely superseded ocean transit. The harbour is protected by a breakwater, connecting on one side of the entrance the main-land with the rocky hummock known as Nobby's Head and stretching beyond it into the open sea, and by a second dyke of great stones on the other side reaching towards Nobby's from the oyster-bank—narrowing the entrance and increasing the scour. Even on a comparatively quiet day a silver line marks the course of this weather-wall, and when the wind blows roughly from the south or east huge white-crested billows may break over it, momentarily disturbing the calm of the Port. On a very boisterous day it is interesting to note, from the the hill-top of the peninsula-head, the difference between the rough sea breaking on the coast—causing the big steamer weathering the farthest point to heave and pitch—and the smoothness of the protected haven.

Upon the arrival of the steamer at her moorings, and on an ordinary working day, the traveller will view a scene of animated labour. On the main wharf there are the steam-cranes lifting the coal and depositing it in the hold of some dingy collier or ocean mail-boat. Past the steam-cranes, and continuing the sweep of the wharf, are staiths for loading the smaller kinds of vessels, and beyond these again are the staiths of the Australian Agricultural Company. The accommodation for ships coaling here was found to be altogether insufficient, and so Bullock Island, lying directly opposite the *embouchure* of the River and close to the shore, was connected with the main-land by a railroad; eight large cranes were erected upon the fore-shore, and these are worked by a powerful hydraulic apparatus located in a neat stone building about a hundred yards to the rear. Alongside the wharves gather all the Melbourne regular liners, Sydney traders, ships and steamers by the dozen, taking coal to the other colonies, the Islands, California and India. The connection between the Government line and the collieries is maintained by various private lines.

A good comprehensive view of the shipping of Newcastle is to be obtained from a point on the wharf a hundred yards to the eastward of the Customs House, though if a perfect panorama be desired it is better to climb Nobby's Head, or up to the summit of Monument Hill. From the latter point a good view of the town also is to be had. It is set in a rather cramped nook, its development resembling that of a fig-tree which has chanced to take root in a little earth-patch, with rock all below and beyond. It has grown in whatever direction it could find space; straggled along the harbour front; climbed boldly up the escarpment of the shore. It lies on the seaward face of Monument Hill, with its one important street curving round the hill-foot roughly parallel to the wharves, and the other streets coming straight down the steep

slope in a sheer descent, joining this main city-artery at right angles. The banks, the hotels and the newspaper offices are in this busy traffic-way, named Hunter Street, and above them nestle dwelling houses, looking out across the Hill—the site of the public park



NOBBY'S HEAD, NEWCASTLE.

and recreation-ground—down on the bold coast-line, and away to the ocean beyond. In Newcastle, as in Launceston, the hill-face is terraced with roofs, and one's garden-gate may swing level with the chimney-pots of the adjoining houses.

The town is famed rather for its commercial importance than for its beauty. Utility is the foremost consideration, and the whole city is eloquent of its staple product. There are no public buildings in Newcastle worthy of the importance of the town, or commensurate with its prosperity. The Customs Office is commodious and neat, and the Asylum for Imbeciles finely situated on the Hill. The banks are rather substantial than

ornate in their design, and the churches have evidently been built to meet the wants of a practical people, and not out of munificent endowments. The School of Arts is a convenient and modern building, while the theatre is suggestive of early days. The Post Office and the Court House—with an imposing portico supported by four Doric columns—are at the southern end of Hunter Street, and here also are the more important hotels. At the northern end of the Street is a scene of busy life; omnibuses ply all day to the various outlying villages, and the foot-paths are bustling with shippers and sea-faring men. On Saturday night the one business artery of the city is thickly thronged with crowds of men and women, and youth of both sexes, gaily tricked out in holiday attire. The visitor listening will catch words and phrases with the west of England accent, and may well imagine himself in a Cornish mining town, although the surroundings are rather suggestive of the north of England.

The population of Newcastle and the surrounding colliery district is not less than twenty thousand, but it covers a wide area. There are no suburbs proper to the great northern coaling city, but each colliery has its separate town. Hamilton, Lambton, Waratah, Plattsburg, Wallsend, Stockton, Wickham, Charlestown, Anvil Creek, Greta and



HUNTER STREET, NEWCASTLE.

Minmi are important mining centres—the homes of miners who toil upon the spot. Each colliery is connected with Newcastle by rail, and around its mouth spread acres of huts, which are deserted every Saturday night when the tired toilers take their weekly holiday in their dusky city. Interspersed among the homes of each colliery are



SHIPPING COAL AT BULLOCK ISLAND.

the shops of general dealers, and the churches, schools and other institutions provided by the State or raised by local effort. From the summit of Monument Hill the largest of these may be seen set in clusters along the seaward slopes of the low, bare or sparsely-timbered hills, the houses straggling out towards them across dreary flats. As Newcastle progresses the town will embrace all these outlying posts; the shallow reaches and bays between Bullock Island and the swampy land about the mouth of the Hunter River will be

dredged, and where necessary excavated; docks will be made, and wharves for the extended commerce will fill all the available areas in the Port and continue far up the River; the metals of the North will be brought down to the pit-mouths for smelting; manufactories growing and commerce increasing, so that the coal-city will divide with Sydney the commerce of New South Wales. This is not an extravagant forecast, as the Port and district have extraordinary resources, which the new line of railway from Strathfield to Waratah will greatly develop. The quantity of coal raised for one year was over two million tons, and Newcastle is besides increasingly becoming a *dépôt*-port for wool, the shipment of which for the London market during the wool-season of 1889 numbering nearly forty-eight thousand bales.

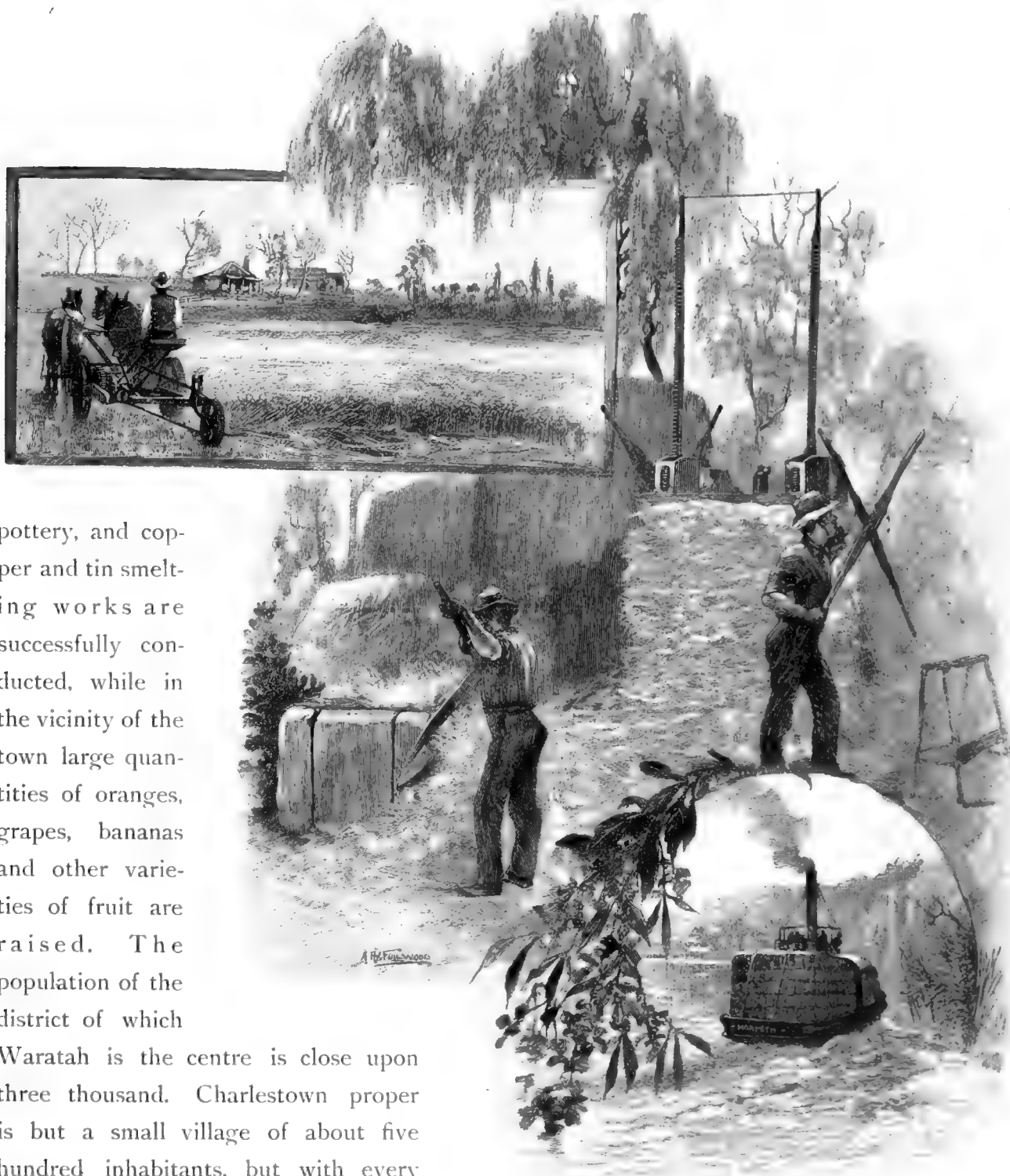
Stockton, a busy mining and ship-building suburb of Newcastle, is situated on the northern side of the harbour. Amongst the various industries that support it lime-burning and steam-saw-milling take an important place. In connection with the ship-building yards is a patent slip constructed with a view of repairing ships of the largest tonnage, while the work-shops are fully abreast of the latest improvements of the trade. The shears here have been erected to lift a weight of thirty tons. The principal coal-seam of the district has been proved to underlie this suburb, and shafts have been sunk to work it. At Stockton begins the northern breakwater, several hundred feet in length, but it is at present incomplete. When finished it will, in conjunction with the southern dyke, keep the *débouchure* of the Hunter River within a comparatively narrow channel, and thus increase the scour of the harbour. The population of Stockton is about eight hundred, and communication with Newcastle is kept up by means of half-hourly steamers.

An important suburb of Newcastle, and one which includes the villages of Tighe's Hill, Port Waratah, Islington and Linwood, is the colliery municipality of Wickham, distant from the city about one mile. It has a population of over two thousand, and ratable property valued at nearly three hundred thousand sterling annually. At Wickham one of the principal industries is the Hunter River Copper Works, with twenty-two furnaces manipulated by a large number of hands. Messrs. Hudson Brothers have here large engineering works; and here, too, are located the Sydney Soap Company's manufactory, cordial factories, saw-mills, and various wool-washing and fell-mongering establishments. Wickham includes the Ferndale and the Maryville collieries.

Hamilton, a colliery suburb of Newcastle, is the site of the Australian Agricultural Company's mining operations. The great shaft was sunk many years ago through a troublesome quicksand, but the seam is of first-class quality, its cleanness causing it to be much appreciated for generating gas, as well as for household use. Several bores have been put down at different points of the Company's large estate with a view of attacking the seam at other places. The town has a population of about two thousand inhabitants, the great majority of whom find employment for their labour in coal-mining. The Castlemaine Brewery has a branch here, and here also is the patent fuel factory, which takes the small coal from the different pits and fashions it into oval blocks, turning out about sixty tons of fuel a day. The ratable annual value of the property in this district is estimated at over three hundred thousand sterling.

Waratah is not now so important as a coal-mining centre as it was some years ago, the seam on the original estate having been worked out. The Waratah Coal Company

has transferred the principal portion of its plant to South Waratah, or Raspberry Gully, adjoining the village of Charlestown, where a new mine has been opened out. But Waratah is not dependent on its coal alone. The clay has been found suitable for



pottery, and copper and tin smelting works are successfully conducted, while in the vicinity of the town large quantities of oranges, grapes, bananas and other varieties of fruit are raised. The population of the district of which

Waratah is the centre is close upon three thousand. Charlestown proper is but a small village of about five hundred inhabitants, but with every prospect of future growth and prosperity. It is situated on the road to Belmont, a little marine village picturesquely planted on the shores of Lake Macquarie, and a prospective watering-place for the Newcastle and Hunter River District.

Lambton, an important suburb of the northern coal-city, is distant five miles from Newcastle. The colliery here belongs to the Scottish Australian Mining Company, which has been working on this site for the past thirteen years; it employs the larger

THE LUCERNE HARVEST IN THE
MAITLAND DISTRICT.

number of the inhabitants. The pit is connected with the Great Northern Railway by a private line. Oranges and vines are cultivated in the vicinity of the town, and stone-quarrying and steam-saw-milling are thriving industries. One mile distant is the estate of Messrs. Brown and Dibbs, on which is situated the colliery village of New Lambton, the seam here being the same as that worked in the adjoining parent township. In the vicinity are the New Lambton Smelting Works, and but a short distance away are the stone-quarries and steam-saw-mill of Jesmond or Dark Creek.

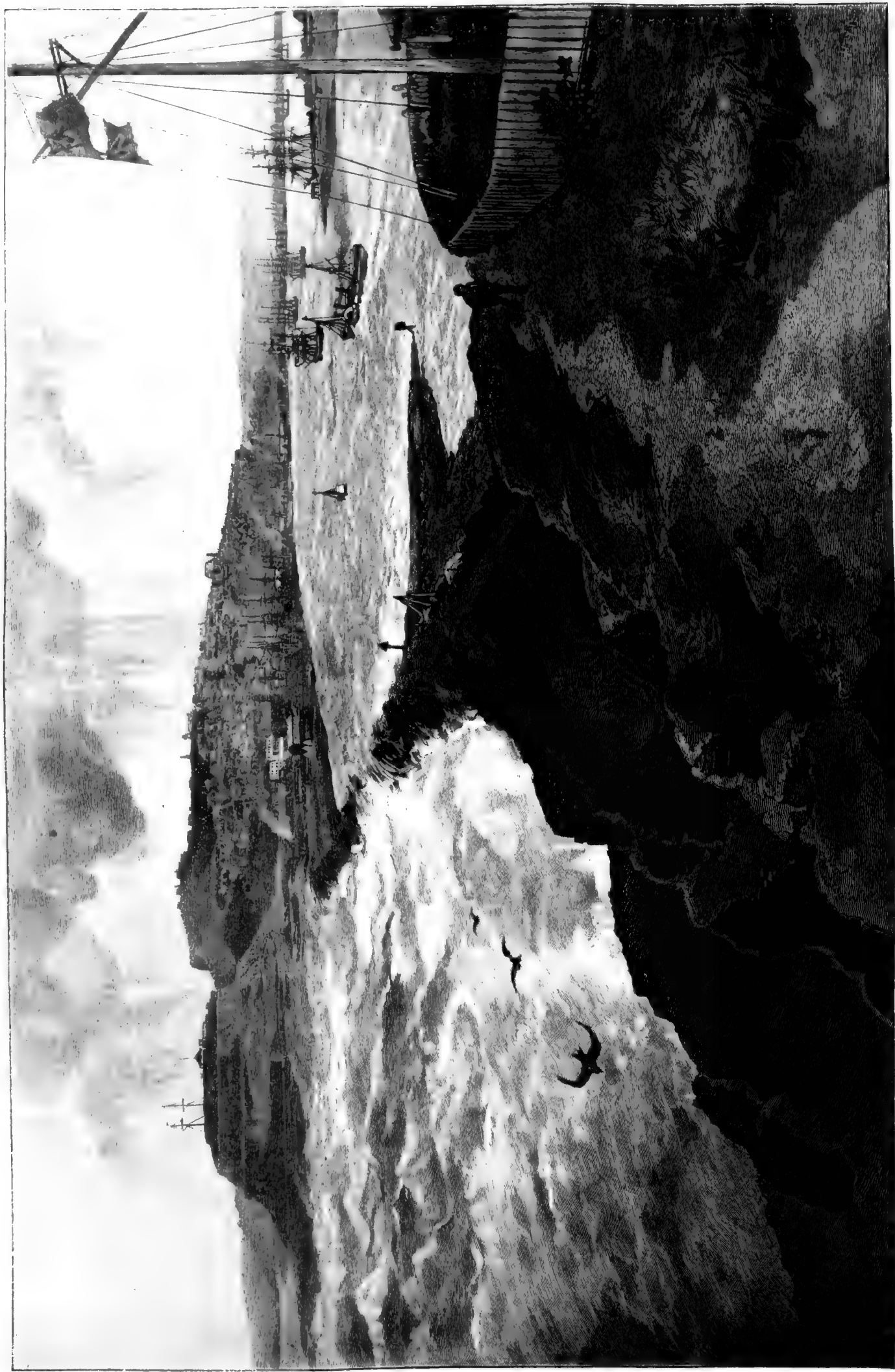
Of the colliery townships around Newcastle undoubtedly the most important is Wallsend, the scene of the operations of one of the wealthiest coal-mining corporations in Australia—the Newcastle and Wallsend Company, whose colliery employs nearly seven hundred men and boys, and whose output is frequently over three thousand tons of coal a day. The seam dips from the outcrop to a depth of about three hundred feet. There are three pits on the estate, but the greater part of the coal is drawn from a tunnel put in at the outcrop. In respect to population Wallsend ranks as more than a mere suburb, three thousand being the estimated number of its inhabitants. It possesses a school of arts and various churches, and property to the ratable value of nearly three hundred thousand pounds per annum. Its importance as a mining-centre may be gauged from the fact that it is ranked in the same class as the largest collieries in England.



HIGH STREET, WEST MAITLAND.

Adjoining the important coal-mining town of Wallsend is another colliery, Plattsburg, the head-quarters of the Co-operative Colliery, employing nearly five hundred hands. This town is also renowned for coke-producing, having a large number of ovens erected for the purpose. The State school here is capable of accommodating eight hundred children, and is considered one of the finest institutions of the kind in the district. Plattsburg





NEWCASTLE FROM NOBBY'S HEAD.

possesses also a fine building in its School of Arts. The seam of coal worked by the Co-operative Colliery is the same as that worked by the Wallsend Company.

The population of Minmi is about two thousand, the greater number being employed in the local collieries, the property of Messrs. J. and A. Brown. Minmi is about six miles from the railway station of Hexham, which again is distant from Newcastle fourteen miles. A private line, however, connects Minmi with the Great Northern route and the shipping-shoots at Hexham. At one pit over six hundred hands are employed, and they raise above a thousand tons of coal a day. In the vicinity of the town oranges are cultivated with considerable success.

Anvil Creek and Greta are adjoining collieries, which, although lying beyond the town of Maitland, are properly adjuncts of the Newcastle coal-trade. The seam at the Anvil Creek colliery, known as "Farthings," is over fourteen feet in thickness, while that of the Greta Coal and Shale Company is nearly as thick. The latter mine has two shafts, one of which is over two hundred feet in depth. Its average output is considerably over fifteen hundred tons, raised by nearly three hundred hands. The population of the district is about two thousand.

Up the Hunter River or by the Great Northern Railway is the approach to the larger areas whose commerce focalizes naturally in the coal-port. A somewhat uninteresting river about its ocean estuary is the Hunter; flat as the fen-country of Lincolnshire, but with mangroves meeting the low and luxuriant scrub-growths of the fresh-water country about innumerable reaches and lagoons; and yet it is a country that in places lacks not sentiment or beauty of a peculiar kind. Exquisite pictures may indeed be seen from the railway line, where some mile-broad swamp is set in low, wooded knolls, the feathery oaks rising dark above the lower foliage; light grass of a delicate green rustling over the surface, and the water shining beneath. Long-legged cranes may be seen flapping lazy wings, or a little herd of cattle wading knee-deep, giving life and warmth to a picture that might otherwise be monotonous. But the ground rises slowly, and hardens with every mile. The salt swamp-foliage is left behind. The black soil sweetens and takes on a rich coat of lucerne, or a luxurious garment of sorghum, maize, or oats. The broad flats consist of alluvial drift many feet deep, and the lucerne-



ST. MARY'S CHURCH, WEST MAITLAND.

roots, striking down to the water-level, get nourishment from the under-soil without the need of any deep ploughing. Five or six crops are obtained in the year, and year after year, without any fresh tillage. The husbandman's labour is that of perpetual harvest.

At the head of navigation is the town of Morpeth—once the great shipping-port, but whose trade has been largely diverted by the railway. It is, however, one of the prettiest towns on the Hunter River, and is reputed to be one of the healthiest. A branch line of railway connects it with the town of East Maitland, and it has daily steamers to and from Sydney. Near it are some coal-pits, but the business of the town rests mainly on the fertility of the flats that fringe the river. Morpeth is well laid out, and contains several fine buildings, the Anglican church being one of the most picturesque structures of the kind in the colony. Along the river-banks are the wharves of two steam-ship companies which connect with the railway, the Hunter being navigable as far as Morpeth to vessels of eight hundred tons burthen. The Government has here a coal-staith to accommodate one of the main industries of the district. The population is nearly fifteen hundred, and the ratable property of the municipality close upon one hundred and twelve thousand pounds a year.

But the town for this district, or rather the double town, is Maitland, divided by the water of Wallis's Creek. East Maitland, laid out on high and dry ground, is the Government town; but West Maitland, laid out on the alluvial flat by the river-side as a private town, took the public fancy more; and, though occasionally liable to floods, has become the principal business place. Expensive works, however, have been undertaken to prevent the Creek from encroaching on the main street, which runs along the rich



THE TOWN OF EAST MAITLAND.

alluvial flat, and which has on either side many interesting relics of the old order, and some good specimens of the new. Patriarchal verandahed hotels look out from their small-paned windows, burdened with many memories, and fine new four-storeyed buildings of stone, brick and cement have arisen which would not discredit Sydney. Yet there is



THE TOWN OF WEST MATLAND.

an indolent air about everything and everybody—an air of contentment and confidence. The richness of the soil seems to impart an infection of trustful laziness. Everything grows with a *minimum* of toil; a neglected back-yard becomes a luxuriant pasturage,

and a moss that is green as grass puts a beautiful if not a healthful coat over many old shingle roofs. The new, however, is fast out-growing the old. The banks have shown their appreciation of the importance of the place by the superior style of their premises. The *Maitland Mercury*, the oldest paper in the northern district, has expressed its belief in the future by building substantial offices, and the churches make display of faith by solid and beautiful works. The Hospital is a large building, on a good site, and the schools, both State and private, are large and handsome, well-finished and well-furnished. Several factories have taken root, and some hundreds of the inhabitants find regular employment in tanning leather, making boots and shoes, building carriages, sawing timber, manufacturing tobacco, brewing beer and making brooms. But the farmers are the main-stay and support of the place, for the land about Maitland is so rich and so easily worked that the freehold of a hundred acres is a fair fortune. Some blocks used solely for lucerne-growing have been sold at upwards of one hundred pounds an acre. The farmers of the district have also developed an aptitude for skilfully and economically managing their own business. They were for a long time taxed by the commissions of middle-men; but in a happy moment they adopted the idea of a "Farmer's Union," every member of which should bind himself to sell his produce at auction. The market or fair was inaugurated. It needed no elaborate building, a space of open ground near

the railway station, with a few sheds for perishable articles, being sufficient.

To this market-place on Wednesday in each week come the farmers and the townsfolk, and many dealers from the Port and the metropolis. The gathering is large and unique of its kind. Nowhere in Australia, perhaps, could you find a more thoroughly representative assemblage of Australian-bred men and women. The settlement is very old, and many of the farming-people are natives of the second and third generation. There are clear indications of the distinctive Australian type, the sallowness on men's faces blotting out the russet which their



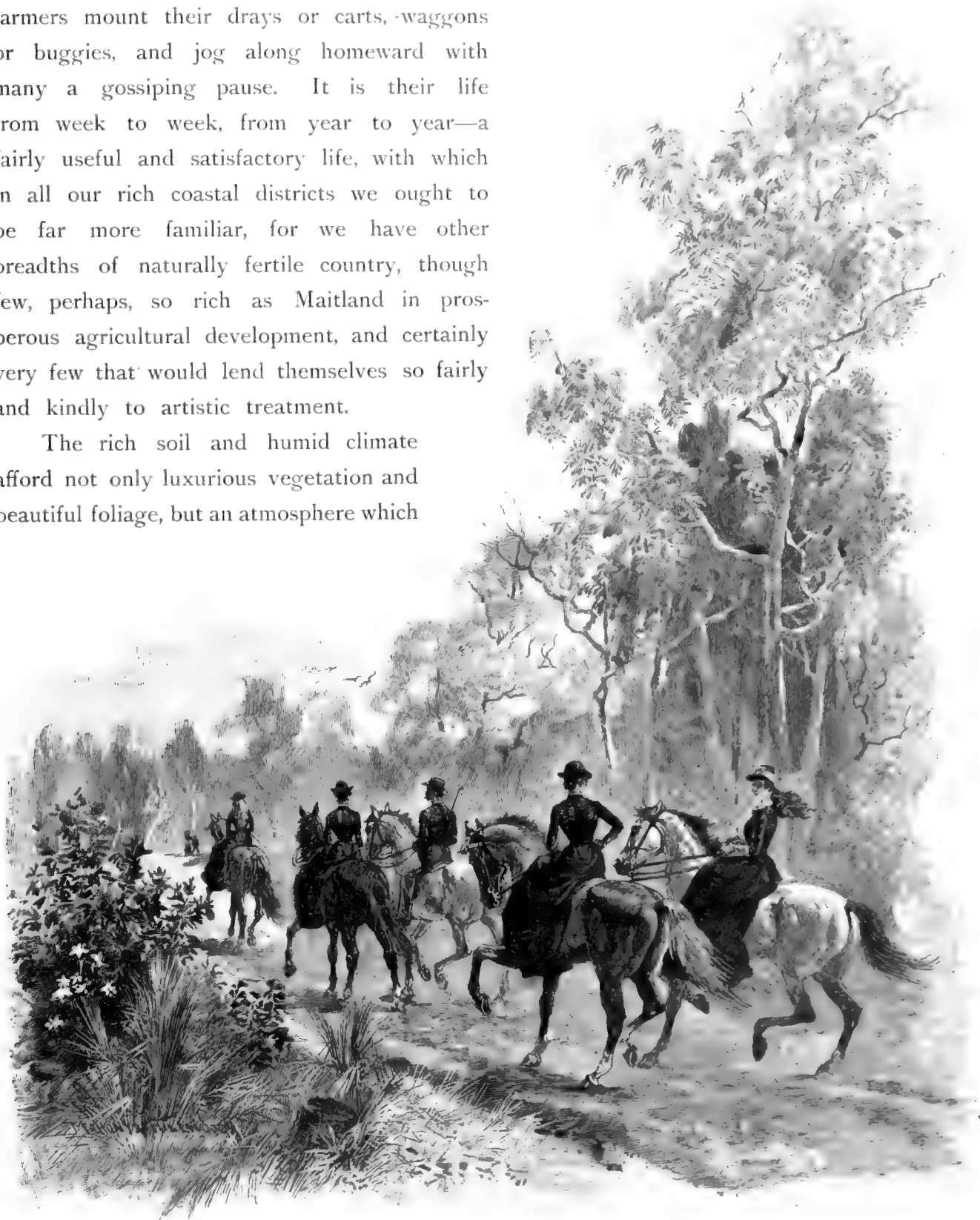
THE CHURCH OF ENGLAND, PATERSON.

grandfathers brought from England. There is very little superfluous flesh amongst either the men or the women. But if the people are beginning to vary a little from the English type, the produce they bring to market varies still more.

Certainly the pigs of all sizes, with the dressed sheep of an abnormal fatness, would be familiar enough in England, as would also the crates of poultry of all

varieties; but somewhat un-English would appear the piled drays of farmers' produce—great green melons and bulky pumpkins stacked in mounds to be sold by the ton; grapes, rich, luscious, heavy as the clusters of Eschol; oranges in their golden glory; tomatoes in boxes; chillies and pomegranates; bundles of green sorghum and maize and great bales of fragrant lucerne hay. It is such produce as the peasants on the Arno, or even farther south on the warm and fertile slopes of Etna, would bring down to the Italian cities for sale. All is bought and sold there with abundance of good-humoured Australian banter, and when all is over the farmers mount their drays or carts, waggons or buggies, and jog along homeward with many a gossiping pause. It is their life from week to week, from year to year—a fairly useful and satisfactory life, with which in all our rich coastal districts we ought to be far more familiar, for we have other breadths of naturally fertile country, though few, perhaps, so rich as Maitland in prosperous agricultural development, and certainly very few that would lend themselves so fairly and kindly to artistic treatment.

The rich soil and humid climate afford not only luxurious vegetation and beautiful foliage, but an atmosphere which



CHURCH-GOING AT PATERSON TOWNSHIP.

permits warm lights in the foreground, with soft and mellow distances (even before the eye is brought to rest on the spurs of the Liverpool Range), and a sky of all manner of cloud-shapes, from the faintest, fairest forms of *cirrus* to the dense strata through which the setting sun scarce breaks, and the rolling masses of *cumuli* with their lustres and lights of silver and gold.

At Maitland are the water-works for the district. The water is pumped from the Creek, filtered in large beds and delivered by gravitation. One feature of the scheme is a great artificial lake to be filled whenever the Creek is clear, so that in flood or fresh the supply may be had from this reserve store, instead of from the turbid stream.

From Maitland it is but an easy two hours' journey to the Paterson River and the pretty village of Paterson, passing on the way the healthy little settlement of Hinton, lying on the south bank of the Hunter, opposite the junction with the Paterson. In very early days settlers took up the land on the river-banks, and within a few years must have set the willow twigs which show such luxurious beauty of form, and yield in summer time such delightful shade. The fruit-trees and English oaks on the clearings of the upland have an equal date with the willows, and many an old resident can remember the time when Sydney seemed a month's journey away, and to travel to Newcastle was to incur unknown risks. Folk live long about the Paterson—perhaps because they live well. Everything favours them; the climate is genial, the soil is rich, Nature as beautiful as she is bountiful, and there are no signs of hurry or bustle anywhere. Sunday is a busy day in the little town, for the Paterson people are fond of their church, or it may be of the pleasant church-going, which to the country settlers is not a dreary pilgrimage along an uncomfortable road, or a walk stiff-starched through city-streets, but a drive or a gallop of an hour along the bush-roads or the river-banks, bordered with the fragrant wattles or the shadowy willows. Bright girls and stalwart lads, from the orangeries, the vineyards and the farms, may be seen on Sunday afternoon cantering down the village street, tying their horses up to the fence, and, with all the reverence that can

be associated with riding-habits and spurs, entering the little church.

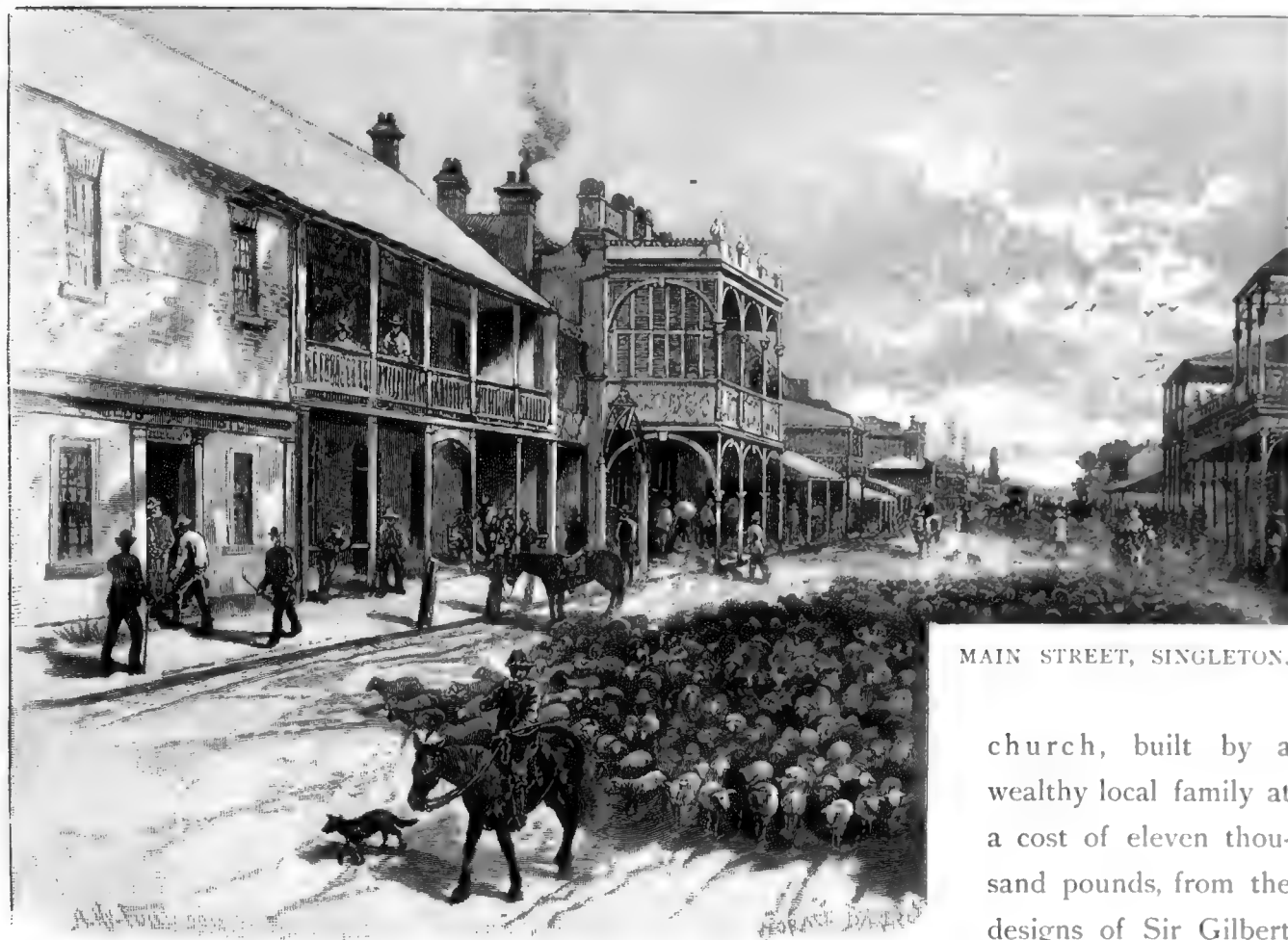
Northward from Maitland the railway proceeds along the narrowing valley of the Hunter River, through country well fitted



THE SINGLETON AGRICULTURAL SHOW-GROUND.

to the vine—the vineyards at Lochinvar and Branxton being especially celebrated. Just before the first great bridge of the line is reached stands Singleton, fifty miles from the coast as the rail runs. Singleton dates as a settlement from 1825, and the town has much of the substantial if not the venerable aspect of age. The rich alluvial flats known as Patrick's Plains will grow maize, tobacco and grapes as long as people are found to till them, and the coal industry established at Rix's Creek, three miles away, shows signs of a

large development. Singleton is a prosperous and contented colonial town, putting on the airs and aspect of importance only when the annual agricultural display is made in the really fine pavilion of the local show-ground, at which time excellent stock is to be seen in the adjoining stalls and yards. The next town is Muswellbrook, remarkable for its beautiful



MAIN STREET, SINGLETON.

church, built by a wealthy local family at a cost of eleven thousand pounds, from the designs of Sir Gilbert Scott. Muswellbrook

is the centre of an agricultural and pastoral district, but the character of the country is principally fitted for tillage. Though situated in the valley of the Hunter, it is fairly elevated, being nearly five hundred feet above the sea-level. The population of the town is somewhat over a thousand, and that of the entire district nearly four thousand; the chief local industries are the growing of wheat, maize and tobacco, and the cultivation of the vine. Of its public buildings, besides its fine church, the Hospital and the School of Arts are the most noteworthy.

From this point branches off the road to the north-west, through an important district, and one which was early settled in consequence of its convenient access to the sea. The road lies through the towns of Denman, Wybong, Merriwa, Cassilis, Denison Town and Cobbora, and there is no other route from the coast by which the main range is so easily crossed. Denman is situated on the Hunter River, three miles from its junction with the Goulburn. It lies in an agricultural and pastoral district; the flood-deposits of rich soil being bounded by ranges of sandstone hills. Standing on the main road to Sydney, it forms a watering-station for travelling stock. Wybong, the next town in order, is a little to the north-west of Denman, and is really but a small and unimportant village. More to the northward is the agricultural centre of Kayuga, while to

the south-west lies Gungah. Of these north-western towns, however, Merriwa undoubtedly occupies the first place. It is situated on the Merriwa River and on the main north-western route to Bourke, and is in a very thriving condition. At Worondi Hill, in its vicinity, gold has been found, and at Portmantle coal and kerosene-shale. Throughout the district iron-bark, box, pine, gum, cedar and stringy-bark flourish, and the soil is well suited to the cultivation of wheat, maize, potatoes and the vine. But the country about Merriwa is neither entirely mineral nor agricultural, pastoral pursuits claiming a fair share of the attention of the settlers. The scenery near the town is exceedingly fine; mountains surround it, and their stern grandeur is softened by the numerous streams that have their rise in the Liverpool Range. A feature of the place is the fine bridge which spans the River near the recreation-ground. Merriwa is famous for its merino sheep, and the names of Brindley Park and Collaroy are well known to Australian breeders and wool-brokers. Cassilis, on the Munmurra Creek, to the west of Merriwa, is the chief town of a large pastoral district. The soil is very rich, being composed of basaltic *detritus*. Beyond Cassilis is Denison Town, and still farther west Cobborah, which belongs properly to the Dubbo District, being reached by coach from the Western Railway. Cobborah is the last town of this north-western route, which stretches through a broad expanse of highly fertile pastoral and agricultural country.

North of Muswellbrook lies Aberdeen, situated on the Hunter River, and touched by the main road stretching between Muswellbrook and Scone. Aberdeen is over six hundred feet above sea-level. The country around it is both farming and wool-growing, though the latter predominates. This town is also a railway station on the Great Northern Line. Eight miles farther on the railway passes through the old settlement of Scone. Although the elevation is seven hundred feet above the level of the sea, the climate is genial in winter and warm in summer. The country in the neighbourhood consists of well-wooded plains and gently undulating ground, for the most part occupied as pasture-land; but on the Kingdon Ponds, a tributary of the Hunter, wheat is cultivated with success. The ugly cactus bush, known as the prickly-pear, has unfortunately been allowed to overrun many fields, and completely beats the farmer, the cost of clearing being more than the land is worth. From Scone the spurs of the Liverpool Range may be seen in the distance, and about ten miles in a northerly direction is the one burning mountain of the Continent—Wingen. Closer to the town is a highly romantic and wildly picturesque bit of scenery known as Flat Rock, a never-failing attraction to northern tourists. Scone has the character of a sanatorium, and its climate is as healthful as the scenery of its mountains is grand. Gold is found near the town, though not in large quantities, the district being more a farming than a mining one. Pastoral and agricultural pursuits are successfully conducted, the main products of tillage being wheat, maize and tobacco. Wingen, the next important station on the railway line, is situated on the Kingdon Ponds Creek, at an altitude of a thousand feet above sea-level. Kerosene-shale and coal of good quality are found in the neighbouring hills, but the village is very small, and is chiefly known from the proximity of the burning hill of the same name, some three miles distant. After leaving Wingen the railway traveller passes some miles of plain-country, till the train plunges once more into a mountainous region, and passing through the mineral village of Blandford, rich in silver, copper and

lead, it emerges into the valley of the Page River, at the head of which stands Murrurundi, so called by the aborigines, the term signifying "a great camping-ground." The River, flowing through the town, divides it into two parts. Murrurundi, at the foot of the hills, is over fifteen hundred feet above the level of the sea. It is the last town on the Great Northern Railway before the line crosses the Liverpool Range--the boundary of the Northern District proper. A fine wooden bridge affords communication with the important village of Haydonton.

THE NORTHERN DISTRICT.

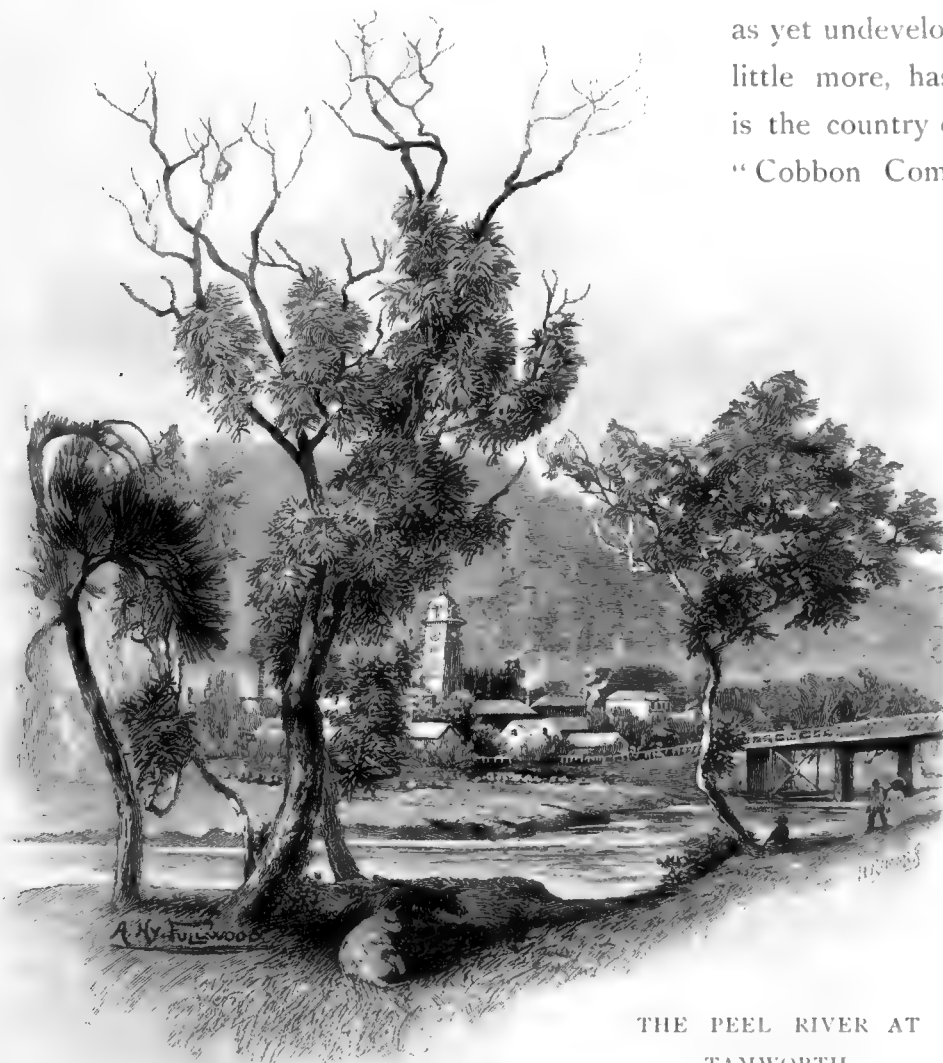
At this point begins the great railway-work of surmounting the bold front of the Liverpool Range. Beyond Murrurundi the line, sweeping with a rising gradient round the face of the enclosing hills, pierces the mountain with a tunnel over five hundred yards in length. On emerging a new kind of country is disclosed—a great squatting

area, a vast tract with marvellous resources as yet undeveloped. Its virgin harvest, and little more, has thus far been reaped. It is the country of the Liverpool Plains, the "Cobbon Comleroy" of the natives, ten million acres of rich volcanic soil sloping away from the coastal range towards the Darling River.

The first station of any importance after entering this Northern District is Quirindi, situated on the Quirindi Creek, a little village of some three hundred inhabitants. But though itself insignificant, it is surrounded by a splendidly fertile country capable of producing in a propitious year a hundred thousand

bushels of various kinds of grain; this area supports also numerous flocks of sheep and herds of cattle. To the east, in an almost direct line, are Nundle, Hanging Rock and Dungowan; to the west, a line of villages ending with Warkton and Coonabarabran.

A few miles beyond Quirindi is the station of Werris's Creek, from which branches off in a north-westerly direction a line through rich level country. The greater part of the journey is along the edge of a treeless plain, twenty-four miles in breadth. Here



THE PEEL RIVER AT
TAMWORTH.

the mirage is a common phenomenon, and north of Maitland there is hardly a more beautiful vision than this vast expanse, a sea of green in spring, of yellow in autumn, the boundaries of which are woods so distant that they appear in a purple haze below the line of the dark blue mountains against the pale blue sky. The railway passes



PEEL STREET, TAMWORTH.

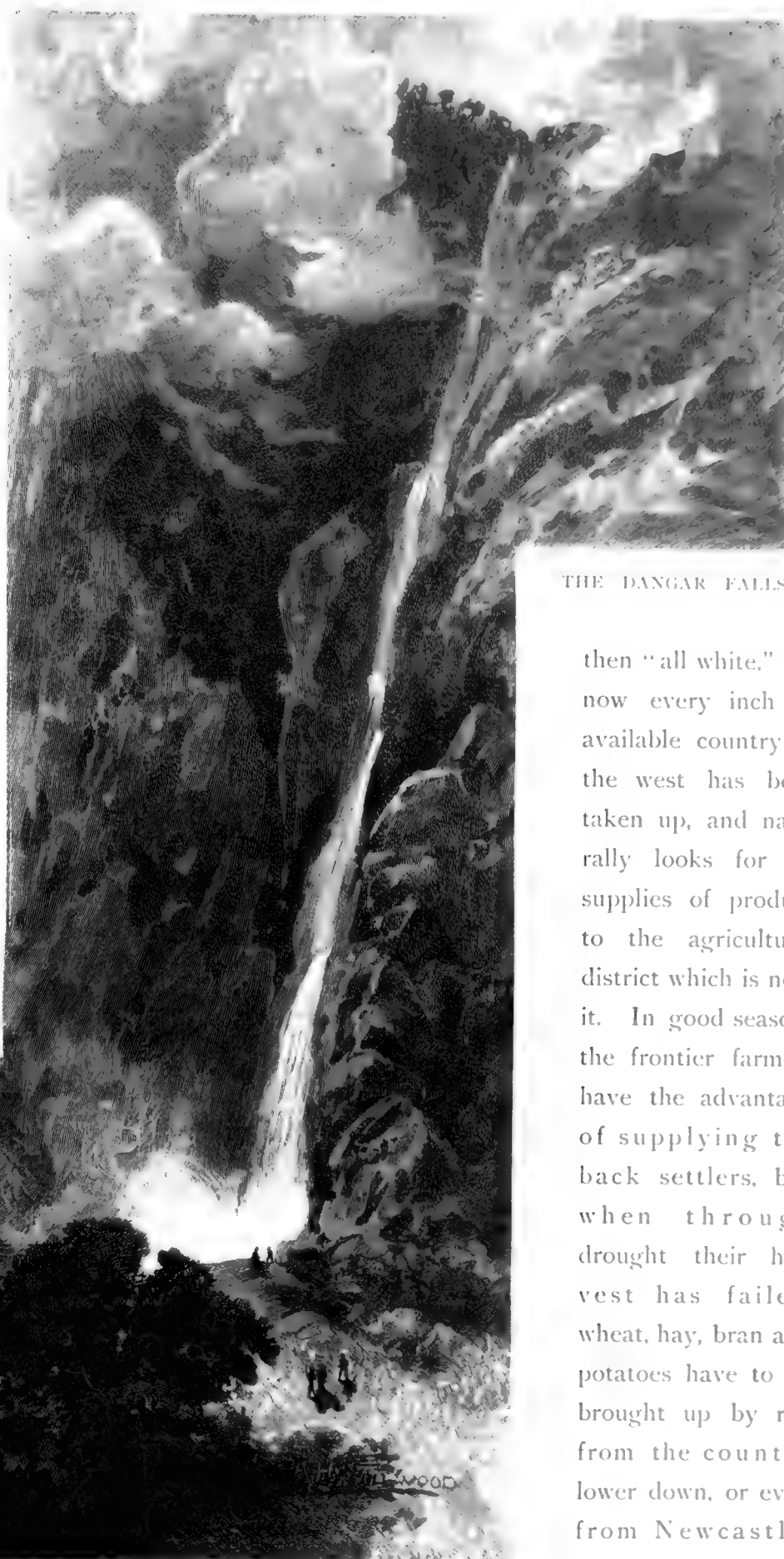
through the little villages of Gap, Breeza and Curlewis, but the first considerable stopping-place is Gunnedah—a town of about a thousand inhabitants, situated at the junction of the Mooki Creek with the River Namoi—which, being the centre of a district already prosperous, and destined soon to support a larger population, promises to be an important market town. The surrounding country grows large quantities of excellent wheat, over five thousand acres being under til-

lage. Far westward is the little village of Baradine, the terminus of a coach-service from Gunnedah. Farther on along the line is the small settlement of Boggabri, surrounded by rich alluvial plains well fitted for the production of various kinds of grain. Passing through Baan Baa and Turrawan the line terminates at present at Narrabri, though it is intended to continue it to some point on the Darling.

Narrabri, the second town of importance on the North-Western Railway Line, is situated on a creek of the same name, and contains nearly nine hundred inhabitants. The soil is very fertile, but is occasionally submerged by the floods that rush down from the ranges. There are, however, vast tracts of rich land on the hill-slopes that are altogether out of danger of inundation, and these are being rapidly settled by pioneer farmers, whom the opening up of the district by railway extension has induced to migrate from the country traversed by the longer established routes. Due north from Narrabri is the little pastoral village of Millie, and farther north again the slightly more important one of Moree, from which latter, travelling in a westerly direction, the border town of Mungindi is reached. It stands on the New South Wales side of the River Barwon, and is a most important frontier settlement and river-crossing for travelling stock. The main roads from Sydney and Maitland pass through it, and a great quantity of South Queensland wool crosses the River at this point on its way to Sydney. Mogil

Mogil, Wee Waa and Pilliga are out-post villages to the west and north-west, connected with Narrabri by various postal and stock-travelling routes.

This is the border-land between grazing and agricultural occupations, and only the uncertainty of the rain-fall and the limited market prevent the latter from winning the victory. A few years ago the district was all pastoral, and nothing more than a little cultivation for station supplies was thought of. The map beyond was



THE DANGAR FALLS.

then "all white," but now every inch of available country to the west has been taken up, and naturally looks for its supplies of produce to the agricultural district which is near it. In good seasons the frontier farmers have the advantage of supplying the back settlers, but when through drought their harvest has failed, wheat, hay, bran and potatoes have to be brought up by rail from the country lower down, or even from Newcastle.

The squatter can stand dry weather better than the farmer, but even the squatter has often been sorely punished. Notwithstanding the richness of the soil, therefore, and the facilities offered by the railway, the dryness of successive seasons has kept agriculture back. But the farmers have got a footing, and will keep it; though as yet they have not changed

the dominant pastoral occupation of the country; indeed, the Liverpool Plains still constitute one of the finest squatting districts of the colony. On this volcanic soil the grass is always sweet, and after the most devastating drought the face of the country is changed in a week by a good fall of rain. The rapidity of the transformation is almost magical. Over an immense area, looking just before as bare as a road, there is green grass, and in a few weeks it will be waving like a field of young wheat. In many places it will shoot up as the cane-growth of a tropic swamp; a horseman may take some of the longest seed-stems and knot them above his head. Cattle are hidden in it, and sheep have to be taken back to higher and poorer feeding-ground. A stranger looking at this magnificent growth of grass could hardly believe that a few months or weeks previously animals were dying for want of food. It is one of the troubles of the Australian squatter that he is treated alternately to a feast or to a famine. Nature is profuse at intervals, but she has also her seasons of niggardliness. What man has to do in these climates is to learn the art of storing the surplus of good years, and making it provide for the wants of scanty years. Nature here teaches the lesson of forecast and prudence, and it is because this lesson has been so insufficiently learned that there have been so many reverses of fortune—that Australia has been alternately praised as a land of plenty and denounced as a land of barrenness. Enough has already been done by irrigation in some districts to show that by a moderate outlay in preserving water, and pumping from the rivers, sufficient hay could be grown at a reasonable price to save from destruction the choicest portions of the flocks. In a climate where the rain-fall is

so uncertain, permanent and productive settlement can only be secured by the storage of water and the storage of food, and this is the double problem that lies before the settlers of the future.

Tamworth or Armidale? Which is to be the greater of these northern towns? The question is one of local interest, and provokes some rivalry not altogether unwholesome.

Both show a closer re-

semblance to English county-towns than do most of the inland cities of Australia. Both enjoy a fine and invigorating climate, both have about them fertile areas ample for the support of large populations. Tamworth was the first settled, and in respect to population still retains the lead. Like Maitland, it is a divided town—Tamworth East and Tamworth West. The western side is the first touched by the railway,



THE ANGLICAN CATHEDRAL AT ARMIDALE.

and in the course of nature should have been the larger of the two, but the Peel River Company, an offshoot of the Australian Agricultural Company, possessed and used for pastoral purposes all the magnificent land to the south and west, and freehold farmers could get no footing there. "No farmers, no town," is a law in these districts.



ARMIDALE.

Great squattages are not so favourable to the growth of inland towns as small farms are, because their business lies more with the commercial towns on the coast. Absentee landed proprietors, especially when they take the form of dividend-seeking companies, have no close sympathy with local movements; for while they favour some forms of enterprise, and often display a spirited application of capital in the way of improvements, they frequently block the natural course of settlement. Tamworth, cramped on the western side, spread to the east across the Peel River. Farmers searched out and took up tracts of country fitted to grow wheat, thus finding ample means of subsistence, and a sure source of permanent prosperity.

Minerals were found in many localities—gold at Nundle and Barraba, diamonds at Bingera, and copper at Dungowan. Flour-mills were erected to grind the wheat, and stores multiplied to supply the wants of the increasing population. The Roman Catholics have done most for ecclesiastical architecture in Tamworth, and indeed their church is superior to all the other buildings in the town; they have also a fine, well-built convent to which is attached a good school. The corporation has had the good sense to plant trees along most of the streets, and to found an excellent public library. Amongst the business enterprises of the place are flour and saw mills, coach factories, breweries and a manufactory of galvanized iron.

Northward from Tamworth the railway route follows the general line of the old road along the backbone of the colony, which here spreads out into a great table-land. Over the Moonbi Ranges—a terrible trial to teamsters in the old days—the line passes

Bendemeer and Salisbury Plains, runs a few miles west of Walcha and through Uralla. For a space of about ten miles across the Moonbi a vast breadth of some of the grandest and most characteristic of Australian scenery is seen from the railway: great round hills, forest-clothed to their summit; crag-fronted mountains with deep-ploughed ravines in their sides; giant tree-ferns, seen palm-like in the water-fed nooks below; and the lords of the forest, the great blue-gums of the mountains, towering (like the serried lances of the Miltonic host) above the bright blossomed odorous scrub-growth. Occasionally the glint of a brook or the flash of a waterfall is seen, the black cockatoo shrieks as he flies disturbed from his lofty eyrie, and the eagle floats along the sky, apparently regarding even this most stupendous innovation of the human race with supreme contempt.

Uralla is situated on the Rocky River, and good gold has been found in the beds of ancient streams covered in many places by eruptive volcanic matter or the *detritus* of ages, so that the town has been largely supported by miners. Fifteen miles beyond is the city of Armidale, at an elevation of over three thousand three hundred feet. This is the cathedral town of the Anglican bishop of the North, and sometimes his residence. The cathedral church of St. Peter's is one of the finest brick structures in the place. The city, also the seat of a Roman Catholic bishop, is the centre of a district of large and varied resources. The open downs invite the plough, and miners have found profitable scope for their labour within an easy distance. The soil and climate are especially adapted for orchards, the European fruit produced here being of first-class quality. Antimony exists in considerable quantities, and the ore is rich. Churches, schools, official and commercial buildings give indications of a rich, prosperous

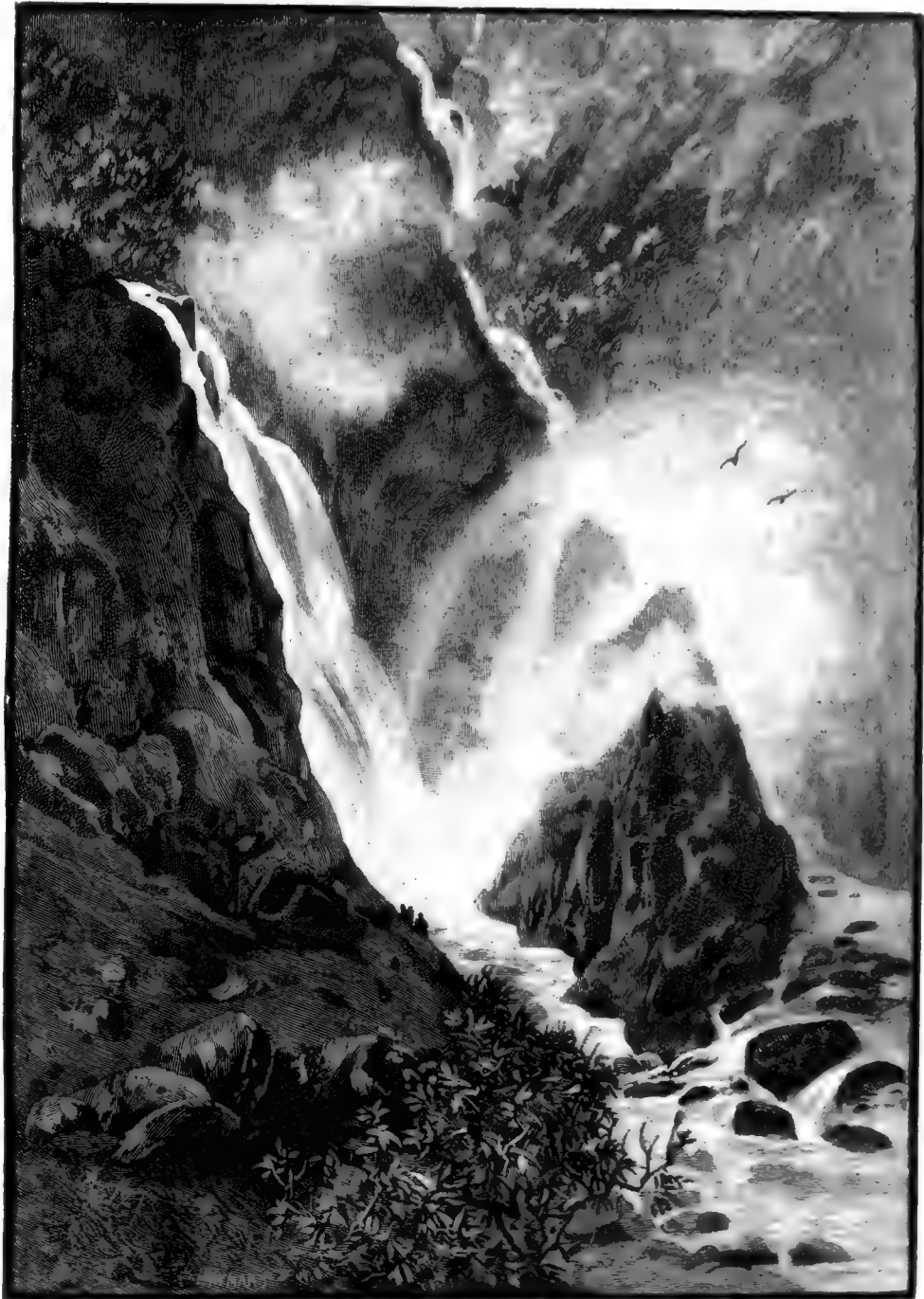
city. The Post Office is a large and handsome structure, while the banks are built in a style showing unmistakably faith in permanent and profitable business. Armidale is also the centre of a district rich in natural beauty. A few miles from the town the mountain chain rises—wild and picturesque, with precipitous heights and deep gorges, down which after summer storms and winter rains great bodies of water rush, producing the Dangar, Wallamumbi and many other lesser and unnamed cataracts. The Wallamumbi Falls are of peculiar beauty, especially at that hour when the slanting



THE ROMAN CATHOLIC CATHEDRAL AT ARMIDALE.

sun-rays, playing on the water-mist, spans the twin torrents with a bow of prism tints. In ordinary seasons, however, water is scarce here, and only rivulets trickle through the ferns and fall in spray-showers over the bare faces of the rocks.

The mineral enterprise of the New England District finds its larger development more to the north in the neighbourhood of Glen Innes, Tenterfield and Inverell, the two former towns being along the route of the railway to the Queensland border. Inverell lies to the west of Glen Innes, and is to be connected with the main line by a branch railway. Many settlers from the Scottish Highlands were attracted to this district by the congenial climate, and have fastened on the country some old familiar names—Ben Lomond, Oban, Glencoe. Ben Lomond is the summit of the range, the railway track reaching at this point an elevation of four thousand five hundred feet; after passing the summit the line runs down to Glen Innes, a prosperous town of two thousand people, in a fine invigorating climate. Tin-mining has added greatly to the prosperity of the place, the metal having been discovered



THE WALLAMUMBI FALLS.

in large quantities at Vegetable Creek, twenty-eight miles in a northerly direction. Many of the déposits were profitably washed out by the primitive appliances of the first discoverers, but "claims" more difficult to deal with have since been successfully worked by elaborate machinery. Inverell is also the centre of a tin-producing district, and the country lying between it and the town of Glen Innes contains a large breadth of agricultural land. The vine flourishes here, and is extensively grown. Where the soil invites to farming and the climate is favourable, mining often leads to permanent settlement. The mineral is the magnet that draws the people; who, searching for subterranean treasure, are struck by the richness of the easily-worked soil, and many adventurers throw aside pick, shovel

and sluicing-gear for ploughshare and reaping-hook. The miners furnish an immediate market for the local produce, and even if the mining industry should fall off, the farmers stick to their land and look for customers farther afield. This has been the history of many a settlement in Australia which began with one industry and finally gravitated to another.

Tenterfield, the border town, is also to some extent agricultural, though the country is granitic and the soil shallow. Minerals of several sorts have been traced about the mountain spurs and the river-beds that lie to the east and north. Gold, silver and tin have all been discovered in payable quantities. Some of the richest ores, however, are rather untractable, and those which could be most easily worked are in somewhat inaccessible positions. The thorough development of the wealth of this district awaits the right combination of skill and capital. The next township to the north, Stanthorpe, the centre of the Maryland tin-fields, is within the Queensland territory. On the border-line is the junction of the railway systems, a break of gauge necessitating a stoppage and a transfer.

This high table-land, along which the Northern Railway runs, will always be the home of a robust population. To the west the ground slopes away, and as the rain-fall becomes smaller and smaller, agriculture gradually ceases, till pastoral occupation holds almost undisputed sway. And this is mainly the character of the large triangular tract of country lying to the west of the Great Northern Line; of which Tenterfield and Mungindi may be regarded as the extreme points of the base and Tamworth the apex, while the two railway routes bound it on either side. Within these lines cluster a number of villages more or less important. The principal are Yetman, Warialda, Emma-ville, Stannifer, Tingha, Bundarra, Bingera and Barraba. None of all this number has, however, arrived to the rank of a town; they are merely mineral or pastoral villages, whose growth and whose future hang upon the caprices of climate and the success which may attend the enterprise of mining speculators.

The high table-land, on which Glen Innes and Tenterfield stand, lies between the great pastoral slope towards the west and the rich agricultural province on the east. The elevation of the table-land makes the descent to the coast necessarily steep, and for this reason the connection between the two is difficult and expensive. In early days a bullock-track was cleared up the ridges from Grafton to the high land; later a coach-road was made, and the streams were crossed by substantial bridges. But even this road is a severe one for traffic, and the inhabitants both of the highlands and the lowlands have been pressing for a railway. Such a line, it is said, would not only give to the table-lands the quickest access to the sea, but it would also facilitate an interchange of the semi-tropical coast produce with the wheat of the colder climate of the plateau. Two different routes have been surveyed; one goes from Grafton to Glen Innes, the other starting from the same point passes through the Richmond River District to Tenterfield; each has its local advocates. The latter route would pass through the townships of Casino and Tabulam.

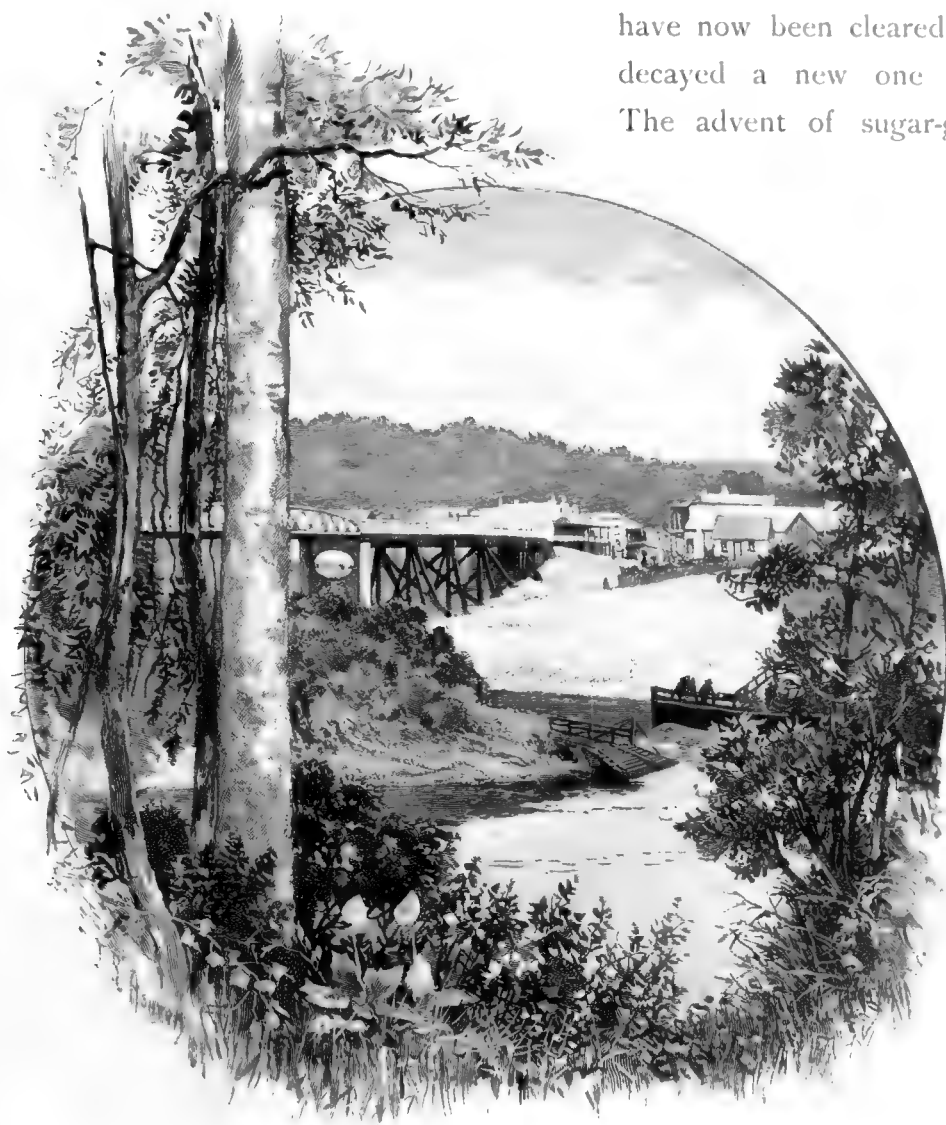
Casino is ninety miles from the sea, at the head of navigation of one of the branches of the Richmond River. In early days it was a rendezvous for stock-men, squatters and drovers, who sent their fat "mobs" across the river, where now stands the

largest timber bridge in Australia. The whole of this district is a fine grazing country, and the rearing of cattle for the market was its primitive industry. To this was added timber-cutting, for the cedar, especially on the lower lands, grew luxuriantly. Timber-getters drew their logs to the water's edge, and floated them in rafts down the River.

All the best trees within easy reach of the water have now been cleared away; but as one pursuit decayed a new one arose to take its place.

The advent of sugar-growing altered the industrial character of the

district, and enabled agriculture to replace the earlier pastoral occupation. The rich flats were eagerly taken up for planting purposes as soon as it was found that sugar would grow and that sugar would pay. Thick scrub, which it was not profitable to clear for pastoral uses, disappeared under the woodman's axe, and the rich soil became available for tillage. The population around Casino rapidly increased, and the town has now fifteen hundred inhabitants;



THE RICHMOND AT LISMORE.

it is well supplied with churches, schools and a hospital, while the stores and shops along the broad main street give evident signs of a healthy commercial development.

At the junction of the north and south arms of the River is the township of Coraki, and at the head of navigation of the northern arm stands Lismore, the port of the Big Scrub and the outlet for a large timber-trade. The timber-getters, forced to go further and further back, have often to cut their own tracks—tracks so rough and steep that to bring the cedar down them would to the uninitiated seem impracticable. But bullocks are patient animals; a long team of them pulling together, guided and urged by a skilful driver, do wonders. Lismore is a town of a thousand people, and fully three thousand find profitable employment in the surrounding district. A fine iron bridge spans the river, and good roads are beginning to stretch out into the country, now being settled by industrious farmers. Down the Richmond, at its southern bend, is the township of Woodburn, the centre of a large area of sugar-growing country.

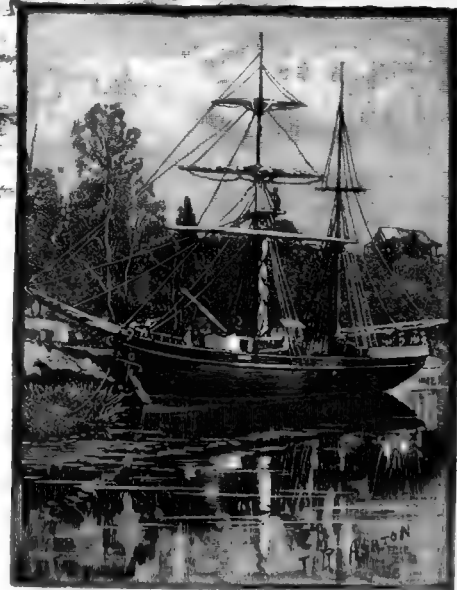
The sea-port of the Richmond is Ballina, a small place at present, the land on the lower part of the River being poor and sandy. The bar is both difficult and dangerous, but an Act has now passed Parliament for improving the entrance by the construction of training-walls, to be extended, if necessary, as breakwaters. If the scheme proves a success the entrance will be made as good as that of the Clarence. The latter is the larger river of the two; its entrance is already the more available, and its improvement has also been sanctioned by Parliament. In each case the designs have been made by Sir John Coode. The basins of the two rivers put together constitute one of the fairest and richest provinces of New South Wales; their great want is better communication with the metropolis. In the valley of the Orara, one of the tributaries of the Clarence, is a magnificent timber forest, and when transit facilities are provided by railway, a large and profitable industry will be developed. When the trees have been removed the highly fertile soil will be valuable for farms.

Grafton is the capital of the Clarence District, and indeed may be regarded as the queen city of the North. It is the head of navigation for large vessels, but small



CASINO, ON THE RICHMOND.

craft can ascend fifty miles higher; the town is laid out on both sides of the River, which at this point, forty-five miles from the sea, is half a mile in breadth. It is in the centre of a sugar-growing district, while behind it lie prosperous squattages. In the creeks and mountains in the background many indications have been found of mineral wealth. Grafton, which with Armidale is the see of an Anglican bishop, is practically "The City" for a large number of people for whom the great metropolis is too far off. Hither they come to see and to be seen, to buy their stores, to spend their surplus, and to enjoy life. The surveyors laid out the town with streets of a width sufficient to allow of their being shady avenues as well as convenient routes for traffic. Trees have been planted, and are already well grown; they give grateful coolness in the hot summer months, and contrast pleasantly with the glistening fronts of the buildings. Of these the Court House is the most considerable, although the banks are built substantially, and taken as a whole the city is not unworthy of its fine surroundings. The



population is at present about five thousand, but Grafton is one of those centres which are destined to grow. When the River entrance is improved, and railway communication is open with the table-land and the rich coast country, the development of the district will be greatly quickened.

Around Grafton, and studying the Clarence between it and the coast, a number of thriving villages have sprung up. Chatsworth Island, lying at the mouth of the River, is an important maize and sugar growing locality. The soil is very rich, and produces large crops every year. There are here eight sugar-mills, including the extensive works of the Colonial Sugar Company, which employs some hundreds of hands. The population is over twelve hundred, and its prosperity is gradually increasing. Lawrence, a shipping port for a great deal of the Tenterfield wool, is another river-side village, and the site of three sugar-mills. It is situated on the Clarence, about eighteen miles from the city. A little to the south, on the opposite bank of the River, is Brushgrove, a village with one sugar-mill; and following the course of the Clarence Ulmarra is reached, with a population of over twenty-three hundred, and supporting four sugar-mills.

To the south-west of Grafton—from which it can be reached by coach, or by another route from Uralla—is the little mining settlement of Dalmorton, with its one quartz-reef.



THE RIVER CLARENCE AT GRAFTON.

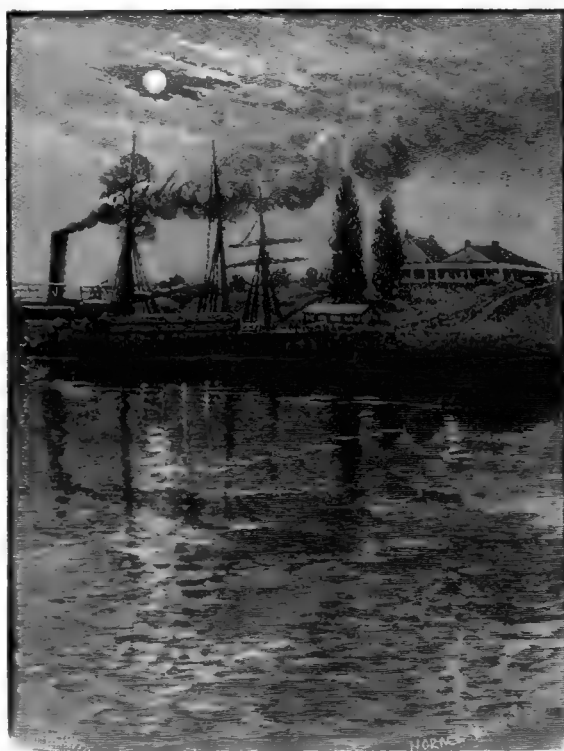


A REACH ON THE CLARENCE.

South of the Clarence sugar-growing is not profitable. The cane thrives luxuriantly enough, and many settlers went into the cultivation with high hopes; but there is just enough frost in winter to spoil the sap, and after repeated experiments the attempt had to be abandoned. But both in respect to soil and climate the district is admirably adapted to the growth of maize, and this is the great support of the farmers, the market for the produce being principally in Sydney and in Melbourne.

The Nambucca and Bellingen Rivers, though small streams, are the outlets for rich districts, in which there are many prosperous settlers whose only want is better means of transit. Farther south lies the large watershed of the Macleay River. The port here is in about the same latitude as Armidale, but the track up to the table-land is very rough, hence the commercial intercourse between the coast and the country inland is limited. The township of the Macleay Valley is Kempsey, with about fifteen hundred inhabi-

tants. The people build great hopes for the future, first on the Government expenditure on the great breakwater at Trial Bay—where the chief labour prison of the colony is situated—and then on the fine harbour of refuge which will be created when the breakwater is finished. Three little villages are situated on the Macleay—Gladstone, Frederickton and Smithtown, of which the last is the most important. Farther south again lies the similar watershed of the Hastings River, of which the town is Port Macquarie, with a population of about nine hundred. It was a convict settlement in the early days, and many substantial buildings, for which it is difficult to find a use, still remain as relics of the olden time. The newer town is simply the business centre of the agricultural district and the pastoral background. The products of the district are maize, barley, oats and potatoes; the cultivation of the vine is also an important industry. Copper has been found in the vicinity, and, towards the head of the River, gold in



THE WHARF AT GRAFTON.

payable quantities. The geographical feature of the country is Mount Seaview, rising six thousand feet, and it is the proximity of this great cloud-gatherer that makes Port Macquarie one of the rainiest townships on the coast.

South of the Hastings lies the valley of the Manning—not so populous as the country to the north, but of a somewhat similar character. There is fine timber in the district, and there are some mineral indications, but as yet no profitable mines. A number of settlements lie along the course of the Manning, among the more important being the towns of Croki, Cundletown, Taree, Tinonee and Wingham, the last-named, which stands at the head of navigation, being the centre of a rich and prosperous agricultural district. These little centres have populations ranging from two to six hundred. The inlets on this coast, especially that at Camden Haven, are famous for their oysters.

A large district—of which Port Stephens, with its town of Carrington, is the natural outlet—lies south of the Manning. Along the shore are the extensive Myall Lakes, on the banks of which are valuable forests. Stroud, the principal town, has a large saw-milling industry; farther north is Gloucester, and to the north-west the gold-mining settlement of Copeland. In the county of Gloucester is the great property of the Australian Agricultural Company, but no corresponding development



THE COURT HOUSE AND THE POST OFFICE AT GRAFTON.

of the country has justified the policy of making such large grants. One or two small gold-fields have been discovered, but as a whole the district has not been progressive.

These northern rivers in the coast district between Port Stephens and the northern border of the colony, constitute a very valuable portion of New South Wales, but as the communication with them is almost wholly by sea, and as all the rivers are bar-bound and demand a large expenditure to open them to navigation, progress has been greatly checked. A coast-line of railway has been proposed, and should this be carried out the chain of settlements along the northern coast will greatly increase in importance.

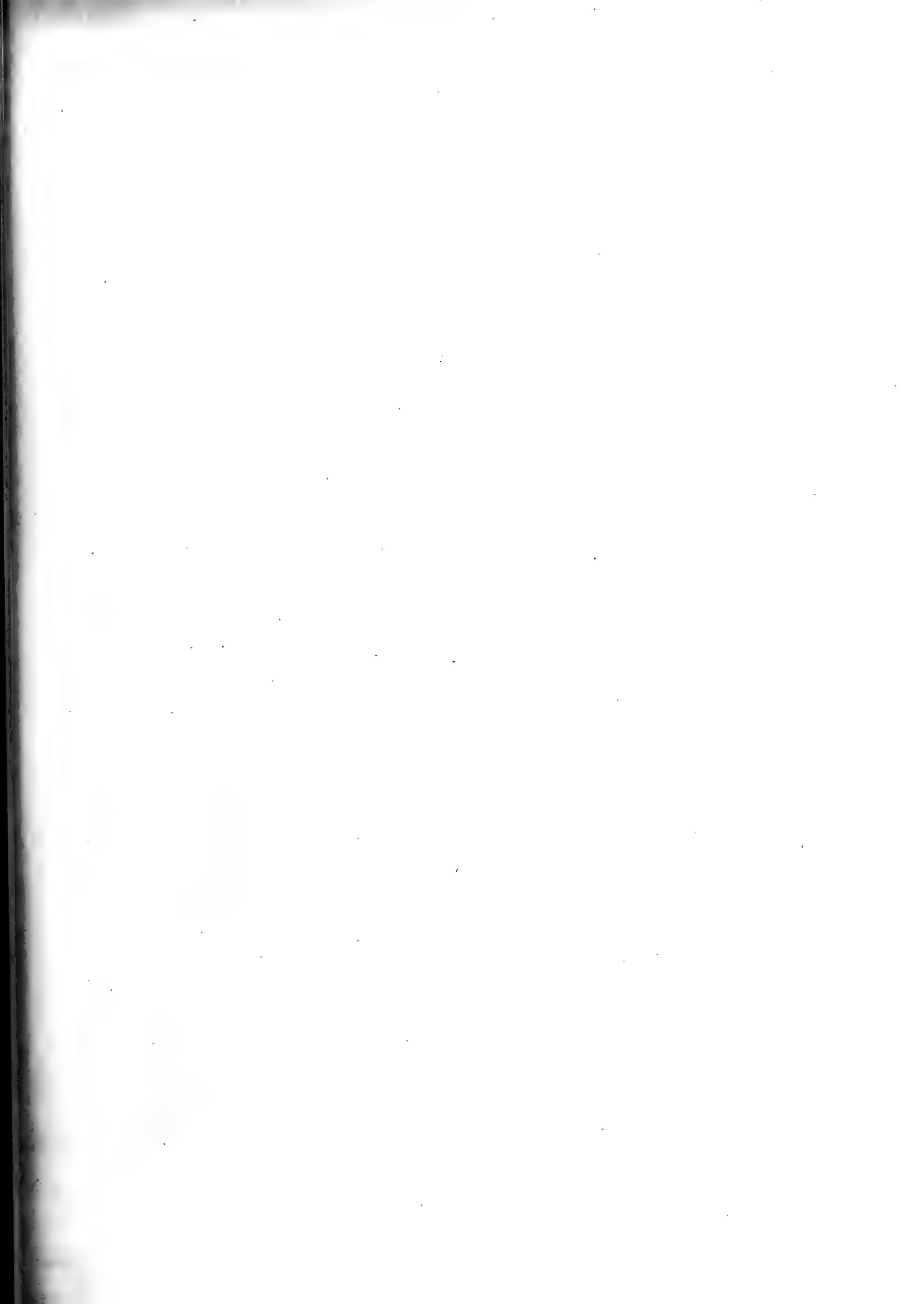
It is customary to regard the whole of that part of the colony which lies north of Sydney, and extends as far as the Queensland border, as the Northern District, although this area really embraces three districts. The first of these is the Hunter River District, which falls away from the Liverpool Range and constitutes the water-shed of the Hunter. This stream finds its *embouchure* in the port of the same name, and upon it stands the coal-city of Newcastle, which thus makes a focalizing point for the trade of the district. The Northern District proper has its base on the Liverpool Range, falls away east and west from the Moonbi, and the main chain which runs parallel to the



HAULING CEDAR IN THE RICHMOND RIVER DISTRICT.

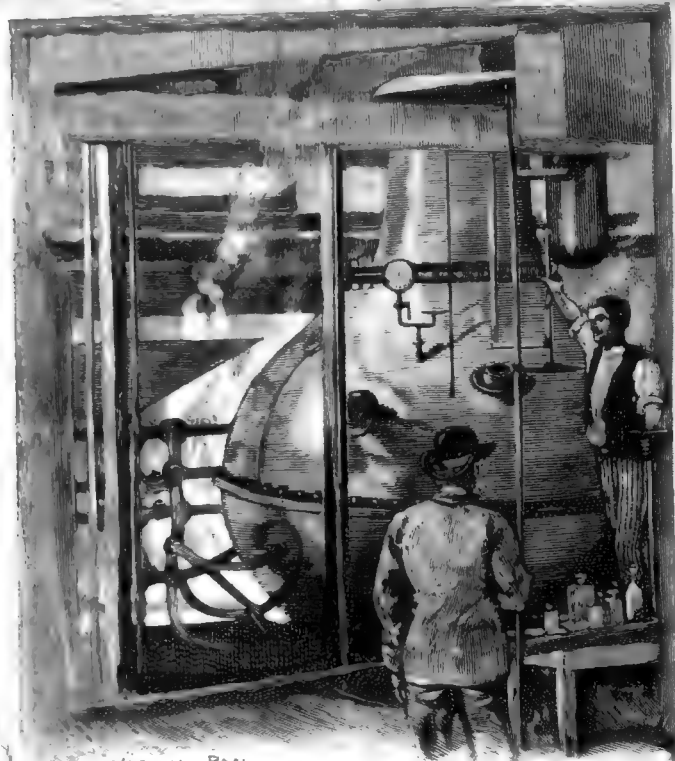
coastal range, and follows the rocky backbone which is also the route of the Great Northern Railway Line, with the busy centres of Tamworth, Armidale, Glen Innes and Tenterfield as successive *vertebrae* in its spinal column. From the Nandewar Range it extends westward along the course of the River Namoi, and on from the junction of this stream with the River Barwon up to the Queensland border, where its boundary is marked by the travelling-stock town of Mungindi. The town-centres along the branch-route are Werris's Creek, Gunnedah and Narrabri. The north boundary line of this roughly-drawn triangle is made by the meandering rivers which cut off New South Wales from Queensland—the Macintyre and the Dumaresq. The eastern boundary of the Northern District is the coastal range which flanks the great New England plateau,

and this mountainous parallel to the Big Divide cuts the coast off from the inland-country and makes a tropical seaward slope which is popularly known as "The

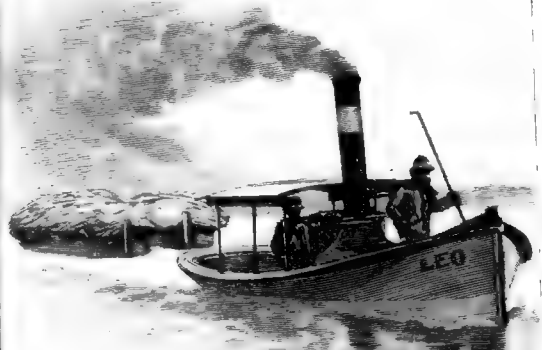




SUGAR MILL AT BROADWATER
RICHMOND RIVER.



A VACUUM PAN



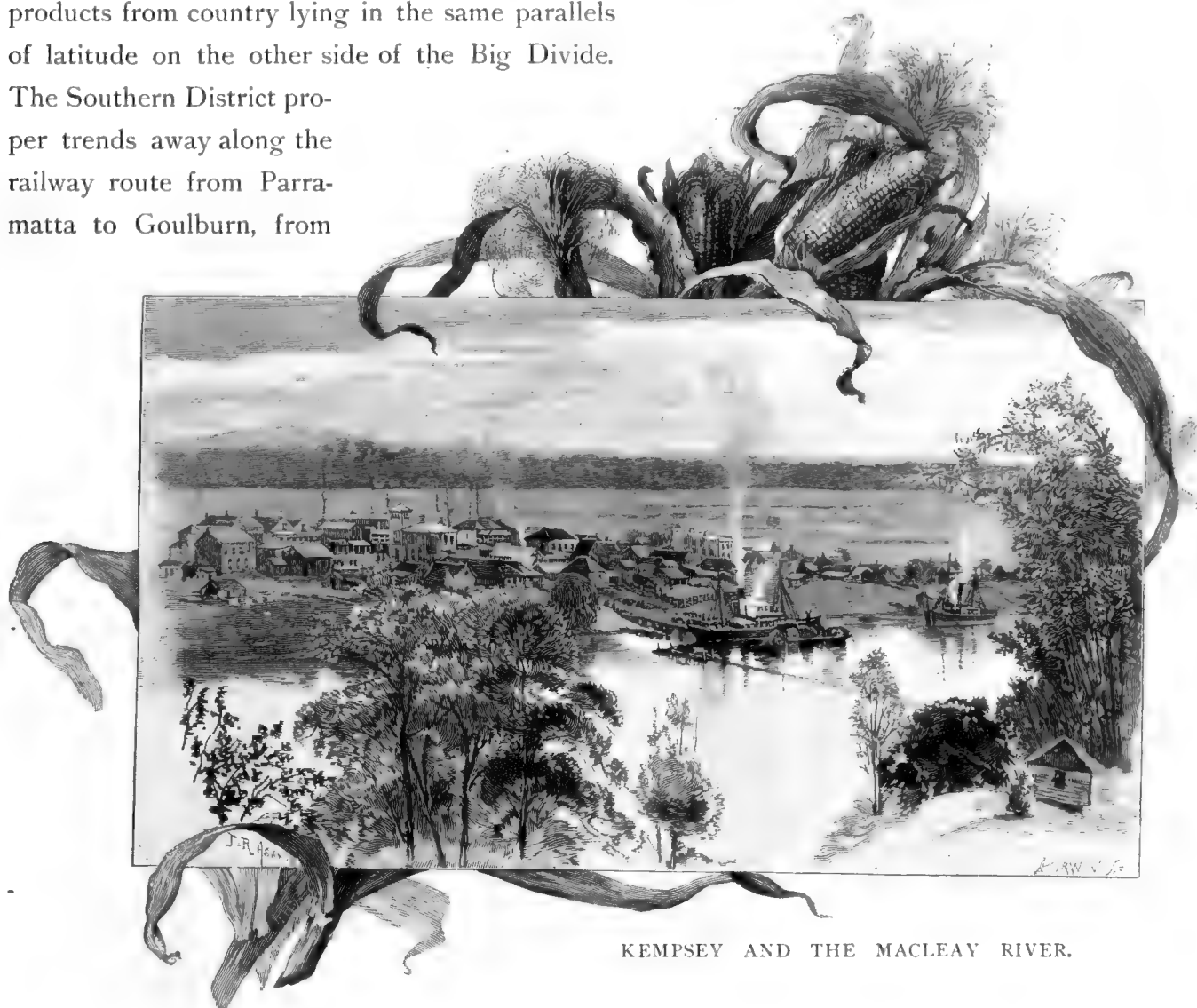
BRINGING DOWN THE CANE



CUTTING AND CARRYING THE CANE

Rivers" District, and comprises all the fertile basins of the Richmond, the Clarence, the Bellingen, the Nambucca, the Macleay, the Hastings, the Manning and all the country north of Cape Hawke. South of this point the rivers flow south and south-east, instead of east, and empty into the salt-water lakes along the coast and into Port Stephens and Port Hunter, which constitute a middle-district between "The Rivers" and the South Coast. The South Coast is similarly shut off from the interior by the main range, and forms a district peculiar in its climate, soil and products from country lying in the same parallels of latitude on the other side of the Big Divide.

The Southern District proper trends away along the railway route from Parramatta to Goulburn, from



KEMPSEY AND THE MACLEAY RIVER.

Goulburn on to Murrumburrah, Cootamundra, Wagga Wagga and Albury, taking in the few branch-lines that diverge from it *en route*. Beyond lies an enormous tract of country, in shape an irregular tetragon. Its two towns at the extreme points of its bisecting line of railway are Bathurst and Bourke. Between these lie many important centres—Orange, Wellington, Dubbo and Nyngan. On its southern boundary, and leagues apart, are Hay and Wentworth. On its western edge is Silverton; nearly in its centre is Cobar. This vast territory is known as "The West," and out towards Wilcannia, and beyond it, "The Far West." It is bisected in a curved line by the River Darling, which, after a course of many leagues over the boundless plains of the interior, empties itself into the Murray just below Wentworth. This splendid territory has been closely identified with the development of the colony from its very beginnings. When once the barrier of the Big Divide had been crossed the great industry founded by Macarthur

spread itself over the vast grazing-grounds of the inland downs. The squatters were the early pioneers. In the wake of the squatter followed the farmer and the railway; but the great check to the development of the interior has been the successive terrible droughts. These natural foes to settlement are now being combated, and partially overcome, by artesian wells and water-storing tanks, maintained on stock-travelling routes by Government. But this splendid domain is practically virgin territory; the problem of "The West" still challenges solution, and the wealth of "The West" will never be truly realized until a scientific system of irrigation is employed throughout its almost boundless areas.

THE WESTERN DISTRICT.

Nearly a hundred years ago—in the month of November of the year 1788—Governor Phillip went up to the head of the Harbour to choose a site for a redoubt, and quarters for those who were to be employed in clearing and tilling the agricultural land in the vicinity. Two years later—so successful had the primitive tillage been—the Governor issued orders for the laying out of a regular town, which received the name of Parramatta. It is thus, after Sydney, the oldest town in the colony.

This old settlement, with a record beginning with the earliest history of the colony, lies at the head of that farthest-reaching arm of Port Jackson called the Parramatta River. Steamers of moderate draught run up from Sydney in about two hours, which are passed pleasantly enough. As the River narrows the scenery changes gradually to lower, less rugged and more fertile banks. From the head of navigation a tram-line constructed by private enterprise conveys passengers to the Park-gates on the westward side of the town. But there is another and beautiful route by the north shore of the River through Gladesville and Ryde, or longer still by the Lane Cove Road through Hornsby and Pennant Hills—a delightful drive, affording magnificent views of the city and its surroundings; of rolling woodlands, with occasional glimpses of the water, and of glorious orange groves rich with fruit or odorous with bloom.

The town of Parramatta nestles in the bosom of the hills at the head of the River, and is not only quaint, but unmistakably old-fashioned. The tale of a hundred years is written plainly on the gray stone walls still backing up the ancient public buildings; on the broad leafy crowns of the beautiful oaks and the great heads of the stone-pines.

The churches, however, as seen from the hills, have by no means an antique appearance, though the double-spired St. John's dates as far back as 1803. There is little, however, of the original structure left, save the old foundations and some portions of the main walls. It was built originally to imitate the old church at Reculvers on the Kentish coast, the last ecclesiastical edifice on which rested the eyes of Mrs. Macarthur when saying good-bye to old England, and which she piously vowed to reproduce in her new country if she ever lived to reach it in safety—the vow was kept. All Saints', with the tallest spire, is of recent date, and the handsome buildings erected by Roman Catholics and Congregationalists are also modern, typifying a new generation, in contrast with the oaks, and the cottages they overshadow.

Among the buildings to be noted are the *Mercury* newspaper office, the banks, the commodious public offices, the old Court House and the Post Office, deeply alced along its front; the old-fashioned and well-named "Woolpack" Inn, lying behind its broad lawn



PARRAMATTA.

fringed with tall and shady trees, has been recently turned into police-barracks, and a new structure has usurped the historic title. Primary schools, both public and denomina-

tional, are good and commodious. But the one educational establishment whose history is inseparable from that of Parramatta, and whose influence extends far and wide throughout the colony, is the old King's School, under the direct control of the Episcopal Church. Founded in the year 1832, when Sir Richard Bourke was the head of the State and Bishop Broughton of the Church, it immediately became the great Church of England school of the colony. It is by no means a beautiful building, having suffered many additions wherein utility was the primary object. The excellence of its management is, however, evidenced by the positions of many old pupils, now in the foremost ranks of social, professional and political life.

Manufactures in the town have been in a small way successful. There are tile and pipe works, three establishments where wool is woven into tweed and a soap and candle factory. In early days linen was made from flax grown on the Government farm, but that useful industry died out. Conspicuous in the old town are the penal and eleemosynary establishments—general and criminal lunatic asylums accommodating together eight hundred and fifty patients, a reformatory for girls, a benevolent asylum, a commodious gaol, a district hospital and a hospital for erysipelas. Quite early in the history of the colony, Parramatta, having a natural water-supply, was selected for the pauper and criminal institutions, and most of them have been retained to this day.

To all visitors of cultured, artistic, æsthetic or even historic tastes, the chief glory of Parramatta is the Park—the old Domain, admittance to which is by an archway built in the Tudor style. Within the enclosure oaks tower aloft and shake their leaves in the light summer breeze with a cool and pleasant rustle, and willows in the damp flats bend their boughs, mighty in their gift of perfect shade. Pines from Norfolk Island, only less beautiful and grand than those in the Sydney Gardens; pines from southern Italy; pines from the Californian slopes, and pines from Scottish and Norwegian hills, stand tall, strong and shady, contrasting with the trees of native birth still lingering beside the shallow and generally turgid waters of the characteristic Australian creek. The firs grew from cones, the oaks from acorns, the willows from slips, which Mr. George Suttor, Australia's first gardener, brought over in his plant-house on the *Porpoise* at the beginning of the present century.

The Park-lands slope gently upward to a round knoll, where stands a plain old house about which cling many historic associations. It is the old Government House, the country residence of the sailor Governors, and of four at least of their successors—the place of their rest, and frequently of their most active labours. It was while walking in these grounds that John Macarthur met Governor Bligh in the earliest days of a troubled Administration. In one of these old parlours they sat down together to breakfast with ex-Governor King, and when the meal was ended they walked across to that other old house below the town by the River-side, and inspected on the Elizabeth Farm the little flock of sheep mustered on that estate. We can imagine the sheep folded in the evening for fear of the wild dogs, and the two distinguished officials looking curiously at the little flock whose development has been the main cause of the larger prosperity of Australia. It was at this town also that Governor Denison fixed his observatory.

It has been well said that even had Parramatta been the least convenient of all towns the beauty of its surroundings would have made it a desirable dwelling-place.

Old residents say with pride, "We can drive around through forty miles of oranges," and the statement is fairly accurate. From Parramatta to Ryde, Hornsby, Pennant and Baulkham Hills, and towards Prospect, orange groves fringe the road in almost endless succession. The trees are planted chiefly on the rich ridges or the higher eastern slopes of the hills. English fruit-trees, caring little for an occasional bite of frost, do better in the hollows. The inland drives to Baulkham Hills, or through Toongabbie towards Prospect, are charming, and it is as pleasant to be about Parramatta in September as in Kent in April. The orange is a winter fruit; in spring the trees are laden with their white and fragrant blossoms; the green fruit forms and hangs during the summer, getting its golden colour as autumn begins, and becoming fully ripe as the winter deepens. But the seasons are so mild in this temperate climate that they intermix, and a tree may often be seen bearing at the same time the lingering fruit of last season and the blossoms and young fruit of the next.

The country lying between Parramatta and the Hawkesbury River is for the most part gently undulating. It was easily traversed in the earlier days, but being thickly timbered was comparatively neglected; the attention of the colonists being naturally drawn first to the rich alluvial land on the banks of the River, at once available for the growth of maize, wheat and hay. The principal track from Parramatta to this early granary of the colony ran north-west to Windsor, a town occupying an area of rising ground at the point where the River turns northward, and which was then the head of navigation. A second track, which crossed the Hawkesbury, went westward to Penrith, and from this place the explored route over the Blue Mountains was opened. Tillage on the banks of the Hawkesbury, early begun,

has never ceased, for the deep rich soil seems incapable of exhaustion, though several times the settlers have seen their farms under water, having to run from their cottages, or, when too late for flight, to be rescued in boats. Back from this alluvial belt the land is of a poorer quality, though on the tops of the hills, where some fairly good red soil is to be found, many patches were cleared for wheat, till the persistent appearance of rust compelled the abandonment of this description of crop.

For many years the greater part of the district was subdivided into large grazing-paddocks in which the sheep and cattle that had travelled down from the back-country rested and fattened for market. On the western road a good deal of land has of late years been utilized for vineyards and orangeries, especially in the neighbourhood of Seven Hills, and still more recently this land has become valuable for residential purposes, particularly for those who desire a larger block than is easily obtainable eastward of



ST. MATTHEW'S CHURCH, WINDSOR.

Parramatta. The railway line as far as Blacktown serves the purpose both of the western and north-western roads, the branch to Richmond turning northwards from this junction. On the route is the station of Riverstone, where private enterprise has established a successful slaughtering and meat-preserving establishment. The flocks and herds on their way down from the northern pastures are intercepted at this point and sent on as dressed meat to Sydney.

Windsor, which next to Parramatta is the oldest of the country towns, still retains the characteristics of early days. The ivy creeps over the old brick walls; the trees look almost weary with age in many neglected gardens. Old men in checked cotton shirts, moleskin trousers and cabbage-tree hats, sit beneath the long verandahs of one-storeyed inns and tell tales of the old, old times. Characteristic, too, of those times is St. Matthew's Church, built substantially on high ground in the basilican style of architecture. The foundation-stone of this church was laid, says the official record, a little after sunset on Sunday, the 11th of October, 1817, by Governor Macquarie, and his speech on that spring evening was short and very much to the point. He saw the "holey dollar" (the Spanish dollar with the centre cut out) safely deposited in the bottle, he tried the stone with the square, tapped it with the mallet, and saying "God bless St. Matthew's Church" left it in peace, but not, as shown in the sequel, in security. For that night sundry rascals uplifted the stone, broke the bottle and abstracted the dollar. His Excellency, holding to the belief that coin of the realm was the only sure foundation for the Church, began the proceedings *de novo*, called together the whole of the respectable inhabitants and the notabilities of the vice-regal court, addressed them in a pathetic manner, passed a high eulogy on the clergy and planted other dollars, which, alas for the morality of the times, were within two days likewise abstracted. After this it appears that the Governor contented himself with fulminating against the probable robbers, and permitting the walls to rise without the silver basis. Yet no good luck attended this. For we read that "two years after, the walls of the building had to be pulled down to the very foundation, owing to some defect in their construction, and another building of much larger dimensions and of the best materials was commenced on its site." This church is the St. Matthew's of to-day.

Four miles west of Windsor is Richmond, another village dating from the first decade of the colony. It is not so busy now as it has been—for the railways have diverted the great trade on which its early prosperity was built—but it still shows evidence, not only of past vigour, but of present vitality. Two great stock-routes converge on the slope of the hills on the other side of the stream. By the northern one, known as the Bulga Road, came down sheep and cattle from Patrick's Plains on the Hunter River, along a rough and somewhat grassless track. The other route came from the "Far West," and crossed the Blue Mountains by what is still known, after the surveyor who discovered it, as Bell's Line. This route takes the dividing ridge between the waters of the Grose and those of the Colo, and joins the other line near Mount Clarence. Richmond, therefore, was the gate-way through which for many years passed the greater portion of the live stock destined for the Sydney market. The Kurrajong Hills look down upon Richmond from the northern side of the River. Their seaward slope is covered with singularly fertile soil, originally thickly-timbered and clothed with

a dense undergrowth of rich scrub vegetation. Most of this has now been cleared away, and orange-trees have been planted to the summit—an elevation of nearly two thousand feet. The drive up the steep ascent is very beautiful, the undulating ground of the fertile lower slopes presenting a landscape of remarkably soft and varied aspect. The Hills have long been celebrated for the purity and mildness of their air, and are a favourite resort for invalids. Over the ridge to the west the aspect of the country instantly changes. Rugged sandstone comes to the surface, and remains characteristic of Bell's Line, which is broken only by the rich patches of Mount Tomah and Mount Wilson, where the trap-rock has burst through the sandstone, producing the soil that has given birth to magnificent tree-ferns and a rich jungle of semi-tropical appearance.



STUD SHEEP OF THE MUDGEES DISTRICT.

From Blacktown Junction the Great Western Railway continues through slightly undulating country. Rooty Hill was once a thickly-timbered elevation, and still yields a supply of fire-wood and railway-sleepers; but it has become more celebrated for its coursing-ground, a great lover of sport having fixed his head-quarters here. The line crosses South Creek, the valley of which is in flood-time filled with back-water. After this the country is moderately level as far as Penrith. This is one of the old-fashioned road-side townships—a place where the carriers used to rest before starting for the heavy pull up the mountains, or after coming down. Delay, too, was sometimes caused by the River being swollen by heavy rains, when the punt could not be worked.

Above Penrith is a beautiful reach of the Nepean, with still, deep water for about fifteen miles up to its junction with the Warragamba. For a mile or two above the bridge the banks are moderately low, but gradually become steep and rocky. During the great floods the scene here is magnificent. The waters that come rolling down, gathered from an enormous water-shed, are piled up between the steep rocky banks, because there is no lateral discharge for them. Flood-marks on the trees show that the river has risen sixty and even eighty feet above the ordinary height; but as it rushes out of the gorge and spreads out over the low land, which is mostly on the eastern side, the level sinks rapidly.

To the west of the River lie the Emu Plains, gently sloping to the foot of the hills. They are mostly above flood-level; the soil is fertile, and this mile-wide belt was early occupied and tilled. It has never ceased to be profitable to the farmer. Where

the Plains end the mountains at once begin. In the old coaching-days there were little more than road-side inns all the way until the mountain was descended on the other side, when agricultural and pastoral occupation once more began. But since the railway has been at work some coal-mines have been opened up, hotels have been built, and little townships have sprung up, such as at Springwood, Katoomba, Blackheath and Mount Victoria. The older road, which was superseded by a better one down Mount Victoria, made its descent into the western country at Mount York; but the railway engineers decided on going west and making the descent, not into the Vale of Hartley, but into the Valley of Lithgow. The line, therefore, after passing Mount Victoria, keeps its elevation for some distance, running along the Darling Causeway—the dividing ridge between the head of the Grose and the Valley of the Lett. On the left is a branch constructed by the Hartley Kerosene Company; the line makes a steep descent into the Vale of Hartley, the trucks being drawn up by a rope.



THE ANGLICAN CATHEDRAL AT BATHURST.

After all the rugged gorges at the head of the Grose have been passed, the point of junction with Bell's Line of road is reached at Mount Wilson Station. The railway then tunnels under Mount Clarence and emerges on a spur looking down upon Lithgow. To make the descent the engineers had recourse once more to a "zig zag"—a much more difficult piece of work than that by which the mountain was climbed on the eastern side.

The road down is in turn sidling, viaduct, tunnel and cutting. Below there are two or three points of vantage whence may be seen the manner in which the line sweeps down the face of this bold inland cliff—the three ledges, one above another, being commanded in one view.

At the foot of the "Zig-zag" are the two adjoining townships of Eskbank and Lithgow. We are here at the western outcrop of the immense coal-seams which underlie the whole of the Blue Mountains, and it is this which gives character to the industries of the place. At several points the seams have been attacked, sometimes by adits driven into the hills, sometimes by shallow shafts. A good market for the coal is found along the line of railway both west and east, as well as in Sydney. The existence of iron ore in the neighbourhood naturally suggested the possibility of smelting-works, but the enterprise has met with many difficulties. The ore is scattered, and not cheaply raised, the lime has to be brought from a distance, and colonial labour is costly. It has been impossible, therefore, to produce iron as cheaply as it can be imported. But the basis of the industry has been laid, and its further development only



BATHURST, AND THE GOVERNMENT BUILDINGS.

awaits more favourable conditions. Meanwhile a good deal of work has been done for the Government in re-rolling old rails. Lithgow Valley is also well supplied with a great variety of clay; a successful pottery has been established, which is equipped with

the most recent machinery. The coarser productions are naturally those for which there is the greater demand, and drain-pipes, tiles and bricks are the articles principally manufactured. Enough, however, has been done with pottery of the finer kinds to show the potentialities of the industry, and with abundance of the best clay close to coal, Lithgow has its hope in reserve.

Beyond Lithgow is the pretty, old road-side village of Bowenfels, and still farther on Wallerawang—a township lying in the centre of a district rich in mineral wealth. At this point a branch line strikes off in a north-westerly direction to the town of Mudgee, about eighty miles distant. The route lies through somewhat rugged country, which is only sparsely populated. The line runs not far from the dividing ridge, and skirts the heads of the streams running down into the Colo. On the western side stretches a large area of country unmistakably auriferous, in which rich patches of gold have been found. The enthusiasm for mining has, however, greatly fallen off, and a systematic investigation of the district awaits the time when under-ground work can be carried on more economically. At Cudgegong, which is near the railway route, cinnabar ore has been found, but only in quantities to tempt, not to reward, the enterprise of the miner.

Before the line reaches Mudgee the character of the country improves, and a fine grazing district comes into view. The town itself exhibits a curious mixture of the old and the new. It was an early centre of pastoral occupation, but it is now showing the effects of railway communication. The trees on the River are old, the crumbling cottages on the outskirts are old, the ways of the people savour of old colonization, while the new churches, banks and public buildings appear as innovations on an established order.



THE ROMAN CATHOLIC CATHEDRAL AT BATHURST.

Mudgee is the first place on a western journey where the true bush-life is reached; men with genuine Australian swags on their backs pass frequently; station-hands, lithe, spare, and brown from much riding under hot skies, come in booted and spurred. On the road by the Race-course a trim jockey exercises a well-clothed racer, and past him rides a "cockatoo-boy" on a palfrey whose hide knows no more of grooming than

that of a kangaroo. Mudgee, with all its old-world air, has the capabilities of a beautiful town, being laid out on a rich flat, surrounded by well-grassed, highly-timbered hills.

It is more than fifty years since the first settlers came to Mudgee. They obtained large grants of the rich soil, and all thrived on them; they have passed away, and their sons gather the fruit of their labours. Their homesteads stand on the surrounding hills, three or four miles from the town—substantial, comfortable places, with broad and shady trees on the lawns, and roses in the gardens, making Australian November fragrant as

English June. The climate and soil are similar to those of the eastern valleys of the Himalayas—the cradle of the merino race—the table-lands of Spain, and the high lands of Algiers, and were therefore specially suitable for stud-flocks. The best available blood was early taken up there, and good breeding was backed by liberal feeding, and thus was produced the distinct and profitable strain of merinos now so much sought after by flock-masters throughout Australia. The sheep are small in size, but the fleeces are dense and the staple is fine. It is in requisition for the delicate fabrics of the French looms, and has realized in the market over four shillings a pound. The effect of climate in some parts of Australia, both on the frame-work of the animals and the quality of the wool, is very quickly seen by a deterioration in type.



THE PRESBYTERIAN CHURCH AT BATHURST.

Fresh strains are therefore regularly needed. To supply these, the choice stock is carried away to less favoured districts, and there is consequently a perpetual demand for Mudgee sheep. Buyers from all parts of the Continent gather at the sale of stud-rams, which makes an annual festival in the town. At these fairs, and at the races, Mudgee seems suddenly to start into life. The streets are busy, the hotels are full. Stylish equipages roll down from the hills, and colonial lads scamper along the dusty roads on steeds that an Arab sheik might envy. But at other times all is very dull. Morning, noon and night the town seems half asleep, and it is a matter of marvel where the people come from who on Sundays fill the really handsome and commodious churches, which in Mudgee are far superior to any other buildings. Some of the banks are substantial and handsome, but on the usual public edifices no money has been uselessly wasted, nor have store-keepers raised any very notable structures. The School of Arts is a fine building, well equipped, and, what is not always the case with these institutions, out of debt.

The soil and climate of Mudgee are favourable to the growth of many English flowers, and seem also to be well adapted to the cultivation of the grape. The medals in the cellars of a local vigneron are eloquent of the success that has already been achieved, and indicate the possibilities of the future. Maize grows freely, and yields its

abundant harvest within a few months of the sowing, and hay runs up a luxuriant crop. In a good spring season all the flats are green with the young Indian corn, or fragrant with the odour of new-mown hay; while amongst the rich native grasses run the clean-looking sheep just relieved of their weighty and valuable fleeces. Around Mudgee there has been a good deal of gold-mining, but the known alluvial deposit has nearly all been gathered, and the development of quartz-reefs proceeds but slowly. There are indications of copper and silver, and also of coal. A line of railway has been surveyed up the Colo Valley from Richmond, which would strike the Mudgee Line about Rylstone, and a far easier gradient could be secured by this route than obtains on the present railway. A trunk-line from Sydney may in the future follow the course of this valley, in which case the Mudgee Line could be extended to the north-west. At present the town is a railway-terminus, but does not concentrate very much traffic, because Dubbo catches the inland trade.

From Wallerawang westward to Bathurst the railway line runs through undulating and sometimes rather rough country. The soil is of poor quality, though here and there are clearings and little farms. At Rydal may be seen drays loading for the Sunny Corner silver-mines, which for a time were very productive, a hundred tons of pure silver having been obtained during a period of six months. But the lode has become less productive, and none of the other promising "claims" in the neighbourhood has as yet realized expectations. The district, however, is of a strongly-marked mineral character, and though eager speculators are quickly discouraged, it is the opinion of geologists that valuable mines will yet be developed in this locality.

Farther to the west is Tarana, the station from which visitors usually start for the Jenolan Caves, although other routes are now open. These caves will be described in a separate chapter. The road falls as the Bathurst Plains come in sight—that rich instalment of the great western country which gladdened the eyes of the first explorers, and gave a stimulus to early pastoral occupation.

Bathurst has naturally become the capital of the West, for its site was well chosen. Placed on the banks of the Macquarie it has a secure supply of fresh water, and when viewed from the city the surrounding country is seen to be a girdle of undulating hills, some bare, some highly-timbered. The soil is rich, and fails to yield its harvest only in those years of drought when Nature, to put a little restraint on the avarice of man, compels a fallow. The value of the land was keenly appreciated by the early settlers, and the homesteads of the great proprietors crown the hills that make a circle round the town, which is placed on the north bank of the River, and is the centre of a district which from the first has been one of rural industry. Upon that its prosperity still mainly depends, though it has also been the centre to which the business of several mining districts converged. Hill End, Sofala, Turon and Trunkey have all at different times been "rushed" by miners. The glory of these gold-fields, however, has for the present departed, and their thorough development awaits the day when mining shall be more scientifically and economically conducted.

Each of the four great denominations is well represented in Bathurst. The Anglican Church of All Saints' is perhaps the finest building; and, surrounded by exceptionally well-kept grounds, it is a chief ornament of the town. But more pleasant to the eye is the square-towered cathedral of the Roman Catholics, by reason of the great trees growing

close beside it, and tempering with their deep green tints the dull red of its massive brick walls. The priest walking there at even-tide studiously perusing his breviary, the sisters in the neighbouring convent chanting the *Angelus*, the rolling organ with its deep and solemn tones pealing through open windows and doors, together form a picture and leave a memory singularly in contrast with the ordinary sentiment of the inner Austral land.

But the block of buildings the Bathurst people regard with most pride is situated in the centre of the town, and comprises the whole of the public offices—



the Lands, Police, Post and Telegraph Offices, together with the Court House and the Gaol. A dome, well-proportioned, though somewhat lacking in elevation, rises from

the centre of the block. The wings, formed by long corridors, are pleasantly broken and diversified by open quadrangles, planted with trees and flowers. The block is compact, convenient, sufficiently ornate, and yet free from any air of pretension.

The Hospital, built on the breadth of another hill about a mile to the north, is in every respect a creditable establishment. There is no building of the kind in the colony better fitted or better situated for hospital-work. The wards are lofty and roomy, with windows opening on to an unimpeded view of the fresh green downs. The architectural effect is good, the red brick and the white stone having been blended in an excellent modern Gothic design.

All Saints' Grammar School, nearer the city, is an important local institution, with a creditable record of good work well done; and the State School, centrally situated, is a worthy representative of the system which levies a tax of one pound sterling a head on every unit of the population for educational work. The Roman Catholic College of St. Stanislaus takes a high rank amongst kindred institutions. The School of Arts, in which educational work and recreation are combined, is one of the best of its kind



THE SUNNY CORNER SILVER-MINES.

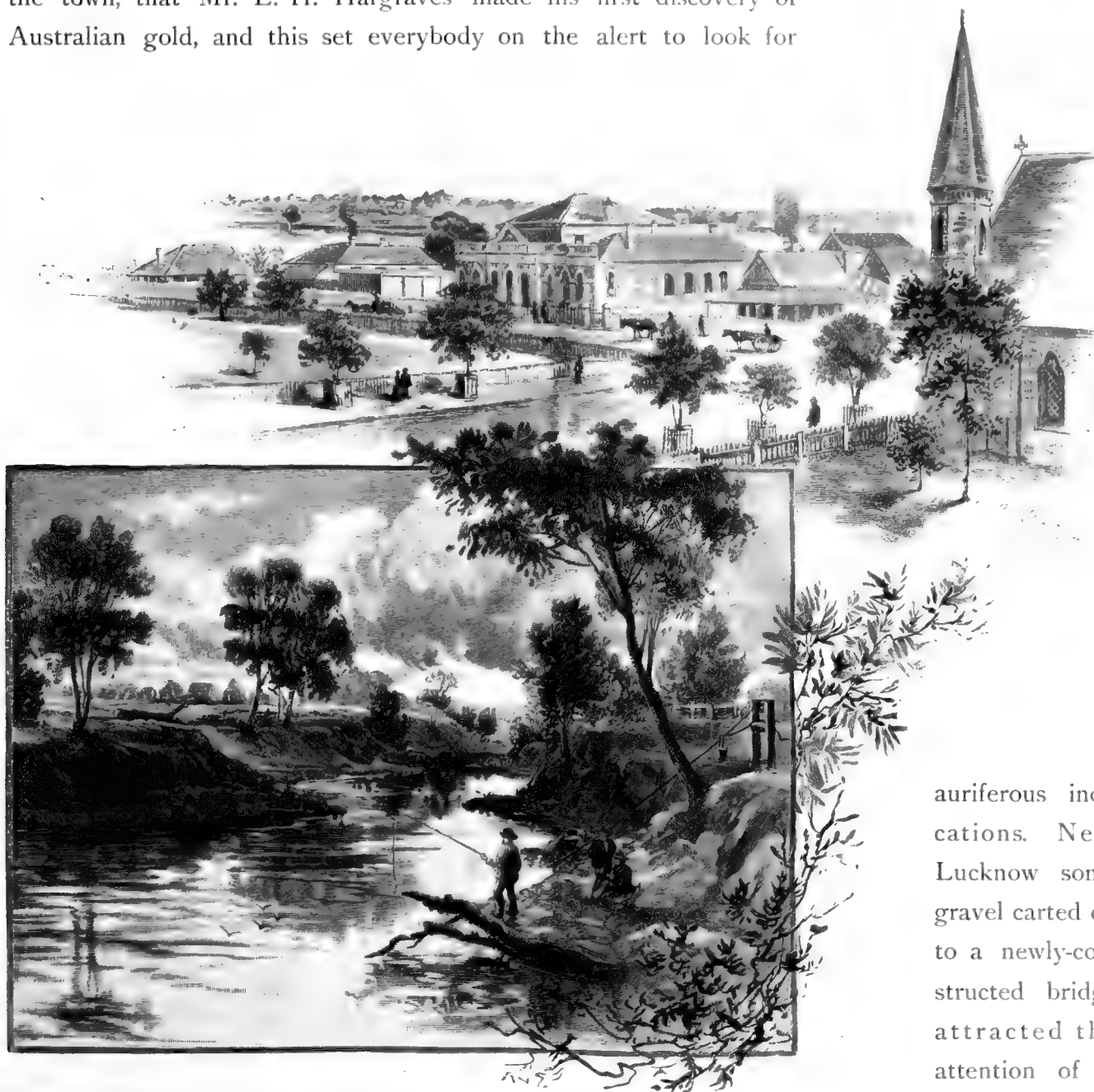
out of the metropolis. The commercial buildings, however, make no particular display; banks, insurance offices and stores are commodious and sufficient, but not imposing. Manufactures have not secured much footing in the town, though a few tall chimneys indicate flour-mills, breweries and agricultural implement works. A mile up the Macquarie is the pumping-engine which supplies water to the town.

The railway from Bathurst goes westward in the direction of Blayney. For the first few miles it follows the direction of a pleasant road beside the water-course of George's Vale, the creek winding in long curves fringed with willows. On either side are clover-paddocks and corn-fields, orchards and gardens; homesteads of all sorts—from the substantial house of the wealthy settler to the mud-walled cabin of the humble tenant who rents a little patch of rich alluvial land. After continuing thus for eight miles the line enters rougher country which does not invite to agriculture, and which even in a good year is only scantily clothed with short wiry grass. The hills are sparsely timbered and strewn with boulders. The township of Blayney is built chiefly on a flat by the side of the Belubula River. It is a moderately prosperous place, because at no great distance there is some fine agricultural land. At Blayney there is also a railway junction, the main line going off to the north-west; but towards the south-west there is a cross-country line connecting the Western and Southern Railways. This branch line runs through Carcoar, Cowra and Young to Murrumburrah, and affords a direct route from the colony of Victoria to the western slopes of New South Wales, and thence on to Bourke. It is likely to become a great route for the transmission of live stock from Queensland to the Melbourne market. The first considerable township on this line is Carcoar, the centre of a mining district, situated in a deep mountain valley; some engineering difficulties had to be encountered to make the descent. The next important place is Cowra, in the valley of the Lachlan. Prior to the advent of the iron-horse it was little more than a halting-place for carriers and drovers, but the railway makes a speedy change where the land is fertile. Selections are taken up, farms are tilled, the old camping-place becomes a village, and in a few years the village grows to a town.

Westward of Cowra lies Grenfell, once a prosperous alluvial gold-field, where shafts and batteries still make a busy show, though the maize and wheat-fields and the rich red soil of the newly-cleared land indicate that the larger hope of the future lies in agriculture.

Twenty miles beyond Blayney along the railway line is Orange. The route trends over elevated ground, the line at one part being over three thousand feet above the level of the sea. Clearings and paddocks are to be seen all along the line, and at some intervening villages, such as Millthorpe and Springhill, large areas of land have been brought under tillage. Near the town the country is more open, and the rich red volcanic soil is well adapted for every description of agriculture. Orange lies among grassy hills, over which tower the Canoblas, capped through several months of the year with snow. There is no river near, but there is an abundant rain-fall, and water is seldom scarce. The district is commonly said to have the most "English" appearance of any in the colony, the farms and the vegetation reminding one of English rural scenes. The range of temperature is that of our mountain climate generally—hot in the middle of the day in summer, but cool in the evening, and very cold and bracing in winter. In the gardens and fields the influence of the cooler climate is very noticeable. The *daphnes*, magnolias

and oleanders of the Sydney gardens are absent, but the hawthorne hedges are vigorous, currants and gooseberries come to perfection, and the wheat harvest is later than that of Bathurst. The district was taken up for a cattle-station about the year 1830, and made a great start at the time of the gold fever of 1851. It was at Lewis Ponds, a small tributary of Summer Hill Creek, about three miles from the town, that Mr. E. H. Hargraves made his first discovery of Australian gold, and this set everybody on the alert to look for



THE LACHLAN RIVER, AND THE TOWN OF FORBES.

auriferous indications. Near Lucknow some gravel carted on to a newly-constructed bridge attracted the attention of a few Cornishmen, who during

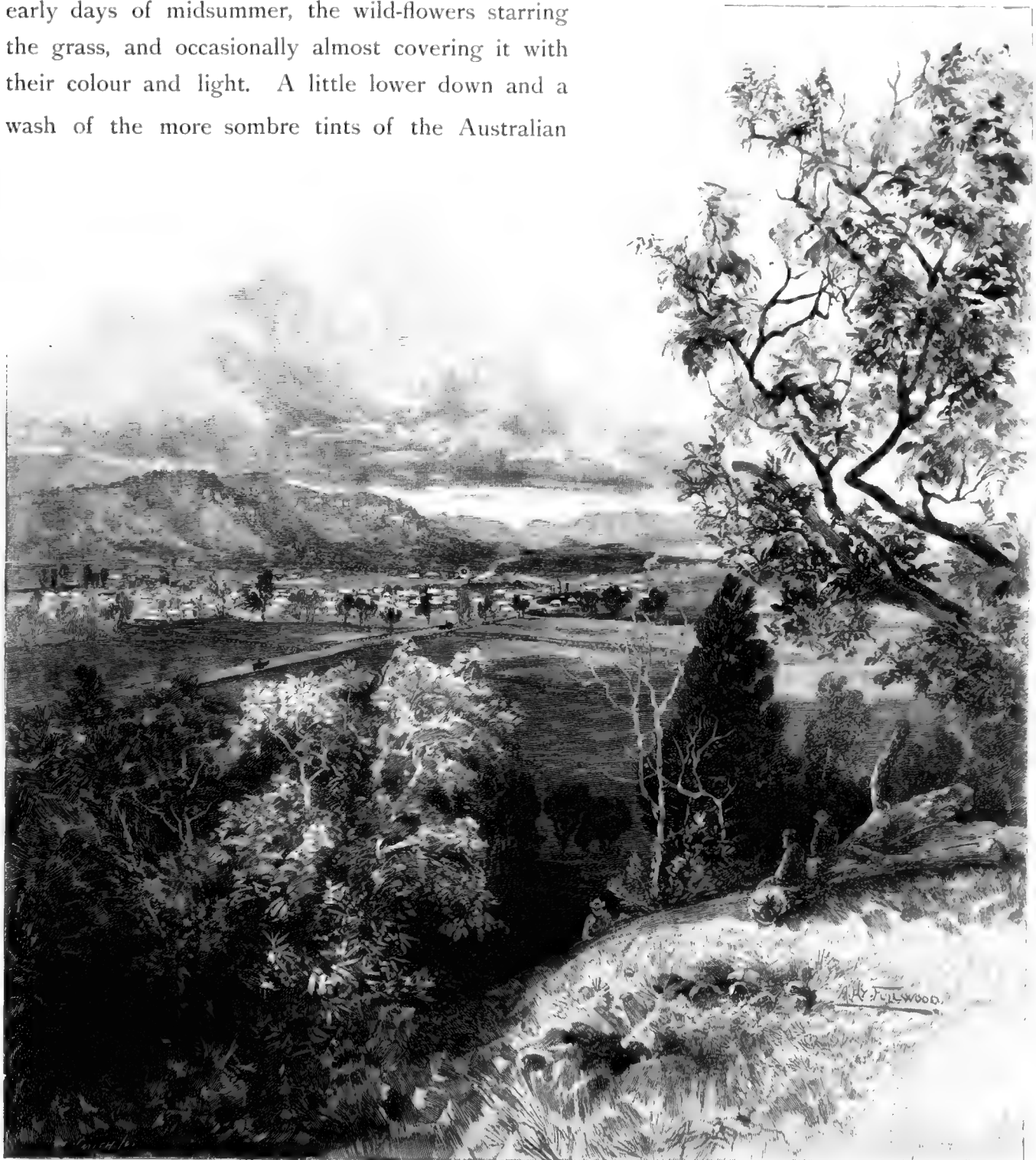
the night carried it down to the Creek, washed it, and in the morning sold the results of their night's labour for sixty pounds a man. Of course there was a wild "rush" to the pit from which the gravel had been taken. Claims were "pegged out" in all directions. Shop-men, shoe-makers and tailors took to digging holes and washing gravel in nail-cans, buckets and tubs. Little fortunes were quickly made and quickly spent. A similar discovery afterwards took place at Ophir, followed by a similar excitement till the alluvial patch was worked out. Orange, as the local centre, grew rapidly during the gold-digging days, but subsequently had a non-progressive time. The construction of the railway gave a great stimulus to agricultural development; forests were cleared and

land was tilled, and the basis of a permanent prosperity was laid. Mining, too, was resumed, and auriferous ground that had been hastily scratched in the first instance was more thoroughly examined and systematically worked. Several gold-bearing reefs yielding large and continuous returns were opened. At Lucknow some excellent mining machinery is employed. Rock-drills are worked by compressed air, and the free gold is treated in the usual way; but the more complex ores of antimony, silver, lead and gold are sent to Germany for treatment by a special process.

South-west from Orange run some of the head-waters of the Lachlan River, which rise in the Canoblas, traversing in their course the old mining districts of Canowindra and Cargo, and several fertile agricultural areas. A good coach-road runs to Forbes, which is situated eighty-four miles distant on the Lachlan River, and along this route a railway line has been surveyed. The land on either side is capable of supporting a large number of settlers, the climate is good, and the soil, except in the broad patches of mineral country, exceptionally rich. Forbes was the scene of one of the successful Australian gold-rushes. Diggers from the older fields of Young and Grenfell hastened thither; life for a time was wild and impetuous; miners worked with the excitement of gamblers, and the human vultures that crowd around successful diggers to ease them of their cash fared well. But when the alluvial ground was worked out the excitement all passed away; the wild life has gone, and the steadier existence of farmers and squatters has succeeded. For a time there was some doubt whether the soil, rich as it was, would grow wheat; but all doubts on that point have long been settled. With an average rain-fall wheat yields from twenty to thirty bushels an acre, and oats from forty to sixty; potatoes and maize thrive well, and both soil and climate seem specially suited to tobacco. Forbes, as the centre of this rich district, is already a considerable town. It is built on moderately elevated land on the northern bank of the River, which winds along the edge of a broad and fertile flat. This is occasionally submerged; indeed in times of high-flood the Lachlan spreads above and below the town miles wide, filling *billabongs* and ana-branches innumerable, and storing water for dry seasons. Any damage done by these floods is abundantly compensated by the wealth they leave behind them. Rich flats are on either side of the River, and the country in the rear yields excellent pasture. Some of the largest sheep-stations in the colony lie between Forbes, Condobolin and Booligal farther down stream—Burrawang Station, about twenty-five miles distant, having a freehold of about two hundred and fifty thousand acres, and shearing in favourable seasons about two hundred thousand sheep. A railway line has been surveyed from Forbes to Wilcannia, on the River Darling, the central township from which roads go north-west and south-west, through a dry but pastoral district, to the gold and silver bearing country of the Barrier Ranges.

Twenty-two miles north-west of Forbes is Parkes, a sister town with a very similar origin and history—first a camping-place in the old pastoral days, then invaded by a “rush” of gold-diggers, and finally a township with a settled population depending chiefly on mining and agriculture. The town will shortly be accessible by railway, as an Act has been passed for a line from Molong through Parkes to Forbes. Cudal, nearer to the Western Line, is another prosperous and pleasantly-situated village; it is twenty-eight miles from Orange, and in the district of Molong. All these western

settlements focalize naturally upon Orange, bringing into that healthy and promising town the produce from their farms, stations and mines. Westward from Orange the descent from the high land is rapid. Looking from the windows of the railway carriage in the earlier stage of the journey, a lightly-wooded country is seen sloping away towards the setting sun; the pasture still green even in the early days of midsummer, the wild-flowers starring the grass, and occasionally almost covering it with their colour and light. A little lower down and a wash of the more sombre tints of the Australian



WELLINGTON.

summer is felt rather than perceived over all the landscape. The cool fresh mountain air is passing away, and the heat arises from the plains, now so rapidly approached. Gray-trunked box-trees sparsely stud the broad downs, together with iron-bark and gum, and also the beautiful *kurrajongs*, closely cropped for food during the years of drought, but bursting with the first return of rain into fresh and luxuriant foliage. Thirty-

five miles on, and a thousand feet down from Orange, is the mining village of Ironbarks, and twenty-one miles farther, the town of Wellington. On either side of the line farms have been established; in dry years the crop is a failure, but in a good season the soil is wonderfully prolific, though too often even plentiful rains have their troubles for the farmer, who sees his hay, oats or wheat beaten down by a heavy storm just as he begins to count on an abundant compensation for all his losses during the years of drought. Much of the soil is decomposed trap, over-lying the limestone and granite at the base of the hills, while the rich alluvial deposits brought down by the Macquarie and the Bell Rivers cover all the flats. The town is at the junction of the two streams, and is built on the spot where an outpost of the earliest pastoral system was established more than half a century ago. Agriculture comes quite up to the town, the wheat-fields lying almost at the doors of the stores and mills. The hills, which are the farthest-extending feet of the westerly-reaching spurs of the Great Divide, come down almost to the river's bank in lightly-wooded knolls and open braes, above which rise craggy and boulder-strewn slopes, with an occasional cone suggestive of the source of the fertilizing trap-rock. The foliage of these hills is more varied than is usual in the Australian bush. In the caverns and ravines the geologist finds a field for endless research, for long before the human interest of the world began, into these limestone caves came those monstrous beasts whose proportions to the animals of to-day are as those of the sons of Anak to pigmies. The tooth of a *diprotodon* has been found there with some fragmentary bones of an *echidna*—whose complete bulk must have been beyond that of any of his tribe we know to-day, as much as the New Zealand moa surpasses that quaint relic of his genus, the *apteryx*—and a bone of an old-world marsupial, which Professor Owen pronounces to have been of the lion species. There was large life in Australia in the days when creatures such as these came down into the mountain-caverns to die. Jungle and forest-growths, rivers rolling through broad savannahs prevailed then where now is sometimes seen but the dust of drought, and the marsh-film of meagre streams.

The buildings of Wellington are substantial and comfortable, rather than beautiful; they are all of brick, and of that deep-red tint to which most of the inland clays seem to burn. The hotels are broad-verandahed and cool, the churches roomy and sombre in aspect, the banks and insurance offices somewhat ornate and metropolitan in style, and the stores generally of the old colonial order. Lying grouped in the valley amid the trees by the River's edge and the rich foliage of orchards and gardens, they form a charming picture—a pleasing head and crown to the valley—which stretches on inland for many a mile. The railway crosses the river by a bridge, the foundations of which were laid with difficulty, as the engineers had to pierce an enormous stratum of drift—an indication of an old geologic age. Beyond the town are flat patches of rich green corn, acres of tobacco-plant, and breadths of wheat on a larger scale of farming than is generally seen in the colony. At Maryvale, twelve miles from Wellington, there are farms of a thousand and twelve hundred acres all under cultivation, and despite continual droughts, and occasional losses through heavy rain-storms, the farmers are prosperous and hopeful. With intervals of quartz and granite country, with the usual clothing of stunted forest and scant herbage, the good soil runs right down the Macquarie to Dubbo, thirty miles to the north-west.

Dubbo is ordinarily associated with pastoral work on a large scale, with fierce heats, long droughts, and that old Australian life which knew of little beyond mutton, wool and beef, and the labour by which they are produced. In its earliest days it was the natural business-centre for the sheep and cattle stations of the lower Bogan and



THE MACQUARIE AT DUBBO.

the Macquarie. A slab-walled, bark-roofed shanty was the primitive style of building, giving way in the ordinary course of development to the one-storeyed public-house, with separate ends for squatters and bush-men. It is almost half a century since the first store was opened at Dubbo, and forty years since the earliest holders of Crown grants tried any experiment in agriculture. The drought-proof salt-bush was high and dense on all the

plains, and the millions of *kurrajongs*, *myalls* and *mulgas* had never been cropped on their lower boughs by the cattle in seasons of distress. Nature's reserves were sufficient to stand the severest trials, and the only anxiety of teamsters and bullock-drivers, even in the driest seasons, was to make from water to water. Still a little farming was successfully carried on, the grain was carted thirty tedious miles to the Wellington mill, and back again as flour. But after the Land Act of 1861 many selectors settled on the fertile soil. In 1872 the town had become so considerable that it was proclaimed a municipality, and stores, hotels and banks followed in the wake of the settlers. For a few subsequent years there were abundant rains; the country was prosperous and rich in promise; sheep and cattle multiplied on the land. Not only frontages and fertile flats, but back-blocks, naturally waterless, were taken up and fully stocked. The fat years passed, a long lean time succeeded—a monotonous drought, broken only by one interval, and lasting for ten years; and yet, in spite of heavy losses, the occupation of the country has survived the test.

The town of Dubbo is a busy one, with enlarging industries, and about it are all the indications of stout-hearted occupation and steady advance. Nor is this surprising, for it is not a village set in a pastoral wilderness, but the farthest western outpost of prosperous agriculture. All down the Macquarie anything from maize to wheat, and from cotton to potatoes, may be grown abundantly. For many miles along its farthest course the River consists of a series of basin-like depressions, shut in and divided by bars of rock; at varying distances below its present bed extends a stratum of loose drift or gravel, which, touched by a shaft or boring-tube, yields a pure and never-failing supply of water. The township of Dubbo lies within one of these basins, and numerous wind-mills in ever green gardens irrigate the thirsty soil. The Dubbo basin was probably at one time a lake or marsh, similar to those still existing lower down the River, and this was gradually filled up by the *detritus* brought down by the higher levels, a narrow channel only being kept open. The surface-river is but the visible drainage-channel; the permanent waters lie below, saved from pollution and heat by the easily-pierced coating of over-lying earth. This under-ground supply of water has an important bearing on the future of the district; as, in addition to meeting all domestic demands, it will furnish enough for a limited irrigation. Every settler can have his well and his wind-mill, with not only a full supply for domestic luxury, but for all the requirements of garden, orchard and paddock. The area capable of irrigation is large, and the agriculture of the future will have wide scope in providing provender for the pastoral stations on either side. Nor does the future prosperity of the town depend on agriculture and pastoral work alone. Coal crops up in the neighbourhood, and on the Baltimore Mountain one seam nearly six feet in thickness has been opened out. The country to the north-west is known to be rich in copper ore, and it is reasonable to look forward to the establishment of a large smelting industry. At present, however, Dubbo is little more than a pleasant village, with comfortable cottage-homes and the usual commercial and public buildings. The district is healthful and the children thrive, though not with such promise in their limbs, or roses in their faces, as are seen on the table-lands.

As the traveller follows the line of the railway more to the north-west, he notes that the aspect of the country gradually changes. The trees fall back, the plains

expand, native-oak belts enclose great flats, where in a good season tall wild-oats hide the sheep; the salt-bush becomes frequent, and soon large clumps of lemon-tinted *narran* are seen, with sandal-wood and emu-bush, and then a flat all *myalls* and salt-bush. On this broad plain the beautiful *myall* is not only characteristic, but supreme. It spreads from the railway-fence to the dark-green belt on the horizon, willow-like in its pendant boughs, with dark trunk and olive-silvery foliage; and, if but a bough be broken, exuding an odour as sweet as that of violets or new-mown hay. Of all the native-growths the *myall* is the fittest to droop over a grave; to be the *in memoriam* tree of Australia, sacred as the yew in England and the cypress in Italy.



A CAMEL-TEAM AT WILCANNIA.

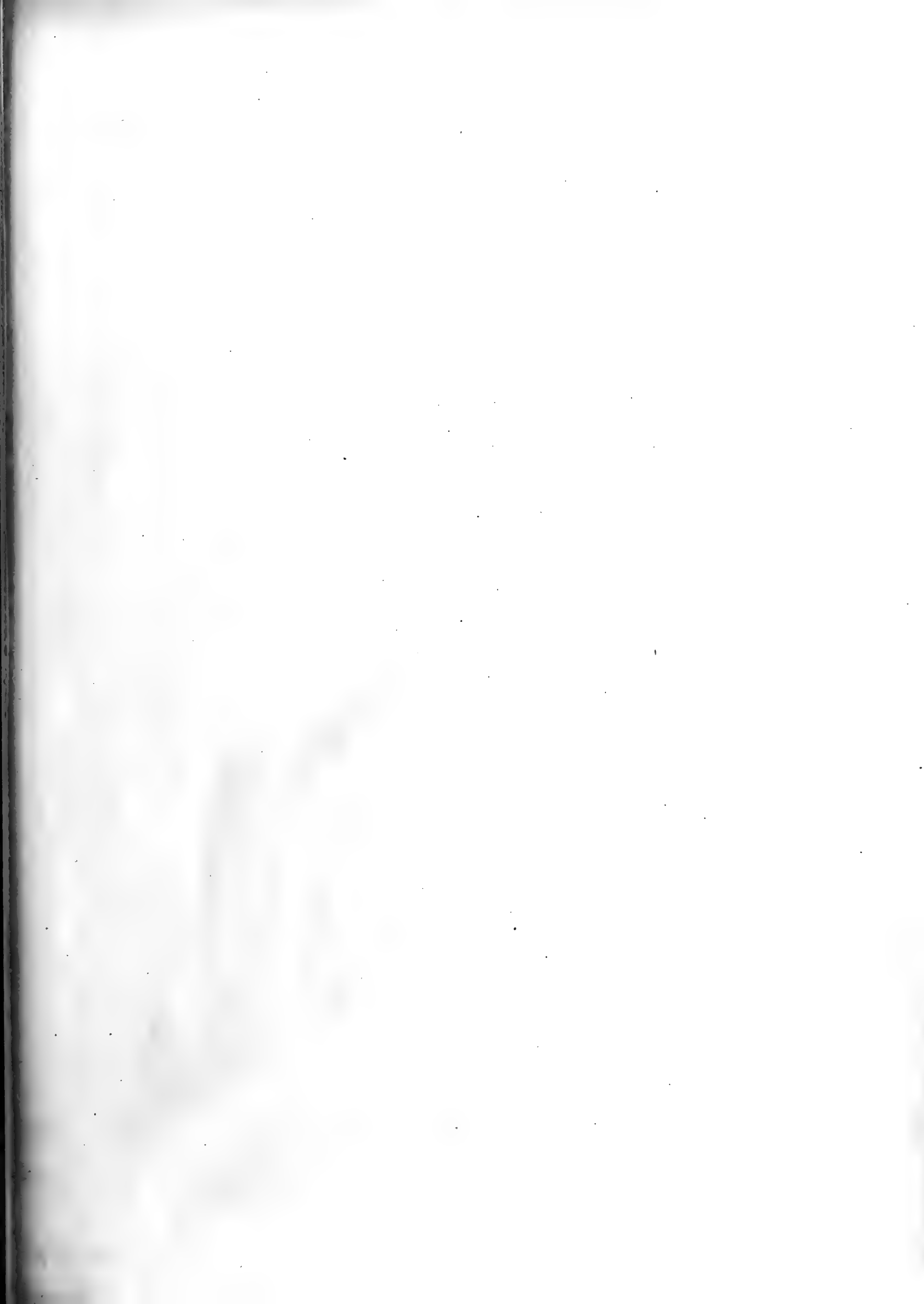
The railway line follows the ridge of the water-shed between the Bogan and the Macquarie Rivers. The first township of any importance is Nyngan, where the railroad crosses the Bogan, and from which a line is projected to the west to the mining township of Cobar. From Nyngan the railway runs over a poor, patchy pastoral country, passing Girilambone, where there are large outcrops of copper ore, which, however, have not yet led to the discovery of profitable mines; past Coolabah—the native name for a full-foliaged handsome description of *eucalyptus*—and on to Bourke, which is at present the terminus of the North-Western Railway. To get a comprehensive understanding of this north-western district, it will be well to follow the line from Nyngan to Cobar. For the whole seventy miles there is hardly a sign of an agricultural or a pastoral homestead. The soil is a light red sand, and patches of scrub are frequent. There is little to be seen but wire fences, and sheep clustered about the dams, or camped in the shade of the trees.

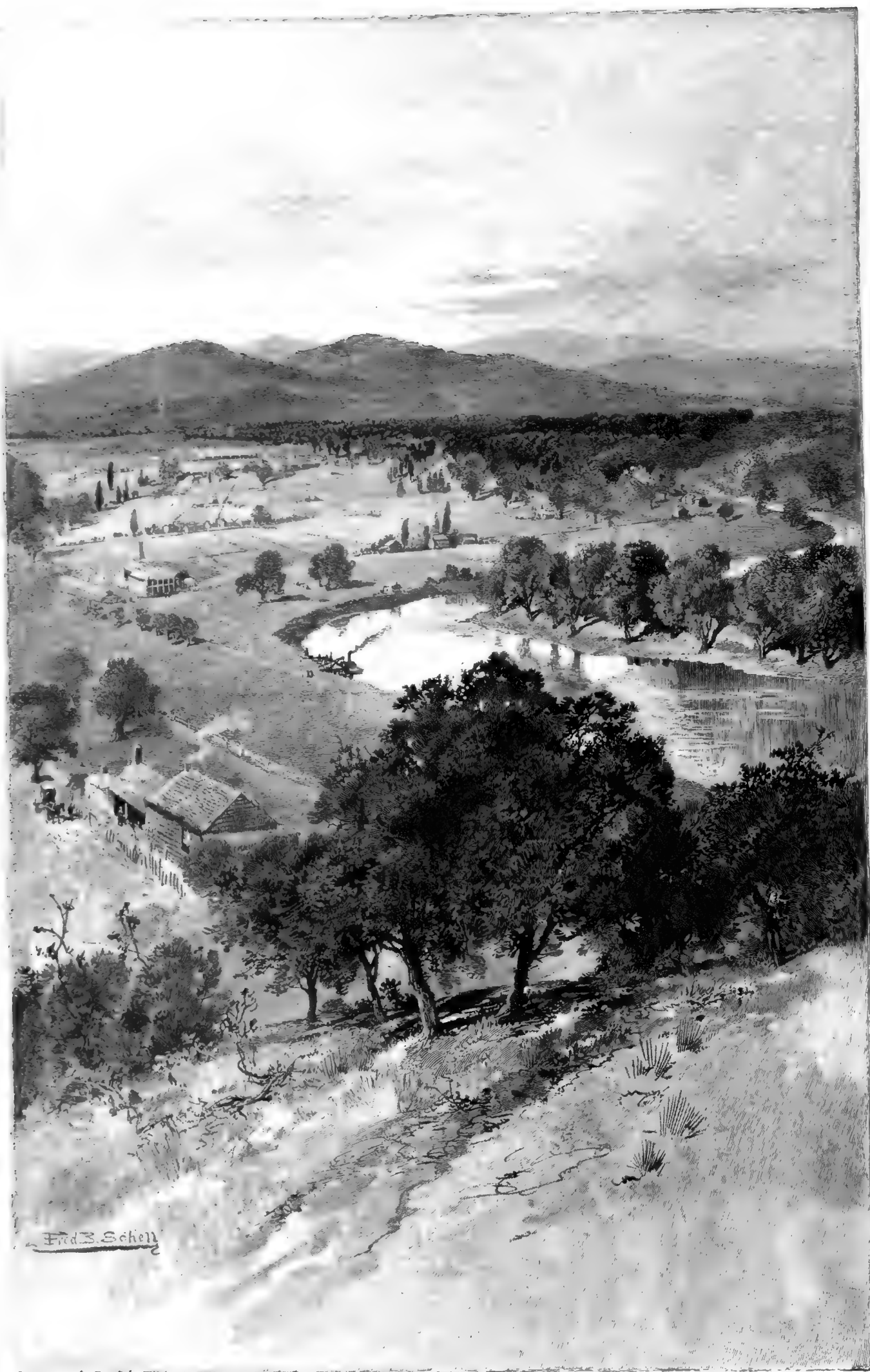
Cobar, a mining township seventy miles from Nyngan, looks an anomaly among the great pasturages—a municipality with mayor and aldermen, court house, banks, churches and schools, out in the midst of the sheep and cattle, the kangaroos and emus, and the wild scrub-country. The germ from which the isolated township grew was an

outcrop of copper ore—a singular deposit, contained chiefly in a conical hill, on a poorly-grassed, lightly-timbered plain. In the hill-side is a spring, and stock-men and shepherds were often puzzled by the bright green deposit about the rocks, and the metallic taste of the water. Some practical investigators, attracted by the bush-men's yarns, set themselves to trace out the cause of this green deposit, and very soon came on magnificent lodes of various descriptions of copper ore. A company was formed to work the property, and a township grew with great rapidity. Cornish and Welsh miners were brought up the Darling from Adelaide, furnaces were built, shafts sunk, adits driven, and copper to the value of upwards of a million sterling has already been raised. The primitive buildings were mostly of slabs, pine-logs, or *pisé* work, but many of them have already been replaced by substantial brick structures. A fall in the price of the metal and the difficulty of obtaining fuel for roasting ores and smelting have given a check to the progress of the place. Firewood has to be brought in by a tram-line, fifteen miles in length, the bush for some distance round having been cleared of timber. The hope of this copper district—for the indications of copper ore are widely spread—lies in railway communication with the coal-fields in the neighbourhood of Dubbo.

Beyond Cobar, to the west, and running through much scrub-land, is the road to Wilcannia, the river-port of the central Darling, of the Paroo, of the Barcoo, and the Diamantina country of Queensland, of the gold and silver country in the burnt bleak Barrier Ranges, and of a great area of rich pastoral land bordering on and adjacent to the River. Wilcannia has grown up since 1868, being the best crossing-place for stock travelling from the north-western pastures to the Melbourne and Sydney markets. From being a mere fording township it grew to more importance as the starting-point to the gold-fields of Mount Brown and the silver-country to the south-west. Excellent stone has been found in quarries in the neighbouring hill, and good and substantial buildings indicate that the old ford is to be a permanent township. A varied and peculiar traffic is found in Wilcannia. Horse and bullock teams trend through the streets and camp on the common every day. The river-steamers, constructed for shallow-water navigation, pass up the stream laden with stores, and down the stream with bales of wool. But novel to Australian bush-men are the camel-teams, which were introduced in order to make the journey to the mining districts when two or three days' stages had to be travelled without water. From four to eight pairs of these quaint creatures are harnessed to an ordinary horse-waggon, and encouraged by their Arab or Afghan driver, toil with many a grunt and groan over their weary and arduous journey. Two hundred miles lie between Wilcannia and the townships of the gold and silver fields—a dreary distance unrelieved by any pleasant break.

But travelling up and down this River when the water is in flood is by no means dreadful. The boats used in the trade are fairly comfortable, with sleeping-cabins placed on a hurricane-deck. Towing one or two barges astern, they fight their way manfully up stream, cutting out in times of high-flood to ana-branches or side-currents, steaming away over tree-tops, and not unfrequently getting hung up or snagged on submerged obstacles. They travel by day and by night, some old river-pilots preferring the darkest night, as the three or four powerful lights invariably carried show ahead a broad illuminated path, along which it is tolerably easy to steer. But the up-river journey is





Fred. S. Schell

THE WINDINGS OF THE MURRAY AT ALBURY.

always tedious; nor is there much charm of scenery to break the monotony. The fringe of *eucalyptus* is almost continuous, and on the banks beyond spread out the plains—in a good season green with innumerable herbs and luxuriant grass, and in time of drought covered with brown, gray, or red dust, and dotted with bleaching bones. Some distance north of Wilcannia is the little settlement of Louth—a purely pastoral village, deriving all its importance from the stock-traffic, and the enterprise of the few inhabitants who have shown what the soil is capable of when treated to a little judicious irrigation.

North of Louth is Bourke, the one historic and characteristic township of the great inland River. Bourke has an Australian name and fame. It is to the pastoral life what Ballarat is to the mining. The typical drover, squatter, shepherd, stock-man, is as thoroughly identified with the one as the old-time digger with the other, and though in these times a commonplace conventionalism tends to make men more and more alike, the men who pass through Bourke up and down, or who linger there for a holiday, despite the superior charms of the coastal towns, so easily accessible by railway, have many characteristics and peculiarities of their own. The town is built on a black flat on the left or southern bank of the River—a dead level that stretches away to the horizon, with a few poor clumps of trees to diversify its bleak and shapeless aspect. Thirty miles north-east is the remarkable Mount Oxley, rising to the height of seven hundred feet sheer from the plain, its treeless ridge straight as a roof-line. Red soil is found on the skirts of the black plain, marking the limit of past overflows, for the River now very rarely rises to the streets of the town. Salt and cotton bush, and many varieties of river-bank herbage—cresses, spinifex, *warrigal* cabbage, Darling peas and native tobacco—grow freely over all the flat, and intrude themselves as familiar weeds in the gardens and streets and the enclosures of the railway. All the great buildings—churches, hospitals, schools, banks and principal hotels—are of brick; the more humble establishments and the cottages are of galvanized iron, sawn pine, or the various materials ingeniously applied to back-block architecture. The streets are broad, but unmetalled. In a dry hot day of midsummer black dust as fine as flour blows along them. In a wet day of winter the sticky mud clings to all things with which it comes in contact—boot-soles, buggy-wheels, the hoofs of horses. The traveller finds himself in a few minutes walking in clogs, so quickly does the plastic mass grow beneath him. The experienced resident keeps within doors, holding fast to the common creed that there was never yet so much hurry in Bourke that a man need go outside when it rained. About once in a quarter of a century there is a flood, when the waters are four feet deep in all the lower parts of the town. This, however, is not due to the local rainfall, but to the swollen streams that roll down from the western slopes of the Queensland main range and converge above the town.

There are not many wet days in Bourke. Winter months bring occasionally piercing winds, the thermometer standing at fifty degrees. Summer is unmistakably hot; the mercury, even in the shade, often ranging from a hundred and ten to a hundred and twenty-five degrees. It is not the place in which a man favoured with a choice would choose for a residence, and yet the regular inhabitants, with the frequent visitors, seem to live with tolerable comfort and health, though in a way of their own. From the balcony of either of the large hotels by the River, where most of the life of the

town focalizes or passes by, much that is interesting and peculiar may be seen. The larger hotels, after the old colonial style, are divided into two parts—this the squatter's side, that the bush-man's. There are of course characters of all sorts, and some are steady and sober; but too many of the bush-men, stock-men, shearers, boundary-riders,



MAIN STREET, BOURKE.



THE TRANSIT OF WOOL ON THE DARLING.

drovers, steam-boat men, all drink together, get drunk, lie upon the benches, get sober, go down to the River for a swim, "get broke"—or, in more intelligible phrase, spend all their earnings—and clear out for work again. The squatters lounge about the other side. These master pastoralists are of two kinds—old fellows inured to bush-life and lost to all desire of the city, and young fellows only a year from the coast; but all of them having the fine coppery hue which a year of the Darling sun puts on. The busi-

ness of the day seems to be to lounge, to drink at intervals, to yarn continuously, to speculate on the prospects of the season, and without ceasing, though in their own fashion, to pray for rain. The towns-folk go about their business leisurely enough.

Bankers, public officials and others keep for awhile a metropolitan style, but not beyond a single summer; the languor of the hot North changes their manners before they themselves change the cut of their clothes. The two great businesses in Bourke are the carrying of goods and the purveying of drinks. Every second shop seems to dispense liquors, and happily, since the completion of the railway, many varieties of drinks are brewed from the lemons and oranges and ice brought up by the daily train from the coast. Bullock-teams, horse-teams and American coaches come into the town from all points of the compass, and in the busy season the streets are lively with shearers with pack-horses, and swag-men with all their estate on their backs, steam-boat hands, and drovers from the Warrego, the Paroo, and the Bulloo.

The shearers may have left their mountain homes at Monaro in midwinter, may travel a couple of thousand miles, do good work, and then reach home again by harvest. The swag-man may have walked the length and breadth of the colonies; but the river-men live, and hope to die, on the water. The drovers are the busiest and perhaps the most interesting of all—wild fellows who live at least sixteen hours out of the twenty-four in the saddle, who bring down the big "mobs" of cattle from the rich pasturages of Western Queensland, truck them at the yards a couple of miles out of the town, enjoy in their own way their loose day or two, and then make back again. Strange experience this for the cattle—creatures as wild as buffaloes, who on their native pastures would bolt from a man who should venture near them unmounted; yet not less than fifty thousand are trucked every year, long trains with the living freight starting city-wards every day. In the near future this live-stock traffic may end, and a great slaughtering and freezing establishment may be at work on the edge of the great pastures. If this anticipated change takes place, Bourke may develop somewhat on the lines of Chicago.

Nor is it necessary that the produce of the district should be confined to wool and meat only. A glance at the Chinese garden, irrigated by an engine and a Tangye pump lifting water from two wells, shows that the soil will grow anything—peaches, grapes, oranges, oats, cotton, tobacco, maize, and all sorts of vegetables. Three miles east of Bourke the River is bridged, and from the bridge the roads branch off to the border, and over ten degrees of longitude to the great downs of Queensland and the Northern Territory of South Australia.

To the north lies the country of the springs, a remarkable tract running between the Warrego and the Paroo, where the water breaks right through to the surface—sometimes through a stratum of pipe-clay, bearing up so much of that easily-soluble substance as to be undrinkable and valueless, at others from a stratum of unsalted drift, through limestone or ferruginous rock, overflowing pure, limpid, cool; giving birth to a verdant grass and reed growth, and making a rare oasis on the plain. Beyond the springs lies a poor scrubby country, with a sparse supply of spinifex, and before the rich downs of Queensland are reached is Barrigun, where ultimately the great Queensland overland line will join that of New South Wales.

Brewarrina is seventy miles east of Bourke on the left bank of the Darling. It is somewhat similar to the latter both in architecture and design, and anticipates a like future. To the north, towards the Queensland border, it commands a country infinitely superior to the background of Bourke—at least twenty thousand square miles of rich

black flats, broken up by occasional sand-ridges, traversed by the four creeks which receive the waters of the Queensland Balonne and discharge into the Cato (a branch of the Darling), and the Narran Lake. There are great possibilities in this country, but as yet enterprise has been only primitively pastoral. The waters run to waste in floods, the plains bake and burn in times of drought; a few tanks indeed have been excavated, a few dams made on the creeks, but nothing adequately to meet the terrible exigencies of a climate whose fat and lean years come almost as regularly as those foretold by Joseph in Egypt.

The aspect of this great country is not wanting in the picturesque; the mirage is frequently seen in perfection—trees inverted in phantom lakes, sheep in the distance looming like advancing armies, swag-men taking on gigantic proportions, and seeming at times to rise suddenly from the earth. Here also is seen that peculiar phenomenon of the lifting or expanding horizon at sunrise and even. In the heat of day all around seems bare, bald, plain; the range of vision being limited by the refraction of heated air, but just at dawn or evening the traveller, familiar only with the daylight aspect, is astonished to see long lines of black timber by various lagoons and creeks, the serrated crest of a pine-ridge, with the dark and tangled woods below, horses and bullocks an hour's ride away, and emus and kangaroos making down to the water. All are swallowed up, and with almost equal rapidity, in increasing light and darkness. Many varieties of timber-trees also are found here quite foreign to dwellers on the high lands of the coast. The ghostly *brigalow* grows in thorny clumps on the poorest ground, the *gidya* bears a broad and shady crown with bunches of pale yellow blossoms malodorous in the extreme; the leopard-tree lifts its quaint spotted trunk, and here is found the beef-wood, which shows on its cleavage a grain strongly resembling that of a broad-cut steak; *mulga*, *myall* and *yarran* are abundant, and as undergrowth there are all kinds of salt and cotton bush, and an infinite variety of succulent herbs.

Farther up the River is Walgett, the permanent head of the Darling navigation; and from Walgett there is a good coach-road to Coonamble and thence to Dubbo. Walgett is an important town, and most favourably situated with respect to general convenience of trade. It is accessible from the northern as well as from the western lines, and does also a very considerable business with the country beyond the River. Both its rivers are bridged, and an effort has been made to make both navigable, but the snags in the Namoi proved too formidable even when covered by the highest flood.

Coonamble, a hundred miles down the Castlereagh, and almost due south of Walgett, touches again on the agricultural country. The future of the town depends on the development of the agricultural resources, which are scarcely inferior to those of Dubbo. Indeed the soil here, east, west, north and south, is adapted to tillage; but the alternating years of terrible floods and disastrous droughts are disheartening to any but well sustained and strongly supported effort.

A hundred and ten miles of coaching, through as fair a pastoral country as any squatting prospector could desire, brings the traveller from Coonamble back to Dubbo. Creeks and rivers are frequent throughout the journey—all that net-work of streams from the Namoi to the Bogan which water some of the finest stations the colony knows—a glorious country in a rainy spring, a terrible scene of desolation in a dry summer. Agriculture attacks its southern skirts, and supports such little townships as Warren and

Cannonbar; but all its northern breadth is given over to sheep, and probably will be held exclusively for sheep through many future years. But it may be so developed and improved by water conservation and irrigation, by the reservation and storage of the extra-growth of good years, as to be habitable and tolerable, and ultimately profitable, through any succession of seasons or of cycles.

Generally speaking the western and north-western portion of New South Wales constitutes a district distinctly marked out by Nature as having its own special character. Hitherto it has been purely pastoral, except so far as it has been interfered with by mining adventurers. In a state of nature the country is not very occupiable any distance back from the Darling. When first taken up by speculative pastoralists the land was only available for grazing purposes for half the year, and not even that unless there had been an average rain-fall. But by dint of much labour in increasing the water-supply many large districts have been made pasturable all the year round. For increasing this water-supply two methods have been adopted. The first has been to gather the surface-water, and this has been done by selecting natural hollows, deepening them and running plough-furrows towards them. In this way the surplus rain-fall is collected into large earthen tanks. The soil excavated makes a high bank around, and this breaks the play of the wind over the water and diminishes the evaporation. Many tanks of this kind, however, have been prepared for over three years before enough rain fell to fill them.

The other method of storing water is by sinking wells. The subterranean supply has these two advantages: it is cooler, and it is not exposed to evaporation. Generally, however, it has to be pumped to the surface, and the wells are costly to make and costly to maintain. Scores have been sunk without tapping water at all, and in many other cases the water has been too salt for use. But the enterprise of the squatter is often rewarded by a well which never fails even in the driest season; in fact, the well is quite independent of the local rain-fall, for the water pumped up in the basin of the Darling has fallen first upon the western plains of Queensland, and having soaked in there is pursuing its under-ground course to the sea.

The natural fodder of the "Great West" consists of grass and the various salsolaceous plants. The former, however, exists only a short time after rain, the intense heat soon turning the green herbage into something resembling live hay, after which it dries up into chips and powder and is blown away by the wind, leaving the ground as bare as a road. Yet with all these drawbacks the country has been not unprofitably occupied, for it is remarkably healthy for both sheep and cattle; the squatters, who in the main have been a highly enterprising class, have already done much to protect themselves against the irregularities of the climate, and every year they are learning more and more the art of turning the great western country to account. Forbidding as the land looks to a stranger in the bad season, this vast district is a very valuable province of New South Wales, and comprises within its area several of the richest mines and many broad tracts of the finest pasturage in the country.

For the sake of convenience in dealing with the public lands the colony is divided into three territorial divisions, and these again into ninety-five land districts, under the administration of sixteen land boards. The Eastern Division extends from the Dumaresq to the head-waters of the Murray, and comprises the nine land board areas of Albury,

Cooma, Goulburn, Sydney, Orange, Maitland, portion of Tamworth, Glen Innes and Grafton; and the land districts of Eden, Bombala, Bega, Cooma, Moruya, Albury, Tumut, Queanbeyan, Braidwood, Milton, Nowra, Goulburn, Yass, Gundagai, Cootamundra, Young, Boorowa, Gunning, Berrima, Kiama, Wollongong, Campbelltown, Camden, Liverpool, Lithgow, Carcoar, Cowra, Molong, Wellington, Orange, Bathurst, Penrith, Parramatta, the Metropolitan, Gosford, Windsor, Rylstone, Mudgee, Wollombi, Newcastle, Raymond Terrace, Maitland, Singleton, Muswellbrook, Cassilis, Scone, Paterson, Dungog, Stroud, Taree, Port Macquarie, Murrurundi, Tamworth, Walcha, Kempsey, Armidale, Inverell, Glen Innes, Grafton, Lismore, Murwillumbah, Casino and Tenterfield—in all sixty-three land districts. The Central Division flanks the Eastern Division on its western edge, runs parallel to the coast, and bisects the colony in a broad belt and in a diagonal direction. It comprises the five land board areas of Wagga Wagga, Forbes, Dubbo, portion of Tamworth, and Moree; and the twenty-three land districts of Corowa, Deniliquin, Urana, Wagga Wagga, Narrandera, Hay, Balranald South, Hillston, Grenfell, Forbes, Condobolin, Parkes, Dubbo, Cobar East, Brewarrina East, Coonamble, Coonabarabran, Gunnedah, Narrabri, Walgett, Bingera, Warialda and Moree. The Western Division extends from the River Barwon and the River Lachlan, and a surveyed line drawn between them, to the one hundred and forty-first meridian of east longitude and the twenty-ninth degree of south latitude. It occupies the whole of the western corner of the colony, and comprises the three land board areas of Hay, Bourke and Wilcannia; and the nine land districts of Wentworth, Balranald, Hay North, Hillston North, Wilcannia, Cobar, Bourke, Brewarrina and Walgett North.

THE SOUTHERN DISTRICT.

From Sydney to Parramatta Junction—now called Granville—the railway line is common to both the West and the South. The junction township is becoming a place of importance, and already growing dusky with the smoke-stains of brick-kilns and chimney-stacks, the soil being well suited for the manufacture of drain-pipes and bricks. At this point the Southern Railway branches off, and roughly following the coast-line, though gradually diverging from it, traverses broad pasture-paddocks, with here and there a vineyard and a waving corn-field. For a few miles from Granville huge piles of fire-wood ready for transport flank the railroad, and indicate the locality whence Sydney receives a portion of its fuel. This district is not yet suburban, but the subdivisions into building allotments of estate after estate forecast its future.

Twenty-two miles from Sydney stands the early settlement of Liverpool, so called in honour of the well-known English statesman of that name, and with an assumption of a prophetic character touching its future development; it being a fond illusion of its founders that the colonial Liverpool would one day stand in the same relation to Sydney that the English city of the same name stood to the metropolis of Great Britain—like many other dearly cherished hopes this has long been dead. It is characteristic of colonial development that the forecasts even of practical men should prove wrong, places of which great expectations are entertained remaining provokingly unprogressive, while despised townships shoot ahead with unexpected vigour. Prosperity cannot be grafted on barren stock; commerce takes its own path, and declines to be dictated to.

Around this first collection of huts a town gradually grew up; it long resisted modernizing influences, but is now a thriving place, the chief industries being poultry-rearing, dairy-farming, wool-washing and fellmongering. The Collingwood Paper Mill, established some years back at a large outlay, and built upon the left bank of the George's River, is now the best of its kind in Australia, employing a number of hands



THE COLLINGWOOD PAPER MILL, LIVERPOOL.

and turning out paper of an excellent quality. The River, whose banks are the site of most of the industries of the place, is navigable for vessels of moderate draught as far as the town, where in the early days a dam was constructed to bank back the fresh water.

One of the more famous institutions of Liverpool is Moore College, situated but a short distance from the town, a seminary endowed by private munificence for the purpose of teaching youths intended for the ministry of the Anglican Church. It has been

determined, however, by the Church authorities to remove this college to Sydney so as to be near the University. The principal public institution of the place is a benevolent asylum for old men. This charity has its head-quarters in a rambling old building on the west bank of George's River, with a quadrangle in which sleep, sheltered by a meagre awning of canvas, the tough veterans accustomed to exposure in the bush. The inmates of the asylum number eight hundred. Many of these, years ago, were strong and stalwart bush-men—active on the shearing-floor, intrepid in the stock-yard and the cattle-camp; and some have trod the unknown and sterile desert with early exploring parties. But wages went as freely as they came, and age crept on without any provision. Many of them, though old, are remarkably hale, notwithstanding a rough and hard experience; they afford a proof of the healthiness of a country life, passed in the open air, beneath the blue sky and the fervid sun of Australia. These old fellows no longer take an interest in the affairs that occupy the remainder of the world. They are resting here before passing the final stage. Captious are they on some points. When, a few years ago, a damp corner of the cemetery was set apart for paupers, the old men arose and carried their grievance to the Rev. Mr. Walker, at that time incumbent of the old church of St. Luke's. The reverend gentleman at first argued that it made slight difference to the immortal soul where the spiritless body might be laid, but being unsuccessful in convincing his hearers, he concluded his remonstrance with a promise that his

body should rest with their own. The promise was kept, and the clergyman's tomb is in the damp corner.

The Anglican church of St. Luke's was erected by convict labour in the year 1819. When, several years ago, its interior fittings were removed, there was found, under the floor of the gallery formerly occupied by the convict portion of the congregation, a number of old Spanish dollars. This discovery was taken as evidence



ST. JOHN'S CHURCH, CAMPBELLTOWN.

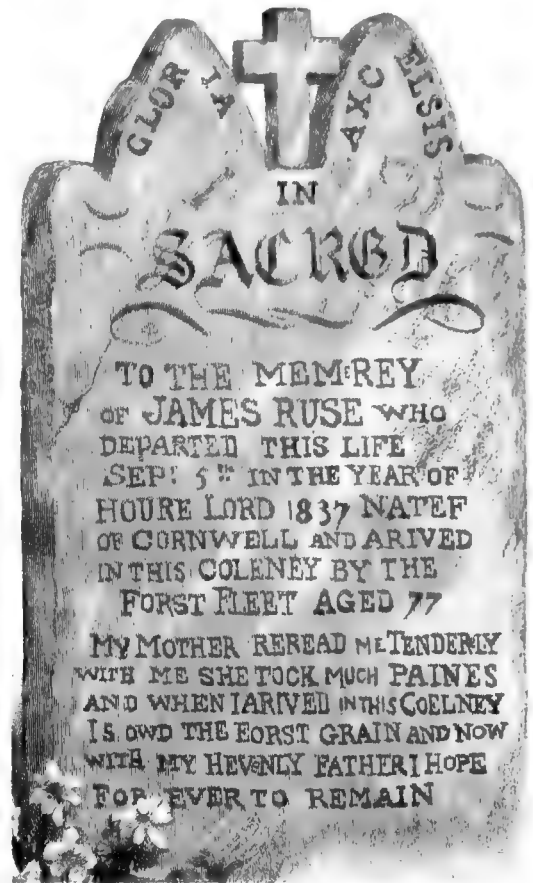
that during the services a little gambling was done. Besides St. Luke's, a noteworthy piece of prisoners' handiwork is the massive stone bridge over Prospect Creek, consisting of a single arch, the span of which is one hundred and twenty feet. The design is placed to the credit of David Lennox, and the foundation stone was laid over fifty years ago. A monument to Captain Cook ornaments the recreation reserve.

Above Liverpool the River becomes shallow, and on the left or eastward side, is a wide tract of country consisting of poor light soil, though on the right are pleasing undulating slopes, and some pretty glimpses of agricultural settlement. Less than twelve miles from Liverpool there is a rise of one hundred and sixty feet to Campbelltown, a healthy old road-side township, two hundred and ten feet above sea-level. Here, placed on the highest hill, is the Roman Catholic chapel of St. John's, consecrated by Arch-priest Therry over half a century since. In the adjoining grave-yard is a stone which informs the curious that beneath it lie the mortal remains of one James Ruse, native of Cornwall, who came to the colony with the First Fleet, and who sowed the first wheat grown in New South Wales.

Fifty-six years ago Campbelltown was the centre of a large wheat-growing district, but about the year 1860 the rust made its appearance, and gradually overcame the farmers. Ploughs were laid by and flour-mills ceased grinding corn, and the land was mainly used for growing hay and grazing stock. But as time passed on the population increased; many settlers finding attractions on this part of the Southern Line, the old farms changed hands, and considerable sums were spent on improvements. From this point on the railroad branches off a light line to Camden, a small town about ten miles to the westward, and the nucleus of early agricultural settlement. It has been described at length, in connection with the introduction of wool, in a previous chapter. Here also is agriculture harassed by plant-diseases, and damages done by vegetable parasites. Many years ago rust attacked the wheat-fields; there is now *phylloxera* in the vineyards. An additional trouble is found in the irregularity of the climate; for several seasons the rain-fall has been provokingly scanty. Yet, notwithstanding these various drawbacks, Camden is a contented little spot, with few wants and fair prospects, and its annual agricultural exhibitions rank well among the best rural displays of the South.

The old road, which was laid out by Sir Thomas Mitchell, followed the ridge lying between the Nepean River and the George's River, and then, crossing the spurs running down inland from the coast range, descended into the deep intervening gullies from which the water-supply of Sydney is now obtained. A later and easier road took a course which in the main is followed by the railway line. This route passes through the town of Menangle, where it crosses the River, six miles from Campbelltown, on a bridge nearly five hundred feet in length, built on the box-girder principle. In ordinary seasons its four huge supports tower giant-like over the stream, but instances are not rare when they have had their solidity well tested by torrents which have risen to within a few feet of the roadway.

Douglas Park is some miles farther on, and to the eastward appears the massive stone residence known as the Nepean Towers, a mansion originally erected by Sir



RUSE'S TOMBSTONE.

Thomas Mitchell, then Surveyor-General. The soil here, although of poor quality, pastured not long ago a valuable herd of pure-bred short-horns, some of which were from the best stock of Great Britain. To the left of the line is Mount Gilead, upon the apex of which stands as a prominent landmark a large and well-preserved building of a circular form—the remains of an old wind-mill. Winding around the foot of the Mount is the wide conduit through which slowly flows to the metropolis the pure clear water of fresh mountain-streams.

Picton, fifty-three miles from Sydney, the next important stopping-place, though lying in the valley of the River, enjoys an elevation of over five hundred feet, which makes it a favourite health-resort. Its reputation as a sanatorium is so considerable that it has been chosen as a favourite locality for a hospital for consumptives, established and endowed by private benevolence. At Picton the railway begins the ascent to the table-land, the gradient on leaving the station being one in thirty-three; within a distance of six miles there is a rise of over five hundred feet, at which point the engines stay their course to replenish their tanks. This is done from a chain of lagoons known as the Picton Lakes, lying on the right in the broadened bed of a sandstone gully—rough and uninviting country, densely timbered and but little used. A few miles to the east is the darkly-famed Bargo Brush—a primitive forest, through which ran the Southern Road, and which, in days of old, gave shelter and concealment to many bold and blood-thirsty bushrangers, whose dark and sanguinary deeds have inscribed the name of Bargo on the crimson calendar of crime, for in outlaw lore it stands even before Eugowra and Glenrowan.

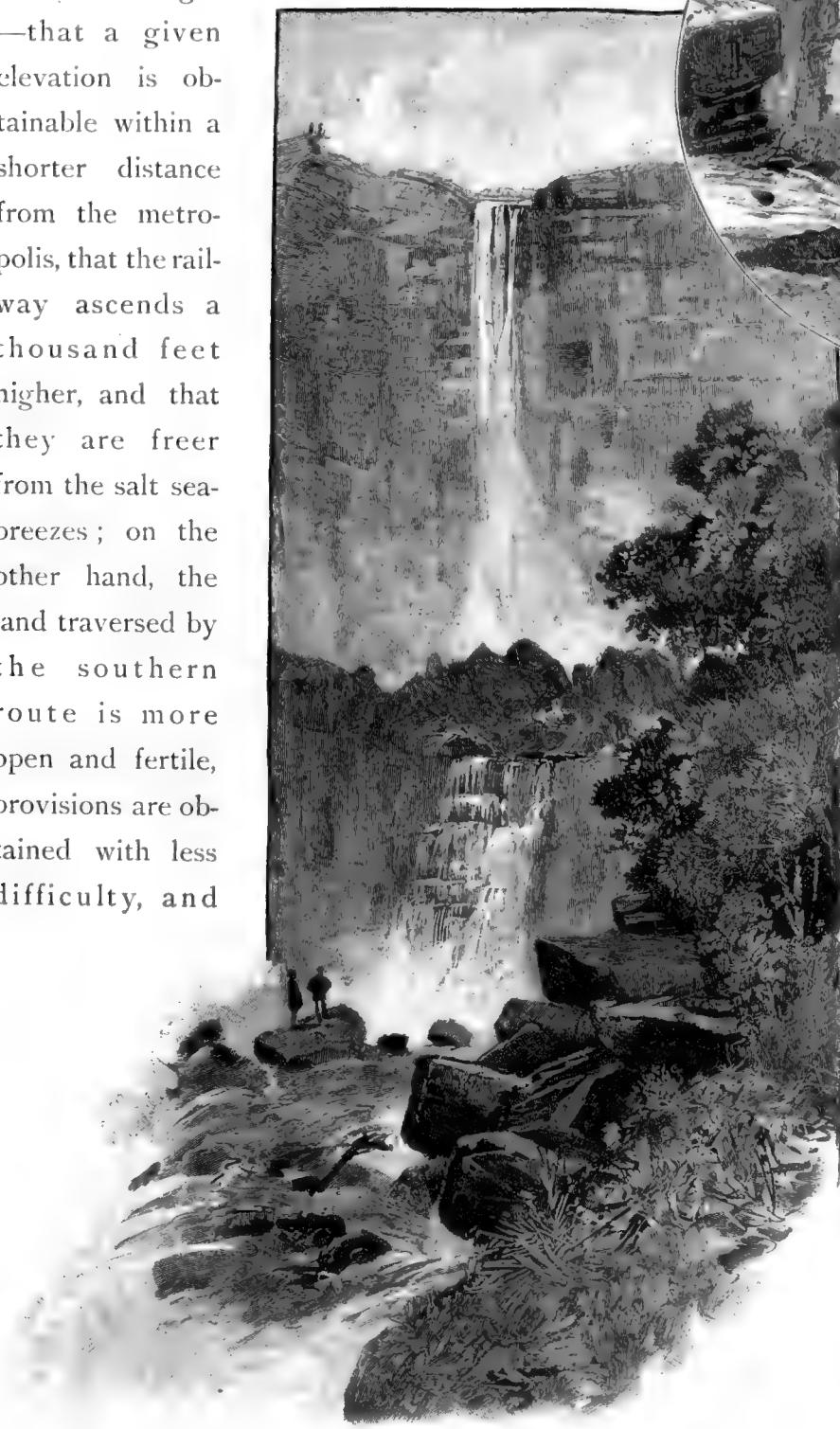
Fifteen miles of climbing through long, deep, expensive cuttings follows, the engines labouring upward through the narrow sandstone cleft, and within the distance making an ascent of nine hundred feet. On the hill-top begins the southern line of summer retreats, though the first of importance is Mittagong, which stands at an elevation of over two thousand feet above sea-level. Here the horse-road and railway routes reunite. Mittagong long remained a terminus, as a tunnel of nearly six hundred yards in length had to be bored before the railroad could proceed on its journey farther south. Considerable deposits of very fine hematite iron ore, with promising seams of coal near at hand, lie close to the town, and large sums have been spent in fruitless endeavours to develop these treasures. But the lack of technical knowledge, as has been the case in regard to so many colonial industries, swamped the capital at the outset. The coal was found to be ill-adapted for smelting, and lime had to be brought from a considerable distance; all this militated against the economical treatment of the ores. The minerals, however, still remain, and may in years to come be profitably worked. Fifteen miles distant, at Joadja Creek, a seam of kerosene-shale, estimated to contain one million and a half tons, is being attacked by two companies, both thriving, and employing large numbers of workmen. A private narrow-gauge railway has been constructed by one of the companies from the station down into the deep gorge where the mineral is worked.

Berrima, four miles from the trunk line, and situated on the Main Southern Road, is the centre of a district rich in minerals. Here, at an elevation of two thousand three hundred feet above the level of the sea, stands a gaol, conducted on what is known as the "silent system"; prisoners who receive long sentences have to serve at

Berrima one month for every year of their term, and the name has a terrifying effect on evil-doers. Four miles from the town a seam of coal is being successfully worked.

Just beyond Mittagong the railway passes by a tunnel under the Gibraltar Ridge and comes out on Bowral, which in the hot weather is a popular resort for the tired and jaded workers from the city, the plateau on the Southern Line being the rival of the Blue Mountains as a summer retreat. The latter have these advantages

—that a given elevation is obtainable within a shorter distance from the metropolis, that the railway ascends a thousand feet higher, and that they are freer from the salt sea-breezes; on the other hand, the land traversed by the southern route is more open and fertile, provisions are obtained with less difficulty, and



THE FITZROY FALLS, MOSS VALE.



there are greater opportunities for extended excursions. Wide tracts of rich volcanic soil abound, and the scenery, although neither grand nor imposing, is varied and beautiful. The atmosphere is dry and exhilarating, and the fresh breeze blows over open verdant leas and undulating slopes which remind the traveller of many an English county. Around Bowral and Moss Vale are a number of interesting drives, a journey of about two hours, proceeding in an easterly direction, bringing the tourist to the first cataract of the Fitzroy Falls. Here, in rainy seasons, a large volume of water flows over a bluff at

the head of a gorge which is half a mile in width, one thousand feet in depth, and many miles in length—in general outline somewhat similar to those famed and picturesque chasms

that constitute the characteristic scenery of the Blue Mountains. High rocks and precipices, scarred by the rains of ages, line the gorge on either side, while the steep-wooded slopes descend to the bed of a silvery stream, which has sprung over a perpendicular precipice four hundred feet in depth, scattering into the air a mist of golden spray. There are three principal falls and several minor ones, all of which are easily accessible. The locality is a favourite resort, and a shelter-shed is provided for picnic-parties. The Falls are a public reserve, and under the charge of a care-taker.

Burrawang and Robertson, two picturesque settlements situated on the margin of a rich flat, formerly the bed of an ancient lake, are also attractive to tourists, being within easy driving-distance of Moss Vale. Twenty years ago the country around was known as the Big Scrub. It proved expensive land to clear, but it well repaid the outlay, being the best dairying country on the Southern Line.

In the spring and summer, when the enervating "north-easters" leave smoke-dried city-dwellers limp and gasping, all who can afford the luxury fly to the inland heights. Bowral and Moss Vale, both highly prosperous towns, share between them the profits of this great health-dispensing business. A few miles from Moss Vale is Sutton Forest, also a favourite retreat, once honoured with vice-regal patronage, Lord Carrington's summer residence being within its boundaries. Apart, however, from these considerations there remain with this fortunate portion of the South the substantial benefits which good soil



THE RESIDENCE OF LORD CARRINGTON AT SUTTON FOREST.

and a favourable climate afford. It is a suitable district for dairy-farming, and contributes largely to the milk-supply of the capital. Every acre of land is now put to a good use, and large sums are being expended in obtaining the best breeds of dairy-stock. There is an increase in the work of cultivation, and the old residents are being incited to emulate the activity and zeal of

the new-comers, hence farming has become fashionable, while at the same time it gives cheering promise of being profitable. At one of the highest points of the Main Southern Line, about ninety miles from Sydney, is kept a herd of Ayrshires, the milk being daily forwarded to Sydney. It is cooled on the farm by being gradually poured over surfaces beneath which cold water is kept running. When the weather is very warm ice is used in the railway-cars in which are placed the cans, and there are stores artificially refrigerated at the metropolitan end. By this system, originated by the late Mr. Thomas Sutcliffe Mort, Sydney is now most successfully supplied with pure country milk.



THE CITY OF GOULBURN.

Hitherto the course of the railway has been roughly parallel with the coast, but from the ninety-mile post a turn is taken to the westward, a direction which is henceforward followed for a distance of nearly two hundred miles. Between Moss Vale and

Goulburn is a stretch of country, nearly fifty miles in extent, suited to a mixed system of farming. Both climate and soil favour the production of fruit, but there are few orchards, the settlers, though equally strangers to opulence or to poverty, lacking that energy necessary to develop the varied resources of so rich a district. At Marulan, a small town near the railway line, are quarries of marble and lime, large quantities of which are sent to the metropolis.

A glance at the map of New South Wales at once discloses the reason why Goulburn became first a favourite camp, next a permanent settlement, and then gradually put on the garb and aspect of a city. A chain of ponds, known as the Mulwarree, joined to the Wollondilly River, afforded an ample water-supply for pastoral purposes, and the surrounding country being materially aided by Lakes George and Bathurst, many of the pioneer squatters secured large freehold estates in the neighbourhood. Even in the early days of its existence, Goulburn was remarkable for the variety and extent of its industries. It was admirably laid out in wide streets, the blocks for occupation being in every case rectangular; large stores were erected, flour-mills were set to work, and tradesmen began small businesses which have since developed into large and important local manufactories.

The settlers on the soil zealously supported the efforts of the townsmen; large areas were placed under crop; orchards were formed, and tanneries, fellmongering works and boot factories were started. About a quarter of a century ago the town became a city, Episcopalians and Roman Catholics having chosen it as a favourite centre for their dioceses. The Church of England Cathedral is a beautiful building of a chaste Gothic design, and the interior fittings are in thorough keeping with the sacred character of the edifice. The Roman Catholic Cathedral is a commodious, handsome structure, while Presbyterians, Wesleyans and Primitive Methodists have also liberally contributed to the architectural treasures of the city. But the principal buildings in Goulburn are the Post and Telegraph Offices, which are surmounted by a high tower; a model gaol, not long since completed; the railway buildings; and the well-built and only recently finished Court House and other public offices. The local Agricultural Society, a vigorous institution, has a show-ground which is considered a model for enclosures of the kind. The city is surrounded by valuable estates, upon which stock-breeding is conducted on scientific principles, and horses and cattle bred in the district have established an enviable reputation; but it is with merino sheep that its greatest triumphs have been achieved. At the annual intercolonial stud-sheep fairs held in the metropolis, the sheep from the southern city frequently top the market. A branch line of railway, which passes through some excellent agricultural country, has been constructed from Goulburn to Cooma, the central town of the great pastoral plains of Monaro.

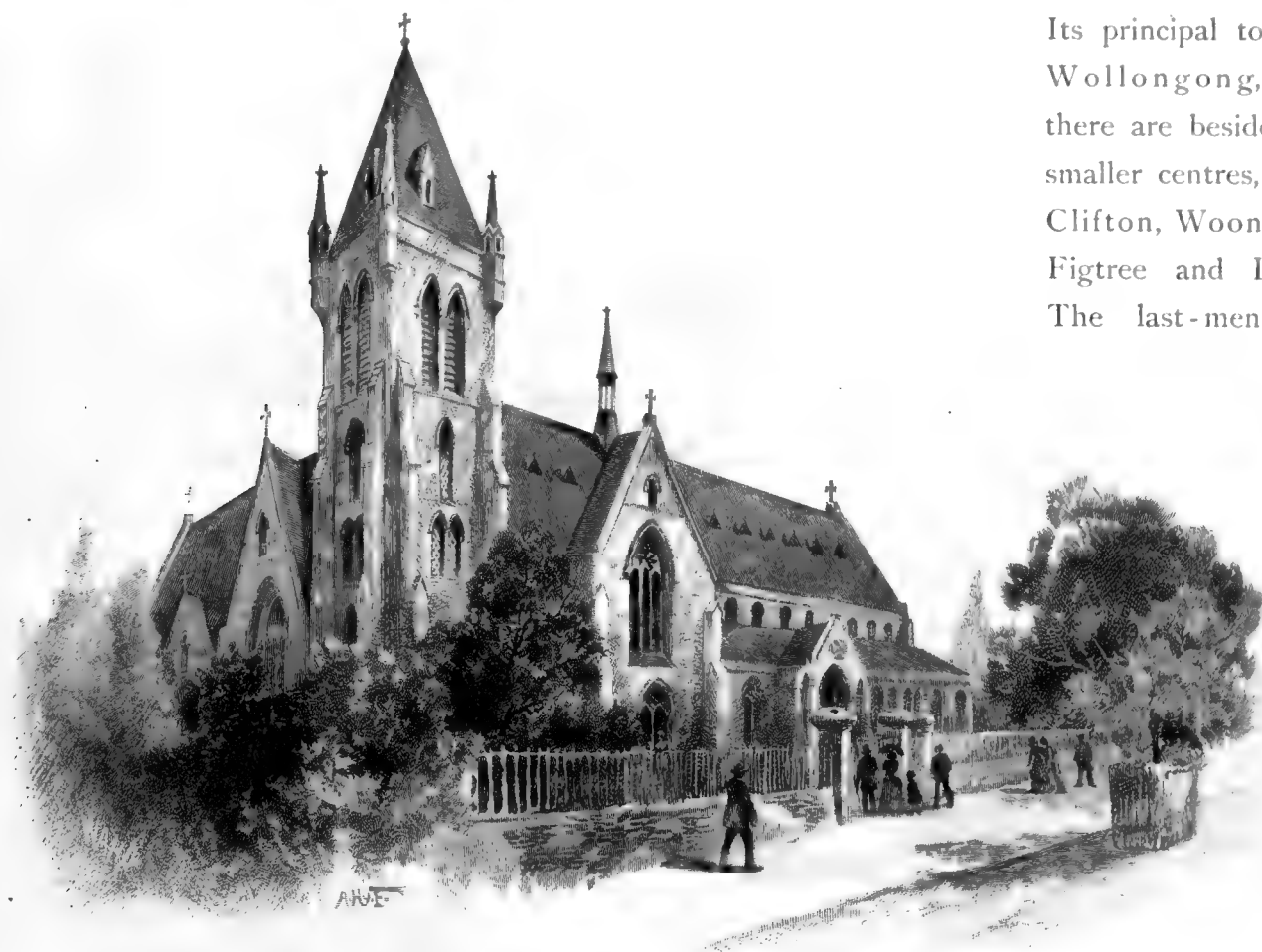
Lake George, situated twenty-five miles south-west of Goulburn, and guarded by spurs of the Great Dividing Range, is the largest lake in the colony, being twenty-five miles in length and eight miles in breadth. The evaporation from this vast sheet of water is very great, and thirty-five years ago its bed was perfectly dry. It is now, however, well filled, and although the water is slightly saline, it is a great boon to the occupiers of the land in its neighbourhood.

Before proceeding farther inland along the line of the Great Southern Railway it will be convenient to take a glance at the South Coast District—the harbours and bays of

which were described in a former chapter—and to return to Goulburn by the coach-route. Illawarra, the rugged strip of coast-land through which the cedar-cutters of half a century back had to cleave their way—then a dense jungle, but now known as the “Garden of New South Wales”—extends from Coalcliff on the north to Broughton

Creek on the south.

Its principal town is Wollongong, and there are besides the smaller centres, Bulli, Clifton, Woonoona, Figtree and Dapto. The last-mentioned



THE ROMAN CATHOLIC CATHEDRAL AT GOULBURN.

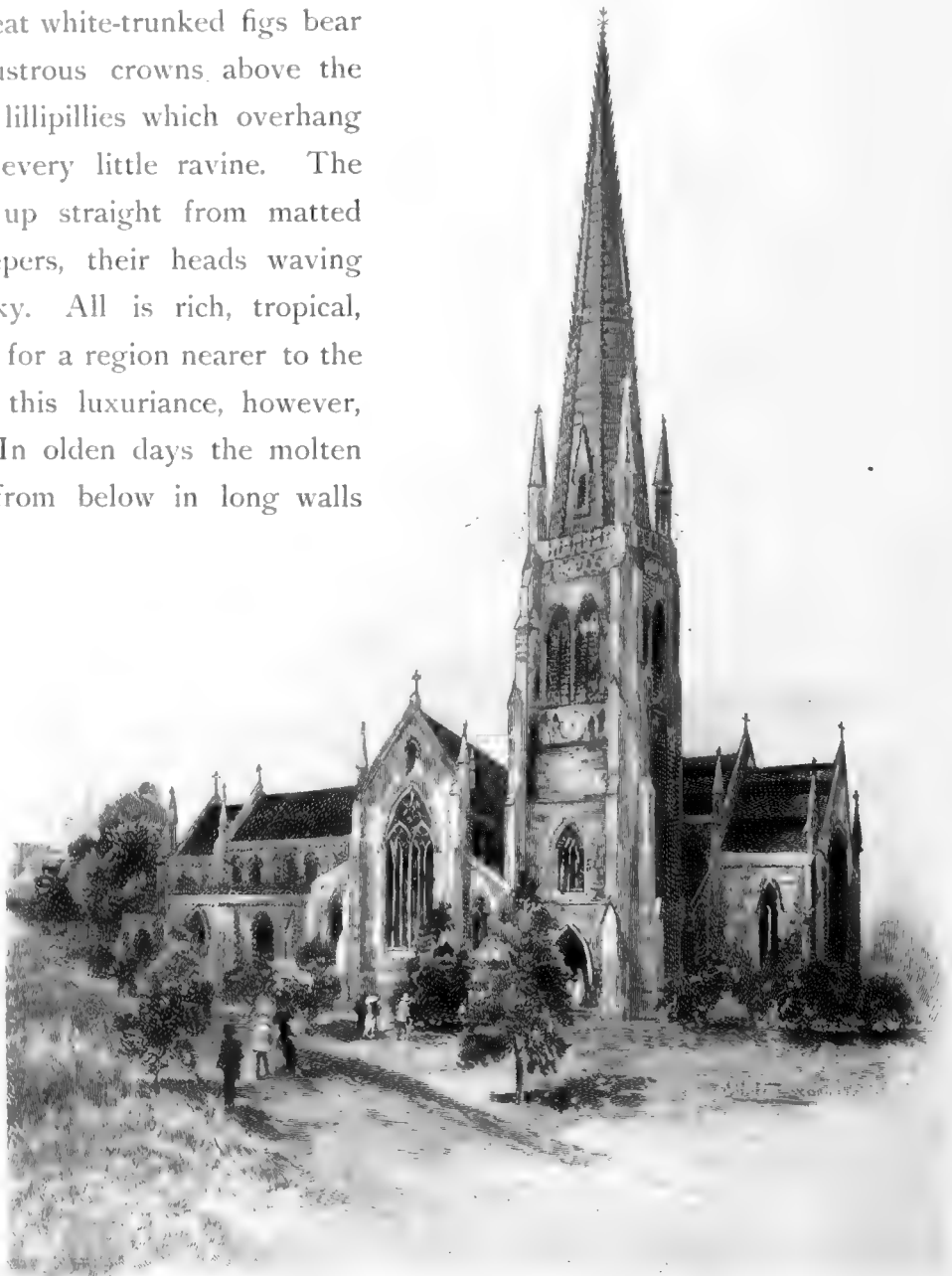
village is close to the Illawarra Lake, on the shores of which is the home of William Beach, one of Australia's ablest oarsmen and for long the champion sculler of the world.

There is no southern road from Sydney which keeps close to the sea, because the great estuaries of Botany Bay and Port Hacking prevent it. But a road was laid out in early days which crossed the George's River by a punt, about five miles from its mouth, and followed the ridge of the Bottle Forest that lies between the valley of Hacking Creek and the Woronora. This route fell into disuse, but it is now opened up again by the railway, which for a considerable distance follows the old track. The more usual journey by road has been from Campbelltown up to Appin, on the ridge that lies to the east of the Nepean, and along it till the descent to the coast is made by the Bulli Pass. The point at which the road emerges from the bush, and where the ocean bursts first upon the view, is one of the most magnificent sights near Sydney. Webber's Look-out—a platform fixed on the edge of the Bulli Mountain, fully a thousand feet above the waves which lash the rugged rocks beneath—is a spot which tourists who survey the scene beneath for the first time are loath to quit; for after an eight-mile drive through stunted and gnarled box-forest and bittern-haunted morass, the road comes out suddenly, close to the crest of the coastal range, and the traveller finds himself near

the gate of the Bulli Pass. From the platform, which is on the outermost edge of a tall precipice, a varied and extended view is obtained of many miles of southern coastline, and of rich and fertile farms as far south as Kiama. The white sandy bays guarded by bold headlands appear as a fringe to emerald-clad ridges and rich grassy flats adown which silver-glistening streams glide onward to the sea. The jetties, run out for shipping coal, look like slender frame-works stretching into the ocean, and dwarfed by distance along them move what seem to be toy freight-trains bearing miniature loads to model vessels. This magnificent distant view is made more impressive by the sudden change in the forest-foliage. From a dreary Australian waste, the traveller passes almost with a stride into the dense and varied verdure of a semi-tropical jungle. Great white-trunked figs bear aloft their broad-leaved lustrous crowns above the myrtles, pittosporums and lillipillies which overhang the ferns and mosses of every little ravine. The cabbage-tree palms shoot up straight from matted vines and blossoming creepers, their heads waving plume-like against the sky. All is rich, tropical, odorous—a growth proper for a region nearer to the equator. The reason for this luxuriance, however, is not hard to discover. In olden days the molten trap-rock was forced up from below in long walls or dykes, and its decomposition spreading over the surface has furnished a rich deep soil. The sloping coastal range, too, is sheltered from the cutting westerly gales and open to the warm moist breezes of the sea, thus a climate is secured in which all plants of temperate and semi-tropical zones grow to perfection.

Close to the Bulli Pass is the Bulli Coalmine, where from a

tunnel four hundred feet above sea-level is drawn an annual output of two hundred thousand tons of valuable coal, and north and south similar mines are at work. Far along the shore extends a range of habitations, and seven miles southward and sixty-four miles from Sydney lies Wollongong, with a trade, mainly seaward, equal to sixty thousand tons yearly. The town is built upon a gently-sloping ridge, the point of which forms the



THE ANGLICAN CATHEDRAL AT GOULBURN.

southern side of a small harbour. Near the sea, by the side of a large lagoon, the Agricultural Society's Ground and the Race-course are situated, and at the back on the mountain ridges are hundreds of small dairy-farms. A line of railway connects Illawarra with the metropolis, and Wollongong now takes an active share in Sydney's milk-trade. Its yearly export of butter is about seven hundred tons, though the generally fortunate farmers are not wholly exempt from the droughts which afflict other parts of the colony.

Seven miles distant, at the head of Lake Illawarra, is Dapto, with its old flour-mill and its handsome church; and a few miles farther south where the mountains recede, thus leaving a greater breadth of rich pasture-land, lies the little centre of Albion Park, which has its own small port. At this point the lower carboniferous and subcarboniferous strata upon which Wollongong rests is overlaid by basalt. The peaceful village known as Jamberoo rests snugly in a valley on the right, and in front,

about four-score miles from Sydney, is the coast's famed gem, Kiama, noted for its beauty, its butter, its bluestone, and its Blow-hole. This choice spot has been likened to a precious emerald placed in a very rough setting, being most unlike all other parts of the coast, its basaltic bluffs which overhang the ocean bearing rich herbage to their extreme edges. The soil is wonderfully rich, and liberally supports its tillers, who for the greater part are independent freeholders. A block of forty acres here is worth to the farmer more than a square mile of ordinary country, and a railway runs almost on its boundary. The trade in its bluestone, immense quantities of which are required for Sydney's streets, has been to it a great support. Its dairy cattle are the best on the coast, supplying two butter factories; indeed, it was Kiama that started the first. Coal is found in the district, but the seams, which crop out of the hills some miles inland, are at present unworked. The harbour is very small, and when easterly gales set in



LAKE GEORGE.

dangerous. An excellent coach-road leads from Kiama up the mountain to Moss Vale, passing through the village of Robertson, and skirting the Wingecarribee Swamp. This is a favourite drive, and picturesque from start to finish.

The drive from Kiama southward to Broughton Creek, a hundred and nine miles distant from the metropolis, is one of the greatest treats the hospitable residents of the coast can place on a traveller's programme. Several small bays, each worthy of a sketching party's efforts, are passed, and every mile of the way is pleasantly diversified until the pretty village of Geringong is reached. Here, too, there is dairy-farming, and a small port from which in fair weather produce can be sent. At this point ends for a time the freehold system of farming, for here is the boundary of the great estate of the Berry family. Broughton Creek is a village surrounded by fertile soil, which yields large crops of maize and considerable quantities of dairy produce. A steamer, put on specially by the late Mr. Berry for the use of his tenants, plies regularly between the metropolis and the Creek, which is entered from the Crookhaven and Shoalhaven Rivers. Ten miles southward, the wide low-lying alluvial flats of the Shoalhaven River contain no fewer than twenty-one towns or villages, of which, including the farms of Broughton Creek, there are about fifty thousand acres under crop, the Berry Estate comprising nearly one hundred thousand acres in this locality. The principal product is maize, of which in good seasons very large yields are obtained. The Shoalhaven River is crossed by a bridge extending over one thousand lineal feet of water. Nowra, a thriving business place, is the principal town and has the chief public offices of the district. A good road runs from Nowra up to Moss Vale on the table-land, the coach covering the distance in about six hours. This road is not a uniform ascent to the plateau, for after rising some distance it descends into the lovely Kangaroo Valley, evidently once the bed of a lake, and now a singularly rich flat, sheltered on all sides, except where the Creek winds its rugged way down to the Shoalhaven River. An admirable road has been cut up the mountain, and not far from the summit are the Fitzroy Falls. The view ascending or descending is quite equal to any on the coast; indeed, the journey down the Bulli Pass along the coast to Shoalhaven, and up the seaward slope of the mountain to Moss Vale, is one which all travellers in search of fresh natural beauties should not fail to make, as it includes some of the most charming coast views of the colony.

South of the Shoalhaven River there are forty miles of sandstone country to cross, the soil of which is not inviting to the agriculturist. The road passes through dense forests utilized to some extent by shipments made at Jervis Bay, near which there are some good coal-lands as yet unworked, for the simple reason that other parts of the coast meet the present demand. After a dreary drive or ride the traveller reaches a prosperous dairy-farming district, of which the chief centres of settlement are Milton and Ulladulla. The latter is on the shores of the harbour, which is sufficiently commodious for the requirements of the district. In this locality there are beds of clay well suited for the manufacture of the best kinds of pottery, and, although not now utilized, it is thought, and with good reason, that the time is not far distant when Ulladulla may become an Australian Staffordshire.

The next settlement worthy of note is Moruya, about two hundred miles south of the metropolis. Slate and granite quarries have been opened in the neighbourhood, and

there is a silver-mine, the ores of which, although somewhat refractory, are likely at some future time to be made to yield their treasures at a cost which will leave a profit to the workers. There is an extensive business done by the proprietors of saw-mills, and the farmers around raise crops which well repay them for their toil and enterprise.



WOLLONGONG FROM THE LIGHT-HOUSE.

About a quarter of a century ago an enterprising merchant, the late Mr. Thomas Sutcliffe Mort, became possessed of thirty thousand acres of pasture-land at Bodalla, sixteen miles south of Moruya, and manfully set to work with the object of teaching his fellow-colonists how dairy-farming should be conducted. Capital was not spared. Before the first cheese was fit for the table forty thousand pounds had been expended. The output now is three hundred tons of cheese annually, and every winter twelve hundred pigs are slaughtered and sent to Sydney as bacon and hams. The system of farming pursued is the best known, and the venture, as its founder anticipated, has been productive of much national good. On an eminence overlooking the village stands the Mort Memorial Church, a model of choice ecclesiastical architecture. The geology of Bodalla is quartzite and clay-slate, with rich alluvial flats through which the Tuross winds, and this formation continues almost to Bega, when basalt again occurs, overlying granite and old rocks of probably Devonian origin.

Beyond Bodalla is the pretty little village of Cobargo. Ten miles off is its sea-port, Bermagui, near which, not many years ago, rich deposits of gold were found beneath the sands of the sea-shore. There was a great "rush" of diggers, but the field was soon proved to be but small—not, however, before Mr. Lamont Young, a clever geologist of the Mines Department, and a small party, sent to make a special survey, disappeared in

a most mysterious manner. Their boat was found, but no trace of their bodies. The occurrence is known to this day as "The Bermagui Mystery."

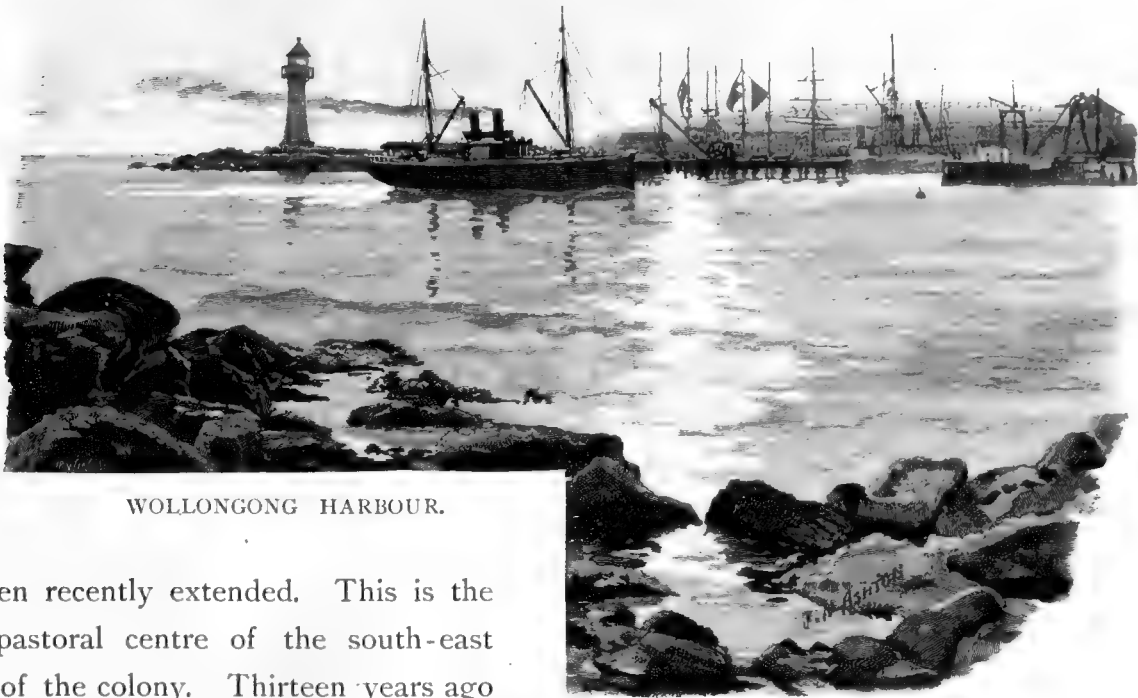
Bega, one of the most prosperous districts of the coast, next claims attention. The town is placed on a well-chosen site, and being the mart of the district, is a thriving centre. The sea-port, Tathra, is ten miles off, but farther south is a more reliable outlet at Eden. The principal industries of the district are maize-growing, cheese-making and pig-slaughtering; Bega bacon commanding the highest price in the metropolitan markets. On the road inland stands Candelo, a town romantically situated, and the centre of one of the best areas of the many good portions of the district. Twofold Bay, however, is not so much used as the founders of the town expected, steamers of small draught being able to make Tathra and Merimbula, which are nearer by road to the chief town. Shipments of cattle, however, are frequently made to Tasmania, and vessels bound for Victoria occasionally make it a port of call.

From the coast to the cooler regions of the table-land two roads are open for choice. For a journey in the saddle the rugged picturesque track, known by the teamsters as "The Big Jack," may be taken; but if coaching or buggy-driving is preferred Tantawanglo Road is the easier. A day's ride from Bega can be made to cover the intervening space, but it is pleasanter to travel slowly and tarry for a day at Candelo, distant fourteen miles. Prior to 1885, the last year of what may be, without exaggeration, termed the "Great Drought," Candelo was justly considered one of the most prosperous farming centres of the colony. Luxuriant pastures and never-failing creeks, aided by a climate with which no fault could be found, furnished advantages which industrious farmers were not slow in appreciating. But when, after years of prosperity, drought came, its results were disastrous in the extreme. There were no stores of fodder to meet the emergency, and immense sums were spent in purchasing hay and corn to save the valuable dairy-herds. In too many cases the drought outlasted the bank accounts, and many of the farmers had to face what they had never even dreamt of—ruin. The frowns of adverse fortune have now disappeared; prosperity again crowns the efforts of the farmer, and Candelo, with its many picturesque homesteads and cheerful gardens, is once more gay.

It is necessary to rise about two thousand feet before the edge of the great pastoral country, Monaro, is reached. To the west, not many miles off, are the Gippsland Ranges, and closer still the boundary line which divides the mother-colony from Victoria. In front is the cozy town of Bombala, surrounded by grazing estates and farms, the soil of which is as good as any in the colony. Such country as this is admirably suited for farmers in all but one particular—its distance from profitable markets. Hops, equal to the best Kentish, and fruits of almost all kinds may here be grown. In years to come, and as population increases, the land may be put to its most profitable uses and large quantities of produce shipped from Eden. There are, too, lodes of valuable ore—gold, silver and lead—which may materially assist the district's exports. The late Rev. W. B. Clarke, an eminent geologist, who carefully examined this part of the country, used to say that some day Bombala would be a place of big chimneys. But though promising indications abound, no profitable mine has as yet established the popular belief in the treasures under-ground. The geological formation of the locality is silurian, and some of the organic remains found embedded in the slate are believed to

be the oldest in New South Wales, and in the same district are some of the most recent. Wood found embedded in the ground when first exhumed can be worked with carpenters' tools, but after being exposed for some time to a dry atmosphere assumes the characteristics of bituminous lignite.

Turning northwards from Bombala over basaltic country, a long day's journey brings the traveller to the important town of Cooma, towards which a railway from Goulburn



WOLLONGONG HARBOUR.

has been recently extended. This is the great pastoral centre of the south-east corner of the colony. Thirteen years ago a prison was erected here which has filled successively the purposes of a temporary lunatic asylum and a lands office, although it is intended ultimately for a penal establishment. But more harmonious with the surroundings, which are grand in point of scenic attraction, is the distant Hospital, a well-conducted and very useful institution. A few miles off, the River Murrumbidgee, a shallow stream, flows sluggishly through rich tracts of deep black soil. The country around for the greater part is bare of timber, but on the ridge-tops are fringes of stunted trees. Each hill has its spring, each gully its stream, no part of the colony being better watered or less subject to drought. Its grazing capabilities have long stood severe tests, and it still ranks high for stock-breeding purposes. Like Bombala, the locality is also well adapted for the plough. Better wheat-soil could not be desired. In a geological sense this southern district closely resembles the northern table-lands, the formation being precisely similar; on the coast, silurian rocks; on the mountain-tops, basalt and large areas of granite. Cooma is about two thousand seven hundred feet above sea-level; and, being much exposed to the chilling blasts which come from the Snowy Range, its winters are extraordinarily severe. Colder still is Kiandra, which is north-west from Cooma a long day's ride. Here, in the heart of the Australian Alps, although only three hundred and twenty miles from the metropolis, the seeker after adventures may indulge in Arctic seasons and experience the sensation of being "snowed up" for months at a stretch.

the elevation being nearly five thousand feet; but during the spring and summer months Kiandra enjoys an enviable climate. Its establishment is due, like that of many other Australian towns, to the energy of the adventurous digger. Nearly thirty years ago, when the country traversed by the Snowy River was occasionally used by a few squatters as a free summer pasture for their herds, a stock-man accidentally discovered gold in one of the water-courses. The news soon spread, and there was a "rush" of gold-seekers from all parts of Australia. The field, however, proved to be small, and gradually the population dwindled away, but there are still many promising mines on the Ranges, and Kiandra maintains its character as a prosperous, although quiet little settlement. A little to the north of Kiandra are the celebrated caves of Yarrangobilly, only second in size, wonder and beauty to those of Jenolan.

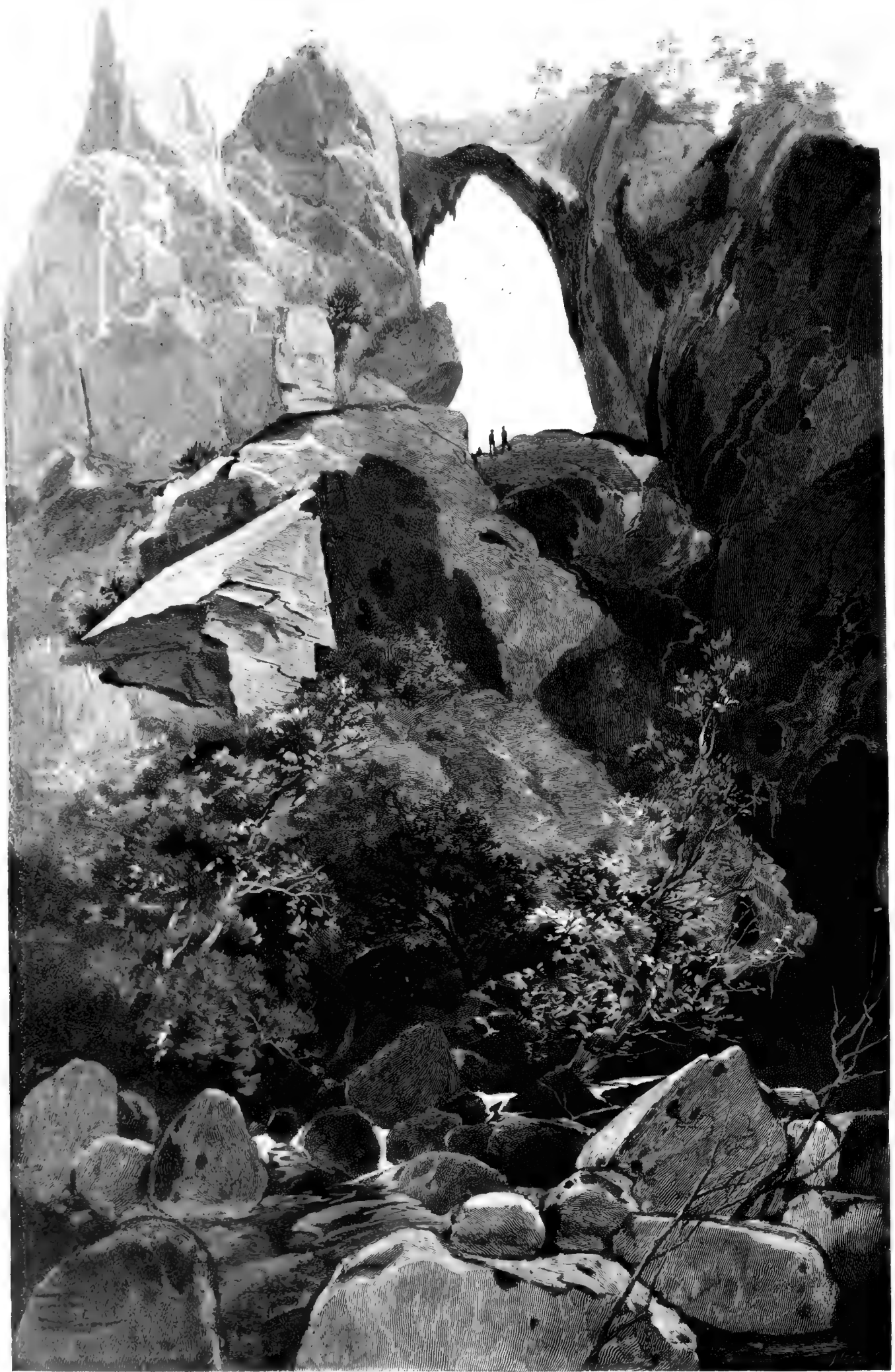
On the western slopes of the Snowy Range there are the fertile Tumut Valley and the mining regions known as Tumberumba and Adelong, the last-mentioned being the oldest and most permanent reefing-district of the colony. It has payable gold to a depth of below a thousand feet, and is surrounded by several patches of alluvial country, from which large quantities have been obtained. Tumberumba is a thriving, salubrious little town, with gold in its creek-beds and on its hill-sides. Tumut, placed in the centre of a rich valley, from which large crops of wheat, maize and tobacco are obtained, is one of the most substantial towns of the South.



KIAMA

By recrossing the Snowy Ranges to the east, the main road from Cooma to Queanbeyan, Bungendore and Goulburn is struck. Along this route a railway has recently been laid down and is now open for traffic. The most important centre on the way is Queanbeyan, a favourite district with agriculturists, about ten thousand acres being under





CARLOTTA ARCH, JENOLAN CAVES.

cultivation, and although the soil has been worked for many years its yield of cereals is still heavy. Pastoral occupation also holds its place in the district, nearly five hundred thousand sheep and over twenty thousand head of cattle finding pasturage in the fertile lands surrounding the town. Braidwood, another good farming centre, is a few miles to the eastward. It for many years received substantial aid from the gold-fields, of which Araluen was the principal, but it is now, like many other places, suffering through the decreased yields of the precious metal. Araluen is fifteen miles distant, and although now partially deserted, recent discoveries of rich reefs furnish some hope that this portion of the colony will again become prosperous.

At Goulburn the branch railway comes into the Main Southern Line, which proceeds westward from this point. A little to the north of it lies Crookwell, one of the numerous prolific agricultural districts of the South, but like many other fertile localities, needing a railway to encourage its occupiers, who are now to a great extent hampered by high rates for carriage. Fifteen miles westward from Goulburn is Breadalbane, nearly two thousand three hundred feet above sea-level, the highest point of the Main Southern Line. The characteristic of the country here is the broad level plain, excellent as pasture-land, but exposed to very keen winds in winter. From this there is a steep decline of over two hundred feet in twelve miles to the Fish River. The soil is poor, and the distance dividing the cultivated patches becomes greater. It is not until the Yass River is in sight, one hundred and eighty-seven miles from the metropolis, that substantial settlement is apparent. Yass, with a climate more than ordinarily favourable to the grazier, affords pasturage to many horses, cattle and sheep.

The wide-spread impression that New South Wales is a colony in which the agriculturist of small means cannot proceed far on the high-road to fortune, is to a very great extent dispelled by a journey from Yass to the Murray River. It is perfectly true that the plough has been but slightly used—that not one acre of land per head of the population is cultivated; but it is also plain that there are millions of acres the soil of which would amply repay tillage. Fashion is potent even in the commonplace matter of land-utilization. In the early days of settlement it was the fashion to keep sheep. Shepherds tended small flocks and stock-riders kept watch over herds of cattle. When these men and their relatives became land-owners the work still moved in the old groove. There was no thought of sending wheat, oats or barley to the coast; roads were bad; and farming was much heavier labour than grazing and clipping sheep. But enough was done to prove the great fertility of the soil; and the alluvial gold-fields, by creating a local market, greatly stimulated the formation of small farms. Thus around Yass many farming-centres were established—Burrowa, Binalong, Galong, Rocky Ponds and Murrumburrah are all localities where the plough has done no little service, and the southern half of the main railway line and its branches run through first-class agricultural land.

Burrowa, north of the main line, thirty-eight miles from Yass, is a town situated in a broad area of cultivated land, while Murrumburrah, a railway township two hundred and thirty miles from Sydney, is also favoured with good soil. It is the point from which a branch line runs northward to join the main western route, which, after passing through Young and Cowra, it strikes at Blayney. Young, a prosperous grazing and

farming centre, and one of the most important settlements of the South, was named after Sir John Young, one of the colony's former Governors. In 1860 the spot



MORT'S CHEESE-FARM AT BODALLA.

whereon it stands was a sheep-walk, but gold was discovered, and attracted thousands of diggers. It proved a very rich field, and when the escort returns commenced to dwindle, attention was paid to the soil. The

pick and shovel were dropped and the plough and harrow used. About thirty thousand acres were cultivated; and the yearly crops of cereals now make a total of nearly three hundred and fifty thousand bushels, while the vineyards yield close on ten thousand gallons of wine. About fifty miles farther to the north is Cowra, with gold and copper mines, and soil which regularly produces large crops. Both

of these centres have only recently obtained railway communication: a loop-line now opens to them the principal markets of the West and the South.

Returning to Murrumburrah, and travelling twenty-three miles west along the Main Southern Line, Cootamundra, another important town, is reached. During the past five years what was a mere road-side village has grown to a town with large and expensive buildings, while the country around is well farmed, and produces wheat of admirable

quality. Thirty miles to the north-west is Temora, which a few years ago was a large gold-field with a population of several thousands. Its mineral returns are now small, but being in the heart of a good agricultural district it will soon regain vigour. From Cootamundra a branch railway line runs to Gundagai, a thriving town situated thirty-four miles distant,

at a point which is the head of navigation of the Murrumbidgee River. The bridge which spans it, together with its via-



BEGA, FROM CHAPEL HILL.



THE WHARF AT TATHRA.

duct, is nearly three-quarters of a mile in length, the low lands around the town being subject to floods. The original township, which was unfortunately built on the river-flat, was almost washed away by a freshet which occurred in 1852, nearly four-score dwellings being wrecked

and many of their occupants drowned. But Gundagai is again a flourishing place with excellent prospects; its soil is rich, and there are gold-reefs, slate-quarries, and rich seams of asbestos to be developed. Adelong and Tumut are on the southern side of Gundagai, and materially assist its trade.

From Cootamunda the main line turns to the south to Junee, a point from which the south-western branch to Hay extends, and the first halting-place on any of the colony's lines at which refreshments could be obtained. On the strength of its railway importance Junee has become a sturdy place; but the town can make little progress without a good system of water-supply.

At this point, half-way from Sydney to Melbourne, the country begins to fall. Junee is nine hundred and eighty-five feet above sea-level; Albury, one hundred miles farther south, is lower by four hundred and fifty feet. Looking to the west, the station at Hay, nearly one hundred and seventy miles off, has an elevation of only three hundred and five feet. These facts indicate the existence of a large water-shed, which the map shews to be drained by the Murrumbidgee and Murray Rivers. As explained in a former part, these water-arteries materially assisted the arduous labour of the pioneer

squatters who were the first to put the great western and south-western plains to a profitable use. The Murrumbidgee, which was a shallow stream near Cooma, becomes a large body of water at Gundagai. In all it runs a course of thirteen hundred and fifty miles, and along nearly one half of this distance it is navigable. Near Balranald it falls into the Murray, which flows along the southern boundary of the colony, being navigable nearly all the distance. When it was ascertained that two great rivers joined the Murray, and that it was possible to sail from the interior of this colony to the sea or to points close to sea-ports, two very important conditions of settlement were satisfactorily met. It was plain that supplies could be obtained, and in return produce sent away. It is necessary to mention these particulars at this point, as nearly all the towns about to be visited are the outcome of the system of settlement which the rivers encouraged.

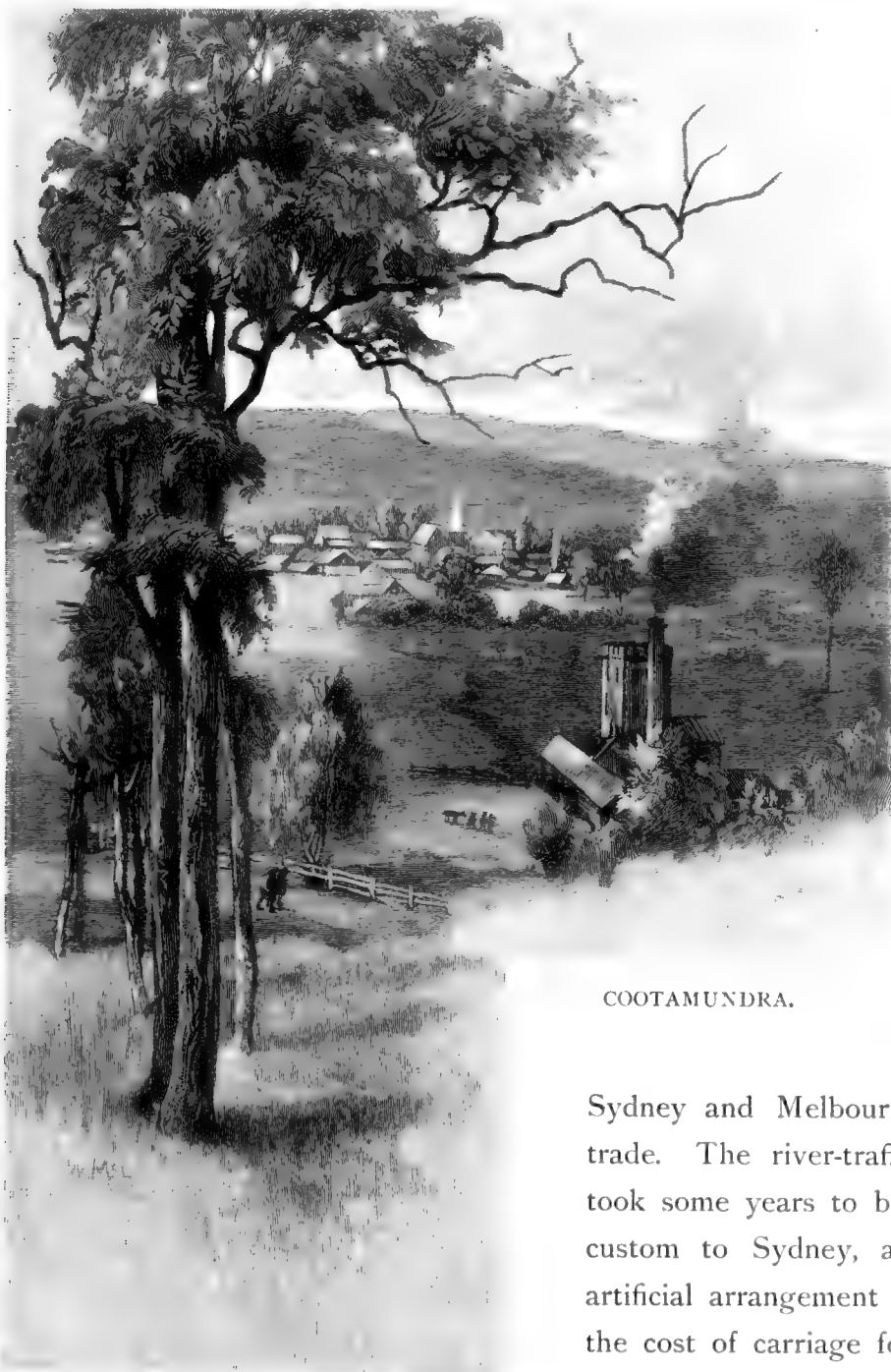
Many years ago, when all the traffic of the great south-western pastoral country was performed by steam-boats and river-barges, the wool, hides and tallow were all shipped for England from the sea-ports of South Australia and Victoria. The occupiers of the country had faint hazy notions that at some time in the far-off future the centre of Government, to which they grudgingly contributed, might send them railways. There was on the rivers great discontent, which gradually gained force until it took the form of



GUNDAGAI.

an appeal for separation. It was urged that the river-country should have the control of its affairs, and should be named Riverina. This proposal met with powerful opposition, and was ineffective. The Riverine towns were much agitated, and vows of vengeance against Sydney and all her friends were made and duly registered. Victoria was perfectly willing to include the dissatisfied territory within her boundaries, but the

interesting little fable concerning the fish, the frying-pan and the fire being still remembered, the annexation did not take place. After a long period of unfriendliness the burly navy made peace between this outlying district and the metropolis. Having



COOTAMUNDRA.

conquered the stubborn mountains, he came speedily across the plains and laid the iron rails down on the river-banks, crossing the Murrumbidgee at Wagga Wagga, three hundred and nine miles from Sydney, and then rushing off to the Murray, which he reached at Albury. Not satisfied, he came back to Junee, and ran his lines along the north bank of the Murrumbidgee, all the way to Hay, and made a branch from a point on the Murrumbidgee known as Narandera, seventy miles south-west, to the pastoral settlement of Jerilderie. Then arose a struggle

between the rival ports of Sydney and Melbourne for this southern country's trade. The river-traffic was soon overcome, but it took some years to bring even a part of Riverina's custom to Sydney, and it was done only by an artificial arrangement of the railway rates, by which the cost of carriage for long distances was reduced.

An area, comprising nearly three-fourths of the country through which the lines to Hay and Jerilderie pass, has been alienated from the Crown, through being either selected or purchased under the Land Act of 1861; the estates are large, some comprising a quarter of a million acres each. The river-frontages are very valuable; they are nearly all now used for grazing sheep, but by-and-by there will be powerful irrigating plants and broad cultivation paddocks. Give this river-country moisture, and the soil is so rich that it will produce immense crops; even now there is no better land for wool-raising in Australia, a sheep to each acre being about its actual sustaining power.

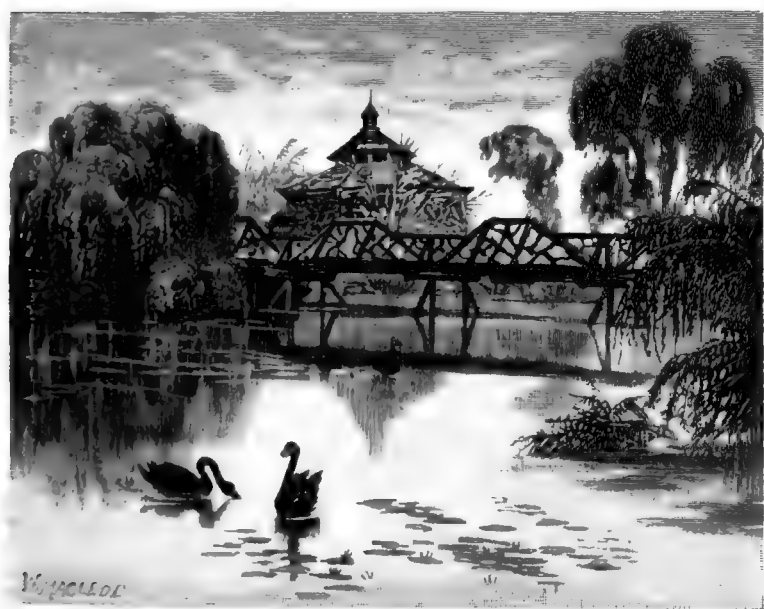
As the engine speeds along from Junee some small estates are crossed where hundreds of acres are under cereal crops, mainly grown for hay. Then appear on the

right of the line tracts covered by dense growths of pine-trees. Farther north pine-scrubs have covered millions of acres of land and ruined many pastoralists, the young pines growing very quickly and very densely, and completely beating the grazier back. On a short lease it does not pay to clear the ground, and in order to recover it for grass it is proposed to grant a longer tenure. On the left, close to the River, there are wool-sheds and buildings such as are useful to the sheep-farmer. Each farm or squattage has its garden, where beautiful flowers and choice fruits are plentiful. Sixty miles from Junee is Narrandera, where a substantial lattice-girder bridge crosses the River. The population of the place is supported by various industries, timber-cutting being the principal, the red-gum and pine, which grow on the river-flats, being of excellent quality. There are good farms, too, in the neighbourhood, and excellent shows of agricultural produce and pure-bred stock are held annually. The sheep of the district, bred from the best strains that can be secured from Victoria and Tasmania, are of a superior class, an average "clip" of seven pounds per sheep being frequently obtained.

One hundred miles west from Narrandera is the very important pastoral township of Hay. It is the point on the Murrumbidgee where the overland traffic from the Darling crosses the River to make straight for Deniliquin across the Old Man Plains, and it is the natural business-centre for a large area of pastoral country, as well as the cathedral city of the new Riverina episcopal diocese endowed by the late Hon. John Campbell. The streets are wide and shaded by trees, and some of the buildings are more than ordinarily large. Besides two local newspapers and an adequate system of water-supply, Hay boasts a masonic hall, three theatres, two breweries, a hospital, an athenæum and a free library. Of course an agricultural society and a jockey club are among the

institutions of the place; likewise a customs house, for it is a port of entry. Hay is over four hundred and fifty miles from the metropolis, and at present the western terminus of the system of railways constructed to catch the Riverina trade, but it is expected that the line will be extended before long to the Darling.

The south-western route secures much of the wool grown in the Lachlan River country, and takes an active share in the trade of the pastoral area between the Lachlan and the Bogan Rivers. The district of Hay alone pastures a million

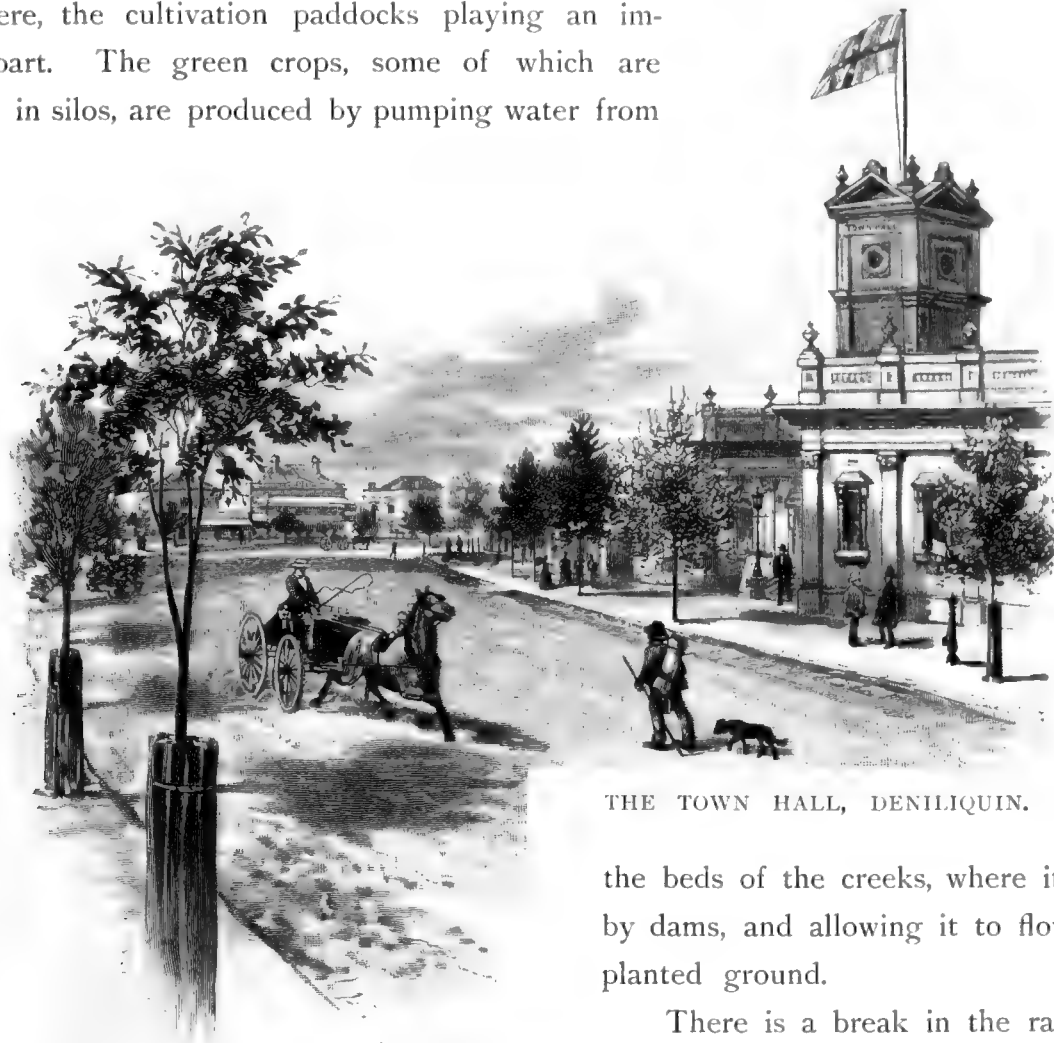


THE PUBLIC GARDENS AT DENILIQUN.

sheep and six thousand head of larger stock, and the traffic to Booligal, Hillston, Wilcannia and Deniliquin is extensive. The shipping business is now at a very low ebb, but the railway is a beneficial substitute, it being much better to have a certainty in the matter of time of journey than the tantalizing chances connected with water-carriage. Yet there are residents of Hay who lament the departure of the "good old times"

when wool and supplies were often delayed for months on flats or snags, and when heavily-laden barges used occasionally to "turn turtle" and seek repose on the river-bed.

Jerilderie, a pastoral town surrounded by immense freehold estates and a few selections, is situated on the Billabong Creek, sixty-five miles distant by rail from Narrandera. Sheep-farming on a scientific plan is being conducted here, the cultivation paddocks playing an important part. The green crops, some of which are conserved in silos, are produced by pumping water from



THE TOWN HALL, DENILIQVIN.

the beds of the creeks, where it is upheld by dams, and allowing it to flow over the planted ground.

There is a break in the railway communication between Jerilderie and Denili-

quin, and travellers who are bound south have to undergo a night's journey of about eighty miles by coach, which crosses the River by a bridge four hundred yards in length. Broad plains are traversed—the world-famed salt-bush country, once remarkably rich in herbage, but now suffering from the evil effects of over-stocking. No pastures could successfully withstand the heavy strain which constant feeding off imposed, and the saline herbage and the best of the natural grasses have almost completely disappeared. Long seasons of drought, too, have injured this ordinarily rich pastoral tract. During the last drought there were immense losses of valuable stock, but late rains have done excellent service, and Riverina is again in full bloom.

The coach journey is drearily monotonous, but as the sun rises the landscape becomes more varied, glimpses are had of the timber-belts and numerous cultivated patches near the banks of the Edward River, upon which is situated the thriving town of Deniliquin. Here spreads a vineyard, there a corn-field; grapes abound—large, luscious, good as any produced in Australia; for Nature has been bounteous in this locality; though hard and protracted have been the struggles to obtain land. Pastoral lessee has fought selector, and many a fat lawsuit has been the result. Fortunately for all parties

concerned, the warfare is now almost concluded; and, save that an occasional squabble occurs over some reserve, there is peace.

If Hay is massive and rectangular, Deniliquin is charmingly irregular. At every turn there is something to admire. Its public garden and lake, with shady trees and bowers, are bewitchingly attractive. It is a busy place, too, with a fine town hall, which is the neater building, though its court house is the larger; the latter is also superior to any justice hall in the metropolis. The local Pastoral Society is noted for the excellence of its shows of sheep, while there is a race-course as good as any in the colony. The railway from Deniliquin runs forty-five miles to meet the Victorian line at Echuca on the River Murray, the complete distance to Melbourne being only about two hundred miles. Ten years have passed since a private company obtained the right to construct the link which binds Deniliquin to the Victorian capital, the object being to secure the western trade to Melbourne. The concession was a great boon to Riverina; and, despite the subsequent extension of the New South Wales railway to Hay, the private line still does a good business. Jerilderie is not more than fifty miles from Deniliquin, so it will be seen that this portion of the colony is well supplied with means of speedy transit. The Deniliquin State School is one of the best in the colony; indeed, taken as a whole, the town has received a fair share of the public funds. The district pastures more than a million sheep and ten thousand horses and cattle; the pure-bred herds and flocks, of which there are several, attract many customers; agriculture is increasing every year, and already some of the large freehold estates are being divided so that they may be leased or sold for farming purposes.

The border town on the Murray nearest to Deniliquin is Moama, formerly known as Maiden's Punt. A railway bridge now spans the river to Echuca, a town on the Victorian side, which has wholly outstripped its northern rival. Moama has a large dock, and takes an active part in the shipping trade, and being on the border has its customs house. But it is on the wrong side of the river for trade, and the country behind it is more used for pasture than for tillage. There is some cultivation done, and it has a store of wealth in its large forests of red-gum trees, which, however, are now strictly conserved for future use.

Down the Murray from this point there are several pastoral centres. Euston, six hundred and fifty miles south-west of Sydney, is a crossing-place, and has a customs station, but Wentworth is the principal town of this far-distant quarter of the colony. Here on the banks of the Darling, near its confluence with the Murray, and over seven hundred miles from the metropolis, is a flourishing settlement. Being close to the borders of South Australia there is regular communication with Adelaide, and it is expected that both Victoria and South Australia will stretch their railways as far as Wentworth. It is probable that some time in the future the South-Western Line of this colony may be extended so far, but in the absence of railway lines Wentworth has an extensive steam-boat trade.

Up the Murray from Moama is the delightful little centre, Corowa, which is four hundred miles from the metropolis and forty miles west of Albury. This is one of the most fertile parts of the valley of the Murray—a perfect paradise for agriculturists; a place with a great future, pasturing at present about a million head of stock, much of its progress being due to the efforts of the local Agricultural Society. Over the

Murray, and only half a mile off, there is a railway station affording cheap communication with Melbourne, which thus obtains a considerable portion of the trade of this district.

From this point a northerly course to the Murrumbidgee leads over a pastoral country of first-class quality. *En route* is Urana, distant seventy-six miles from the main



THE MURRUMBIDGEE AT WAGGA WAGGA.

railway line at Wagga Wagga, and only seventeen miles from the Jerilderie branch line. Around the small lake from which the town takes its name about one million sheep are pastured. The farmers are increasing in this locality, the soil being as good as any in Riverina, though, as in the case of many other districts, it is a difficult matter to obtain land. It is now seen that it would have been more conducive to the prosperity of New South Wales if the public lands had not been so freely parted with by the

State at a time when there was only a pastoral demand for it. The opportunities afforded to acquire large holdings tempted many capitalists to invest to an extent which made borrowing a necessity. Bad seasons and high rates of interest have placed a heavy handicap on the big freeholds. Hence springs the hope that the time is not far distant when Riverina will have more farms than sheep-walks, and export as many hogs-heads of wine as bales of wool; for high prices are required to keep the bank balance of squattages on the right side.

When travelling through New South Wales the visitor will be impressed by the number of towns and villages; the proportion of these being somewhat great when the total population is taken into consideration. Despite the fact that nearly one-third of the million of people who form the latter is massed in or around the metropolis, there are in the country about five hundred centres which have about them the material necessary to support a much larger number of workers than are at present available. The South especially is very thickly dotted over with small towns, and this spreading of business *dépôts* is a healthy sign. There is, at least in an industrial sense, the frame-work upon which may be reared a large edifice. Regarding the present, however, it is to many puzzling how some of the towns manage to exist. The proprietors of inns and stores must have customers, or the shutters would not be down, and the blacksmiths and wheelwrights need occasionally to work. It is necessary to explain to the inquirer that the business done in most of these centres is of the intermittent class—that there are seasons during which a flood of business covers the settlement. In July the shearers are on their way to the stations to gather the great wool-harvest; in September they are either going home or they are bound for other localities in which the clipping is not begun until later in the year. The teamsters, too, are passing, so that they may take part in conveying the fleece to the coast. The wool season lasts for more than a quarter of the year, and before it has closed there is work to do in the cultivation paddocks. The hay and wheat crops are ready for the reaping-machine, and the threshers

follow in its wake. The nomadic workers who assist farmers and wool-growers are not economical in the matter of disbursing their earnings; they spend their wages freely—in some cases lavishly. Thus the towns have the harvest of the harvests. Each place with any pretension to importance has its jockey club and its agricultural society, which provide the annual shows lasting three or

June 2nd / 66

Mr Gibbs
Please pay Mr. Mounts. Brew
an account £3.1.0.
James Quater

A FAC-SIMILE OF THE CLAIMANT'S HAND-WRITING.

four days, and during this time the inns are crowded. In a few years, when population increases, the towns will have business of a more solid character—vineyards and orchards will occupy spots where now are to be seen only flocks of sheep; there is plenty of material to work upon, and the towns in their present condition may be regarded as the survey-marks which usually precede extensive settlement.

Returning to Junee Junction, from which point the branch to Hay went off, with its sub-branch to Jerilderie, the main line to the frontier has to be followed. Its course

is nearly south over a level fertile country till it strikes the Murrumbidgee, which is crossed by a costly bridge—one of the principal engineering works which hindered the extension of the Southern Line. The main channel of the River is spanned by two continuous wrought-iron lattice-girders of six hundred and forty feet each, the supports being cast-iron cylinders, nine feet in diameter. On the north side there are two hundred and fifty-seven spans of thirty feet each, and on the south fifty-six spans of the same width, so that in the event of floods there may be a good outlet for the powerful stream, the River here being wide and deep, and having gained much force and volume on its western course from Gundagai. The necessity for precautions of this kind was forcibly illustrated some years ago, when the mountain waters came down with force and made a huge gulf in the railway embankment close to Cootamundra, thus causing the wreckage of a passenger train. To the right, on a level which is considerably lower than that occupied by the railway line, stands one of the most important towns of the South, whose name, Wagga Wagga, is not unfamiliar to dwellers on the other side of the globe. Its fame, indeed, is wide-spread, it having



THE TICHBORNE CLAIMANT.

been the place in which the claimant of the great Tichborne estates was twenty-five years ago unearthed. On the 26th of July, 1865, there appeared in the *Sydney Morning Herald* an advertisement offering a handsome reward to any person who would furnish information which would lead to the discovery of the fate of one Roger Charles Tichborne, a young gentleman who had sailed from the port of Rio Janeiro twelve years before in a ship named *La Bella*. It was thought that this vessel was wrecked, and that a number of her passengers had been picked up and brought to Australia. The Tichborne which the advertisement sought was described as being about thirty-two years of age, and of a delicate condition. He was heir to all the estates left by his father, Sir James Tichborne, Bart. It happened that there was residing at Wagga Wagga a rough burly butcher known as Tom Castro, and a sharp solicitor—with the keenness for which the legal profession is remarkable—discovered in this vendor of chops, steaks and sausages, the identical scion of English nobility to whom the advertisement referred. The announcement took Wagga Wagga by surprise—even the most intimate friends or most liberal customers of Castro had not entertained the faintest idea that they had been so highly honoured. He was not an

educated man, but he had certain birth-marks, and he remembered certain family particulars; and this so far impressed his discoverers that he was sent to England, where, after some delay, he waited upon the venerable lady whose maternity he claimed. The genuineness of his claim was, however, disputed by those in possession, and a case, the most remarkable which has occupied the attention of the English Courts for many years, was the result. The claimant was condemned for perjury and cast into an English prison, where he remained for many years.

Although the country around Wagga Wagga is for the greater part devoted to grazing, the farmers are not without representation, nearly thirty thousand acres being under cultivation, and over a million and a half of sheep, with about twenty thousand head of cattle and horses, being pastured in the district. The grazing properties of this portion of the Murrumbidgee are held in high estimation by capitalists, and between the years 1872 and 1880 many of the stations were sold at high prices. Seasons of drought, however, much affected the district during the succeeding five years, but it is now again in a prosperous condition.

In sporting matters Wagga Wagga has a strong lead, its jockey club being the most enterprising of its class, and the first to offer large sums as prizes for principal races. Besides the Race-course there is close to the town a large show-ground recently occupied by the local Agricultural Society. The shipping trade of the River is now but very small, Wagga Wagga having good facilities for the transit of goods by rail to Sydney and Melbourne. In consequence of having a good water-supply it is probable that this town will shortly become the site of extensive railway works, and a proposal has been made that a branch of the Southern Line should be extended from this point of the Murrumbidgee in a south-easterly direction to Tumberumba, near the upper part of the River Murray.

Passing south from Wagga Wagga the line runs to Albury, a frontier town on the Murray, and the head of navigation. No section of the colony is better suited for the breeding of high-class horses, cattle and sheep than the district between these two towns; indeed, the latter are remarkably well favoured by the climate, and produce fine wool of a superior quality. Pure-bred short-horn cattle, of which there are several herds, thrive, and help to swell the amounts which change hands at the annual stock-fairs. A few miles out in an easterly direction at Tarcutta, there are several reefs from which large quantities of gold are regularly obtained, and farther along in the same direction there is, in the heart of a good agricultural tract of country, the busy little settlement of Germanton. The grape-vine flourishes here, and although the vineyards are not large they give profitable employment to many hands. The nearest railway station is Culcairn, about half-way between Wagga Wagga and Albury.

The Upper Murray country, on the western slopes of the Snowy Range, although in many parts rugged, is valuable for horse-breeding. Some of the best horse-stock in Australia is from the hills of this district—a fact recognized by the buyers of Indian remounts. Down the Murray, two miles from the River and twelve from Albury, lies the little settlement of Bowna, surrounded by small farms; and a few miles off at Tabletop is a large freehold pastoral property, where horse-breeding is conducted on a very extensive scale. The country to the east of the railway line is picturesque, the

scenery being agreeably diversified by a range of hills, of which the castellated mount known as Tabletop is the most lofty. In a south-westerly direction is the agricultural settlement of Jindera, but the country for the greater part is used for sheep-grazing. A few miles from the track, at Gerogery, several Germans settled upon small vineyards, but it is not until Ettamogah, a point five miles north of the boundary, is in view that a fair idea of the agricultural wealth of the Murray Valley can be formed. On both sides of



THE ORIGINAL SITE OF THE CLAIMANT'S SHOP.

the line the hill-slopes are verdant with vineyards, regularly yielding heavy crops of luscious grapes, which grow luxuriantly in the warm climate of a valley over five hundred and thirty feet above sea-level. The soil in this locality is derived from the decomposition of felspathic granite, which is scattered over the district, and occurs with schist and other crystalline rocks, forming a soil peculiarly favourable to the grape, which has been shewn to possess alcoholic properties scarcely approached, and seldom surpassed, by the grape in other countries.

This part of the colony was discovered by the brave and adventurous explorers, Hume and Hovell, who were chosen to explore the country as far as Western Port. They travelled through the Murray Valley, and on the north bank of the River there still stands a red-gum tree which bears witness to the fact by the following inscription skilfully carved on its trunk: "Hovell, Nov. 17 x 24." The spot whereon the explorers were supposed to have camped was marked by a neat monument, which some vandals so disfigured that it was thought advisable to remove it to a safer site in the local

Botanic Gardens, where it now stands. It bears the following inscription: "This monument was erected by the inhabitants of the Hume River District in honour of Hamilton Hume, Esq., to commemorate his discovery of this river on the 17th of November, 1824." The squatters followed Hume's track, and gradually a small settlement was formed; but it was not until Victoria had made some progress that a punt was placed on the Murray. Then followed the blacksmith's shop, the public-house, the store; and a few small patches were placed under crop. The discovery of gold on the Ovens River in Victoria materially assisted Albury, as did the services of several Germans, who set to work most industriously to cultivate the Murray Valley soil. The railway from Melbourne to the southern bank, now known as Wodonga, was opened in November, 1873; but it was not until eight years after that the Southern Line from Sydney reached this part of the border. Two years later the colonies were joined by an iron link—the massive railway bridge, which crosses the Murray at Albury. There was great rejoicing over the event, which was celebrated by a grand demonstration, at which were present the Governors of both colonies and a large assemblage of notabilities from Sydney and Melbourne.

The capital of the southern colony had thus in the matter of railway communication with Albury, a long start of Sydney; indeed, prior to 1883, the Murray Valley was considered more Victorian than otherwise. The distance to Melbourne, being less than one hundred and ninety miles, naturally caused the greater part of the trade to gravitate southwards, and all business connections were with the southern port. Nor were these much disturbed by the opening of the Sydney line, the distance—nearly three hundred and ninety miles to Port Jackson—proving a handicap on the latter city's trade. But cheap rates and special concessions on the part of the railway authorities had the effect of turning the attention of the borderers to the northern capital. The Victorian tariff, too, being inimical to the interests of the Murray agriculturists, lost Melbourne many friends.

Each side of the River has its customs house, with active officers, who are careful that no smuggling takes place on the dividing line. The Railway Station and its numerous buildings were constructed regardless of cost, and occupy an area over three-quarters of a mile in length and nine chains in width, the main building extending in one direction over three hundred feet. The New South Wales trains run through to Wodonga; Victoria returns the compliment by sending her trains to Albury, the break of gauge necessitating a change of carriage and a transfer of goods.

Albury is a picturesque place, the red brick buildings having an effective background in the purplish green hills which make a circle round the town. The Post and Telegraph Offices are large handsome buildings, and the Hospital is considered one of the best institutions in the colony. Sixty thousand gallons of wine and a thousand tons of wheat are produced annually, and of the minor industries tobacco-culture takes the lead. An attempt was made to promote sericulture, but after a protracted and careful trial a disease, which proved fatal to the silk-worms, caused the abandonment of the industry. About a million head of stock are pastured in the district, and the Agricultural Society is justly considered one of the most important and most useful institutions in New South Wales, its annual show held in 1886 being the best in the colony for that year.



AN ALBURY VINEYARD.

It is predicted, and with some confidence, that Albury will at some time in the future rank as a great city. The present rate of progress favours the prophecy that ere long the population, now about seven thousand, will reach the five-figure standard. Both agriculturally and pastorally the district is eminently prosperous, and the vine-growing industry can be largely expanded, the latest departure in this direction being the successful establishment of champagne-making at one of the principal vineyards. The sparkling wines of Albury are sold mostly in London, where they command prices which bear comparison with those obtained for the medium qualities imported from France.

As an instance of the changes which railways bring about, it may be mentioned that some years ago one of the wool-growers of the Murray sent his "clip" to Sydney, with directions to the teamsters to return as speedily as possible with stores. After the drays had set out the wool-grower left for England, which he reached safely, and had actually returned to Albury in time to meet his drays with the Sydney supplies—it had taken half a year to do what is now commonly accomplished in less than a day.

River-traffic at this part of the Murray is now but of very slight importance. The trip down to the point of *débouchure* in Lake Alexandrina, eighteen hundred miles distant, is tedious though interesting. But it is beginning to be seen that the great value of the River lies in its supply of water for irrigating purposes. In years to come, when the efforts of the Water Conservation Commissioners—now industriously employed in gauging the great stores of wealth which are wastefully poured into the Pacific Ocean—have taken effect, the water will be distributed over the soil, and the banks of the Murray, as well as much of the back country, will yield immense quantities of cereals and wine. Australia will then take a share in supplying food to countries less favoured by Nature, and the occupiers of its soil will learn how to combat with adverse seasons. Victoria has made great progress in this direction.



CHANGING TRAINS AT ALBURY.

The description which has been given of the towns of the colony, and the rural districts of which they are centres, will have shown plainly that up to the present time the inland districts have been only very partially developed. The metropolis is disproportionately large as compared with the population of the interior, and even of the rural districts the coast-line has been much more thickly settled than the country west of the main range.

This is incidental to the development of the colony. Its basis as a commercial community lay in the production of wool. The pioneer squatters overspread the country and turned the natural grasses to good account. Wealth was thus created with great rapidity, and in a quantity surprisingly large compared with the amount of labour and capital employed. Perhaps

there is no part of the world where early colonization was carried out with so little difficulty and with such good financial results as on the western slopes of New South Wales. The country was accessible, the native population offered but little or no resistance, and the natural herbage was immediately available. But though wealth was rapidly accumulated, this sort of occupation did not lead to any large settlement of population. Few forms of industry demand comparatively so small an amount of labour as that of pastoral husbandry. Shepherds, hut-keepers and shearers, with a few drovers and overseers, constitute the industrial staff; while a few townships on the main highways, with their public-houses, stores, blacksmiths' forges, and a small official staff to carry on the business of Government, do not materially add to the population. The first invasion of the pastoral solitudes was made by the miners. Wherever a gold-field was discovered there was a rush of population. Diggers are an exacting class which pushes every other aside, and the grazing-right of the squatter had to retire before the demands of the invading miner, except in those few cases in which the grazier had been beforehand, and had secured a freehold. Where the gold-field was at all durable a township was established, and though these roughly-improvised settlements have often failed to realize first expectations, still no mining township once established has ever altogether disappeared. A farming population, too, always clusters round a gold-field as an immediate market for vegetables, hay and dairy-produce, and the demand for these commodities is sure to create the supply. Mining, although a fascinating pursuit, is very uncertain in its rewards, and considerable experience has shown that in the long run it pays better to supply the miners with food than to dig for the precious metal.



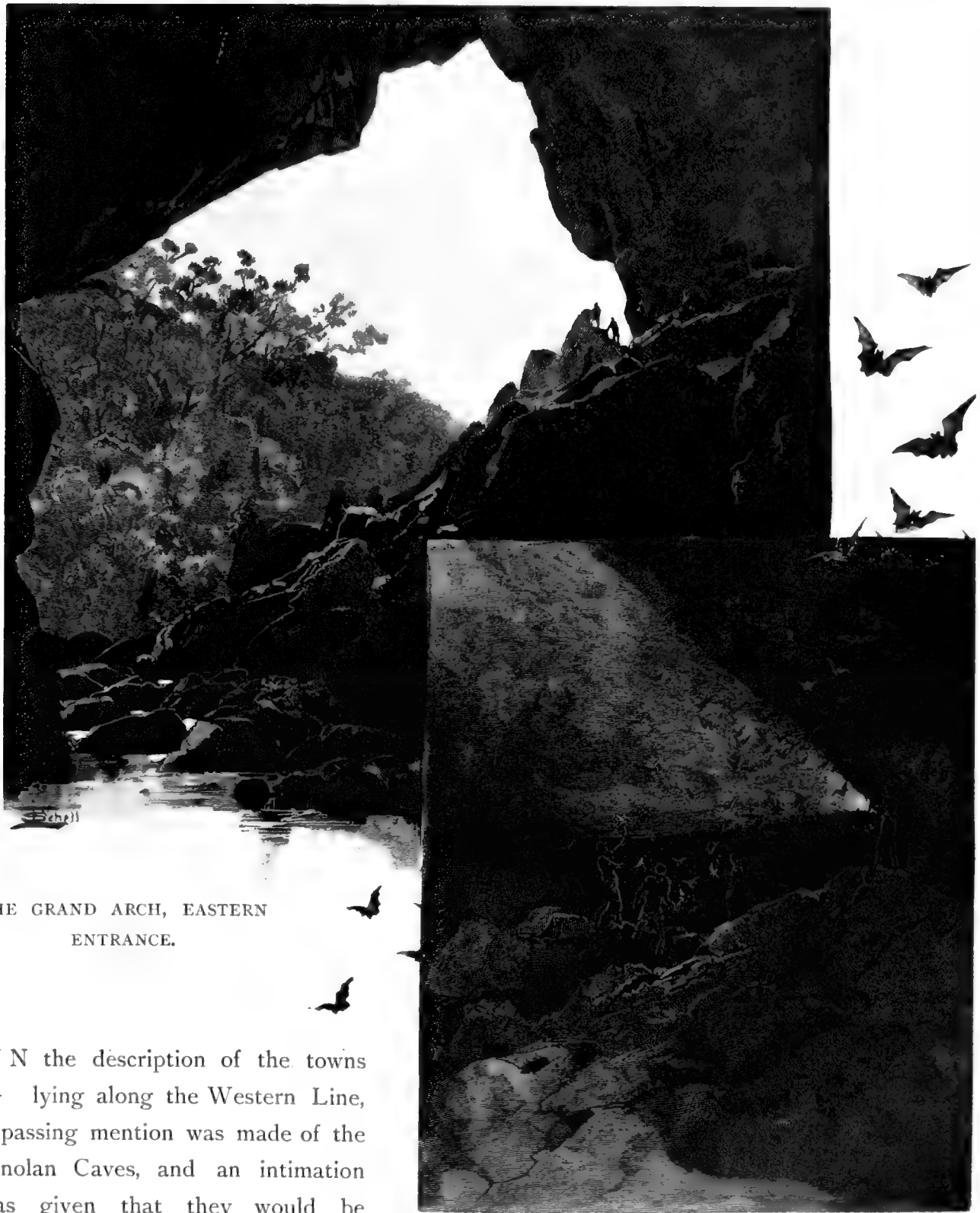
THE RAILWAY STATION AT ALBURY.

The next great cause of increase in the rural population has been the extension of railways, and they have promoted settlement by furnishing an outlet for the produce of the soil. The immediate local market is the best the farmer can have, but whenever in any good season that market is over-provided, the only available outlet is the metropolis. Many small trades, too, have sprung up on the lines of railway, and the demand for labour for the improvement of freehold properties has been greatly stimulated by the cheap carriage of material and appliances of all kinds. Without facilities for transit, extensive settlement in the interior is impossible; wool it is said

can bear a waggon-carriage of three hundred miles when the market-price is favourable, but for the export of agricultural produce there must be either river or railway transit. The colony is now on the eve of another great improvement which more than anything else may be expected to promote the settlement of population in the interior—and that is irrigation. Although the rain-fall west of the range is comparatively light, and shades off towards the plains, as a study of the rain-fall map will show, still *data* enough have already been collected to show that a very large amount of water is available for irrigation if it be only carefully conserved and distributed; and in addition to what falls on the surface there is the large under-current of water which has come down from Queensland. The soil in many parts is extraordinarily rich, and the heat forces vegetation whenever there is moisture. It is only the irregularity of the rain-fall which has kept agriculture back, as it does not pay a farmer to lose three crops out of four; but with a continuous supply of water there is no limit to the possibilities of cultivation in the interior of the colony. The only ground for anxiety is as to the extent and remunerativeness of the market for the produce. In the preceding pages we have described the country as it is; but that which is, is only the beginning of that which shall be.



THE JENOLAN CAVES.



THE GRAND ARCH, EASTERN
ENTRANCE.

IN the description of the towns lying along the Western Line, a passing mention was made of the Jenolan Caves, and an intimation was given that they would be separately described. They deserve this distinction, as being not only the most picturesque feature in the Western District, but one of the great sights of New South Wales. They are not the only limestone caves in the colony, as there are others at Wambeyan, Yarrangobilly, Wellington and Boree. All of these are not only remarkable for natural beauty, but are highly interesting to the geologist for their fossil remains. The Jenolan Caves, however, are the most remarkable, the best explored, and the most accessible. Formerly, though

erroneously, they were known as the Fish River Caves, but though close to the dividing water-shed of that River, they are not in it. They lie in a valley which drains into the Cox, and so into the Nepean and Hawkesbury.

Jenolan lies in a wide bend of the Great Western Railway, and so may be reached from several points from the line. It is actually nearest to Katoomba, but the track is over very rough bush-country. A coach-road from Mount Victoria leads to the top of the hill looking down into the valley. There are tracks also from Hartley and Rydal, but the usual travellers' route is from Tarana through Oberon.

The Caves are in a limestone belt from two to four hundred yards wide—an old coral-reef. This belt runs right across the valley, but the creeks, instead of cutting through it, worked subterranean channels, and so carved out the tunnels and caves. The limestone is of the palæozoic siluro-Devonian age, and the erosion of the present valleys took place chiefly during the pliocene tertiary epoch.

As the visitor approaches the valley by any of the routes, he sees a great green mountain, covered at its base with grass, ferns and flowering shrubs, lightly-timbered on its crown, and generally free from protruding rocks. It is in no sense a rugged mountain, and seems set as in special contrast with the boulder-strewn slopes, the sheer crag-faces, the bastions, ramparts and pinnacles immediately around and below. Descending, all is stern and wild. Beauty of blossom and foliage vary the scene, but fail to clothe it. Any patch of soil there may be on the rocks bears mountain violets, buttercups—quaint golden knobs—and little star-shaped daisies. In the crannies many varieties of fern are rooted, and where trees appear they are gnarled and knotted gums; or by the water's edge the dismal shea-oaks—the Australian whisper trees, whose presence and voice add a sentiment of weirdness to the rugged grandeur of the mountain landscape.

The Caves explored are situated in a saddle between the two hills, from whose summits descend the Mount Victoria and Tarana Roads. Limestone is seen on the surface continuously for a distance of about five miles, but the underlying stratum has been proved by occasional outcrops for thirty miles, and is supposed to stretch far underground and appear again in the quarries at Marulan, on the Great Southern Railway Line. There are explored, and accessible to tourists, five great caves—"The Imperial" (with two branches), "The Cathedral," "The Nettle," "The Arch" and "The Elder." These subterranean halls are reached from two immense arches or grottoes piercing the mountain-saddle.

The first of the Caves, "The Grand Arch," opens on the western side into the ravine where the cave-house and buildings are, and on the east into the gorge of the Mackewan Creek, the subterranean river of the Caves. This has been hollowed out beneath gigantic fortress-like masses of rock. On the western side the entrance is comparatively low, roughly resembling a Moorish arch, and is fifty feet wide at the base, and about thirty feet high. Excepting a narrow irregular space, through which the foliage of the gully beyond is seen, the inside is blocked by huge masses of fallen rock, past which a channel about fourteen feet in width gives access to the huge-domed interior and opens out the eastern entrance, which appears from within as an irregular triangle, with sides of about one hundred and twenty feet in length and a base of not less than two hundred feet. These sides are slightly arched—the angle at the crown appears almost perfect. The length across is four hundred and sixty feet, the top of

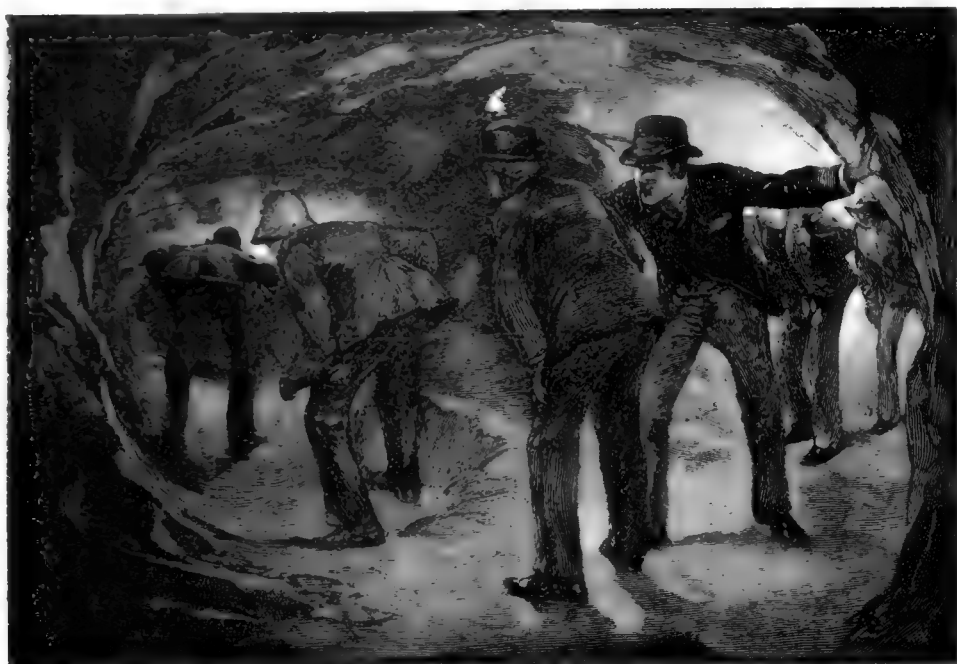
the dome is seventy feet from the floor, the extreme width at the centre is two hundred feet. All along the southern side is an immense pile of fallen rocks; on the right is one huge mass forty feet in length, twenty in height, and averaging twenty in thickness—a portion of the outer edge of its summit distantly resembles a pulpit-rail, hence probably its name, "The Pulpit." Immediately behind "The Pulpit" is "The Organ," a shallow cavity in the wall of the cavern, where stalactites and stalagmites have met and formed a front resembling the pipes of an organ. Farther round are rock-faces from which the masses on the floor would seem to have been rent away by direct cleavage—not water-torn, but singularly weather-stained; and the roof is a marvel! All over it, all over the inner-arch of such a dome as would cap St. Peter's, immense masses of rock seem literally to hang. They resemble a drooping skirt of gigantic



THE ARCH CAVE, LOOKING NORTH.

garments, fossilized, turned into a dull gray stone, which, impregnated with iron and copper, has assumed mysterious tints and blends of dark red and green. Wherever an open space is left, it is quaintly mottled with mildew, and over all there is gloom, perpetual shadow, mystery, a sentiment of the nether world. It is the Hall of Eblis,

most truly, and just round the corner is "The Devil's Coach-house." Upon the eastern edge, within the arch, a flight of wooden steps leads to a vault-like entrance guarded by an iron gate. This gate the guide opens, and following him with candles lighted, visitors leave daylight and the outer world, and enter the realm of the gnomes. It is the double-branched "Imperial Cave." The first marvel discovered is a chamber, "The

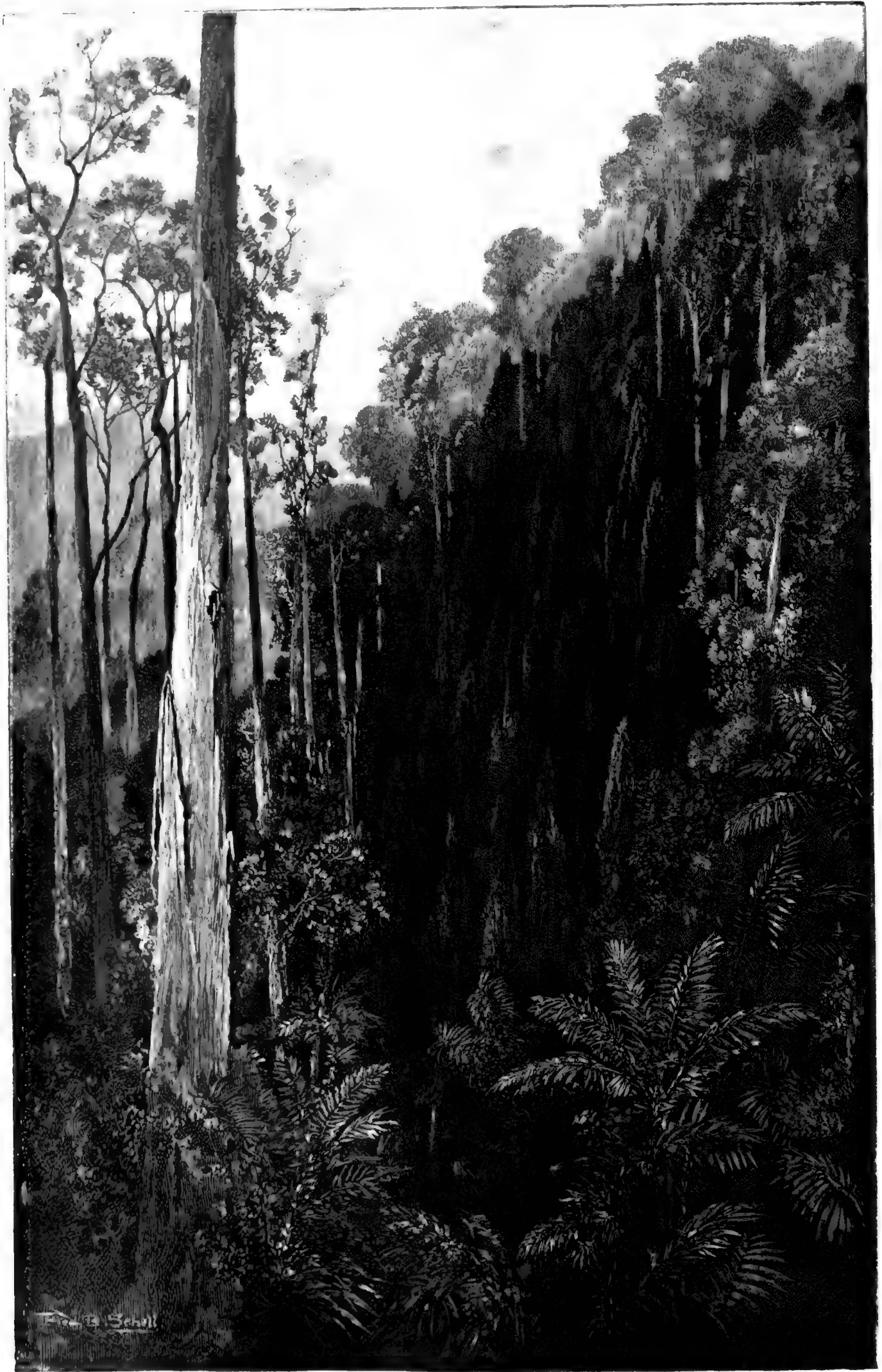


A PASSAGE IN THE CAVES.

Wool-shed," some twenty feet broad and of a noble height, where particles of limestone, carried down by dripping water, have been deposited in shapes resembling fleeces—tiny fleeces shorn from the lambs of fairy-flocks, and huge fleeces ample to swathe the limbs of Hercules, hung apparently on benches, drooping from ledges, or spread upon the floor, looking in

the flickering light of the candles as soft as newly-shorn wool. "The Vestry" follows "The Wool-shed," and then, in what may be termed an alcove of the Cave, "The Architect's Studio." This is a large chamber whose walls are a dull gray, and about whose floor are many columns, indeed a double chamber, as is presently seen, for through a noble Gothic arch faint white lights gleam, which, in the glow of the magnesium wire, declare themselves as clustered stalagmites of infinitely varied form—an experiment, it might well be supposed, of some architect of the gnome world, and an effort which resulted in the perfections to be discovered later on. A hundred yards in from this "Studio," the narrow channel leads by walls, at times dripping wet and sparkling in every ray of light—at others dull, cold, gray and vault-like; and occasionally strewing the floor are bones rapidly changing into beautiful specimens. A little farther in there is the "Margaretta Cave," with innumerable columns and curtains of marble and alabaster. "Helen's Cave" is similarly glorified, and sanctified moreover by the presence of a "Madonna"—not a perfect Madonna, or one carved by human hands, but a stalagmite left solitary—a column of dull white marble, weather-worn into a shape resembling the mother and child; at times, no matter how dim be the light, the mother seems to wear a sun-bonnet. Still onward runs the narrow way, and soon the "Lucinda" is found, of which it may be well to speak at length, in order to explain some terms which must be frequently used in future description. The "Lucinda Cave" is rich in "shawls;" they hang from the roof and drape the walls, and enfold the alabaster columns of the great central formation, which would make the noblest, most beautiful reredos that ever adorned cathedral sanctuary. But these "shawls" are





A SASSAFRAS GULLY ON THE BLACK SPUR.

not of the texture of any earthly loom. They are of purest marble and alabaster, tinted with solutions of the native ores of the hills. They droop from the rocks (being the results of slowly-dripping water they are never seen to project) from three inches to six feet in length, and from an eighth to a half an inch in thickness. If the light from the magnesium lamp be thrown behind them they are seen to be semi-transparent, to be of varied and delicate tints, of such whites and pinks as were seen in the lost terraces of New Zealand—such pale yellow, such apricot tones as are seldom seen elsewhere in the world; and across them run bands of such deep orange, red and brown as Persian dyers love. These clothe the chamber of the "Lucinda," whose main object resembles a mighty altar-piece—semi-transparent snowy columns rising from rich gray bases of a substance resembling dull marble; stalactites, drooping from a continuous mass of glistening white, approaching them; pendants innumerable of many delicate tints; the dull and distant gray roof arched above, and all the floor bestrewn with crystals. Such is the utterly inadequate and certainly unexaggerated description of one grotto of the Caves—one of a hundred already explored, one of thousands lying away east and west beneath the grim outer garments of the far-extending hills.

Beyond it lies "The Jewel Casket," a cavern of crystals and beautiful forms of pinnacle, spire and pendant in miniature; and in the extremity, at the end of a mile of wonder-land, is "Katie's Bower," specially rich in "shawls" and most delicate furnishings. It is a half-day's work to explore it, and no day of all the year could be better filled than by traversing the right-hand branch which completes the "Imperial Cave." The guides (chief and master of whom is Jeremiah Wilson, explorer and opener up of all these caves) regard the right-hand branch of "The Imperial" as the richest treasure-house of all their realm; and it is indeed a scene, or a continuance of scenes, of bewildering beauty—a succession of treasure-stores, of palaces, of fairy playgrounds, of most beautiful and sacred grottoes, of triumphs and trophies of fairy-work, hung upon the walls or buried in little chambers of the rocks; of vast distances and lofty-domed retreats, where stand solitary snow-white columns, as if the builders and furnishers of the place had turned themselves to stone, that so they might dwell with and watch over their treasures for ever. Hard by the entrance to this Cave, and forty feet below its floor, flows "The Hidden River," only to be reached by the somewhat perilous descent of an iron ladder; a little farther on is "The Crystal Rock," then another "shawl" cave, rich with an infinite variety of these beautiful creations. "The Confectioner's Shop" is a lengthy cavern, where stalactite and stalagmite, and encrustation on the walls, and crystallization on the floor, seem the realizations of all those ideas which confectioners strive to work out. This is indeed a homely illustration, and the "cates and comfits" of fairy-land must be imagined if the charm of the place is in any degree to be understood. Next, surrounded by shadowy walls—where projecting rock-masses seem to take shape as armed knights; where fragments above appear as eagles with spread wings, as Titanic hands lifted in menace or in warning, as veiled figures, as cloaked arms pointing inward—the beautiful solitary stalagmite is reached which bears the name of "Lot's Wife," a lonely column, semi-transparent, whiter than any marble, upon a dark brown floor.

"The Crystal Cities," down the next decline, would take many pages to describe, for how in a few words can we set forth the beauties of a space fifty yards in length

and an average of four in breadth, crowded with results of crystallization and metallic colouring, infinite as the varied forms of water, from the filmiest summer cloud or the thinnest steam, to solid arctic ice! More spires here than Merlin gave to Camelot, more icicles than ever hung from any palace of the Neva; and on the floor are terraced gardens of jewels, and in broad parterres, ranks of tiny stalagmites like armies of fairy fighting-men. What a contrast to pass from them all, and to see set upon a hill in a high-arched cavern beyond, another solitary white column, bearing the name of "Lot," looking back at his lost wife over all these treasures! A remark made here by one of Lot's wife's sex is not unworthy of record—"I am glad something has been done to *him* at last."

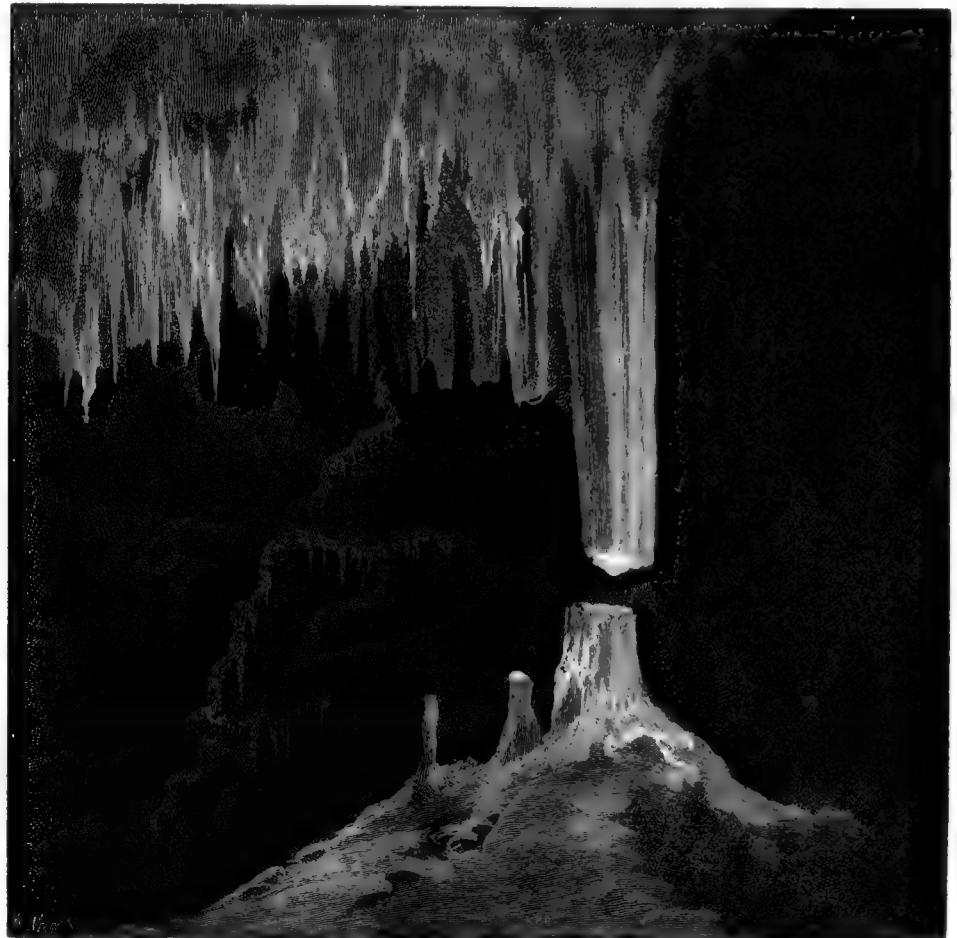
In a little cavern near by are a strange collection of crystals flashing like gems in the rays of the lamp—they are called "The Queen's Jewels." Down the main avenue are "Selina's Cave" and "The Josephine Grotto"—grand with huge columns, festooned with "shawls," "curtains," and many-formed and many-tinted marble draperies, stalactites, crystal-clear, snowy white, and of all the shades between transparent apricot and deep-toned terra cotta; after which "The Mystery," a cavern set high in the wall, with spikes and spicules, with tiny columns and quaint figures in infinite variety—cast, spun, woven, hewn from plastic crystal and alabaster. Hardly is it passed when there come dazzling flashes from "The Diamond Wall," and beyond is seen the mystic "Bridal Veil," bearing an actual resemblance to a fall of lace sprinkled with tiny jewels. It is solid marble—marble that has actually flowed out of the heart of the hills—more handiwork of the gnomes, those marvellous earth-forces. How masterfully, yet how imperceptibly they toil!

"The Crystal Palace" and "The Garden Palace" are rich with radiant gems, with spires and pendants of all the hues with which cave experience makes us familiar, and "The Gem of the West" is held by the custodian to be also the gem of the Caves. This marvellous formation hangs somewhat as an orchid on a garden wall. It might well be imagined to have grown as a flower. A broad shell-like back, shaped somewhat as the body of a stag-horn fern, projects about three feet, and terminates on its outer edge in a perfect semi-circle of transparent fringe. From its base droop crystal pendants transparent as ice, brilliant as diamonds, fine as threads of spun glass—some three feet in length and stout as the largest icicles, others three inches and as fine as needles. There was never a chandelier in any palace of the world to compare with it, never ornament or treasure manufactured by man's hand that would not seem insignificant when placed beside it. It is beyond doubt a gem of the whole world—one of the treasures which a jealous Nature very rarely yields to mortal eyes.

"The Fairy's Retreat" beyond, a cavern of crystals, a mile and a half from the entrance, is accepted for the present as the termination of this remarkable cave. Returning by way of the long wooden stairs and stepping out from "The Arch," the sweetness and light of the outer world are felt in the odour of countless snow-white blooms hanging in festoons from the verdant greenery of the Creek. They completely cover the heads of some of the tallest trees, and droop in long tendrils to the rich and varied fern-growth about the edge of the rapidly-flowing water; for the Creek springs to light again here from its hidden currents in the Caves, and brawls along a merry half-mile to a bare rock-face fifteen feet in height. There, of course, is the fall—the gathered waters leap into a broad, deep pool below, making music which fills all the air around.

Looking upward from the bed of the Creek through the roughly-piled rocks and the bright and varied foliage, a half of "The Carlotta Arch" is seen, and beyond, a flight of concrete steps on the high ground almost beneath the arch. This is the entrance to "The Nettle Cave," so called because of the abundance of nettles which in the old days grew about its entrance. It is a sad misnomer. "New Luxor," "Karnac," "The Basilica," "The Hall of the Kings," "Asgard," or "The Tombs of the Giants" would be more fitting, for all within is vast and grand, and it is as magnificent a contrast to the sparkling beauties of "The Imperial" as a forest's mighty oak to a garden hyacinth.

The "Nettle Caves" connect with "The Arch"; they may be viewed and described as one. All their characteristics are the same; vastness, grandeur, colossal proportions everywhere—huge caverns upheld by gigantic columns, great shapes recumbent as of dead giants at rest, vaulted roofs a hundred feet aloft, and



THE BROKEN COLUMN, CATHEDRAL CAVE.

walls crowded with figures in which may be seen countless statuesque shapes of a soft, pure gray, like the interior of a mediæval cathedral, or else green-stained through saturation with coppery solutions. On entering "The Nettle Cave" the first group met with is "The Company of the Ancients"—five huge stalagmites worn and fretted away to poor stumps of their former magnificence, but still massive and picturesque. Only one, a little apart, stands erect and complete, fourteen feet in height and of proportionate bulk, somewhat kingly in attitude. A long hall is seen beyond—"The Ancient," with one perfect column, where stalactite and stalagmite have met, reaching from roof to floor. Once there were five, but an abominable vandalism, in the days when the Caves had no secure guard, broke down and destroyed four. One remains central in this long hall or corridor, whose smooth floor, thirty yards in length and ten in width, leads to a grotto named "The Sculptor's Studio," where, it might well be imagined, spirits who had wrought in building or decorating the dead cities of the Old World had suddenly ceased from their earlier toil, for these caverns and columns are older by untold ages than any cities the Old World knew. There are stalactites, marked by the keeper of the Caves, which have grown but

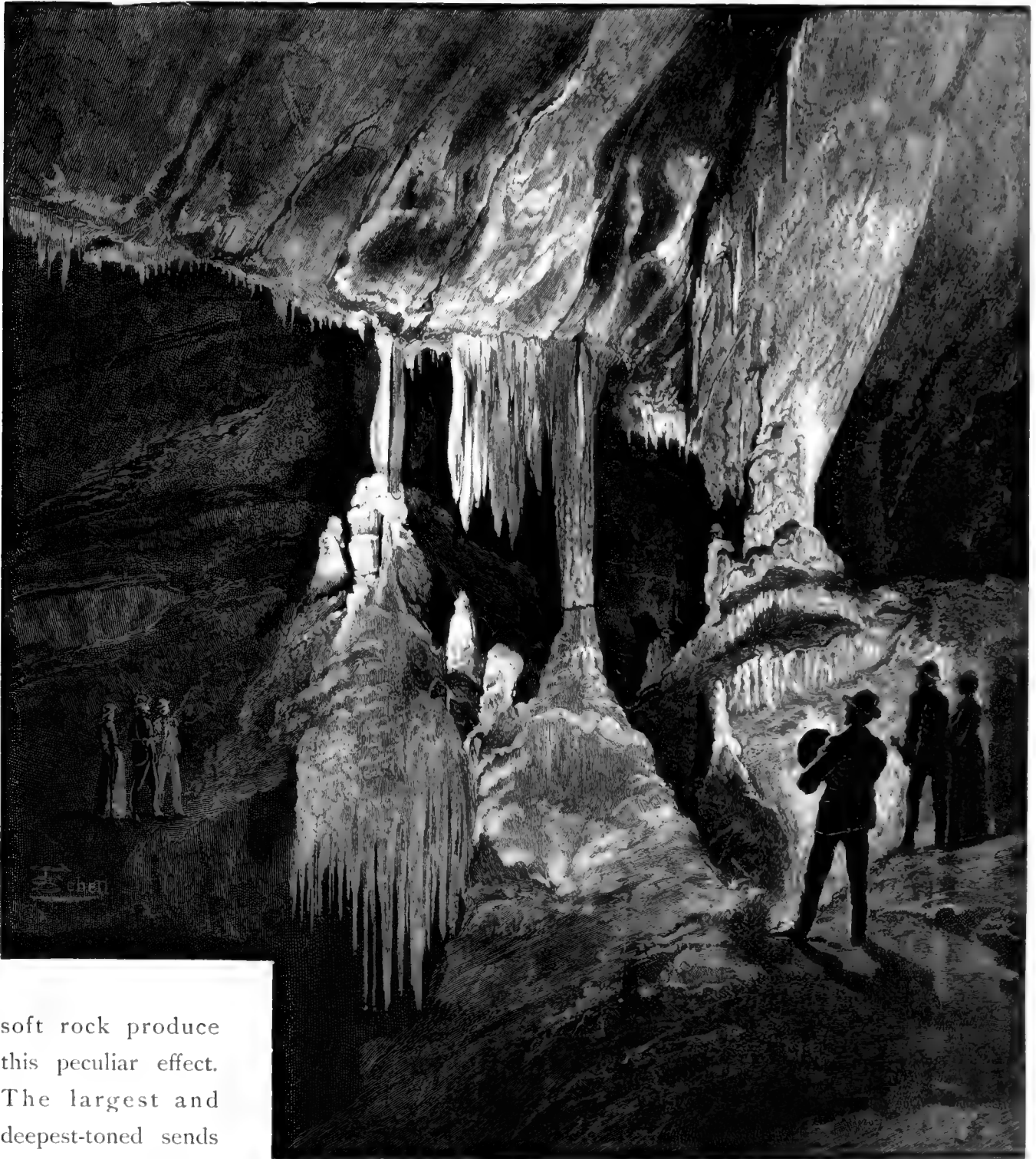
three-quarters of an inch in eighteen years, and a learned professor, taking only a moderate-sized pendant and calculating from this basis, estimated that its growth must have occupied a period of two hundred and sixty-nine thousand years—so long has Nature been labouring in preparing this palace for our delight. It must not be supposed, however, that any such limit can be fixed to the term of the formation of the Caves. When the geologist looks closely into the limestone of which they are formed he discovers it to consist almost entirely of corals and shells, and thus he infers that the parent material of all the rock at one time lived and grew in the warm ocean. The stillness of the central sea was once over all this caverned space, the coral-reef grew in the darkness of the unfathomed depths, and in the fulness of time was upheaved by the central forces of the world three thousand feet above the sea-level; and through what enormous periods wrought by air and water, scooping out the great gorges, hollowing out the great caves! Two hundred and sixty-nine thousand years represent but a moiety of the time occupied in their decoration, the building and the preparation of the material were all before. Well says the guide, pointing to a huge projection on the upper wall of "The Devil's Coach-house" (seen from "The Arch Cave"), whose crown is shaped as the head of an ancient, rugged and vast with Homer-like locks curling far down, "He was old there, before Adam was made."

A great cavern, with a floor-space sixty feet by forty, in "The Arch Cave," bears the name of "The Ball-room," and around its walls are many very stately columns and stalactites of a perfect terra-cotta tint, all rich and chaste, and free from the slightest speck. The only trace of a crystal or transparent formation is in some half-exposed masses, knee and elbow shaped, a section of a trunk at times protruding, ringed as the back of a lobster, and in colour a pale malachite. They resemble the bodies of some monsters of an old world rising slowly from their burial-places. A sense of awe mingles with wonder as their shapes are fancied out, and a shudder of horror is hardly resisted as the warm human hand rests upon their clammy surface.

Near to them is a cluster of huge many-domed formations named "The Willows," bearing a striking resemblance to willow-trees bowed down with snow—snow which in some mysterious manner has been transmuted into stone, whose surface has by some subsequent process of Nature been painted green, bright almost as the leaves of willow-trees. Far above "The Willows" is the pear-shaped opening on the roof of "The Devil's Coach-house"; about its sides are some few traces of the outer world—fern-leaves and tendrils of a delicate green. They break the spell of the enchantment bred by the spirit of the inner recesses. Turn again from the subdued daylight, look for a moment at the two grotesque masses which are supposed to resemble fighting-cocks. Look attentively, and one becomes an eagle with bent beak and talons rooted in its prey, suggestive of the Promethean legend.

With lighted candles the guide leads past pillar, pinnacle and arch, by a narrow passage into a cavern where great clubs of rock hang from the roof. Let the lights be extinguished, and then in a darkness that may be felt, wait and listen! Suddenly, startlingly, close to the ear, comes the boom of a deep-toned bell. Another and another, with higher, clearer tones—an actual chime rung. It strikes through the ear to the deepest wonder-chambers of the mind. It seems as if in the intense darkness the

spirits of the Caves were tolling a knell for the mighty dead sepulchred around and below. But when lights are rekindled the sound is discovered to proceed from the clubs or mace-like stalactites, whose lower extremities are hollow, and when struck by a piece of



THE EXHIBITION, CATHEDRAL CAVE.

soft rock produce this peculiar effect. The largest and deepest-toned sends a boom along the corridor like the

sound of the great bell of an English minster, heard across miles of woodland.

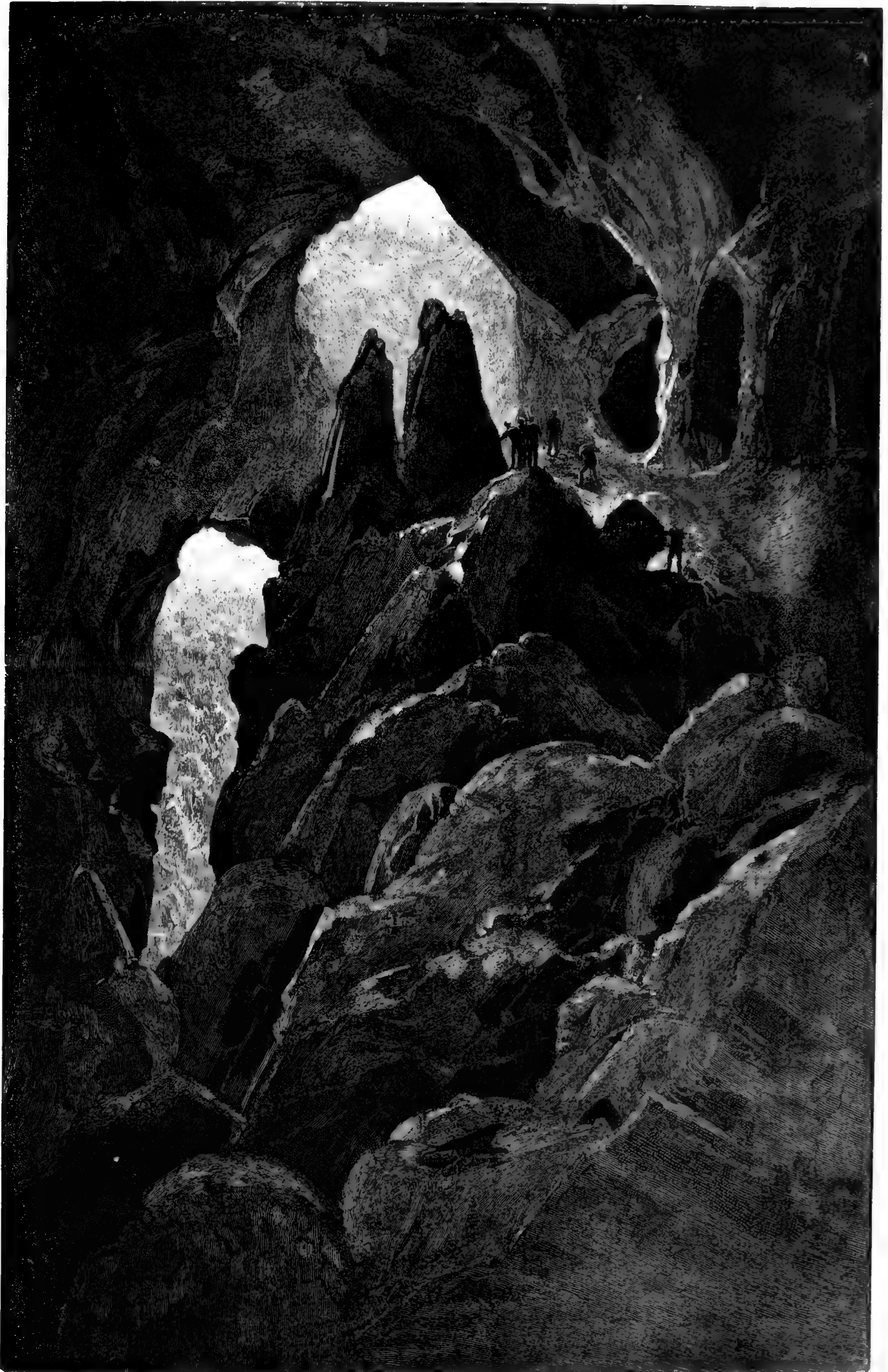
Let "The Belfry" ring farewell to "The Arch Cave," and pass out beneath the mighty "Arch," where a great bough of a beautiful vine, white as jasmine and densely-flowered as banksia rose, swings by the cliff-wall almost to the iron grating of the entrance; climb then to the upper opening, and look through the long valley of Mackewan Creek, with its water-falls singing far below. From this point the valley

resembles a picture set in the frame of "The Arch." The walls are eighty feet in height, the breadth of the flat rock which joins them is thirty feet, and all along its edge droop stalactites, black against the blue sky. It is a very fitting entrance to such caves as are found below—a portal worthy of the sepulchres of the gods.

With the intricate and delicate beauties of the "Imperial Caves" still in mind, but overshadowed by the colossal grandeur of those beneath the "Carlotta Arch," another vista in wonder-land opens out; this is the portico of the great "Cathedral Cave," which lies chiefly within the crown and about the southern side of "The Grand Arch." Immediately the iron gate is closed, the candles lit, and the descent begun, new chords of sensation are struck. Fairy-land and wonder-land have been seen before; here is vaulted gloom, suggestive of the tests to which all adventurers of fairy-lore were submitted before the triumph of their quest was achieved:

Downward De Vaux through dubious ways
And darksome vaults hath gone,
Till issue from the wildering maze
Or safe retreat seems none.

Down flight after flight of damp steps winds the path, by dark dank walls, over grave-like floor-spaces, by rocks of mountainous bulk piled in weird confusion, an occasional bat flitting across the gloom and vanishing into the darkness far overhead. After an eerie ten minutes of journeying, the magnesium wire is lit, and then the great nave of "The Cathedral" is fully disclosed. Its dome towers aloft three hundred feet. Its greatest diameter is not less than two hundred. Its colours, as shown by the light, are all cold and gloomy, an occasional stalactite-formation of a warmer gray affording but scant relief. Still down goes the path, but not to a succession of glooms and dolours. A "shawl" cave is presently reached, but not of the proportions of those seen in "The Imperial." The shawls here trail from great walls, droop from the front of rocks like precipice edges, hang screen-like upon dark spaces, so perfect in every fold that a strange desire is felt to stretch a hand and draw them aside. One special curtain in this chamber should bear the name of "The Marble Screen." It hangs upon the left-hand wall, and is seen across a chasm about thirty feet wide. It is about eight feet in length by ten in breadth, and appears in the lamp-light to drape so exactly like long folds of white samite, that if the least breath of wind should blow one might expect to see a ripple of motion pass from fold to fold. It is a screen that has never been withdrawn. Nature wove and hung it there, and still labours towards its perfection. When this cave of marble drapery is left in darkness another great space opens which is called "The Exhibition"—a vast hall or vault of majestic desolation. The most prominent object is "The Broken Column." A marble base, a marble cornice and capital above, enriched with those decorations which are of the order of Nature; a shaft rising, a shaft descending—so Nature builds here, mocking all the art of man; but the two will never meet, for on some great day of a far-away time the foundation of the stalagmite slipped forward just so much as to render completion forever impossible. One might imagine that day saw a terrible havoc in these vaults, that some spirits had set about here to reproduce the glories of another world, that they had made marvellous progress with their work, but were suddenly arrested, condemned, overthrown; all their

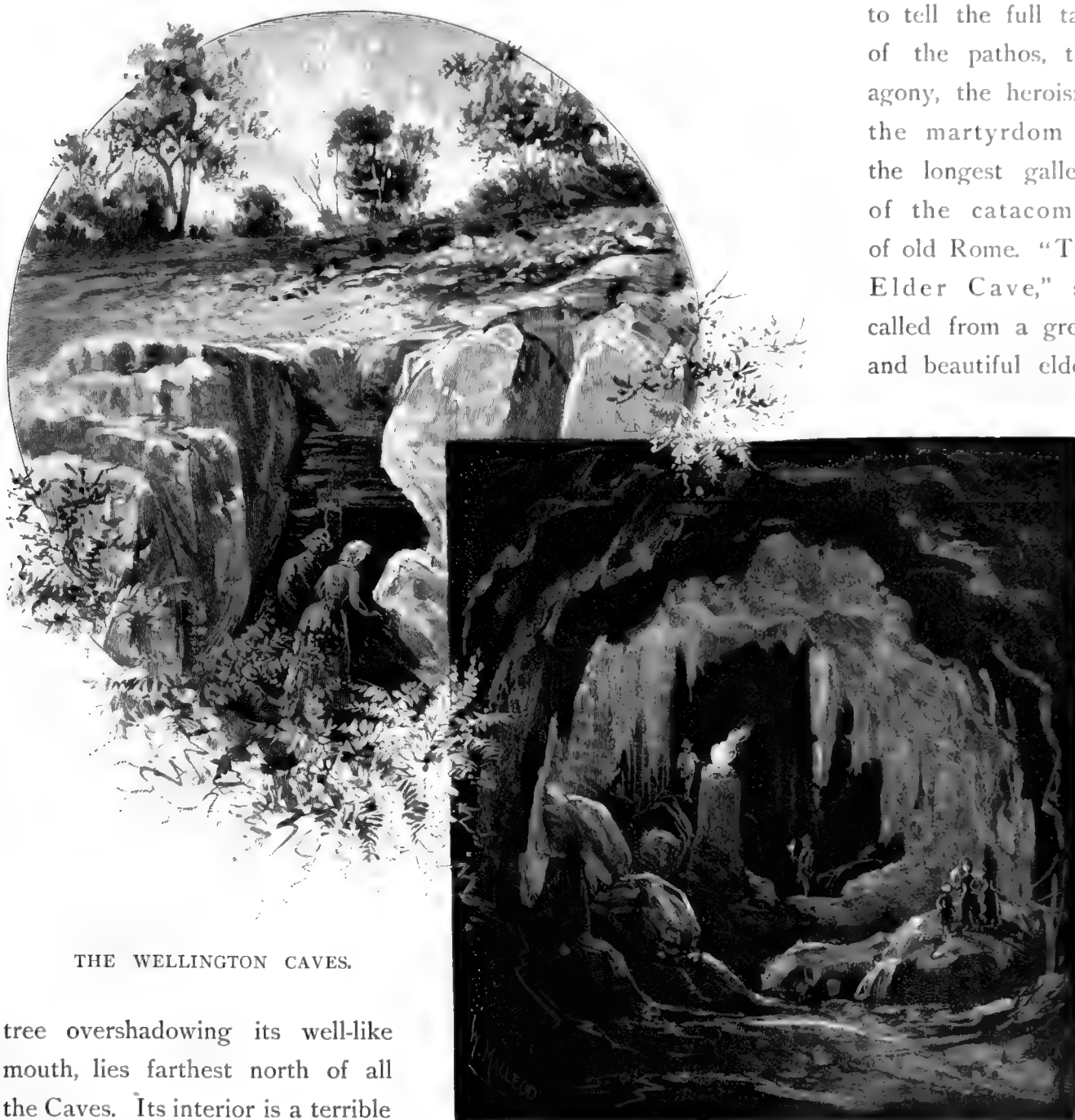


THE DEVIL'S COACH-HOUSE, JENOLAN CAVES.

completed work wrecked—all their plans confounded. For it is but the beauty of magnificent incompleteness which is seen in the marvellous formation right opposite to "The Broken Column." Marble columns and walls seem to have been begun with intent to support a canopy, the first lines of whose decoration had been carefully inwrought; a few stalactites had been drooped as mortals hang tapestry, and for a hundred feet in length the square front of the canopy of a great throne had been planned and left. The wreck, the chaos, the fragments of the mighty building are marvellously beautiful, but there is a sentiment of death, of stoppage; of obstruction in them all—a false sentiment, for still the work proceeds, still stalactite and stalagmite descend and arise, still the marvellous textures of the "shawls" extend, the screens are perfected, and walls and domes and inner recesses clothed with an ever-increasing beauty. Downward from "The Exhibition," past tinted rocks reaching from ceiling to floor like cataracts, that tumbling down, in colour as the mane of a chestnut steed, had been turned to stone and crystallized and sprinkled with powdered diamonds; by monstrous columns, grotesque and grand and beautiful; past little grottoes, each one a treasure-house, the path still leads; and before making the ascent which leads to "The Music Hall" and "Lurline's Grotto," it is well to pause and look aloft and realize the magnitude of the tremendous dip of roof, which smooth and solid stretches as the segment of a little world high overhead. The portion seen by the rays of the lamp cannot be less than eight hundred feet in measurement, and so slight is the curve that it does not appear to contain more than three or four degrees of circumference. It slants downward as the smooth face of a tremendous cloud-bank, flattened, yet driven, by a growing wind. It is such a vault as might well be imagined beneath the greatest pyramid. But few visitors regard the roof or walls when the light begins to play about the glories of "Lurline's Grotto," the completed shrine where every pillar and column and frieze and cornice seem complete, where such work has been accomplished as was never seen about the kingliest tomb or the lordliest shrine of the world. It is as though alabaster and marble, and jacinth and chrysolite had been freely used. Everything is suffused with lovely semi-transparent colour. The iron and the copper are so intermixed with the crystal that the faintest and yet most perfect tints are produced; no vein, or stain, or blot on them all. "The Music Gallery" is near to "Lurline's Grotto," another group of resonant stalactites, smaller than those of "The Belfry," and rather shrill than sweet or deep in tone. When these are passed a cavern yawns, across which an iron bridge has been swung near to the inner wall. Down the depths "The Hidden River" flows; a stone flung over the rail rebounds from rock to rock, and finally splashes in the still, clear waters. Beyond the bridge, in still deeper recesses of the cave, Nature has wrought fantastically; there is a heap of "potatoes"—marble fragments rounded and encrusted with some brown substance like the outer skin of potatoes newly dug from the soil. Near by are "snowballs" and "cauliflowers"—almost perfect images of these familiar shapes hanging to walls and ceilings, shown upon the floor—and last (so far as at present explored) in a little grotto beyond a narrow passage, a single massive stalagmite rises before a cranny in the rock-face through which is no possibility of entry, sparkling with an opal-like fire wherever touched by a moving light. This is called the end of the cave. Having seen it steps are retraced until an iron ladder is reached, which gives access by a short cut to

the upper vaults of "The Cathedral," and thence by long flights of stone steps to the outer air. An oppressive burden of memories is gathered by a single visit to this great Cave—awful depth of gloom, vastness, incompleteness, chaos, scraps of beauty perfected amongst mountains of stupendous ruins. To write or to paint its full description would

be as impossible as to tell the full tale of the pathos, the agony, the heroism, the martyrdom of the longest gallery of the catacombs of old Rome. "The Elder Cave," so called from a great and beautiful elder-



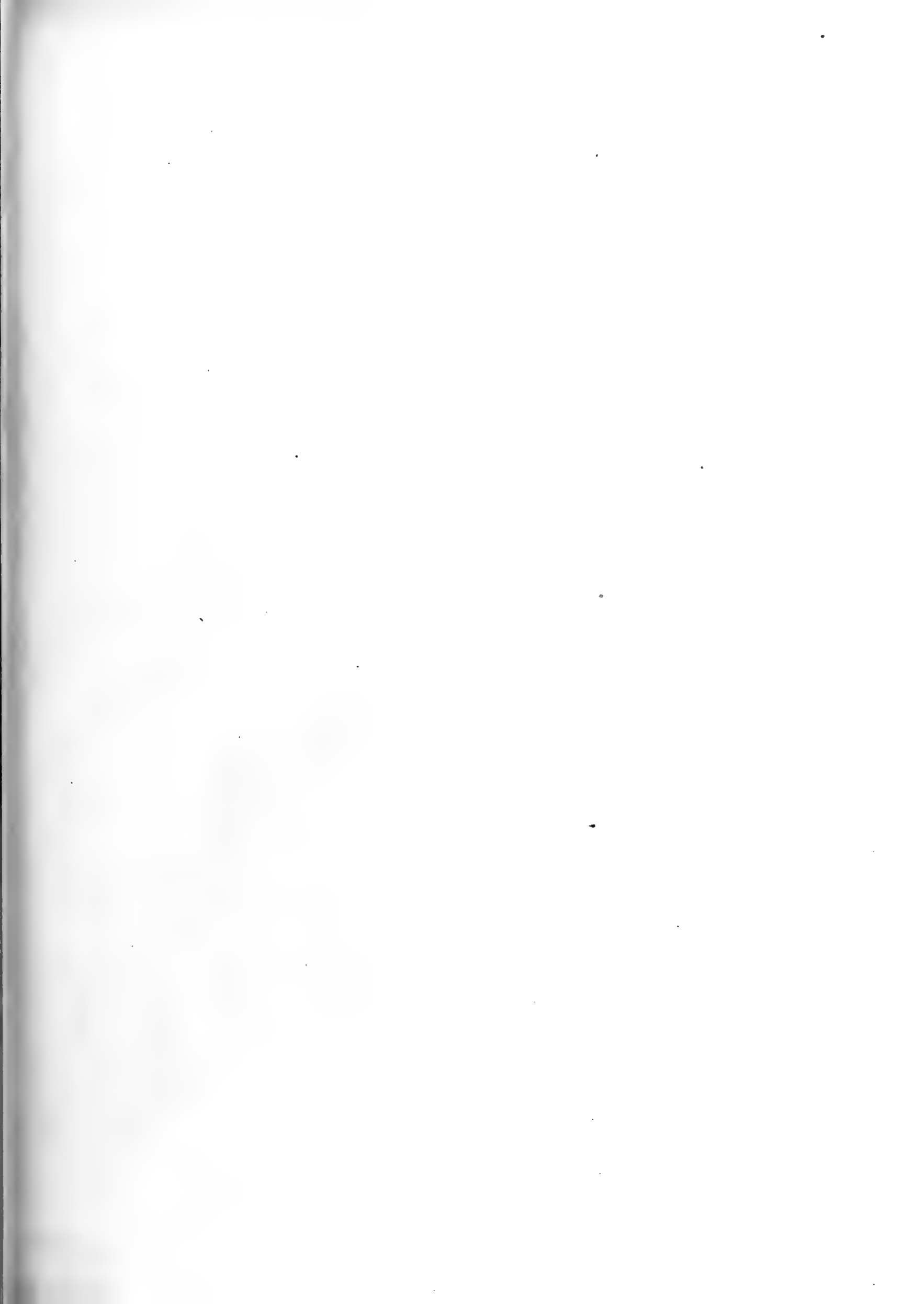
THE WELLINGTON CAVES.

tree overshadowing its well-like mouth, lies farthest north of all the Caves. Its interior is a terrible chaos of tumbled rocks and narrow tortuous passages, with only a few occasional patches of rare and delicate beauty. In its farthest and latest discovered chamber are some coral formations, springing branch-like from floor and walls. If found alone they would well repay a visit, but at Jenolan they are fairly outshone by the superior beauties immediately around. Last to be seen is "The Devil's Coach-house," another stupendous cavern cut beneath the limestone bar by the rush and ripple of the water of the Mackewan Creek. It is two hundred and seventy-five feet from roof to floor, five hundred feet from northern to southern entrance, four hundred feet in extreme breadth. A pear-shaped opening high in the roof admits daylight enough to shew marvels and mysteries on the walls and the pendants on the

roof, grotesquely shaped and stained; while in the full light that streams through the arched openings huge masses of marble are seen heaped on the floor, black as the crags of Sinai, with boulders of a dull blue or slate colour strewn about their bases. Some outer galleries of "The Arch" and "The Nettle" Caves, seen from the northern entrance high up, are to the right. It is a vast, a weird, an awful place, by no means ill-named by its early explorers; such a place "Herne the Hunter," or "Lützow, the Jäger of the German Woods," would choose to tether his fire-fed steeds. It completes the circuit of the Caves as at present opened; is as appropriate a gate of departure as "The Grand Arch" is of entrance; the outer door, if so the visitor choose, of such a temple of Nature as was never opened to mortal eyes in the world before: "And as yet," says the quaint and worthy keeper and explorer, "we are but at the beginning. By that rock (a half-mile away) is another cave-entrance, by that tree (high up on the cliff-side) is another into which we have but peered. In 'The Mammoth,' two miles away, I was lowered down two hundred feet into a hollow vault where the biggest church of Sydney might have swung without touching any wall."

How far the caves extend and what new beauties they may reveal are problems only to be solved by future exploration. They are with good reason supposed to extend through several leagues of country north and south of the spur in which those now opened are situated, and there are grounds for believing that they reach below the deepest levels yet explored. At greater depth it is also believed that stalactite and stalagmite and all the varied forms the limestone assumes, will be found more perfectly crystallized; as in all the caves which have hitherto been opened—opaque formations lie near the surface, marbles and alabasters a little below, while deepest of all are the glassy and ice-like shapes which form the most intricate and delicate beauties of the Caves. The process of exploration is necessarily slow, as any new caves must lie more remote from the entrance, and the keeper can only give to the work the time not claimed by visitors. The Caves already made accessible have recently been illuminated by the electric-light, which imparts to them an added charm.







DUNCAN GILLIES, M.P.



H. J. WRIXON, M.P.



HON. NICHOLAS FITZGERALD, M.L.C.



HON. JAMES MUNRO, Premier.



HON. HENRY CUTHBERT, M.L.C.



COLONEL WILLIAM COLLARD SMITH, M.P.



ALFRED DEAKIN, M.P.

THE DELEGATES FROM VICTORIA TO THE FEDERATION CONVENTION, SYDNEY, 1891.



THE "LADY NELSON" ENTERING PORT PHILLIP.

HISTORICAL REVIEW OF VICTORIA.

THE DISCOVERY OF PORT PHILLIP.

SO far as we have any authentic information to guide us we are bound to conclude that the coast-line of what is now the colony of Victoria was first sighted by Captain Cook, as he was beating up from New Zealand towards the mysterious Continent spoken of by earlier navigators as the Great *Terra Australis*. It was on the morning of Thursday, the 19th of April, 1770, that his first-lieutenant made out a promontory supposed to be that now known as Cape Everard, but which then received the name of Point Hicks, in honour of the discoverer. Gabo Island and Cape Howe were noted on the evening of the same day. Twenty-seven years elapsed before anything more was seen or heard of the southern trend of the huge island which was believed to run

down below the forty-third parallel. Then came the expedition of that gallant adventurer, George Bass, fully described in an earlier chapter of this work. He entered the inlet of Western Port on the 4th of January, 1798; but after a stay of thirteen days there was compelled by stress of circumstances to retrace his course to Port Jackson. In a subsequent voyage he doubled Cape Grim, thus conclusively proving that Tasmania was an island, and proving also the existence of the strait which bears his name. But to Lieutenant Grant, of the brig *Lady Nelson*, belongs the honour of having discovered and defined the whole of the coast-line of Victoria from Cape Bridgewater to Cape Schank, and of having circumnavigated by way of Bass's Strait the south-east of Australia from the first-named Cape to Port Jackson.

The annals of maritime adventure narrate few more gallant and successful exploits than that of the commander of the *Lady Nelson*. She was a small brig, fitted with sliding keels, the recent invention of a Captain John Schank, a friend of Grant's, whose name has been commemorated in connection with a headland to the eastward of Port Phillip Heads. The little vessel had a crew of twelve men, and was provisioned for a voyage of nine months. Among sea-faring folk on the River Thames she had obtained the nickname of "His Majesty's tinder-box," and when she had taken her stores on board and shipped her four brass guns and ammunition, her gunwale was only two feet nine inches above the water-line. That such a craft would ever reach the other end of the globe was regarded by many people as a chimerical expectation, and these apprehensions communicated themselves to the crew, so that Lieutenant Grant had considerable difficulty in keeping them together. He had been commissioned by the Duke of Portland, then First Lord of the Admiralty, to survey the south and south-west coasts of Australia, to examine the shores of Van Diemen's Land, to search for and determine the course of any rivers of importance that might exist, to report upon the soil, products and indigenous inhabitants of these regions, and to take possession in the King's name of such territory as it might be desirable to acquire in the interests of Great Britain. Grant sailed from Portsmouth on the 17th of March, 1800, put in at the Cape of Good Hope on the 8th of July, and did not depart thence until the 7th of October. At eight o'clock on the morning of the 3rd of December land loomed through the hot haze right ahead of the little craft, and a bold promontory, with a reef of rocks at its base, and two mountains behind it, the one peaked and the other table-topped, revealed themselves. Upon the headland he bestowed the name of Cape Northumberland, and the mountains he designated Gambier and Schank respectively. Shifting his course somewhat to the southward, Grant successively sighted and named Capes Banks, Bridgewater, Nelson and Solicitor, also Lawrence Island and Lady Julian's Island, both of them at the entrance of that half-protected bight which he called Portland Bay. As he coasted along Grant was much struck by the beauty of the scenery, which he compared to that of Devonshire and the Isle of Wight, and he attempted to land a little to the westward of Apollo Bay, but failed to do so on account of the heavy surf. Cape Otway he had previously passed and named, and then, steering a point or two to the south of east, and disregarding the deep indentation of the coast to the northward, he sighted and named Cape Liptrap, and on the 10th of December made an ineffectual effort to land on an island off Wilson's Promontory. Having sailed through

the Strait, Grant reached Sydney on the 16th of that month. Thus the *Lady Nelson* was the first vessel to go "sounding on a dim and perilous way," along a route which is now traversed by a fleet of ocean and coasting steamers and merchantmen, laden with the produce of all nations; and compared with the magnitude and importance of her commander's achievements the exploits of Jason and his companions in the *Argos* when in search of the "Golden Fleece," or those more famed of Telemachus' sire, fade into insignificance.

On the 8th of March, 1801, the *Lady Nelson* sailed from Port Jackson on a second exploring expedition, passing Wilson's Promontory on the 20th of that month. Grant saw and named Cape Paterson, entered Western Port, cleared and planted a garden upon Churchill's Island, and after surveying twenty miles of the coast between the inlet and Wilson's Promontory returned to Sydney on the 14th of May, 1801. Grant left Sydney for England, and was succeeded in the command of the *Lady Nelson* by his chief officer, John Murray, who in the following December reaped the first Victorian harvest from the grain which had been sown by his predecessor.



LIEUTENANT-GOVERNOR COLLINS.

The little brig quitted Port Jackson on the 12th of November, 1801, and after visiting Western Port left there on the 5th of January, 1802, intending to explore the coast which trended to the north-westward. Beaten back by baffling winds, and unable to enter what appeared to be the inlet to an estuary, Murray sent round his first mate, Bower, with five seamen in a launch to examine this inlet. Rounding the promontory, which the Lieutenant designated Point Nepean, the launch was carried through "The Rip" on the 1st of February, and the adventurous crew saw a great inland sea expand before them. They remained in it until the fourth of the same month, when they returned to the *Lady Nelson* to report the important discovery they had made. Eleven days later the brig herself sailed through the Heads.

The natives on shore must have looked with mingled feelings of wonder and consternation on that strange apparition, shaped like a fish, but winged like a bird, which skimmed over the surface of the water, and contained within its capacious body a

number of men with white skins and curious garments—men who were armed with long tubes which vomited fire and thunder, and could inflict sudden death upon creatures far beyond the reach of the black man's spear. Their dismay would have been still greater if they could have foreseen that the vision which met their gaze portended the ultimate extinction of their own race.

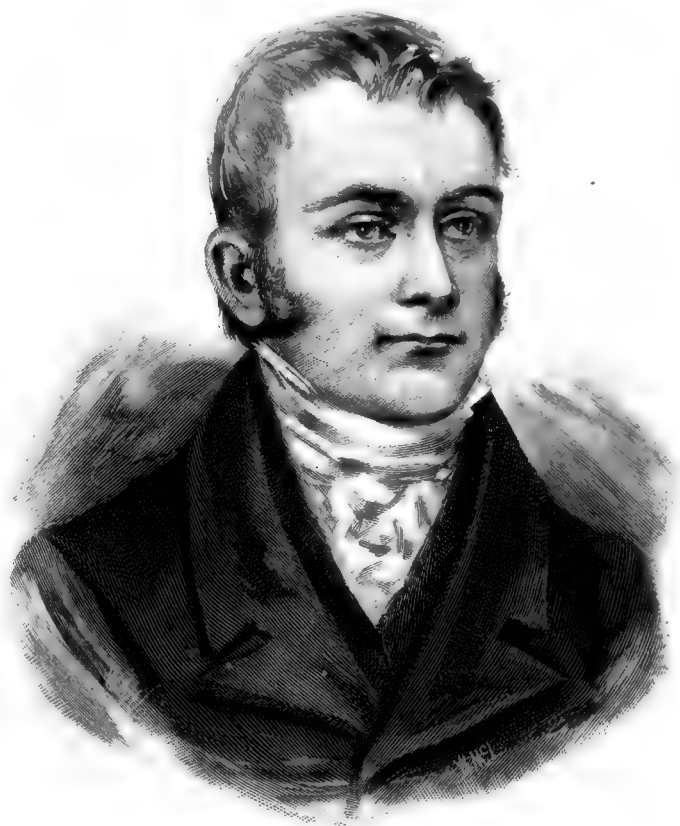
Lieutenant Murray was charmed with the landscape scenery of the "noble harbour" he had entered, and compares it to that of Greenwich Park and Blackheath, "the hills and valleys rising and falling with inexpressible elegance." On landing he saw numerous native huts, and several hundred acres of land which had been recently cleared by fire. Upon an island in the west channel, much affected by aquatic birds, he bestowed the name of Swan Island; and to a lofty eminence on the eastern shores of the bay he gave the title of Arthur's Seat, from its resemblance to the massive hill which overlooks Edinburgh. Next day, the 16th, he saw some natives, with whom he and his party entered into friendly conference; but in spite of the gifts made to them, and the conciliatory spirit exhibited by the new-comers, the blacks endeavoured on the day following to spear the white men, and the latter were obliged to discharge their guns at their assailants. Three weeks were spent in exploring the narrow peninsula off which the *Lady Nelson* was moored, and on the 9th of March Lieutenant Murray took formal possession of the country in the King's name, hoisting a flag on Point Patterson and discharging three volleys of small-arms and artillery. On the 12th the vessel ran through "The Rip" with the ebb of the tide, and regained the harbour of Port Jackson on the 24th. The last we hear of this stanch little vessel is that about the month of January, 1825, while trading in the waters of Torres Straits, she fell into the hands of the Malays, who massacred her crew and probably destroyed her. Certain it is she was never heard of afterwards.

When Captain Flinders, after having skirted the south-west coast of Victoria from Cape Bridgewater to Cape Otway, as described in a previous chapter, sailed through the Heads into Port Phillip, on the 27th of April, 1802, he was under the impression that it must be Western Port. He soon discovered his mistake, and found to his great surprise that the sheet of water was so extensive as to leave its northern boundaries indiscernible, even from a hill which he ascended for the purpose of ascertaining them. He visited and named it Indented Head, and crossing the western arm of the bay made for the isolated range which bears the native name of *Wurdi Youang*, conferring on its highest eminence, which he climbed, the title of Station Peak. He was much struck with the fine grazing capabilities of the country, but failed to discover any rills of fresh water, although there were three within a few miles of Station Peak.

COLLINS AT SORRENTO.

Captain Flinders quitted Port Phillip for Port Jackson on the 3rd of May, and his report to Governor King was of such a favourable character that that functionary warmly urged upon the Duke of Portland the advantage and necessity of authorizing the formation of a settlement at Port Phillip, partly on account of the fertility of the soil and the amenity of the climate, and partly to forestall the French, who contemplated a similar step—Captain Baudin, of *Le Géographe*, having explored portions of the Australian coast

with that object in view. Before Governor King could receive a reply from the Home Authorities he commissioned Surveyor-General Grimes and Lieutenant Charles Robbins to walk round the harbour discovered by Lieutenant Murray and to report upon it. This was in December, 1802. In fulfillment of the duty thus imposed upon them, Mr. Grimes, as the leader of the expedition, discovered the River Yarra on the 30th of January, 1803, and ascended it as far as Dight's Falls. The course of the Saltwater River was also traced from its outfall back to Keilor, but although Corio Bay was carefully circumambulated the party hugged its margin too closely to allow of their discovering either the Barwon or the Moorabool. Strange to say the report of the Surveyor-General was altogether condemnatory of the country as a place of settlement. The British Government, however, had meanwhile arrived at a different conclusion, and had issued instructions, eight days after the discovery of the Yarra, to Lieutenant-Governor Collins to proceed to Port Phillip, or any part of the southern coast of New South Wales or the islands adjacent, and establish a settlement.



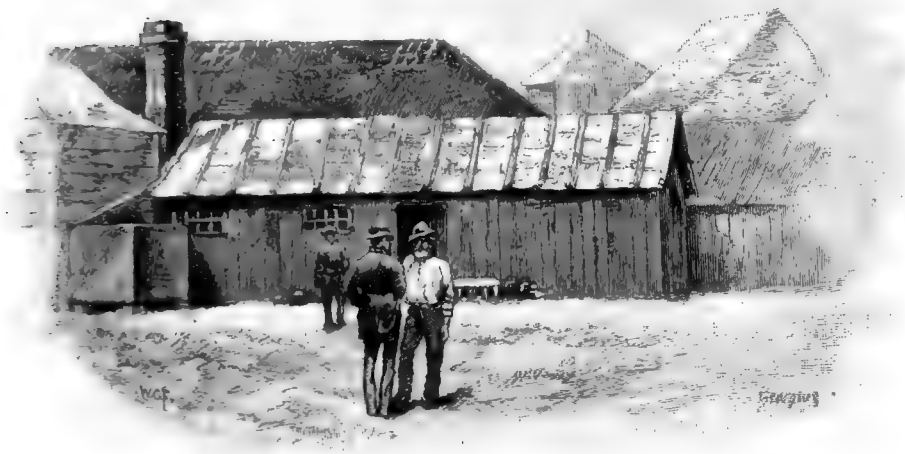
THOMAS HENTY.

there. The selection of that officer was unfortunate, for he appears to have come out to Australia with a foregone conclusion that his mission would prove an unsuccessful one. Collins sailed from England in the *Calcutta*, accompanied by the *Ocean* as a store-ship, on the 24th of April, 1803, having on board two hundred and ninety-nine male convicts, sixteen married women, a few settlers, and fifty men and petty officers belonging to the Royal Marines. The *Calcutta* entered Port Phillip Heads on the 18th of October following and found that the *Ocean* had preceded her. A landing was effected at what is now Sorrento, and Lieutenant Tuckey, with two assistants, was dispatched in the *Calcutta's* launch to survey the harbour, which occupied the party nine days. "The disadvantages of Port Phillip," and the unsuitability of the "bay itself, when viewed in a commercial light," for the purposes of a colonial establishment, were strongly dwelt upon by Collins in his despatches to the Admiralty, and he ventured to predict that the harbour would never be "resorted to by speculative men." Influenced by his representations Lord Hobart sent him instructions to break up the settlement and proceed to the River Derwent, in Van Diemen's Land. These were cheerfully obeyed, and on the 27th of January, 1804, Collins quitted Port Phillip in the *Ocean*. During the fifteen weeks which the expedition had spent on shore there had been one birth, one marriage, and twenty-one deaths. The first white child born in Victoria saw the light on the 25th of November, 1803,

and received the name of William James Hobart Thorne. The first wedding took place on the 28th of that month, the contracting parties being Richard Garratt, a convict, and Hannah Harvey, a free woman; and the first death was that of John Skilhorne, a settler, on the 10th of October.

For twenty years the interior of Victoria remained untrudged by the foot of the white man, and the first to penetrate the virgin territory were Hamilton Hume, who was a native of New South Wales, and Captain Hovell. The former had previously distinguished himself as a good bush traveller—energetic, resolute and intrepid; and had been consulted in Sydney by Sir Thomas Brisbane on the subject of an overland expedition to the south coast of New South Wales. With this Governor's approbation a party of eight men was organized for that purpose by Mr. Hume, and a start was made on the 3rd of October, 1824. Taking a south-westerly direction the explorers crossed the Murray on the 17th of November, and on the 24th discovered and named the Ovens River—after Major Ovens, who had been private secretary to Sir Thomas Brisbane;

struck the head-waters of the Goulburn on the 3rd of December; discovered King Parrot Creek on the 7th; and reached the shores of Corio Bay, near the site of the present city of Geelong, on the 17th of that month. They commenced their homeward journey on the day following and arrived in safety at their starting-point near Lake George, on the 18th of January, 1825.

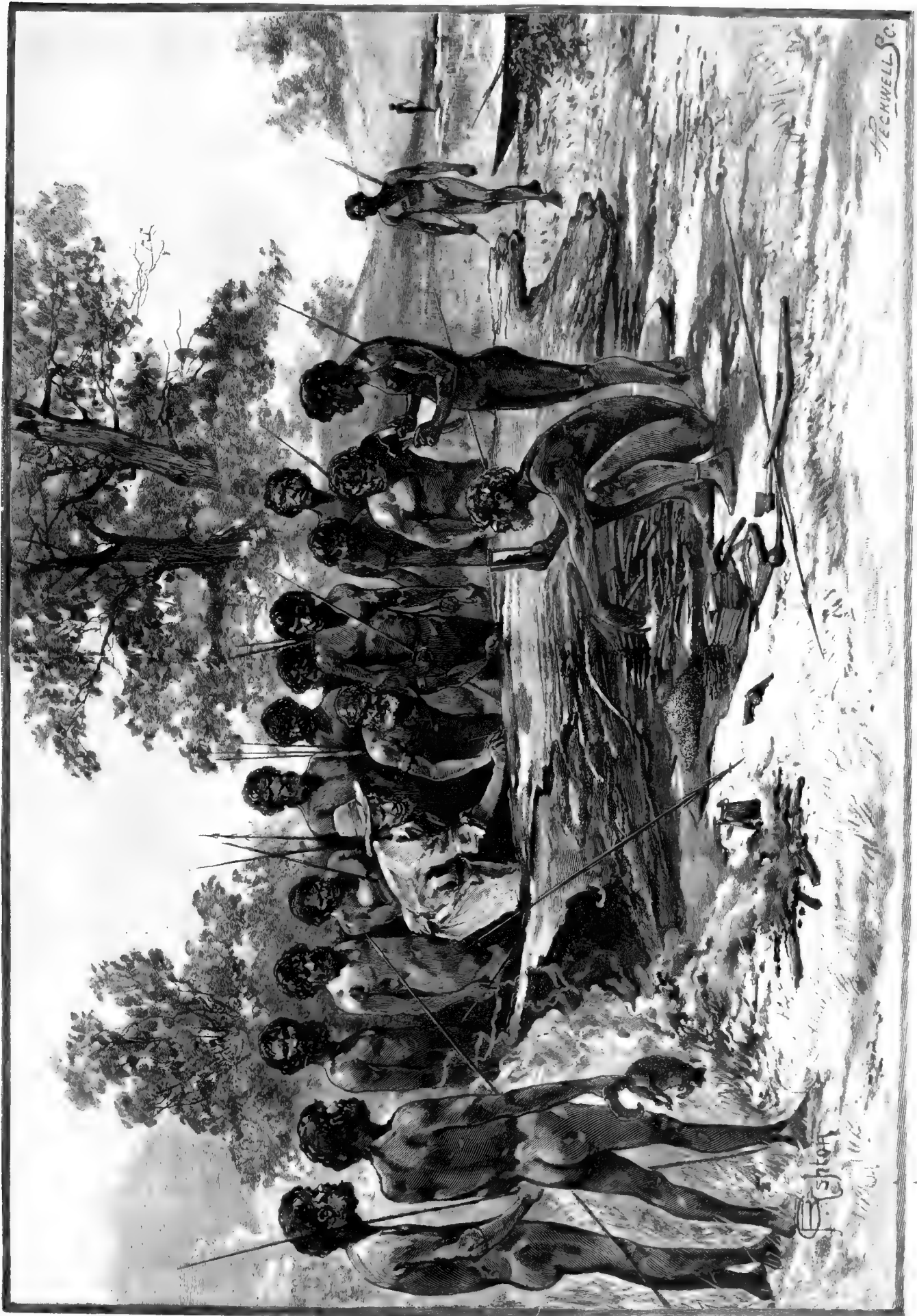


HENTY'S WOOL-STORE, THE FIRST BUILDING ERECTED IN VICTORIA.

As there was some danger of the French founding a settlement in Western Port an expedition was dispatched thither from Sydney by Governor Darling, in December, 1826, under the command of Captain P. R. Wetherall, of *H.M.S. Fly*, who was accompanied by Captain Wright, of the brig *Dragon*. Their reports were not unfavourable on the whole, but Captain Wright declared the situation to be unsuited to the formation of a penal settlement, and the expedition was recalled.

THE FIRST SETTLEMENT—THE HENTYS.

Passing over Captain Sturt's exploration of the Murray, which belongs to the history of geographical discovery in Australia generally, we come to the first permanent settlement in Victoria by a little colony of Englishmen, who had previously tested and had been disappointed with the capabilities of Western Australia and Van Diemen's Land. These were the brothers Henty—Edward, Stephen, Frank and John—two of whom, Edward and



BATMAN TREATING WITH THE BLACKS.

Stephen, landed in Portland Bay with farm-servants, live stock, agricultural implements, stores, and all the various necessaries for profitable occupation, on the 19th of November, 1834; they became, by means of a flock of merino sheep which they had brought

with them from England, the pioneers of the great pastoral industry of the colony, just as, at a later period, they were foremost in commercial enterprise.

The head of the family, Mr. Thomas Henty, who had been a banker and a landed proprietor in Sussex, came out to join his sons at Launceston, in Van Diemen's Land, after they had relinquished their project of settling in Western Australia, and he memorialized the Secretary of State for the Colonies for permission to purchase two thousand five hundred acres of land, at five shillings an acre, between the parallels of one hundred and thirty-five degrees and one hundred and forty-five degrees of east longitude, on the south coast of Victoria; offering at the same time to relinquish his title to eighty thousand acres of land on the Swan River. But the application was refused; and we learn from a subsequent memorial to the Governor of New South Wales, in 1840, that the Hentys had erected two considerable houses at Portland Bay, one of them containing twelve rooms, and two other substantial habitations at Merino Downs; and had expended altogether between eight and ten thousand pounds in the construction of barns, stores, stables, work-shops, a dairy and other permanent improvements.

By a remarkable coincidence the scene of this settlement was the precise point of the coast struck by Major, afterwards Sir Thomas, Mitchell, on his memorable journey overland from the Murray to the sea. That intrepid explorer, after having spent three months in examining the river-systems of what are now known as the Riverina and the Darling Districts, turned southward on the 20th of June, 1835, at the junction of the Loddon with the Murray. Ascending the banks of the former stream for three days he then lost it; and bending his course to the westward he crossed the Avoca and the Wimmera, sighted the Grampians, and climbed to the summit of Mount William, overlooking thence a lovely panorama, combining such elements of grandeur, beauty and extent, such an interchange of solemn forests and far-stretching pastures of undulating downs and green valleys, of gleaming lakes and refreshing water-courses, as more than confirmed all the favourable impressions he had previously received from the country he had passed through, and justified him, as he conceived, in denominating this part of the Continent *Australia Felix*. Looking southward he saw few obstructions to the prosecution of his journey, and so he set his face in the direction of the sea. Passing Mount Arapiles, Mitchell reached a river bearing the native name of *Nargula*, on the 31st of July, and called it the Glenelg, after the Secretary of State for the Colonies. He subsequently discovered the beautiful valley of the Wannon, lying to the eastward of the Glenelg; and on the 20th of August Mitchell and his party came in sight of the sea, and found to their immense astonishment "a considerable farming establishment belonging to the Messrs. Henty," from whom the travellers met with a hospitable reception. We need not follow the energetic explorer on his homeward way. Enough to say that he varied his route, crossing a gap in the Australian Pyrenees, and skirting the Great Dividing Range, he ascended Mount Macedon, in order that he might obtain a view of Port Phillip, passed over the site of the present town of Castlemaine, and reached the River Murray on the 17th of October.

Speaking of the view from the summit of the mountain, upon which he bestowed the name it bears, Major Mitchell says, "I could trace no signs of life about this harbour (*i.e.*, Port Phillip). No stock-yards, cattle, nor even smoke, although at the

highest northern point of the bay I saw a mass of white objects, which might have been either tents or vessels." Yet, fifteen months before, a settlement had been already effected near the shores of the Bay, and the foundations had been laid of the future city of Melbourne, and the capital of one of the most flourishing of the Australasian colonies.

THE ARRIVAL OF BATMAN.

As early as the month of January, 1827, Messrs. J. T. Gellibrand and John Batman, of Launceston, Van Diemen's Land, solicited a grant of land at Western Port, with a view to establishing a pastoral settlement there; but the application was curtly refused by Governor Darling, to whom it had been addressed. The project was allowed to slumber until the year 1835, when a vessel was chartered at Launceston, and this same John Batman, accompanied by seven aborigines from Sydney, proceeded to Port Phillip, and landed there on the 26th of May. Falling in with some natives, Batman succeeded in disarming their fears and conciliating their confidence by numerous presents and reiterated assurances of his pacific intentions; the blacks he had brought with him acting as interpreters. He then asked to be conveyed to the chiefs of the tribe, with whom he spent four-and-twenty hours negotiating for the purchase of a tract of their country in order to stock it with sheep and cattle. The proposition is alleged to have been agreeably received and cheerfully acquiesced in; the boundaries of the land to be purchased were defined; and on the day following Batman and the chiefs proceeded to mark the trees at each angle of the estate of half a million acres, which was to be conveyed to the purchaser in consideration of twenty pairs of blankets, thirty tomahawks, one hundred knives, fifty pairs of scissors, thirty looking-glasses, two hundred handkerchiefs, one hundred pounds of flour and six shirts, to be paid down at once; and an annual tribute of one hundred pairs of blankets, one hundred knives, one hundred tomahawks, fifty suits of clothing, fifty looking-glasses, fifty pairs of scissors and five tons of flour. A contract of sale was drawn up in due form on the 6th of June, 1835—the original document is in the Melbourne Public Library—and possession was given of this magnificent principality by the chiefs delivering to Batman a sod of earth, after which he returned to Launceston, leaving three white men and five of the Sydney natives to lay out a garden, and commence the erection of a house "near the harbour." A second conveyance had been executed, covering one hundred thousand acres of land



WILLIAM BUCKLEY.

belonging to a tribe named *Iramoo* and *Geelong*, professing to be the lords of an extensive domain encircling Corio Bay. Had these ambitious and overreaching transactions been carried through they would have conferred upon Batman and his fourteen associates—all of them, with one exception, residents in Launceston—boundless affluence; for the value of the territory thus acquired can only be estimated at the present time by scores of millions sterling. This vast estate was to be divided into seventeen equal parts, two of which were to be awarded to Batman; and the government of the new settlement was to be entrusted to Messrs. Charles Swanston, James Simpson and Joseph Tice Gellibrand, three of the partners in the enterprise, subject to a code of rules prepared for that purpose. Batman forwarded a detailed statement of his proceedings to Lieutenant-Governor Arthur, in Van Diemen's Land, who transmitted a copy of it, together with a draft of the conveyance, to the Secretary of State for the Colonies. That gentleman, however, declined to confirm the grant, but promised that the serious consideration of the Home Government should be given to the subject of forming a settlement in the vicinity of Port Phillip. Meanwhile, Mr. J. H. Wedge, one of Batman's partners in the undertaking, and formerly an officer in the Survey Department, had made an examination of the country surrounding Port Phillip, and had extended his investigations to a distance of from twenty-five to forty miles inland, laying down the various eminences, as well as the rivers and creeks, upon a chart.

THE STORY OF BUCKLEY.

In spite of the friendly relations which Batman believed he had established with the natives, some of them had concerted an attack upon the little party he had left behind him, and it was only frustrated by the interposition of a white man who had lived among them for a period of thirty-two years. This was William Buckley, the narrative of whose career constitutes one of the most romantic episodes in the early history of Victoria. He was one of the convicts who had been landed from the *Calcutta* at Sorrento in 1803, and who had made his escape into the bush with two other men under sentence, both of whom are believed to have perished. He was a man of commanding stature—six feet five inches in height without his shoes—and to this circumstance probably, coupled with the belief that he was *muurnong guurk*—that is to say, a chieftain who had been killed in battle and had been resuscitated a white man—he owed his escape from death. He had been wandering about for a whole year, however, before he fell in with the natives; and the lonely cavern in which he is reported to have taken refuge at night is still pointed out as "Buckley's Cave." One of the blacks detected some immense foot-prints in a sand hummock near the outfall of the River Barwon, and following them up found the white stranger sunning himself upon the beach after a bath in the sea. An alarm was given, and Buckley presently found himself surrounded by the whole of the tribe. "*Yon Kondak Baarwon?*" asked one of the party. It was the name of a departed chief. The white man nodded and grunted assent. Other questions were put to him on the subject of his re-incarnation, all of which he fortunately replied to in the affirmative, and he was forthwith admitted a member of the tribe, gradually learning their language and forgetting his own. They gave him a wife, but she preferred a lover of her own complexion, and she and her paramour were put to death in conse-

quence. A second consort was bestowed upon him, bearing the name of *Purranmurnin Tallarwurnin*, but he had no offspring by either wife. It was she, in her widowhood, who furnished the foregoing particulars of his discovery and adoption. She added that the children of the tribe always regarded him with awe as a *mooroo*, or spirit of the departed; and that

when vessels touched at the coast for wood and water Buckley avoided making himself known to them. When a wreck occurred the white stranger and the other members of the tribe would acquire what salvage they could in the shape of blankets, axes and useful implements, in the employment of which Buckley taught them to become almost as



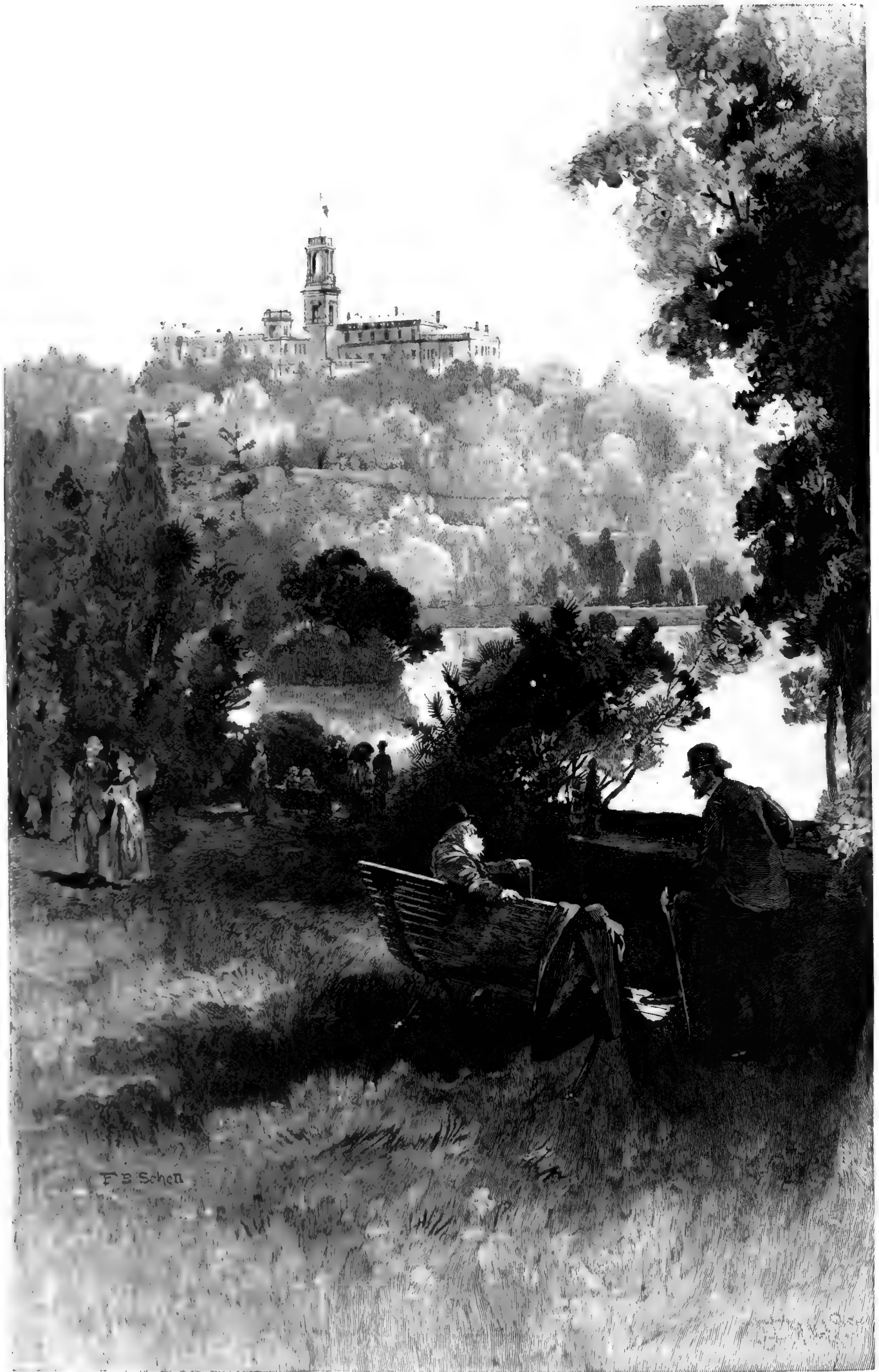
BUCKLEY'S CAVE.

expert as himself. So, without seeing the face or hearing the voice of a civilized being for upwards of thirty years, the bearded giant gradually lapsed into barbarism, conforming in all things to the habits of his associates; sharing in their pastimes; partaking of their food, and refraining only from the practice of cannibalism. When he learned that white men had landed in Port Phillip he also discovered that some of the natives, who had been threatened with punishment for stealing an axe, had resolved on spearing the Europeans. Blood is thicker than water, and Buckley determined to prevent the attack and to obtain an interview with the strangers. He intimidated the blacks by representing to them the overpowering numbers of the whites, and he made a two days' journey for the purpose of discovering who the new-comers were. His majestic figure, bronzed by exposure to the weather, was rendered more imposing by his flowing hair, the great sweep of his beard, the growth of three-and-thirty years; by the kangaroo-skin which enveloped his sinewy limbs, and by the native weapons which he carried. He sat himself down in grim silence, and affected to take no notice of the white men, who were puzzled alike by his features and his demeanour. But a closer scrutiny of the former left no doubt upon their minds that he was a European. To the questions which were addressed to him he could make no answer. All recollection of his mother-tongue seemed to have faded out of his mind; nor was it until ten days afterwards that the secret cells of his memory began to be gradually unlocked, and the language of his childhood and of his early life came slowly back to him. He had escaped from the short-lived settlement at Sorrento on the 27th of December, 1803, and on the 28th of August, 1835, he experienced the gratification of receiving from Governor Arthur a free pardon, which occasioned so much delight and

excitement to the recipient as to deprive him of the power of utterance for some time afterwards. It only remains to piece out the story of his life. Buckley was a native of Macclesfield, where he was born in 1780. He enlisted in the Cheshire Militia, and thence was drafted into the Fourth Regiment of Infantry, known as the King's Own. He appears to have taken part in the inglorious Walcheren expedition; and was tried, convicted, and sentenced to transportation for having been concerned, it is said, in a mutiny at Gibraltar. After receiving his pardon Buckley rendered important assistance to Batman's party as an interpreter, and when Captain William Lonsdale was sent round from Sydney to the infant settlement with a small detachment of the very regiment to which "the wild white man" had formerly belonged, Buckley entered that officer's service. But dissatisfied with the treatment he received, he quitted Port Phillip in 1837 and settled down in Van Diemen's Land, where Sir John Franklin, who was then Governor, provided him with suitable employment. There he married a widow with one daughter, but had no children of his own. In 1852 the Government of that colony bestowed a pension of twelve pounds per annum on Buckley, to which the Victorian Government added ten pounds, and he lived to be seventy-six years of age, his death having resulted from an accident on the 2nd of February, 1856.

During his solitary wanderings Buckley had discovered a cavern on the seashore, in which the lonely fugitive took up his abode, subsisting upon shell-fish, and gradually acquiring those habits of taciturnity and reserve which clung to him for the rest of his life. Separated for something like a twelvemonth from all human intercourse his intellect became permanently enfeebled, and his organs of speech seemed to be partially atrophied by disuse. When discovered by the natives, in the manner described, he acquiesced with a dull resignation, if not a placid stupidity, in everything they assumed or proposed concerning him, whether by word or sign. Yet this very obtuseness of mind and stolidity of manner wrought with them in his favour, for they accepted both as the direct consequence and clear evidence of the transmigration of *Kondak Baarwon's* soul into the body of a white man, a process which, in their opinion, implied mental and physical degeneration. The first thing which roused him from his intellectual torpor was a feast, at which certain black men, killed in battle, were served up as the principal dishes. Against this his emotions and his appetite alike revolted, and he severed himself for a time from the tribe, taking with him two children—a blind boy and his sister—whom he had adopted. The latter married, and the former is said to have been murdered and eaten. Some time afterwards—for Buckley had lost all memory of dates, and the narrative of his life among the aborigines is a confused and confusing one—occurred his first marriage, and he appears to have derived a grim satisfaction from the fact that the wife who deserted him was speared by a lover who had been violently incensed by the coquetry of the sable flirt. Twice only, during the lengthened period of his association with the blacks, did some faint prospect of escape present itself. On the first occasion an unknown vessel entered the Heads and anchored in Port Phillip. Most of the crew landed to obtain supplies of wood and water, and in their absence a number of natives swam to the ship and helped themselves to whatever portable articles they could lay their hands on. When the Europeans returned and discovered their loss they tripped their anchor and hastily departed. Buckley endea-





F. B. Schen

GOVERNMENT HOUSE, MELBOURNE.

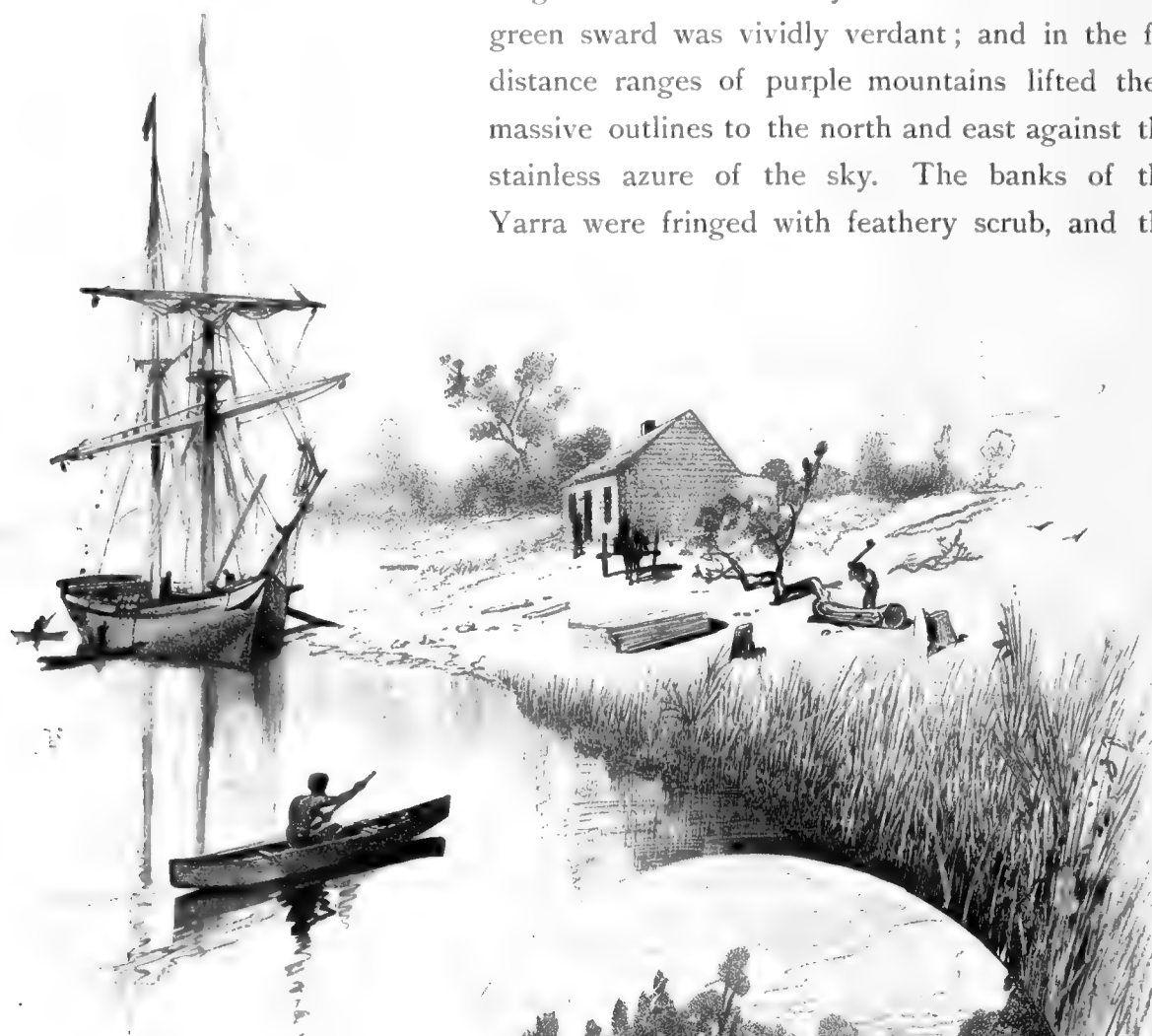
voured to attract their attention from the shore, but was probably mistaken for one of the marauders, and his signals were disregarded. On another occasion a boat was stranded in the harbour, and the two sailors who were in it were kindly treated by the natives of his own tribe, but were afterwards speared by those of the Yarra tribe. He had been also told by his black companions of a third vessel having entered Port Phillip, of a boat-load of seamen having landed, and of two men having been tied to a tree and shot. But statements like these must be received with a certain amount of suspicion, owing to the clouded condition of Buckley's faculties; the man who had lost the memory of his native tongue had naturally little recollection of past facts. Governor Bourke, who saw him in 1837, could extract nothing from him but a few monosyllables; Captain Lonsdale was equally unsuccessful; Mr. J. P. Fawkner called him "a mindless lump of matter;" and Mr. George Arden, who wrote the earliest pamphlet published in the colony (1840), tells us that "Buckley's extreme reserve rendered it almost impossible to learn anything from him of his past life, or of his acquaintance with the aborigines." The last glimpse we obtain of him is in Hobart Town, where his gigantic figure was to be seen almost daily "pacing along the middle of the road with his eyes vacantly fixed upon some object before him, never turning his head to either side or saluting a passer by; and seeming as one not belonging to the world."

JOHN PASCOE FAWKNER.

While Batman was negotiating with the tribal chiefs for the acquisition of six hundred thousand acres of land on the northern and western shores of Port Phillip, another Launceston man, John Pascoe Fawkner, was organizing an expedition for the colonization of the same territory. It consisted of Captain Lancey, George Evans, Robert Hay Marr, W. Jackson, a blacksmith named James, and a ploughman named Wyse. Fawkner had been on board the *Calcutta* when Collins had made his abortive effort at a settlement, and therefore knew something of the harbour. He was an energetic little man, "whose life in low estate began;" who had fought his way up, and who had been called upon to "breast the blows of circumstance, and grapple with his evil star."

Self-educated, self-reliant, and self-assertive, he possessed some excellent qualities for a pioneer; and he lived to witness the obscure settlement he may claim to have founded on the banks of the Yarra, grow and ripen into a great city. He had chartered for his expedition the *Enterprise*, a fifty-ton schooner, trading from the port of Launceston. She dropped down the Tamar in the middle of July, 1835, but was detained by foul weather from putting to sea until the 4th of August. Fawkner was prevented by illness from accompanying the expedition, the command of which devolved upon Captain Lancey. After calling at Western Port the vessel entered the Heads on the 16th of August, and carefully feeling her way up the Bay she reached the mouth of the Yarra, and a boat was sent to explore that stream. It proceeded as far as the site of Melbourne, and having found a suitable landing-place, where the River widened into a spacious pool below a ledge of rocks which barred further progress at that spot, the *Enterprise* sailed up the Yarra on the 29th, but mistaking the Saltwater River for the main channel, pursued a wrong course until the error was discovered and retrieved. On the day following, the vessel was moored on the north bank of the stream, immediately opposite the present

Customs House in Flinders Street. It was in the early spring, and the scene which presented itself to the eyes of the new-comers was a charming one. The land rose in a series of gentle undulations to the northward of the River, and was as lightly timbered as the pleasure-grounds of a country mansion in England. Freshened by the winter rains the green sward was vividly verdant; and in the far distance ranges of purple mountains lifted their massive outlines to the north and east against the stainless azure of the sky. The banks of the Yarra were fringed with feathery scrub, and the



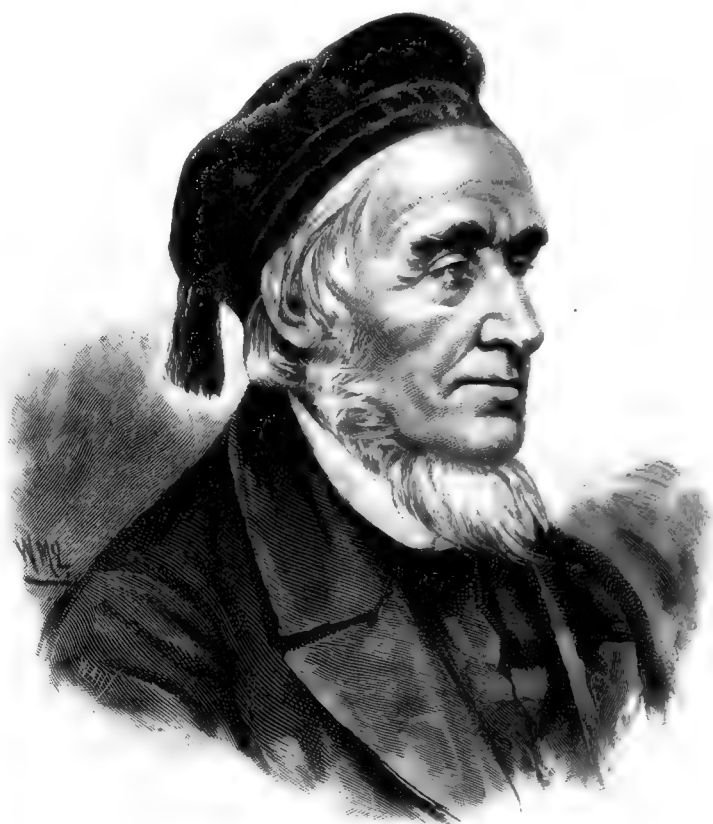
THE "ENTERPRISE," AND FAWKNER'S HOUSE ON THE YARRA.

stream itself, as yet untainted by the sewage of a populous city, glided downward to the sea in its pristine freshness and purity. It was evidently permanent, and therefore the future settlement was assured of an abundant supply of one of its prime necessities. The *Enterprise* landed its cargo, consisting of horses and ploughs, pigs, dogs, farming implements, household furniture and blacksmith's materials; tents were pitched; five acres of land were broken up and sown with corn; fruit-trees and garden seeds were planted; and the little vessel was sent back to the settlement at Launceston for supplies of sheep and cattle.



CAPTAIN LONSDALE'S HOUSE.

But in the meantime Batman's party—encamped at Indented Head—had seen the *Enterprise* as she cautiously crept up the Bay, and they hastened to warn the intruders off the soil, which had been conveyed to the Association. The new-comers disputed the title of their predecessors, and the latter, forsaking Indented Head, transferred their camp to an eminence, afterwards known as Batman's Hill, overlooking the spot of which Fawkner's party had taken possession. The Hill itself has long since been levelled in order to meet the requirements of the great railway station which now covers its site. Fawkner came over from Launceston on the 10th of October, 1835, and shifted his quarters to the south side of the River, where the writer remembers to have seen the furrows of a corn-field upon a low-lying plot of ground at present occupied by manufactories and warehouses. Five hundred sheep and fifty head of cattle arrived from Launceston in the following month, and Mr. John Aitken, who had chartered the schooner *Endea-*



JOHN PASCOE FAWKNER.

vour at that port, brought with him a number of sheep, and proceeding in the direction of Mount Macedon, where a gap which he discovered perpetuates his name, he became the pioneer of the pastoral industry in that part of Victoria.

In a map delineating Port Phillip Bay, which seems to have accompanied Batman's letter to Governor Arthur, immediately after the transaction of the former with the native chiefs, the applicant had marked out a large block of land embracing the whole of the area now covered by South Melbourne, Port Melbourne and Fisherman's Bend, as a reserve for a township and other purposes, while the marshy ground, which afterwards came to be known as Batman's Swamp, he purposed setting apart as a public common. But when the legality of the purchase of territory from the blacks was disallowed by the authorities in Van Diemen's Land and at Westminster, and the whole country was free for occupation, Fawkner, with superior judgment and foresight, chose the rising ground on the north side of the River as the more eligible site for the rudiments of a township.

Batman, who had returned to Port Phillip from Launceston at the end of April, 1836—bringing with him his wife and family, Mr. James Simpson, who married his daughter, and the Rev. James Orton, a Wesleyan minister—fixed his residence on the hill which afterwards bore his name, opened a store there, and pastured a flock on the grassy slopes stretching thence to the hollow now known as Elizabeth Street; his shep-

herd's hut being erected on the site now occupied by St. James's Cathedral. Soon afterwards Mr. James Sutherland arrived from Van Diemen's Land in the *Francis Freeling*, with eight hundred sheep, and formed a station in the neighbourhood of Geelong.

By the middle of June the settlement on the banks of the Yarra had assumed sufficient cohesion and importance to justify its residents in taking some steps for



LORD MELBOURNE.

organizing a form of government, or for establishing a tribunal empowered to settle any disputes which might arise among themselves. Accordingly a public meeting was held, attended by thirty-one persons, including Fawkner, Batman and Wedge; and two resolutions were passed—one appointing Mr. James Simpson to arbitrate between disputants on all questions excepting those relating to land, with power to name two assistants if he thought proper; and the other directing that a petition should be prepared, praying Governor Bourke to appoint a resident magistrate at Port Phillip. This request was complied with, and when Mr.

George Stewart, who had been designated to fill that office temporarily, arrived from Sydney, he found that one hundred and seventy-seven persons from Van Diemen's Land had settled in the district, and were possessed of live stock and other property to the value of one hundred and ten thousand pounds. During the remainder of the year 1836 the settlement continued to receive numerous accessions to its population, and large numbers of sheep and cattle. During this year the first funeral in the settlement—that of a child named Goodman—took place on Flagstaff Hill.

CAPTAIN LONSDALE.

On the 29th of September the *Rattlesnake*, Captain Hobson, arrived in the Bay, bringing Captain Lonsdale, who was afterwards to act as resident magistrate. The harbour was thoroughly surveyed by the commander of the *Rattlesnake*, and it received his name in consequence; one of his lieutenants gallantly bestowing upon Mounts Martha and Eliza the epithets they bear, in honour of Mrs. Lonsdale and Mrs. Batman respectively. A survey was soon afterwards made by Mr. Russell and his assistants of the site of the present city of Melbourne, a spot which was sometimes spoken of as

Bearbrass, and sometimes as *Dutergalla*, its native name. When a census was taken on the 8th of November, 1836, the population of Port Phillip was found to number one hundred and eighty-six males and thirty-eight females; while the aborigines within a circuit of thirty miles around the settlement were ascertained to consist of seven hundred men, women and children. They composed three tribes—the *Wawoorongs*, the *Boonoorongs* and the *Watourongs*. It was with the last-named tribe that Buckley became affiliated, when he effected his escape from the *Calcutta* during Collins's stay at Sorrento.

The year 1836 was memorable in other respects. Not only had the pioneers of settlement signified their desire for orderly rule and self-government, but they had taken steps to secure for themselves the ministrations of religion, and Divine service was celebrated for the first time under a group of trees upon the slope of Batman's Hill, in the month of April, by the Wesleyan minister previously referred to. Nor were the spiritual wants of the natives overlooked, for Mr. George Langhorne was entrusted with the charge of a missionary station which was established on the site of the present Botanical Gardens, and Mr. John Thomas Smith, subsequently celebrated as the "Australian Whittington," acted as his assistant. In Mr. Arden's pamphlet some authentic particulars are given of the appearance of the little township at this date:—"In the six months which had elapsed since the close of the preceding year (1835), the settlement had assumed the appearance of a village, several buildings, although of rude construction, having been erected; of these many had their plot of ground attached. A blacksmith's forge was at work; soil fit for the manufacture of bricks had been discovered and experimentally tried, and upwards of fifty acres of rich light black loam had been brought into general cultivation." A public-house erected and occupied by Fawkner in Collins Street West, near the corner of what is now Market Street, may be regarded as the core and centre of the infant settlement, which spread thence in an easterly direction. The cottages, constructed for the most part of wattle-and-dab, were few and far between, the thoroughfares were mere bush-tracks, and the rising ground eastward of Swanston Street was a sylvan wilderness. During the rainy season a turbulent creek flowed down the valley, now marked by the alignment of Elizabeth Street, which separates the two divisions of the present city; and the blacks came in and camped and held *corroborrees* upon sites now occupied by some of the most important buildings in Melbourne.



CAPTAIN LONSDALE.

In March, 1837, the first flock of sheep brought overland from New South Wales reached the shores of Port Phillip, and it may be interesting to note that the first sheep-shearing commenced on the 9th of November, 1836, opposite the present race-course. On the 4th of March the settlement received a visit from Sir Richard Bourke, who occupied an encampment at the western extremity of the street which bears his name. Not long after his arrival he experienced a somewhat strong shock of earthquake, which occasioned some misgivings in his mind as to the expediency of laying out a town in such a locality. But, as the shock was not repeated, Mr. Hoddle was instructed to proceed with the survey. By some happy inspiration he gave a width of ninety-nine feet to the principal streets, but in deference to the wishes of Sir Richard Bourke he made provision for some narrow lanes, to be called mews, intending them as entrances to the gardens in the rear of the houses in the main streets. Upon the town itself was bestowed the name of the English Premier of the day; the thoroughfares running east and west receiving their titles in honour of Captain Flinders, Lieutenant-Governor Collins, Sir Richard Bourke and Captain Lonsdale. That the principal street in the city should have been called after an officer by whom the settlement of Port Phillip was so emphatically condemned is another example of the irony of fate. Williamstown and Geelong were also laid out, the former bearing the name of the reigning sovereign, while the latter is a corruption of the native name *Jillong*. On the 30th of April the first child born in the settlement was baptized by the name of John Melbourne Gilbert; and on the 1st of June the first land sale held in Melbourne took place, Mr. Robert Hoddle, the surveyor in charge of the district, performing the duties of auctioneer. The average price obtained was thirty-five pounds the half-acre allotment; but five months later, when a second land sale was held, the price averaged forty-two pounds for the same area. During his stay in the infant settlement Sir Richard Bourke made two excursions into the interior of the country, visiting Mount Macedon and Geelong, bestowing upon the latter the name by which the locality had previously been known among the natives. In the same year the first steamer, the *James Watt*, entered Hobson's Bay from Sydney; and on the 30th of December an overland mail was established between that city and Melbourne; an intrepid stock-rider named John Bourke undertaking to carry it on horseback from Yass to Port Phillip. Some tragic incidents darkened the annals of 1836. Two of the first settlers, Messrs. Gellibrand and Hesse, endeavoured to explore the Cape Otway Ranges and were never again heard of; but long afterwards a skeleton was discovered which was identified as that of Mr. Gellibrand, from the gold-stopping of one of the teeth in the skull. A bushranger named Cummerford confessed to having, in concert with two accomplices, murdered six bushrangers while they were asleep, on the track between Melbourne and Portland Bay. A police-sergeant, two constables and a soldier were directed to accompany him to the scene of the crime for the purpose of verifying his statements. On arrival there they found nearly two bushels of calcined bones, besides various relics of the murdered men. On their way homeward one of the constables and the soldier turned back for some tea which had been left behind, and whilst the sergeant was making a fire, Cummerford seized his musket, and shooting the remaining constable dead, made his escape into the bush, where he baffled the ineffectual pursuit of the sergeant. Two days afterwards,

however, this miscreant was captured while attempting to steal a horse, and met at the hands of the law with the punishment which he had so richly merited.

In the early part of 1838 Messrs. Joseph Hawdon and Charles Bonney, with a party of nine men, started on an overland expedition with cattle from a station on the Murray for Adelaide, discovering and naming *en route* Lakes Victoria and Bonney, and after a journey of upwards of three months reached their destination on the 30th of April. At the beginning of the year Fawcner had commenced the issue of a weekly newspaper in manuscript entitled the *Melbourne Advertiser*, which the frequenters of the hotel were privileged to read; and in the following March the arrival of a hand-press and some type from Launceston enabled him to produce a printed journal. This was styled the *Melbourne Daily News and Port Phillip Patriot*, and was edited for a time by a brother of Mr. Boucicault, the dramatist. A rival sprang up six months later in the *Port Phillip Gazette*, edited by Mr. Arden.

Life was still very insecure in the pastoral districts of the settlement, and on the 11th of April, 1838, as a party of fifteen men, in charge of travelling stock, were crossing the country from the Broken River to Goulburn, they were attacked in overwhelming numbers by the natives, and eight of the Europeans were killed by the spears of their assailants, and most of the others wounded.

Two branches of Sydney banks were established in Melbourne; the Port Phillip Bank was likewise instituted; the first Post Office was opened in a small brick building somewhat to the westward of what is now Temple Court; a mail-cart began to travel between Melbourne and Geelong; the aborigines were placed under the protection of Government officers; the first Roman Catholic clergyman and the first Presbyterian minister arrived in Melbourne; Mr. Peter Snodgrass was appointed Commissioner of Crown Lands for the Port Phillip District, and the price was raised from five to twelve shillings an acre; a general fast was observed on account of a prolonged drought; the Melbourne Club was instituted; the barque *Hope* arrived from Sydney bringing about two hundred immigrants, and Captain Lonsdale, on the 1st of January, 1839, began to exercise the functions of police magistrate. By this time the incoherent settlement had assumed the character of a definite organism, and was already nearly ripe for a corporate existence.

GOVERNOR LATROBE.

On the 4th of February, 1839, Lord Glenelg, Secretary of State for the Colonies, saw fit to appoint Mr. Charles Joseph Latrobe Superintendent of the district of Port Phillip, an office carrying with it the authority and functions of a Lieutenant-Governor. Mr. Latrobe was the son of a Moravian minister, and had acquired the reputation of being an amiable man of studious habits and philanthropic principles; and it seems to have been considered, that having previously identified himself with the cause of negro emancipation in the West Indies, he was eminently well calculated to look after the temporal and spiritual interests of the aborigines in the south-east of Australia. He arrived with his family in the *Pyrenees* on the 2nd of October, 1839, and shortly afterwards erected, on a gentle eminence eastward of the city, upon which he bestowed the name of Jolimont, a wooden house he had brought with him from England. In later

years, when a more suitable residence was provided for him, Jolimont was tenanted by the Protestant Bishop of Melbourne. The pleasure-grounds surrounding the house have been since subdivided, and are now covered by a populous suburb.

Captain Lonsdale was appointed secretary to Mr. Latrobe, and also sub-treasurer at Melbourne, and it was considered necessary for the more effectual administration of justice to station a resident judge at Port Phillip. Mr. Justice Wills was selected for that purpose, and the choice proved to be an unfortunate one, for he was afterwards removed on account of infirmities of temper, exhibited on the bench. During the month of May, 1839, the pioneer settler, John Batman, was gathered to his fathers. A simple obelisk of dressed bluestone was erected to his memory in the year 1881. It stands in the old Melbourne Cemetery—a place of burial which is now no longer used.

By the end of the year 1840 Governor Gipps was enabled to report to the Colonial Office that villages had been laid out along the road from Sydney to Melbourne, that police stations had been formed, and that the route between the two places was as safe and as easily traversed as any other in New South Wales. The large and fertile province of Gippsland was discovered and partially explored by Angus McMillan, who started on the 11th of January, 1840, from a station near the Snowy Mountains, accompanied by a stock-rider and a native, and penetrated to within sixty miles of Wilson's Promontory. On his return he met Count Strzlecki, who was setting out on a similar expedition. That



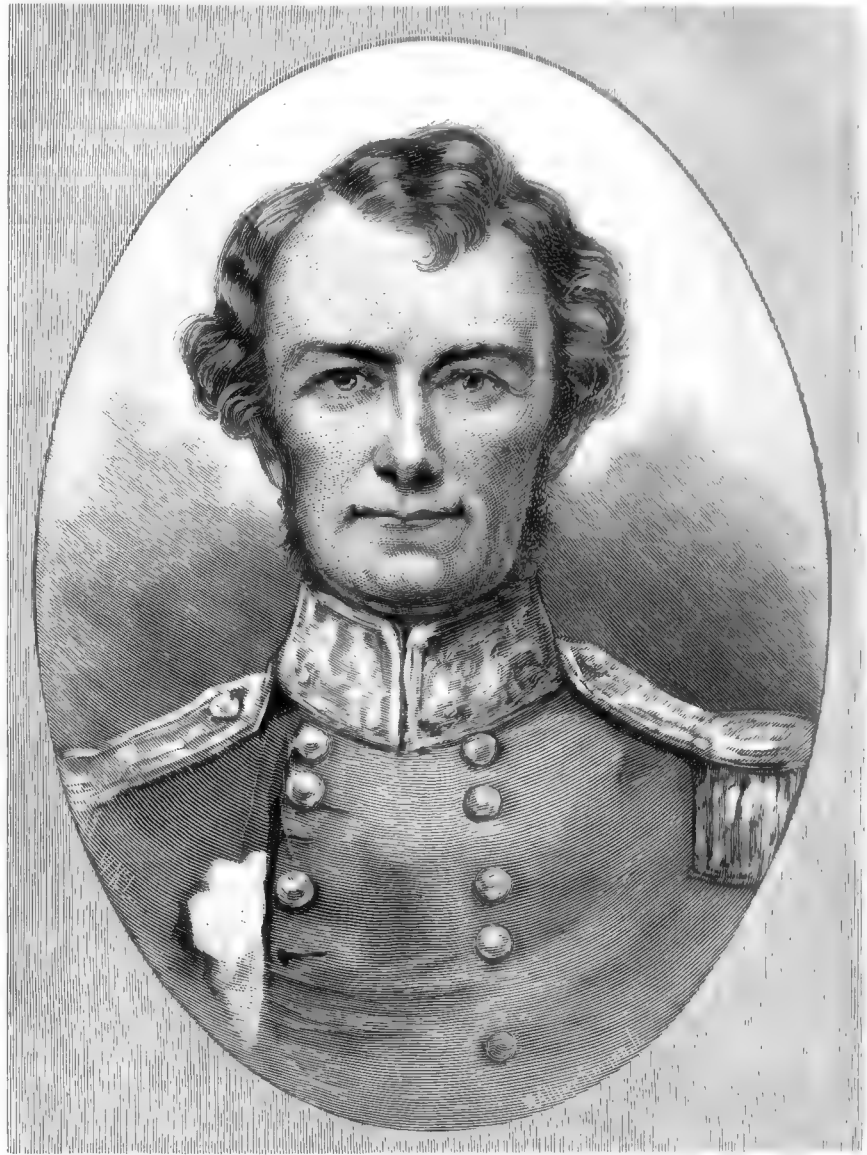
BATMAN'S MONUMENT.

gentleman ascended the Murray to its sources in the Australian Alps, discovered and named Mount Kosciusko, travelled thence in a south-westerly direction to Mount Tambo and the Omeo District; crossed the Great Dividing Range, and heading for Western Port passed over and named eight large rivers; was compelled to abandon his horses, which were exhausted; and, after undergoing the severest hardships and privations, succeeded in opening up a magnificent country, covering an area of five thousand six hundred square miles, with two thousand square miles of coast range and two hundred and fifty miles of sea-board, rich in natural resources, remarkable for its picturesqueness and fertility, and capable of supporting a population of several millions. It only remains to add—by way of completing the record of Victorian exploration—that in 1854 Dr. Baron Ferdinand von Mueller supplemented the important discoveries in the mountainous country to the northward of the Great Dividing Range by the ascent of Mount Wel-

lington, by exploring the sources of the Mitta Mitta River, and by scaling the two highest peaks of the Bogong Range, which he named Mounts Hotham and Latrobe respectively.

By an Act of the Imperial Parliament passed in 1842 the inhabitants of Port Phillip were empowered to send six representatives to the Legislative Council of New South

Wales, and in the same year municipal government was bestowed upon Melbourne. Mr. Henry Condell was the first Mayor of the town, and he was also chosen to represent it in Sydney, while Mr. C. H. Ebdon and Dr. Alexander Thomson, settlers in Port Phillip; the Rev. Dr. Lang, Dr. (now Sir Charles) Nicholson, and Mr. Thomas Walker, all then of Sydney, were elected by the voters outside the metropolis of the district. Some time previously an agitation had arisen among the people of Port Phillip for separation from New South Wales, and expression was given to this feeling by Dr. Lang, who moved a resolution affirming its necessity in the Legislative Council on the 20th of August, 1844. It was negatived, however, by more than three to one, and the debate upon it was rendered somewhat remarkable by a speech from the present Lord Sherbrooke, in which he declared his belief that the time would come when the mother-country would "knit herself and her colonies into one mighty confederacy, girdling the earth in its whole circumference, and confident against the world in art and arms."



GOVERNOR LATROBE.

Sedulously bent upon attaining separation, the electors of Melbourne, having occasion soon afterwards to choose a fresh representative, selected Earl Grey, the Secretary for the Colonies, and this *argumentum ad absurdum* probably contributed to bring about the desired object. By way of preparation for it, Her Majesty allowed the settlement to substitute her own name for that of Port Phillip, and on the 5th of August, 1850, an Imperial Enactment erected the district into a separate colony, Mr. Latrobe, the Superintendent of the district of Port Phillip, being appointed its first Governor.

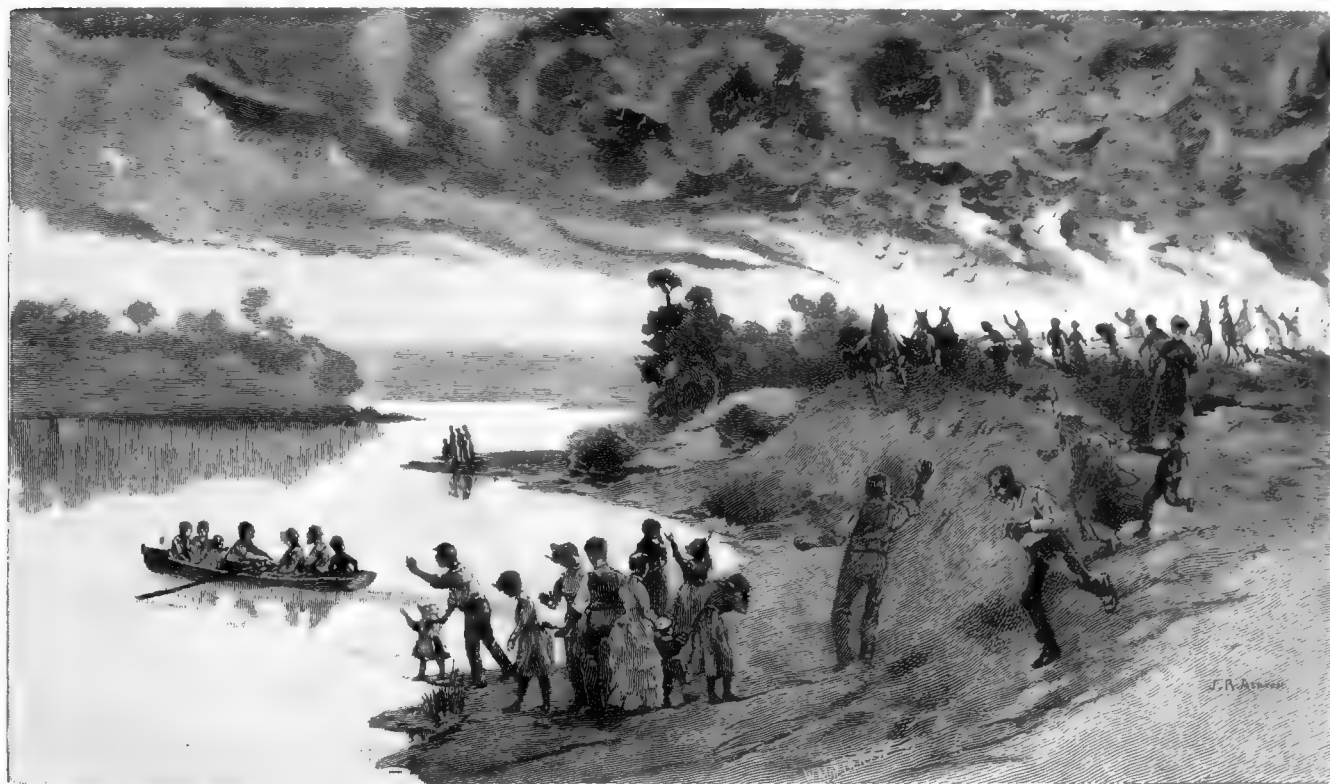
During his term of office two events occurred which rendered the period memorable in the history of the colony. The first was a calamity which created wide-spread consternation and suffering, while the second filled the whole civilized world with magnified reports of its actual marvels. The year 1850 had been one of exceptional heat and drought. Pastures had withered; creeks had become fissured clay-pans; water-holes had disappeared; sheep and cattle had perished in great numbers, and the sun-burnt plains

were strewn with their bleached skeletons; the very leaves upon the trees crackled in the heat and appeared to be as inflammable as tinder. As the summer advanced the temperature became torrid, and on the morning of the 6th of February, 1851, the air which blew down from the north resembled the breath of a furnace. A fierce wind arose, gathering strength and velocity from hour to hour, until about noon it blew with the violence of a tornado. By some inexplicable means it wrapped the whole country in a sheet of flame—fierce, awful and irresistible. Men, women and children, sheep and cattle, birds and snakes fled before the fire in a common panic. The air was darkened by volumes of smoke, relieved by showers of sparks; the forests were ablaze, and on the ranges the conflagration transformed their wooded slopes into appalling masses of incandescent columns and arches. Farm-houses, fences, crops, orchards, gardens, hay-stacks, bridges, wool-sheds, were swept away by the impetuous onrush of the flames which left behind them nothing but a charred heap of ruins, and a scene of pitiable desolation. The human fugitives fled to water, wherever it could be found, and stood in it, breathing with difficulty the suffocating atmosphere, and listening with awe to the roar of the elements and the cries of the affrighted animals. Many lives were lost, and the value of the property and live stock destroyed on "Black Thursday" can only be vaguely conjectured. Late in the evening a strong sea-breeze began to blow, driving back the heavy pall of smoke that had deepened the darkness of the night, and the next day dawned upon blackened homesteads, smouldering forests, charred carcasses of sheep, oxen, horses, poultry, and wild animals, and the face of the country presented such an aspect of ruin and devastation as could never be effaced from the recollection of those who had witnessed and survived the calamity.

THE DISCOVERY OF GOLD.

Four months afterwards men's minds were stirred by an excitement of another kind. It was announced in the columns of the *Port Phillip Gazette* that gold had been discovered in the Plenty Ranges, at no great distance from Melbourne; and on the 10th of June, 1851, Mr. William Campbell, a settler on the Loddon, found some specks of gold in quartz upon the station of Mr. Donald Cameron, at Clunes. The news spread, and hundreds of eager eyes were soon searching for traces of the precious metal in all the settled districts of the colony. The simultaneousness and magnitude of the discoveries were perfectly startling. It seemed as if the richest "pockets," the heaviest nuggets, and the most precious "wash-dirt," had been deposited by a bounteous Nature so near the surface, that nothing was necessary to get at the gold but the simplest appliances and the labour of a few days, and, in some instances, of only a few hours. At Clunes, at Buninyong, at Ballarat, and near most of the creeks in the valley of the Loddon, men were congregated by hundreds and by thousands. Melbourne was deserted, and so were the country townships, the sheep-farms and the cattle-stations. "The sacred thirst for gold" seized upon all classes, and its acquisition levelled all distinctions. Who could be expected to pursue the ordinary occupations of industry, when, by sinking a hole in the earth for a few feet, he might come upon an old river-bed glittering with golden sand, or find a "jeweller's shop," packed with nuggets as large as potatoes, or discover a solid mass of the precious metal, too heavy to be lifted by

one pair of arms? The public service was deserted; the guardians of the peace disappeared; and male and female domestics helped to swell the general stampede. Society was not merely disorganized, it was dissolved; and the position of the unfortunate Governor was one of unprecedented embarrassment. Something like eleven thousand



“BLACK THURSDAY.”

people poured into Victoria from South Australia and from Van Diemen's Land, without reckoning those who crossed the Murray from New South Wales in the second half of 1851. The scenes witnessed on the roads to the principal diggings were of the most animated character. Every gold-seeker was inspired by a feverish hope; and, in many instances, his most sanguine expectations were far surpassed.

Before the end of December, upwards of ten tons of gold had been obtained from the Victorian gold-fields, and the supply appeared to be inexhaustible, so that no sooner did the news of these extraordinary discoveries reach Europe and America, than a great tide of population began to flow outward, in the direction of the new land of Ophir. Upwards of fifteen thousand immigrants arrived by sea during the latter part of 1851, ninety-four thousand in the year following, and nearly a quarter of a million in 1853-4-5. Week after week vessels continued to arrive in Hobson's Bay, landing passengers and discharging cargo as they best could, for they were usually deserted by their crews as soon as they dropped anchor. There was no accommodation for a fiftieth part of the new arrivals in Melbourne; so an encampment, as large as an extensive village, sprang up on the south side of the Yarra, which became known as Canvas Town, and there, men, women and children—those who had been gently born and gently nurtured, and those who had been familiar with a rough life in old countries; professional men, artisans, husbandmen from rural England, fugitives from justice in California, political refugees from France and from Germany, escaped convicts from the other side of the Strait, and people who had quitted the mother-country with visions of becoming suddenly

rich upon the Victorian gold-fields—all these were forced into a strange companionship, and were depressed to the same social level by the force of untoward circumstances. At the same time a horde of Asiatics descended on the colony from the Straits Settlements and from Canton; and not less than twenty-five thousand Chinamen were allured to the gold-fields by the widely-spread rumours of their richness.

For a period of ten years the yield of the precious metal was enormous, but it reached its *maximum* only two years after its discovery, when no less than twelve million six hundred thousand pounds' worth was taken from the soil in the space of twelve months; while the value of the gold raised from 1852 to 1860 inclusive was upwards of ninety-five millions sterling, the population of the colony in the latter year being a little over half a million. All the splendid prizes in the captivating lottery of gold-digging were discovered in the early days. The first large nugget, weighing one thousand six hundred and twenty ounces, was unearthed in Canadian Gully, Ballarat, in February, 1853, and was surpassed in weight by another found on Bakery Hill, in the same district, in June, 1858. This turned the scale at two thousand two hundred and seventeen ounces; while the heaviest ever found was procured at Mount Moliagul, in the Dunolly District, in February, 1869; for this weighed two thousand two hundred and eighty ounces. Men mining on Golden Point, Ballarat, were known to be making as much as from three hundred to four hundred pounds sterling per day each; and Governor Latrobe, who visited this spot in 1851, mentions that he saw eight pounds' weight of gold washed from two tin dishes of



EN ROUTE FOR THE DIGGINGS.

Adapted from a sketch by F. Gill.

dirt, and heard of a party that had raised sixteen pounds at an early hour of that day, and had succeeded in obtaining thirty-one pounds before night-fall. But there were many blanks, and numbers of disappointed diggers betook themselves to their former employments, at which they found they could earn from a pound to twenty-five shillings per day. Not a few turned carters, for as much as one hundred pounds sterling per ton was

paid for the transport of stores from the sea-port to the principal gold-fields; and it is recorded that one publican, owning or controlling as many as a hundred and twenty-two public-houses, or "shanties," disbursed no less than one thousand five hundred pounds sterling a week for cartage, during seven consecutive months of 1853. The criminal element in the population, composed chiefly of convicts who had escaped from Van Diemen's Land, became a source of danger and depredation to the community. On the 2nd of April, 1852, a gang of these desperadoes boarded the *Nelson*, lying in Hobson's Bay, and succeeded in carrying off gold-dust to the value of twenty-four thousand pounds; escorts were robbed on their way down from the gold-fields to Melbourne, and life and property became so insecure that diggers slept, and moved about from place to place, with loaded revolvers by their side.

Mr. Latrobe was succeeded as Governor by Sir Charles Hotham, who arrived in Melbourne on the 21st of June, 1854, and inherited a legacy of troubles left by his pre-

decessor. The separation of Port Phillip from New South Wales had been attended by the creation of a Legislative Council, composed of ten nominee and twenty elected Members. But among the latter there were no representatives of the great mass of the population concentrated on the gold-fields. One of the first acts of this body was to impose a license fee of thirty shillings per month—which was raised for a time to sixty shillings—on every person searching for gold. The license was not transferable; it was available for use only within half a mile of the police camp from which it had been issued, and it had to be produced whenever demanded by a police officer. This was the most irritating circumstance connected with the license, for digger-hunting became a popular pastime with the young cadets who wore the Government uniform, and was often practised with a harshness and tyranny which were altogether indefensible. Every digger who had neglected to procure or to renew, or who had lost or mislaid, his license, was liable to be apprehended; and it was no uncommon spectacle to see fifty or sixty men handcuffed together like so many felons and dragged to the camp, there to be fined or otherwise dealt with. An agitation for the suppression of this impost—which was



A HUT AND A STORE AT THE DIGGINGS.

Adapted from a sketch by F. Gill.

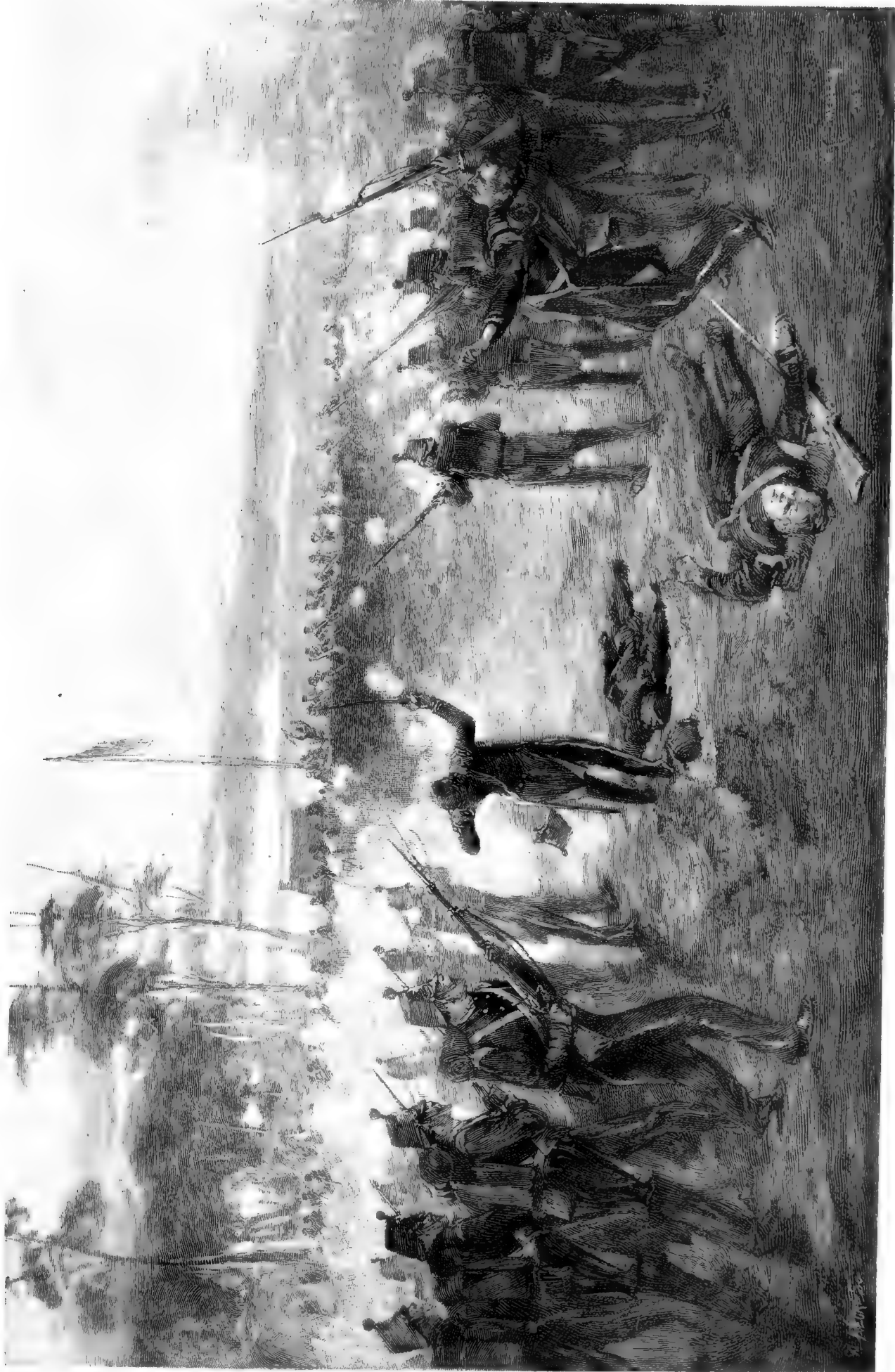
inequitable in its operation, and was exacted with exasperating insolence of language and harshness of conduct—was commenced at Bendigo in 1853, and soon spread to the other gold-fields. Leagues were formed, and the Government, far from exhibiting a conciliatory spirit, issued an order, in October, 1854, that the police should devote two days a week to hunting down unlicensed diggers. Nowhere was the public indignation inspired by this mistaken policy stronger than at Ballarat, and an accident kindled this indignation into a flame. In a scuffle a digger named Scobie was killed in the Eureka Hotel on Specimen Hill, kept by one Bentley, who was believed to be implicated in the murder. The police magistrate, before whom Bentley was brought, acquitted him—under corrupt influences, it was alleged. Certain it is that he was removed from office; he afterwards migrated to British Columbia, embezzled some money there, and committed suicide in Paris. Indignation meetings were held, and at one of these, on the 12th of October, the hotel was set on fire and burned down. Bentley himself escaped on horseback. Three men, not one of whom was concerned in the act, were arrested, and a public meeting was promptly held, at which resolutions were adopted demanding their release, and affirming the right of the people to the exercise of political power, and at the same time asking for the abolition of the license fee. The three prisoners—MacIntyre, Fletcher and Westerby—were conveyed to Melbourne for trial, and each was sentenced to short terms of imprisonment. Another demand was made for their release, but was refused, and the aspect of affairs was so threatening at Ballarat that two detachments of infantry were ordered up from Melbourne. They reached that place on the 28th of November, and were attacked by the diggers who followed them to the camp, from which a strong body of police made a sortie and drove their assailants back. Two days



A GOLD ESCORT IN THE FIFTIES.

Adapted from a sketch by F. Gill.

afterwards the local authorities ordered another digger-hunt, and the military were called out to support the police. The diggers resisted, and matters had now reached such a pass that they organized themselves for an armed defence, elected Mr. Peter Lalor as their commander-in-chief, and entrenched themselves behind a stockade close to Eureka Street. On Sunday, the 3rd of December, in the gray dawn of an Australian summer's day, the military and the police, including a strong body of cavalry, proceeded to attack the Stockade. Besides Mr. Peter Lalor, who acted as commander-in-chief to the insurgent miners, the leaders of the so-called rebels were Frederick Vern, a native of Hanover, an Italian named Carboni Raffaello, Alfred Black, John Lynch, J. W. Esmond, J. B. Humffray, James H. M'Gill, Curtain, Lesman and



THE EUREKA STOCKADE, BALLARAT, ON SUNDAY MORNING, DECEMBER 3, 1854.

Kenworthy. The diggers who took an active part in the defence of the Stockade numbered two hundred or thereabout; and they conducted themselves with great bravery. The military and police numbered two hundred and seventy-six. Of these one hundred and seventeen, belonging to the Fortieth Regiment, were commanded by Captain Wise and Lieutenants Bowdler, Hall and Gardyne; sixty-five belonged to the Twelfth Regiment, under the command of Captain Queade and Lieutenant Paul; the mounted police, led by Sub-inspectors Furnley, Langley, Chomley and Lieutenant Cossack, numbered seventy; and the foot police, under Sub-inspector Carter, twenty-four.

After several volleys had been fired on both sides, the first line of defence, a rough barricade, was crossed, and the police sprang over the inner barrier and captured the flag hoisted by the insurgents. The military followed, and in spite of the gallant resistance offered by the diggers, carried the entrenchment at the point of the bayonet. During the engagement, which lasted for nearly half an hour, several volleys were fired on both sides. Captain Wise, of the Fortieth, was mortally wounded; Mr. Peter Lalor was left for dead in the Stockade, but escaped with the loss of an arm; Lieutenant Paul, of the Twelfth, was severely wounded; about thirty of the insurgents are believed to have been killed, one hundred and twenty-five were taken prisoners, while the casualties among the military were four dead and many wounded. All the tents within the enclosure were burnt down, and the district was placed under martial law. Upon the 1st of April, 1855, the prisoners were arraigned on a charge of high treason in the Supreme Court at Melbourne, but the three leading actors in the insurrection, Messrs. Lalor, Vern

and Black, succeeded in evading the vigilance of the police, and the first-named gentleman, who is only recently deceased, was for years afterwards Speaker of the Legislative Assembly of Victoria. Public sympathy was so powerfully enlisted on behalf of the insurgents, owing to the character of the provocation they had received to take up arms in resistance to the maladministration of the law, that no jury could be found to convict the men who had been placed upon their trial. Their defence was gratuitously undertaken by several of the leading barristers, and their acquittal was hailed with general satisfaction. It was followed by an amnesty, and the judicious removal of the causes which had led to the outbreak. A commission of inquiry declared that the diggers had been goaded to insur-



HON. PETER LALOR.

rection by bad laws badly enforced, and recommended the introduction of constitutional government, with a broad franchise as the basis of its representative system.

Between the last hours of the year 1855 and the first of the year 1856, Sir Charles Hotham succumbed to an attack of dysentery, brought on or aggravated by mental worry,

and the administration of the Government devolved on Major-General Macarthur. A few weeks before this event, namely, on the 23rd of November, 1855, a new Constitution, prepared by the Legislative Council of Victoria, and sanctioned by the Imperial Parliament, was proclaimed. It established responsible government, and created two Chambers, both of them elective. The first Cabinet, with Mr. Haines as its chief, took office, and at the first general election, Messrs. Lalor and Humffray—the latter also one of the insurgents at the Eureka Stockade—were returned to the Assembly for the district of Ballarat.

SIR HENRY BARKLY—BURKE AND WILLS.

Sir Henry Barkly, who had been appointed to succeed Sir Charles Hotham, did not arrive in the colony until the 23rd of December, 1856, and the first few months of his residence in Victoria were darkened by a domestic bereavement, which occasioned general sorrow. Lady Barkly was driving out in a pony-phaeton, when her vehicle was overturned by a runaway omnibus, and she herself was violently thrown out. A few days afterwards she was prematurely delivered of a son; the shock had proved too great for her system; she sank under it, and was laid in the same grave with her infant. Lady Barkly was universally popular, and the truest sympathy was expressed on all sides for her disconsolate husband, who was surrounded at the same time with the troubles and anxieties of the first ministerial crisis which had occurred in the newly-constituted colony.

During the seven years in which he held office some

radical changes were made by the Legislature in its own Constitution and in the laws of the colony. Manhood suffrage and vote by ballot were instituted, and the property qualification for Members of the Assembly was abolished. Large areas of land were thrown open for selection, in quantities not exceeding six hundred and forty acres for each person, and State aid to religion was abrogated. Among the incidents with which Sir Henry Barkly was personally identified was the memorable Burke and Wills expedition.



SIR CHARLES HOTHAM.

The Royal Society (at that time the Philosophical Institute of Victoria), in November, 1857, had taken up the question of exploring the interior of Australia, and had appointed a Committee to inquire into and report upon the subject. In September, 1858, the sum of one thousand pounds was anonymously offered for the promotion of this object, on condition that a further sum of two thousand pounds should be obtained by subscription within a twelvemonth. This amount having been raised in the time specified, the Victorian Parliament supplemented it by a vote of six thousand pounds, and an expedition was organized under the leadership of Mr. Robert O'Hara Burke, with G. J. Landells as second in command; W. J. Wills, surveyor and astronomer; T. Beckler, medical officer and botanist; L. Becker, artist and naturalist; C. D. Ferguson, assistant and foreman, and nine associates. Twenty-five camels, twenty-three horses, with forage, waggons for transport, food, stores and medicine were provided for the explorers, who started from the Royal Park, Melbourne, on the 20th of August, 1860, amidst the valedictions of a vast assemblage. The instructions furnished to Burke directed him to make Cooper's Creek the base of his operations—to form a *dépôt* there, to explore the country lying between it and the Gulf of Carpentaria, and to follow water-courses and tracts yielding herbage wherever practicable. At the same time he was entrusted "with the largest discretion as regards the formation of *dépôts* and his movements generally," inasmuch as, when the expedition passed beyond the limits of pastoral settlement, it



SIR HENRY BARKLY.

would be necessarily outside the control of the Committee. At Menindie, on the Darling, a resident named Wright offered to show Burke a well-watered track to the Barcoo, and the leader, with Wills, six men and some camels, started on the 19th of October. It is believed that intelligence had reached him, while he was at Menindie, of Stuart's intended expedition across the centre of Australia, and that he (Burke) was anxious to be the first to achieve the exploit. At any rate, he pushed on to Torowoto, on the thirtieth parallel of south latitude, whence he sent back Wright, whom he had appointed third officer, to bring up the rest of the expedition to Cooper's Creek, which Burke and Wills had reached on the 11th

of November. A *dépôt* was formed, and for six weeks Burke awaited the arrival of the rest of the party under Wright. Weary of the delay Burke and Wills, with two assistants, Gray and King, one horse and six camels, set forth on Sunday, the 16th of December; leaving four men, six camels, and twelve horses at the *dépôt*, in charge of

William Brahe, pending the arrival of Wright. The latter did not leave Menindie until the 27th of January, 1861, and on the way up to Cooper's Creek the party was attacked by scurvy, to which Becker and two of the assistants succumbed. With a dilatoriness which is quite inexplicable, Wright moved forward, so slowly that on the 29th of April he had not reached the Creek, but met Brahe and his party returning thence. Brahe had patiently waited at the *dépôt* for four months and four days, and then, despairing of Burke's return, had started southward on the 21st of April.

In the meantime Burke and Wills were pushing across the Continent, with heroic determination but injudicious speed. They reached the tropics on the 7th of January, 1861, and they stood upon the banks of the Flinders River on the 10th of February. By this time their provisions were reduced to eighty-three pounds of flour, thirty-eight pounds of meal, twelve pounds of biscuit, the same quantity of rice, and ten pounds of sugar, and on the 21st of February they began to retrace their steps. The whole of the party soon afterwards fell ill,

and their provisions began to run short. They were obliged to leave one of the camels behind, and to kill two of the others, as also the horse. During the night of the 16th of April, Gray died, and five days afterwards the three survivors reached the *dépôt* at Cooper's Creek, and found it deserted. On a tree was the direction: "Dig three feet westward." There they came upon a camel-trunk containing a letter stating that Brahe and his party had left the *dépôt* on that very day. Even then, so leisurely did the latter move, if Burke, after a night's rest, had followed them up, he would have overtaken them, or failing that would have met them returning to Cooper's Creek; for Brahe and Wright went back to the *dépôt*, arrived there on the 8th of May, and never thought of looking to see if the buried provisions had been disturbed. Had they done so they would have found a letter from Burke stating that he and his companions had started off in the direction of Mount Hopeless sixteen days previously. Baffled in their attempts to reach South Australia by that route, the three men would have starved, but for the seeds of the *nardoo* plant, which forms an article of diet with the natives in the district. Wills struggled back to the *dépôt* on the 30th of May, buried his journal there, but discerned no traces of the place having been visited since he left. On rejoining Burke and King, all three met with kindly treatment from some natives, but fatigue, hunger, and the inclemency of the winter nights had



• ROBERT O'HARA BURKE.

told fearfully on the explorers. Wills was the first to succumb, and faced his death with wonderful cheerfulness and serenity. A few days afterwards, Burke, feeling his end approaching, begged King to remain with him to the last, and to leave his corpse unburied with his pistol in his hand. His release occurred on the following morning, and poor King was left alone. He set out in search of a native camp, and after wandering about for some days was fortunate enough to find one, and to meet with a hospitable reception. This was towards the end of June, before which Wright had reached the Darling, and sent despatches to the Exploration Committee in Melbourne explaining the position of affairs. Five relief parties were promptly organized, and started from different points of the Continent in search of the missing men. One of these parties (led by Mr. A. W. Howitt, a son of William and Mary Howitt), started in June, 1861, to reach the Barcoo from Menindie, gained that River on the 8th of September, and a week afterwards succeeded in finding King under the following circumstances, the particulars of which are derived from the MS. diary of Mr. Edwin J. Welch, surveyor to the Victorian Contingent Exploration Party, as it was called. On the morning of Sunday, the 15th of September, as the party were proceeding along the banks of a creek, their attention was attracted by the shouts and gesticulations of a large body of natives on the other side, who were pointing down the creek, where



W. J. WILLS.

several other blacks appeared to be awaiting the arrival of the explorers. On approaching them Mr. Welch was startled by observing what appeared to be a white man among them. "Giving my horse his head," he writes, "I dashed down the bank towards him, when he fell on his knees in the sand for a few moments in the attitude of prayer. On reaching him I hurriedly asked, 'Who, in the name of wonder, are you?' and received the reply, 'I am King, sir, the last man of the exploring expedition.' The party having come in, we halted and camped. King was put in a tent and carefully attended to, and by degrees we got his story from him."

The emaciated survivor of the disastrous enterprise is described as

looking more like an animated skeleton when he was found than anything else, and as resembling a blackfellow in almost everything but colour. His narrative was a truly pathetic one. The three explorers on leaving the *dépôt* at Cooper's Creek took with them the two camels, both of which, succumbing soon afterwards to privations and fatigue, had to be shot. Their own provisions were speedily exhausted; their ragged clothing

afforded them an insufficient protection against the low temperature to which they were exposed at night; and their bodies (enfeebled by the meagre and innutritious food derivable from the seed of the *nardoo*, pounded into powder, and then baked), were incapable of offering any effectual resistance to disease. Wills was the first to feel the

approach of death, and begged of Burke and King to seek for the blackfellows as their only chance of salvation by procuring food. They did so, although reluctant to leave

their comrade in a position so critical, and after a weary and ineffectual journey of from



COOPER'S CREEK.

twelve to fifteen miles Burke felt himself too much exhausted to proceed any further. In the night he was conscious that his end was near, gave his last instructions to his faithful companion, and about eight o'clock in the morn-

ing of the 29th of June breathed his last, and King was left alone.

Faint and famishing, the brave survivor, determined to persevere in his efforts to procure some food for Wills, was fortunate enough to find a large supply of *nardoo* in a deserted *gunyah*, with which he retraced his steps to where he had left the second of his leaders. Four days had been unavoidably consumed in going and coming, and poignant were the grief and dismay of the forlorn wayfarer on discovering that he had returned to a corpse. King remained with it, having for a fortnight no other companions but his own sad thoughts, and then covering up the emaciated body as best he could, he set out in search of a tribe of blacks. On finding one he was at first kindly received, but was presently regarded as a burdensome encumbrance. He continued

to cling to them, however, with all the pertinacity of despair, until at last he came to be looked upon with feelings of compassion, and was tolerated as a poor dependent. Thus, from the middle of July until the 15th of September, John King lived the life of the aborigines, buoyed up by the hope that his fellow-colonists would not suffer him to perish in the wilderness, but would rescue him sooner or later. The narrative would be incomplete if we omitted to mention that the kindly natives were liberally rewarded by the Victorian Government for the shelter and protection they had afforded to the sole survivor of the expedition.

After the remains of Wills and Burke had been found and buried, the Contingent Expedition started on the return journey as far as Menindie, whence Mr. Welch, deputed by his leader to conduct King to Melbourne, set out, while Mr. Howitt remained in camp to rest his men and camels before proceeding further south. Mr. Howitt was subsequently instructed to revisit Cooper's Creek and bring back the bones of the heroic explorers, in order that they might receive a public funeral, which proved to be one of the most impressive spectacles ever witnessed in the capital of Victoria.

Large sums of money were voted to the nearest of kin of Burke and Wills, and an annuity was settled on King, which he did not live many years to enjoy, his

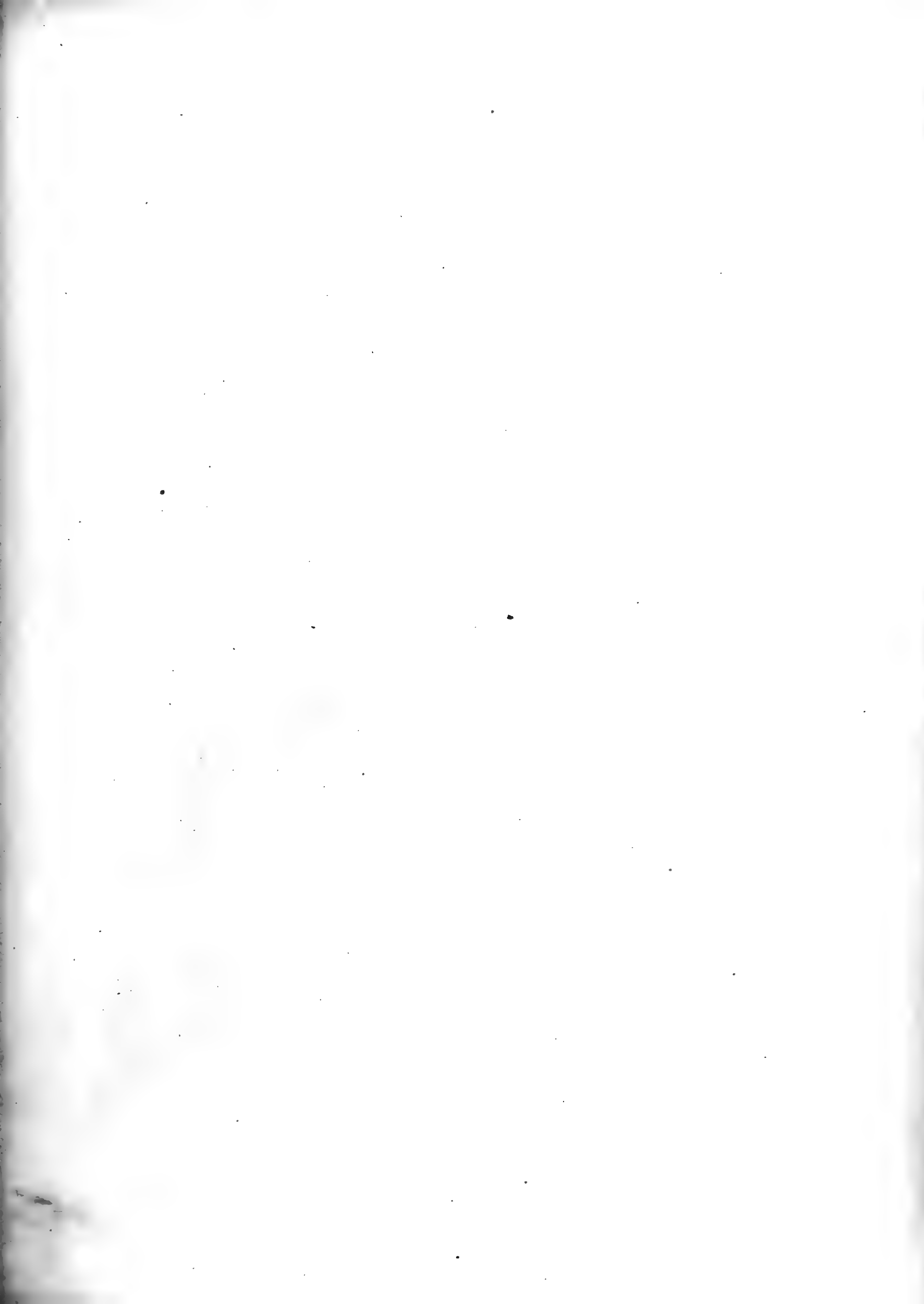
constitution having been shattered by the privations and hardships he had undergone; while the heroic exploit of the two explorers was commemorated by bronze statues of the two men, modelled and cast by the late Charles Summers, and erected in one of the principal thoroughfares of Melbourne, the more important incidents in which the leaders had figured being commemorated by bronze bas-reliefs on the plinth.

The other search expeditions proved to be the means of adding largely to our knowledge of the interior of the Continent, and of opening up to pastoral settlement enormous areas of country previously believed to be deserts. Flocks and herds now graze in the immediate neighbourhood of



JOHN KING.

the spot where Burke and Wills perished, and the names of Landsborough, Walker and McKinlay, like that of Mr. Alfred Howitt, will ever be honourably associated with those of the heroic men who have just been mentioned as the pioneers of industrial progress and civilization in the heart of this Continent, and whose labours have assisted so materially in its development. Nor must we omit to mention the name





PARLIAMENT HOUSE, MELBOURNE.

of the donor of the thousand pounds, which gave the first impulse to the work of exploring the interior. It was Mr. Ambrose Kyte, a self-made citizen of Melbourne.

FROM THE ADMINISTRATION OF GOVERNOR DARLING.

The period during which Sir C. H. Darling represented Her Majesty in Victoria, 1863-1866, was an exceedingly troubled one, as it was that of an angry and protracted conflict with respect to the future fiscal policy of the country, in which a majority of the people and the Legislative Assembly espoused the cause of Protection, while a large and influential minority and the Legislative Council sought to maintain that of Free Trade. A Bill imposing numerous customs duties of a protective character was passed by the Lower and rejected by the Upper House. The measure was then tacked on to the Appropriation Bill, which was in consequence thrown out by the Council. The Government proceeded to collect the duties on the authority of the Assembly, and as no funds were available for the Public Service, the Executive Council, with the approbation of the Governor, borrowed money from one of the banks and confessed judgment as often as the loan reached forty thousand pounds. The collection of



THE GRAVE OF BURKE AND WILLS IN THE MELBOURNE CEMETERY.

customs duties on a mere resolution of the Assembly was pronounced by the Supreme Court to be illegal, and in another session the Tariff Bill, severed from the Appropriation Bill, was again passed by the Lower and again thrown out by the Upper House. A dissolution followed, and the new Assembly numbered fifty-eight Protectionists to twenty Free-traders. That Chamber for a third time passed the measure in controversy, which was for a third time rejected. The Ministry resigned, and Mr. Fellows, as leader of the Opposition, formed an Administration and asked for a dissolution, but the Governor would neither consent to grant it, nor to see the Chief Secretary. In the meantime the salaries and wages of every person in the service of the Crown had fallen ten weeks in arrear; the late Chief Secretary, Sir James M'Culloch, had returned to office, and a third session of Parliament was held, in which the Tariff Bill was passed through all its stages, and sent up to the Council with a preamble asserting the absolute and exclusive right of the Legislative Assembly to grant supplies. This was objected to by the Upper House as inconsistent with the letter and spirit of the Constitution Act, and a conference was agreed to, when, the obnoxious portions of the preamble having been withdrawn, the measure was passed through all its stages, as also the Supply Bill, and

the crisis terminated. Its conclusion was precipitated by the arrival of the mail at Adelaide, bringing the intelligence of the recall by Her Majesty of Sir C. H. Darling, on the ground that he had not maintained that strict neutrality during the political crisis which, as a constitutional Governor, it was incumbent upon him to observe. His departure from Melbourne was made the occasion of a great public demonstration on the part of his political friends, and the Assembly afterwards voted Lady Darling twenty thousand pounds of the public money as a *solatium* for her husband's recall. The Bill

for the appropriation of this amount did not meet with the concurrence of the Legislative Council. An unsuccessful attempt was made by the Assembly to force the Upper House to acquiesce in it by means of a tack, and another dead-lock ensued. Then came the news of Sir Charles Darling's death in England, and Mr. Fellows proposed that an annuity should be granted to Lady Darling—a suggestion which met with the approbation of all parties, and thus the crisis came to an end.

The Rt. Hon. J. H. T. Manners-Sutton, who afterwards became Viscount Canterbury by the death of his father, assumed the Governorship of Victoria on the 15th of August, 1866, and held it until the 2nd

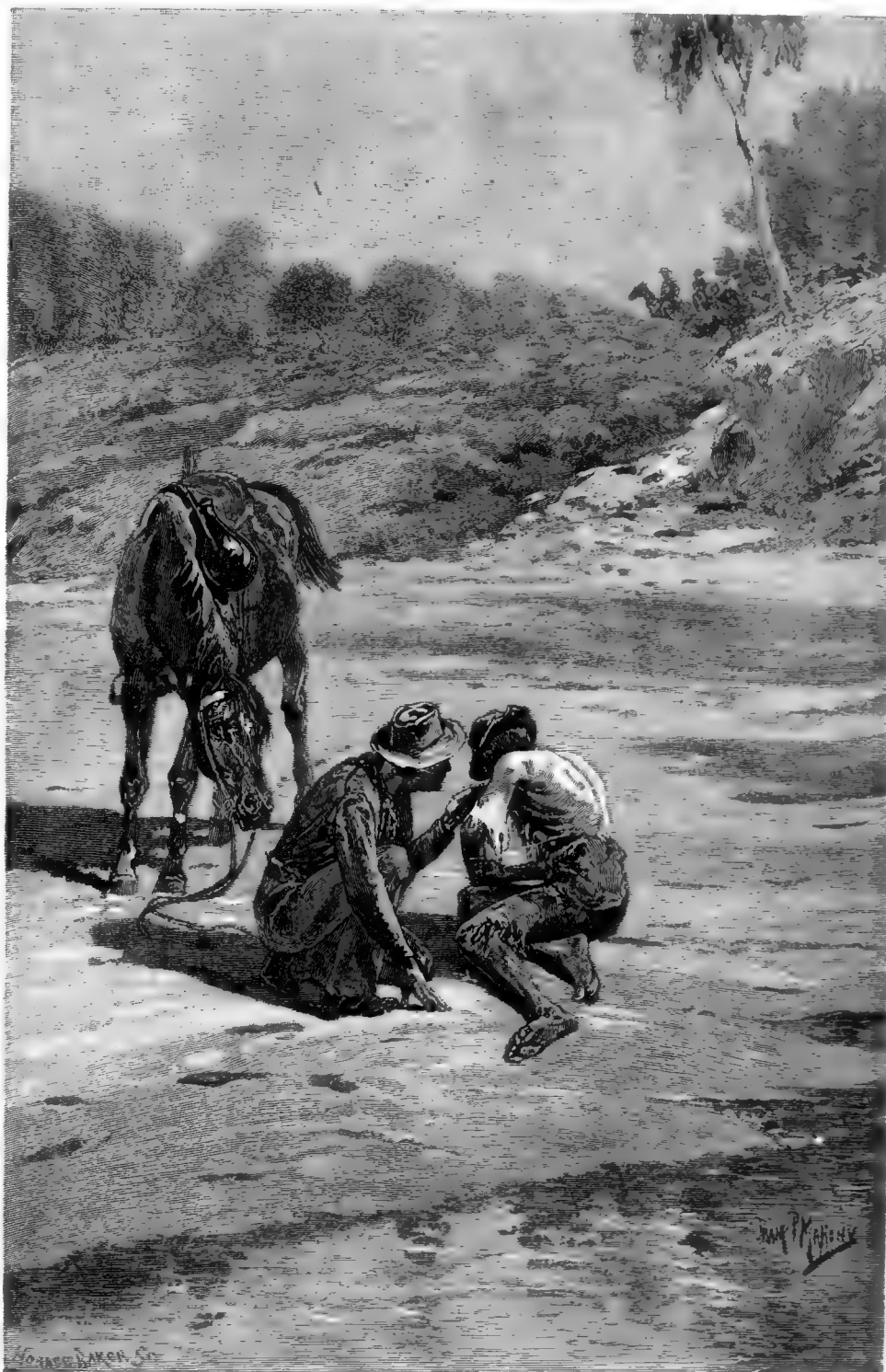
of March, 1873. During his term of office there was a partial lull in the vehemence of party warfare; the fiscal policy of the country had been settled, the revenue was generally prosperous, manufacturing enterprise underwent a considerable expansion, the railway system of the colony was being steadily developed, and the absence of any violent strife in politics, after the settlement of the exciting "Darling Grant" question, proved to be conducive to the welfare and progress of all classes of the community. There were, it is



THE MONUMENT TO BURKE AND WILLS.

true, six changes of Ministry in less than seven years, but the earth continued to "bring forth its kindly fruits in due season" notwithstanding, and the beneficial operations of human industry remained unaffected by the substitution in the Cabinet of one set of men for another. One measure of more than ordinary importance received the Royal assent at the hands of Viscount Canterbury. This was the Education Act of 1872, drafted by Mr.

Wilberforce Stephen. Two systems, the national and denominational, had been previously in operation. These were abolished by the law which came into force on the 1st of January, 1873, its fundamental principle being gratuitous, secular and compulsory instruction up to a certain standard. During the first twelve years of its operation there was an increase of seventy-two per cent., in the number of schools opened; of seventy-four per cent., in the number of instructors; of sixty-three per cent., in that of the scholars on the rolls; of seventy-six per cent., in their average attendance; and of sixty-six per cent., in the estimated average number of distinct children in attendance.



THE DISCOVERY OF JOHN KING BY E. J. WELCH.

The visit of the Duke of Edinburgh to Victoria occurred during Viscount Canterbury's term of office, and called forth demonstrations of loyalty and a display of enthusiasm in which the inhabitants of all parts of the colony participated. He laid the first stone of the new Town Hall in Swanston Street, and also of a spacious hospital on the St. Kilda Road, near the city, which, in his honour, received the name of the Alfred Hospital.

Sir George Ferguson Bowen succeeded Viscount Canterbury, and took office on the 31st of March, 1873. He, too, soon found himself embroiled in political troubles. The old feud between the two Houses of Parliament had slumbered, but had not ceased. They had differed on the subject of payment of Members. On two occasions the Upper



GOVERNOR SIR CHARLES H. DARLING.

House had acquiesced in a measure of this kind to be operative for three years, but in 1877, at the beginning of the third session of the Parliament, a new Ministry, at the head of which was Mr. Berry, backed by a powerful majority, announced that it did not intend to introduce a specific measure for the renewal of this payment, but would tack the item to the Appropriation Bill. It did so, and the Council set the Bill aside. Thus there were no funds available for the payment of public servants, and on the 8th of January, 1878, which was thenceforward known as "Black Wednesday," a notice appeared in the *Government Gazette* dismissing the Heads of Departments, together with the Judges of County Courts, Courts of Mines, Courts of Insolvency, Police Magistrates, Crown Prosecutors, and a number of other functionaries. The proceeding was ad-

mitted to be a "revolutionary" one, and its effect on the community, by impairing confidence and inspiring alarm, was disastrous. Property depreciated in value, business underwent a sudden contraction, there was a considerable exodus of capital and labour to a neighbouring colony, and party feeling was greatly exacerbated by the extreme measures resorted to by the Government. On the 28th of May the Council passed a separate Bill for the payment of Members, and also an Appropriation Bill with the tack omitted. In the Assembly soon afterwards a measure was introduced which virtually deprived the Upper House of most of its power as a co-ordinate branch of the Legislature, and introduced the principle of the *plebiscite*. It was thrown out by the Council, and the Lower House voted five thousand pounds sterling to enable Mr. Berry and a colleague to proceed to England for the purpose of conferring with the Secretary of State for the Colonies on the subject of the constitutional difficulties of the colony. On the 4th of December Sir George Bowen received a despatch announcing his recall, and informing him that the Marquis of Normanby had been appointed as his successor. His Lordship assumed office on the 27th of February, 1879. In the meantime Messrs. Berry and Pearson had proceeded to England to invoke Imperial interference in the political troubles of the colony. But Sir Michael Hicks-Beach, who was at that time at the head of the

Colonial Office, had already signified that, in his opinion, no sufficient case had been made out for the intervention of the British Parliament, and to this opinion he continued to adhere. The right of self-government had been conferred upon the colony of Victoria, and it was for her to work out her own constitutional problems. He advised the Assembly not to introduce foreign elements into Supply Bills, and he considered that the Council in such a case was not likely to reject them. The despatch, which was shown to Messrs. Berry and Pearson before its transmission to the Governor, concluded by stating that the Imperial Parliament would never alter the Constitution of Victoria at the request of one House only. After this the political effervescence, which had lasted with little interruption for upwards of a decade, subsided. Parties became more evenly balanced, and there was less temptation to resort to "the falsehood of extremes." Happily, moreover, the project of an international exhibition to be held in Melbourne, as the sequence of that which had been so brilliantly successful in Sydney, served to divert men's minds from the strife and stress of politics. There had previously been five industrial exhibitions in the former city. The first two—those of 1854 and 1861—had been of a purely local character; the others, held in 1866, 1872, and 1875 respectively, were intercolonial. The number of exhibits in 1854 was four hundred and twenty-eight only; in 1875 it had risen to four thousand eight hundred and twenty-nine, or, in other words, it had decupled.

THE MELBOURNE INTERNATIONAL EXHIBITION.

An Act was passed by the Victorian Legislature in 1878 appropriating the sum of one hundred thousand sterling for the erection of a building in the Carlton Gardens, for which the designs prepared by Messrs. Reed and Barnes were accepted by the Royal Commission appointed to conduct the undertaking. It was found necessary to supplement the space covered by the main building by the erection of two annexes, and in the end the total cost of the structure amounted to upwards of a quarter of a million sterling, which represented five per cent. of the current revenue of the colony. The façade facing the Carlton Gardens has a frontage of five hundred feet; the dome has an elevation of two hundred and twenty feet, and the two towers which flank the southern entrance rise to a height of one hundred feet. The eastern and western façades are four hundred and sixty feet in length. The principal edifice is cruciform, and the dome rises from the intersection of the naves and transepts. Both the drum and the cupola are octagonal, each having an internal diameter of sixty feet, while the apex of the dome is one hundred and sixty-five feet above the floor. At the extremity of the western nave an organ was erected by Mr. Fincham, a local builder, at a cost of five thousand pounds. The space covered by the main structure is less than one-fifth of the area embraced by the annexes, which were less substantially built; but even then they were not more than adequate for the immense volume of exhibits which poured in from all parts of the world. Australia may be said to have been practically unknown to the great bulk of the people of Europe until the International Exhibition in Sydney opened their eyes to the territorial and commercial importance of these colonies, the generally prosperous circumstances of their inhabitants, the character and variety of the natural resources of the country, and the magnitude of the markets, which the rapid increase

of population would eventually open up for the manufactured products of the old world, and more especially for those articles of luxury, which are the outgrowth of the complex civilization, and the artificial wants of societies, which have enjoyed many centuries of wealth and culture. Hence, every nation in central, western and southern Europe—France, Belgium, Germany, Holland, Austria, Scandinavia, Italy, Greece, Turkey and Switzerland—was represented at the Melbourne International Exhibition; as well as the United States, India,



VISCOUNT CANTERBURY.

Mauritius, Japan, China and the South Sea Islands, together with the whole of the Australasian Colonies. Nor was the display limited exclusively to the productions of commercial industry, for the galleries in the principal building were filled with marble and bronze statuary, and with oil paintings and water-colour drawings from the chief art centres of Europe. Great Britain, France, Belgium, Germany, Italy, Holland and Austria, all contributed to render this department of the Exhibition particularly attractive, the aggregate result being a collection of fifteen hundred works of art, irrespective of a large number of pictures, many of them highly meritorious, sent in by Australian artists.

The Melbourne International Exhibition was opened on the 1st of October, 1880, by the Marquis of Normanby, in the presence of the Governors of New South Wales, South Australia, Western Australia and Tasmania, the commanders of the British and foreign war-ships lying in the Bay, and the principal personages of the colony. The day had been proclaimed a public holiday, Melbourne was fairly decorated for the occasion, and nothing had been neglected that was calculated to heighten the festive and picturesque character of the ceremonial. Sir W. J. Clarke, as the President of the Commission, read the address prepared for the occasion—after the performance of a cantata, specially composed by M. Leon Caron; the words having been written for it by Mr. J. W. Meaden. A telegram was dispatched to Her Majesty the Queen announcing the successful opening of the Exhibition.

To the native-born population of the colony such a display of the products of the looms, factories and work-shops of Europe and the East proved a revelation. It was indeed an illustrated lesson-book of economic geography and industrial development, and it brought about quite a revolution in public taste, more especially as regards household furniture and decoration. It created a demand for elegant and artistic cabinet work,

ceramics, hangings and metal ornaments, and many British and foreign houses established branches in Melbourne for the purpose of supplying that demand; while it also stimulated local ingenuity, inventiveness and enterprise, and supplied higher standards of judgment and comparison to colonial artificers than those previously accessible.

During the seven months the Exhibition was open the admissions of all classes numbered one million three hundred and nine thousand four hundred and ninety-six, the receipts amounted to fifty thousand pounds, and the deficiency was covered by a sum of about six thousand pounds. It closed in May, 1881, and after all the exhibits had been removed, and the annexes disposed of to the Railway Department, the building was handed over to the control of a body of trustees in order that it might be applied to purposes of popular instruction and recreation.

The only other important event which occurred during the time the Marquis of Normanby was Governor of Victoria, was a reform in the Constitution of the Legislative Council. This was effected in 1881. It increased the number of Members from thirty to forty-two, lowered the property qualification required from them, abbreviated the tenure of their seats, and widened the electoral basis upon which that House rests; any person rated on a freehold of the annual value of ten pounds, or a leasehold of the annual value of twenty-five pounds, being entitled to exercise the franchise for the Legislative Council. The same year may be said to have witnessed the termination of that epoch of political *Sturm und Drang* which the colony had been passing through, with brief intermissions, for a period of thirty years. All the burning questions had burnt themselves out; and after the overthrow of the third Berry Administration in July, 1881, and the advent to office of Sir Bryan O'Loghlen—who announced a policy of “peace, progress, and prosperity”—there was a revival of confidence, and a general feeling that better times were at hand; and this feeling, which events were beginning to justify, was strengthened by the formation in 1883 of a coalition Government, comprising the leading members on both sides of the Assembly. This was sufficiently strong in Parliamentary support, and in the encouragement which it received from public opinion outside, to apply itself to the preparation and passage of measures of great public utility. One of these enabled the creation



THE MARQUIS OF NORMANBY.

of a Harbour Trust, while another vested the administration of the whole of the railways in Victoria in a Board of Commissioners, three in number; a Chairman for that Board having been procured from England, in the person of Mr. Speight, a gentleman who had acquired his valuable training and experience in the management of one of the great trunk-lines in the mother-country. Under the prudent and commercial system of working the railways introduced by these gentlemen, the receipts from those undertakings have not merely sufficed to defray the interest on the loans contracted for their construction, as well as the working expenses, but have yielded a small surplus to the general revenue. As the removal of the railways from political influence had been found to be attended by such beneficial consequences, the same method of administration was resorted to for the whole of the Public Service of the colony; and an Act was passed by which a Board of Commissioners was instituted for this purpose also, so as to remove appointments and promotions out of the hands of the Ministry for the time being. The failing health of both the Marquis and Marchioness of Normanby induced His Excellency to apply to the Secretary of State for the Colonies to be relieved from duties which were beginning to press too severely upon him; and on the 18th of April, 1884, the Marquis was authorized to relinquish his high trust into the hands of Sir William Stawell, the Chief Justice, who acted as Governor until the arrival of Sir Henry Brougham Loch in the following July. The new Governor had held for many years a similar appointment in the Isle of Man, where His Excellency and Lady Loch acquired a high degree of popularity. They cordially accepted the duties and responsibilities as well as the honours of their new position; and were peculiarly well qualified, both by character and by temperament, for the leadership of society in this distant land.

On the 1st of August, 1888, the Government celebrated the Centenary of the settlement of Europeans in Australia by a second Exhibition; which proved, especially from an artistic standpoint, one of the most successful of its kind ever held beneath the Southern Cross; as a world's fair it challenged comparison with even those of many of the established countries of the Old World; while as a means of celebrating the anniversary of the landing of Captain Phillip upon the shores of the Continent, and the first rudimentary efforts at colonization, it outshone all the various attempts to render the year a memorable one to those Australians who had reached a period in their country's development, from which the struggles and the triumphs of a century might be contemplated. At the beginning of the year 1889 Sir Henry Brougham and Lady Loch, with their family, paid a visit to England, their departure being marked by a banquet tendered to the Governor by the citizens of Melbourne. On the day of the *Arcadia's* departure immense crowds gathered at the Williamstown Pier, and testified to His Excellency's popularity by a genuinely enthusiastic valediction. The day following, the 9th of March, Sir William C. F. Robinson was sworn in as Acting-Governor, and on the same day the Melbourne Centennial International Exhibition was open to the public for the last time. Sir Henry Loch returned to the colony on the 18th of October, but left again for England on the 15th of the following month. During his brief stay in Melbourne a number of farewell festivities was tendered to the Governor by the people of the colony and manifested the estimation in which he was held. Lady Loch was no less popular, and before returning to England with her husband, by the *Damascus*, she was

the recipient of a farewell address, together with a diamond *souvenir*, from the ladies of Melbourne. On the 15th of the month Sir William C. F. Robinson was again sworn in as Acting-Governor, but on the 28th the Earl of Hopetoun arrived in the colony, and was accorded one of the most enthusiastic receptions that ever greeted the



THE EXHIBITION BUILDING, CARLTON GARDENS.

advent of an Australian Governor; on the 4th of December His Excellency held his first levee in Melbourne, and established the basis of a popularity which has in no respect diminished during the period he has represented Her Majesty in the colony.

THE COLONY OF VICTORIA IN 1890.

It is but little more than half a century since Major Mitchell crossed this colony from the Murray to the sea; found an infant settlement established in Portland Bay; and discovered from the summit of Mount Macedon, on his return, something that looked like tents pitched on the site now occupied by the city of South Melbourne. This may be a fitting place, then, to pause and inquire what has been accomplished since 1836. Over a million persons of European birth or descent inhabit the country of which that explorer has left us such glowing descriptions.

The metropolis of the colony, with its belt of suburbs, which include three cities and fourteen other municipalities, contains within a ten-mile radius a population of nearly four hundred and fifty thousand inhabitants. A Government, based on manhood suffrage, administers an annual revenue of over eight millions sterling; and the laws of the community are enacted by two Legislative Chambers, both of them elective. The principle of self-government is so widely ramified that the local affairs of upwards of one hundred and twenty shires, and sixty cities, towns and boroughs are managed by bodies chosen for that purpose by the rate-payers, and invested with the authority to levy and collect the funds necessary to be expended on works of public utility.

Of the fifty-six million two hundred and forty-five thousand seven hundred and sixty acres of land comprehended within the limits of the colony, about fourteen million acres have passed into private ownership, and something like eight million acres are in process of alienation. Another twenty-one million acres are occupied as squatting runs, or under grazing rights. The extent of land under cultivation may be estimated at two million five hundred and sixty-five thousand acres, yielding between nine and ten million bushels of wheat, about three million bushels of oats, two million bushels of barley, one hundred and sixty thousand tons of potatoes, and four hundred thousand tons of hay, besides garden produce, fruit and hops. But, of course, these returns are liable to great fluctuations from year to year; the aggregate value of the whole exceeding a sum not less than six million pounds sterling. Upon farms and stations, upwards of eleven million sheep, one million three hundred and eighty thousand head of cattle, and over three hundred thousand horses are being depastured. The annual "clip" of wool may be taken at seventy million pounds weight; and the total value of pastoral and dairy produce, one year with another, will be found to average ten million pounds sterling.

Exclusive of flour-mills, breweries, distilleries, woollen mills, brick-yards, potteries, soap and candle works, tobacco and cigar factories, tanneries, fellmongeries and wool-washing establishments, there are close upon three thousand manufacturing establishments in the colony, employing fifty thousand men, women and children, operating upon raw material of the annual value of eight million pounds, and turning out products exceeding thirteen million pounds in value. Including manufactories of all kinds the total number is three thousand one hundred and fifty-four, employing over fifty-six thousand hands; and the approximate value of buildings, land, and machinery and plant is close upon fifteen

million pounds sterling. The gold raised reaches an average of eight hundred thousand ounces, of the value of four million pounds; and the total contributions of Victoria to the world's stock of this precious metal exceeds fifty-six million ounces, valued at two hundred and twenty-four million pounds. The combined import and export trade of the colony represents a yearly average of over thirty-one million pounds sterling; the bulk of the exports being articles of Victorian produce or manufacture.

There are upwards of twenty-two hundred miles of railway open for traffic, and more than ten thousand miles of telegraph in operation. Nearly sixteen hundred post-offices are scattered over the face of the country, and there are upwards of six hundred telegraph stations.

The spiritual wants of the people are ministered to by eleven hundred priests and clergymen of various denominations, and there are as many as four thousand three hundred buildings used for Divine service, providing accommodation

for eight hundred thousand worshippers. The registered clergy, by returns to the 1st of January, 1888, numbering one thousand one hundred and one, were classified as follows:—Church of England, one hundred and ninety-seven; Free Church of England, one; Roman Catholics, one hundred and twenty-three; Presbyterians, two hundred and seven; Free Presbyterians, six; Wesleyans, one hundred and thirty-seven; Primitive Methodists, thirty-six; United Methodist Free Church, twenty-seven; Congregationalists, fifty-seven; Baptists, forty-five; Bible Christians, thirty-nine; Evangelical Lutherans, fourteen; Welsh Calvinists, nine; Church of Christ, twenty-one; Moravians, three; Protestants unattached, one; Unitarian, one; Union, eight; Swedenborgian, one; Society of Friends, two; Catholic Apostolic, sixteen; Christian Israelites, one; Jews, eight; Salvation Army, one hundred and thirty-seven; Australian Church, one; and Seventh Day Adventists, three. The higher education of the inhabitants of the colony is conducted by the Univer-



SIR HENRY BROUGHAM LOCH.

sity, with its two affiliated colleges, one attached to the Church of England and the other to the Presbyterian Church. There are, besides, two Roman Catholic colleges, two Wesleyan colleges, and one, which is conducted by the Presbyterian Church, for ladies, the Scotch College, and numerous grammar schools and private educational establishments of a high character; while the schools controlled directly by the State furnish gratuitous instruction to upwards of two hundred and thirty thousand children of both sexes, irrespective of the Roman Catholic schools maintained independently of the Government; and of the Sunday schools connected with the principal places of worship belonging to the various denominations. The number of State schools in the colony on the 31st of December, 1887, was one thousand nine hundred and eleven. Of these nineteen were night schools. The number of children enrolled during this year was two hundred and thirty thousand eight hundred and eighty-two, of whom one hundred and nineteen thousand five hundred and fifty-nine were boys, and one hundred and eleven thousand three hundred and twenty-three were girls. The average attendance was one hundred and twenty-three thousand five hundred and sixty-three. The educational staff of the State system numbers four thousand two hundred and ninety-six persons; of whom one thousand three hundred and seventy-one males, and five hundred and nine females, were enrolled as head teachers; one hundred and seventy-one males and six hundred females, assistant teachers; five hundred and twenty-eight work-mistresses; and two hundred and nine males and nine hundred and eight females, pupil teachers. On the same date the private schools of all kinds throughout the colony numbered seven hundred and forty-nine, and had one thousand eight hundred and twelve teachers, and thirty-seven thousand eight hundred and twenty-three scholars. This included the six colleges and grammar schools, with sixty-two masters or professors, and one thousand and eighty-six pupils.





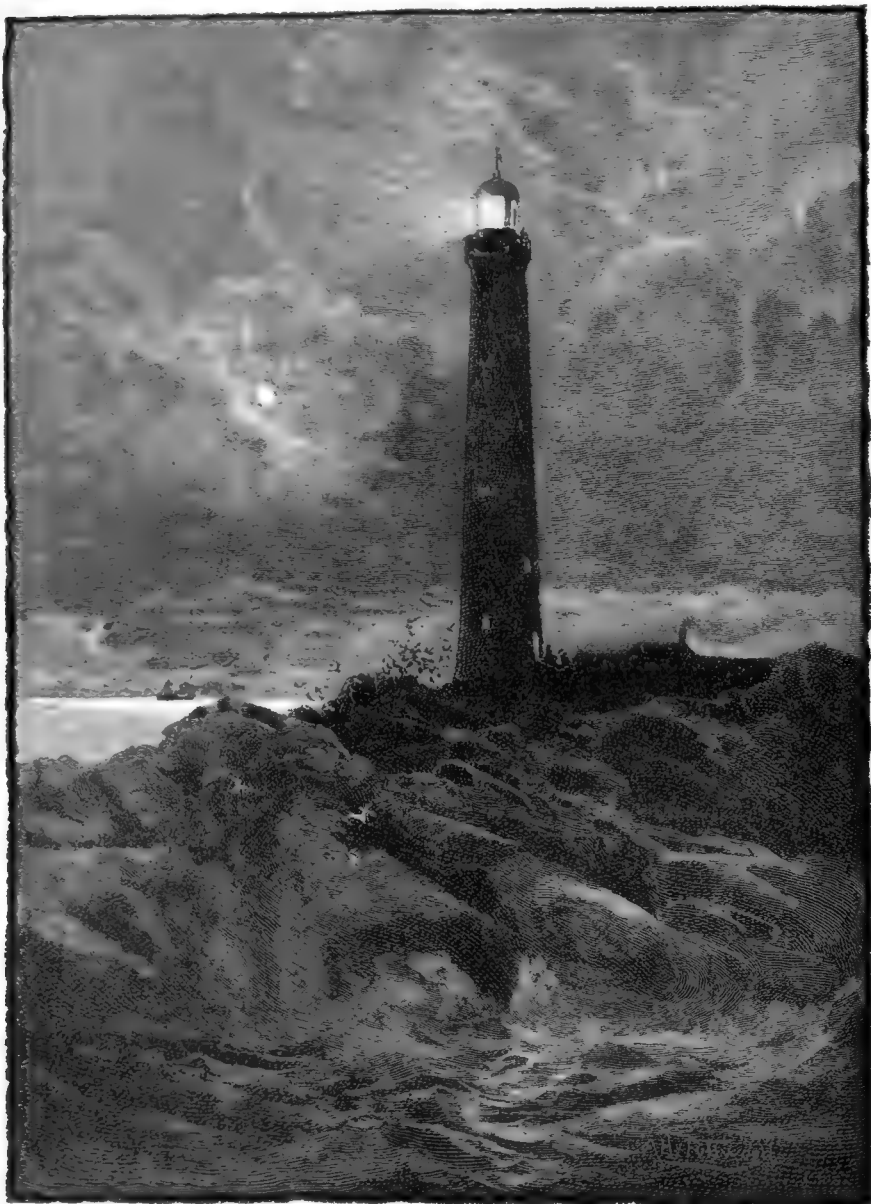
OFF THE VICTORIAN COAST.

TOPOGRAPHY OF VICTORIA.

THE COAST-LINE.

RELATIVELY to the area of the colony its coast-line is somewhat extended, owing to such spacious indentations as Port Phillip Bay, Western Port and Corner Inlet; as also to the southward trend of the land at the two points known as Cape Otway and Wilson's Promontory. Roughly speaking, there are about six hundred miles of sea-margin between Cape Howe at the eastern, and Mount Ruskin at the western, extremity of the Victorian Coast. Starting from the boundary line between the colony of New South Wales and the most easterly of the counties into which its offspring has been divided, the first object which meets the eye is the rocky island of Gabo, composed of porphyritic granite, upon which a light-house has been erected, standing about one hundred and eighty feet above the sea-level. It is therefore sighted by vessels passing southward before reaching Cape Howe, and by those proceeding northward as soon as they are abreast of Ram Head. At the point where the submarine cable from the light-house touches the shore, the coast-line is crescent-shaped, its southern horn resting on Little Ram Head. Here some bold cliffs, flanking the ocean, attain an altitude of nearly two hundred feet, and sweep round to Bastion Point, situated in the centre of the crescent, whence they decline in height to sixty-three feet. Close by is Mallacoota Inlet, a narrow neck of water which gives admission to the Purgagoolah Lakes, embosomed in wooded hills, and receiving the whole of the discharge of the Wallagaurah and Genoa Rivers. Both of these take their rise in New South Wales, the Genoa flowing down in a south-easterly direction between two mountain ranges, which help to augment its volume by their water-shed. After rounding Ram Head,

Petrel Point and Cape Everard (or Hicks Point) come in view; the latter, a bold headland forming the southern spur of a range which culminates in Mount Everard, seven miles inland, and one thousand two hundred feet high. Eight miles to the west-



THE GABO ISLAND LIGHT-HOUSE.

ward of this, Tamboon Inlet gives access to three lakes, united by narrow channels and fed by two streams—the Noorinbee and the Tamboon, the courses of which are still unexplored. From this inlet to the mouth of the Snowy River the coast is for the most part marshy, with here and there a reedy lagoon, and here and there a shallow lake, which serve as breeding-places for innumerable wild fowl, and as secure and secluded coverts for their young. One of these lakes, which has obtained the name of Sydenham Inlet, is, however, of tolerably large proportions, and is united by a channel, a mile long, with a smaller sheet of water encircled by hills. But, excepting that the position of Mount Cann, about ten miles to the northward, has been defined, the

country for fifty miles inland remains unexplored. At Cape Conran commences what is commonly called the Ninety-mile Beach, although in reality it is of much greater extent, stretching, in fact, as far as the entrance to Corner Inlet. Nine or ten miles from the point at which it commences, the Snowy River, whose rise is at no great distance from the sources of the Murrumbidgee in New South Wales, pours into the ocean its opulent flood, to which a hundred tributaries have lent their waters. The Ninety-mile Beach may be described in general terms as a prolonged and attenuated sand-bar, separating the sea from an equally narrow strip of lagoons locally designated the Back Lakes, inside of which are the greater sheets of water to which we shall hereafter have occasion more particularly to refer. Between Shallow Inlet east and the entrance to Corner Inlet quite an archipelago has been formed, under circumstances similar, in all probability, to those which were instrumental in building up the islets upon which the city of Venice was constructed, the rivers Albert and Tarra bringing down *alluvium*

from the land, and the sea casting up sand-banks as it comes rushing in. At the mouth of the Albert lies a little fishing-town, which has taken its name from the River. It is peopled by a hardy race of boatmen, to whose exertions the metropolis of Victoria is partly indebted for its supply of fish.

Unfortunately their sources of livelihood are precarious in the extreme, especially during the summer months, when it not unfrequently happens that the entire consignment is ordered to be destroyed, in consequence of not reaching the market in a condition fit for human consumption.

There are numerous indications of coal in the surrounding district, and hopes are confidently expressed that this portion of Victoria will become famous for its collieries. Some rich patches of gold have been struck at the foot of the Middle Range, and the neighbouring forests yield an abundance of the finest timber. About twenty years ago the Government expended a large sum of money in the erection of a pier at Welshpool, in order to facilitate the shipment of the produce of the surrounding country, but it was shortly afterwards burnt down; it is believed, by an incendiary; only a mass of charred timber serves

to mark its site and commemorate the disaster.

From the entrance to Corner Inlet the coast-line runs down nearly due south for a distance of more than five-and-twenty miles to the extremity of a mountainous peninsula, having an average breadth of sixteen miles, and terminating in the bold headland known as Wilson's Promontory.



FISHING OFF PORT ALBERT.

On the eastern side it is indented by Sealer's Cove and Waterloo Bay, between which the land juts out so as to form four prominences, entitled Horn Point, Hobb's Head,

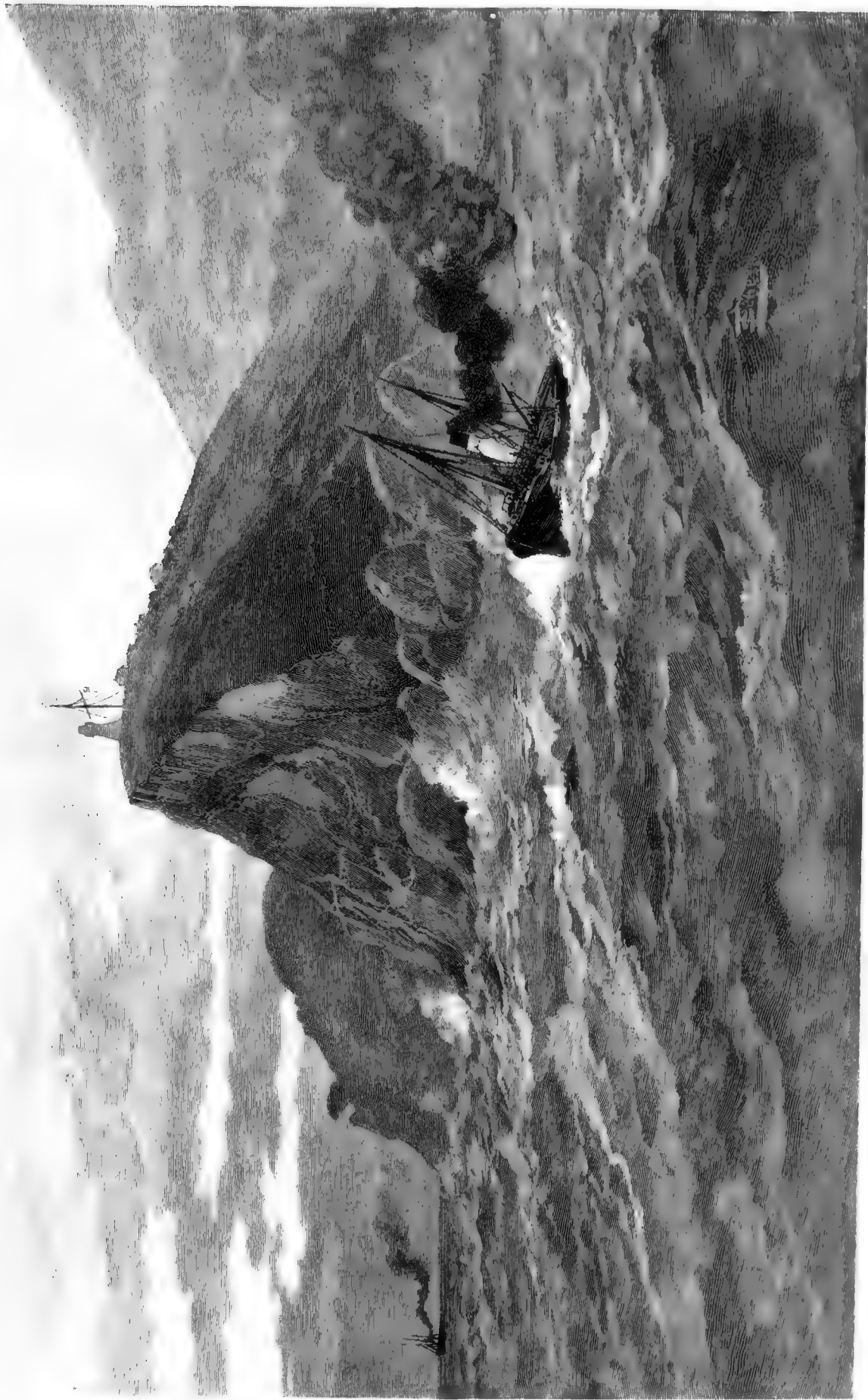


THE PIER, PORT ALBERT.

Brown's Head and Cape Wellington; a well-sheltered harbour, appropriately named Refuge Cove, lies between the second and third of these. On the western, which is also the windward side of the peninsula, there are three bays—Leonard, Norman and Oberon—partially protected from the violence of the sea by some islands, four or five miles distant from the main-land, and following its southerly trend. By far the greater part of the area of the peninsula is covered by irregular ranges, or by isolated mountains, which nowhere attain a greater altitude than two thousand five hundred feet; but, massed together, they present an imposing appearance by reason of their bulk. Such trees as flourish on their slopes are deflected and contorted by the fierce winds with which they have to wrestle both in summer and in winter, and the sea-mists which are driven inwards are condensed into rain as they impinge upon the shaggy sides of Mount Boulder, Mount Wilson, Mount Oberon and Mount Ramsay, and thus form the sources of half-a-dozen streams which speedily lose themselves in the ocean.

Wilson's Promontory is the most southerly point of the Victorian coast, and is crowned by a light-house which rises nearly four hundred feet above the level of the sea. From the eminence on which it stands the cliff shelves obliquely downward to the roaring surf below, which, when a strong south-westerly gale is blowing, leaps up the rocky barrier erected by Nature against its encroachments, and is shattered into clouds of spray, or churned into snow-white ridges of froth and foam. Nor can anything be imagined more sullen or more sombre than the aspect of this grim headland when it is partially enveloped in fogs, which augment the magnitude of its mass while blurring its outline, and only partially reveal the pharos which stands upon its crest.

From South-west Point, nearly parallel with the light-house, but lying on the opposite side of the Promontory, the coast curves upward for nearly thirty miles to Waratah Bay, the line being broken only at Shallow Inlet, through which an entrance is gained to Yanakie Lake, about eight miles in length, but nowhere exceeding two miles in breadth, with a large tract of marshy country on its right shore, and the commencement of a mountain range at its northern extremity. In respect to contour Waratah Bay is one of the handsomest on the Victorian Coast. Its shape is that of a half-moon, and it is encircled by a range of hills on its western side. From Bell Point, which may be taken as defining its boundary to the east, it is ten miles to the entrance of Shallow Inlet, directly opposite. The little promontory upon which the township of Waratah is situated runs down to the narrow point of Cape Liptrap, a few miles behind which a hill, about five hundred and fifty feet in height, and bearing the same name, constitutes a prominent landmark. On the west shore of Waratah Bay, a little to the northward of Bird Rock, there is an outcrop of fine limestone, composed of ten layers, varying in thickness from six to ten feet, with a cave underneath the lower stratum, while the summit of the bluff is overlaid by a mass of ferruginous sandstone, in which quantities of brown iron ore of great purity have been found. The whole formation is believed to belong to the upper silurian series, and its value, from an economic point of view, must be considerable, for the texture, as described by Mr. G. H. P. Ulrich, is "crystalline granular, varying from fine to coarse-grained, and it assumes in places—more especially at the base of the bluff—the character of a black and white mottled and veined marble, suitable for chimney-pieces and other ornamental building work." An analysis made by



WILSON'S PROMONTORY.

Mr. Cosmo Newbery shews it to be one of the purest limestones yet discovered in Victoria, containing as it does nearly ninety-five per cent. of carbonate of lime, its other components being carbonate of iron, silicate of alumina, and water, with traces of carbonate of magnesia. After passing Cape Liptrap the coast-line makes an abrupt bend to the northward, with

a slight westerly inclination, and the range to which Mount Liptrap belongs dips downward to the sea at the point; close to the shore, which is marshy in places and intersected by shallow lakes and reedy lagoons, lie half-a-dozen diminutive islands. At Point Smythe the entrance is reached of a large estuary, curving round in a south-easterly direction for a distance of ten miles, but nowhere exceeding two miles in breadth. It is known as Anderson's Inlet, and receives the waters of the Tarwin, a river that takes its rise in the ranges near Mirboo, forty or fifty miles distant from the coast; but its intermediate meanderings are as yet undefined. Opposite to Point Smythe is Point Norman, a mile or two south of which rises, in Venus Bay, an isolated mass, appropriately named the Petrel Rock, for here

Amidst the flashing of feathery foam,
The stormy petrel finds a home;
A home, if such a place may be,
For her who lives on the wide, wide sea.

Four miles to the westward of the entrance to Venus Bay is Cape Paterson. In its immediate neighbourhood are numerous coal-seams, but in no case have the shafts, which were sunk to test the thickness of the veins, revealed the existence of more than two feet four inches of coal, lying for the most part upon sandy or dark gray shales, interspersed with bands of indurated clay.

After passing Cape Paterson we skirt the county of Mornington for a distance of fifteen miles, as the crow flies, to the eastern entrance to Western Port, where the most notable landmark is the narrow promontory, resembling the head of a spear, which juts out into the sea from Phillip Island, with Cape Woolamai at its acute point. Upon this bluff, which is connected with the Island by a narrow ridge of rock, thousands of mutton-birds annually congregate for the purpose of laying their eggs and rearing their young, acting in concert, organized like a regiment of soldiers, and taking up the positions assigned to them by their leaders with an order, a regularity and an obedience which denote a rare intelligence and the perfection of discipline. Their collective resting-place is a huge parallelogram, surrounded by a low wall of stones. It is swept smooth by the birds, and subdivided into a number of square enclosures, in the centre of which the female bird hollows out a cavity wherein to deposit her eggs, and when the process of incubation has been completed, and the young are sufficiently strong for flight, the whole colony takes wing to other regions, from which it will return, in the year following, almost on the very day and hour of its previous visit.

Phillip Island presents a general resemblance in shape to a turtle, with its carapace to the north, its head to the west, and one fin stretched out so as to form what is called Pyramid Rock. The southern coast-line, from Point Grant to Cape Woolamai, a distance of five-and-twenty miles, is defined by ruddy cliffs of ironstone, rising to a height of a hundred feet, and scooped into hollows by the action of the waves. At low water masses of black rock are seen stretching far out into the sea, and presenting the appearance of a huge causeway roughly paved with boulders worn to the same level, and curiously fissured by the incessant planing of the sea; the breakers that roll in upon this rugged platform from the south-west marking their sinuous outline by a broad and fluctuating fringe of foam. At a little distance from the shore the waves have sculptured some outlying rocks into fantastic shapes. One of these has received the appro-

priate appellation of the Pyramid, and another at the western extremity of the island is so amorphous as to have acquired the vague title of the Nobby.

On the opposite side of the broad opening, through which a strong current runs into Western Port with every inflow of the tide, a bold promontory is thrown out in a south-westerly direction sheltering a little bay, around which are clustered the rudiments of a future watering-place, with a natural amphitheatre for its "under-cliff." It bears the name of Flinders, and is the point of departure for the submarine cable connecting the Australian Continent with the island of Tasmania. For some miles to the westward masses of crag are met with that look like ruined fortresses; they are isolated fragments of the iron-bound coast that have been detached from the grim and storm-beaten cliffs that frown down upon them. The restless sea sometimes creeps up to them as if to take a stealthy glance at the resistance capable of being offered by their bulk and

strength to the advancing waves; at other times it leaps at them like a raging wild beast, and fills all the country-side with its resounding roar. Such, indeed, is the character of the coastal scenery all along the bold headland stretching as far as Cape Schank—with its



CAPE OTWAY.

light-house occupying a commanding position for the guidance of vessels voyaging from the eastward, the westward, or the southward—and the romantic mass of basalt, deeply coloured by olivine and augite, known as the Pulpit Rock, lifting its rugged form above the angry waters which always surge, and sometimes furiously rave, about its base. From Cape Schank the coast is deflected obliquely, and almost in a straight line, to the north-west. It consists for the most part of sand hummocks and dunes. These are found on examination to be largely composed of pulverized shells, sponge-*spiculae*, *polyzoa*, *formanifera*, and spines of the *echini*, thrown up and triturated apparently by the action of the “hollow ocean-ridges roaring into cataracts,” under the strong compulsion of the south-westerly gales, which prevail in this region at certain seasons of the year.

Point Nepean and Point Lonsdale mark the entrance to Port Phillip Heads, passing which the coast-line curves round in a westerly direction to the Barwon Heads, where the boldly projecting headland designated Point Flinders serves as a breakwater to shelter the entrance to Lake Connewarre, into which are poured the waters of the Barwon. Thence the coast trends continually downwards towards the south-west, until it reaches its most southerly point in this part of Victoria at Cape Otway. In the interval something like a hundred creeks discharge their currents into the sea, and the scenery on shore assumes a character of remarkable grandeur and beauty after passing the village of Puebla. For a distance of sixty miles the land-wall is composed of carbonaceous mesozoic rocks, upwards of three hundred feet in thickness, exposed in almost continuous sections as far as Stony Creek, and obtaining in one place the grim appellation of the Demon's Bluff. They are geologically interesting, because, according to the report of Mr. P. M. Krausé, who was one of the first to explore the district in 1873, the range which now forms the water-shed between the Barwon and Gellibrand Rivers, “was in tertiary times an island about seventy miles long in a south-westerly direction, and from ten to sixteen miles in breadth, with a chain of hills upwards of one thousand feet in height.” So rugged is the coast, that from Barwon Heads to Cape Otway there are only two places at which it is possible to effect a landing, namely, Loutit Bay and Apollo Bay, and neither of these is easily accessible when a south-westerly wind is blowing. The ranges, which run inland for a distance of upwards of twenty miles in a northerly direction from Apollo Bay, and reach their culminating point at Mount Sabine, one thousand eight hundred and thirty-eight feet above the sea-level, are densely wooded: on the tertiary slopes honeysuckle scrub, the grass-tree and the ti-tree are found to prevail; the stringy-bark predominates on the lower spurs, while the iron-bark flourishes at a loftier elevation; near the corner of the range, messmate and blue-gum rise out of a thick undergrowth of shrubs and creepers; in the valleys the vegetation is luxuriant in the extreme, the blue-gum, the beech and the black-wood being intermingled with the tree-fern, so that the finest foliage of the Australian forest is here combined and contrasted with an enchanting effect. Owing to the number of springs which issue from the northern slopes of the range, and the moisture of the atmosphere, the tree-ferns not merely abound in their natural habitat among the damp valleys, but climb to the summit of the secondary spurs, and crown them with their graceful plumes. The light-house at Cape Otway is admirably placed at the western extremity of an imposing headland about three miles in width, if measured from Point Flinders to Point Franklin; the land

rising behind it to a plateau, composed of calcareous sandstone, overlaid in places by dunes, the result of sand washed up on the shore and thence swept inland by the south-westerly gales. These dunes contain curious concretions resembling the fossilized branches and roots of trees, for which, in fact, they have been sometimes mistaken; on examination, however, they are found to be composed of a magnesian limestone.

Five miles beyond the Otway the united waters of the Rivers Aire and Calder find an outlet in the sea, after expanding into a narrow lake skirted on the east side by a low range of miocene limestone. Beyond the *embouchure* of these streams the Eagle's Nest and the Sentinel Rocks stand like guardians of the coast, which maintains the same rugged aspect to Moonlight Head; at the back of which the Latrobe



PORTLAND.

Range recedes in a north-easterly direction. The country inland has been very imperfectly explored owing to the difficulties it presents, for it is in places so heavily timbered, and there is such a tangled mass of under-wood to obstruct the tourist, that the most adven-

turous lover of the picturesque is baffled in his efforts to penetrate it. Deep ravines separate ranges so precipitous by such narrow intervals, that a bridge four or five hundred feet long would serve to unite the summits of opposite hills. The trees not

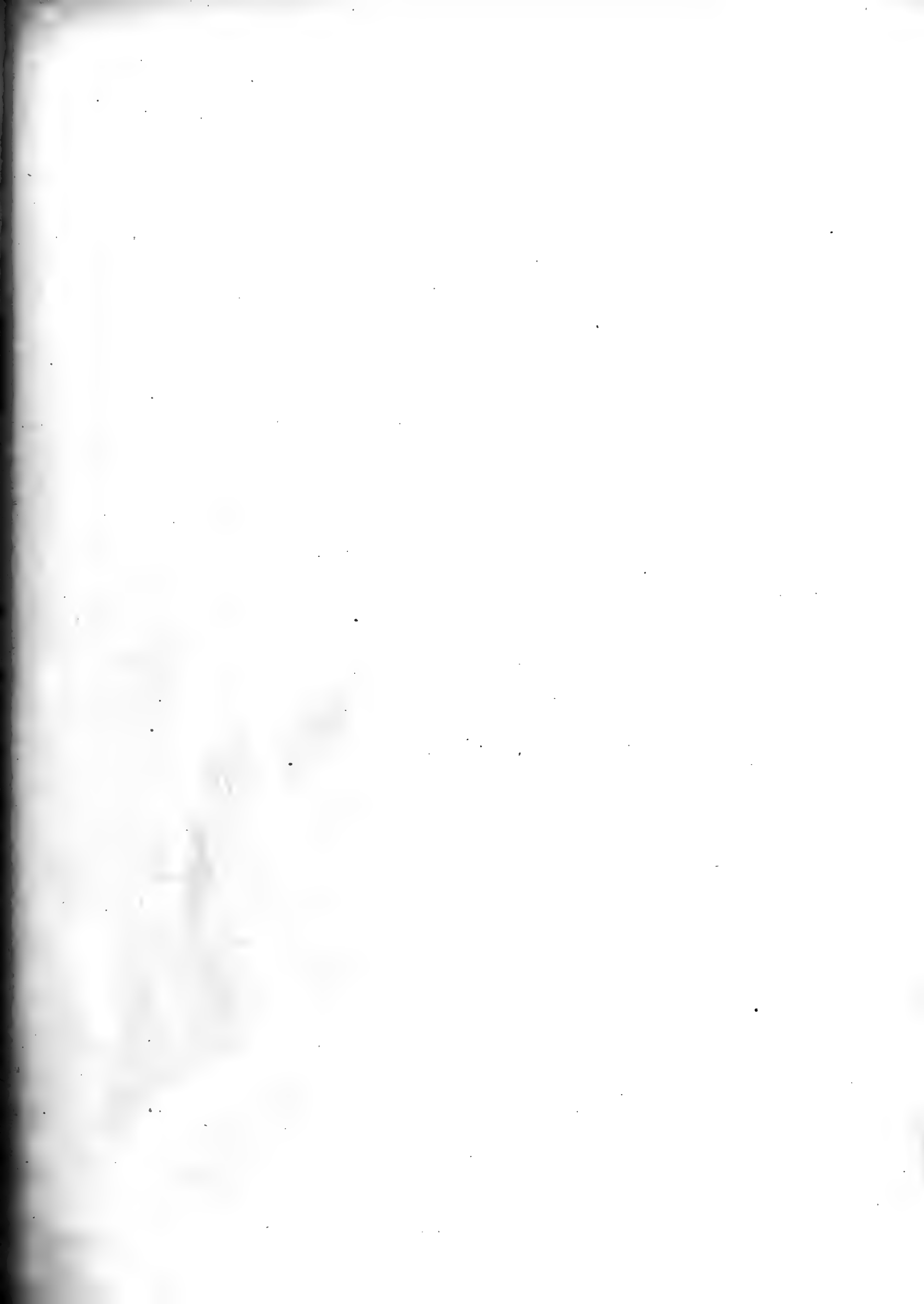


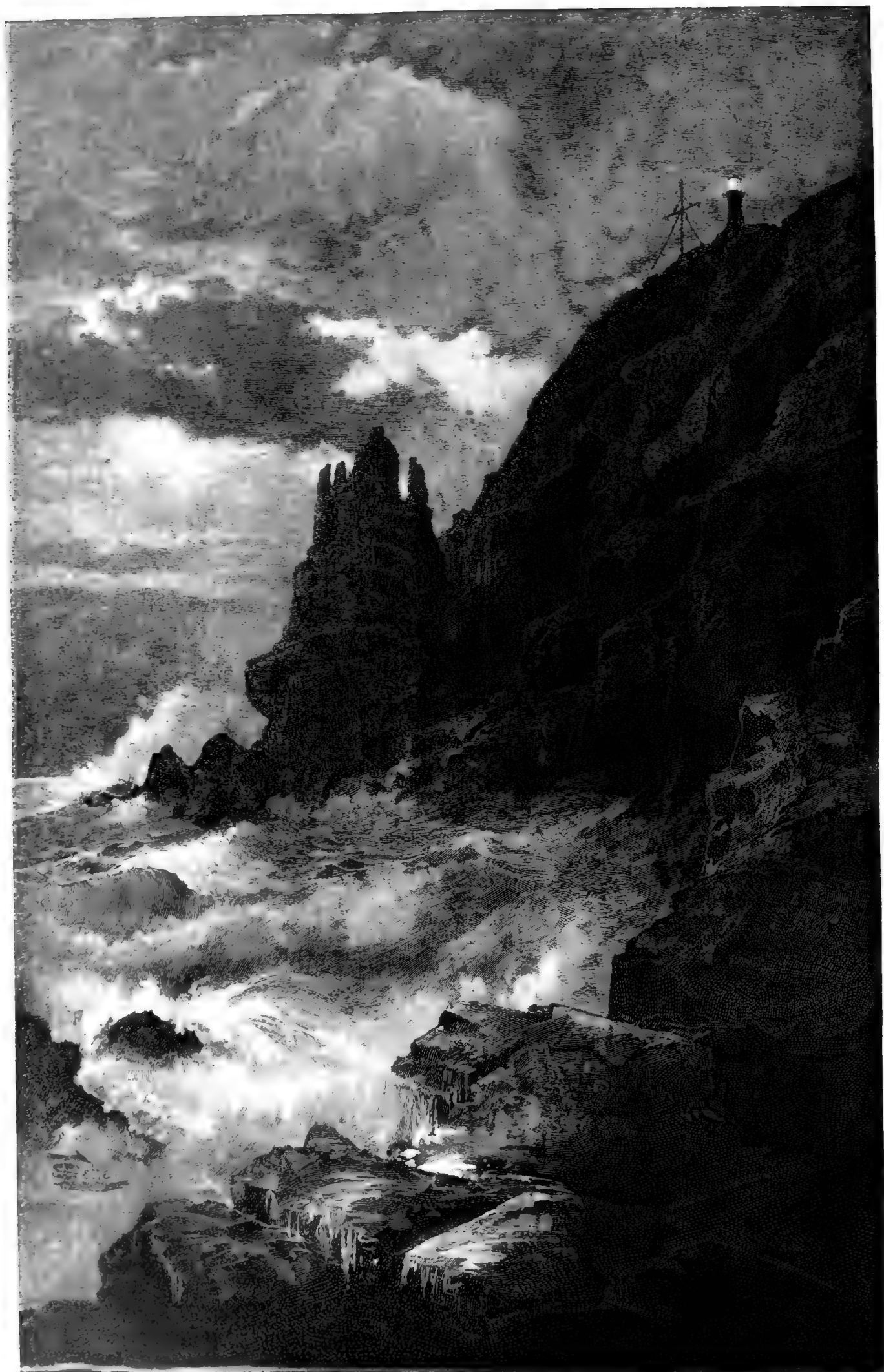
CAPE NELSON.

unfrequently attain an altitude of three hundred feet, and rise in their columnar majesty as high as one hundred feet before they throw out their first branch. At the bottom of these chasms springs of deliciously pure and icily cold water ripple and bubble beneath the overarching fronds of motionless tree-ferns; the soil is completely hidden by the matted herbage, intermingled with which are fantastic creepers and parasites—shrubs which distil an aromatic odour on the air, and others which are garnished at particular seasons of the year, and notably towards the end of the summer, with lustrous berries—white, crimson, purple and a delicate amber—the fruit of the *Exocarpus cupressiformis*, the *Aristotelia peduncularis* and the *Dryophila cyanocarpha* of botanists,

sylvan ornaments upon which, perhaps, more homely names will hereafter be bestowed.

After passing a bold projection which constitutes the wave-washed buttress of the range just described, and has received the descriptive epithet of Gable, the coast begins to trend steadily towards the north-west, the high lands visible from the water consisting of heathy *plateaux* and grass-tree plains about five hundred feet above the level of the sea. Some two miles beyond Moonlight Head a change occurs in the formation of such





CAPE SCHANK.

cliffs as present themselves, and the mesozoic sandstone finally disappears. At Point Ronald the River Gellibrand empties its waters into the Pacific; the coast is generally depressed, and the only indentation of any importance is the estuary known as Curdie's Inlet, which receives a river of the same name, both of them deriving their appellation from an early settler. Just beyond this inlet is the Bay of Martyrs, with which tradition associates the murder of several white people by the natives.

The only conspicuous landmarks which attract the eye as the voyager skirts the coast are Flaxman's Hill and Point Buttress. Just before reaching the flourishing seaport town of Warrnambool, is perceived the outfall of the Hopkins River, which, taking its rise in the Great Dividing Range, a hundred miles distant as the crow flies, absorbs an immense number of affluents in its tortuous course. The coast curves round somewhat at Warrnambool and thus forms a pretty bay, and a breakwater is in course of construction which will shelter it from the violence of the south-westerly gales and seas.

From a geological point of view, the whole of the coast from this point westward as far as the *embouchure* of the Shaw and Eumeralla Rivers at Yambuk, a distance of something like forty miles, is highly interesting, because over the whole of this tract of country a stream of lava must have flowed, projected from the then active volcano of Mount Rouse, thirty-six miles inland. Belfast, or Port Fairy, as it was formerly called, which lies midway between these points, was formed of basalt thus ejected; while the indurated tufas of Tower Hill, in its immediate neighbourhood, are found to have been originally composed of ashes, red-hot stone of a vitreous structure, dust and vapour.

Three distinct coast-lines are traceable hereabouts, with limestone bluffs running from east to west for a distance of six or seven miles, while in a marshy flat on the right bank of the River Moyne, which flows into the sea at Belfast, shafts, which have been sunk for wells, have bottomed on the original sea-bed, plentifully strewn with shells. Two small islands guard the entrance to the harbour, and just behind the town the waters of the Moyne, after having formed the Tower Hill Swamp, expand into a lagoon somewhat resembling a *boomerang* in shape.

Five miles westward is the entrance of Portland Bay, the scene of the earliest settlement in Victoria, although long before the landing of the Hentys it had been often visited by ships engaged in the capture of whales; and it is remarkable that the contour of the Bay strikingly resembles that of the head and shoulders of one of these leviathans of the deep, with its nose resting on what is known as Whaler Point. Sixty or seventy years ago "schools" of these sociable creatures used to visit Portland Bay at certain periods of the year, and as this was soon discovered by the hardy adventurers engaged in their pursuit, the place was selected as a whaling-station, and at various "points of vantage" lookouts were established; one of these, as Mr. Richmond Henty tells us, having been stationed at the Light-house Point, another at the Whalers' Bluff, and a third at a spot seven miles north from Portland known as the "Convincing Ground." The writer who has just been quoted states that he has seen as many as thirty whales at a time spouting in the waters of the Bay, and "rubbing their huge bodies on the sandy bottom in order to clear away the barnacles which clung to them."

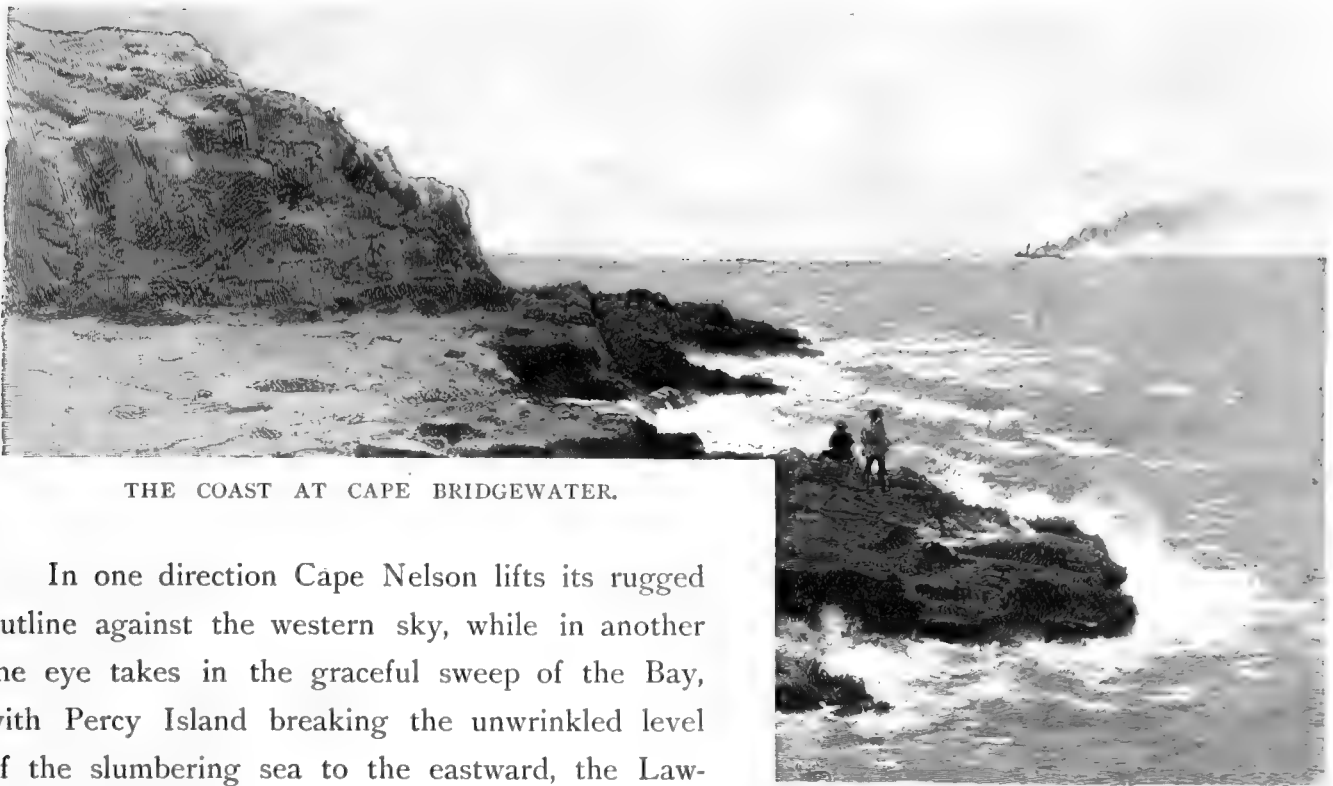
To-day the whales have pretty well disappeared from this part of the coast, and instead of nineteen or twenty per annum being captured—as when the Hentys reaped

the harvest both of sea and land—the apparition of a solitary whale in Portland Bay is a phenomenon which excites a powerful sensation in the district. The Bay itself is named after the Duke of Portland; it is upwards of thirty miles wide at the entrance, while its greatest indentation is between five and six miles from the chord of the irregular arc formed by the coast. This consists chiefly of sandy hillocks, and the country inland is densely-timbered, with occasional flat patches and swamps. Eighteen miles from the coast a mass of basalt lifts itself one hundred and fifty feet above the level of the sea which welters round its base; it is exactly bisected by the one hundred and forty-second meridian of east longitude, and is familiar to all mariners as Lady Julia Percy Island.

From its isolation and its difficulties of access this huge pillar, fissured and grooved by the never-ceasing action of the elements, and perforated with caverns excavated by the restless sea, has been selected by the gregarious seal as a place of sojourn during two periods of the year. Hither these aquatic mammals resort by hundreds, recalling to mind Poseidon's flock, and the passage in the "Odyssey" descriptive of old Proteus, as the herdsman of that strange assemblage, classing them in groups of five. Here these gentle, timid creatures, with such a curiously human look in their soft brown eyes, and with such preternaturally acute senses of hearing and of vision, lie basking in the sun, and living in perfect amity with such of the sea-fowl as make their nesting-places on the rocks. Each family selects and appropriates its own exclusive little bit of territory, and the mother brings forth her young upon a couch of sea-weed, or other marine plants. Nothing can exceed the tenderness of the affection or the depth of the solicitude which she exhibits for her offspring. This comes into the world fully developed and covered with a thick soft fleece which prevents it from taking to the water. In a short time this is exchanged for its future coat, and the grotesque little seal—with its dog's head, its cat's muzzle, its short arms terminating in fins that look like hands arrested in process of development, its valvular nostrils, its cropped ears and its soft flute-like voice—is conducted to the sea, where it receives its first lesson in swimming and diving from its watchful parent, who seems to derive as much amusement from its gambols as human beings do from the performances of a company of trained athletes. But, in general, the seals on Lady Julia Percy Island are but little disposed to bodily exercise. Their delight is rather that of the Laureate's "Lotos Eaters":—

To watch the crisping ripples on the beach,
And tender curving lines of creamy spray
To lend their hearts and spirits wholly
To the influence of mild-minded melancholy.

At the western extremity of Portland Bay—which is admirably sheltered from the gales on this side, although exposed to those which blow from the south-east—is the bold headland fronted by the little Lawrence Island, and known as Point Danger, whence the cliffs curve round to the rugged promontory named after Sir William Evans. From the summit of this headland a noble and extensive prospect is obtained, and one that varies amazingly with the season and the weather. In the calm and brightness of a midsummer afternoon, when the cliff expands its "broad bright side beneath the broad bright sun;" "the lazy sea-weed glistens in the light; the lazy sea-fowl dry their steaming wings; the lazy swells creep whispering up the ledge and sink again."



THE COAST AT CAPE BRIDGEWATER.

In one direction Cape Nelson lifts its rugged outline against the western sky, while in another the eye takes in the graceful sweep of the Bay, with Percy Island breaking the unwrinkled level of the slumbering sea to the eastward, the Lawrence Rocks, only two miles off, serving as a foreground. The far-distant line of the horizon is almost undistinguishable in colour from the sky which bends down to it, and the whole scene is suggestive of drowsy languor and dreamy reverie.

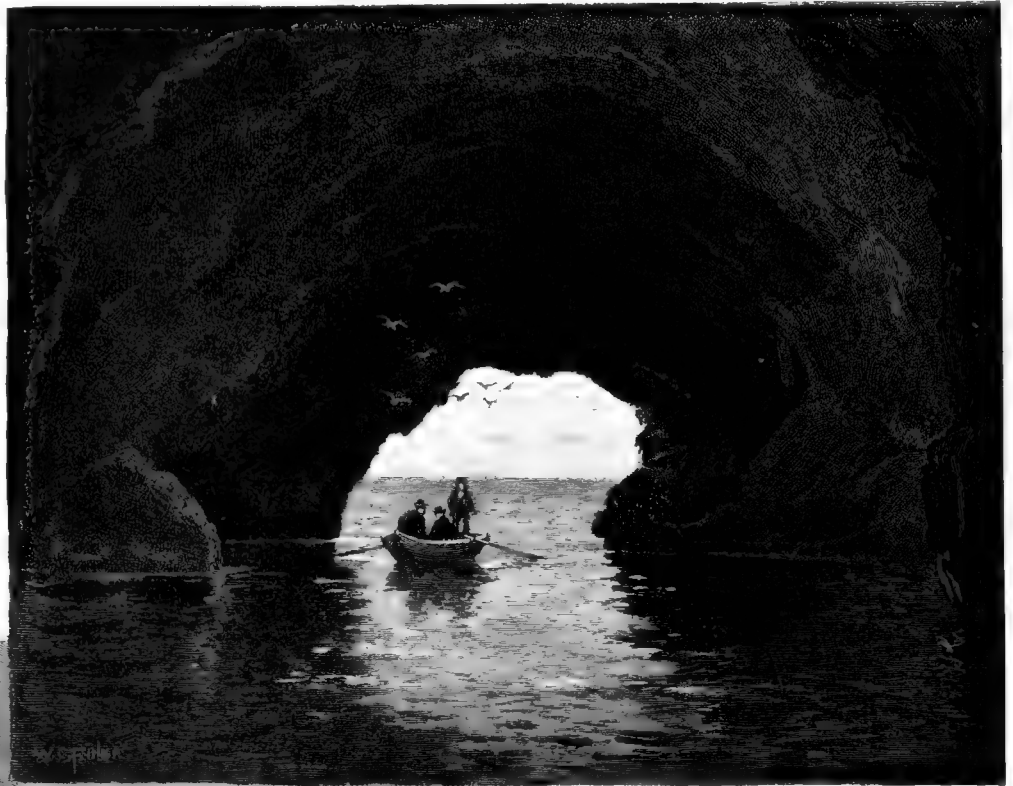
Nelson Bay, shaped like a sickle, has Cape Nelson for its heft, and the cliffs, with high land behind them, heavily-timbered in part, and in part covered with scrub, maintain the same rugged character from point to point. Upon a platform of rock jutting out into the ocean, like a vast bastion reared by Titanic might, stands the light-house, overlooking a wide expanse of sea; and, beneath that lofty ledge, there is

A belt of dark-red storm-beaten crags, which grimly face
The baffled billows that lie ever panting at their feet,
Or gurgling in black-throated caves where still they moan and beat.

On the western side of this peninsula, the coast-line bends backward slightly to the east, and the land dips downward to a semicircular ridge of sandy hummocks which extend along the margin of Bridgewater Bay to a point almost exactly opposite to that at which they have commenced, where a broader promontory opposes another fortress of basaltic rocks to the impetuous and tempestuous seas, which come surging up from the south-west under stress of foul weather. Bridgewater Bay is about six miles wide, but its land-margin is nowhere more than two miles from the open ocean. The headland, of which Cape Bridgewater is the south-eastern extremity, is barely a mile across at its neck or junction with the main-land, and it rises nearly four hundred and fifty feet above the level of the sea, at what may be called its point of greatest resistance to the waves. Some of the most romantic coast-scenery in Victoria is to be found in this locality, and to see it under its most impressive and imposing aspect, it should be visited when the summit of the huge bluff is being swept by the skirts of the thunder-cloud, and the tumultuous sea is flinging itself with all its might against the dark masses of immovable rock which forms its base; while "in many a spire the pyramid

billows, with white points of brine, on the cope of the lightning inconstantly shine as piercing the sky from the floor of the sea."

At such a time the spectator is awed by the savage grandeur of the scene; which is terrible in its sublimity, and conveys an overwhelming sense of the tremendous power of the forces of Nature, and of the relative insignificance of the feeble observer, who staggers under the shock of the fierce wind which comes raging up from the icy South, and feels the very earth beneath his feet shuddering as the waves leap at it as if in a frenzy of ungovernable passion. Then, too, the resounding sea comes



THE WATERY CAVE.



THE GRAND CAVE.

up with a rush and a roar through a blow-hole in the cliff, and sends a column of water, crowned with a wreath of snow-white foam, high into the air; and the caves which have been hollowed out of the solid rock, as if by the labour of human hands, are transformed into seething chauldrons; while the boom of the ocean, the deep diapason of the thunder, and the dissonant shrieking and howling of the gale are heard far inland, and people listening

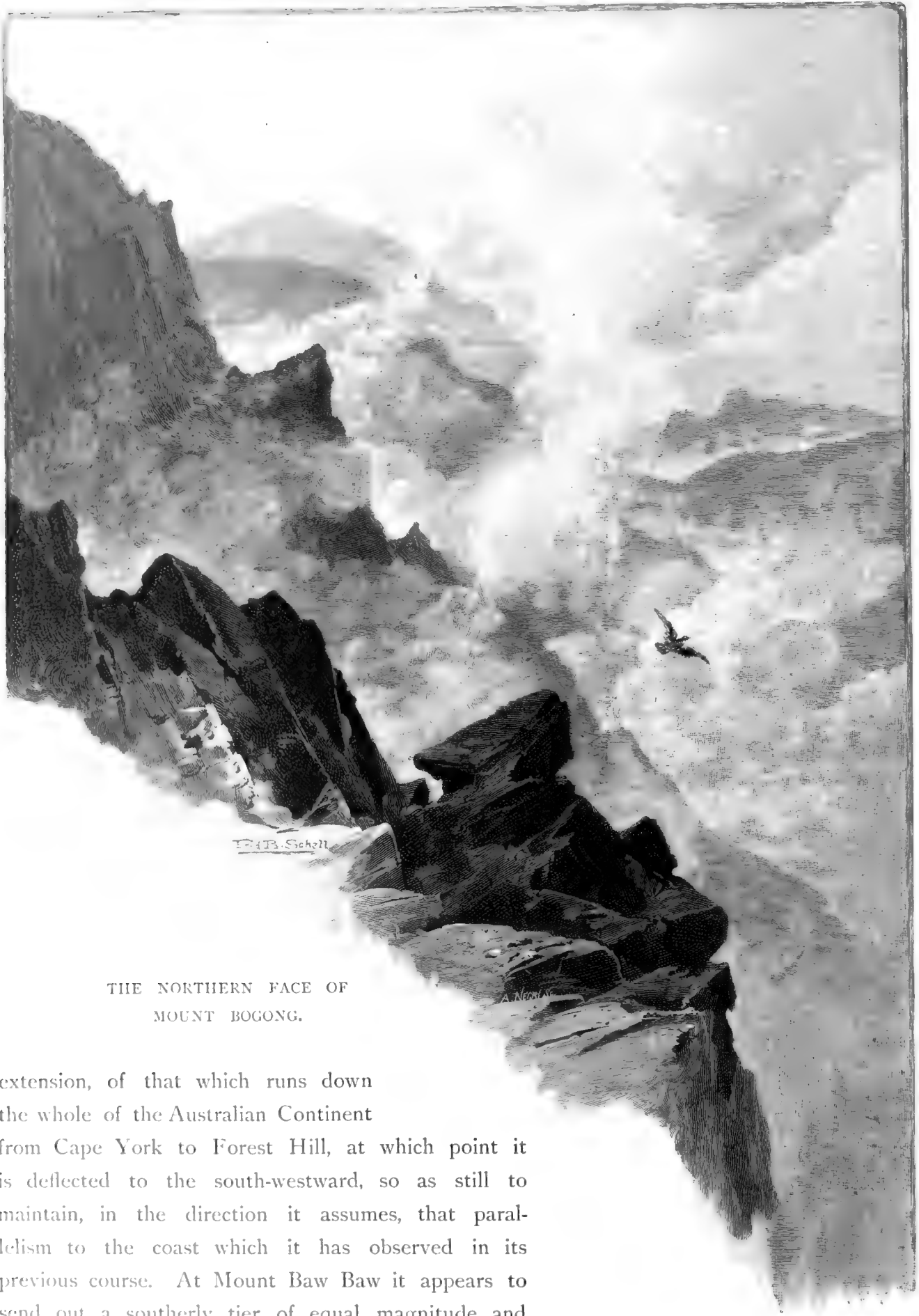
to the elemental discord in comfort and security by their own firesides, put up a silent prayer for those who are in peril on the sea. But in the halcyon days of summer, when no breath of air is stirring on sea or shore, and the faint ebb and flow of the

tide resemble in their soft regularity the pulse of a sleeping child; when a hot haze settles down upon the scarcely definable horizon, and the hills inland lose the ordinary sharpness of their outline by reason of the veil of vapour which softens their colour and confuses their bulk; Cape Bridgewater—no longer the grim and austere buttress against the encroaching waves “that lifted its awful form” above them when they were lashing themselves into foam against its massive escarpment, and “lacing the black rocks with a thousand snowy streams”—seems to bask in the warm sunshine, and to be enveloped in an atmosphere of peace and serenity; while its caves, which are only accessible when the sea is calm, are delightfully cool and shadowy by comparison with the dazzling glare of the water, and the heat that radiates from the land. What is known as “The Watery Cave” is just the sort of place where Stephano, in the “Tempest,” would have hidden the butt of sack which he rescued from the wreck, and Caliban would have chosen for a hiding-place when he had done anything to subject him to the displeasure of his sovereign lord and master.

The coast from Cape Bridgewater to the mouth of the Glenelg trends in a north-westerly direction. The country is of an undulating character; hummocks of sand, marshes and diminutive lakes of fresh and salt water, with a background of high land, for the most part heavily-timbered, constituting its leading features.

MOUNTAINS.

The most conspicuous feature of the mountain scenery of Victoria is an undulating and devious spine, commencing at the eastern boundary of the colony, near some of the sources of the Snowy River, dipping down into the valley of the Mitchell, then making its re-appearance five and twenty miles to the northward, and curving round, like a bow, to Kilmore, whence it stretches in a westerly direction to Mount Ararat, where it throws out a few spurs and then stops short in face of the massive ranges which there run from north to south. Upon the southern slopes rise the numerous rivers which discharge their waters into the sea, while the northern flanks supply the various affluents of the Murray. But in no case does the highest peak attain a loftier elevation than six thousand one hundred feet above sea-level, although this altitude is exceeded in two instances by spurs thrown off from the main or Great Dividing Range. These spurs are of remarkable complexity in the eastern counties of the colony, in some of which (as, for example, in Benambra, Tambo, Dargo, the north-western part of Croajingolong, Bogong, the southern half of Delatite, Wonnangatta and Evelyn), the area of country occupied by labyrinthine ranges probably exceeds that of the valleys and lowlands comprehended within their limits. In many instances the mountains grouped together, independently of the dorsal range, resemble in shape an octopus. From a central eminence between four and five thousand feet in height, as at Mount Baldhead, Mount Bindi and Mount Bowen, limbs are thrown out towards all points of the compass, terminating generally in a bold declivity. Occasionally an isolated range will wriggle, snake-like, for a distance of thirty or forty miles through an otherwise open country. At other times a mountain chain will protrude short spurs, or foot-hills, at almost regular intervals, like the feet of a caterpillar, to which its irregular contour will offer a certain fantastic and exaggerated resemblance. Strictly speaking the Great Dividing Range is merely a continuation, or



THE NORTHERN FACE OF
MOUNT BOGONG.

extension, of that which runs down the whole of the Australian Continent from Cape York to Forest Hill, at which point it is deflected to the south-westward, so as still to maintain, in the direction it assumes, that parallelism to the coast which it has observed in its previous course. At Mount Baw Baw it appears to send out a southerly tier of equal magnitude and altitude to that which constitutes its western extension, and this stretches to the sea-coast, and re-appears on the island of Tasmania.

Entering the colony at Forest Hill, the Great Dividing Range sweeps round in a semicircle to the peak, six thousand and twenty-five feet high, known as the Cobberas,

whence it pursues a serpentine course, under the name of the Bowen Ranges, until it reaches its most southerly point in the amphitheatre where the Mitta Mitta River gathers together the springs which form its source. Southward, a remarkable offset shoots out, about ten miles in length, with Notch Hill (over four thousand six hundred feet in height)—half-way between the main system—and Mount Baldhead (four thousand five hundred and seven feet), as its points of greatest elevation. From this, as from a ganglion, radiate in all directions subsidiary ranges, which in their ramifications resemble the distribution of the nerves in the human body. The Great Divide, doubling back to the north, reaches its greatest altitude at Mount Hotham (over four thousand feet), which is another ganglion, sending forth its *plexus* to the north. The Barry Mountains, running almost in a straight line due west, serve as a connecting link between Mount Hotham and Mount Howitt (over five thousand seven hundred feet), above which the main range bends round to the south, resuming its westerly course at Mount Selma; and pursues it thence, with numerous fluctuations, until it dips into a marshy plain a few miles beyond Ararat, at the western extremity of which the Grampians, the Serra and Victoria Ranges, running from north to south, constitute an independent system.

For picturesque variety the Bogong Range can scarcely be surpassed, even in the Alpine region to which it belongs, teeming as it does with lofty peaks and softly-rounded domes, solitary heights which no human foot has trodden from the foundation of the world, and deep ravines and moist valleys, with springs and streams which maintain a perpetual verdure by their never-failing water. During the winter months the summits of the higher mountains are clothed in robes of dazzling snow, stainless as an infant's soul, which glitter like helmets and cuirasses of plated silver in the sunlight, and have a weird wan beauty that has something spectral and eerie in it when the moon touches them with a pallid lustre. They impress the mind less, perhaps, by majesty of form than by magnitude of substance. A chain seventy miles in length, and culminating in a peak attaining the elevation of six thousand five hundred and eight feet, sends out lateral ranges to the eastward from fifteen to twenty miles in extension, numbering its spurs by hundreds, and giving birth to innumerable water-sources, swollen to the dimensions of rivers directly the snow begins to melt at the beginning of the summer; and if, as has been said, "loveliness of colour, perfection of form, endlessness of change and wonderfulness of structure are precious to all undiseased human minds," we may find them all combined in this lonely and lovely district. Under all the vicissitudes of the season, and in all hours of the day, the colour of the mountains prefers an indisputable claim upon the admiration. Under some aspects it is an intense purple, and there is a suggestion in it of softness and smoothness of texture, as if the hills were apparelled in sumptuous velvet or sheeny plush; at other times the hue is a turquoise blue, variegated in the shadowy recesses by a deep emerald green. Again, the lofty landscape will be enveloped in a filmy veil of vapour, very tender in tone, and analogous in tint to the first reek of a peat fire, as it issues in spiral wreaths from the chimney of a highland shieling when the braes are purple with the changing heather. As to form, the variety is endless, and the beautiful curves of the flowing lines are charmingly broken in upon and diversified by sharp peaks, by granitic pinnacles, and by the acute points of broad-based pyramids. Not only so, but at the very summit of the



THE WESTERN PEAK OF MOUNT BOGONG.

Bogong Ranges, as is the case also in the Dargo Ranges, which run parallel to them, there are grassy plains of considerable extent, from four to six thousand feet above the level of the sea, undulating in surface and not altogether bare of timber. From these lofty *plateaux* the descent into the valleys beneath is precipitous, timbered thickly in some places, and clothed with a dense scrub in others. The structure of these mountains is full of interest to the geologist. According to the careful study of the district made by Alfred W. Howitt, the explorer (who worthily sustains the good name he has inherited from William and Mary Howitt), the bedrock is composed of lower silurian shales and sandstones, with metamorphic schists of granites. Above these occur the gravels, sands and clays deposited there in the miocene age, overlying which are beds of lava, constituting the plains previously spoken of, the highest peaks consisting of palæozoic rocks. Some of the *plateaux* are described as presenting the appearance of having been "paved with five-sided blocks of stone, and in some of the mountain sides, where

land-slips have taken place, are acres covered with jumbled heaps of five-sided logs of basalt." As the thickness of the volcanic outflow amounts in some places to seven hundred feet, it is reasonably concluded that this could not have been poured forth in a

single stream. Up to the present time no extinct craters have been discovered in this mountainous region, which has been only partially explored, and Mr. Howitt believes they will have to be sought for in the country to the north and north-west of the highlands of Bogong and Dargo. Many of the creeks and gullies draining the *plateaux* are represented to be auriferous, but the gold appears to be thinly distributed over so wide an area as to preclude its being mined, except on a large scale.

As the tourist toils laboriously to the summit of one of the more accessible of these mountains in a secluded portion of the range, amidst the awful silence of a forest peopled with patriarchal trees, he is oppressed by a feeling of solitude which



MOUNT FEATHERTOP.

has in it something of solemnity. He stands face to face, moreover, with an antiquity which is almost incalculable. Each of the sylvan giants, which dwarf his own stature to that of a pigmy, belongs to an epoch so remote that all dynasties, all political institutions, all living literatures and all social organizations seem to be things of yesterday in comparison. When these trees were self-sown our savage ancestors were clothed in skins, were feeding on roots, were hovelng in caves. For tens of thousands of times did the sun rise and set, the moon wax and wane, the stars come forth in glittering myriads after night-fall; and all the beautiful processes of Nature went on, in their majestic order and regularity, unhelped and unhindered by man. Silently the young tree put forth its tender germ; silently the sapling lifted itself upward to the light; and silently, century after century, the aspiring column rose among its fellows, until, attaining an

altitude of three hundred feet or more, it spread its crown of foliage to the sun, and received through all the changing seasons the messages uttered, now in soft murmuring whispers, and now in accents of passionate fury, by the winds.

In older, or should we not say in younger, countries all sorts of human associations are connected with the mountain and the forest. Each has its history and its legends. The former may be vaster or more terrible in Europe, in Northern India and in South America, but neither the highest *aiguilles* of the Alps, nor the sublime heights of the Himalayas, nor the snowy summits of the Andes are dis severed from human interest like the unexplored ranges of Australia. So also with the forests of Europe, and of Asia more particularly. The cedars of Lebanon carry us back to the days of Solomon; the sacred fig of the Hindoo village has been the place of refuge and of prayer for generation after generation of the native worshippers of Brahma; angels are described as having visited Abraham under the trees in the Valley of Mamre; Alexander the Great requested that he might be buried in the forests of Libya; the Fountain of Egeria flowed from a consecrated wood in the Roman Campagna; it was to the forest of Dodona that the two black doves flew when they forsook the shrine of the Theban Jupiter; the woods of Britain and of Gaul are haunted by memories of Druids and Druidesses, and recall the exploits of famous outlaws; while the genius of Shakespeare has invested two forests with undying interest by associating them with such exquisite creations as those which speak to us in "As You Like It" and "A Midsummer Night's Dream."

But the mountains and woods of Australia have not been thus consecrated. They belong to the infancy of the world. Their virgin solitudes, in numberless instances, have never been penetrated by the foot even of the black man. To plunge into the forest, and to scale the summit of the wooded range, is like receiving admission into the innermost sanctuary of Nature. She has secluded these mysterious regions from the human eye ever since the dawn of creation. But for the rustle of a lizard in the grass; but for the occasional apparition of a bird glancing across the pillared aisles of the stupendous cathedral which lifts its vaulted roof of foliage so high overhead; but for the chiming of an unseen spring, fretting and chafing against the mossy boulders which impede its downward course; and but for a faint and far-off stir, a sort of muffled music in the air, when the wind plays with the leaves which loftily overarch the difficult path, the traveller would be enveloped by absolute stillness, to which, after a time, he is so accustomed and reconciled that the ear becomes preternaturally sensitive to sound, and any violent impact upon it, like the firing of a gun, occasions almost a feeling of pain.

But in the winter season all is changed. Instead of the silence and serenity of the long calm days of January and February—when the very air seems to have fallen asleep, and the sun flames across a cloudless sky as lustrous as burnished silver, "shining on, shining on, by no shadow made tender"; when the motionless leaves of the trees in the forest appear as if they were ready to crackle with the heat; and when the plains below shimmer and quiver in the fierce light of the almost vertical luminary, and a hot haze envelopes the distant ranges, chequered in places by volumes of white smoke arising from bush-fires—gloom and tumult invade the landscape; murmuring runnels are transformed into roaring torrents; voluminous clouds, sullen and sombre in aspect, drift inland, shrouding the rugged summits of the highest mountains in an atmosphere of

vapour, and investing them with an air of mystery. For days, and even weeks together, they are completely effaced—blotted out by the opaque masses of rain-cloud rolling up their massive sides and resembling emanations from the surface of some vast chaldron, or the mists and exhalations which Faust describes as arising from the deepest abysses of the Brocken: and when the short tempestuous day has yielded to the night, the scene recalls that so vividly depicted by an English poet:—

The reeling clouds
Stagger with dizzy poise, as doubting yet
Which master to obey: while rising slow,
Blank, in the leaden-coloured east, the moon
Wears a wan circle round her blunted horns.
Seen through the turbid fluctuating air,
The stars obtuse emit a shivering ray;
Or frequent seem to shoot athwart the gloom,
And long behind them trail the whitening blaze.

By night or by day the transitory glimpses afforded of these huge ranges impress one with a deeper feeling, not only of their bulk and magnitude, but of their elevation, for they loom through the mist, or reveal themselves with imposing effect when the clouds are suddenly riven asunder, with an augmentation of their mass attributable to the vapoury medium which interposes itself between them and the eye of the spectator. Other transformations occur in the aspect of these ranges after an interval of cold clear weather, at the same period of the year, when the free-selector on the distant plains, issuing from the door of his hut in the early morning, sees the crests of the far-stretching mass sharply outlined against a steel-blue sky, wearing a robe of spotless white, woven by the deft and subtle fingers of the frost during the stillness of the night, out of the wreaths of vapour which had been drifting along the ridges when the darkness fell upon them a few hours before.

A radial line of thirty miles drawn from Mount Bogong would comprehend within its circumference, with one exception, the whole of the loftiest peaks in Victoria; as, for example, Towanga (four thousand one hundred and sixty-one feet), The Buffalo (five thousand six hundred and forty-five feet), Feathertop (six thousand three hundred and three feet), Fainter (six thousand one hundred and sixty feet), Hotham (six thousand one hundred feet), Cope (six thousand and fifteen feet), Wills (five thousand seven hundred and fifty-eight feet), Tambo (four thousand seven hundred feet), Benambra (four thousand eight hundred and fifty feet), and The Twins (five thousand five hundred and seventy-five feet). The exception is Mount Cobberas (which lies about fifty miles, as the crow flies, due east of Mount Bogong), the monarch of the Victorian mountains, being six thousand five hundred and eight feet above the sea-level.

The geological formations of this district, as mapped out and explained by Mr. Reginald A. F. Murray, are few in number, and so simple as to render them intelligible to the non-scientific reader:—"Lower silurian slates, shales and sandstones, and metamorphic schists and granites form the bed-rock of the whole. This bed-rock is overlaid in parts by gravels, sands and clays, whose fossil flora indicate them to be of miocene or middle tertiary age; and, wherever found, these are covered by varying thicknesses of lava, forming the *plateaux* or high plains already referred to": that is to say, the Bogong and Dargo highlands, consisting of open, undulating plains and moors, from four

to six thousand feet above the sea-level, and smaller ones which do not attain more than half that elevation. "The highest peaks consist of the palæozoic rocks, which are also plainly exposed in all the deeper rivers and creeks that intersect the *plateaux* and separate them from one another. These water-courses contain drifts and gravels of post tertiary age, made up of the materials denuded from the bed-rock, the middle tertiary beds and the basalts.

"The geological history of the district, deduced from the above *data*, is that in middle tertiary times the beds of the water-courses were at a far higher relative elevation than those of the present day; that flows of lava took place which filled in the valleys of the period; and that the present rivers then commenced to cut their way, and have, during long ages, eroded their valleys as they now exist, sometimes parallel with, and sometimes across, the ancient river-beds." There is every reason to believe that the flow of lava from the active volcanoes of a remote epoch was confined to the narrow valleys, which are so characteristic of this romantic region. These are, in some instances, not more than a mile and rarely more than two miles wide, measuring from ridge to ridge of the ranges by which they are flanked.

This is the case with the hollow, lying between the parallel spurs that resemble in shape the prongs of a tuning-fork, thrown out from Mount Cobbler (five thousand three hundred and forty-two feet), and running in a straight line due north for a distance of sixteen miles. Each depression is the bed of a creek or river flowing down its centre, and fed by a hundred tributaries taking their rise in the wooded heights above. Such are the sources of the streams which empty themselves directly into the Pacific, or discharge their waters into the Gippsland Lakes, on the one side of the Great Divide, or contribute to swell the volume of the Murray, by means of the Mitta Mitta, the Ovens and the Goulburn, on the other.

Another striking bifurcation occurs at Mount St. Bernard, which is the diverging point of two important ranges, both taking a northerly direction, the shorter offset trending somewhat to the westward for eight miles, until it reaches Growler's Hill, when it again divides and throws out two branches, each of them terminating about twelve miles from its starting-point. The other and longer arm is about thirty-five miles in length, with diverging spurs innumerable on both sides. Its most conspicuous peaks and pinnacles are Mount Hotham and Mount Feathertop. The latter derives its appellation from the resemblance which its outline presents—as seen from the lofty *plateaux* known as the Baw Baw, Precipice and Horsehair Plains—to the graceful curve of an ostrich-feather. These table-lands have been partially explored by adventurous gold-seekers, who have discovered the precious metal in payable quantities among the gravels which seem to have formed the beds of ancient rivers, flowing, in some instances, a thousand feet above the level of the streams which are now marked on the map.

Mr. Alfred W. Howitt, after a careful and prolonged investigation of the geological structure of North Gippsland, has been led to make the following statement:—"That the general land surface of Victoria probably stood in miocene times some eight hundred feet lower in respect to the sea-level than it now does, and as the elevation and depression of the land seems to have been on the whole equal over large tracts in Southern Australia, we may conclude that the miocene Dargo flowed at least two

thousand feet above the sea-level. This view would indicate a much warmer climate, and would agree with conclusions as to temperature to be drawn from the marine fauna of the miocene limestone of Bairnsdale."

Mount Feathertop is one of a cluster of eight peaks, three of them unnamed, none of which is less than five thousand eight hundred feet above the sea-level, nor more than five miles distant from the centre of the Bogong High Plains; but it is extremely



MOUNT ABRUPT.

probable that other eminences quite as lofty as the highest of these remain undiscovered in this intricate labyrinth of mountainous country, so much of which awaits thorough exploration.

Next in importance to this net-work of ranges, which covers the greater part of an area one hundred and sixteen miles long and one hundred and twenty miles broad, those in the counties of Evelyn, Anglesey and Mornington, are entitled to take rank, although none of them attains the elevation of the mountains previously referred to. Strictly speaking they form part of one system, and are laterals thrown off from the Great Divide; Mount St. Leonard, Mount Monda, Mount Juliet and Mount Baw Baw being the most prominent of the culminating points in this region, which, so far as the county of Evelyn is concerned, contains a much smaller proportion of level country than of densely-timbered mountain chains, dipping abruptly down into narrow valleys, affording barely space enough for a brawling stream to groove a channel. Here and there, however, a cup-like hollow may be found, with room sufficient for the formation of an Alpine village, one thousand five hundred or two thousand feet above the level of the sea, "remote, unfriended, melancholy, slow," with the purple mountains folding it in their

cold embrace, and a purling brook of the purest water gliding past cottage gardens which never lose their verdure. A way-side inn with its broad verandah, where the local gossips gather after the labours of the day are over; a wheelwright's shop, where the roaring of the forge is a pleasant thing to listen to, and the red glare of the flames, is comforting to look at on a chilly winter evening; a general store with a highly miscellaneous stock of merchandise; a State school of limited dimensions, a dozen or two of weather-board cottages, form the constituents of this isolated hamlet; but it is linked with the larger life and the restless activities of the metropolis, seventy or eighty miles distant, by a daily coach, the morning departure and evening arrival of which occasion a momentary ripple upon the otherwise stagnant mill-pond of the monotonous lives led by these secluded folk: after which gentle excitement the place relapses into its habitual repose.

A curious feature of the Great Dividing Range is that due north of Port Phillip Bay it recedes inland, where its course bears a general resemblance to the curvature of that inlet. The general altitude of the mountains diminishes as they approach the west, and Mount Macedon, although so conspicuous by its height and bulk, does not attain a greater eminence than three thousand three hundred and twenty-four feet. Sixteen miles to the westward of it the range throws off a northern spur about twenty-five miles in length, terminating just beyond Sandhurst. On each side of the main range are numerous detached hills, some of them between two thousand four hundred and two thousand five hundred feet above the sea-level, and their complete isolation—as in the cases of Mounts Blackwood, Franklin, Warrenheip and Buninyong—gives them an imposing character. Beyond Lexton, where the range begins to be known as the Pyrenees, the hills have combined to form a beautiful amphitheatre, triangular in shape, and less than a mile across in its widest part. The Sugarloaf forms its apex, and in the green hollow of this romantic spot the waters of the Avoca take their rise and find an outlet to the north. Near Ararat the Pyrenees, after making a sharp bend to the north-west, and an equally abrupt detour to the south-west, branch off into two arms, and then come to an end. One of these is known as the Black Range, and the other reaches an altitude of two thousand and twenty feet at Mount Ararat.

Little more than a mile from the farthest outpost of the southern limit, and separated from it by a marsh, lies the most easterly spur of the Grampians, or Serra Range, in the midst of which the Rivers Wannon, Glenelg and Wimmera take their rise. There is one main range, upwards of fifty miles in length and forty in breadth, with four subsidiary ranges, all having a meridional direction, and attaining their greatest elevation in Mount William, three thousand eight hundred and twenty-seven feet above the sea-level. The sedimentary rocks of which they are composed are estimated to cover an area of one thousand two hundred and twenty miles; and these rocks for seven hundred and eighty miles are one vast mass of freestone of the purest quality. Something like fifteen hundred feet of it are exposed in natural section; for on the eastern face of the range there are majestic cliffs and massive escarpments rising as high as three thousand two hundred feet, in one place, above the level of the sea; which one would almost expect to find flowing at their base; and from it, indeed, they were originally upheaved. But now they lift themselves above billows of foliage, and overlook a

pastoral landscape freshened by winding streams, and populous with flocks and herds; while, in one secluded nook, a water-fall leaps rejoicingly down from a ledge of rock a hundred feet high to join the Wimmera on the northern plains.

Thirty miles to the north-east of Mount Zero, which marks the termination of the Grampians in a northerly direction, there rises abruptly from the dead level of an extensive plain, abounding in miniature lakes, both salt and fresh—these lying sometimes almost side by side—a curiously fantastic mass of rock, one thousand one hundred and seventy-six feet in height, which has received the name of Mount Arapiles. In its horizontal laminations and vertical fissures, it resembles the stupendous foundation walls



MOUNT ARAPILES.

of some vast edifice planned and commenced by Titans, and then abandoned, leaving Nature to adorn the ruin, according to her gracious wont, by crowning its summit with forest-trees, and weaving a robe of foliage about its feet. A little to the northward of it, surmounting a wooded mound, is another columnar rock, but of very much smaller dimensions, with a cleft crest, whence it has derived the appellation of the Mitre Rock. Near by is a salt-water pool which has received the name of the Mitre Lake, and it stands midway between two sheets of water, Lake Natimuk and St. Mary's Lake, both of which are fresh.

Northward of the Grampians and Mount Arapiles the country slopes gradually downward to the Murray, with scarcely a hill to break the monotonous level of the landscape, and the *mallee* scrub commences within about seven miles from the Mitre Rock. In the sandy soil of the district the trees, from which it takes its name, thrive amidst the most discouraging circumstances, covering the ground so thickly in places as to form

a perfect jungle, interweaving their sombre foliage overhead, and having their stems interlaced at times by a species of wild vine, or *lianã*, as supple as cordage when it is twining around them, and as rigid as a wire cable when it has got them well within its grip. Lowan, in which Mount Arapiles is situated, takes its name from a native bird, also variously entitled the brush turkey, the *mallee* pheasant and the *mallee* hen, the



THE MALLEE HENS' NEST.

Megapodus Tumulus of naturalists. It is somewhat larger than a good-sized fowl, and it lays its eggs, which are disproportionately large, in an artificial mound constructed by the cooperation of many pairs of birds, by whom they are annually enlarged and repaired. Some of these *tumuli* are fifteen feet high, with a like circumference; but a larger one when measured was found to

be no less than fifty yards round its base. They are entered by a funnel-like cavity at the top, and the eggs are laid six feet below the surface, each hen depositing one in a cavity twenty inches from its neighbours, and then covering it with soil and carefully smoothing over the surface. The eggs are placed vertically, are laid during the night at intervals of several days, and are about the size of those of a goose. They are hatched by the heat of the soil in which they are placed; but the *mallee* hen is so shy, and at the same time so vigilant, that it is difficult to say whether the parent birds assist their young in escaping from the grave in which the eggs have been buried.

LAKES.

There are not less than a hundred lakes in Victoria, although many of them are of so limited an area, covering from two hundred to five hundred acres only, as scarcely to entitle them to such a designation. About twenty of them are salt—and these include some of the largest—while there are eight or ten whose waters are decidedly brackish. Some of these appear to be the relics of an inland sea, while others have been rendered saline by the reception of the salts washed into them from the soil of the land they drain. Elsewhere the craters of extinct volcanoes have been transformed into natural reservoirs, as remarkable for their depth as for their transparency and beauty of colour. There are only three lake-systems so called—that in South Gippsland, that in the counties of Granville, Hampden and Polwarth, and that to which Lakes Hindmarsh and Albacutya belong. The most remarkable of the whole is the one first mentioned; it comprises Lake Wellington, Lake Victoria and Lake King, although the two latter

are, to all intents and purposes, one sheet of water. But in the narrow strip of country which separates them from the sea, and which in some places is less than two miles



THE GIPPSLAND LAKES.

wide, a chain of salt-water lagoons skirts the Ninety-mile Beach for a distance of about fifty or sixty miles, the largest of which, entitled Lake Reeve, constitutes a kind of back-water in connection with Lake King and Lake Victoria.

By the usual route from Melbourne, Lake Wellington is reached through one of its principal affluents, the River Latrobe, which begins to be navigable for steamers of shallow draft a short distance from Sale. The stream winds through belts of ti-tree

scrub and marshy pastures, in which nothing is seen but the ridgy backs of the cattle rising above the tall coarse herbage on either bank; and presently there breaks upon the view a broad expanse of gray-green water, ten miles long and eight miles wide, surrounded by low banks and receiving the confluence of the Avon and the Perry, which come downward from the north. A natural canal, handsomely fringed with lofty scrub, which has acquired the title of Macmillan's Straits, gives admission to Lake Victoria. This is narrower but longer than its neighbour, and offers the same tame scenery until Raymond Island is reached, where one arm of the Lake bends downward in a southerly direction to the Lakes' Entrance; and another, taking a northerly and westerly trend, expands into Lake King, which, after rounding the attenuated promontory known as Eagle Point, exchanges its appellation for that of Jones's Bay. Here, too, the Mitchell, which has received in its course the waters of the Wonnangatta, the Dargo and the Wentworth, pours itself into Lake King on one side of it, while the Nicholson and the Tambo bring their tribute to it on the other side.

From Tambo Bluff to Jemmy's Point, and thence, indeed, to Cunningham, at the Lakes' Entrance, the banks on the left are higher, generally wooded, and not wanting in picturesqueness. But upon the other shore, where a passage has been cut through a narrow tongue of land to the ocean, in lieu of the present fluctuating and precarious outlet, the sand hummocks thrown up by the sea are scantily sprinkled with ti-tree scrub contorted into fantastic attitudes by their struggle for existence with the fierce wind which so often beats inward from the south. A narrow spit of sand bars the egress of the waters of the Lakes, except at one spot, where a chronic conflict is being waged between the current and the waves. The latter are continually casting up a sandy dyke as if to imprison the outgoing waters; but ever and anon the combined force of many rivers, gathered together at this point, breaks through the unstable barrier and graves a channel for their pent up volume. Under such circumstances, coasting vessels endeavouring to enter or to leave the Lakes are often detained for weeks together, to their great detriment and occasional danger; this led to the construction of an artificial outlet, the plan for which was designed by Sir John Coode. This has only recently been completed, and has already proved of immense advantage to the farmers, lumberers and fishermen of an extensive district rich in natural resources.

The road from the Lakes' Entrance to Lake Tyers climbs over the saddles of two hills with deep glens between them, where the undergrowth is massed together in close battalions of lofty and leaf-wreathed hazel scrub, and the wild cherry and the native honeysuckle tree mingle their foliage with that of the wattle, the eucalyptus and the shag-moss. Here, too, the pale lavender and faded pink tints of patches of dead ti-tree, looking like enormous bunches of delicate coral, together with the greenish azure of the blue-gum sucklings and the white blossoms of the cauliflower scrub, lend an acceptable variety to the otherwise uniform colour of the sylvan scene. Then the devious track crosses a bit of naked moorland—a lofty promontory overlooking a wide expanse of sea—and dips down presently to the beach itself, traversing a narrow strip of glittering sand which constitutes the southern boundary of Lake Tyers. This is the most beautiful sheet of water in south-eastern Victoria. Its distinctive charm consists in the irregularity of its outline and in its lofty banks, feathered with foliage to their very

summit. It bears, indeed, a striking resemblance to Port Jackson, and does not yield to it in variety or in loveliness, while, perhaps, it can boast of a still greater number of coves and inlets. There are the same exquisitely curved lines, and the same grace of form and freshness of tint in the timber, which present themselves in that famous harbour. In some places the trees are grouped in compact masses; in others they alternate with lawny interspaces of soft turf, or a thick carpet of bracken, or a tangled



LAKE TYERS.

undergrowth of scrub, with here and there a patch of bare limestone protruding from the soil, and indicating its formation. Ascending the Nowa Nowa arm of the Lake, which is navigable by a steam-launch for a distance of nearly twenty miles, there opens out a fresh promontory, wooded to the water's edge, and another inlet framed in foliage and falling back to a natural amphitheatre, around which rise tier on tier of stately trees, calmly contemplating their replications in the unruffled mirror at their feet. Then, again, comes a gully densely packed with tree-ferns, *acmenas* and the *pittosporum undulatum*; and at almost every turn in the perpetual windings of its course the vessel enters an apparently land-locked bay, from which no outlet is immediately visible until it shoots round a leafy knoll, and the traveller finds himself confronted by another vision of sylvan loveliness. Nor can he fail to be struck by the special characteristics of the trees which drape the banks—their symmetry and the equability of their development—showing that they have grown up in a calm untroubled atmosphere, exempt from the turbulence of the wind which raves among the mountains to the northward, and

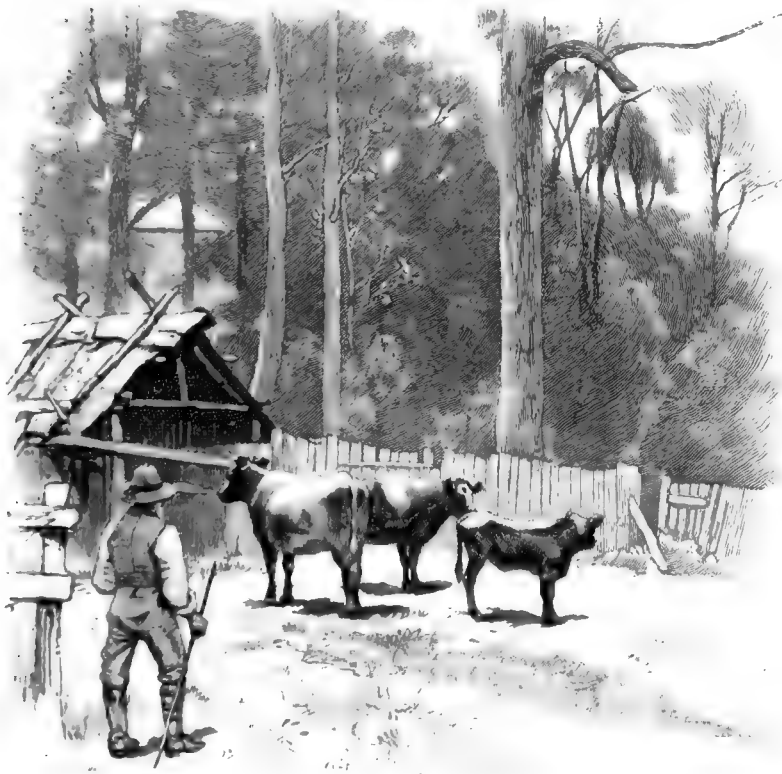
howls along the sea-shore only a few miles off. At Erica Cliffs the vegetation assumes a tropical luxuriance of growth, while Oberon's Retreat frowns upon the Lake like the ruins of a dismantled fortress, and near it is a green recess in which Titania, with all her dainty following, might prosecute her revels,

And plant her court upon a verdant mound,
Fenced with umbrageous woods and groves profound,
In absolute seclusion from any mortal eye.

For the purposes of the landscape painter Lake Tyers is seen at its best when the sun has newly arisen above the horizon, or is sinking towards it, so that the level rays reveal golden vistas on one side of the water, while the opposite shore is veiled in shadow; and if there be no zephyr to shiver the surface of the otherwise placid mirror into a thousand wrinkles, every object is reflected in it with such startling distinctness of form and minuteness of detail that one scarcely knows where the land ends or the water begins. So, too, with respect to colour—the amber of the eastern and the ruby and the orange of the western sky are literally repeated on that smooth expanse, and the clouds that languidly float across the azure dome above have their duplicated motion in the waters of the lake below. The Tooloo arm, a name which is the native equivalent of a *cul de sac*, extends eight miles in a north-westerly direction, and is bordered by high, undulating and thickly-wooded banks. It has deep inlets, some of them walled in by overhanging rocks, and it terminates in a winding river, which approaches it under cover of lofty cliffs tapestried with creepers and crowned with trees,

among which the *pittosporum* is conspicuous for the beauty of its form and the vivid verdure of its foliage.

Lake Corangamite lies in the midst of entirely different scenery, three hundred and eighty feet above the level of the sea. Its waters are salt, and they cover an area of ninety square miles. It is about sixteen miles long, with a breadth of eight miles in its widest part. Situated at the junction of four counties—Grenville, Hampden, Heytesbury and Polwarth—it forms the centre of a cluster of lakes and lagoons, nearly fifty in number, five of which—Colac, Elingamite, Terang, Purrumbete and



A FARM NEAR LAKE TYERS.

Connewarren—are fresh, while the others are nearly all salt or brackish. Lakes Elingamite, Terang and Purrumbete occupy the craters of extinct volcanoes, the original magnitude of

which may be inferred from the fact that the first covers an area of eight hundred acres, the second of nearly three hundred, and the third of no less than one thousand four hundred and fifty. The district in which these lakes are situated divides with Gippsland the claim to be considered the garden of Victoria. It is greatly favoured as regards soil and climate. Much of the former is of volcanic origin, and is in consequence ex-



LAKE CORANGAMITE, FROM MOUNT LEURA.

tremely fertile; and the annual rain-fall, which ranges from thirty to forty inches within forty or fifty miles of the coast, is nowhere less than from twenty to thirty inches, a higher average being reached in the valley of the Wannon. Hence the general verdure of the landscape and the favourable conditions under which the pursuits of husbandry are conducted. Amenity is the most striking characteristic of the scenery; the hills rarely attaining a greater altitude than fifteen hundred feet, except in the case of Mount Emu, which reaches a height of three thousand feet; and the lakes, faithfully reflecting all the moods, the sailing clouds, and the glory or gloom of the heavens overhead, confer a special charm upon the landscape. Corangamite and Colac, which are only six or seven miles apart, are eminently picturesque, both in themselves and in their surroundings, for above the fair champaign which girdles them tower the isolated hills of Great Warrion, Leura, Porndon, Wiridgil and Myrtoon, to say nothing of the stony rises to the south; and the whole district, with the numerous flocks and herds browsing on its pastures, its comfortable homesteads and substantial country mansions, girdled by clumps of exotic trees and well-kept pleasure grounds, breathes an air of prosperity and comfort. A very short distance from Lake Corangamite is a smaller but much deeper sheet

of water bearing the name of Little Corangamite, but this is perfectly fresh. Indeed, nothing can be more capricious than these variations of quality throughout the whole of the Western District; and in the centre of one salt-water reservoir, it is said, there wells up a strong spring of the pure fresh element, so icily cold that to swim across it is almost certain death. Hence, perhaps, the aboriginal tradition that this lake (*Gnotuk*) was the abode of an evil spirit, who took a malignant pleasure in seizing upon the strongest swimmers, and dragging them, "through caverns measureless to man, down to a sunless sea."

In the north-western portion of the colony there is a chain of fresh-water lakes formed by the expansion of the River Wimmera, over an extensive but extremely shallow depression, embracing, in the case of Lake Hindmarsh, an area of thirty thousand acres,

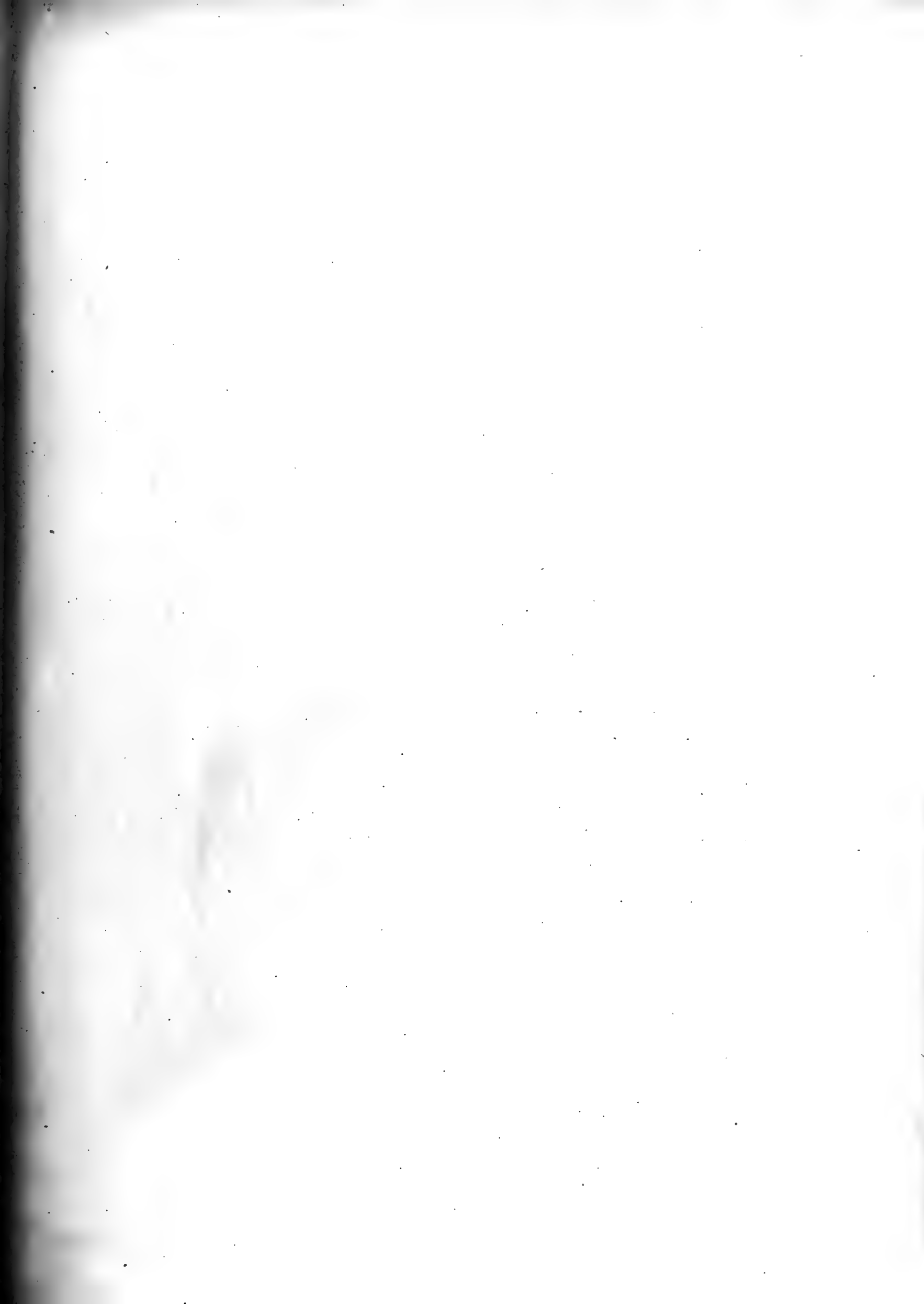


LAKE HINDMARSH.

By Ellis Rowan.

and in that of Lake Albacutya thirteen thousand acres. The River, taking its rise among the Pyrenees, and augmented by affluents from the Grampians, flows in a northerly direction for a distance of something like a hundred miles, feeding the two lakes we have mentioned, and then disappearing in the sandy plains which stretch away to the Murray. The evaporation which takes place in such a hot and arid region is enormous, and is of course all the greater and more rapid by reason of the broad surface exposed to the action of the sun's rays at the two points named. In seasons of drought Lakes Hindmarsh and Albacutya are little better than geographical expressions, for nothing is to be seen of either but a huge marsh, with, perhaps, a thin and intermittent thread of water crawling deviously through its centre.

In point of magnitude Lake Tyrrell ranks second to Lake Corangamite, covering as it does an area of forty-two thousand six hundred acres. It lies sixty miles to the north-west of Lake Albacutya, in a very similar country, densely-covered by the *mallee*





THE ST. KILDA ESPLANADE.

scrub. It owes its existence, like the two just described, to a stream flowing into it from the south, but it has no ascertained outlet to the north. In form it bears a striking resemblance to a bean which has just begun to germinate, and it is surrounded by almost an uninterrupted zone of sand-hills. It has a cluster of small islands near its western shore, and is as liable to a remarkable shrinkage of its waters during a season of prolonged drought as the lakes previously mentioned. This is the characteristic also of Lake Buloke, which lies fifty miles due south of Lake Tyrrell, and has an area of eleven thousand acres. Into it are poured the waters of the Avon and the Richardson, without any apparent channel for their outflow; but there are periods in which this shallow reservoir becomes a muddy hollow, sun-baked and lined and interlined with cracks and fissures. Indeed, it may be asserted of the Victorian lakes on the north side of the Great Dividing Range that permanence and picturesqueness are qualities which Nature has denied them.

RIVERS.

As in New South Wales, so in Victoria, there are two water-sheds—the one flowing from the southern and the other from the northern slopes of the Great Dividing Range; the streams which take their rise in the latter emptying themselves into the Murray—except in the case of some that disappear in the porous soil of the north-western districts of scrub and sand—while those springing from the opposite side of the ridge find their way direct to the sea. In many instances the little rills which afterwards grow into important rivers, and obtain an outfall at points two hundred miles asunder, begin to ooze out of the mountain tops within a few hundred yards of each other. The Murray, from Forest Hill, near the source of one of its tributaries, to the one hundred and forty-first meridian of east longitude, forms the boundary line of the two colonies, and receives in its progress the waters of the Mitta Mitta, the Kiewa, the Ovens, the Goulburn and the Loddon, as well as those of about a dozen creeks, each of which helps to swell its volume at certain seasons of the year.

The more important of the streams which flow southward are the Genoa, the Snowy, the Buchan, the Brodribb, the Nicholson, the Tambo, the Mitchell, the Avon, the Macallister, the Thomson, the Latrobe, the Yarra, the Werribee, the Moorabool, the Barwon, the Gellibrand, the Hopkins, the Eumeralla, the Wannon and the Glenelg. That part of the colony which lies eastward of the one hundred and forty-fifth parallel and southward of the railway line from Seymour to the Murray, may be said to abound in water-courses. In this region the mountains reach their greatest altitude; in this region also occurs the heaviest rain-fall, amounting to fifty inches per annum in some places, and ranging from thirty to fifty over a large area of heavily-timbered ranges; and in this region a single river—like the Yarra, for example—will receive the contributions of a hundred affluents before emerging from the highlands in which it has its birth.

The Murray drains an area, in this colony alone, of upwards of forty thousand square miles, and is navigable by steamers from Wodonga to its outlet in Lake Alexandria, though the depth of water in it fluctuates materially from time to time and from year to year. In the early summer, when the snow begins to melt on Mount Kosciusko and the neighbouring ranges, the River will sometimes rise bank-high; and during the

rainy season, when its waters are swollen by those of the Murrumbidgee, the Billabong, the Lachlan and the Darling, they overflow the low-lying country in various places, filling up back-water creeks and forming extensive lagoons. Steamers freighted with wool and other pastoral produce lend a character of unwonted animation to the great waterway at such a time, and squatters occupying stations in the far interior of New South Wales, hundreds of miles distant from the River's junction with its main affluents, gladly avail themselves of the facilities afforded by the stream for the conveyance of their products to port—facilities which are apt to be interrupted by long and trying intervals, during the too frequent periods of protracted drought.

In the south-east of Victoria, the rivers which head from the northern slope bear a strong general resemblance to each other. They take their rise in the mysterious recesses of mountains, so thickly clothed with timber and so inaccessible that the sanctuaries of Nature have remained for centuries unprofaned by human foot, but it is almost impossible to indicate with any degree of accuracy the precise fountain-head of either of these rivers. A score of little rills, issuing from moist crevices high up among the hills, will trickle down their furrowed sides and mingle their waters in a runnel that glides beneath a grove of tree-ferns in a narrow gorge impenetrable to the sunlight. The stream will receive continual accessions in its course, and each will increase its velocity until at the higher end of a ravine, the precipitous walls of which approach so nearly that the trees which have found a precarious foothold in their clefts mingle their foliage overhead, the water springs over a ledge of porphyritic or basaltic rock, and is partly dissipated in foam before it reaches its sombre channel, one, two, or three hundred feet below; and then, as if it had gained impetuosity by its descent, it swirls around the boulders which impede its on-rush to the distant plains, surging against the trunks of the trees that have fallen across its path, undermining the roots of others, and breathing a sense of refreshing coolness into the atmosphere which envelopes the motionless verdure that tapestries its banks. Sometimes—as in the case of the Genoa and Snowy Rivers, the Tambo and the Mitchell—these mountain-born streams are flanked by sinuous ranges from their hidden birth-places until they come within a few miles of the sea; so that, for forty leagues or more, they disclose a succession of romantic landscapes, having a certain correspondence in their broader features and more salient characteristics, but presenting an endless variety of detail.

The principal source of one of the rivers just named—the Tambo—is near Mount Leinster, on the southern slope of the Bowen Mountains, and on the opposite side rises the Limestone Creek, which some explorers suppose to be the real commencement of the River Murray, flowing northward for something like a hundred miles through country not less romantic than that which has been described above. When the Tambo, the Nicholson, the Mitchell and the Avon emerge from the fastnesses amidst which they have pursued their devious course in a southerly direction,

Round valleys like nests all ferny-lined,
Round hills with fluttering tree-tops feathered,

their progress becomes more sedate and measured, as if they had exchanged the wildness of youth for the seriousness of maturity. They no longer hasten seaward, but expatiate leisurely with "many a winding bout," through alluvial plains of great fertility.

These rich bottom lands resemble, indeed, a bank of deposit in which Nature has been storing up, for a long succession of centuries, a fund of wealth for many generations of agriculturists to draw upon; and here, if anywhere, the words of Jerrold are true: "If you tickle the ground with a hoe, it will laugh with a harvest." The orchards and gardens of the district resemble in their fruitfulness those of the English county of Kent; and as the tourist voyages down the Gippsland Lakes in a steam-boat he finds at the principal stopping-places men, women and children offering for sale the fruit then in season, as large in size and as luscious in quality as he is accustomed to see taking the



THE LATROBE RIVER.

chief prizes at the horticultural shows in Melbourne and elsewhere. Of the hop-gardens which formerly beautified the banks of the Tambo and the Mit-



THE SNOWY RIVER.

chell in their lower reaches comparatively few remain, as the cultivation of that plant has been abandoned in favour of more remunerative products; and this must be a source of regret to every lover of the picturesque, for where they still exist they lend a charm to the scenery which no other objects can supply. When the flower is perfected, and the vines are full of leaf, the effect of these long, narrow aisles, with a cluster of slender pillars on every "hill," and each pillar wreathed with the most complex and delicate foliage, so graceful in curve and so endless in diversity of line, with tendrils reaching across the avenues to form a fretted vault, is simply matchless; and the scene at hopping-time—

when the uprooted poles are laid upon the cross-bars of the "bins," and the nimble fingers of women are busily occupied in shredding the golden flowers, and children busy themselves in the heaped-up bines, and the air is filled with the subtle aroma of the hop—is more picturesque than any vintage, except, perhaps, in Tuscany: and even when

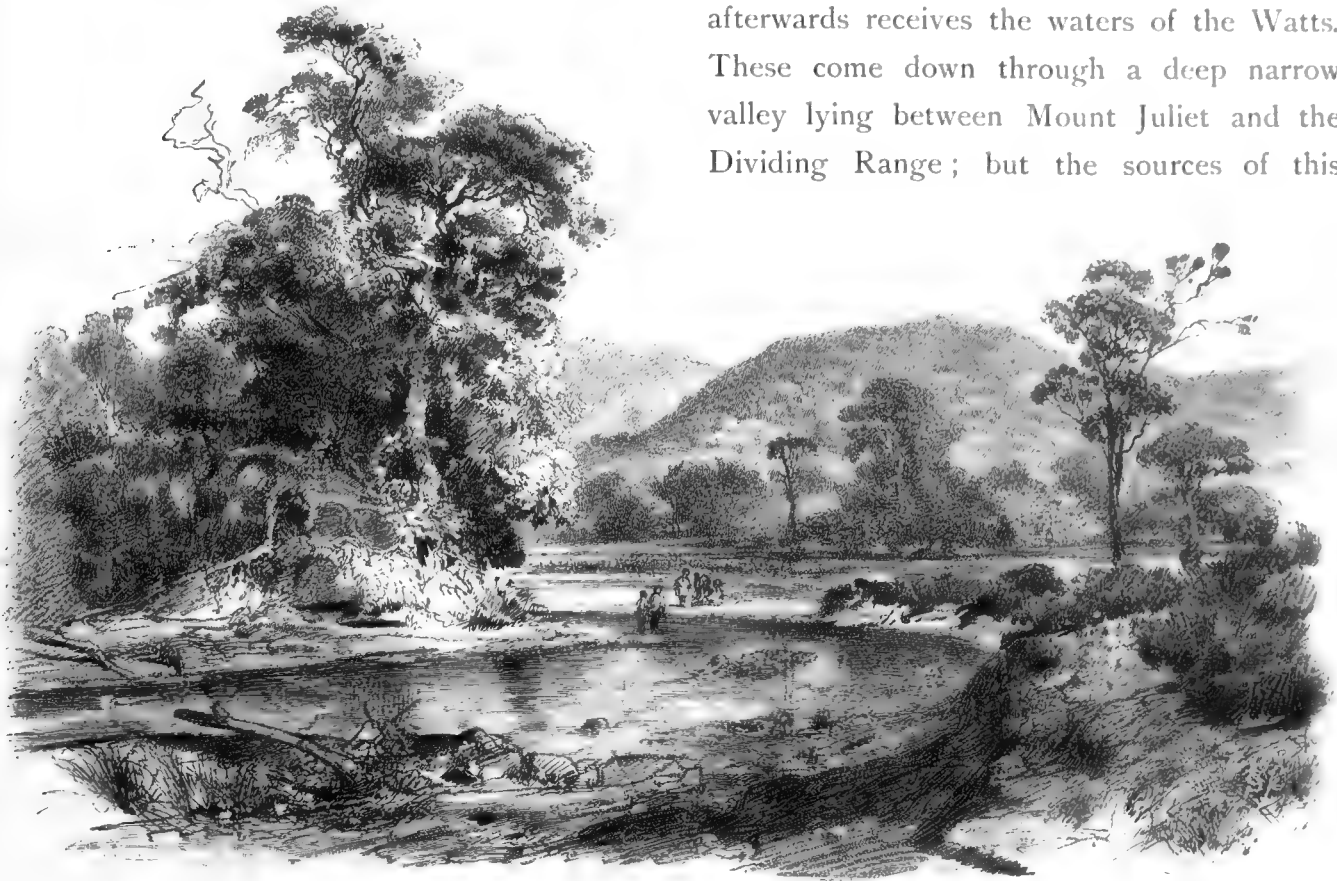
The tented winter field is broken up
Into that phalanx of the summer spears
That soon shall wear the garland,

the spire-like piles of packed poles are interesting features in the landscape, because they are eloquent of the bounteous crop that has been gathered in, and suggest the verdure and beauty of the coming spring.

The Avon, which takes its rise in the county of Tanjil, flows in a south-westerly direction through the fertile plains of Gippsland until it enters Lake Wellington at the same northerly point at which the smaller stream called the Perry joins it. The Thomson flows along the foot of a lateral chain of hills springing from Mount Lookout. Where this ends it unites its waters with those of another stream—the Aberfeldy—which has pursued a parallel course on the opposite or eastern side of the same range, and having been re-inforced by the Macallister—a tributary that has drained a considerable tract of mountainous country to the north—the Thomson empties itself into the Latrobe, about three miles to the south of Sale. The Latrobe rises among the southern slopes of the great spur, which branches off abruptly near Mount Matlock, running down in a south-easterly direction, and almost in a straight line, as far as Mount Baw Baw; it then doubles back again so as to form two sides of an acute triangle, within which is enclosed some of the most beautiful scenery in Victoria, and afterwards pursues a sinuous course until it terminates in the huge masses of the Dandenong.

At the apex of this triangle, on its inner side, there is an elevated plateau; and almost under the shadow of Mount Baw Baw the waters of the Yarra take their rise. At that elevation, magnificent forests of beech-trees appear to have supplanted the eucalyptus, to a very great extent at least, and add greatly to the charm of the landscape. At the birthplace of the River, upon which the natives bestowed the title of the *Everflowing*, numbers of little streams of pure cold water, which "sparkle out among the fern toicker down a valley," combine to form a rivulet not more than twenty feet wide. Through a shallow valley, shadowy with stately beeches and tall tree-ferns, the brook goes singing on its way, until, all of a sudden, it finds an outlet into a valley at a much lower level, and with a succession of leaps, by which it forms a series of fine cascades as pleasant to the eye as to the ear, it effects a descent of something like a thousand feet. After this its course lies along the bottom of a deep ravine, the precipitous sides of which, varying in height from one to two thousand feet, are heavily timbered, the trees springing from a matted undergrowth of scrub. About fifteen miles below the falls the River reaches a small mining township which has received the name of Reefton. This is the highest point of the stream at which there are any inhabitants, or wherewith there is regular communication. For the next thirty miles of its serpentine course the scenery upon its banks is extremely picturesque. It hurries along over boulders and shingle, and "bubbles into eddying bays and babbles on the pebbles," receiving numerous tributaries which come tumbling down the steep slopes completely hidden from

view by the overarching fronds of the fern-trees, but betraying their presence by the wonderful vividness and rank luxuriance of the masking vegetation. The stream, although generally from sixty to a hundred feet wide, is rarely more than three or four feet deep. On its northern bank the ranges rise to a height of between two and three thousand feet. Just below the point at which it effects a junction with Badger Creek the Yarra emerges into a level open country, and soon afterwards receives the waters of the Watts. These come down through a deep narrow valley lying between Mount Juliet and the Dividing Range; but the sources of this



THE LERDERBERG RIVER AT BACCHUS MARSH.

From a Sketch by Louis Buvelot.

pure perennial stream have been only partially explored, owing to the steep and rugged character of the mountains in this region, and the extraordinary density of the undergrowth in the forests by which they are covered. The forests themselves are remarkable as the habitat, among others, of the *Eucalyptus amygdalina*, originally figured and described by Labillardière. It reaches a greater altitude than any other known tree upon the face of the globe. Baron von Mueller, the Government Botanist for the colony of Victoria, whose "*Eucalyptographia*" promises to become a standard authority on the subject, states that he himself has obtained approximate heights of four hundred feet for this tree at the Black Spur, a few miles beyond Fernshaw, in these ranges; that measurements up to one hundred and ten feet were procured by Mr. A. W. Howitt in Gippsland; and that Mr. R. Boyle ascertained the length of a tree of this kind which had fallen in the Dandenong Ranges to be four hundred and twenty feet, or within thirty feet of the height of the Great Pyramid. Another measurement showed that the length of the stem up to the ramification of the first branch, where it had a diameter of four feet, was not less than two hundred and ninety-five feet. Some of these giants of the forests have a circumference of one hundred and thirty feet close to the ground; and upon a square mile of land as many as a hundred trees have been

counted, none of which have been less than forty feet in circumference at their base. This variety is remarkably rapid in its growth, and has been known to reach a height of sixty feet in nine years, besides being one of the hardiest members of its species. Its foliage is exceptionally rich in oils of great value, both medicinally and economically, as not less than five hundred ounces have been distilled from one thousand pounds of the fresh leaves of the *Eucalyptus amygdalina* with their stalklets and branchlets. These forests are the home of the *Eucalyptus globulus*, the most precious gift, perhaps, which the flora of Australia has presented to the Old World. The seeds of this tree, the leaves of which are literally for "the healing of the nations," were first sent to Italy for plantation in the Pontine Marshes, by Dr. Goold, the late Archbishop of Melbourne, in 1869, and thus was commenced a movement which seems destined to combat and conquer malaria in all its European haunts.

The minor streams which flow into the sea or its inlets in the south-western portion of Gippsland—such as the Albert, the Tarra, the Agnes, the Morwell, the Powlett, the Bass, the Tarwin, the Franklin, the Tarago, the Buneep and the Moe—drain the lower part of the county of Buln Buln, as also that of Mornington; the Lang Lang and the Tarago creeping sluggishly through a wide-spreading marsh of not less than seventy thousand acres in extent, and bearing the native name of the Kooweerup Swamp.

To the westward of the Yarra the Plenty takes its rise in the ranges which were first crossed by Hume and Hovell in the year 1824, and received the name of the former, but they are now generally known as the Plenty Ranges. They form an integral portion, however, of the Great Divide, and the stream just spoken of flows into a reservoir constructed by throwing an embankment across the valley, and serves as one of the main sources of water-supply to the city of Melbourne and its belt of populous suburbs. About forty miles distant, in a straight line to the westward, the Saltwater River heads back to the cordillera, and receiving many creeks in its serpentine course, accomplishes a journey of a hundred miles before it discharges itself into the Yarra, a few miles above the head of Hobson's Bay.

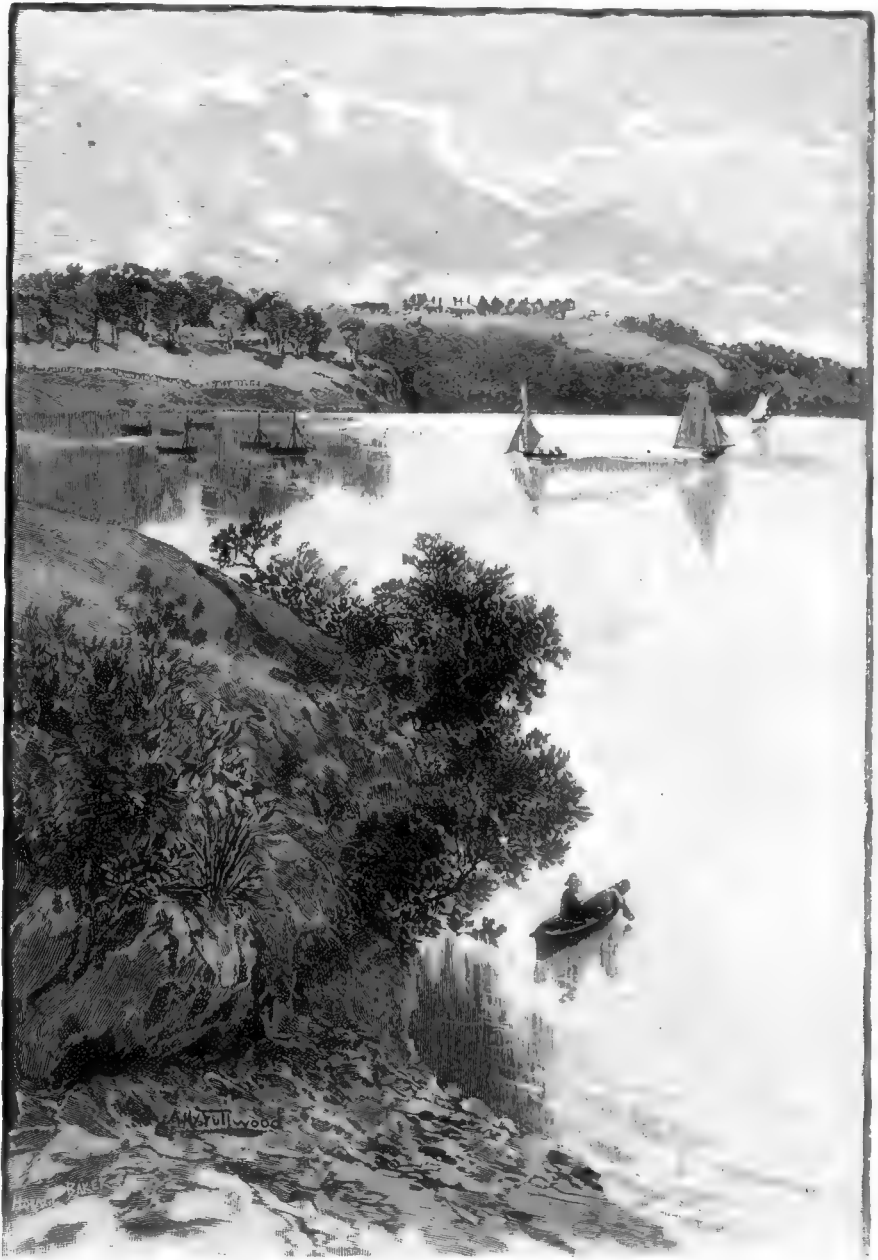
A little to the northward of Mount Wilson, which forms part of a spur thrown off by the Great Dividing Range, the Werribee takes its rise, and flows through a highly picturesque country, like its principal affluent, the Lerderberg, until it reaches Bacchus Marsh; below this it begins to groove a deep channel through a wide-spreading champaign, across which its tortuous course is clearly defined by an irregular avenue of trees, eventually finding an outlet in Port Phillip Bay, not many miles to the eastward of the outfall of the Little River, the unimportance of which is sufficiently denoted by its expressive name.

The right branch of the Moorabool has its origin close to the sources of the Werribee; while the left, locally known as the Lal Lal Creek, heads to the Great Dividing Range, a few miles to the north-east of Ballarat. The two streams effect a junction five miles to the eastward of a township bearing the poetical name of Elaine; and the River, pursuing a southerly direction, skirting the Steiglitz Ranges, flows through some romantic scenery, with high cliffs rising like a gigantic wall upon one side of the stream, until it merges its separate existence in that of the Barwon, which absorbs also the waters of the Yarrowee. The latter comes down from the north, and has its birth

in the auriferous region of which Ballarat is the centre, whence it takes a north-easterly direction as far as Inverleigh, the point of junction with the Yarrowee; shortly afterwards it curves round to the south-east, and ultimately discharges its waters into Lake Connewarre, having an outlet to the ocean through the Barwon Heads.

The Erskine, the Barrum, the Parker, the Calder, the Aire and the Gellibrand all have their sources in the coast ranges, and empty themselves into the ocean—the first at Loutit Bay and the last at Point Ronald. Rising, as a general rule, at a great altitude, their downward course lies through gorges heavily timbered with peppermint, box, messmate, iron-bark, blue-gum, beech and blackwood—some of them two hundred feet high—except in positions which are much exposed to the south-easterly gales, where stunted scrub and ti-tree take the place of the noble trees that flourish in more sheltered situations; while tree-ferns ascend to the very summits of the secondary spurs. Beautiful cascades are of frequent occurrence, those on the Erskine River, which are easily accessible from Lorne, being the most notable in this respect.

The Hopkins, which enters the sea about a mile to the eastward of Warrnambool, takes its rise on the southern slopes of the



THE HOPKINS RIVER.

Pyrenees, in the neighbourhood of Mount Ararat, and receives, in its southward progress, the waters of a dozen tributaries, the most important of these being Mount Emu Creek, which heads to the Great Dividing Range. The Hopkins is a favourite stream with anglers. It flows through a pretty country, and the scenery upon its banks is agreeably diversified—now presenting high cliffs, tapestried with shrubs and creepers; now a sylvan landscape, and anon undulating pastures sprinkled with sleek cattle or fleecy sheep, and then a rising township, with its cottages clustering round a primitive church; or a country mansion, like that of Hopkins Hill, framed in a stately zone of trees, and not unworthy

to emulate the great country houses which lend such a charm to rural England.

The Eumeralla serves as a natural drainage channel for a considerable body of water which accumulates in Buckley's Swamp, about seven miles to the north-east of Mount Napier. Thence it flows in a south-westerly direction through a thick forest of eucalyptus and banksia, with high land of trap formation on either side, until it reaches the township of Macarthur, where it is joined by the Breakfast and Blackfellow Creeks, and flows southerly from this point through a marshy country, which is in some places seven miles wide; during a very rainy season the marshes become a series of lagoons dotted with small islands. On approaching within a mile of the sea-coast, it bends abruptly round to the east, and running parallel with the beach for something like seven miles it discharges its waters into Lake Yambuk, which also receives those of the Shaw, an unimportant stream rising near Harton Hills, twenty miles to the northward in a straight line.

The Wannon flows from the eastern slopes of the northern extremity of the Serra Range, and pursues a southerly course until it sweeps round the base of Mount Sturgeon, when it doubles back in a north-westerly direction as far as the township of Cavendish. There it is again deflected to the southward, and augmented by many tributaries, it reaches a ridge of rock about a mile from Redruth. Below the ridge there is a sudden change in the country, and the River, leaping over a ledge, worn smooth by the slow erosion of the waters during innumerable centuries, plunges in one bright, broad, translucent sheet into a pool a hundred feet beneath, where it whirls and eddies amidst the masses of rock which break it up into many foaming torrents, and greatly add to the picturesqueness of the scene. Four or five miles from Redruth the Wannon effects a junction with the Grange Burn, rising a little to the eastward of the county boundaries of Villiers and Normanby, and thenceforward the course of the combined streams is north-westerly until the Wannon merges its identity in the Glenelg, the most westerly, and perhaps the most circuitous, of all Victorian rivers.

This stream meanders for upwards of two hundred and fifty miles before it reaches its outfall at Nelson. After emerging from the mountainous region, the Glenelg takes a northerly direction through grassy flats, sprinkled with stunted timber and banksia heath for about seven miles, and then makes a sudden bend to the south-west for upwards of twenty miles, when, its course being obstructed by a low range, it describes a semicircle to Balmoral, at which point it sweeps round to the north-east for a dozen miles or so, and once more folds back upon itself and pursues a south-westerly path, with capricious windings, through high banks, clothed for the most part with timber, until it absorbs the waters of Power's Creek, flowing into it from the westward. Here it commences its southward career, but still erratically, and augmented by the Stokes and the Crawford and the Glenaulin Creek, it flows down to within a few miles of the ocean, starts off in a westerly direction, and once more curves round to the east before emptying itself into the sea at Discovery Bay.

The Wimmera is the most westerly of those Victorian rivers which belong to its northern water-shed, and may be grouped with the Avon and the Avoca on account of their common characteristics, for each fails to find its way to the Murray, which is the reservoir of the whole of the streams to be spoken of hereafter. Taking its rise in the

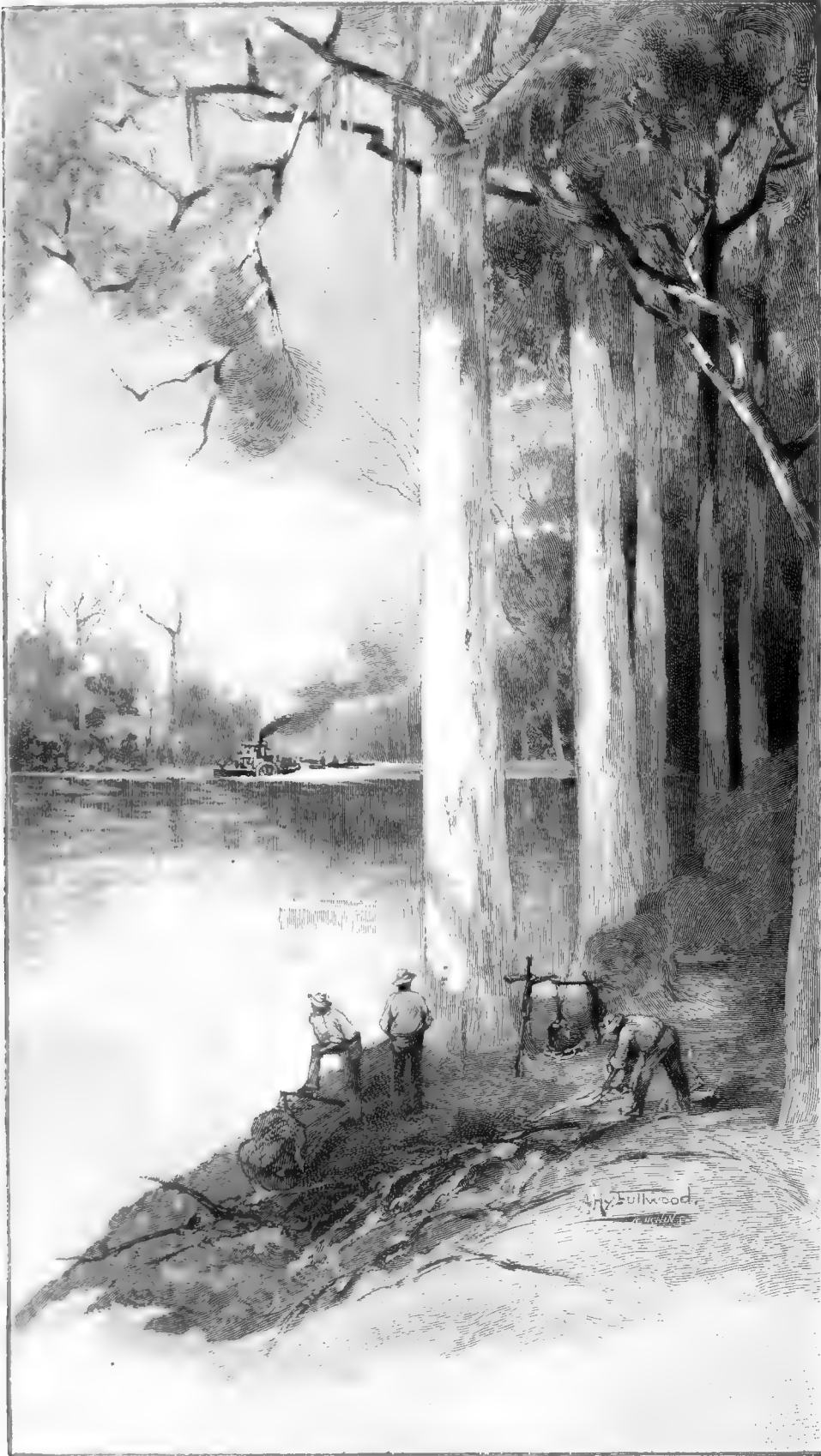
neighbourhood of Ben Nevis, and augmented in volume by a number of creeks from the Pyrenees and the Grampians, the Wimmera flows in a north-westerly direction until in the vicinity of Longernong it sends off a branch, locally known as the Yarriambiack Creek, which eventually disappears in the *mallee* scrub surrounding Lake Corong. Beyond Horsham the main stream bends round to the north, flows into and out of Lake Hindmarsh, goes by the name of Outlet Creek between this and Lake Albacutya,



THE JUNCTION OF THE RIVERS MURRAY AND DARLING.

resumes that appellation in quitting the latter, and disappears amidst the sand-hills which emboss the surface of the arid plain beyond the last-named lake. The Avon, which heads to Mount Navarre, and receives the Richardson—a river that ceases to flow entirely during seasons of protracted drought—runs into Lake Buloke, four miles north of Donald, and this is subject to the same infirmity as its tributaries, as it is sometimes dry for years together. The Avoca, which takes its rise in the amphitheatre formed by the Great Dividing Range in the neighbourhood of Ben Major, and has one of the most beautiful birthplaces a lover of the picturesque could desire to see, flows through an equally beautiful country during the earlier portion of its course. The valleys are bright with verdure, and the hills in some places are table-topped, in others softly rounded and carpeted with succulent grasses; while here and there among the recesses of the ruggedness of the mountains are hidden deep romantic ravines—masses of rock piled up in fantastic confusion—and caves in which hermits or bushrangers might find all the seclusion they could desire. By-and-by, however, as the Avoca flows northward, its banks become less and less picturesque, until, at a point almost twenty miles due south of the junction of the Loddon with the Murray, the stream dwindles down to a mere thread of water, and then disappears in the *mallee* scrubs of Tatchera.

The Loddon is an aggregation of between twenty and thirty creeks, all of them taking their rise in the Great Dividing Range, or in the northerly spurs which it throws off, and after pursuing an erratic course through the county of Talbot, it begins to



THE GOULBURN RIVER.

flow in a direction almost due north, serving as a boundary line between the counties of Bendigo and Gambier on its right bank, and those of Gladstone and Tatchera on its left. Augmented on its way by the waters of Moonlight Creek and the Murrabit River, it flows into the Murray near Swan Hill. This stream is now playing an important part in the artificial irrigation of the surrounding district; as is also the case with the Campaspe, which takes its rise in the Dividing Range a little to the westward of Mount Macedon, and having received the waters of the Coliban at Kimbolton, flows through the spacious plains which spread out thence to the Murray, into which it discharges itself at Echuca. The source of the Goulburn must be sought in the vicinity of Mount Matlock, and from its rise in this romantic region until it reaches Avenel

the course of the River lies through some of the grandest scenery in Victoria. Ranges of heavily-timbered mountains flank it on both sides, leaving in some places a narrow and tortuous hollow, through which the stream winds in an endless succession of curves.

At other times a valley widens out and offers a soil of wonderful richness for the enterprising husbandman to exploit: and all the tributaries of the Goulburn—the Jamieson, the Howqua, the Seven Creeks and the Broken River have their birth-places in the midst of labyrinthine ranges, and lend an additional beauty to scenery which it would be difficult to overpraise. There is no limit to the variety of form assumed by these intermediate mountain-chains, or to the apparently innumerable shades of colour



THE UPPER MURRAY AND MOUNT DARGAL.

which they wear, from the faint vapoury blue of the distant peaks to the imperial purple in which some of the nearer mountains robe themselves when the sunlight is withdrawn from them, and they lift their massive shoulders up against the western sky, which is all aglow with the amber radiance of the declining luminary. The air is full of aromatic odours; and, excepting that you now and then catch the chime of a far-distant water-fall, the silence is broken only by the sharp metallic notes—like the percussion of a small steel-hammer on a small steel anvil—of the bell-birds.

The Ovens River, like its affluents—the King, the Buffalo and the Buckland—heads to the St. Bernard Mount, its eastern and western branches rising on the opposite sides of the same ridge, and effecting a junction at Harrietville. Until it reaches Bright this stream traverses a region of remarkable grandeur, dominated by one of the highest mountains in Victoria. From Bright the valley of the Ovens widens out, especially on the right bank, and the rich pastures, both here and in the open country beyond Myrtleford, are noted for their fine grazing qualities. The King River, which joins the Ovens at Wangaratta, at a point where the counties of Moira, Delatite and Bogong meet, also flows through similar country, and between the two streams lie the far-famed Oxley Plains.

The sources of the Kiewa, at the foot of Mount Hotham, are separated only by a mountain range on the left from those of the eastern branch of the Ovens River, and by another mountain range to the right from those of one of the main affluents of the Mitta Mitta. The whole region, in fact, from the New South Wales border line to the east, and the slopes of the Dandenong Ranges to the west, is that of the *maximum* rain-fall in Victoria, averaging nowhere less than forty, and in some places exceeding fifty, inches per annum. A line drawn from Mount Kosciusko in the neighbouring colony to Mount Minda, from Mount Minda down to Cape Patterson, and thence following in an easterly direction to Genoa Peak, where it trends upward to the border line, would represent approximately the boundaries of the rainy zone of Victoria. Within these limits are its noblest mountain ranges, nearly all of them clothed with forests to their very summits, and thus constituting catchment areas of enormous extent and value. Eleven rivers, to say nothing of creeks innumerable, take their departure from the southern slopes of the mountain system comprehended within this space; and five important streams, without reckoning the Murray, flow from it to the northward, and swell the volume of the latter. The Kiewa, after winding its way between high ranges and sweeping past Mount Feathertop, receiving a host of petty tributaries in its progress—some of which pour into it from the massive shoulders of Mount Bogong—enters into a tolerably broad depression four or five miles south of Mullindolingong, a valley only encroached upon by the buttress-like spurs thrown out by two parallel ranges, one of which follows its course to within a few miles of the Murray, while the other stops short at the point where the Yakandandah Creek runs into the Kiewa; the latter joining the Murray at Wodonga.

The Mitta Mitta takes its rise in the county of Bogong, and bearing the name of Livingstone Creek in the earlier stage of its existence, the stream, which is here upwards of two thousand feet above the level of the sea, flows past the mining township of Omeo, and then pursues a northerly course, receiving near Hinnomunjie the overflow of Lake Omeo. On both sides, the Mitta Mitta absorbs a great number of tributaries, the more important of which are the Dark River on its right bank, and the Victoria, Bundarra and Big Rivers on its left bank, while its waters are augmented by those of half a hundred creeks. From Hinnomunjie to Magorra there is almost an uninterrupted chain of hills running down both banks of the River, with narrow valleys edging in among the foot-hills, which sometimes spread out like a fan, and in others like the fingers of the hand. Water-falls abound in this picturesque region, and the country far away to the right and left is one succession of lofty ranges, some of which radiate to all points of the compass from a central peak, as is the case with those which have Mount Gibbo for their ganglion; while others throw out long lateral branches to the eastward only, from a prolonged and sinuous spine, as is the case with the majestic range to which Mounts Wills, Bogong and Towanga belong, and have only a few short piers, as it were, to the west. Many magnificent gorges and ravines are hidden away in this little-known region, and the Mitta Mitta, after traversing it from south to north for a distance of one hundred and fifty miles, finally flows into the Murray only a few miles from the outfall of the Kiewa.



QUEENSCLIFF.

THE CITY OF MELBOURNE.

PORT PHILLIP BAY.

IN the olden time—which, in Victoria, means about thirty-five years ago—when the new-comer had made the voyage from England by a sailing vessel in ninety days, and had never caught a glimpse of land from the hour of his quitting the Channel until he sighted Cape Otway, he was accustomed to approach Port Phillip Heads with glowing anticipations of the pleasure he would experience in bathing his eyes in the verdure of umbrageous woods and dewy pastures. But having left England in the early autumn, it may be, and reached the shores of Australia in the middle of the summer, the first glimpse he obtained of the country, in which he was about to make his home, was a

disappointing one. Looking to the right he saw long ridges of sand hummocks stretching away to the eastward, with here and there a patch of withered herbage, and here and there some brown and ragged scraps of scrub bending inland, and seeming to shrink and cower before the southerly gales. On the other side were rugged cliffs crowned by a light-house, some pilots' cottages, and a few gnarled and contorted trees, throwing no shadow whatever upon the yellowish sward which thinly carpeted the great masses of rock which stand like grim sentinels at the entrance of the Bay. As the vessel swept through "The Rip" with a favouring breeze, the stranger, looking northward, perceived that the whole landscape was enveloped in a hot haze, through which the distant mountains were only faintly visible, while those fringing the eastern shores of Port Phillip—Arthur's Seat, Mount Martha and Mount Eliza—were partially obscured, in all probability, by clouds of smoke issuing from bush-fires.

The general features of the scene as thus described remain unchanged. An inland sea, which is forty miles in diameter, is too spacious to be picturesque; it is one of those cases in which distance does not lend enchantment to the view, for it is only nearer to the shore-line that its more attractive characteristics disclose themselves, and these have to be sought out with a certain amount of enthusiastic diligence. Queenscliff, however, has undergone a remarkable transformation. Its breezy heights are now surmounted by the mansard roofs and tall turrets of three or four roomy and commodious hotels, and a large town has taken the place of the scattered village which formerly straggled over the surface of Shortland's Bluff—as it was called in the early days. The fortifications, which have been constructed on this side of the Heads, as well as on the opposite point, and upon certain islands and shoals adjacent, have rendered the place additionally interesting by investing it with a strategic importance in relation to the defences of the Victorian capital. They consist of batteries at Queenscliff, Point Nepean, Swan Island, Point Franklin and the shoals in mid-channel, and these form the first line of defence. They have been furnished with ordnance in conformity with a plan suggested by Sir William Jervois, and much of the work was carried out under the personal direction of the late Sir P. H. Scratchley.

To follow the western shore of Port Phillip from its entrance would take us past the battery on Swan Island, past St. Leonards on the Bay, at present a little fishing village, and round by Indented Head to Portarlington, which, lying at the entrance to Corio Bay, looks northward, and, sheltered by some rising ground in the rear, is already a favourite little township. Two miles distant are some mineral springs, combining, it is authoritatively stated, the curative properties of some of the most popular *brunnen* on the continent of Europe. Past Point Richards the shore-line trends to the southward, turning northward again at Point Henry, where is the entrance to the Inner Geelong Harbour, which will hereafter be described. The western side of Port Phillip presents merely a long low line of sandy beach, with a broken ridge of scrub; the land in the rear is level, but the background is relieved by the picturesquely irregular outline of Station Peak and the isolated range to which it belongs.

The eastern shore of Port Phillip has in the course of settlement become much more populated than the western. Point Nepean, which forms the eastern head, is a sandy mamelon terminating a narrow tongue of land composed of hilly dunes, bare on

their sea-faces, but clothed inland with a compact mass of ti-tree scrub, the roots of which bind the soil together and consolidate its shifting particles. The long dark roofs which emerge from the compact foliage on the north side of this barren promontory belong to the Quarantine Station. Beyond these the coast-line advances for a while, leaving a broader tract of country behind it, and then recedes, so as to form a succession of miniature bays, with an occasional villa residence gleaming out from the sombre foliage, and a fine background of wooded hills. In one of these indentations is situated the watering-place upon which some enthusiastic admirer of the spot has bestowed the



SORRENTO.

name of the fair Italian town in which the poet Tasso first beheld the light. Nor, under certain aspects of the heavens, does it appear altogether unworthy to bear the appellation, for sea and sky put on at times a robe of colour almost as intense in its lovely azure as that which constitutes the glory of its beautiful prototype in the Bay of Naples; while Mount Martha and the more distant hills, when the atmospheric conditions favour this phenomenon, are invested with the richest purple, chequered in places with shadows of burnt umber and dark gray.

Sorrento stands on the neck of the promontory, which is here not more than a mile in width from sea to sea. A good road climbs over a ridge, from the summit of which both the Bay and the ocean are visible. When the visitor gains the outer beach he finds himself in view of two coves, resembling in outline one moiety of the figure eight vertically bisected. Each is environed by tall cliffs, in which limestone *laminæ* thrust themselves out from between layers of sand and gravel. Into these twin recesses the sea comes tumbling and foaming with restless energy, slowly eating into the land, and leaving here and there, in the midst of the gamboling "white horses," isolated masses of rock, grotesque of form and grim of aspect, as trophies of its victorious invasion of the opposing shore. The great transparent breakers pursue each other in endless chase, and there is no pause in the sullen roar of the unslumbering waves, which deepens

into thunder when a gale is blowing from the south or south-west. The whole of the land surrounding this romantic bit of sea-beach has been judiciously reserved by the Government, and has received the title of The Ocean Park. It has been laid out in winding paths, and furnished with seats and pavilions for the accommodation of visitors.

Ascending the Bay from Sorrento, Arthur's Seat attracts the eye by the peculiarity of its form, sloping down to the water with a graceful curve from its highest points of elevation, and falling inland with a continuous descent until it reaches the level of the plain behind, throwing out three short spurs before it does so. At the foot of Arthur's Seat lies a watering-place bearing the euphonious name of Dromana. A firm beach, a far-stretching pier, and the fine views which are obtainable from the neighbouring eminences, combine to endow Dromana with special attractions for health-seekers who do not shrink from vigorous exercise. Mount Martha on the south, and Mount Eliza on the north, of the prettily-situated watering-place of Mornington, are the only other hills



EN ROUTE FOR SORRENTO.

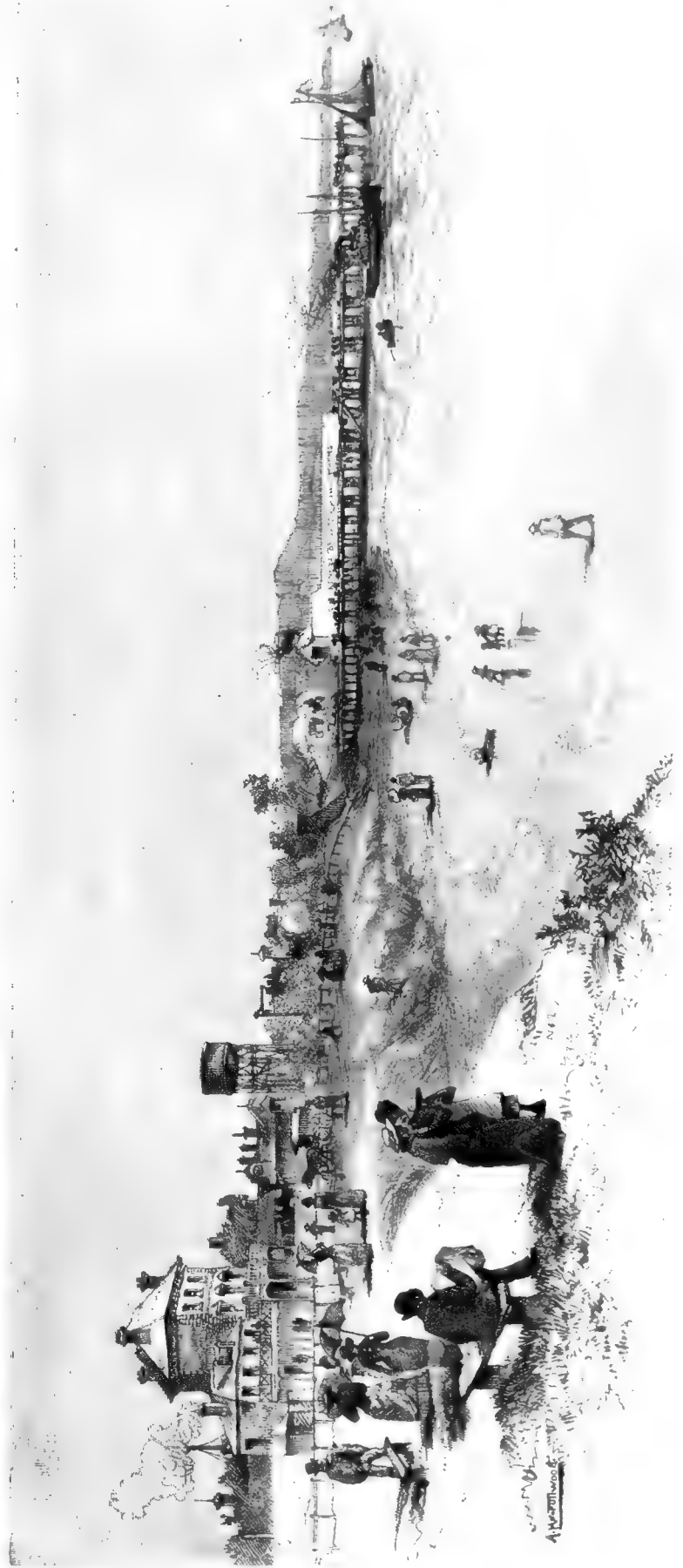
near the shore-line, and neither of these rises to an elevation of five hundred and fifty feet. Mornington is more sequestered, and at the same time more picturesque, than the places just named. The coast-line, curving round to the southward, so as to form the headland known as Schnapper Point, serves both to define and shelter a miniature bay; and the high and undulating land behind it is dotted with several charming residences, partially embowered in the foliage of exotic trees, and erected in such positions as to give them a commanding view of the waters of the Bay. Soon after passing Mount Eliza the coast recedes to the eastward, and having no high land behind it, nothing is visible but a thin white riband of sand forming the Nine-mile Beach, with Frankston at

one end and Mordialloc at the other, the nascent township of Carrum lying between.

The extension of railway communication southward has led to the formation of new sea-side villages and the rapid growth of those already existent. Mentone, about fourteen miles, and Carrum, twenty-one miles from Melbourne, are both of recent date; while Mordialloc and Frankston have been favourite marine retreats for upwards of a quarter of a century. But they have enlarged their boundaries since they were entered by the iron-horse; and at holiday seasons there is a great influx of visitors from the metropolis.

North of Mordialloc, Red Cliff and Picnic Point open out, and the former, smitten by the rays of the westering sun, resembles, at the distance it is seen from the deck of a vessel, an old brick fortress that has been dismantled in some by-gone century, and mellowed in colour by the hand of time. Cottages, villa residences, and family mansions begin to diversify the scene and to enliven by the brightness of their colour the sombre line of ti-tree scrub, which follows the fluctuating contour of the sea-beach. Then Brighton comes in view, with the *campanile* of its town hall rising above the clustering roofs, which appear to be embosomed in a mass of indigenous and exotic foliage. Along the horizon the silhouette of the Dandenong Ranges is sharply defined against the eastern sky, and beyond them, somewhat to the northward, the Plenty Ranges loom above a stratum of mist which obscures their base.

Brighton has now a population of six thousand inhabitants, covering so large an area as to require three railway stations for their accommodation. One of its streets



BRIGHTON BEACH.

perpetuates the name of the purchaser of the "special survey"—Dendy's—upon which he depastured his flock in early days, little foreseeing, perhaps, that the land for which he paid a pound an acre would be selling at from five pounds to twenty pounds sterling a foot within the life-time of a single generation.

Of the three Brightons which constitute the borough, the first, North Brighton, is urban; the second, Middle Brighton, is suburban; and the third, Brighton Beach, is purely marine. The shore-line at the latter forms a succession of curves, commencing at Point Ormond to the north and ending at Picnic Point to the southward. The glare of the sea-beach is relieved by the sombre colouring of the belt of ti-tree which follows its windings, and above it arise the dark crowns of groves of stone-pine and other hardy exotics belonging to the same family, encompassing the many villa residences which have been erected within an easy distance of the Bay, so as to give their occupants the advantages of sea-bathing.

Looking towards the city the view is bounded by the crescent-like sweep of the eastern shore of the harbour, flanked by the populous boroughs of St. Kilda, South Melbourne and Port Melbourne, which form an almost continuous line of habitations; and in the background, midway between the two horns of the crescent, the *campanile* of Government House, the domes of the Exhibition Building and of the Law Courts, and the spires of Melbourne are dimly visible through the haze and smoke that overhang the city. To the westward a forest of masts carries the eye across the harbour to Williamstown, with its clustering roofs and its jets of steam from incoming and outgoing trains, the light-house at Point Gellibrand, and the sandy land stretching away to the outfall of the Koroit Creek. Southward, the spectator, taking his stand on a rocky knoll, at the foot of which the tiny waves make a susurrent murmur as they rise and fall upon the water-worn and russet blocks of ferruginous stone below, that lend a certain warmth of colour to the bank, sees the land trend round in the form of a tense bow to Picnic Point; and beyond this Mount Eliza, lying like a blue fog-bank on the verge of the horizon, can only be faintly discriminated from the paler azure of the sky above.

A substantial jetty, running out a hundred and fifty yards into the shallow waters of the Bay, offers a pleasant promenade, and the sunsets visible from here are remarkable at certain seasons of the year for their splendour and beauty. Brighton is a favourite place of residence with such of the citizens of Melbourne as do not begrudge the half-hour occupied by the railway journey morning and evening, and its reputation for salubrity is such that when it was considered expedient to remove the Protestant Orphanage from South Melbourne—where it occupied the crown of what had originally been a green meadow, but had come to be hemmed in by a populous city—this suburb was selected as the site of the new structure. The choice was also influenced by the quietude and comparative seclusion attainable in such a spot.

North Elwood and Elsternwick intervene between Brighton and St. Kilda. Both of them are in process of transformation from rural suburbs, sparsely sprinkled with isolated mansions and detached villas, surrounded by paddocks or by open spaces of primitive bush, to a compact aggregation of rectangular streets filled with cottages, and steadily advancing towards that phase of development in which the local population will feel themselves entitled to a municipal organization.

As the sun goes down in a blaze of splendour, its horizontal light, smiting the houses that line the esplanade at St. Kilda, kindles a fiery reflection upon every window facing the west, so that the general effect is that of a great conflagration without its attendant volumes of smoke. On the opposite side of the Bay the revolving light flashes out above the indistinct mass of buildings which are already enveloped in shadow, while the tall spars of the great three-masters lying at anchor in the centre of the Bay stand out in clear and delicate relief with all their cordage, and rest on a noble background of crimson and amber, that shade off into an indescribable demi-tint of bluish green, above which the new moon hangs her silver crescent in the deeper azure overhead.



PORT MELBOURNE.

In the early days of Victoria, St. Kilda—which certainly presents no resemblance whatever to the lonely and rock-girdled island in northern seas whence it derives its name—was a pretty little straggling village, with an unpretending inn or two, and a number of equally unpretending cottages, scattered over a large area of ground, accessible by devious tracks which had been formed through the dense and all-prevailing ti-tree scrub. At this moment it is a compact borough containing fifteen thousand inhabitants, and a place of residence favoured by the professional and mercantile classes of the city; and although it contains many stately houses encircled with ample pleasure grounds, yet numerous terraces have replaced the detached abodes which formerly stood in the centre of spacious gardens; large hotels have supplanted the simpler hostelries of a more primitive epoch; and the salubrity of the air has also promoted the establishment of private schools of a superior character.

The shore at St. Kilda is so much above the level of the sea, from which it continues to rise as it recedes, as to give a wide and commanding view of the Bay from the esplanade, which is thronged on summer evenings by visitors from Melbourne in private carriages and public conveyances, on foot and on horseback; for there is some freshness in the breeze borne inland from the water after the hottest day; and when the moon is at her full, and she traces a broad path of radiance across the almost purple sea, and a thousand points of light glitter along the distant shore from Sandridge and from Williamstown, as well as from the vessels at anchor in the harbour or moored to the piers, and the bulky form of Mount Macedon lifts itself above the horizon in one direction, and the jagged outline of the You Yangs is visible in another, the *ensemble* of the scene thus presented is eminently picturesque, and would justify a certain amount of enthusiasm on the part of the spectator who has been "long in populous city pent." The nomenclature of the streets in St. Kilda serves in some cases to fix the dates at which they were first laid out and built upon. Thus the Alma Road, Inkerman Street and Balaclava Road are chronologically related to the famous engagements whose names they perpetuate. Another portion of the borough might not inaptly be called the Poet's Corner, for its streets have borrowed their appellations from Milton, Byron, Scott, Burns, George Herbert, Tennyson, Southey, Dickens, Lady Blessington and Mary Russell Mitford. The sea-frontage of St. Kilda is upwards of three miles in length, and between the esplanade and the fore-shore a grassy slope has been formed and planted. At the north end a broad pier runs far out into the sea, and constitutes a breezy promenade. Five bathing establishments have each an adequately spacious area of the water securely fenced in, so as to afford protection against the sharks on one hand, and sufficient scope for swimmers on the other. Half a dozen large hotels facing the sea find numerous occupants from town and country during the summer months, and as the place is within a quarter of an hour's ride of the metropolis by railway, it is the favourite residence all the year round of many thousands of prosperous citizens.

The Railway Pier at Port Melbourne runs out into the Bay for fully half a mile, and vessels from all parts of the world are berthed alongside. In the day-time it is a scene of incessant animation and activity. The produce of three continents is being discharged into railway-trucks through the agency of those docile slaves, the monkey-engines—with their muscles of iron and nerves of steel; and the various languages which may be heard on every side carry the mind of the traveller back to the docks at Bombay, the *levees* of New Orleans, the *Quai de Bacalan* at Bordeaux, the *Calata della Chiapella* at Genoa, the *Nieder Hafen* at Hamburg and the *Boomjes* at Rotterdam.

Port Melbourne, a designation which has only recently superseded the more expressive name of Sandridge—originally Liardet's Beach—is a thriving suburb of Melbourne, with a distinctly nautical air about it; for most of its retail trade is connected with the shipping arriving at its two piers and departing therefrom; while the extensive biscuit factories of Messrs. Swallow and Ariell furnish employment to some hundreds of hands, and contribute to the general prosperity of the borough. A railway line two miles in length—the first constructed in Victoria—connects the Port with the city, and from its terminus another line branches to St. Kilda, skirting the city of South Melbourne on its way. Facing Port Melbourne, and on the opposite side of Hobson's Bay, is Williams-

town, where the largest steamers from Europe receive and discharge passengers and cargo, partly on account of the greater depth of water on the western side of the harbour, and partly on account of the sheltered position of its many piers, the largest of which is an extension of the somewhat circuitous line of railway which connects this sea-port with Melbourne. The stately vessels of the P. and O. and Orient Companies, of the *Messageries Maritimes*, and the *Norddeutscher Lloyd* are berthed at this pier. One of the sights of Williamstown is the Alfred Graving Dock, which is four hundred and fifty feet long, and is to be still further extended in order to meet the requirements of modern shipping. It is faced with freestone, and its caisson, in the construction of which two hundred and thirty tons of iron-work were used, is pointed to with pride as a specimen of local manufacture. The first vessel to enter the dock was the *Nelson*. From an obscure "fishing village," as it used to be slightly designated, Williamstown has grown into a place of considerable importance—an arsenal, a sea-port and a railway terminus combined. Its business is mainly nautical—its hotels have nautical signs, the contents of many of its shop-windows denote that the retail trade of the place is associated more or less with the provision of sea-stores and objects that are associated with ship-building and the necessities of a long voyage; and the atmosphere is redolent of the ocean. Most of the men on the piers and in the streets have the fresh complexions of those who are habituated to feel the sea-breeze and the salt spray beating on their bronzed faces, and they turn quick glances of the eye skyward, as is natural to persons who are closely observant of the weather. There is certainly a strong maritime element in the population, which becomes much less obvious,



THE WILLIAMSTOWN PIER.

however, at noontide and at the close of the afternoon, for then the dock-yard, railway work-shops and the factories discharge a stream of artisans homeward bound for the mid-day or the evening meal, as the case may be, and the streets are resonant with the confused noise of rapid feet.

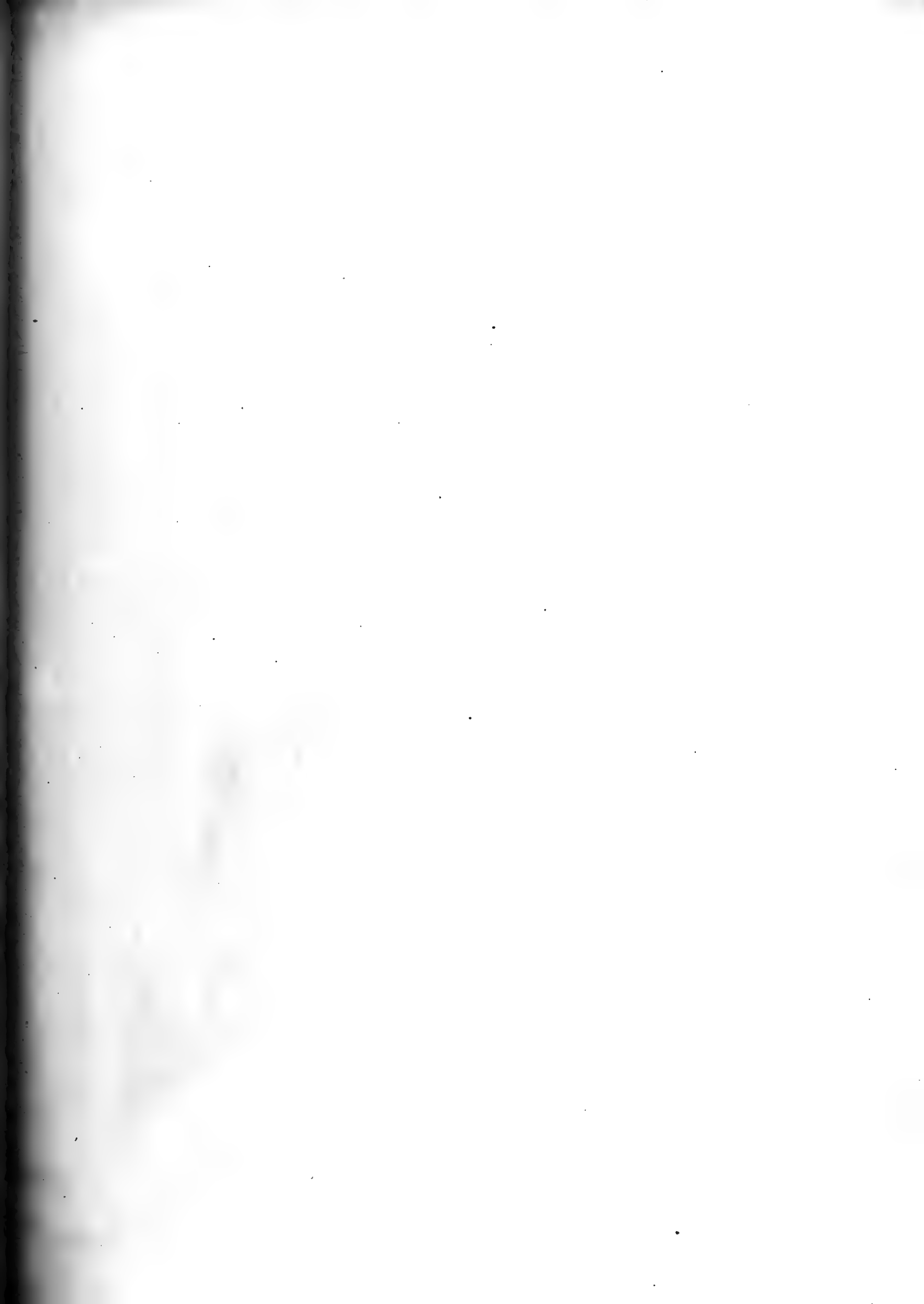


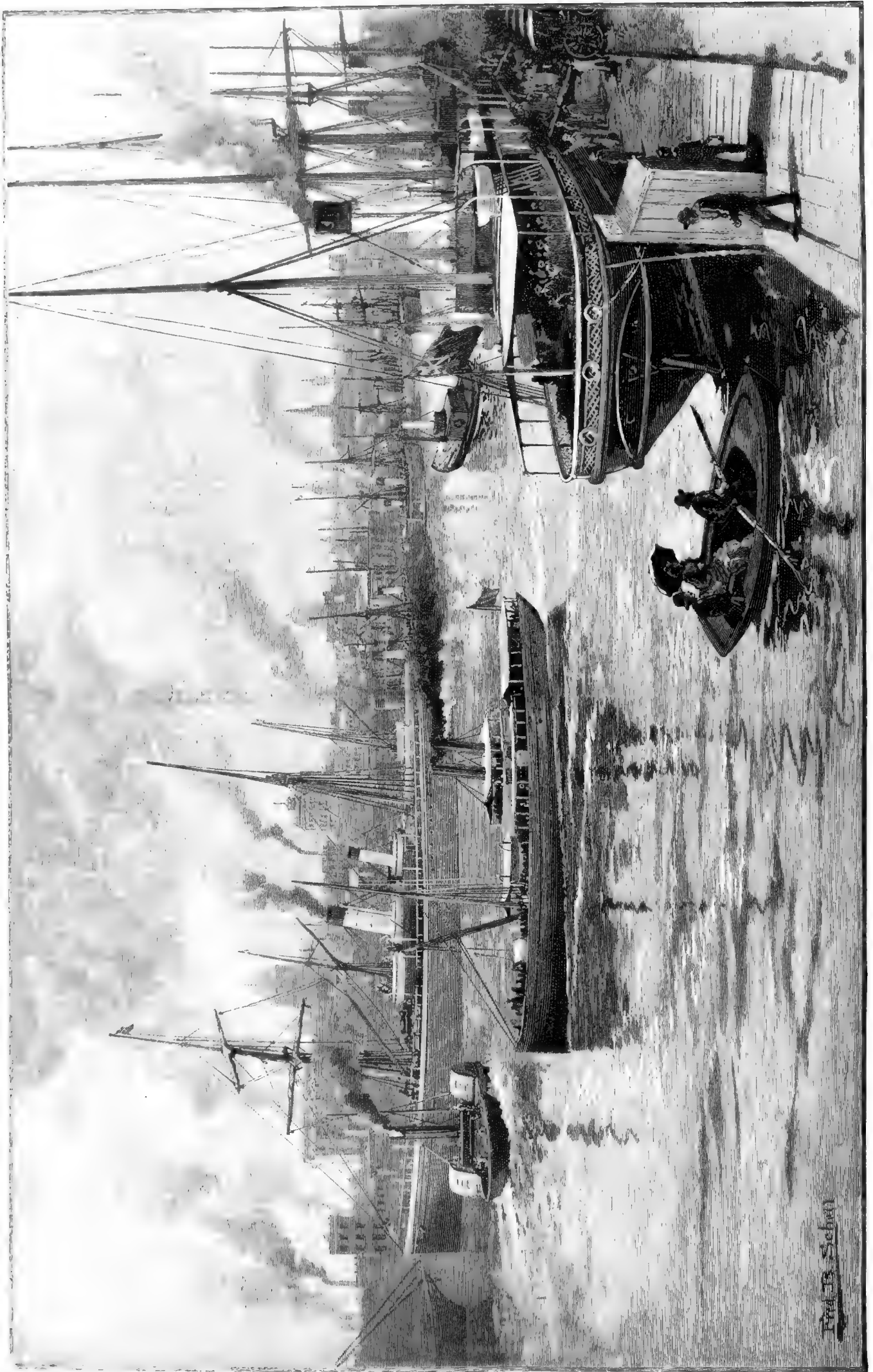
THE ALFRED GRAVING DOCK.

The Williamstown Railway being connected at its Melbourne terminus with the North-Eastern, Northern, North-Western and Western Lines, a very large proportion of the wool and wheat exported from the colony finds its way hither for shipment to Europe; so that at the close of the harvest and of the shearing seasons in the agricultural and pastoral districts, when upwards of a million centals of wheat and more than fifty million pounds' weight of wool have to be dispatched to British or foreign ports, the two principal piers, of which there are five, are full of stir and movement. The business portion of the town fronts the harbour, and along the strand to the northward many handsome private residences, environed with shrubberies, follow the shore-line as far as Greenwich, a rising suburb situated at the entrance of the Yarra.

On the south side of the peninsula covered by Williamstown, and bisected by the railway—which sends out two branches, the one terminating at the end of the Breakwater Pier and the other at the extremity of the Railway Pier—is an esplanade with a public park, a recreation-ground and an extensive *champ de Mars*, permanently set apart for rifle-ranges and military exercises.

Nothing can be more unprepossessing, not to say repulsive, than the approach to Melbourne by the River Yarra. Up to the point at which it receives the waters of the Saltwater River the estuary gradually contracts; and here the stream is abruptly deflected to the east. It is so narrow that there is barely room for two vessels to pass each other, and the River, polluted by the drainage and sewage of the city and of half a dozen suburbs, is as offensive to the eye as to the sense of smell; while the malodorousness of the atmosphere is aggravated by the fumes from various noxious





MELBOURNE FROM THE YARRA.

Edw. B. Sehn

industries that have been established on its banks. These it is proposed to relegate to a remote locality, and the great works which are being carried out under the direction of the Melbourne Harbour Trust, created in 1876, will eventually confer approaches upon the Port worthy of the magnitude of its commerce. Upwards of one million and a quarter sterling has already been expended in widening and deepening the channel of the Yarra, in cutting a canal across Fisherman's Bend, in improving the wharfage accommodation along the River near Flinders Street, and in operations directed to prevent that silting-up of Hobson's Bay and of the River, which is asserted upon good authority to have been going on uninterruptedly for a number of years past, at a rate variously estimated at between two hundred and twenty-five thousand and five hundred thousand yards per annum. Twelve powerful dredges are at work, and one of these, the *Melbourne*, is stated to take rank amongst the largest in the world. Simultaneous with these important undertakings an extensive marsh, known as Batman's Swamp, is being drained by means of canals, and a large area of land reclaimed, so as to render it available for the expansion of the city westward. But in any event the prolongation of Flinders Street for another mile or two along the north bank of the Yarra is perfectly practicable under existing circumstances, and its accomplishment is merely a question of time.

The water-way to Melbourne, in all that regards its sea-borne traffic, terminates at the Queens' Bridge. This has recently been completed, and replaces a wooden bridge known as the Falls' Bridge, the name being derived from a rocky ledge formerly obstructing the navigation at this spot, but since removed. Under the administration of the Harbour Trust the wharves have been extended in a westerly direction until they present a frontage of nearly two miles on each side of the Yarra, lined with timber, and studded at regular intervals with hawser-posts, so that quite a fleet of merchantmen can lie alongside and discharge cargo. On the north bank of the River three lines of tram-way, laid upon a broad plank-road, are connected with the Railway Terminus in Spencer Street, and facilitate the transport of merchandise thither. Huge piles of dressed and undressed timber, to be employed in the prolongation of the wharf, are stacked near the end of the embankment. A couple of hundred store cattle are being landed from a Queensland steamer, with much prodding of their broad flanks, and great vociferation on the part of the sailors, and of the station-hands who have been sent down to receive them; while half a dozen stock-riders, armed with resonant whips, keep watch over the avenues to the wharf in order to prevent the liberated and hungry oxen from making a dash at the green sward in the neighbouring marsh.

Proceeding eastward, the pedestrian is reminded of the pine-forests of Scandinavia by the resinous odour of the planks, quartering and weather-boards, which have just been brought up from the holds of vessels with the names of such far-off ports as Stavanger, Lillesand and Christiania on their sterns. The sailors on board have the blue eyes, light hair, and ruddy complexion of true Norsemen, and any illusion to *Gamle Norge* causes a richer colour to come to their weather-beaten cheeks, and a brighter light to flash from their eyes. To these vessels succeed others from Hamburg and Sunderland, and lighters filled with cargo from ships lying in the Bay. The wharf for nearly half a mile is covered with iron rails, rods and bars, with boiler-plates and piles of pig-iron, with

hillocks of slates, coils of barbed fencing-wire, huge packages of machinery, slabs of marble, heaps of gas-piping, crates and casks of glass and earthenware, kegs of nails,

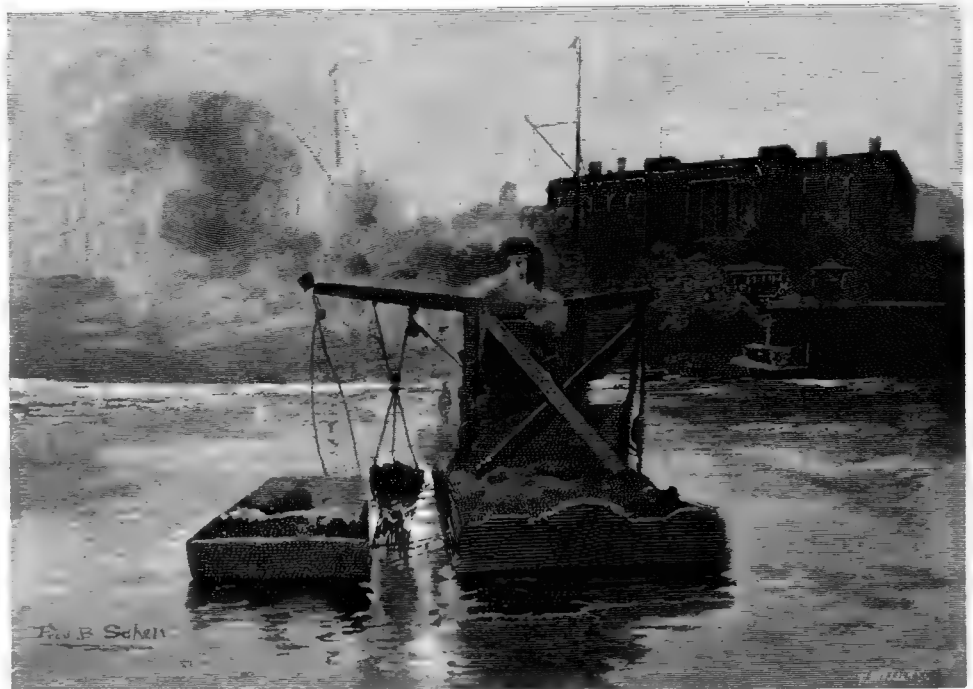


DIVERS AT WORK IN HOBSON'S BAY.

cases of drugs, hogs-heads of ale in bulk, logs of cedar, cylinders of paint, tubs of white lead and bales of general merchandise. Then comes a steam collier from Newcastle with a dozen lumpers, almost as black as negroes, handling the baskets which are being landed from below with a celerity, and emptying them with a promptitude, suggestive of payment by results. Next to it is a steamer unloading oats

and potatoes from Tasmania, and hard by another discharging mats of sugar from Queensland. Cranes and derricks keep up a merry clatter, and an idle spectator of so much activity and laborious effort appears to be as much out of place as a professional jester at a funeral. The wharf-line runs round a basin containing fourteen or fifteen coasting vessels and small inter-

colonial craft closely packed together in this recess, and emptying trusses of the finer descriptions of sea-weed employed for packing purposes, logs of red-gum that might be mistaken for mahogany, and quantities of fire-wood, to which is still clinging the aromatic fragrance of the Tasmanian forests from which they have been brought. Adjoining the basin, and in a



DREDGING THE YARRA.

line with Spencer Street, is the landing-stage of the steam-ferry, and beyond it the wharf and spacious goods-shed of the Australian United Steam Navigation Company, with

one of the fine vessels belonging to its fleet taking in passengers and cargo for the northern and eastern ports. The River begins to widen just at this point, and the *Griper* is at work deepening its channel and dredging out material to be used for raising the level of low-lying lands, formerly unwholesome and useless swamps, but to be



THE BASIN OF THE YARRA.

covered at no distant date with warehouses and factories. At the Queen's Ferry a steam-launch is incessantly rushing to and fro across the River, and beyond the gangway the visitor proceeding eastward perceives a succession of coasting vessels moored to the wharf, and unloading the agricultural produce of the western districts, or receiving the supplies of merchandise which the inhabitants of its sea-ports obtain from the metropolis. Here, too, is the place of departure for the passenger steamers proceeding to Geelong,

Portarlington, Belfast and Warrnambool, as well as of some of those which at holiday seasons are laid on to make excursions round the Bay.

On the opposite bank of the River, the visitor, following it up from the end of the wharf on that side, will observe that a large basin has been excavated so as to double the width of the water-way at this point. Here timber-laden vessels are discharging their cargoes, and several acres of land in the rear are covered with symmetrical stacks of sawn and grooved pine, representing the spoil of many a devastated forest in Norway, Oregon and British Columbia. Adjoining is a large area of what was waste swamp-land not many years ago, but is now swarming with the foundries and workshops of coppersmiths and ships' plumbers, engineers and boiler-makers and ship-builders; with wire and nail works, coal-yards, sail-lofts and saw-mills; and the whole neighbourhood resounds with the clang of hammers, the whir of machinery, the panting of steam-engines, the whiz of belting as it flies round the swiftly-revolving wheels, and with the hissing of the circular saws as their sharp teeth plough their way through logs of red-gum and *jarrah*, and scatter a shower of dust, like so much spray, around them. Two dry-docks open out of the South Wharf above the basin, and between them lies the platform reserved for vessels unloading lime. Beyond the entrance to the second dock is the landing-stage of the steam ferry. The Adelaide steamers are berthed above it, and during the vintage season hillocks of cases containing grapes cumber the wharf. Then comes a large steamer about to take its departure for New Zealand, with luggage and cargo being rapidly hoisted on board, and passengers and their friends hurrying down in all manner of vehicles, public and private. Farther on lies the huge iron dredger of the Harbour Trust in close proximity to the ponderous steam-derrick, armed with such vast yet docile power, that a child's hand can call into active exercise latent forces equivalent to the aggregate strength of a herd of elephants. The wharf of the Tasmanian Steam Navigation Company, and that occupied by the Belfast and Koroit steamers, fill up the interval between the derrick and the Queen's Bridge. The point of junction between the Queen's Wharf and the city is the south-west portion of Flinders Street. This is, in fact, the river-side street, though lying back from it at a varying distance in consequence of the windings of the Yarra. At the Queen's Wharf there is an open space fully three chains wide between the River and the street, forming a roomy mercantile *piazza*, and giving superabundant space for any number of vehicles, and occasionally for stacking goods.

THE CITY.

From the deck of a steamer of the Tasmanian, Adelaide or Sydney lines—as it nears its moorings alongside one of the wharves below the Queen's Bridge—the aspect of Flinders Street West is animated and busy, and on landing on the wharf all the activity of Melbourne bursts upon the visitor in a moment. The street is here broad enough for the requirements of a large traffic conducted by ordinary vehicles, and for a double tram-way, in addition to a line of rails connecting the two railway *termini*, upon which converge the whole of the lines in Victoria; and, from morning till night there is a continual passing to and fro of lorries, drags, carts, cabs and timber-wains, with now and then a lengthy goods-train cautiously moving through the crowded thoroughfare. Wood and coal yards, and places covered with stacks of malt-tanks, line the extremity of

this busy thoroughfare, and these are succeeded, as the wayfarer proceeds eastward, by the shops or warehouses of packers and salters, sail-makers, outfitters, grain and produce merchants, manufacturers of oil-skin hats and dreadnaughts, engineers and boiler-makers, eating-house keepers and shipping-agents. Outside the taverns are congregated groups of lumpers awaiting the arrival of the vessels they are to unload, and inside are seamen not yet converts to temperance principles.

Nearly opposite the wharf, on the north side of Flinders Street, is the Custom



FLINDERS STREET WEST.

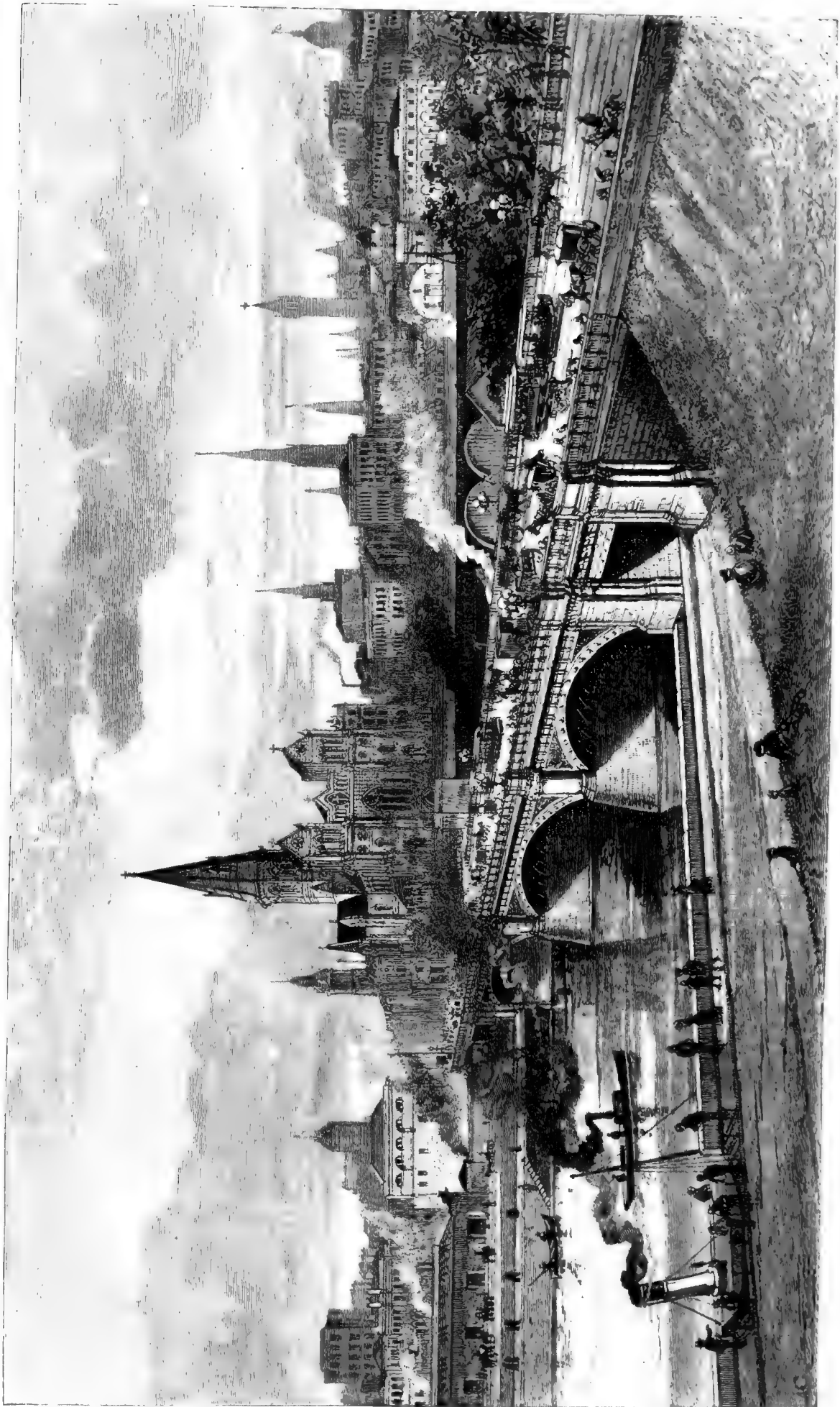
House, which was enlarged and altered in 1873 to meet the exigencies of an expanding commerce, and a fiscal system involving the collection of a multiplicity of import duties. It is a building of no great architectural pretensions, but well planned internally for the dispatch of public business. It occupies, with the Melbourne Savings Bank and the offices of the Harbour Trust an isolated block of land surrounded by four streets, most of the more important navigation companies and ship-owners having their offices in its immediate neighbourhood.

With the exception of a small area occupied by the Corporation Fish-Market on the west side of the approach to Prince's Bridge, the whole of the river-frontage from the Queen's Bridge to the eastern extremity of Flinders Street is covered, or will be so in a short time, by the two railway *termini*, their goods and engine sheds and shunting lines. The stations themselves are of a mean and make-shift character, and quite unworthy of the sites on which they stand, and of the magnitude of the traffic conducted

in them. But they are being replaced by edifices more in keeping with the architecture of the neighbourhood, and affording better accommodation alike for the public and for the officers administering the local business of the Department.

On the north side of Flinders Street, in an easterly direction from the Custom House, are the extensive bonded stores of Messrs. Grice, Sumner and Co., one of the oldest mercantile firms in Melbourne, the offices of a local printing and publishing company, and the large warehouse of Rocke, Tomsitt and Co. Beyond Elizabeth Street, at one corner of which still survives a fragment of primitive Melbourne, the mingled simplicity and solidity of the façade of the Mutual Store arrest attention, and perhaps invite inquiry as to the business transacted in such spacious premises. Founded and conducted upon co-operative principles, it has gradually grown from small beginnings to a position in which it is enabled to combine great public utility with financial prosperity, supplying its numerous share-holders with everything required for household use, and receiving and disbursing as much as eighty thousand pounds sterling per annum. Its success has led to the institution of the Federal Store in the same street, adjoining which is the Port Phillip Club Hotel, with its arcaded upper storeys and broad frontage, covering the ground once occupied by a rural hostelry standing well back from the road, and known far and wide throughout the length and breadth of Victoria, in the pastoral epoch of its history, as the resort and rendezvous of squatters and country folk at holiday seasons, when commodious inns were few and far between in the rising township of Melbourne, and there was but little choice of recreation or variety of companionship.

A few paces farther, and Swanston Street opens out to the left, and the approach to the new Prince's Bridge on the right. In the early years of the colony there was no other method of crossing the Yarra than by a punt, and when, at the close of the year 1850, a bridge of a single arch had been thrown over the River and opened for traffic, a work was believed to have been achieved which would last for centuries. But its duration did not extend beyond the life-time of a single generation, and it was pulled down to make room for a structure not unworthy to span the Thames, the Tiber or the Tagus. Its width between parapets is ninety-nine feet—the full width of Swanston Street—and its length over all is four hundred feet; the width of the River at the site being three hundred and twenty feet. There are three river-spans of arched iron-girders resting on bluestone piers and abutments of one hundred feet each, and one shore-span of twenty-five feet. The ends of the piers and abutments are finished with polished granite columns, with carved capitals of Malmsbury bluestone, a balustrade of Malmsbury stone and cappings to the balustrade of polished granite; the outer girders are covered with ornamental castings. The roadway is made of wooden blocks and the foot-path of tarred paving, and is carried on curved plates covered with Seyssel asphalt and cement concrete: provision is made for the cable-trams. The roadway is thirty-one feet above low water, and extends at that level up to the hill at the Immigrants' Home. There are upwards of one hundred and forty thousand cubic yards of material in the south approach, and over one hundred thousand cubic feet of ashler, one thousand tons of wrought-iron and two hundred tons of cast-iron in the Bridge. The heaviest stones—the granite columns—weigh twenty tons each. David Munro and Company were the contractors for this bridge, the contract was signed in November, 1885, and the foun-



THE PRINCE'S BRIDGE.

dition stone was laid on the 7th of September, 1886, by the Lady Mayoress, Mrs. Stewart. The contract cost was one hundred and forty-one thousand six hundred and ninety-six pounds seven shillings.

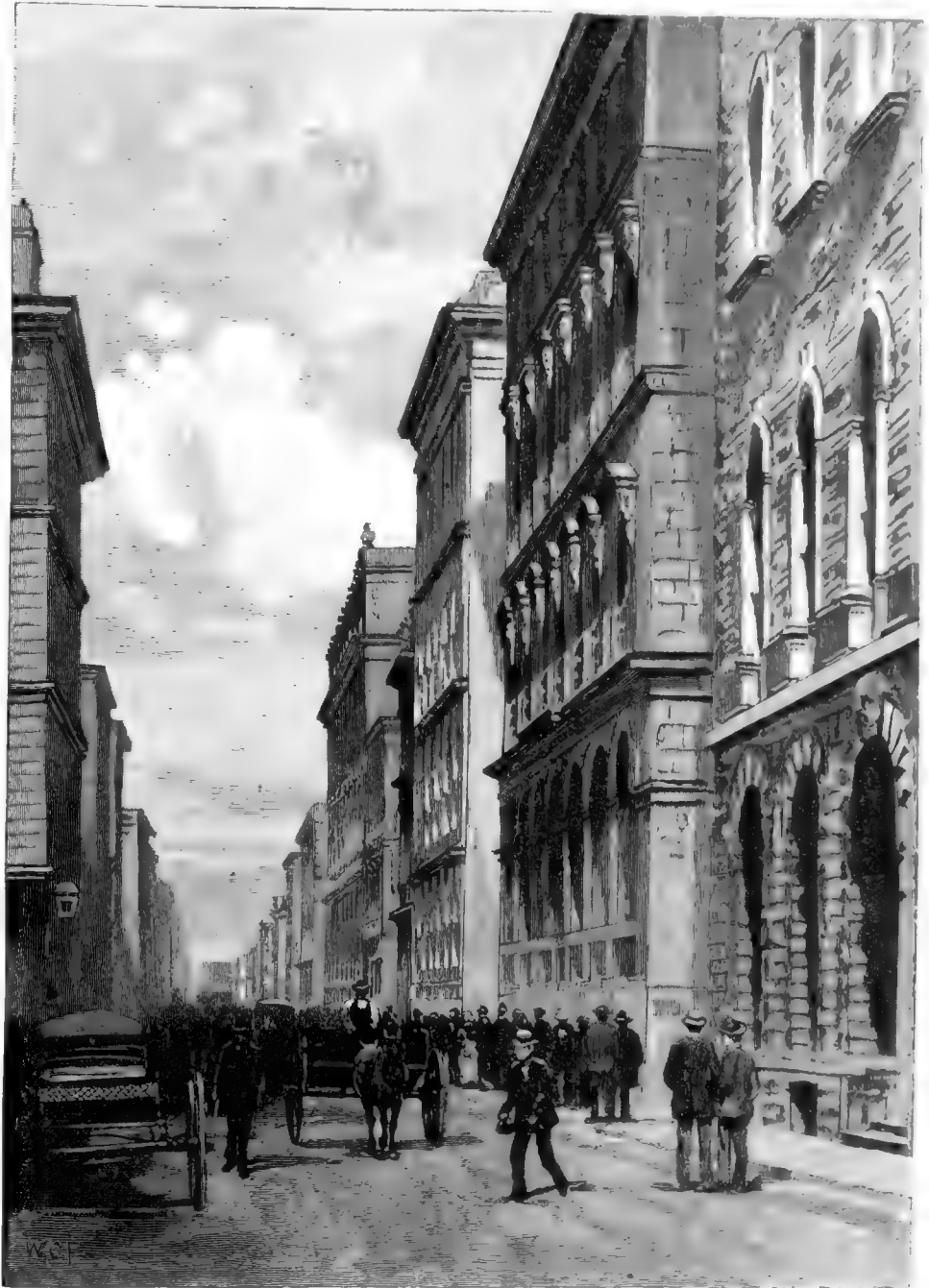
The south-east angle of Swanston Street was unfortunately chosen as the site of the Protestant Cathedral in preference to a block of land originally intended for it in Clarendon Street, East Melbourne, where it would have occupied a commanding position, equidistant from three great centres of population; besides being placed amidst surroundings resembling those which heighten the architectural beauty of similiar edifices in the mother-country. Almost the lowest level of the city is reached at the southern extremity of Swanston Street, and as the city must extend skyward, owing to the continually advancing value of land, a noble monument of architecture promises to be dwarfed in time by neighbouring warehouses.

As the site of the Cathedral is longest on its meridional axis, it has been found necessary to sacrifice the customary orientation of places of worship of this kind, and to cause the main body of the structure to run from north to south; while the transepts, one of which has had to be shortened, cross it from east to west. The choir is consequently at the north, and the principal entrance is at the south end of the building, which has been designed by the architect in conformity with the style adopted during the early period of middle-pointed Gothic architecture, and recalls to mind some of the cathedrals of France and northern Germany. It is a pure example of the style selected, though cramped for space, and is calculated to produce a favourable impression on the mind of a stranger entering the city by way of Prince's Bridge. The two towers facing the south have gabled roofs, and attain the height of one hundred and twenty-seven feet. Between these is the central doorway, and above it a five-light traceried window, the upper part of the gable which terminates the roof of the central aisle being filled with blank arcading, and a cusped vesica, or oval with the ends pointed, enclosing a cross in high relief. Above the intersection of the nave and transepts arises the central tower, forty feet square, from which, at the height of one hundred and thirty-four feet, springs an octagonal spire one hundred and twenty-six feet high, making a total of two hundred and sixty feet. The whole of this superstructure is supported by four massive piers, and the exterior of the *fleche* is enriched by escaloped bands. In the east transept is a handsome rose window containing six foliated circles, surrounding a seventh filled in with quaterfoils, the whole enclosed in a spherical triangle. The west transept and choir windows agree in character with the south. The Cathedral has a total length of two hundred and forty-six feet, and its extreme breadth is ninety-three feet. Clustered columns constitute the piers of the nave, carrying somewhat depressed pointed arches, above which are lofty clerestories, and these are continued in the chancel. Considered as a specimen of architectural art the Cathedral is an ornament to the city; and it is situated at the converging point of the Sunday traffic of Melbourne, and within a hundred yards of three railway lines, over which passenger trains are passing every minute of the day.

The new edifice occupies the site upon which St. Paul's Church had previously stood. It was the third place of worship in connection with the Church of England erected in Melbourne, and dating from the year 1852. A plain bluestone building, with lancet windows and a turreted tower, its demolition was witnessed without regret;

and it is worthy of record that the last sermon preached inside its walls was delivered by the Dean of Melbourne, who had also occupied its pulpit on the day it was opened, thirty-three years previously.

Not very far from the adjacent Vicarage, proceeding eastwards, some relics of old Melbourne occupy a portion of the northern frontage to Flinders Street. These are composed of a weather-board cottage with a zinc roof, an adjoining tenement still covered with shingle, and a store, the upper storey and arched roof of which are built of corrugated iron. In the "golden days" of Melbourne this block of buildings yielded a rental of something like two thousand pounds per annum. Degraeve's Bonded Store belongs to the same epoch, but it is more solidly constructed.



FLINDERS LANE.

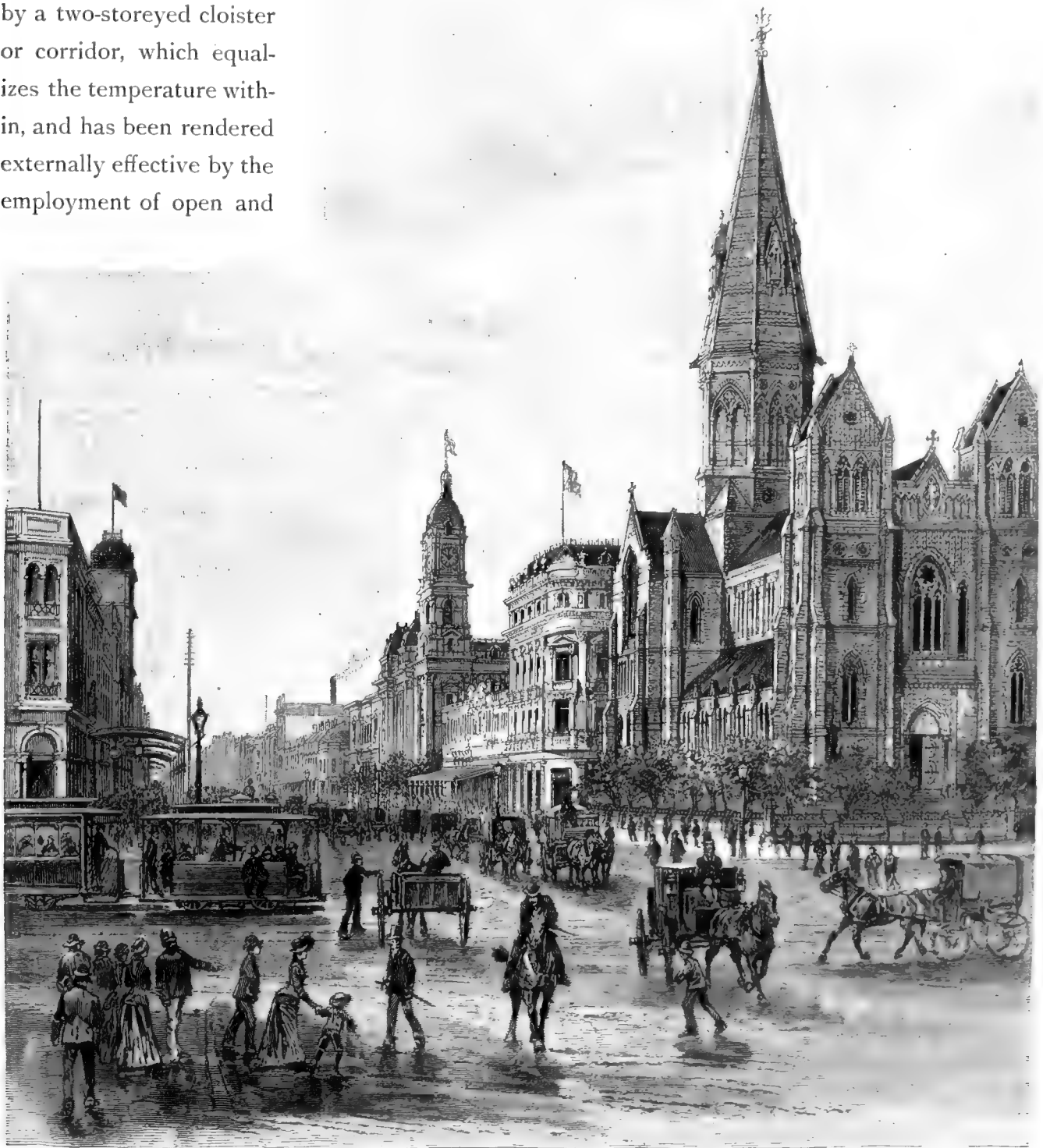
Diverging for a few moments from his easterly course, and turning into Swanston Street towards the Town Hall, the visitor may arrest his steps at the corner of Flinders Lane, where a somewhat remarkable architectural vista opens out before him as he looks towards the west. Were it not for the newness of the buildings and the traffic which chokes the busy thoroughfare, he might imagine it to be one of those narrow streets lined with the severely simple and solid palaces and mansions of old and noble families to be met with in many of the cities of Central Italy. The buildings here are mostly soft-goods warehouses filled with countless bales of textile fabrics from the looms of Great Britain, France, Germany, Belgium and Switzerland; but in massiveness and magnitude they bear a striking resemblance to the dwelling-places of the turbulent patricians of the Middle Ages, who built themselves residences combining strength and

security with amplitude and commodiousness, in Florence, Pisa, Siena, Bergamo, Pistoia, and other old places.

Returning to Flinders Street, and following an easterly course towards the Fitzroy Gardens, the steep ascent of Russell Street is reached—so named after the statesman who was a conspicuous figure in English politics at the time Melbourne was founded—the visitor climbs to the crown of the hill, from which the Burke and Wills statue has been recently removed in order to avoid obstructing the tram-way traffic, and pauses to survey the four vistas which open out at the intersection of this thoroughfare with one of the main arteries of the city. Looking eastward the eye is led through an avenue of young elm trees and sycamores—above which, on the right-hand side of Collins Street, tower the two cupolas of the Freemasons' Club—to the arcaded façade of the Treasury. Nearly opposite the rendezvous of the craft is the Melbourne Club; the earliest institution of the kind in the city, the most hospitable and the most exclusive. To the westward the far-stretching perspective is terminated by the long, low roof of the Railway Station in Spencer Street, seen above the rising ground of Collins Street West; and the architectural lines on either side, irregular in themselves, are on one side of the street broken up still more by the spire of St. Enoch's Church—now used as an Assembly Hall by the Presbyterian body—by the high mansard roof of the Premier Building Society, by the tall cupola of the City of Melbourne Bank, and by the twin pavilions of the Union Bank; and on the other by the lofty façades of the Equitable Co-operative Store, the Melbourne Athenæum, immediately opposite the *Argus* Office, and the Coffee Palace—originally the Victorian Club. Beyond these rises the clock-tower of the Town Hall, and in the far distance the turret of the English, Scottish and Australian Chartered Bank at the corner of Queen Street. Southward, the wooded domain of Government House, crowned by its *campanile*, rises from the bank of the River; and to the northward, the receding lines start from the Congregational Church on the one hand, and the Scotch Church on the other; the more notable buildings beyond being the Temperance Hall, and the spacious and convenient premises belonging to the Young Men's Christian Association.

The two churches just mentioned occupy one of the finest sites in the city, and are quite worthy of it. Upon the ground covered by that of the Congregationalists formerly stood a mean and meagre structure, so destitute of architectural pretensions, and so devoid of ecclesiastical significance, that it might have been mistaken for a small penitentiary or a prison. It was, however, the first place of worship erected by the Independent Denomination in Victoria, its foundation stone having been laid on the 6th of September, 1839, when the settlement was only four years old; and those who had assembled year after year for prayer and praise beneath its roof did not witness its demolition without a pang; for, howsoever ugly and incommodious it may have been, it was associated in their minds with the struggles, the hardships and trials of their daily lives in the early times, and with the often recurring question of the new-comer and voluntary exile, "How shall we sing the songs of Zion in a strange land?" But the congregation had outgrown the capacity of the primitive building, which has now been replaced by a church in which the architect has introduced a modification of the Romanesque style so successfully applied to a similar purpose in Lombardy and else-

where by builders of the tenth, eleventh and twelfth centuries, and has shown what picturesque uses may be made of vari-coloured bricks, even without the terra-cotta decorations which enrich the surface of the structures referred to. The core of the edifice, which is amphitheatrical in its internal arrangement, is enclosed on three sides by a two-storeyed cloister or corridor, which equalizes the temperature within, and has been rendered externally effective by the employment of open and



SWANSTON STREET, LOOKING NORTH.

of glazed arcades. At the south-west angle of the church a *campanile* rises to a height of one hundred and fifty feet, with a triple-arched *loggia* at the summit of the shaft,

and two handsome porches below. These are approached by flights of steps, and the building gains greatly in elevation accordingly. At the rear of the edifice, and facing Russell Street, is a lecture-hall, library and class-rooms belonging to the same denomination, erected in the same style, and harmonizing with the church itself.

The Scots' Church, at the opposite corner of Collins Street on the north side, also superseded one of the earliest places of worship in Melbourne, and was erected in the year 1875. It is built of New Zealand and Barrabool stone, and the style adopted is the Early English; its southern façade, with its handsome four-light window filled with tracery; its open arcade following the rake of the roof; its octagonal turret at the western angle; and its graceful tower and spire, rising to a height of two hundred and eleven feet, together challenge the admiration of the passer-by. The church is cruciform in plan, with a nave and two side-aisles, and the interior of the building sustains the favourable impression produced by the elevation which has just been described.

That portion of Collins Street East which lies between Russell and Spring Streets is popularly known as "Doctors' Commons," for with about half a dozen exceptions every house in it is occupied by a physician, surgeon, dentist, apothecary or surgical instrument maker; and some of the medical practitioners have overflowed into Spring Street. Its chief architectural features are the severely simple but solid and impressive façade of the Melbourne Club; the Masonic Club—with its two pavilion towers, its five bays of arched balconies, and its Ionic, Doric and Corinthian columns of pilasters, superimposed in chronological order—and the handsome town residence of an operative surgeon at the south-east corner of Russell Street.

Turning to the westward, and descending the hill, the visitor passes the classic portico of the Baptist Church and the Palladian front of the Melbourne Athenæum; immediately adjoining which is the façade of the Coffee Palace, a four-storey building, originally erected in the style of the French Renaissance for a club-house. On the other side of the street are the offices of the *Argus*—the oldest morning newspaper in Melbourne, from which are also issued the weekly *Australasian* and the monthly illustrated *Sketcher*—and those of the *Daily Telegraph* and *Weekly Times*. The south-east angle of Collins Street, at its intersection with Swanston Street, is occupied by the extensive block of buildings which compose the Town Hall. The municipal organization of Melbourne dates from the year 1842, when it was placed under the government of a Corporation elected by the rate-payers, and a Mayor who is chosen by the Aldermen and Councillors. At present there are seven of the former and twenty-one of the latter, and the city is divided into seven wards, each of which returns one Alderman and three Councillors. Originally the area over which the rule of the Corporation extended was a very comprehensive one; but as the various suburbs grew in population and importance, a necessity arose for local self-government, and on the passing of a really admirable measure, entitled "The Municipal Institutions Act," in the year 1855, Emerald Hill, or South Melbourne as it is now called, was erected into a separate municipality, and Mr. James Service, who afterwards acquired distinction as a statesman, and became the Premier of the colony, was its first chairman. In process of time other districts were detached from Melbourne, and at this moment the city is surrounded by a belt of municipalities, seventeen in number, containing an aggregate population of two hundred

and seventy thousand, and administering a yearly revenue of two hundred and thirty thousand pounds sterling.

Forty-five years ago the streets of Melbourne were bush-tracks, and after a heavy rain a roaring torrent ran down a gully, following the course of what is now Elizabeth Street. At this moment there is nothing to differentiate the city from one of the capitals of Europe. Its streets are as well paved, as well channelled, as well lighted and as well watched as those of London, Paris, or Vienna; and much of the credit of the remarkable transformation the city has undergone in four decades and a



THE MELBOURNE TOWN HALL.

half is due to the efficiency and integrity with which the municipal rulers of Melbourne have performed their civic duties. The boast of Augustus Cæsar that he found Rome a city of brick and left it a city of marble, described a state of things which has almost been paralleled in the metropolis of Victoria, within the memory of men who were acquainted with it before the discovery of the gold-fields. The builder flourished in those early days, but the architect was almost unknown. Paved footpaths were few and far between; the water-supply of the inhabitants had to be carted in casks from the already polluted Yarra; and foot-pads lurked in the waste places which have since become public pleasure grounds surrounded by mansions and terraces.

The first Town Hall belonged to the period just spoken of, and was an ugly pile of bluestone. In the rear was a square tower containing the fire-bell, and facing

Swanston Street was a gloomy-looking police court and lock-up. From the barred but open windows of the latter there would frequently float out upon the air the incoherent ravings of an inmate or two suffering from *delirium tremens*, or the songs and shouts of culprits arrested on a charge of being drunk and disorderly. The whole of these buildings were levelled to the ground in 1867-8, and the first stone of the present Town Hall was laid by H.R.H. the Duke of Edinburgh on the 29th of April, 1867; the capital of the first of the pilasters upon the tower was placed by him on the 3rd of March, 1869. The style of architecture adopted is a free treatment of the Classic, the modifications introduced having been suggested by the Renaissance. There are four storeys, comprising a rustic basement, an attic, in lieu of a parapet, which is relieved by circular-headed windows, with rounded gables over each, and two intermediate *piani*, with Corinthian columns and pilasters flanking the recessed windows of both. The main front to Swanston Street is composed of five architectural divisions, embracing a centre terminating in a mansard roof and two pavilions. On one of these is superimposed the clock-tower, one hundred and forty feet in height. A portico is about to be added to the principal entrance, which is approached by a double flight of steps. The Collins Street front, which is not so long as the other, has the same architectural divisions as the latter; but the slope on the hill on this side interferes somewhat with the architectural lines, and it is now apparent that a loftier elevation might have been advantageously given to the whole structure, which will presently be overtopped by the opposite buildings; and, indeed, is so already in one case. By the internal division of the building, the basement has been assigned to the out-of-door officers of the Corporation, and fire-proof rooms have also been provided in it for the city muniments. On the first floor are the offices of the Town Clerk and the City Treasurer, together with numerous committee and retiring rooms, as also the entrance to the great hall. This is one hundred and seventy-four feet long, seventy-four feet wide and sixty-three feet high, with an orchestra at the north end, and a large organ constructed at a cost of seven thousand pounds. Galleries encompass the other three sides of the building; which is used for civic banquets, balls, concerts and important public meetings; also occasionally as a place of worship.

On the second floor is a handsomely fitted council chamber, hung round with full-length portraits of former Mayors of the city; the library, committee rooms and apartments reserved for the use of the Mayor, Aldermen and Councillors. The supper-room, kitchen and housekeeper's apartments occupy the attic storey. The three upper stages of the tower are devoted to a clock-room and belfry. About one hundred thousand pounds have been expended on the building, furniture and fittings, including the purchase of some land, the possession of which was essential to the execution of the architect's plans. The organ has four manuals, with a compass of sixty-one notes in each, seventy-nine stops, and four thousand three hundred and seventy-three pipes, the largest of which is thirty-two feet; while the dimensions of the instrument are these—height, forty-six feet; breadth, fifty-two feet six inches; depth, twenty-four feet. It occupies an arched recess at the north end of the hall.

Returning to Collins Street East the stranger finds that part of it which is locally known as "The Block"—that is to say, the north side between Swanston and Elizabeth Streets—thronged from three to five or six o'clock on a fine afternoon with promenaders.

There was a time when it was almost the only paved footpath in Melbourne, and it then became, what it has continued to be ever since, the favourite rendezvous of young people of both sexes with idle time upon their hands. It is to them what "the sweet



COLLINS STREET, LOOKING EAST.

shady side of Pall Mall" was to the *belles* and *beaux* of Westminster in the time of the Regency, when Charles Morris wrote the song in which those words occur; before the elm-trees were cut down, and fashionable people had migrated to The Row, and The Long Walk in Kensington Gardens. The chief music-shops, with their handsome façades, are all on "The Block," with nests of teaching-rooms on the third floor; and outside or inside the establishment of Messrs. Allen and Sons, or Glen's, or Nicholson's, most of

the musical celebrities of the city are to be met with towards the close of the afternoon. Another favourite place of resort is the spacious book-shop and circulating library of the Melbourne "Mudie," Mr. S. Mullen, frequented alike by the insatiable devourers of light literature, and by bibliophilists belonging to all classes and professions. Here, too, and further on in the direction of Queen Street, are most of the leading jewellers' shops, some of the principal silk-mercers' establishments, four or five photographic studios of high repute, and a popular *café* or two. And while the latest fashions in feminine apparel and adornment are illustrated and proclaimed behind huge panes of plate-glass in many of the shop windows, they are also exemplified in the walking costumes of the ladies, of whom it may be said, as Friar Lawrence said of Juliet, "so light à foot will ne'er wear out the everlasting" granite on which it treads. Four o'clock in the afternoon brings with it a considerable accession to the crowd in the shape of young men released from the banks and public offices; two hours afterwards the street is well-nigh deserted, and nothing is heard but the metallic rattle of iron shutters closing in upon the darkened windows. Thenceforward the thoroughfare is as silent as a village highway after dark.

From an architectural point of view this portion of Collins Street is one of the handsomest avenues in the city. The south side, which is almost monopolized by banking institutions, and the offices of building societies and financial companies, presents some striking elevations. That of the Premier Building Society is the first to claim attention. It is a five-storey edifice, the architect of which has adopted the style of the French Renaissance, as exemplified by the colony of Italians who settled at Amboise in the middle of the sixteenth century, and left their impress on many of the *chateaux* in the valley of the Loire. A somewhat narrow front—consisting of three divisions, the centre one recessed, so as to admit of the introduction of an effective bay, enriched with polished columns and pilasters of red granite—is ornate with carvings in freestone, embracing *caryatides*, foliated ornaments on panels, and a certain elegance of detail such as the architects of the period substituted for the grander forms and more massive features of the Gothic and Classic styles which the Renaissance had superseded. The leading characteristic of the building before us is what would be described, if feminine beauty were being spoken of, as "a distracting prettiness," which is heightened by contrast with the severely simple design of the neighbouring structure, the printing and publishing office of the *Age*, the *Leader* and the *Illustrated Australian News*.

A little farther on is the handsome front of the Bank of Victoria, which is almost a fac-simile of the *Palazzo Pesaro*, erected by Longhena in 1679, on the Grand Canal in Venice. But the rusticated basement and mezzanine storey contain only one arched entrance instead of two, and there is no third storey as in the original; while a frieze pierced for attic lights has been interposed between the entablature above the columns and the parapet. As the frontage of the bank is from one-fourth to one-fifth less than that of the palace from which it has been copied, it does not suffer materially by the omission of the upper storey, and to the Melbourne building may be applied the words which Fergusson has used when speaking of the Venetian structure: "From the water-line to the cornice it is a rich, varied, and appropriate design, so beautiful as a whole that we can well afford to overlook any slight irregularities in detail." Two



ELIZABETH STREET AND THE POST OFFICE.

emblematical figures have been judiciously substituted for the sea-gods filling the spandrels above the entrance of the palace, which are certainly more at home in looking down upon the waters of the silent highway in Venice than they would be in surveying the hot pavement on the south side of Collins Street. Near the Bank of Victoria is

the Athenæum Club, most of the members of which belong to the professional and mercantile classes of the community. It is chiefly resorted to at midday and in the afternoon, but participates after sunset in the quietude which falls upon the whole of Collins Street, both East and West, during the hours of evening. Indeed, the contrast is remarkable between the liveliness of this busy thoroughfare throughout the business portion of the day, and its desertion and solitude so soon afterwards.

The offices of the Australian Deposit and Mortgage Bank and of the Melbourne Permanent Building Society offer no special architectural features to invite description; but the National Bank, adjoining the latter, must be pointed out as an excellent example of the successful application of the Classic style to a secular edifice. It combines symmetry and harmony of proportion with simplicity and strength, and has a general air of solidity befitting one of the leading banks of a city in which business of this kind is conducted upon such safe and sound principles as fully entitle the great money-lending financial institutions of Melbourne to the confidence they enjoy. The stylobate is of massive wrought bluestone, upon which stand four pairs of coupled columns of the Doric order. A balustrade separates this from the upper order, which is Corinthian. This, with its carved capitals and full enrichments, produces a handsome effect. The doorway and windows are arched, in accordance with Roman methods of adapting Greek orders, and are sufficiently recessed to give, in addition to its cornice, the requisite amount of shadow. Ionic shafts have been employed in connection with the recessed windows of the upper storey, and the whole is surmounted by an effectively-treated parapet. In its *ensemble* the National Bank may be pronounced to be one of the happiest examples of Romano-Greek architecture in Melbourne. The banking chamber is lofty and spacious. It is surmounted by a dome, springing from eight Corinthian columns, carrying the enriched entablature from which it rises. The dome itself is divided into enriched compartments, through which the light is received into the chamber.

The frontage intervening between the building just described and the City of Melbourne Bank is occupied by three façades of a handsome character. These assist, by their variety of styles, to diversify the architecture of the street in which the last-named bank forms a very conspicuous object, owing to the cupola of the tower, erected at the north-west angle of the structure, which rises to the height of one hundred and thirteen feet above the pavement. The two faces of the edifice, in Elizabeth and Collins Streets, each exhibit a Corinthian colonnade, resting upon a bluestone base or *podium* seven feet high, the columns themselves extending to the summit of the first storey, being thirty feet high. Each couple enclose two windows, framed by Doric pillars, the upper ones having arched openings. Above the cornice of the colonnade, two storeys have been superimposed, and these are surmounted by a balustraded parapet, with a small pavilion at each end. The entrance to the banking chamber is at the corner of the street, and has been recessed so as to form a portico; above which is a semicircular entablature, with a balcony treated in the same manner as the parapet, and an octagonal turret, with three faces exposed, terminating in the cupola.

The bank occupies the site of the old Clarence Hotel—a relic of early Melbourne. Outside of it, under its broad verandah, a sort of *al fresco* labour-exchange used to establish itself on Saturday mornings, to which contractors, builders and operative masons,

brick-layers, carpenters, plasterers and slaters resorted for the purpose of entering into engagements which were occasionally cemented in the neighbouring bars. It is said that long after the work of demolition had commenced, and the sheltering verandah had been carted away piecemeal, habitual frequenters of the place would still wend their way thither on the last morning of the week, look with a puzzled air at the labourers who were tearing down the walls of the old familiar hostelry and wander away with a forlorn expression on their countenances, as if they had lost an aged companion and were only partially conscious of the deprivation.



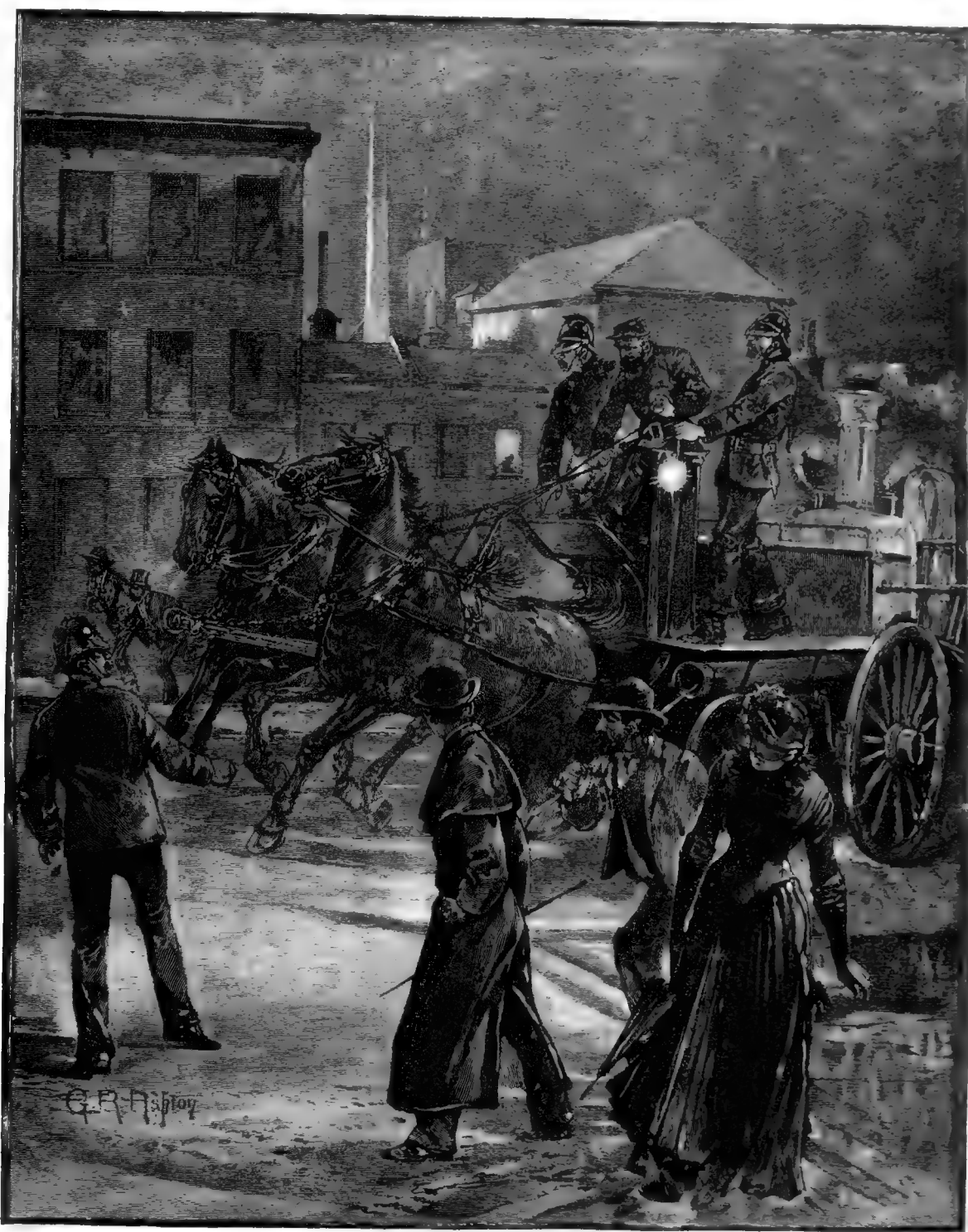
BOURKE STREET, LOOKING EAST.

Crossing Elizabeth Street into Collins Street West, which commences at this point, and proceeding towards Spencer Street, the visitor finds himself approaching the centre of the mercantile life of Melbourne, of which the Exchange may be said to focalize some

at least of its most active functions. Half a dozen banking institutions conduct their business in its immediate vicinity. The principal insurance companies have established their head-quarters close by, and the leading auctioneers are nearly all to be found in the same neighbourhood. Stock and station agents, share and produce brokers have their offices within a radial line of a hundred yards or so drawn from the corner of Queen Street, and the whole district may be said to throb with the quick currents of commerce and finance, from ten o'clock in the morning until four in the afternoon. Outside the Exchange congregate the dealers and speculators in shares and scrip, who cling to the sunny side of the street for one half of the year, and drift over the way for the sake of the shade afforded by the Bank of New South Wales, during the summer months. From eleven to one, the auction rooms are populous with a crowd of bidders and curious idlers, and the voices of the salesmen are audible above the hum and the buzzing of the motley company gathered around the counters whereon is displayed the merchandise which is being disposed of with such remarkable celerity. All the world has been laid under contribution for the articles of utility or ornament that pass beneath the hammer in these rooms from year's end to year's end. Carved furniture, carpets and silken fabrics from Indian bazaars; bronzes, porcelain and lacquerware from Japan; marble statuary from Florence and Pisa; ceramic ware from Worcester, Dresden, Limoges and Vienna; pianos from Paris and Berlin; wines and spirits from Bordeaux; cargoes of tea from China; ironware from the north of England; and the various products of the looms of Lancashire, Belfast, Mulhouse and Paisley flow through the auction rooms of Collins Street West in an apparently perennial stream, thence to be distributed through a hundred minor channels. Book sales almost invariably take place on a Saturday morning, and now and then an auction of choice pictures at Messrs. Gemmell and Tuckett's—held always in the afternoon—draws together a little circle of art lovers, and the prices realized denote pretty accurately whether the times are prosperous or otherwise.

Each auction room has its own *clientèle*, and its own little group of brokers who buy on commission. For there are specialists in this, as in the medical profession. There are the salesmen of tropical produce, quick to detect minute differences of colour and granulation in sugar, and to discriminate delicate *nuances* of fragrance and flavour in tea. There are others who are experts in textile fabrics, and others to whom the name, uses and value of every article of domestic plenishing are as familiar as household words; some who know all varieties of timber "with a most learned quality;" and a few who, taking advantage of the earth-hunger of large classes of the community, have surrounded the city with suburban Edens, Arcadian vales, hills commanding wide and matchless prospects, secluded glens like that inhabited by Prince Rasselas, sea-side retreats more beautiful than those haunted by the syrens, and bosky dells worthy for elves and fays to hold their revels in. The vendors of these have brought all the resources of a lively fancy to bear on the composition of advertisements like those of Mr. Puff, in "The Critic," which that ingenious gentleman "crowded with panegyric superlatives." At some seasons of the year certain of the auction rooms are transformed into green bowers. Young orange and lemon trees from the shores of Port Jackson, ferns from New Zealand, flowering plants of all kinds from near and distant nurseries,

and fruit-trees and odoriferous shrubs, cultivated on the mountain slopes, bring the freshness and sweetness of the country into the somewhat close and frowsy atmosphere of the dusty sale-room; and many a cottage-garden and suburban verandah is pleasantly brightened by pot-plants, baskets of ferns, trailers and creepers, which have been



A NIGHT ALARM.

procured at such times and in these places. In the early days of Melbourne the auction rooms discharged some important functions as commercial channels and distributing agencies, and they have continued to do so ever since, more especially when trade is dull in Europe and the United States; and when some relief must be sought in distant markets, even if a sacrifice has to be made, for over-production at home. Hence the astonishing variety of products which are brought under the hammer at Collins Street

...many remarkable bargains which are sometimes picked up in the most

...among the architectural ornaments of that section of Collins Street West which lies between Elizabeth and Queen Streets are the banking houses of the Union, the New Zealand, the English, Scottish and Australian Chartered, and the New South Wales Companies. The first is erected on a site bought originally for the sum of

sixteen pounds, and afterwards occupied by the Criterion Hotel, a building which was famous in the auriferous era for its bridal chamber fitted up with amber satin; and for its bars, which were thronged with customers from morning till night; where it was a favour to be supplied by supercilious tapsters with anything that might be required; for it was a time when money was unvalued, and no business transaction was regarded as valid unless ratified by a "solemn drink." The Union Bank, which has replaced the once-popular tavern, is a good example of the pure Italian style; and its façade resembles that of some princely mansion on the banks of the Adige or the Brenta, such as one of the old Venetian nobles may have passed his *villeggiatura* in. Pillars of the Doric order have been employed in the



A HORSE BAZAAR, BOURKE STREET.

basement storey, Corinthian ones above, and Ionic columns in the two turrets, which form one of the most striking features of the general design. The Commercial Bank, on the same side of the street, is architecturally unpretending. At the corner of Queen Street the New Zealand Bank has installed itself in the premises vacated by the unfortunate Oriental Bank. The two façades are windowless, in so far as that portion of the building which is used as a banking chamber is concerned; but the walls are broken up and relieved by Corinthian columns, with architrave, enriched frieze, cornice and balustrade, the spaces between the columns being filled in with mounted panels in which are inserted slabs of





COLLINS STREET EAST ON SUNDAY MORNING.

rouge-royal marble. The principal entrance is in a curve at the angle of the building.

Beyond Queen Street on the south side is the London Chartered Bank, a structure of an impressively substantial character; and nearly opposite to it is the Bank of Australasia, massive in appearance and solid in construction, the lower storey broken up by rusticated piers, supporting a Doric cornice, above which are the pilasters carrying the main cornice and parapet. The internal decorations of the banking chamber are rich in colour and thoroughly artistic in design. To the westward of this edifice is a cluster of fire insurance and life assurance offices, possessing architectural features which render them an ornament to what promises to become one of the finest streets in the Southern Hemisphere. Nor will the visitor fail to be struck by the magnitude and grandiose elevation of the immense edifice erected by the New Zealand Loan and Mercantile Agency Company. This has been built in the Italian style, and covers nearly an acre of ground. The basement and the first storey are faced with dressed bluestone, and the four floors above with Oamaru freestone; the general effect being exceedingly massive and imposing. Scarcely less striking is the lofty pile which has received the name of Robb's Buildings. But both are overshadowed as regards altitude by the high-soaring and elaborate structure which owes its existence to the enterprise of the Federal Coffee Palace Company.

Retracing his steps to the eastward, and glancing at the handsome façade of the Australian Club in William Street as he crosses that thoroughfare, the stranger will find his attention attracted upon reaching Queen Street by the newly-erected bank of the English, Scottish and Australian Corporation, partly on account of the novelty of its style, and partly because of the almost vivid colour of the Sydney freestone employed in its construction. The style is essentially and purely Gothic, of the geometrical period, and as the Building Act in force in Melbourne prohibits projections from the wall, beyond a very small limit, the architect has succeeded in avoiding flatness of effect by the introduction on the western front of recessed *loggie*—similar to those which are to be met with in so many Venetian palaces—and by balconies on the southern face. The *loggie* in the former are contrived by the outer wall being carried on a richly traceried arcade with polished granite columns, while the back walls of the recesses are faced with glazed tiles of a blue tint. At the angle of the building is a turret, springing from a groined corbel, and terminating in a spire thirty-five feet above the roof. The edifice is three storeys high, irrespective of the basement; and the ground-floor is mainly occupied by the banking chamber, which has an area of sixty-seven by fifty-seven feet, and is thirty feet in height. In one respect it is believed to be almost unique, inasmuch as the architect has followed that canon of art which prescribes that decoration should grow out of and be subservient to construction, instead of constructing for decoration.

A few yards beyond the bank just described is the Bank of New South Wales. The style adopted by the architects is the Italo-Vitruvian, and the building pleases the eye by symmetry of form and harmony of proportion. The façade consists of three divisions and two storeys. Four Doric columns, resting on a balustraded base, support an enriched frieze, the columns above are Corinthian, and the frieze over them is of an ornate character, somewhat resembling that of the Temple of Fortuna Virilis in Rome, consisting of festoons of fruits and flowers sustained by *amoretti*. These were carved by

Mr. Charles Summers, a sculptor who subsequently achieved distinction in London and Rome. A bold cornice and a balustraded parapet complete the elevation. The three openings on each floor contain recessed windows, flanked by smaller pillars, corresponding in character with the larger ones employed constructively. The two side-divisions of the façade,



THE LAW COURTS.

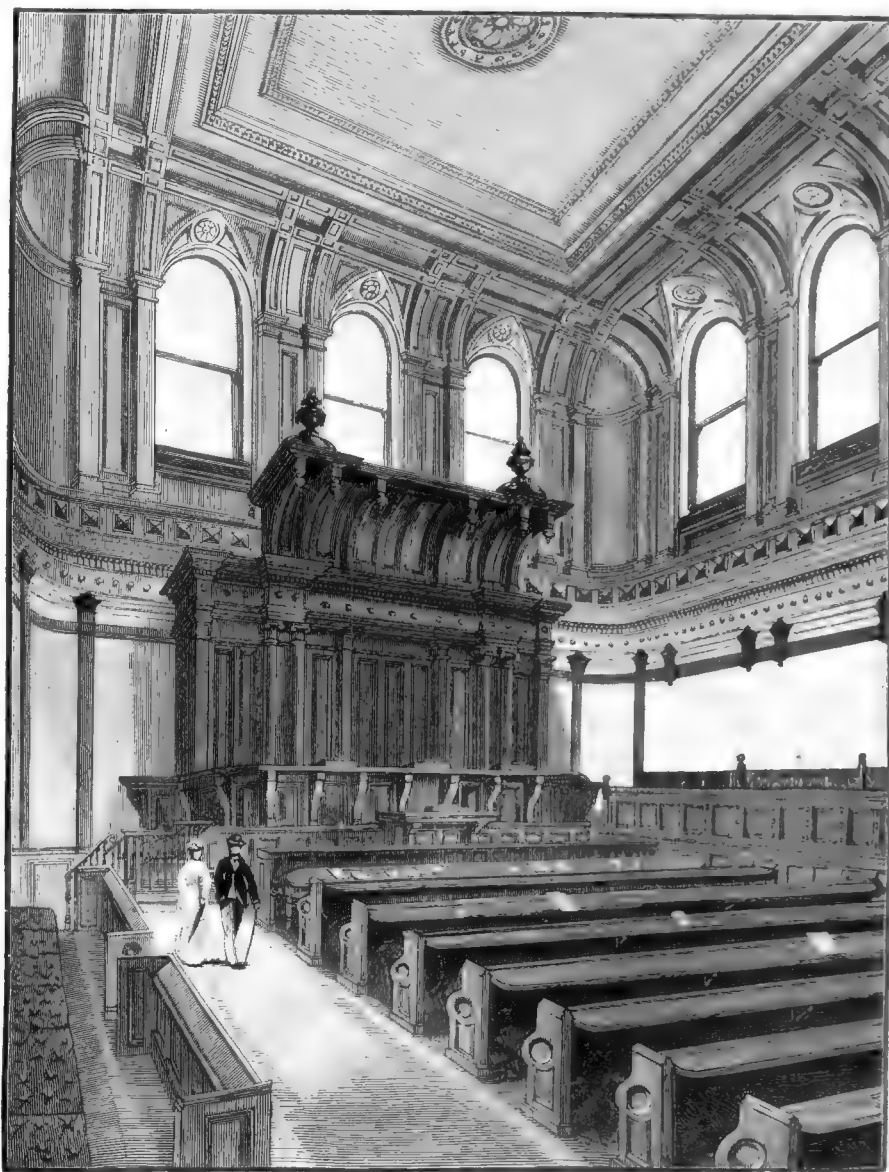
with their arched doorways, pilasters, friezes and cornice, are treated so as to harmonize with the central portion and heighten its richer effect by their relatively plainer character.

Coming back to Elizabeth Street, and turning in a northerly direction, the visitor perceives that here, as in so many other parts of the city, the gregariousness of persons and firms pursuing similar occupations, is strikingly exemplified. Here, for example, are some of the most important furnishing houses and ironmongery establishments; just as in Bourke Street West are to be found congregated together the principal cattle salesmen, saddlers and harness-makers, and numerous stock and station agents; while in Bourke Street East are, with a single exception, all the theatres and concert-halls, most of the restaurants, and several of the leading linen-drapery establishments.

But before quitting Elizabeth Street the stranger will pause opposite the Colonial Bank of Australasia, at the corner of Little Collins Street, if only to notice the bold treatment of its principal entrance, where the curved pediment rests upon the strenuous arms of two half-length *telamons*, or *atlantes*, and above them are reclining figures symbolical of Industry and Commerce. The lower portion of both faces of the structure is treated as a massive *podium*, with windows in the panels. From this spring the Corinthian columns, each with its projecting architrave and parapet, which give a certain character of dignity to the edifice. Near it is the Royal Arcade, running through from Little Collins Street to Bourke Street, immediately opposite to the General Post Office.

In the smaller thoroughfare, three or four hundred yards to the eastward, is the central station of the Melbourne Fire Brigade, which is in telegraphic or telephonic communication with the watch-tower at the west end of the city, and with many important buildings in Melbourne and its suburbs. Day and night, firemen with horses, hose and reels are ready at the first alarm of fire in any direction to make an immediate rush to the locality indicated. There is a clatter of hoofs, a rattle of wheels, and a ringing of the warning bell; and every-where the vehicles of ordinary traffic make way for the eager fire-fighters who are urging their horses to the utmost speed, and are guided, like the Israelites of old, by a cloud of smoke in the day-time, and a pillar of fire by night. But no matter at what hour a serious conflagration may occur, it seems to possess a

strange fascination for the multitude. Where they spring from is a mystery. They gather together so suddenly that they seem to have issued out of the ground. A few score grow into hundreds, and hundreds swell into thousands; and in the crowd that congregates around the scene of the disaster, the lurid light of the leaping flames shines upon faces that are rarely visible at any other time—the faces of men and women who hovel in back slums—the social birds of prey—and many of whom creep out from their lairs only at night to steal purses and to practice burglary or petty larceny. Usually a fire is promptly suppressed—drowned by the volume of water which can be poured on it from the



THE EQUITY COURT.

mains; but if in a season of unusual heat the pressure happens to be weak—owing to an excessive demand upon the reservoirs for manufacturing, domestic and gardening purposes; or if it be a theatre or a kerosene store which is on fire—the utmost that can be done is to isolate the burning building, and so circumscribe the area of the disaster.

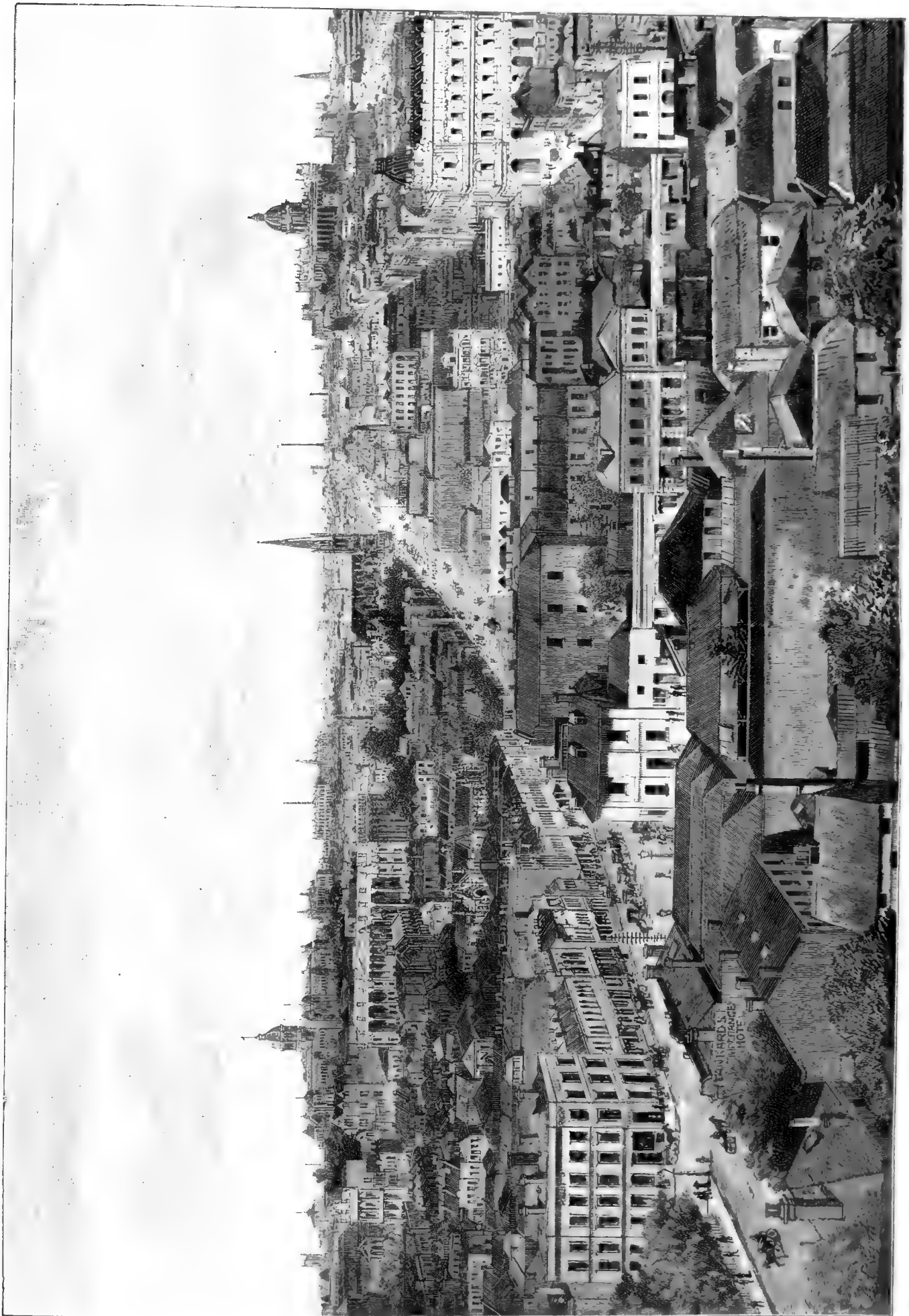
Little Collins Street West loses its name after it crosses Queen Street, and becomes Chancery Lane. It is almost given up to barristers, solicitors and law stationers. There are nests of chambers to the right and to the left. Before ten o'clock in the morning

the occupants of those chambers come trooping in from all points of the compass, but chiefly from the railway stations in Flinders Street, carrying brief-bags and wearing in many cases an unmistakably legal expression on their countenances. They are for the most part men of spare habit, with a lack of colour in their cheeks, an early tendency to wrinkles, baldness and indigestion; intellectually acute, physically delicate, and addicted—owing to the nature of their occupation and their daily familiarity with the seamy side of human nature—to rather pessimistic views of mankind in general, and of that section of it amongst which they live and breathe and have their being in particular. During term time the relations between Temple Court, Shelborne, Normanby and Eldon Chambers, and indeed the whole neighbourhood, and the Supreme Court are close and continuous. Clerks and messengers seem to oscillate like so many pendulums between the two neighbourhoods; and when the courts rise at the close of the afternoon it requires but little skill in physiognomy to determine which are the plaintiffs and which the defendants in civil actions; which the friends and relations of men and women on their trial for criminal offences on the one hand, and the barristers who hold the briefs, and the attorneys who have prepared them, on the other. Both classes of practitioners seem to straighten themselves up and to cast off their “nighted colour,” as Hamlet was directed to do. The task is over for the day of

Proving by reason, in reason's despite,
That right is wrong and wrong is right,
And white is black and black is white,

and the legal gentlemen go home to their suburban villas, or drop in for an hour or two at their clubs; or take a hand at whist with some neighbours at Kew, or Hawthorn, or Elsternwick; and Chancery Lane and the Supreme Court are forgotten until after the breakfast things have been cleared away on the following morning.

The site of the General Post Office, at the north-east corner of Bourke and Elizabeth Streets, was previously occupied by a structure erected in primitive and pastoral times. It was squat and shabby, inconspicuous and inconvenient, constructed of weather-board, and it consisted of one storey only. It was haunted by rats; and a pool of stagnant water, which had accumulated underneath the building, told so disastrously on the health of the officials that promotion was comparatively rapid in that department of the Public Service. A small cupola, containing a clock, rose a few feet above the low roof on the south or Bourke Street side of the edifice, and along the street-frontage was a not very broad verandah, slightly elevated above the footpaths, and standing a little way back. This verandah was applied to more uses than those for which it was originally intended. It was a place of rendezvous for friends, and a lounge for vagrants. Tramps would select it as a dormitory during the summer months, and it shared with the old Eastern Market the distinction of being selected as a tribune by popular orators, whence they fulminated their denunciations of the more prosperous classes, who were solemnly arraigned for the high crime and misdemeanour of having been lucky, or clever, or frugal. In the early days all new-comers had their letters from the Old Country directed to them at the Melbourne Post Office, and when the monthly mail arrived the verandah and its approaches were thronged. No sooner were the slides at the delivery windows lifted than a scene of confusion and excitement ensued. Men's



MELBOURNE, LOOKING EAST, FROM THE DOME OF THE LAW COURTS.

eyes glistened and their hands trembled as they grasped the letters whose superscription was so familiar to them, every character of the direction associating itself with the writers, and with the scenes in the midst of which they were written. Few of the recipients exercised a greater amount of patience or self-control before reading their letters than was involved in crossing the street and seeking out some quiet corner in which to tear open the envelope and devour what it enclosed. But there were disappointed applicants in the crowd who refused to believe there were no letters for them; they importuned the distributors to look again and again in the pigeon-hole bearing the initial letters of their names, and discontented with reiterated assurances that the whole of the mail had been assorted, seemed unwilling to quit the window, looking with envious eyes upon the more fortunate inquirers for correspondence, and moving tardily away with dejection written on their countenances and reluctance expressed in every movement of their legs. To-day a massive edifice of many storeys, the western frontage of which extends from Bourke Street to Little Bourke Street, receives and distributes upwards of thirty-five million letters and sixteen million newspapers per annum, and is in communication with about sixteen hundred branch offices and more than six hundred telegraph stations. A flight of steps gives access to a lofty corridor facing the south and west; the columns and modillions of the arched colonnade are of the Doric order, the Ionic being employed on the second and the Corinthian on the third storeys. Between the latter and the balustraded parapet some panelling has been introduced to give additional elevation to the mass; and a mansard roof, pierced with dormer windows, augments its altitude. At the south-west angle a lofty clock-tower, effectively treated, attains a sufficient height to enable the signal-flag upon its summit to be visible within a wide radius of the building.

From this point Bourke Street West makes a somewhat steep ascent to its intersection with Queen Street, and looking back the eye takes in a lengthened vista, terminating in the portico of the Parliament Houses, behind which has arisen a dome bearing a general resemblance to that of the *Invalides* in Paris, and equally well-proportioned; while, unlike that, it springs from an ample base, and thus gains in dignity and fair proportion. Viewed at any hour of the day the scene presented by the thronged thoroughfare is full of animation and variety. This is more especially the case in the eastern section of the street, which lies half in sun and half in shade, the footpaths on the southern side being screened from the light and heat by verandahs; while the buildings opposite project promontories of shadow of irregular dimensions across the broad and busy highway. The western section of Bourke Street, particularly that part stretching between Elizabeth Street and Queen Street, maintains a decidedly sporting character. Here congregate the saddlers, harness-makers and farriers, and here, too, are the numerous horse bazaars, resonant with the clatter of iron-shod hoofs, the cracking of whips, the hum of bidders discussing the "points" of the horses put up for sale, and the stentorian voice of the auctioneer ringing through the vaulted mews. It is after night-fall, however, that Bourke Street presents itself under its most picturesque aspect. The footpaths are fringed with a long festoon composed of glittering points of yellow light, with here and there a luminous globe of whiter radiance from the electric burners outside the theatres; while the lamps of the waggonettes and the private carriages,



MELBOURNE, LOOKING EAST, FROM THE DOME OF THE LAW COURTS.

rapidly moving up and down the street, might be mistaken for a flight of fire-flies, and the great moon-like lanterns and reflectors of the tram-cars, approaching in rapid succession, shed a broad glare upon the road before them.

At the junction of Bourke Street West with Queen Street a solid block of offices, four storeys high, and built in the Italian style, occupies a commanding position at the south-east angle of the intersection. Proceeding westward the first conspicuous building to attract the eye is the establishment of the firm of Dalgetty, Blackwood and Co., the façade of which is a pleasing example of the transitional period of Renaissance architecture; the material red-brick, the windows mullioned and transomed, the intervening pilasters, the friezes, cornices and decorative panels representing freestone; the triple gables and central bay-window contributing materially to the artistic character of the whole design. Opposite is the Grecian portico of the Jewish Synagogue, close to St. Patrick's Hall, with its rustic basement and Corinthian façade. In the latter building the first Legislative Council of Victoria held its sittings, and here were laid the foundations of the political liberties of the colony by the statesmen who framed its Constitution Act.

The extensive wool stores of Goldsbrough and Co. occupy a large area of ground at the north-east corner of Bourke and William Streets, while the opposite angle is taken up by Menzies' Hotel—one of the finest buildings of the kind in Melbourne, and with an extensive frontage to William Street. Some little distance down this street, at the corner of Chancery Lane, is the Australian Club, erected in the Italian style of architecture. It is a building of four storeys, surmounted by a mansard roof, from the summit of which, owing to its great elevation, a commanding view can be obtained of Melbourne and its suburbs. The approach to the Club is through a coffered and vaulted porch, with Sicilian marble dado and inlaid marble floor; it leads to a tiled vestibule giving access to the principal apartments of the establishment. What the Melbourne Club is to the squatters, the Australian Club is to the professional and mercantile classes. It already has a large membership, and its convenient position has made it a favourite place of resort.

Retracing his steps along Queen Street in a northerly direction the visitor presently arrives at the Law Courts, or Palace of Justice, covering a block of land three hundred feet square, surrounded by four streets and having entrances from each. Previous to the recent erection of this extensive pile of buildings, the Supreme Court held its sittings in a small wooden structure near the Gaol in Latrobe Street, the Inferior Courts transacting their business in equally unsuitable premises situated in other parts of the city. All of them were inadequate and incommodious, oppressively hot in the summer, and unpleasantly cold in the winter, and so badly ventilated as to be injurious to the health of judges, juries, barristers and witnesses. Moreover, the accommodation they afforded was altogether incommensurate with the magnitude of the business which had to be judicially dealt with, and the Government accordingly resolved on the construction of an edifice large enough to contain the whole of the Courts, eight in number, together with the offices of the various functionaries connected with the administration of the law in its higher jurisdiction. The two principal façades of the Palace face north and west, the main entrance being in the centre of the west front. The style of architecture adopted is the Classic as modified by Italian influences.

Plenty of variety has been obtained in the lines by means of a projecting portico, a double arcade with Doric columns on the basement and Ionic above, and by the prominence given to the two wings; and the parapets have been treated so as to conduce to the same result. Internally the building is a labyrinth of echoing corridors and bewildering passages, staircases, rotundas and vestibules; so that it has been found necessary to erect a finger-post at each of the numerous four-course ways for the guidance of strangers who might otherwise wander about the maze for hours in distressing perplexity of mind. The outer shell of the edifice encloses a quadrangle one hundred



THE TELEPHONE EXCHANGE.

and thirty-six feet wide; in the centre is a tower-like structure, circular in form, but throwing out four semi-octagonal and equidistant chambers, which serve as the receptacles of the Supreme Court Library.

The intervening space is domed, with a gallery running round it, having niches in the wall to receive the busts of distinguished ornaments of the Bench. Those of Chief Justice Sir William Stawell and the late Sir Redmond Barry are already *in situ*. Outside this dome is the drum of a larger one, rising to the height of a hundred feet from the ground, and supported by a circular colonnade sufficiently detached from the drum to admit of the introduction of an open gallery accessible from below.

The dome itself is somewhat depressed, so that at a distance it bears a certain resemblance to a magnified dish-cover. From its summit the spectator commands a view of the whole city and of all its suburbs, excepting those portions of Collingwood and Richmond which are concealed from sight by the Eastern Hill. Looking in that direction he sees the upward curve of the three great arteries of traffic from east to west, namely, Lonsdale, Bourke and Collins Streets, most of the ecclesiastical, and nearly all

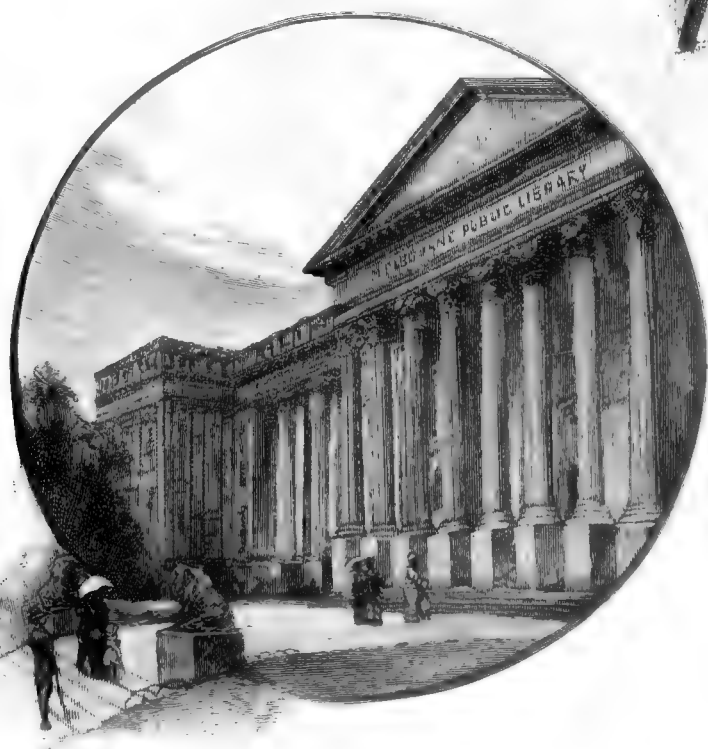
the more important of the public buildings of Melbourne; embracing St. Francis' Cathedral, the Wesleyan, Congregational and Scotch Churches, the Public Library and Museum, the General Post Office and the Town Hall; and on the high ridge in the middle distance the Exhibition Building, St. Patrick's Cathedral, and the Houses of Parliament; while—beyond the green heights of Studley Park—Kew, Hawthorn and Camberwell have for their background the dark mass of the Dandenong Ranges. Southward the eye is carried past the watch-tower of the Fire Brigade, and ranges over the Protestant Cathedral, the windings of the River Yarra, the undulating uplands covered by the suburbs of South Yarra and Toorak, Government House and the fair Domain by which it is surrounded, the Botanical Gardens, the Observatory, the Fawkner and Albert Parks, St. Kilda, South Melbourne, with the *campanile* of its Town Hall rising high above the neighbouring buildings, the Bay, stretching away to the dimly-defined horizon, and Port Melbourne, leading the vision round to the western outlook. This comprehends the Lower Yarra and the harbour improvements, Williamstown and the shipping at its moorings, the suburbs of Newport, Footscray, Kensington and the Race-course, with the You Yangs in the far distance. In the foreground are enormous wool warehouses and equally enormous breweries, iron-foundries resounding with the clang of hammers, monumental chimneys vomiting clouds of black smoke, and acres upon acres of corrugated iron roofs covering the platforms, engine-sheds, workshops and other appurtenances of the Spencer Street Railway Station. To the northward the eye takes in Hotham, Flemington and Carlton; with the Melbourne University, the Wilson Hall and Ormond College as the chief architectural features of the prospect, which is agreeably diversified by the bosky verdure of the Flagstaff Gardens and the old Cemetery, with the Royal Park beyond, and Mount Macedon closing in the view in one direction, as the Plenty Ranges bound it in another.

Looking down from this elevation upon the Railway Terminus in Spencer Street, the spectator is struck by the magnitude of the area which it covers, and the mean, fragile and unworthy character of the Station buildings and their adjuncts. Considering that a traffic of fifteen hundred miles—bringing in a revenue of two million sterling, accruing from the annual transport of thirty million passengers, and of upwards of two million tons of merchandise and live stock—has to be administered from this centre, the stranger is disposed to censure the Government of Victoria for permitting the continued existence of such a discreditable eye-sore. Plans have, however, been prepared and approved for the erection of a block of buildings ninety feet high, with a frontage of four hundred and twenty feet to Spencer Street, and the work is now in course of execution. It will cost one hundred thousand pounds sterling, but it will contain one hundred and fifty-six apartments, and will provide accommodation for the whole of the offices of the Department. The edifice is in the Italian style, of brick faced with stucco, with a rusticated basement and first floor; the two upper storeys to be enriched with Doric and Corinthian pilasters; a mansard roof is to be carried to a considerable height above an effectively-treated cornice and balustraded parapet.

The execution of this design is arrested for the present by the discussions which have arisen with respect to the extension of the city westward; some of the schemes projected for such a purpose involving the transfer of the terminus to another locality,

and the conversion of a large portion of the area now covered by the Station into building sites, in connection with a prolongation of five of the thoroughfares which are now stopped by an *impasse* in that direction.

Before quitting the Palace of Justice it may be interesting to note that it stands upon the site formerly occupied by the old Government House—a plain, two-storey structure, built of light granite, and containing about a dozen rooms of modest dimensions. From the open space around it an uninterrupted

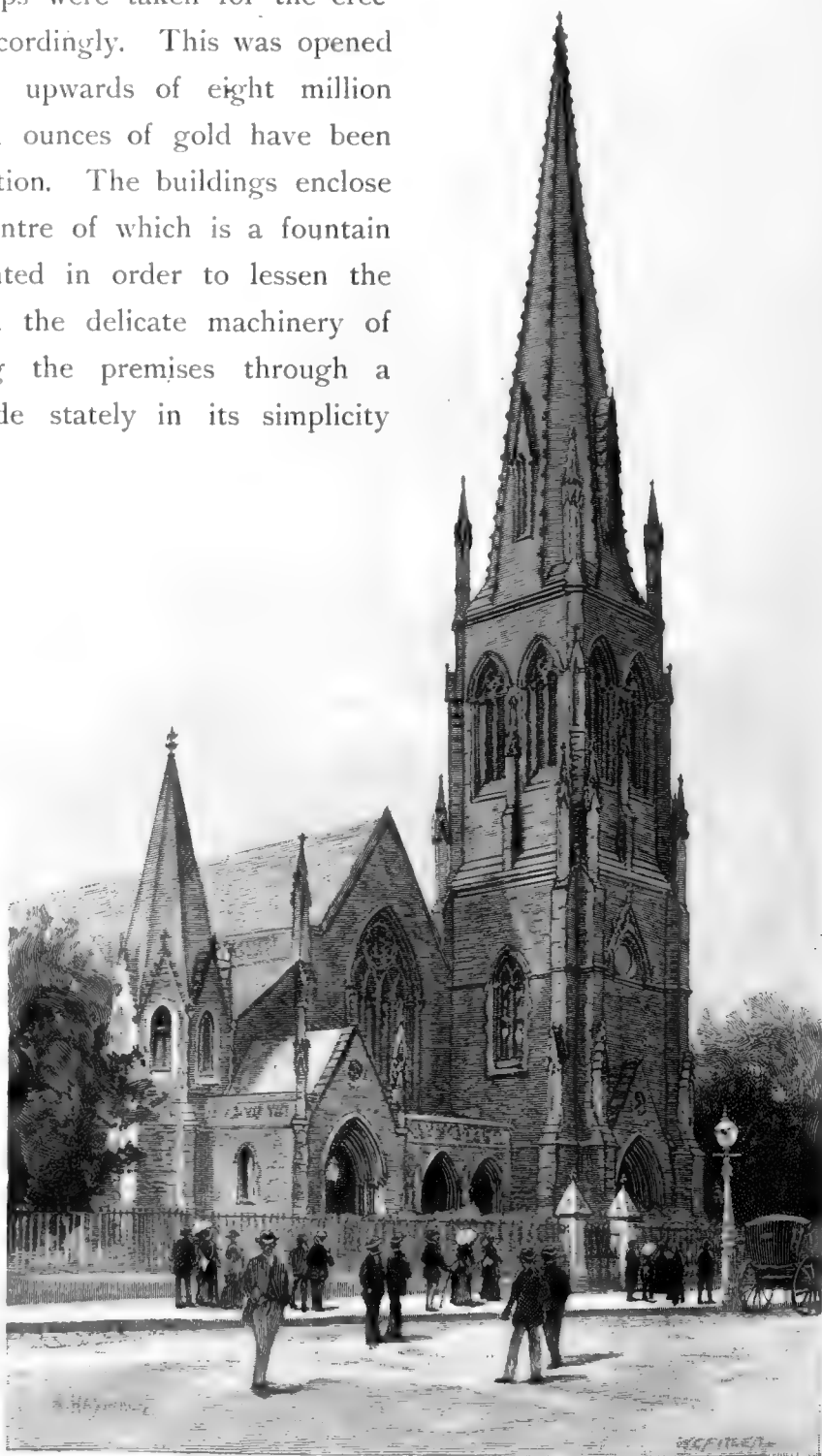


THE PUBLIC LIBRARY.

view was at that time obtained of the country to the northward and westward, and it also commanded the whole of the Bay, together with the villages which had been formed upon its shores.

Passing the West Melbourne Presbyterian Church, with its

unfinished tower, and crossing Little Lonsdale Street, the visitor arrives at the Royal Mint, which fills the whole of the frontage between the last-named thoroughfare and Latrobe Street. The area thus covered forms part of what was originally an extensive reserve; in the centre of this was erected, as far back as the year 1853, a structure of glass and iron—a miniature copy of the Crystal Palace in Hyde Park—which was designed to serve the purposes of the first Industrial Exhibition held in Melbourne. It was applied to the same uses in 1861, and was also the scene of many municipal and other festivities, as well as of lectures and public meetings. In 1864 the Legislature of Victoria memorialized the Imperial Government in favour of establishing a branch of the Royal Mint in Melbourne; and in August, 1869, a Royal Proclamation was issued declaring gold coins minted in Victoria a legal tender in all parts of Her Majesty's dominions, and the necessary steps were taken for the erection of a branch in Melbourne accordingly. This was opened in June, 1872, since which date upwards of eight million two hundred and twenty thousand ounces of gold have been received and coined in the institution. The buildings enclose a spacious quadrangle, in the centre of which is a fountain surrounded by a grass plot, planted in order to lessen the risks of injury by dust to which the delicate machinery of the Mint is exposed. Entering the premises through a portico, forming part of a façade stately in its simplicity and in its harmonious proportions, the visitor perceives on his right the bullion office, in which the raw gold is received, weighed, registered and paid for; he is then conducted through the various departments of the Mint, and afforded an opportunity of seeing the consecutive processes of melting, assaying, refining by chlorine, rolling the bars into fillets, passing these through the "drag bench" so as to give them uniformity of thickness, cutting them into eighteen-inch lengths, punching out the blank discs destined for conversion into coin, submitting them to the machine-trial press, cleansing them from grease and dirt in a series



THE WESLEY CHURCH.

of washing-tanks, weighing them in automatic balances so exquisitely adjusted as to denote variations as minute as the hundredth part of a grain, ringing them so as to ascertain that they are flawless, passing them through an edge-compressor, softening them by annealing, and subjecting them to a pressure of fifteen tons in the coining presses,



ST. PATRICK'S CATHEDRAL.

where the lateral expansion imprints the milling on the edge by means of the steel collar surrounding the dies. Some highly ingenious and valuable improvements in the machinery of coining have been invented and introduced by officials employed in the different departments of this colonial branch of the Royal Mint. All the gold is weighed into and weighed out of the melting-house and its adjuncts, and if any losses occur, which is very rarely the case, they have to be made good by those through whose hands the precious metal has passed.

A little way beyond the Mint, on the opposite side of William Street, are the Flagstaff Gardens. Thirty years ago this spot was a bare and isolated hill, so remote from the limits of the city that to visit the place was regarded in the light of a country walk. In a cottage on the summit a man was stationed, whose duty it was to notify by a system of flag-signals the names of vessels arriving at the Heads and the

ports whence they had sailed; the information having been telegraphed by semaphore. Not far off a dilapidated fence served to mark the diminutive burying-ground, in which

Each in his narrow cell for ever laid
The rude forefathers of the hamlet sleep.

For such in reality they were; and above their nameless graves a stone cross was erected in 1871, in order to mark the last resting-place of the pioneers of what was then vaguely called "The Settlement." The Corporation of Melbourne has caused the old Flagstaff Hill to be reserved as a public park; has planted it with trees, laid it out in parterres of flowers and spaces of green sward, set up in it casts from antique statues, ornamented it with fountains, and from a sanitary and recreative point of view, transformed an arid waste into a sylvan retreat of no little value, in a neighbourhood the atmosphere of which is already darkened with the smoke of innumerable chimney shafts.

The north-east angle of the Flagstaff Gardens approaches closely to the south-western corner of the old Cemetery, long since disused as a place of interment, except under special circumstances. At the period previously spoken of, this burying-ground was completely detached from the town; to-day it is a city of the dead, surrounded by the habitations of the living—a silent memorial of the past in the midst of the noisy activities of the present—the last resting-place of the first generation of the citizens of Melbourne.

From this restful enclosure, where the long grass waves over the green hillocks, and the fibrous rootlets of trees and shrubs, planted by pious hands, "net the dreamless heads" of those who sleep below, it is only a few steps to the Telephone Exchange in Wills Street; this may be likened to the *cerebellum* of the social and commercial system of the busy city, with its afferent and efferent nerves ramifying in all directions, and incessantly receiving and transmitting messages from and to every portion of the vital organism. In an airy and spacious chamber on the first floor ten or a dozen young girls are stationed at the apparatus, which is in communication with a thousand private telephones in Melbourne and its suburbs; and during business hours there is an almost continuous demand upon the quick ears and nimble fingers of the attendants from subscribers wishing to be "switched on" to the lines of communication for conversational purposes with other subscribers. There is a lull in the work of the Exchange during the hour of luncheon, and a rapid decline after four o'clock; but it is never wholly suspended, and operators are in attendance all night long, for the leading medical practitioners are in telephonic *rapport* with some of their patients; and the necessity may also arise in the course of the night for the watchmen in charge of banks and mercantile establishments to place themselves in prompt communication with the nearest police station or with the fire brigade.

Turning down Latrobe Street, the visitor, on reaching Swanston Street, finds himself in front of the pile of buildings, covering nearly two acres of ground, devoted to the purposes of a Public Library, Museum and National Gallery. The façade when completed will consist of five divisions, erected in the Corinthian style of architecture, the columns and pilasters standing in stylobate; the central portico, crowned by a handsome pediment and approached by two flights of steps, forms an imposing feature of the general design. The wings, rising to a height of fifty-two feet from the ground, and composed partly of moulded panelling and partly of balusters, are surmounted by a parapet. Of the original

plan, conceived on a scale of magnitude suggested by a sagacious forecast of the future importance of Melbourne, the northern, eastern and central portions remain to be executed. The foundation stone of the institution was laid by Sir Charles Hotham on the 3rd of July, 1854, and that portion of the Library which received the name of the Queen's Reading-room was opened by Sir Henry Barkly on the 24th of May, 1859. Additions continued to be made from time to time, and the most important of these, the Barry Hall—so named in honour of Sir Redmond Barry, who was largely instrumental in the



THE GOVERNMENT OFFICES.

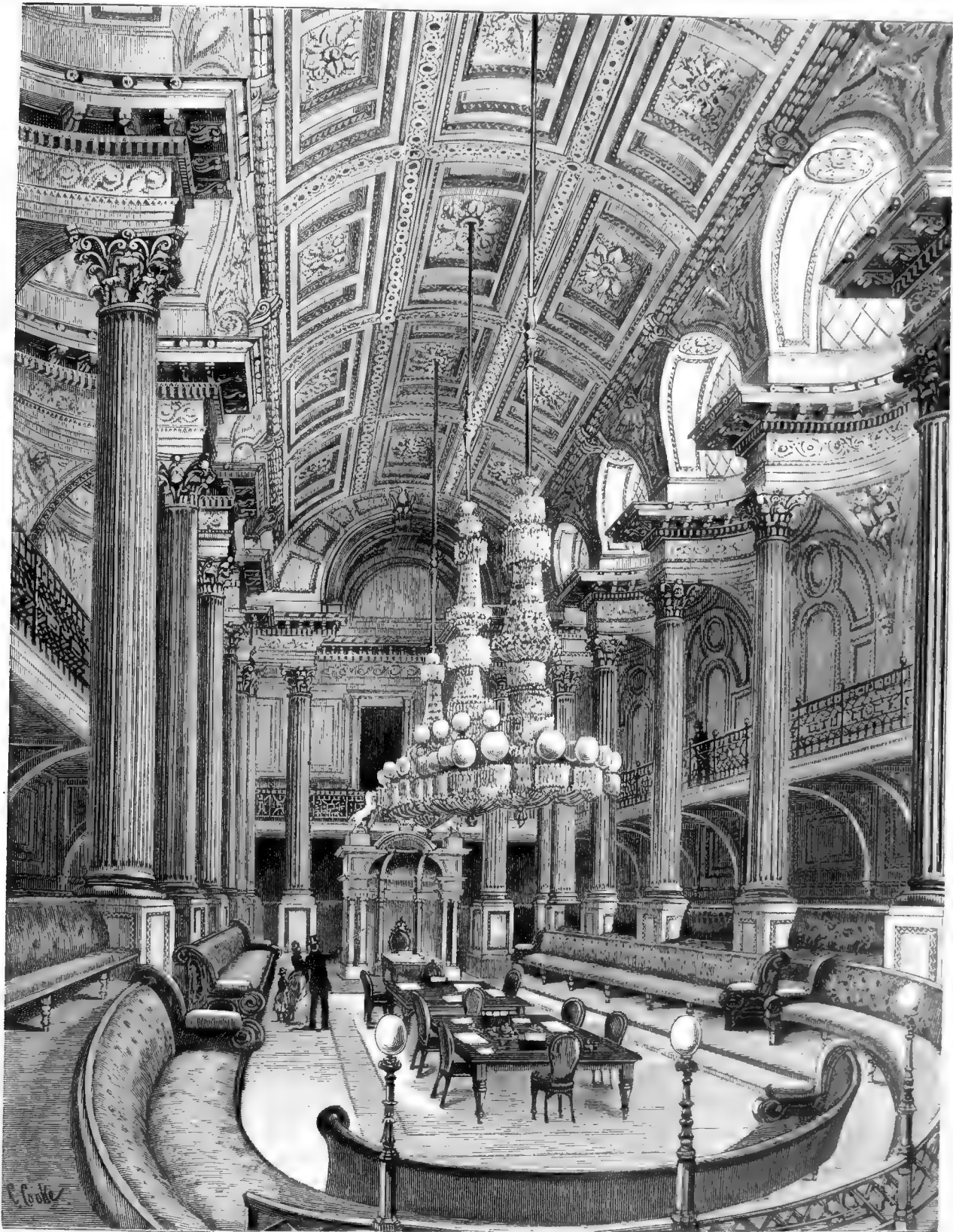
foundation of the Public Library—was opened by Sir Henry Loch on the 2nd of September, 1886. Space has thus been afforded for the reception of upwards of one hundred and ten thousand volumes of books, besides seventy thousand pamphlets and serial publications. The number of visitors exceeds half a million per annum, more than three-fifths of whom resort to the Library, which occupies the whole of the first floor of the shell of the building, and is lofty enough to admit of the introduction of galleries, so as to augment the wall space for books as well as the accommodation for readers. There are no restrictions on the admission of the latter, and they enjoy the freest access to all the books in the collection, excepting such as possess an exceptional

value, either on account of their rarity or of their costly character. Open from nine in the morning until ten in the evening, and illuminated after dark by the electric light, the Library is extremely popular as a place of resort, although it is to be feared a not inconsiderable number of its frequenters use it as a lounge, and amuse themselves by reading works of a frivolous character only. In a rotunda on the ground floor is a newspaper room containing files of most of the Australasian papers, and this is also largely frequented. To the right and left of an entrance hall fifty feet square are the galleries of sculpture, containing casts from the masterpieces of Grecian and Roman plastic art, and a small collection of marble statues and busts by contemporary or recent sculptors. Under the Barry Hall is what has been termed the South Kensington division of the Museum. Independently of a large assemblage of objects of an ethnotypical character, it includes specimens of glass and ceramic ware, ivory and wood carvings, bronzes, enamels and metal work, of different countries and different epochs, illustrative of the history of the arts as applied to the higher branches of industry. Out of this part of the building the visitor passes into the Technological Museum, filling the whole of a spacious but temporary edifice, erected, together with some annexes now used as schools of drawing and painting, in connection with the first Intercolonial Exhibition held in Melbourne in the year 1866. A make-shift vestibule, hung with engravings, photographs and drawings, conducts the visitor to the Picture Gallery, which measures one hundred and sixty-five feet long by forty feet wide, with a height of thirty feet to the cornice; in this is contained a collection of oil paintings and water-colour drawings by modern artists belonging to the English, French, German, Belgian and Italian schools. The National Gallery and the School of Painting connected with it were under the direction of the late Mr. G. F. Folingsby; and a students' exhibition is held yearly, at which prizes of the aggregate value of one hundred pounds sterling are distributed, and a gold medal is awarded once in three years to the student most worthy of it. This carries a travelling scholarship of one hundred and fifty pounds per annum, tenable for three years, conditionally on the holder proceeding to Europe and pursuing his studies in one of the great art schools of the Continent. Besides the oil paintings and water-colour drawings just referred to, the National Gallery contains a very large collection of photographs, photo-lithographs and engravings, including some curious views of early Melbourne.

On an adjoining block of land, having the same dimensions as that upon which the last-named institution stands, was erected in the year 1846 the small structure out of which has grown by gradual accretion the Melbourne Hospital, containing now upwards of twenty wards and three hundred beds. About four thousand patients are treated as inmates every year, and from four to five times that number of out-patients are annually furnished with medicine and advice, at a total cost of twenty-five thousand pounds sterling per annum. From an architectural point of view, the building is plain to ugliness. It consists of a main body, two detached pavilions and some extensive out-offices in the rear. The entrance is from Lonsdale Street, and an area of something like an acre, skirting that thoroughfare, is laid out in lawns and walks and planted with trees, under which, during the summer months, such of the patients as are approaching convalescence enjoy the warmth and freshness of the air. But the place is so hemmed in by houses, workshops and factories, that the removal of the institution to some

elevated position a few miles from the city is beginning to be recognized as a matter of necessity, and the enormous value of its present site will facilitate the accomplishment of this step, by removing all financial obstacles.

A few hundred yards to the eastward of the Hospital in Lonsdale Street the



THE LEGISLATIVE COUNCIL CHAMBERS.

cathedral-like aspect of the Wesley Church arrests the eye of the stranger. It is built in the Early English style, of bluestone, with freestone ornaments, and consists of a nave and two side aisles, the former surmounted by a parapet with trefoil piercings and a

high pitched roof; while the lines of the side aisles are picturesquely broken up by three gables with pinnacles between them. An octangular turret and spire with small gables on each face have been effectively introduced at the south-west angle; beneath the large window in the south wall of the nave a cloister connects a handsome porch with the lofty tower erected at the south-east corner of the building, and serves also as one of its principal entrances. The tower is pierced in its upper storey by eight ogival windows, and is strengthened and enriched with buttresses ornamented by canopied niches. From its summit springs an octagonal and crocketed spire, constructed of free-stone, and reaching an altitude of one hundred and eighty feet.

Higher up on the opposite side of the street stood the earliest circus erected in Melbourne, the proprietor of which amassed a large fortune in the first two or three years succeeding the discovery of gold, and died in impoverished circumstances not many years afterwards. Upon the same site Mr. Coppin subsequently erected the Olympic Theatre, associated in the minds of old play-goers with a series of performances which were remarkable for their high character. This theatre, after having been partially burnt down, was converted into a bedding and furniture factory.

Still pursuing an eastward course, passing through Albert Street, and leaving upon the left the Model Schools, which are anything but models of good architecture, the visitor reaches a part of the city in which in the early days of the colony large reserves were set apart for religious and educational purposes. A Baptist Church, a Jewish Synagogue and the Episcopal Church of St. Peter are in friendly propinquity to each other; and not far off is the place of worship in which the Swedenborgians hold their services; here also are the Unitarian and German Lutheran Churches, the oldest of the Presbyterian Churches in this part of Melbourne, and the Roman Catholic Cathedral of St. Patrick, with the Archbishop's Palace and St. Patrick's College in its rear; while on the opposite side of Grey Street, in which the latter institution is situated, are the grounds connected with the extensive pile of buildings constituting the Scotch College and the master's residence.

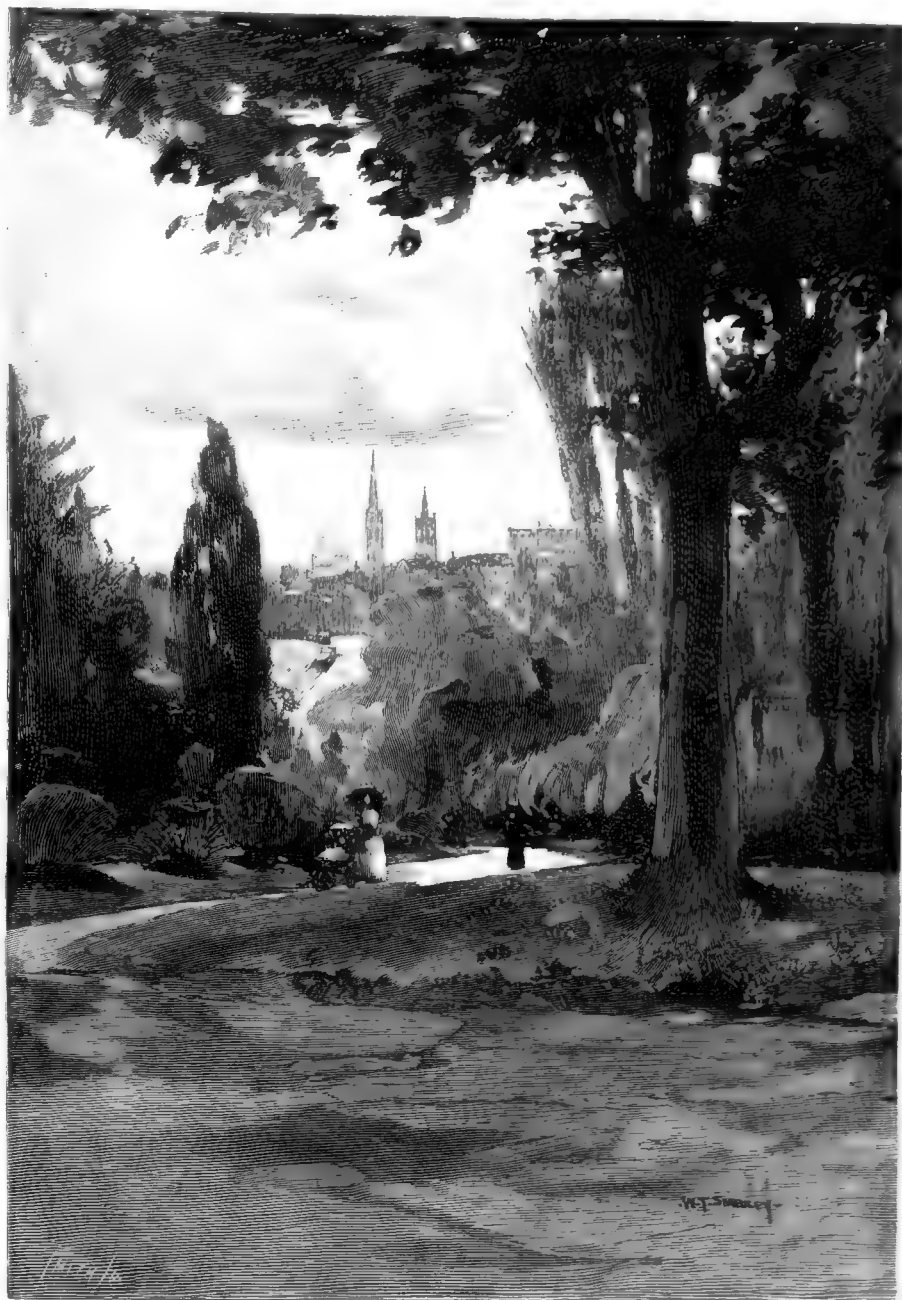
The Cathedral occupies an exceedingly noble site on the crown of a hill, facing a broad thoroughfare leading out of Collins Street and dominating the whole neighbourhood. Its triple towers will be the first objects to attract the attention of strangers arriving in Melbourne by sea, and are therefore calculated to impress them with the conviction that the form of religion of which they are the visible symbol must be the predominant faith of the country.

The style of architecture adopted is that variety of English Gothic known as the Geometrical Decorated, the general design embracing a nave with aisles, north and south transepts having aisles to each, and a choir or chancel, surrounded by an *ambulatorium* out of which seven chapels open, five of them octagons and two parallelograms, the central one forming the Ladye Chapel. At the west end of the church are two towers, which are intended to carry spires rising to a height of two hundred and twenty feet; while the central tower, at the intersection of the nave and transepts, will attain an altitude of three hundred and thirty feet. Inside the walls the length of the building is three hundred and forty-five feet, while that of the transepts is one hundred and sixty feet, and the height of the ridges of the main roof is ninety-two feet. Three

spacious sacristies for the archbishop, the clergy and the acolytes form part of the general plan. The church is built of the basalt or bluestone which forms the bed-rock of the neighbourhood, the white freestone from Sydney and Hobart being employed for the doors, windows, inner arches and decorative work externally and internally, as well as for the groining of the aisles; but the main roofs are of timber. A liberal use of flying buttresses, pinnacles and turrets contributes materially to the architectural richness of the edifice; and the three large windows with their foliated tracery, in the north and south transepts and the west front, are also conducive to a like result; the last-named window being filled in with stained glass of remarkable beauty. The central tower will strike the critical observer as deficient in altitude, but it seems that to remedy this defect would have left the architect but two alternatives—either to forego the erection of a spire, as in York Minster, or to impose a crushing weight upon the supporting piers, as was done in the case of Salisbury

Cathedral, with the result of a deflection from the perpendicular. Internally the prevailing characteristic of St. Patrick's Cathedral is a massive simplicity, produced by the height and dimensions of the clustered columns sustaining the arches of the nave.

Most of the Government Offices are grouped in this neighbourhood, and proceeding along Gisborne Street the visitor reaches the Treasury, the façade of which faces the eastern extremity of Collins Street. Its depth is so shallow in proportion to the frontage, that viewed in perspective the building bears too close a resemblance to an architectural screen. The principal front is divided into three members by a recessed basement, over which is an arcade of five coffered arches, resting on coupled columns and rising to the cornice. On each side of this central portion of the façade is a projecting



THE FITZROY GARDENS.

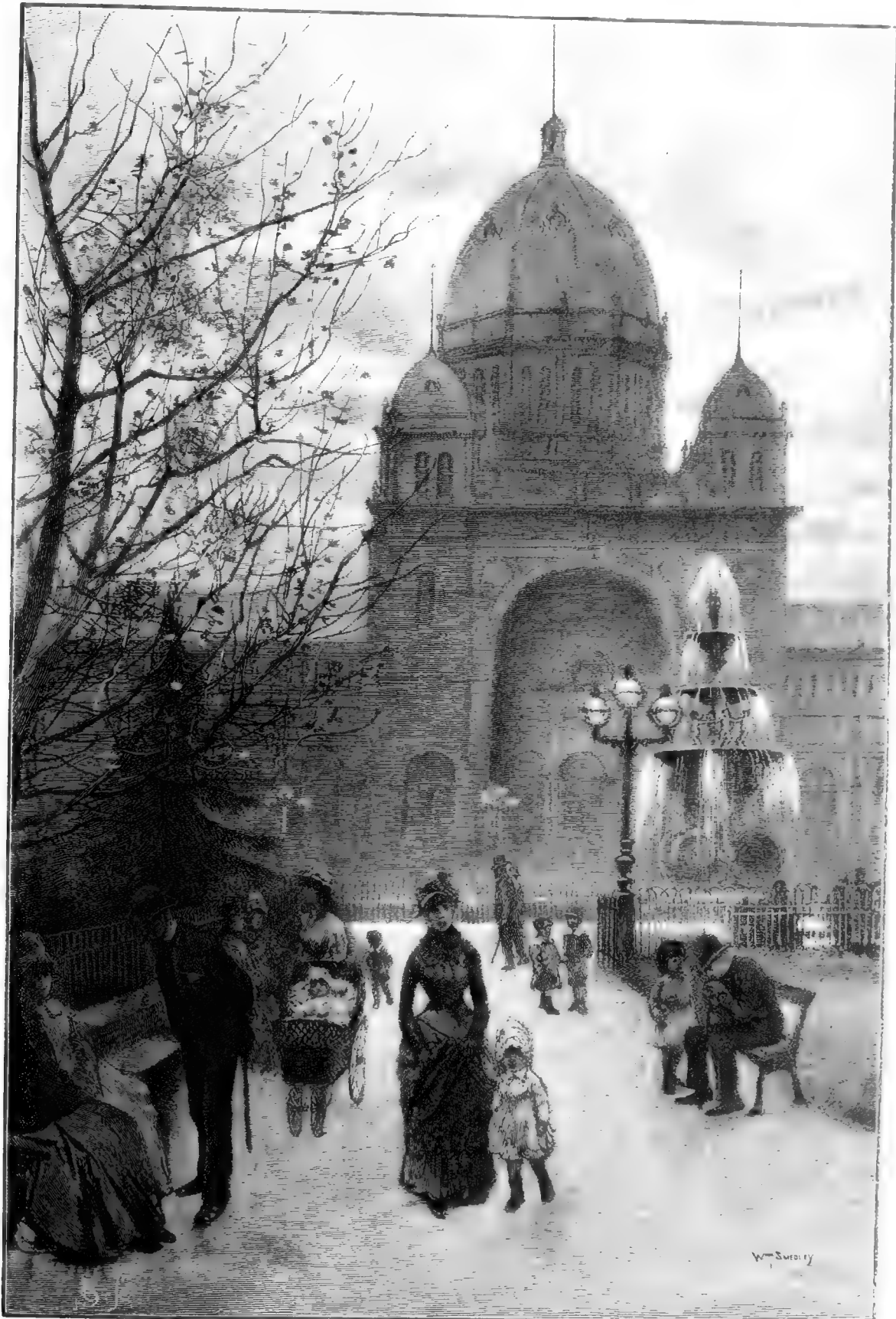
doorway carrying a handsomely treated window above it, flanked by Doric columns and terminating in a pediment. The building, which is three storeys high, has been erected in the Italian style; the two wings harmonize with the general design, and the approaches to the main entrances are by a lofty flight of steps, which can be brilliantly illuminated by half a dozen clusters of powerful lamps.

Turning into the Treasury Gardens, which extend from Spring Street to Lansdowne Street, and have for their southern boundary the road leading out to Richmond, the visitor immediately comes in sight of the Public Offices, standing on the same level as the Treasury, and rising from a raised terrace extending to the latter building. These Offices cover a block of land three hundred and seventy-five feet long and one hundred and fifty feet deep, and rise to a height of eighty feet in the centre. The principal façade has a southerly aspect and consists of three divisions; the main body of the structure containing four storeys, and the wings three. The style of architecture adopted is a modification of the Italian; columns of the Doric order being employed for constructive and decorative purposes in the basement storey, Doric in the next and Corinthian above. From the upper windows a very fine view is obtained over the billowy summits of the trees in the Gardens beneath, and across the valley of the Yarra to Government House Domain, the Botanical Gardens and the south-eastern suburbs. Most of the Departments of the Public Service have their head-quarters in this roomy edifice, and as these were formerly scattered over the whole of the city, and some of them were great distances apart, an important saving of time has resulted from their concentration in one building.

Returning to Spring Street, and retracing his steps in a northerly direction—after passing the lofty façade of the Grand Hotel, recently converted into a coffee palace—the stranger will find himself in a few minutes standing before the portico of the Parliament Houses, occupying an elevated and conspicuous position, and facing one of the most important thoroughfares of the city, namely, Bourke Street.

As early as the year 1853, Mr. Childers, now a distinguished Member of the House of Commons, and then Commissioner of Customs in Victoria, moved a resolution in the Legislative Council affirming the desirability of erecting Houses of Parliament on the present site. This was carried, and plans were prepared by Colonel Pasley, R.E., at an estimated cost of a quarter of a million sterling. But it was not until the year 1856 that the necessary funds were provided, and by this time it was apparent that the buildings must be erected on a much larger scale than had been contemplated. Competitive designs were therefore invited, and the first portions of the buildings constructed were the two Legislative Chambers, designed to form the kernel of the general edifice. These were completed in November, 1856, and on the 25th of that month the first session of the first Parliament of Victoria, organized in conformity with the Imperial Act conferring a Constitution on the colony, was opened by Major-General Macarthur, the Acting-Governor. Two years later the library and refreshment rooms were built of Bacchus Marsh freestone, which proved to be wholly unfit for the purpose, and Tasmanian freestone had to be substituted for it wherever the former had been most exposed to the action of the weather. It was the wish of the architects that the whole of the external masonry should be executed in Carrara marble, at a cost very little

exceeding that of Stawell freestone, and little more than half that of Victorian granite, and, if this had been carried out, the material would have greatly enhanced the beauty and nobleness of the structure; but an outcry was raised against it, in the interests of

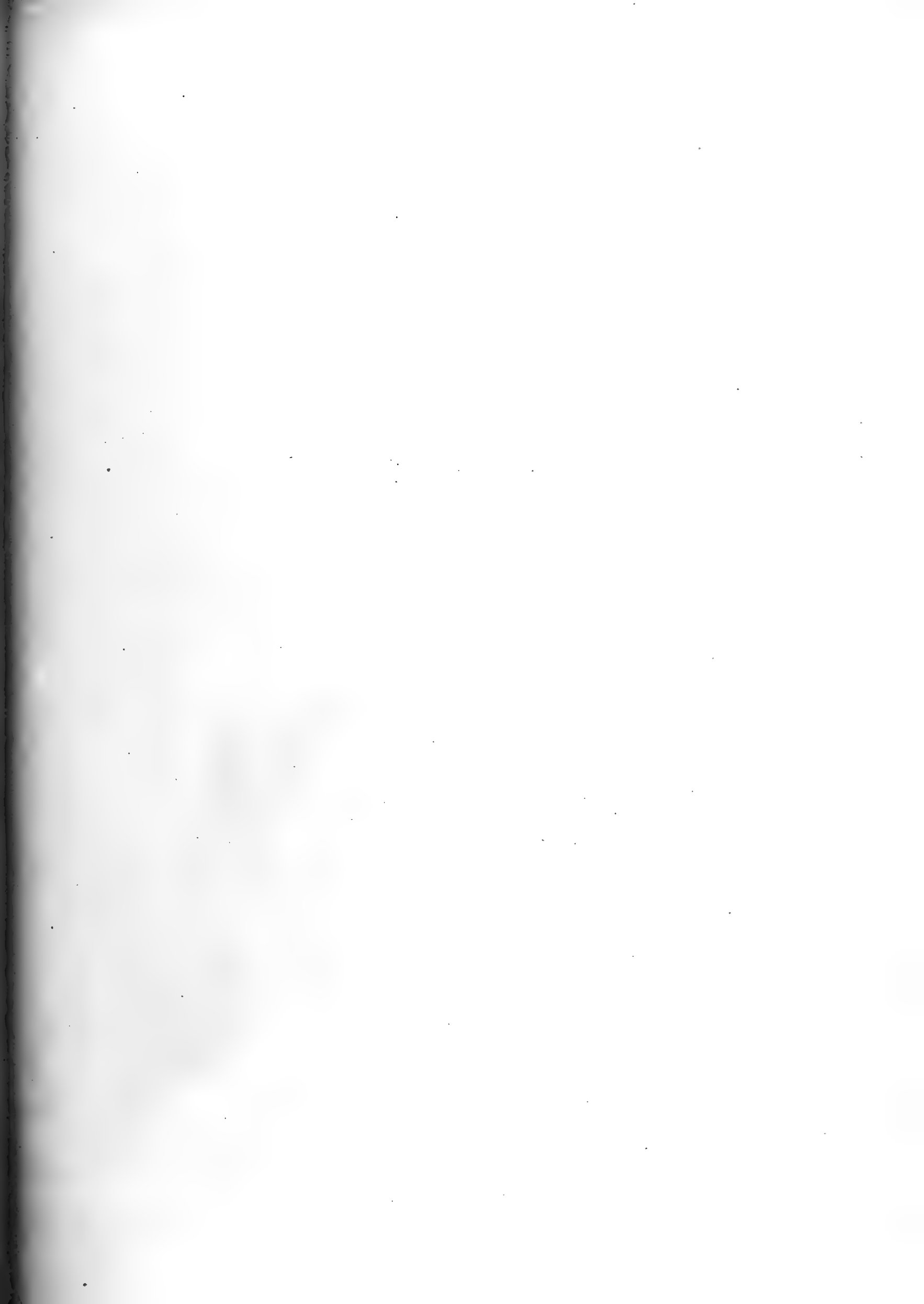


THE CARLTON GARDENS.

Victorian quarry-men and others, and so the proposition was negatived. In the year 1872 it was resolved by a joint Committee of both Houses that the front of the building should be completed, at an estimated cost of eighty thousand pounds sterling, but finan-

cial considerations prevented effect being given to this resolution until 1877, when a Royal Commission was appointed, and instructions were given to prepare fresh designs for the principal façade facing the west, for an entrance hall between the two Chambers, and for the foundations of the vestibule under the dome. The hall and vestibule were immediately proceeded with, and were thrown open on the occasion of the assembling of the Parliament in 1879. In March, 1881, a contract was entered into for the erection of the west façade and dome; but difficulties arising in connection with the stone to be employed, the contract was abrogated, and a fresh one ratified with another builder. The execution of this is being proceeded with at the present time, the material employed being Stawell freestone; and on the 1st of October, 1886, thirty years after the commencement of the edifice, Sir Henry Brougham Loch laid a memorial stone forming the die of the right-hand central column of the portico. The whole will be, when completed, one of the most magnificent buildings to be found in Australasia, and an enduring monument of the ability of its architect.

The area covered by the Parliament Houses is three hundred and twenty feet by three hundred and twelve feet, forming part of a spacious reserve bounded by four streets, and planted with trees and shrubs. A flight of one hundred and forty steps gives access to a decastyle portico, one hundred and forty feet long, consisting of nine bays. At each end of this, doorways lead to the offices, committee and other rooms, and from the centre admission is obtained by three portals to the entrance vestibule, forty-four feet square, above which will rise a double stone dome forty-six feet in diameter, to be surmounted by a stone lantern, the summit of which will be two hundred and eighteen feet above the ground. Immediately behind the vestibule is the Victoria Hall, eighty-five feet long, forty-five wide, and fifty-four high, so that it approaches a double cube in its dimensions. In the centre stands a full-length marble statue of the Queen in her robes of state, sculptured by the late Marshall Wood. This hall separates the two Chambers, and the east end communicates with the library. Above the entrance to the latter is a small gallery, supported by an elegant *loggia*, forming part of the line of communication between the two Chambers, the gallery itself serving as a *nexus* between the reporters' gallery in both Houses. The Legislative Council Chamber is on the south side of the Victoria Hall, and has an extreme length of seventy-seven feet by forty feet wide and a height of thirty feet. Its form and proportions are extremely agreeable to the eye. The style of architecture followed throughout is the Corinthian, the alcove, containing the President's chair, being correspondingly constructed and decorated. The ceiling over the central portion is vaulted and coffered, and that over the end portions is vaulted and domed. Ceiling lights cover the side galleries and illuminate the main body of the Chamber. On the north side of the Victoria Hall is the Legislative Assembly Chamber, which does not differ materially in its dimensions from those of the Upper House. Its internal architecture is executed in the Ionic order, and is covered with a coffered, coved and enriched ceiling. The internal architecture of the Victoria Hall displays two orders, the Ionic having been employed in the lower and the Composite in the upper portion; the ceiling is deeply coved, and pierced so as to form the clerestory which lights the building, while the central panels are elaborately coffered, highly enriched and profusely ornamented. From





SPRING STREET, MELBOURNE.

the east end of the Hall, access is gained through a small lobby to the central library, which opens into the two side libraries, the whole occupying the entire length of the east front of the pile as far as it has been completed; but the plan includes two additional libraries of large dimensions. The central compartment is forty-one feet square, and is carried upon columns to a height of forty-six feet, terminating in an ornamental coffered dome, pierced with openings to light the space below. The Doric order has been employed for the lower and the Ionic for the upper portion of the interior, and a broad gallery with a handsome balustrade runs round the central library. This, with its annexes, contains about forty thousand volumes in all departments of literature, ancient and modern, British and foreign, irrespective of a mass of Parliamentary documents, newspapers and periodical publications stored in rooms below.

Over the side libraries are the refreshment and billiard rooms, each of them forty-nine feet long by twenty-three feet, and twenty-four feet high. At present temporary accommodation is provided in wooden buildings for Committees and for some of the officials; but ample provision will be made for these hereafter in the north and south frontages of the completed edifice, which will cost little less than a million sterling before it finally leaves the hands of the builders and decorators. Whenever this takes place, the people of Victoria will have the satisfaction of knowing that the money has been expended on an architectural monument planned in accordance with the teachings of the great masters of the Italian school. Its simple proportions are not marred by that "freedom of treatment" which is so often synonymous with eccentricity; decoration is subordinated to construction, and there is no necessity to make incongruous ornament serve as a mask for poverty of design. The external architecture consists throughout of a single Roman-Doric order standing on a bluestone rusticated basement, and is surmounted by a well-proportioned attic suitably relieved by carvings. This order embraces both the floors, principal and first, of which the building consists. Each intercolumniation includes a doorway, or window, opening on each floor, those on the principal floor having semicircular arched heads, from the key-stones of which spring elegant balconettes to the windows above. The five doorways opening on to the portico are embellished with polished gray granite columns from the Harcourt quarries, while the windows of the first floor are finished with entablatures, supported on trusses resting on panelled pilasters.

Of the sixty-four Members who composed the Legislative Council of 1855, in 1886 only sixteen survived, and five of these were no longer resident in the colony, while two only occupied seats in the Legislature. There have been fourteen Parliaments and twenty-four Ministries since the institution of responsible government, giving an average duration of eight hundred and thirty-four days for each of the former, and of five hundred and two days for each of the latter. The Legislative Council consists of forty-two Members, elected by the great bulk of the rate-payers of the colony, only those being excluded from the franchise who are rated at less than ten pounds sterling per annum. One-third of the Members retire every other year, so that each holds his seat for six years. Candidates are required to possess a property qualification of the value of one thousand pounds, and the Members of this branch of the Legislature are unpaid, while those of the Legislative Assembly receive three hundred pounds per annum each. This Chamber contains eighty-six Members elected by manhood suffrage under protection of

the ballot, and they hold their seats for three years. Both Houses generally meet in June and continue their sittings until the approach of the Christmas holidays. The total cost of the Parliament to the country is upwards of fifty thousand pounds sterling per annum.

Quitting the Parliament Houses and proceeding along Gipps Street in an easterly direction, the visitor passes the Government Printing House, which has been partially destroyed by fire; on the right are the old Scotch Church and Manse, and on the left the substantial and roomy buildings which constitute the Scotch College, one of the most important and popular of the higher educational institutions of the colony. Then, crossing Lansdowne Street, the Fitzroy Gardens are reached; these comprise an area of sixty-four acres. Five-and-twenty years ago the place was an unenclosed and dreary waste, destitute of herbage, and sparsely sprinkled with aged gum-trees. A deep gully, dangerous to cross after dusk, ran down the centre of this desolate-looking reserve, which between sunset and sunrise was usually shunned by wayfarers whom business or pleasure might lead in that direction. Since then it has been completely transformed, mainly owing to the efforts of Mr. Clement Hodgkinson, a gentleman who at that time occupied a responsible position in the Public Lands Office, and who had paid great attention to landscape gardening. The natural sterility of the soil was overcome by artificial means; and with an ample supply of water, what would have been the work of a century in countries possessing a less genial climate, was accomplished in one-fourth of the time, so that a stranger from Europe finds considerable difficulty in believing that the lofty and umbrageous trees of exotic origin which now adorn the Gardens are little more than twenty years old.

The unsightly gully, down which are poured the storm-waters and surface-drainage of a portion of the neighbouring city of Fitzroy, has been completely masked by trees and shrubs. Its course, in fact, lies through a thicket, in places almost a jungle, where groves of willows, intermingled with poplars, pines and *bunya-bunyas*, overshadow a rich undergrowth of tree-ferns, palm-lilies, grass-trees, creepers and tangled under-wood; and this lofty covert is the haunt and nesting-place of birds innumerable, including, of course, the aggressive, indomitable and irresistible sparrow. From a central bridge crossing this gully, radiate, like the spokes of a wheel from its nave, a number of avenues to nearly all the points of the compass. Some of these are bordered by elms, others by sycamores, Norfolk Island pines, Moreton Bay fig-trees, Himalaya cedars and pines. Here and there a venerable member of the *eucalyptus* family remains to attest that the Gardens once formed part of the primitive bush. The lawn interspaces are inlaid with beds of flowers that are one mass of brilliant colour during nine months of the year; and in the autumn and early summer some of the deciduous trees that have been introduced from North America put on a gorgeous apparel of orange, crimson and old gold, which is rendered all the more striking by contrast with the deeper tints and darker tones of the foliage of the evergreen trees. Numerous casts from the masterpieces of Greek and Roman sculpture are scattered about the Gardens; while fountains and miniature cascades flowing over rock-work are utilized for the purposes of irrigation. Near the north-east angle of the grounds a Doric temple—circular in form and of harmonious proportions, with a domed roof resting on ten columns—rises out of a triangular enclosure full of bloom and fragrance. At no great distance is a music pavilion in the midst of a similar environment.

The streets surrounding the Gardens on the north, south and east sides are naturally held in high esteem as places of residence, and some handsome mansions have been erected in Clarendon Street and Jolimont more particularly. The Palace of the Episcopal Bishop occupies a fine position in the former. It stands in the midst of some spacious grounds, and when it was first erected it was essentially a country house, but is now in



THE HOTHAM TOWN HALL.

the heart of a populous neighbourhood. At the corner of the Wellington Parade—that is to say, at the southern extremity of Clarendon Street, which forms the eastern boundary of the Fitzroy Gardens—the largest private residence in Victoria has just been erected for Sir W. J. Clarke, Bart.; and in Albert Street, on the north side of the Gardens, is the Presbyterian Ladies' College, the architecture of which recalls something that is common alike to some of the old Scottish manor houses and to many of the *chateaux* in the Valley of the Garonne, in the south-west of France.

The suburb of Jolimont, separated from the Fitzroy Gardens by the Wellington Parade, is built upon the grounds attached to the modest wooden cottage which served as the abode of Governor Latrobe. Subsequently the cottage became the residence of Dr. Perry, the first Episcopal Bishop of Victoria. Jolimont was originally excised from an extensive reserve which had received the name of the Richmond Paddock, but is now known as Yarra Park. It constitutes one of the principal playgrounds of the city and

its eastern suburbs, for in and near it are the ample spaces reserved for the exclusive use of the clubs, schools or societies connected with the Melbourne, the East Melbourne, the Richmond and the Scotch College Cricket Grounds, the Friendly Societies' Gardens and the Richmond Bowling Green. These are vested in trustees representing the different bodies more immediately concerned; and that portion of the Park which still remains unappropriated in this way has been largely entrenched upon by the six lines of railway which cross it from west to east, as also by the extension through it of Swan Street, Richmond.

On Saturday afternoons during the greater part of the year, Yarra Park presents a scene of great animation. Cricket-matches, foot-ball contests and bicycle and tricycle races often attract from twenty to thirty thousand spectators in the circular enclosure of the Melbourne Cricket Club. A large and commodious grand-stand affords accommodation for some thousands of the general public, and a substantial members' pavilion is set apart for the use of subscribers. The ground is encircled by a zone of exotic trees which in a few years will constitute a shady cloister, whence in coolness and shadow the great bulk of the visitors may view the sports.

The other cricket grounds are also numerous frequented during the season; and the Richmond Bowling Green—with its trim and well-kept lawns, that look like squares of velvet set in a dark frame formed by a girdle of pines—is at all times of the year a pleasant object to look at from the passing trains, and never more so than in the middle of summer, when its fresh verdure conveys a feeling of restfulness and refreshment to eyes pained and wearied by the universal glare.

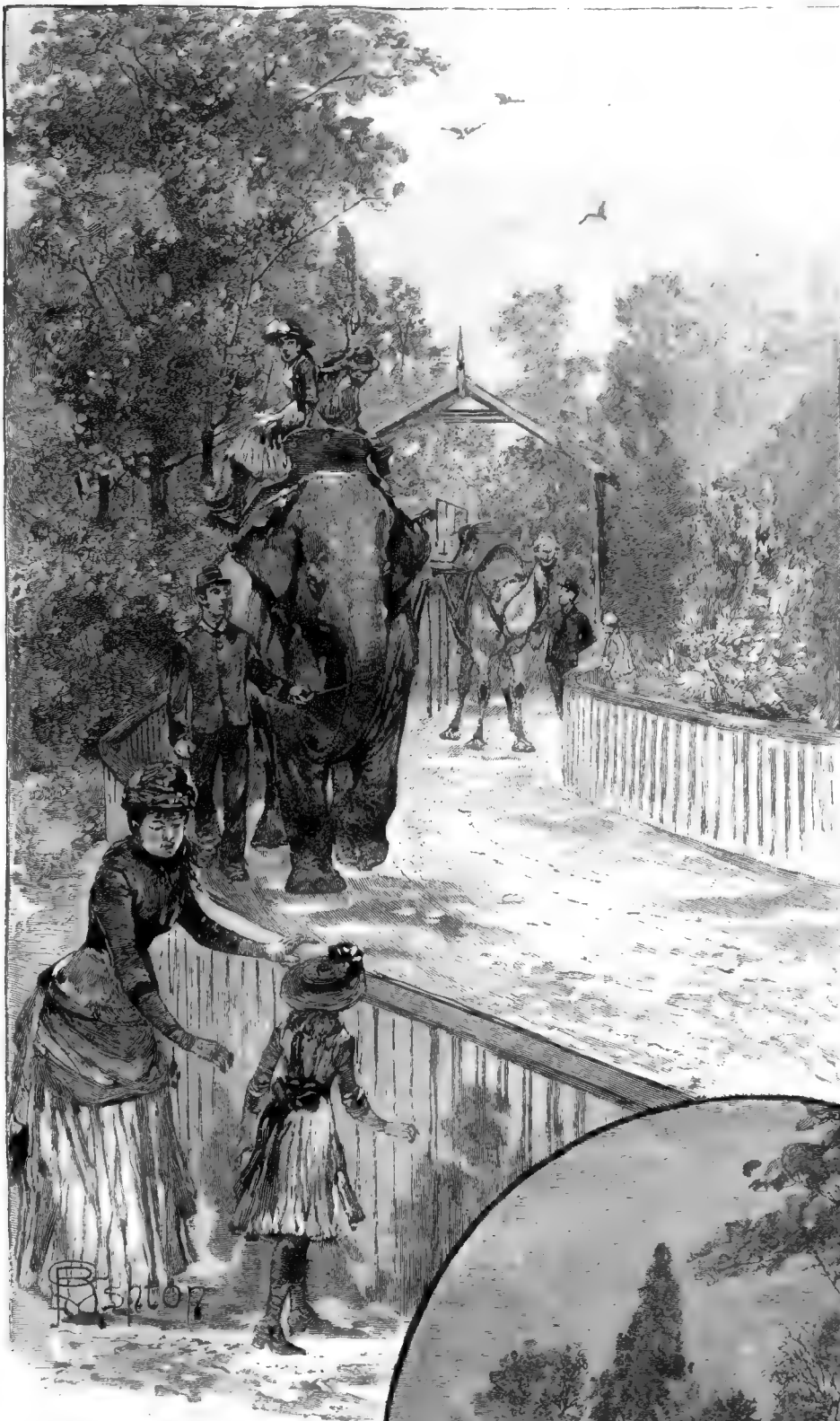
South of Swan Street a block of land, around which the Yarra draws a bow-like curve, is held in trust under a Government grant for the exclusive use of the various Friendly Societies in and around Melbourne. There are upwards of thirty of these, with a membership of between sixty and seventy thousand, and a total income of a quarter of a million sterling. Most of them hold a general holiday once in the course of the year, involving a procession, with bands of music, badges and banners, followed by an afternoon and evening of festivity in these gardens, where an encampment suddenly springs up, and

All the sloping pasture murmurs
Sown with happy faces and with holiday.

Oddfellows and Druids, Caledonian and Hibernian Associations hold their revels here, and the great mass of those who participate in them show by the sobriety of their demeanour and their self-respecting conduct that in all their merry-makings they know how to

Teach themselves that honourable step
Not to outsport discretion.

But the great festivity of the year is that which is celebrated in the month of April, when the whole of the United Trades commemorate the anniversary of the establishment of the principle formulated in the words "Eight hours' labour, eight hours' recreation, eight hours' rest." All labour is suspended; factories and workshops are closed. The deserted scaffoldings are dressed with flags, and a hundred thousand people pour into the streets of Melbourne from far and near to witness the mile-long procession of the representatives of all the handicrafts pursued by the wage-earning classes of the capital. Each branch of industry is preceded by its symbolical banner, and its



members are grouped under the direction of mounted marshals. In many cases there are cars containing workmen engaged in the fabrication of the articles by which they gain their daily bread; in others the occupation of the operatives is denoted by some gigantic specimen or other typical example of their handicraft, and in this respect the procession is becoming more picturesque and impressive year by year. Numerous bands of music form part of the imposing demonstration, and those who take part in it, after perambulating the leading thoroughfares of the city, proceed

to the Friendly Societies' Gardens, where the afternoon is spent in various forms of recreation, while in the evening there is usually a special performance at one of the theatres under the patronage of the Associated Trades for



THE ZOOLOGICAL GARDENS.

the benefit of some charitable institution. In short, "Eight Hours' Day" is the great holiday of the year for all who are enlisted in the numerous regiments that make up the grand army of labour in the metropolis of Victoria and its belt of populous suburbs.

Spring Street, which forms the eastern boundary of Melbourne proper, is built upon on one side only. The opposite side is flanked by public gardens and reserves, except where it is skirted by the façades of the Treasury and the Parliament Houses. Its southern extremity is graced by a row of mansions, while poor cottages and shabby little shops huddle together at the other. Some large hotels—one of which is the favourite resort of numerous members of the Legislature, and of deputations from the country having business to transact with the Public Departments—occupy an intermediate position, as does also the handsomest theatre in Melbourne, built upon the site of a once popular amphitheatre. Close by, at the north-east corner of Bourke Street, stood a by no means spacious *marquee* designated the *Salle de Valentino*. It flourished in 1851, and for a few years subsequently, when concerts and balls took place nightly underneath its canvas roof; it was thronged with diggers carrying a little fortune in their belts, and with female dancers sedulously intent upon securing some portion of that easily-acquired wealth. To the apex of a triangular reserve, conspicuously situated in this street, has been transferred the bronze statue of Burke and Wills, which was originally placed at the intersection of Collins Street East and Russell Street. Another reserve is covered by a block of buildings to which a passing reference has already been made—the Model Schools. They were erected many years ago when the educational requirements of the infant city were few and easily satisfied; they are now set apart for the training of teachers in connection with the system of public instruction by the State instituted in 1872.

THE SUBURBS.

Spring Street terminates at Victoria Street, and turning into this, the visitor sees before him the square plain edifice belonging to the Royal Society, in which the various scientific associations of the city hold their meetings. The society itself is the result of an amalgamation of the Victorian Institute and the Philosophical Society, both of them formed in the early days of Melbourne, and blended into one under the presidency of Sir Henry Barkly in 1860. As far back as 1854, and at a time when men's minds were engrossed by material pursuits, the late Sir Redmond Barry and Mr. Sidney Gibbons succeeded in bringing together several zealous friends of scientific research, and these are entitled to the credit of having been the founders of the present Royal Society, which is in correspondence with all the principal associations of a kindred character in other parts of the world, and with whom it exchanges "Transactions."

The Trades' Hall, at the corner of Victoria and Lygon Streets, is the place of assembly of what has not been inaptly called the Parliament of Labour, which formerly held its sittings in a primitive wooden building that has been replaced by a substantial brick structure having a frontage of seventy-two feet to Victoria Street. When completed it will have cost something like ten thousand pounds sterling, and will nearly cover the acre of ground granted by the Legislature for its perpetual use. The organizations of from seventy to eighty trades, representing almost every variety of handicraft, have their

head-quarters here. They elect a Council, to which are entrusted large administrative powers, and this body deals authoritatively with a variety of questions arising out of disputes between employers and employed in regard to the current rate of wages, trade usages and other matters affecting the welfare of the operative classes. It is also the



ORMOND COLLEGE.

guardian of the "eight hours" principle; and as it is clothed with the large powers devolved upon it by a constituency which embraces the whole of the trades, it has a voice potential in the social polity of the metropolis and its suburbs.

The Hall of the Horticultural Improvement Society, devoted almost exclusively to flower-shows and similar purposes, is passed on the left-hand side before reaching the Melbourne Gaol, a massive and gloomy-looking building, which with its circular bastions and its armed sentries pacing the summit of its lofty walls, might easily be mistaken for a fortress. It occupies a spacious and exceptionally valuable site, where it is an eye-sore, and from which it is pretty certain to be removed at no very distant date.

Within a stone's-throw of the prison is the lofty tower and huge appurtenances of the Carlton Brewery, which has acquired a special repute in connection with the exploits of a volunteer fire brigade composed exclusively of persons belonging to the establishment. Trained with special care, and disciplined by incessant practice, this valuable corps has maintained its supremacy for many years against all competitors at the annual demonstrations of the whole of the fire brigades of the colony.

In the Victoria Markets, with its double frontage to Victoria and Elizabeth Streets, the great bulk of the orchard, garden and dairy produce, raised in the country districts

around the metropolis, finds its way to the retail distributors on Wednesdays and Saturdays. At other times it is comparatively deserted. In the early hours of the morning on both those days, heavily laden carts converge upon the Markets from all points of the compass, bringing with them wafts of fragrance from far-off flower-beds and pleasant evidences of the fertility of the soil on the mountain slopes, where walnuts, gooseberries and raspberries flourish, and in valleys where serried rows of apple and pear, cherry, peach and plum trees make the spring beautiful with their pink and snowy blossoms, and the summer and autumn gay with the gold and crimson of their abundant fruitage. Mingling with the spoils of Victorian orchards are cases of oranges from Parramatta, dray-loads of bananas from Fiji, heaps of pineapples from Queensland, and tons of grapes from South Australia and the valley of the Murray. The suburban nurseries send in a wealth of flowers and pot-plants, the former arranged for the most part with a nice perception of harmonies of colour and of agreeable contrasts of form. As the concourse of buyers is considerable, and includes numbers of frugal housekeepers, a miscellaneous mart has been established by way of supplement to the main traffic of the place; and new and cast-off wearing apparel, second-hand books, confectionery, cheap jewellery, glass and china ware for household use and ornament are offered for sale with such glowing eulogiums of their utility and value, and such importunities to purchase them, as a long experience in the practice of itinerant hawking is capable of suggesting to the persistent vendors.

To pass from this scene of bustle and animation, of noise and confusion, of bargain and sale, to the silent grass-grown Cemetery, which is partly walled in by the Market Buildings, forms quite a solemn antithesis. On one side of the brick partition is the din of many voices and the tumultuous movement of a jostling crowd, with a sprinkling of pickpockets and a contingent of disorderly boys; and on the other the stillness and the dreamless repose of death. All the entrance gates are locked with one exception; and passing through this the stranger probably finds that he is the only living inmate of an enclosure which has been watered by the tears of a generation. Among the hundreds of tombstones there are very few which do not bear date in the forties or fifties. Half a century has elapsed since some of those who lie beneath were committed to the earth; but that their memories are still tenderly cherished is evidenced by the fact that upon graves which have been closed for forty, or even five-and-forty years, pious hands have placed offerings of freshly-gathered flowers. A few conspicuous monuments mark the last resting-places of early colonists of note. Among these is a simple obelisk of dressed bluestone, erected several years ago, above the grave of one of the founders of Melbourne. It bears the inscription: "John Batman, born at Parramatta, New South Wales, 1800; died in Melbourne 6th May, 1839. He entered Port Phillip Heads 29th May, 1835, as leader of an expedition which he had organised in Launceston, V.D.L., to form a settlement, and founded one on the site of Melbourne, then unoccupied. This monument was erected by public subscription in Victoria, 1881. *Circumspice!*" The necessary funds were raised by a shilling subscription from two thousand five hundred persons; and the memorial was unveiled by the Mayor of Melbourne in the presence of a number of old colonists, including an early friend of Batman's, Mr. G. A. Thomson, at that time eighty-three years of age.

Victoria Street terminates at the grounds of the Benevolent Asylum, occupying one of the most elevated sites in the town of Hotham. The institution owes its origin mainly to the joint efforts of Mr. J. P. Fawkner and Sir John O'Shanassy, and the foundation stone of the modest edifice, which then sufficed for the accommodation of a mere handful of aged and infirm people, was laid by Mr. Latrobe upwards of forty years ago. It now shelters between six and seven hundred inmates, and the demands

upon the charity are so much in excess of the resources of the establishment to cope with them, that the expediency of disposing of the buildings and of the ten acres of



THE COLLINGWOOD TOWN HALL.

orchard, flower gardens and pleasure grounds by which they are surrounded, is beginning to be generally recognized, and the removal of the Asylum to more spacious premises, with a larger area of land, a few miles from Melbourne, is merely a question of time.

In the suburbs, as in the city itself, certain industries seem to be drawn together by the force of attraction and cohesion, and without any obvious reason. Hotham is the principal seat for the manufacture of agricultural implements, and many acres of ground are covered by the extensive works of different firms. Each establishment has arisen from comparatively small beginnings to great magnitude and importance; and the energetic "captains of industry," to whose enterprise they owe their foundation and present prosperity, have every reason to be proud of their work. The local Meat Market concentrates most of the wholesale carcass trade, and the extent of the business annually transacted there may be gauged by the fact that it involves the exchange of

three-quarters of a million sterling. In Hotham also the Co-operative Vegetable and Fruit-growing Company carries on its business, and formerly found a valuable market in Sydney, to which city it was accustomed to dispatch thousands of dozens of cabbages



THE RICHMOND TOWN HALL.

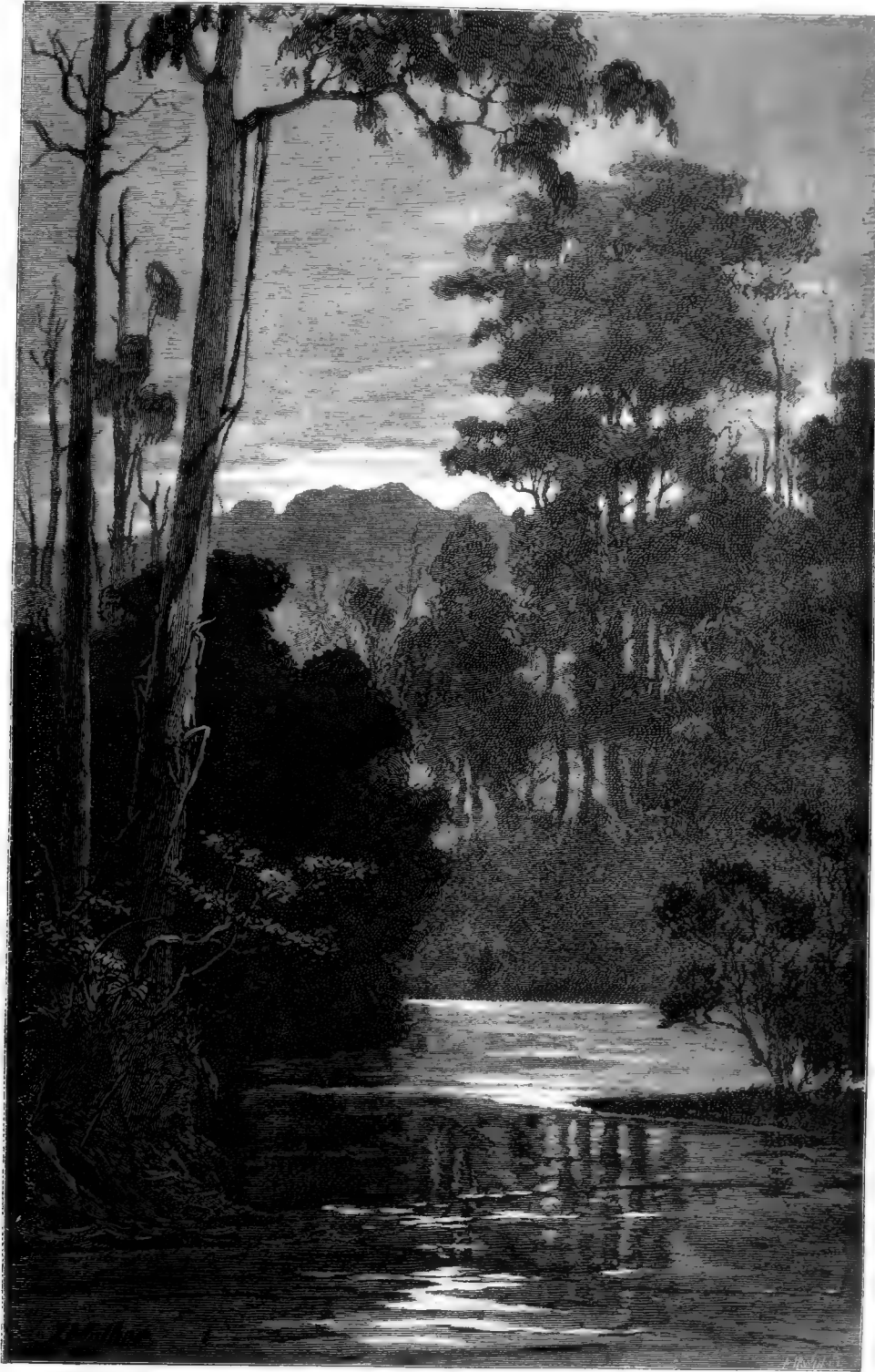
and thousands of bags of potatoes per annum. Tanneries and glass and other factories contribute to the welfare of the town, and the aggregate amount of money distributed in wages every week is sufficiently ample to maintain a large and lucrative retail trade. Errol Street is one of the busiest and most popular of the leading thoroughfares of Hotham, and corresponds with the High Street of an English county town. The Town Hall occupies a commanding position at the corner of Errol and Queensberry Streets. It was erected in the Italian style in 1875. A tower, five storeys in height, surmounted by a mansard roof, occupies one angle of the building, which is admirably arranged within, comprising a spacious and ornate main hall, an excellent library, one of the largest schools of art in the colonies, post and telegraph offices, a council chamber, court-house, and all the necessary offices for the administration of the municipal government.

An extensive area of marsh-land and lagoon, now in process of reclamation by drainage canals, separates Hotham from a group of rapidly-expanding suburban townships; namely, Flemington, Kensington, Essendon, Newmarket, Ascot Vale and Moonee Ponds. The first two have been united to form a municipality, and the third is also locally governed. Newmarket is not, as its name would seem to indicate, one of the racing centres of the colony, but a great sheep and cattle market, through which between three and four hundred thousand of the former and from fifty to sixty thousand head of the latter pass every year for consumption by the three hundred thousand inhabitants of the metropolis and its suburbs. Its highest point overlooks a natural amphitheatre, the level arena of which comprehends an area of upwards of three hundred acres, forming what is generally acknowledged to be one of the finest race-courses in the world. Behind two grand-stands, providing accommodation for many thousands of persons, rises a natural hill, from which fifty thousand can command a view of the whole course, and of every race from start to finish; while an equal number of spectators usually congregate on "The Flat" when the Melbourne Cup is run for, an event

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which, according to an official estimate, has been known to draw together as many as one hundred and thirty thousand persons.

In the immediate neighbourhood of Flemington, on the east side of a serpentine creek separating it from Brunswick and Carlton, lies the Royal Park, which contains between two and three hundred acres. Its elevated position and undulating surface



A REACH ON THE YARRA.

combine to render it one of the most picturesque of the numerous reserves, which have been wisely set apart for purposes of public health and recreation in the immediate vicinity of Melbourne. It has, however, been encroached upon at different times by Governmental institutions. These include an old powder-magazine, a "calf-lymph vaccination farm," a commodious edifice devoted under the supervision of the Immigrants' Aid Society to the shelter of the destitute, and an Industrial and Reformatory School. At least this was the purpose for which the great barrack-like structure was originally used, until experience demonstrated the superiority of the home life and domestic training, obtainable under the boarding-out system, as

compared with the practice of herding together the little waifs and strays of society under one roof, where they were found to suffer alike in health and in morals. At present the school serves as a receiving house for boys and girls, who are thence drafted off to various parts of the country. Under this improved method of dealing with them there has been a remarkable falling off in the number of children thrown

upon the State for their maintenance, for during a period in which the population of the colony has increased by three hundred thousand, the number of these wards of the Government has declined from nearly two thousand four hundred to less than two thousand, and the cost of supporting them from forty-six thousand seven hundred to about thirty-seven thousand three hundred pounds sterling.

In the centre of the Royal Park an area of fifty acres has been granted to the Zoological and Acclimatization Society, and here the Council of that body, with an annual income which rarely exceeds four thousand pounds sterling, has succeeded in collecting from all parts of the world specimens of its most representative fauna. The larger cages are occupied by lions, tigers, wolves, leopards, bears and living examples of the *mammalia* generally. Elephants and camels are led about the grounds for the conveyance of childish passengers; hundreds of birds, of every variety of plumage, from the brilliant hues of the tropics to the sober grays and browns of northern latitudes, are suitably housed in the midst of picturesque surroundings; and the Gardens have been planted with shrubs and flowers so as to augment their attractiveness. A *mia-mia*, constructed of sheets of bark, and furnished with the nets and weapons of the aborigines of Victoria, connects the present with the past by faithfully reproducing one of the native habitations which not more than fifty years ago were reared upon this very spot, when the site of Melbourne was occupied by grassy glades and groves of venerable trees.

On the east side the Royal Park is skirted by a suburb of recent growth, entitled Parkville, composed of pretty villas and handsome terraces, some of which face the Sydney Road—one of the broadest of the approaches to the city, and planted with avenues of elm and pine. On the other side of a reserve that has received the name of Prince's Park is situated the Melbourne Cemetery. This has been used as a burial-ground since the year 1853, and during the interval it has received the mortal remains of one hundred and twenty-five thousand persons, thus but a limited area of its hundred and one acres is now available for future interments. Each of the leading religious denominations has its own separate province in this silent realm, which is made as beautiful by trees and shrubs and flowers as nature and art can render it. One of the most conspicuous monuments in the Cemetery is that erected to the memory of Sir Charles Hotham, which consists of a lofty pillar of polished red granite, with a richly carved capital surmounted by a cross. Another, covering the grave of Lady Barkly, resembles a Gothic chapel; and a third, consisting of a huge monolith of rough-hewn granite resting on a massive plinth, marks the final resting-place of the bones of Burke and Wills, the explorers: "Comrades in a great achievement companions in death and associates in renown"—so reads the epitaph.

The suburb of Carlton has already enveloped the Cemetery on three sides, and the time is fast approaching when, from the inability to find room for any more graves, this, like its predecessor, will have to be closed. It has been resolved, therefore, to select a site for a much larger necropolis at such a distance from Melbourne as will place it beyond the reach of metropolitan extension, at any rate for some centuries to come; and a tract of land, close to the railway, comprising some hundreds of acres in an elevated position and with a sandy soil, has been marked out for this purpose near Frankston, on the eastern shore of the Bay.

Leaving the Cemetery and turning to the southward, a short walk across the College Crescent leads straight to the fine University Reserve; this comprehends within its limits an area of a hundred acres, forty of which have been set apart for the uses of the institution, and sixty as sites for Church of England, Roman Catholic, Presbyterian, Wesleyan and other Colleges, and also for a recreation-ground. The University is indebted for its existence mainly to the efforts of the late Sir Redmond Barry and other public-spirited colonists, at a time when the Victorian Treasury was overflowing with money, and the great mass of the community had neither the leisure nor the inclination to bestow the slightest attention upon any but material pursuits. Thanks to the



THE METHODIST LADIES' COLLEGE, HAWTHORN.

personal influence of these gentlemen, and the sympathies of a Government composed of men who had been college-bred, the Legislature was induced to grant a block of land, a sum of money and an endowment for a University, which commenced its career in 1855 with four professors and just four times that number of students, and is now looked up to as their *Alma Mater* by upwards of two thousand under-graduates.

The University Buildings, covering three sides of a quadrangle, have been somewhat dwarfed by the edifices which have grown up around them. One of the handsomest of these is the Wilson Hall, which owes its existence to the munificence of Sir Samuel Wilson, who appropriated the sum of thirty thousand pounds—the accruing interest on which eventually raised it to nearly forty thousand pounds—to the foundation of a hall, one hundred and forty feet long, fifty feet wide, and upwards of eighty feet

high, in which the annual commencements might be held. Both externally and internally the Wilson Hall recalls some of the noble structures which grace the collegiate cities of England. The style of its architecture is that of the best period of the perpendicular Gothic. The building is divided into five bays, which are formed externally by boldly projecting buttresses crowned by pinnacles, while the angles are emphasized by octagonal turrets. At the south end is a very large and richly traceried window, underneath which, in the interior, is placed the dais. On either side of this are handsome bay windows—the one on the west side rectangular and the one opposite semi-octagonal. The hall has an open roof, richly decorated with carvings, the hammer-beams terminating in winged angels upholding shields.

Up to the present time only three colleges have been erected in connection with the University—the Church of England (or Trinity), the Wesleyan, and the Presbyterian or Ormond College. The last-named was constructed, and has been enlarged, at the sole expense of the late Hon. Francis Ormond, who has also founded a choir of music in the University. Trinity College has found a very generous friend in Sir W. J. Clarke, Bart., whose successive donations to it have not fallen far short of ten thousand pounds sterling. The National Museum of Natural History and Biology and the buildings of the Medical School both stand within the grounds of the University.

Quitting this seat of learning by the Grattan Street entrance, and proceeding in an easterly direction, the visitor reaches the Carlton Gardens, which comprise an area of sixty-three acres planted with trees, shrubs and flowers, and contain three artificial lakes, each of which has small islands serving as coverts for aquatic birds. The ground rises somewhat towards the centre of the Gardens, and advantage has been taken of this circumstance to erect the International Exhibition Building on a site so elevated that the lofty dome forms a conspicuous object for many miles round, and the view from its summit is consequently an extensive one. The building was calculated to provide upwards of half a million feet of space for exhibitors, but this was subsequently extended to nine hundred thousand feet by the erection of annexes; the style of architecture is the Italian Renaissance. Two monumental fountains—the one near the main entrance and the other opposite the eastern portico, surrounded by mosaics of grass and flowers—contribute materially to the picturesqueness of the approaches and the beauty of the Gardens, which are of immense value as a means of health and recreation to a thickly-populated neighbourhood. The Convent of Mercy, the Hospital for Sick Children, the Erskine Church and the Wesleyan Home occupy sites immediately adjoining.

Turning out of Nicholson Street, which skirts the Carlton Gardens on the east side, into Moor Street, a walk of ten minutes or thereabout leads to the Collingwood Town Hall and Mechanics' Institute; this is situated in the very centre of a populous district, and one which contains probably a greater proportion of artisans and manual labourers than any other suburb of Melbourne. It was also the first electoral district which sent an operative mason into the Legislative Assembly, and it has generally taken the lead in popular movements. The structure just spoken of is one of the largest and handsomest near Melbourne, and covers an area of about two hundred feet square, the site forming part of seven acres belonging to the Council. The architecture is of the Renaissance style. Over the main entrance is a tower one hundred and fifty feet high,

and at each angle of the building is a pavilion enriched with coupled columns and surmounted by a curved mansard roof. These pavilions are united with the central tower in the principal façade by means of an arcade, and the general effect of the whole elevation is decidedly rich. Inside is a fine hall, one hundred and twenty feet by fifty, capable of accommodating seventeen hundred persons, while the balconies above can seat three hundred and fifty more. Most of the public business of this suburb is centralized in its Town Hall, which contains the Post and Telegraph Offices, a free library, the Court House and Lock-up, the Municipal Offices, the Police-barracks, the Mechanics' Institute, a



THE COLLEGE OF ST. FRANCIS XAVIER, KEW.

public reading-room, a large lecture-room and other apartments. It faces Hoddle Street, following which, in a northerly direction, the visitor reaches Johnston Street, which runs at right angles to it. Traversing this thoroughfare towards its outlet over the bridge which receives its name, access is gained to Studley Park, a sylvan eminence containing about three hundred acres, exhibiting all the characteristics of the primitive bush, as the indigenous vegetation has been left almost untouched. With the exception of two relatively small reserves known as the Edinburgh and Darling Gardens, this is the only public park in the immediate vicinity of Collingwood, and the elevation of its position gives it the command of an extensive prospect to the westward, southward and northward, the view being bounded in the last-named direction by the Plenty Ranges and Mount Macedon. Just after sunset, when the after-glow, be it crimson, or orange, or amber, is lingering in the west, the outlook in that quarter is very fine, for the dark silhouettes of the domes and towers and cupolas of the numerous public buildings which crown the ridge of the Eastern Hill stand out in sharp relief against the lustrous sky; and when the brief twilight fades, thousands of lights begin to sparkle in the valley

below, which is covered by the suburbs of Richmond and Collingwood. The folds of the River Yarra, flowing at the foot of the Park, are so voluminous as to carve it into three peninsulas, which also resemble promontories. One of these overlooks the spacious grounds and extensive buildings of the Convent of the Good Shepherd at Abbotsford,



THE YARRA AT HAWTHORNE.

an institution in which a beneficent work is being accomplished for the reclamation of fallen women. A second looks down upon the original lunatic asylum of the colony, deriving from its situation the name of Yarra Bend. The scenery on the banks of the River is eminently picturesque, owing to its numerous convolutions, the precipitousness of the high ground on one side, and occasionally on both, and the beautiful groups into which the trees arrange themselves. The Park itself is in the borough of Kew, and where the reservation ceases advantage has been taken of the exceptional lofti-

ness of the site, and the wide expanse of country which the eye ranges over, to erect some of the finest mansions in the outskirts of the city. Founded on the village or cottage system, this asylum has been built piecemeal during a period of forty years. It was commenced in 1848, and placed in the most sequestered position that could be found within so short a distance of Melbourne. Almost encircled by the Yarra, on the other side of which rises a wooded amphitheatre, the seclusion of the spot is perfect. The buildings include ten separate cottages for women and eight for men, and as these are protected from the sun by verandahs overgrown with creepers, and each has a small garden attached, they have a home-like and pleasant look. There are also spacious and airy dormitories, dining-rooms and officers' quarters, providing accommodation for upwards of seven hundred patients. A farm of fifty-five acres furnishes occupation to such of the inmates as are capable of manual labour, and to whom it is likely to prove beneficial, and a prettily-situated cricket ground is much resorted to for purposes of recreation.

Recrossing the River, and ascending the high ground which overlooks the old asylum, the visitor gains the commanding eminence occupied by the huge edifice known as the

Kew Asylum, erected at a cost of nearly two hundred thousand pounds sterling, and covering twenty-one acres of ground. With its two lofty and massive towers and extended wings, it is a conspicuous object for miles around. It stands in the midst of a park of four hundred and sixty acres, and was originally intended for the reception of six hundred patients; but the growth of insanity in Victoria is unfortunately so rapid that the institution is usually over-crowded. It contains a library of six hundred volumes, and every effort is used to amuse and employ the inmates so as to facilitate their restoration to reason where this is practicable. There are carpenters', shoe-makers' and blacksmiths' shops for those who have been accustomed to occupations of this kind; a farm and garden for husbandmen, a cricket ground, a bowling-green and other places of out-of-door recreation; and a ball and concert room in which periodical entertainments



CHRIST CHURCH, SOUTH YARRA:

take place. In the spacious quadrangles are exercise grounds and shelter-sheds, and the Asylum is surrounded by shrubberies and flower gardens covering an area of twenty-five acres, irrespective of forty-six under cultivation, the total area of the park in which it stands being three hundred and ninety-six acres.

The adjoining suburb of Kew—which is reached on leaving the Asylum by passing along Princess Street—has been rendered a favourite place of residence owing to the elevation of its position, and the beauty and extent of the prospect commanded from some portions of it. The view from the Bulleen Road—before it dips into the hollow approaching the Boroondara Cemetery, where the valley of the Yarra spreads out between a succession of undulating hills, with a fine mountain chain in the distance—will remind the visitor from England of the far-famed prospect from Richmond Hill in Surrey. On account of the salubrity of the neighbourhood several educational establishments have been instituted at Kew. One of these, the College of St. Francis Xavier, belonging to the Society of Jesus, occupies a site of seventy acres bounded on one side by Denmark Street—a continuation of Princess Street. The situation of the building is an exceptionally pleasant and healthy one. Architecturally unpretending as regards its exterior, the College has been so planned internally as to render it in every way worthy of its educational purpose. It is calculated for the accommodation of a hundred pupils, most of whom are drawn from the higher classes in the Roman Catholic Church.

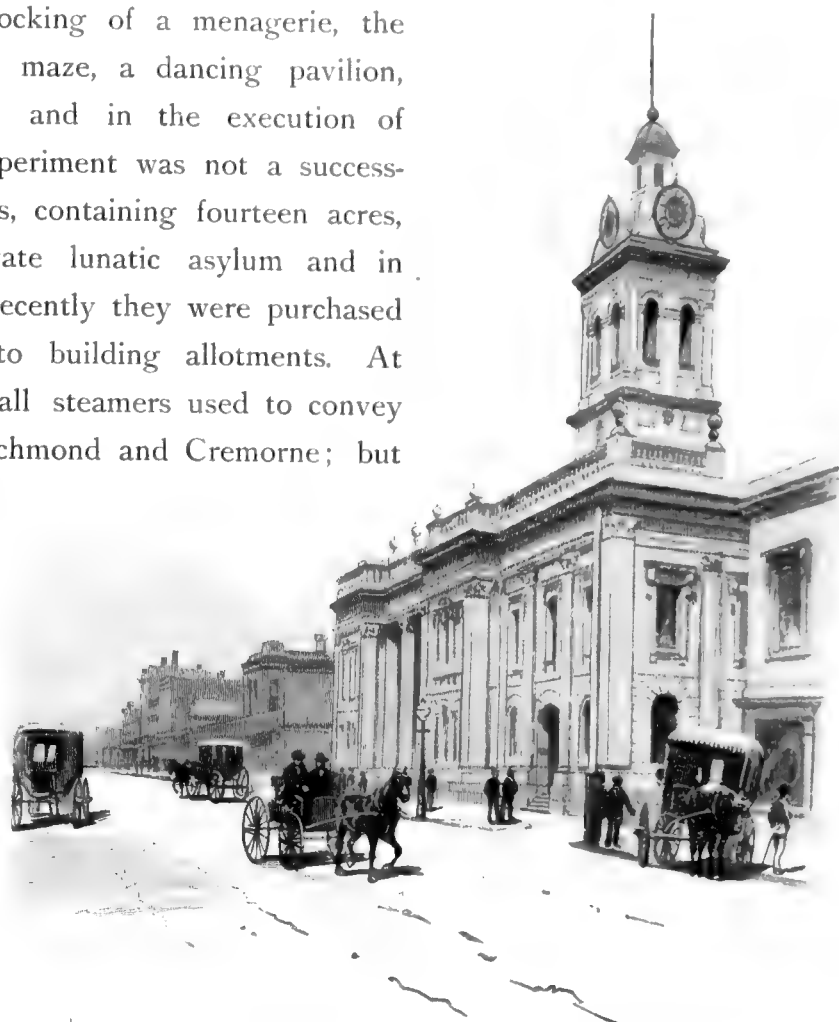
Turning up Barker's Road, which forms the boundary line between Kew and Hawthorn, the visitor sees the turreted tower and spire of the Ladies' College, recently founded by the Methodist Church of Victoria. It is built in the early decorated style of Gothic architecture, with gabled wings, to which the bay windows and flanking towers impart an agreeable variety of line; and it is picturesquely situated.

Not many years ago Hawthorn was a village containing a population of a few hundreds, scattered over a large area which comprised two parks and many spacious paddocks; to-day it numbers ten thousand inhabitants and includes within its municipal limits seven churches and three State schools. Its western boundary is defined by the River Yarra, the left banks of which are high and precipitous, crowned with fine residences, and in places graded into terraced gardens, and are elsewhere clothed with trees; while the serpentine course of the stream, and the beautiful forms of the willows which dip their pendent foliage in its waters, contribute to render this part of the River exceedingly picturesque. A certain historical interest attaches to the trees themselves, for most of those that were planted in the early days sprang from slips procured at St. Helena, at which island nearly all outward-bound vessels touched, and every visitor to the tomb of Napoleon brought away as a relic a cutting from the willows which overshadowed it.

Crossing the River, and following it down through a large reserve bearing the name of the Richmond Park, but still better known by its earlier designation of the Survey Paddock, a pleasant walk of a quarter of an hour will conduct the visitor to the Horticultural Gardens, in which there is one of the largest and most varied collections of apple, pear and fruit trees in this part of the world. Almost surrounded by the Yarra, the situation of these Gardens is so sequestered as to render them a favourite place of resort for persons wishing to get into the quietude of a really rural retreat within a ten minutes' ride of Melbourne by railway; and the other portions of the Park, which are similarly accessible from Picnic Station, present the aspect of a large country fair on public holidays. Temperance societies, schools and benevolent organizations make it a place of rendezvous on such occasions:—"In crowds they flock to hear the minstrels play, and games and carols close the busy day."

Quitting the Park by way of Swan Street, and following it up in a westerly direction, the visitor passes through the suburb of Burnley, which had no existence ten years ago, and turning down Cremorne Street, reaches the site of the once famous gardens which bore that name, and were created by Mr. James Ellis, the founder of the still more famous place of popular entertainment similarly denominated in Chelsea. They afterwards passed into the hands of Mr. George Coppin, who is understood to have expended forty thousand pounds in the erection of a theatre, the construction and stocking of a menagerie, the formation of an artificial lake, a maze, a dancing pavilion, fountains, grottoes, bowling-alleys, and in the execution of other improvements; but the experiment was not a successful one, and in 1864 the grounds, containing fourteen acres, were occupied in part as a private lunatic asylum and in part as nursery gardens. Quite recently they were purchased by a syndicate and cut up into building allotments. At the earlier period spoken of, small steamers used to convey passengers from Melbourne to Richmond and Cremorne; but the River has been so contaminated by the sewage it receives during a circuitous course of twelve miles, that boating upon its surface is attended with danger to the health of those who engage in it.

One of the largest railway stations outside Melbourne has been erected at a high level in Swan Street, Richmond, involving an outlay of nearly one hundred thousand pounds, and the traffic on the three double



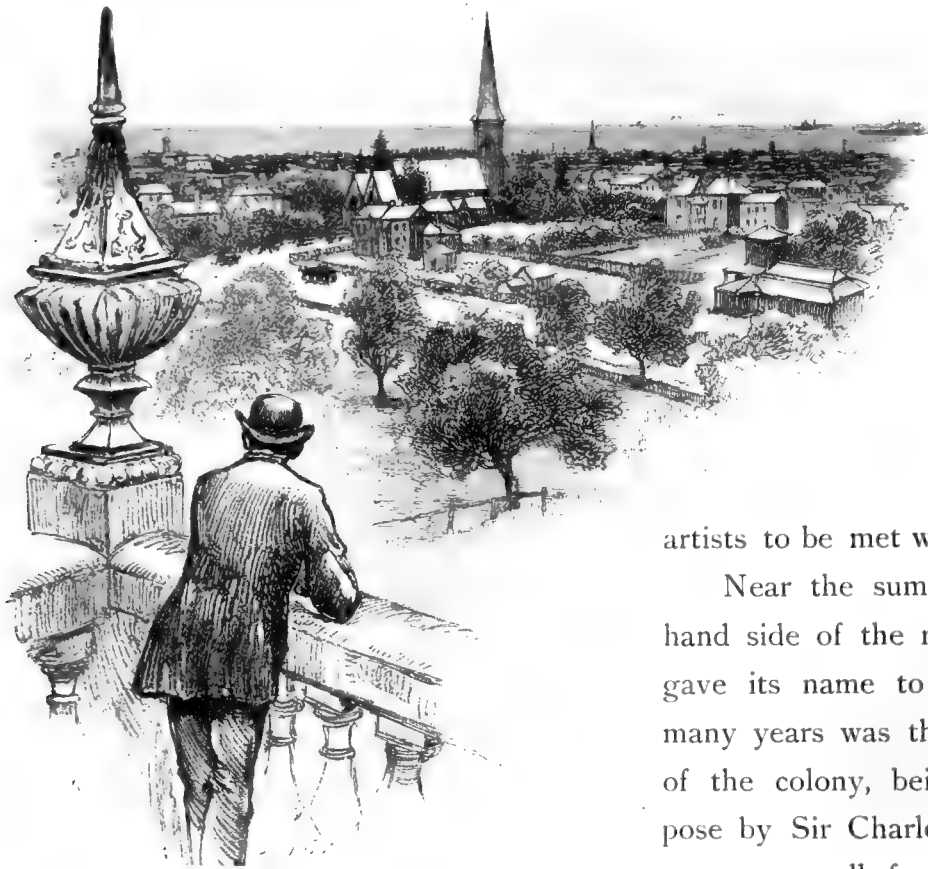
THE PRAHRAN TOWN HALL.

lines is so great that the trains average one a minute, from early morning until midnight.

The main thoroughfare, the Bridge Road, is reached through Lennox Street, and following it in an easterly direction for some distance, the Town Hall, which contains a free library and the customary municipal offices, comes into view. It is in the Lombardo-Gothic style, with a slender *campanile*, surmounted by a spire rising from the centre, a balustraded parapet, and a mansard roof crowning each of the wings, which are arcaded on the ground-floor.

The expansion of the suburbs is well marked in the district separated from Richmond by the River, South Yarra was always a favourite place of residence with well-to-do citizens, and the detached residences with which it was dotted were surrounded by spacious gardens and open fields. But the latter have disappeared, and are nearly all built over. From the foot of the hill at which Toorak may be said to commence, the road winds through a district chiefly occupied by gentlemen's houses standing in the

midst of ample pleasure grounds maintained in perfect order and adorned with conservatories, ferneries, tennis-lawns, shrubberies and flowery parterres of considerable beauty. Some of these demesnes embrace an area of from ten to fifty acres, and as the average value of the land in this neighbourhood is certainly not less than a thousand pounds



TOORAK, FROM THE OLD GOVERNMENT HOUSE.

sterling an acre, it affords some criterion of the wealth of the owners of these luxurious residences. Many of them are decorated and furnished expensively, and with refined taste; a Toorak mansion contains one of the finest collections of pictures by modern

artists to be met with in the colony of Victoria.

Near the summit of the hill, on the left-hand side of the road, stands the house which gave its name to the district, and which for many years was the hired Government House of the colony, being first used for that purpose by Sir Charles Hotham in 1854. It was not too small for the vice-regal hospitalities of those early days, when "society," consist-

ing of the official classes and a few opulent people, was limited in number; and the garden parties of the period were pleasanter, in the opinion of those who remember them, than the larger gatherings of the present day. Moreover, the view from the summit of the tower in the old Government House embraced a wide range of country, and it was part of the entertainment to climb to its summit and enjoy the prospect. To-day the prospect comprehends a much greater variety of objects. Conspicuous in the foreground are the spire and tower of St. John's Church, rising out of a mass of foliage, and to the right and left are the embowered mansions of wealthy merchants, land-owners and "wool kings," who have established themselves in this beautiful neighbourhood during the last five-and-twenty years. The lofty spire of Christ Church, South Yarra, marks the summit of a hill in that direction, and the eye ranges over the whole of the southern suburbs of Melbourne, the Bay, the city itself, and is carried onward to Mount Macedon and the Plenty Ranges.

South Yarra and Toorak form part of the city of Prahran, one of the wealthiest and most progressive of the suburban municipalities. The estimated value of the ratable property within its boundaries is five millions sterling, which is nearly one-half that of the metropolis, and there are also nearly half as many dwelling-houses. The Town Hall, which stands on the north side of Chapel Street, is a handsome structure erected at a cost of fifteen thousand pounds sterling. It contains one of the largest free

libraries in the neighbourhood of Melbourne, and an assembly-room, together with the usual offices. But the requirements of the population demand a much larger edifice, and this is about to be erected from part of the proceeds of a municipal loan. The four leading business highways—Chapel Street, High Street, and the Commercial and Dandenong Roads—are in every way worthy of so prosperous and populous a suburb, and a large retail trade is localized in them. Prahran has several fine churches—notably that of St. Matthew, which has been recently erected, belonging to the Anglican Denomination—a convenient market and a pleasant recreation ground containing twenty-three acres.



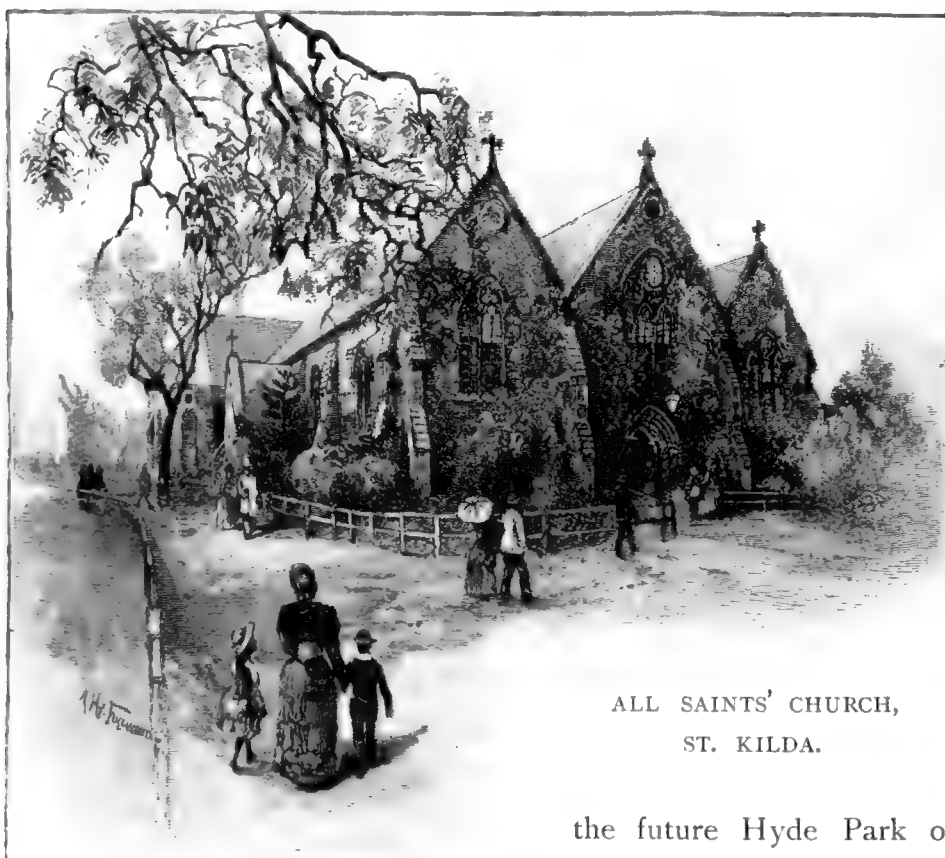
THE SOUTH MELBOURNE TOWN HALL.

The Commercial Road leads to a group of charitable institutions healthily situated in a spacious reserve on the left-hand side of that thoroughfare; on the other side lies the Fawkner Park, covering an area of one hundred and two acres. The Alfred Hospital is named after the Duke of Edinburgh, who laid its foundation stone. It presents a striking façade of red and white brick surmounted by a tower and with two semi-detached wings. Its grounds adjoin those of the Asylum for the Blind, a large bluestone building with no architectural pretensions, containing about one hundred and twenty inmates; and at no great distance is the Asylum for the Deaf and Dumb, which shelters eighty-five deaf mutes. Both these charitable homes are placed under the control of the Rev. W. Moss, whose efforts are directed to the twofold object of rendering them self-supporting as far as practicable and at the same time diminishing the painful sense of bereavement experienced by the inmates. The blind are taught

music and wicker-work, and the deaf and dumb the various employments for which they may exhibit a special aptitude, the result being that the average cost of each person in both Asylums does not exceed forty-five pounds a year.

Between the grounds of these institutions, and well sheltered by trees, is the reserve upon which the Wesley College has been built. It is one of the largest of the public schools in or around Melbourne, standing third on the list as regards the number of scholars, the Scotch College heading it with two hundred and ninety-nine, the Church of England Grammar School taking the second place with two hundred and seventeen, and the Wesley College coming third with an attendance of one hundred and fifty.

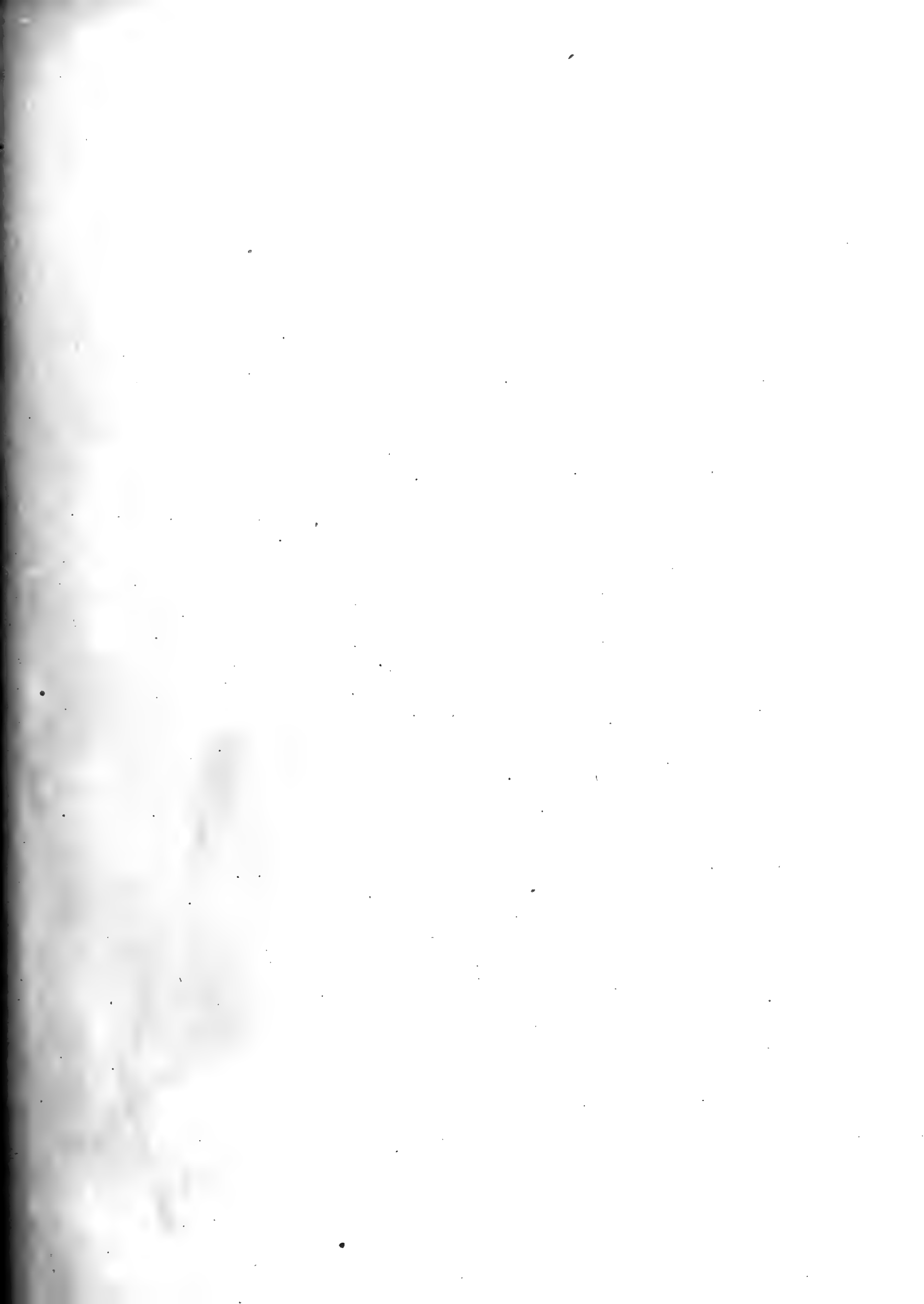
Crossing the St. Kilda Road, which skirts the west side of the college grounds as well as those of the charitable institutions, the visitor finds himself in Albert Park, which embraces an area of five hundred and seventy acres, planted with various kinds of pines, and with elm trees in clumps and avenues. It also contains an extensive natural lagoon, deepened and widened so as to admit of boating and yachting on its surface, and this is dotted with artificial islands. The great extent of this reserve; its open spaces for cricket, foot-ball, polo or lacrosse; its pleasant drives, and its nearness to the sea, combine to render it a very popular place of resort on Saturday afternoons;

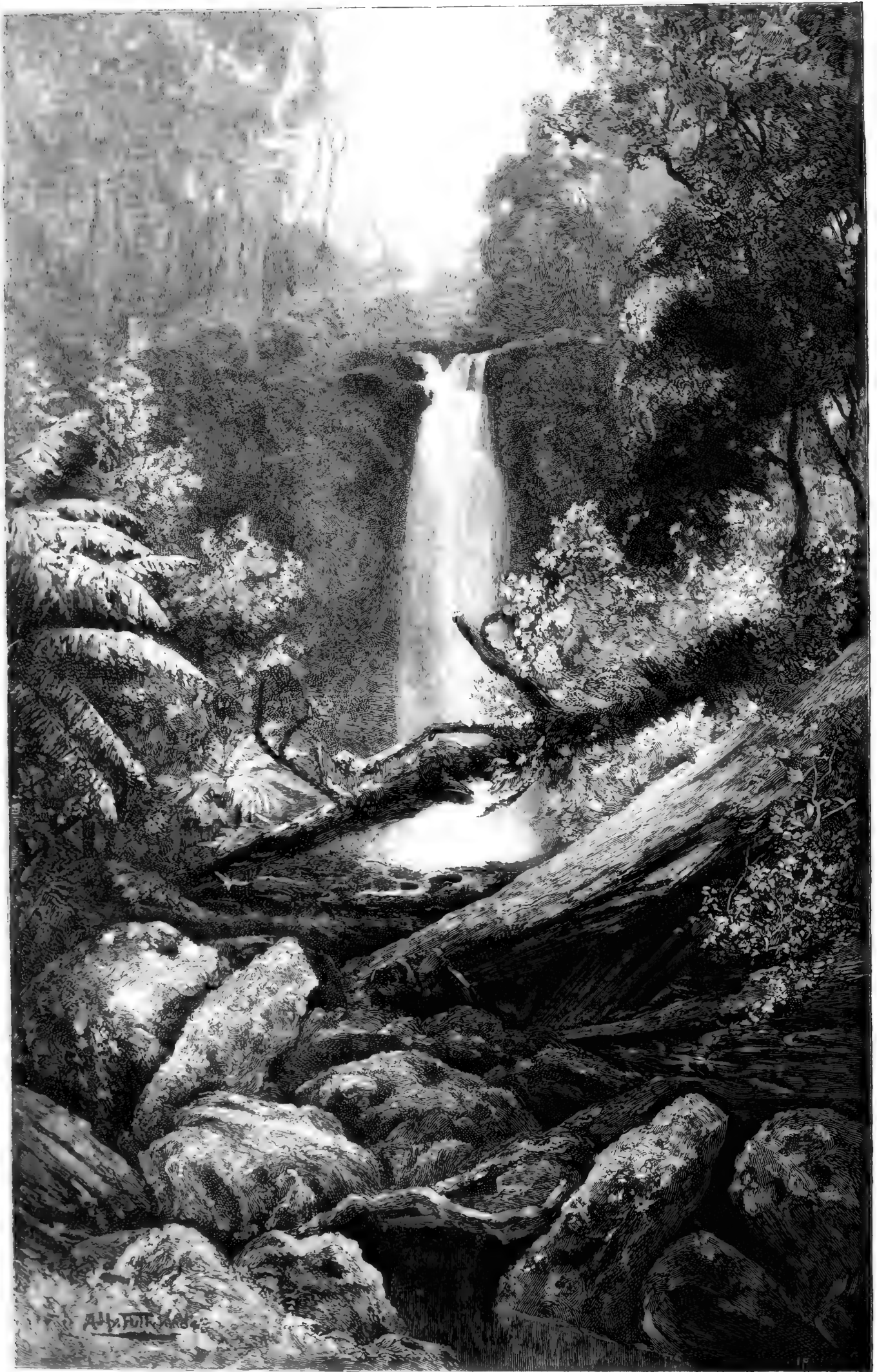


ALL SAINTS' CHURCH,
ST. KILDA.

and among the numerous "lungs" of Melbourne and its suburbs this is probably the most valuable from a hygienic point of view; while its area is so extensive, that after three large cricket grounds have been carved off for the special use of as many clubs a large area still remains. The surroundings of this fine and capacious pleasure ground have marked it out as

the future Hyde Park or Bois de Boulogne of the southern suburbs of Melbourne, and in 1885 steps were taken for the establishment of something corresponding to Rotten Row. The movement was instituted and warmly supported by Lady Loch, and the result was that on Friday afternoons during the summer months the carriage-drive in Albert Park became a fashionable rendezvous where might be seen the best horses and the best appointed equipages which the city and its environs could turn out, and a large gathering of equestrians, as well as of spectators on foot—a band of music adding to the other attractions of the scene.





ERSKINE FALLS, LORNE.

Albert Park is bounded on the south side by the borough of St. Kilda, which was erected into a municipality in the year 1857. Since then its population has not increased proportionately to that of Prahran or of South Melbourne, being less than that of the more distant borough of Brighton, and numbering less than five thousand two hundred. It contains many handsome residences, some of which, owing to the undulating character of the ground, command extensive sea views, even although remote from the beach. The esplanade curves round from Fitzroy Street, the southern boundary of the Park, to Carlisle Street, and the business portions of the borough contain some excellent shops. The Town Hall, at the junction of Gray and Barkly Streets, is a primitive edifice erected in 1858, but it is shortly to be replaced by a structure worthier of a suburb inhabited chiefly by the well-to-do classes of society. There is a recreation ground of sixteen acres and a skating rink recently established attests the popularity of a northern diversion pursued under artificial conditions in southern latitudes.

At Point Ormond—better known as the Red Bluff, which marks the commencement of the boundary line between St. Kilda and North Elwood—is a reserve but recently rescued from public sale and desecration; it contains the graves of many of the pioneers of the colony who arrived before the year 1840, and who, under the influence of a sentiment akin to that expressed in “The Last Song of Sappho,” seem to have chosen this lovely and romantic spot for sepulture:

Sound on, thou dark unslumbering sea!
My dirge is in thy moan;
My spirit finds response in thee,
To its own ceaseless cry—“Alone, alone!”

St. Kilda is liberally supplied with churches, one of the handsomest of these being that dedicated to All Saints. Commenced in 1858, it comprises three aisles of equal height and dimensions, a choir, sanctuary and transepts. Its architectural style is the Early English or geometrical period of Gothic, the material employed being bluestone with freestone dressings. Internally, it presents a still handsomer aspect. The arch separating the chancel from the main body of the building rests upon columns of polished granite, with enriched capitals. An unusually large choir, fifty-four feet by twenty-three, is divided from the nave by a dwarf wall of freestone, and contains a stone pulpit richly sculptured, choir stalls, and an altar of polished oak beautifully carved and panelled and set in a graceful frame-work of decorative stone. The sanctuary, which is apsidal in form, is enriched with five stained-glass windows, and the fittings and ornamentation of the Church are in keeping with the general character of its architecture. St. Kilda enjoys the advantage of two lines of railway communication with Melbourne. One of these has its terminus in Fitzroy Street, within a few minutes' walk from the beach; and the other, the Brighton line, has two stations—the first in Windsor and the second in the Balaclava Road—which supply the inhabitants of East St. Kilda with the means of frequent and ready access to the metropolis. Many private houses of a superior character, standing in pleasure grounds, have been erected in the immediate vicinity of this line of rail; as also in the Dandenong, Alma, Inkerman, Balaclava and Orrong Roads, which form part of the district of East St. Kilda. The Glen Eira Road, which runs parallel with the four first-named thoroughfares, terminates at its eastern extremity in the Caulfield Race-course, which lies close to a station on the Gippsland line.

Originally a sandy waste, with a shallow mere in the centre, this popular ground promises to become a powerful competitor for public favour with Flemington. By judicious planting, and by the conversion of the mere into a lake, the natural attractions of the place have been greatly enhanced. The course is popular with racing men and jockeys because of the soft nature of the soil, and on that account a preference is shown for it where steeple-chases are concerned.

Returning by way of the Tooronga, Malvern and Commercial Roads to the Albert Park, a ridge is traversed, upon the slopes of which have been erected some of the largest residences in the vicinity of Melbourne, commanding prospects combining the architectural monuments of the city, the broad expanse of the Bay, with the shipping in the harbour and the distant mountain ranges; with villas encircled by gardens and shrubberies serving as a pretty foreground.

At the western extremity of the Park, a broad thoroughfare named the Albert Road, in honour of the Prince of Wales and his illustrious father, marks the commencement of South Melbourne, the most populous, as well as the oldest of the suburbs, numbering, as it does, over forty thousand five hundred inhabitants, a figure which exceeds that of the population of Brisbane, Hobart, Dunedin or Wellington; while the estimated value of the ratable property within its boundaries exceeds three millions sterling. In the early days of Melbourne it was a green eminence upon which was bestowed the name of Emerald Hill on account of the freshness of its verdure; but this designation has been recently changed for the one it now bears. Its sponsor, who still lives, has seen the grassy slopes upon which Captain Lonsdale pastured his sheep transformed into a large and prosperous suburb, crowned at its highest point by a town hall erected at a cost of thirty thousand pounds, which occupies a site sufficiently detached to admit of its fine proportions and handsome architecture being seen to the best advantage.

Two large orphanages, administered by the Roman Catholic Society of St. Vincent de Paul—one for boys, the other for girls—fulfil the beneficent objects to which the life of that great philanthropist was devoted; while an Academy of Music contains one of the best concert halls to be met with in the vicinity of Melbourne. Branch establishments of the leading banks and insurance companies of the colony attest the commercial importance of the city, and its numerous places of worship provide accommodation for the members of all denominations. A Chinese joss-house is one of the sights of the place; in structure and decoration, both externally and internally, it is thoroughly Oriental, and offers a striking contrast to its surroundings. On the arrival of the new year, according to the Chinese method of computation, it is the scene of ceremonies in which a display of fire-works, and the discordant din of musical instruments, painful to the ears of Western people, play an important part.

Most of the streets in South Melbourne run at right angles to each other, and the principal thoroughfares, which are as broad as those of the metropolis, are lined with shops that compare favourably with those of the latter. In the centre of South Melbourne are some handsome crescents filled with terraces and detached private residences, enclosing two public gardens or recreation grounds which are admirably kept. In the one is a bowling-green, with its kiosk-like pavilion, and in the other some fine tennis-courts, the whole set in a frame-work of flowers and shrubs. A market-house of ample

dimensions, a spacious riding-school, a masonic hall, a cricket ground in the Albert Park—second in importance only to that of the Melbourne Cricket Club in the Yarra Park—and one of the largest gasometers in the world, are also among the features of this suburb. These advantages are enhanced by the railway which runs through its very centre, and which has two stations for the convenience of the inhabitants, who are thus brought within from four to seven minutes' distance of Melbourne.

At the foot of the hill on the north and east sides a hundred acres of what was originally swamp-land are in process of reclamation, and are being rapidly covered by timber-



THE ALBERT PARK LAGOON.

yards, saw-mills, rope-works, bonded stores, iron and brass foundries, breweries, engineering establishments and manufactories of every description; these afford employment to many thousands of workmen residing for the most part in South Melbourne or in Port Melbourne.

Quitting South Melbourne by way of the Albert Road, and reaching the borders of the Government House Domain—forming part of a reserve of two hundred and thirty-five acres—the visitor will notice, at the corner of the Domain Road, the fine collegiate edifice—with its central tower and cloister, its handsome memorial chapel, and its extensive play and pleasure grounds—which constitutes, with its roomy appurtenances, the Church of England Grammar School. Founded in the year 1854, it numbers about two hundred and twenty scholars on its rolls, and, like the Scotch College, has played an important part in preparing for a career of public usefulness many of the men who now fill prominent positions in the political, professional and mercantile life of Victoria.

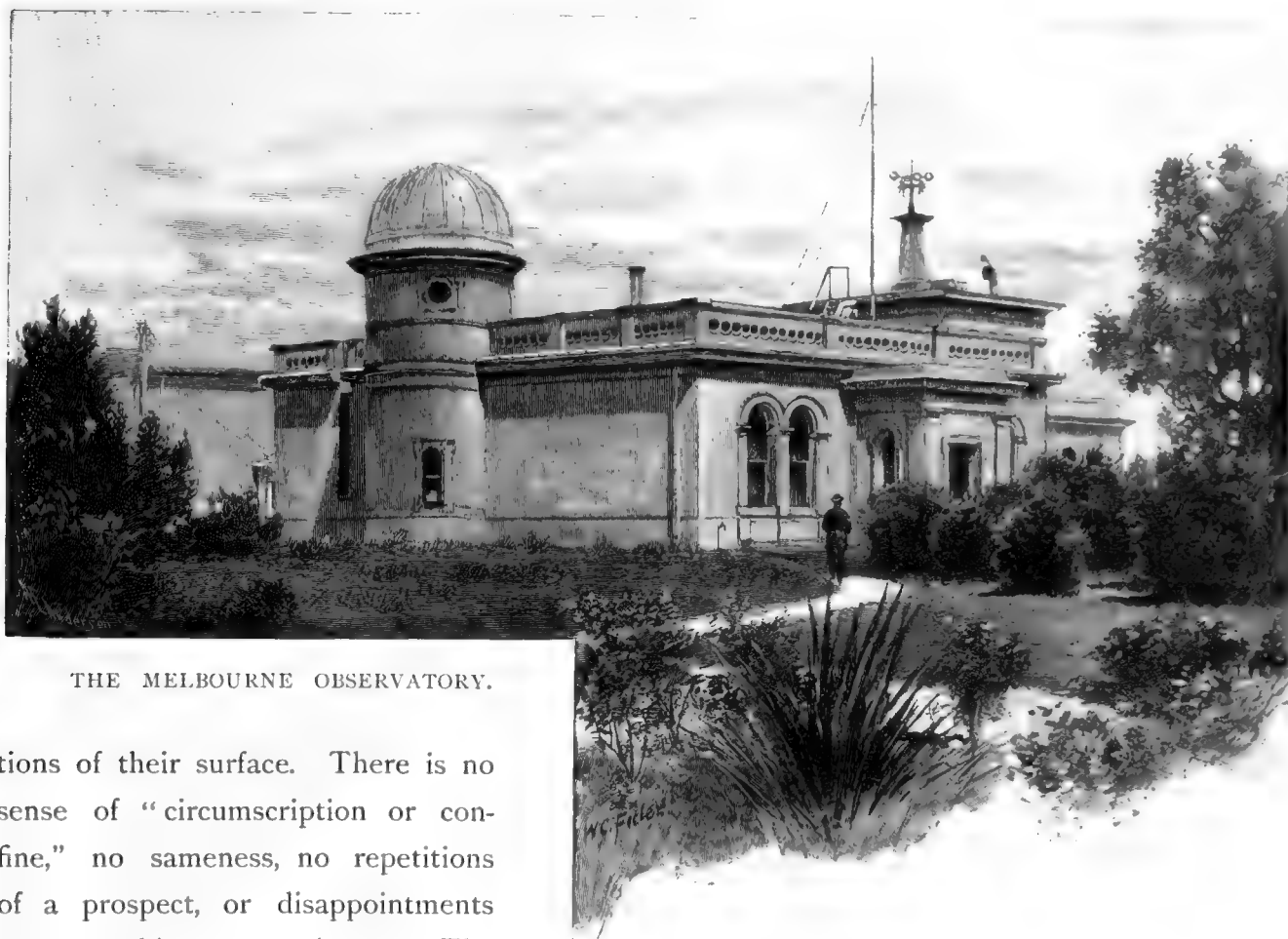
Entering the Domain by a gate facing the Grammar School, and turning to the left on reaching the South Yarra Drive, the visitor presently finds himself in the vicinity of

the Observatory, stationed on a pleasant knoll, and screened to some extent from the dust of the St. Kilda Road by plantations of trees. The first institution of the kind was established at Williamstown in 1853, and a meteorological observatory had also been founded on the Flagstaff Hill, where Professor Neumayer pursued his patient investigations with gratifying success. In 1863 both these institutions were combined under one roof, and the present site was selected as the initial point of the trigonometrical survey of the colony. The Governor and the Treasurer lent their zealous assistance to the cause of astronomical science, and the Legislature appropriated the sum of ten thousand pounds to the purchase of what was then, with a single exception, the largest telescope in the world, the mirror being four feet in diameter. The Observatory is in communication by electric telegraph with a number of meteorological stations along the coast and inland, as well as with those of the other colonies; and the Government Astronomer is thus enabled to prepare and issue for publication in the Melbourne morning papers a weather forecast for the next twenty-four hours. The true time is likewise indicated daily at noon by means of signals, and is dispatched from the Observatory by telegraph to all parts of Victoria.

The grounds of the Observatory almost adjoin the Botanical Gardens. These cover an area of about one hundred acres. For landscape purposes nothing could be better than the natural configuration of the ground. Two slopes, the one having an easterly and the other a westerly aspect, dip down into a valley sufficiently broad to admit of a lake of eight acres spreading its glassy mirror to the sky. Sedgy islands afford a sequestered covert and congenial nesting-place for black and white swans and numerous varieties of water-fowl; but at the same time it is lamentable to add that, from motives which are altogether inscrutable, these are being continually destroyed by poison. Originally these Gardens were under the control of Baron von Mueller, one of the first of living botanists; but in 1873 he was relieved of the responsibility in order that he might dedicate himself exclusively to those scientific pursuits with which his name is so honourably associated. The management of the place then devolved upon Mr. W. R. Guilfoyle, F.L.S., who applied himself with the utmost enthusiasm, and with an artistic perception of the beautiful, to remodel the Gardens in accordance with the principles of the best English landscape gardening, so as to present a cultivated wildness in some parts and in others a harmonious combination of artificial forms and contrasted colours, the result being a success as honourable to the Director as it is gratifying to the tens of thousands of persons who visit a spot so easily accessible from Melbourne by road, or footpath, or water. At the same time Mr. Guilfoyle has not forgotten that these Gardens are intended to subserve the interests of science as well as to minister to the enjoyment of the public, and he has therefore kept both these objects in view while executing his plans. Upon spacious green lawns, as soft and pleasant to the foot as a three-pile carpet, are classified groups of plants and numerous examples of the flora of Australasia, and of the temperate and sub-tropical regions of the globe. In fact the botany of the greater part of the world may be studied in the Gardens by characteristic specimens, labelled with their scientific and ordinary appellations and that of their native habitat. There are fern-tree gullies moist and shadowy as those upon the distant mountain sides, with trickling rills maintaining a tangled undergrowth in perpetual verdure.

The winding pathway through these is three hundred yards long, and is overarched by hundreds of native tree-ferns; while the rugged trunks of the trees which support a loftier cloister overhead are thickly studded with elk-horn, stag-horn and other epiphytal ferns. And there are sylvan walks sufficiently quiet and secluded, where students may muse and philosophers moralize.

The great charm of the Gardens is their apparently endless extent, and next to that the variety of views and vistas they present, owing to the irregularities and undula-



THE MELBOURNE OBSERVATORY.

tions of their surface. There is no sense of "circumscription or confine," no sameness, no repetitions of a prospect, or disappointments upon reaching an eminence. The

place is full of agreeable surprises, and there are so many different coigns of vantage that a long afternoon may be spent in their discovery and enjoyment. In the spring, summer and autumn, the Gardens exhibit a wealth of colour which gain additional brilliancy and lustre by contrast with the bronze, copper-coloured and gray-green foliage of many of the exotic trees planted in the immediate vicinity of the variegated parterres; and these, of course, vary in splendour according to the condition of the atmosphere, the position of the sun, and the hour of the day, glooming and glowing in correspondence with the mutable aspects of the sky.

From the summit of the hill, near the western or St. Kilda Road entrance, a tolerably comprehensive view is obtained of this picturesque demesne. To the right is the western lawn, beautified with groups of ornamental and coloured foliage-plants, of dwarf Australian flowering shrubs, with clusters of trees representing upwards of twenty natural orders, with plants of medicinal value and with the camellia ground. Beyond this, and looking over the *Victoria Regia* house, the eye rests upon the eastern lawn, in which are some fine groups of Queensland plants, the ornamental bedding-grounds,

numerous typical specimens of American trees and shrubs, groups of Queensland plants, and a superb array of *mesembryanthemums*, the metallic lustre of which is perfectly dazzling in the full blaze of the sun. Immediately in front of the spectator, and sloping down to the smaller lake, is the buffalo-grass lawn, with a house for *cacti* at one end, and a rustic summer-house, constructed principally of native woods, at the other. This lawn is chequered by groups of *pittosporums*, of tropical foliage-plants and ornamental shrubs; while the island in the centre of the lake is planted with ferns, palm-lilies, Danubian reeds and plume-grasses. Beyond this lies the great lake, containing half a dozen islands planted chiefly with the common swamp ti-tree; and on the other side an embankment covered with pine-trees and palm-lilies separates this sheet of water and its miniature archipelago from the River, along the banks of which is an umbrageous walk from end to end of the northern boundary of the Gardens.

The Director's residence is situated within the Gardens, and for an enthusiast who is really fond of his work, and who likes to live in the centre of it, or for one who is never weary of the charm of foliage, and the beauty of landscape, and the sight and smell of flowers, no more delightful dwelling need be wished. In front of it lie the lawn and shrubbery. The fluctuating outline of this charming little nook, which is also accessible to the public, is defined by a compact mass of ornamental trees and shrubs, and the lawn is dotted with azaleas, camellias and other flowering plants, presenting at most periods of the year superb combinations of colour, while in the summer, to those who love to lie in indolent and listening repose, the buzz and hum of insect life keep up a drowsy murmur in the ear:

The hawk moth poised
Above the roses, thrusts its slender trunk
Into their honeyed depths; on gauzy wings
The long, green dragon fly, in gleaming mail,
Keeps darting zigzag, hovering to and fro;
Hot bees are bustling in the flowers; with soft
And aimless flutter, painted butterflies
Hang drifting here and there like floating leaves,
Or resting on a weed to spread their wings.
All nature seems in quiet happiness
To live and move.

The more distant prospect from the numerous eminences within the limits of the Gardens is full of variety, Government House constituting a prominent object; while the winding River, the Yarra Park, the north-eastern suburbs, Studley Park, the principal architectural monuments of Melbourne and the distant ranges to the north, combine to present a succession of interesting landscapes, as the point of observation is shifted from time to time. There are four conservatories. One of these contains a fine specimen of the gigantic water-lily; another is devoted to tropical exotics, including a large collection of crotons and other foliage plants; while a third is reserved for *cacti*, and a fourth is applied to the cultivation of the more tender of the plants which possess an economic value, such as the mango, the bread-fruit, the sugar-cane, coffee and chocolate trees and cinnamon. A medicinal garden for the propagation of plants of therapeutic value, and an area dedicated to the growth of such as supply the raw material for textile fabrics, or are serviceable to the dyer, or can be utilized as articles of food, are by no means the least important features of this attractive institution, which also includes a laboratory,

in which experiments are carried on for ascertaining the economic uses and products of numbers of the plants in cultivation. The results of these have been sent to exhibitions in various parts of the world, and an active interchange of seeds and plants is maintained with kindred institutions in other countries, so that—whether regarded in their utilitarian, æsthetic, educational or recreative aspects—these Gardens may be regarded as



IN THE MELBOURNE BOTANIC GARDENS.

one of the soundest and most remunerative investments of the public money which have been made by the Government of Victoria. Their popularity is attested by the many thousands of visitors who resort to them on public holidays.

All the great cities of Australia, by an instinct as artistic as it is wise, have made excellent provision for botanic gardens. Sydney led the way, and the example has been universally followed. In no instance has any public money been grudged for the adornment and maintenance of these delightful retreats. The different cities vie with one another in the care they take of this portion of their public property. In no two cases do the sites resemble each other, and each great botanic garden has its specialties. That of Melbourne, as now improved, yields to none as to its amplitude, its educational value, or its adaptation to cultivate the tastes of a city population.

The Domain immediately adjoining, comprising an area of one hundred and fifty-two acres, and the grounds of Government House, covering sixty-one acres, are likewise under the management of the Director of the Botanical Gardens. The vice-regal residence occupies an exceptionally fine site on the crown of a hill, and commands a

most varied and extensive prospect, embracing the city and its suburbs, the Bay and a horizontal circle girdled for the most part by mountain ranges. In its erection motives of economy dictated the employment of brick and stucco instead of stone—a serious disadvantage for a building of a palatial character. It is in the Italian style, with a lofty *campanile* rising at the point of junction between the mass of the pile and its handsome ball-room.

Seen from a distance, Government House presents an unattractive appearance, because the unadorned upper storeys only are visible; but a nearer view corrects the first unfavourable impression, for the handsome *loggia* in the east façade, another on the west, serving as a conservatory on the ground-floor, an arcade running along the side of the ball-room, a terraced garden in front of the latter, and three effectively treated porticoes, agreeably break the formality of the leading architectural lines, and lend picturesqueness of detail to an otherwise bald elevation. Internally, the building is both spacious and commodious, the various apartments lofty and well-proportioned, and the architectural features of the entrance-hall, the chief corridor and the principal rooms are elegant and harmonious.

As it was thought necessary and found convenient to separate the private portions of the House from the public reception-rooms, which are planned on a scale of greater magnitude than the former, the design is more spread out than is strictly consistent with the canons of good taste. The edifice is three storeys high, without reckoning the basement. The reception-rooms are placed on the ground-floor, and comprise a ball-room and a music gallery, one hundred and forty feet by fifty-five; with a contiguous supper-room, one hundred and five feet by twenty-one feet; a state dining-room, sixty-nine feet by thirty-five; and a state drawing-room, sixty-six feet by thirty, which opens into a conservatory. This suite of apartments is approached by a grand entrance gallery or corridor, eighty-eight feet by twenty; with a roomy vestibule and a large enclosed porch.

The entrance to the ball-room is at the western extremity of the building, under a lofty *porte cochère*. Adjoining the state apartments are an audience-room and rooms for the Governor's private secretary and *aides-de-camp*. The private house, which is entered by a separate portico, contains on the ground-floor a dining-room, thirty-four feet by twenty-one; a drawing-room and a boudoir, fifty-three feet by twenty; a library, twenty-four feet by twenty; billiard and smoking rooms, thirty-five feet by twenty-seven; together with the usual subordinate apartments and offices. The upper floors contain suites of rooms for guests and the sleeping apartments of the household. The stables and outhouses have been designed on a scale of magnitude commensurate with that of the establishment to which they belong.

Government House, ever since its occupation by Sir Henry Brougham and Lady Loch, and subsequently by the Earl of Hopetoun, has been the centre of the social life of the metropolis of Victoria, and has been the scene of a succession of hospitable entertainments, planned with a liberality and presided over with a grace and courtesy which have heightened their charm and enhanced their value as a means of fusing together the somewhat heterogeneous elements of society in a new country. No movement calculated to prove of advantage to the religious, moral, intellectual or economic progress of the colony has ever failed to elicit his Lordship's cordial co-operation and

support, and he has, during his short stay in the colony, exhibited a special interest in art, music, the drama, literature and science. No stranger honourably identified with either has visited the colony, either in his own or his predecessor's term of office, without receiving some gratifying assurance that intellectual superiority or artistic skill of any kind, associated with personal worth, meets with a prompt and graceful recognition at Government House; while the influence of vice-regal example, in this and many other respects, has had a beneficial effect upon the whole of Victorian society, which naturally takes its tone from that which is the colonial substitute for a Court.

Melbourne, originally the name of a modest village in the county of Derbyshire, in England, has by colonial transplantation been promoted to rank in the gazetteers of the future as one of the great cities of the world. It owes this destiny to the fact that it was the place from which Lord Melbourne derived his title as a



THE YARRA ABOVE THE BOTANICAL GARDENS.

baron of the realm, for as he was Prime Minister of Great Britain when the city was founded in 1836, the infant metropolis honoured itself by adopting his titular name. He played a not unimportant part in the politics of his day. William the Fourth called him the "great gentleman," and Her Majesty Queen Victoria has gracefully acknowledged that to his wise counsels and loyal assistance she was under deep obligations in her earlier days for qualifying her for discharging the duties devolving on her as the constitutional sovereign of a free people. He little thought when filling so distinguished a position as the practical governor of an Empire, and the political teacher of a queen whose reign was to last for more than half a century, that his own name would be preserved less by the

niche he filled in English history, than by the fact that he had lent it to a remote and then almost unknown settlement, sixteen thousand miles from the heart of the Empire.

In 1836 the nascent township on the banks of the Yarra was known as *Beargrass*, and comprised only thirteen buildings, namely, three weather-board, two slate and eight turf huts. At that time it did not appear as if any man would gain much prestige by having so insignificant a place named after him. Not even the most sanguine of prophets could then have anticipated what those thirteen huts were to grow to, but there are men still living who have watched the development. From the description given above, it will be seen how completely Melbourne realizes all the ideas associated with a great metropolis. It is already a city of public palaces, magnificent warehouses, splendid shops and private mansions. It has all the institutions of charity, of commerce, of education and of art. Everything that the Old World delights in the New World has imported, and the young city prides itself in being abreast of the old cities in everything that characterizes the civilization of our epoch. Standing at the head of a great bay, in a position geographically central for drawing to it the commerce of a whole colony, without any possible rival in Victoria itself, and advantageously posted so as to compete for the commerce of the interior of Australia, with railways extending to every portion of the colony and all centring in itself, it must ever be the heart of a great country, receiving the life of the community and radiating it again through all the various arteries of traffic. The more Australia grows the more Melbourne grows. It has sent its sons and distributed its capital over every other colony of the group. Its interests are far as well as near, and it is in touch with the development of Australasian resources from King George's Sound to the Gulf of Carpentaria, and from Dunedin to the North West Cape. The site of Melbourne admits of indefinite expansion. Nothing cramps it in, and having been originally laid out with wide streets and ample reserves, that type of city formation will cling to all its extensions. If the Melbourne of to-day is a marvel compared with the Melbourne of 1836, the Melbourne of half a century hence will be a marvel compared with the Melbourne of to-day.



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