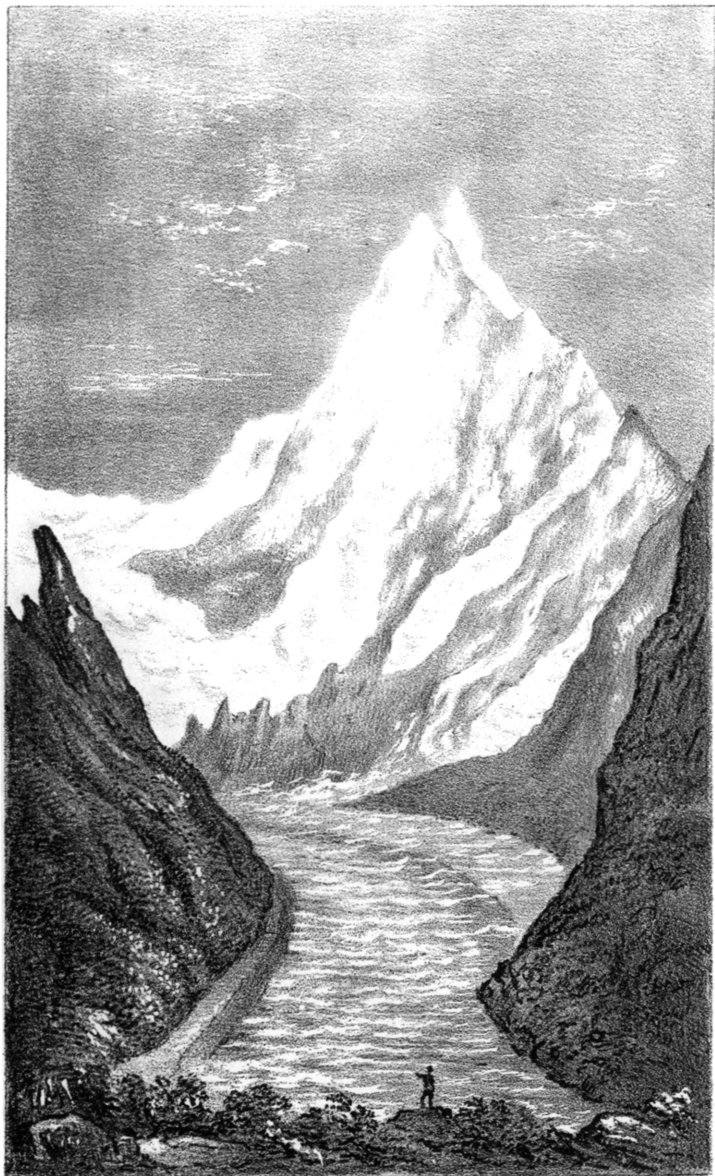

NEW ZEALAND ALPS — GREAT TASMAN GLACIER.

See page 217.

A VACATION TOUR AT THE ANTIPODES,

THROUGH

VICTORIA, TASMANIA, NEW SOUTH WALES, QUEENSLAND, AND NEW ZEALAND,

IN 1861–1862.

BY

B. A. HEYWOOD, M.A.,

TRINITY COLLEGE CAMBRIDGE.

LONDON:
LONGMAN, GREEN, LONGMAN, ROBERTS, & GREEN.
1863.

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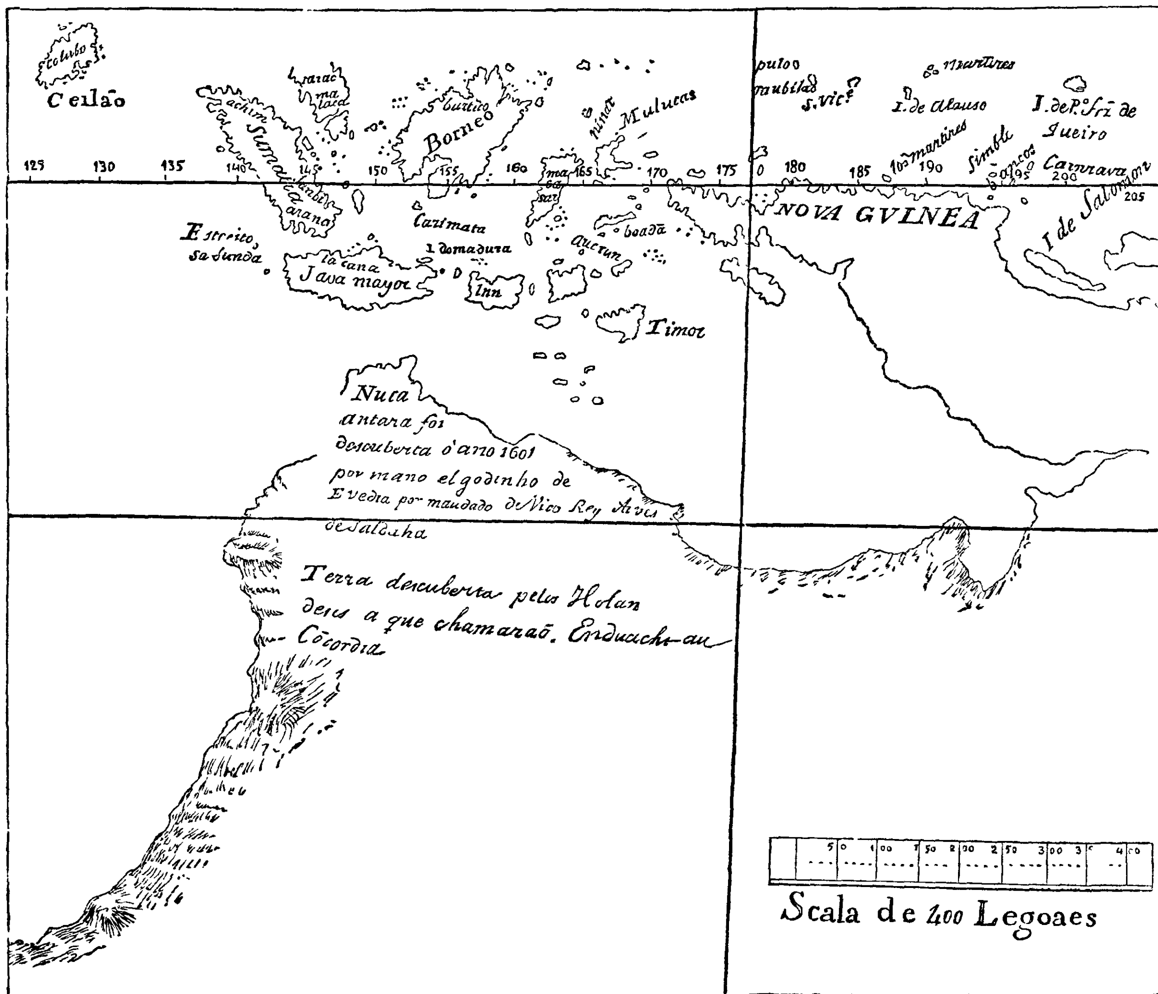

NORTH WESTERN AUSTRALIA, see Postscript, p. vi.

PREFACE.

As I was recommended to take a *Long* Vacation, and to have a thorough change of air, for the benefit of my health, I determined to make a voyage to the Antipodes, with the intention of returning home through the Pacific and *viâ* Panama. The latter part of my plan was never realized, as the subsequent pages show; and my only regret now is, that I was unable to make a visit to the Colony of South Australia (a place of especial interest to both the commercial and legal world at the Antipodes) fall in with my later plans. Its fame, from the luxuriance of its wheat and grapes, and from the inexhaustible wealth of its copper mines, is now equalled by the distinction it has acquired through its "Torrens' Land Act," by which a simple, inexpensive, and safe mode of conveying

and transferring landed property has been devised. This Act has been found so useful in South Australia, that the Tasmanian, New South Wales, and Queensland Parliaments have now adopted it in their own Colonies. Its author, Mr. Torrens, is, I believe, in England, and perhaps may think fit to enlighten our public on this important subject.

In the "Introductory Historical Sketch" I have connected eras in the Colonial History with remarkable European events; and throughout the subsequent chapters I have mentioned the expenses and charges at various places, in order to aid the reader in realizing the cost of living in the Colonies. From the foot notes it will be seen that I have frequently drawn information from previous writers; and I also take this opportunity of acknowledging the kind assistance afforded me in the Illustrations, Maps, and Statistics, by the following gentlemen:— Sir C. Nicholson, Bart.; Messrs. Major (of the British Museum), Youl, G. Godwin (of the Builder), G. S. Walters, W. Hughes, F.R.G.S., and T. Saunders, F.R.G.S. For the views of the New Zealand glaciers I am indebted to the copies of sketches taken on the spot, published in the

"Australian Mail," a very well-conducted illustrated paper, printed at Melbourne.

The Map of Eastern Australia and New Zealand (which, for the convenience of my readers, is not bound into the book) has been copied from Messrs. Philip and Son's Tourist Series, and contains the latest discoveries.

March 13*th*, 1863.

POSTSCRIPT.

Through the kindness of Mr. Stanford, of Charing Cross, I have had the opportunity, since the following pages were sent to press, of reading Mr. Major's valuable works on Australian Discovery, (published by the Hakluyt Society,) from which I find that I have fallen into some slight inaccuracies, more especially in pages 2 and 3.

Fernandez de Quiros, though he discovered the New Hebrides (which he imagined to be part of the Southern Continent,) never saw Australia. One of his captains, however, Luis Vaez de Torres, either by design, or driven away by a storm, was separated from the rest of the squadron when lying off the New Hebrides, and, steering in a south-westerly direction, ran through the narrow straits since

called *Torres Straits.* He noticed some land to the south of him, which was probably Cape York; and thus he had unconsciously seen the coast of Australia. By this voyage he proved that the New Hebrides were islands, but it remained for our own Captain Cook* to settle the question, whether New Guinea was connected or not with New Holland.

I omitted all mention of *Eendraghtsland,* on the west coast, which was discovered by a Dutch voyager in the ship *Eendraght* in 1616.

Cape *Leeuwin* (the *Lioness*) is so called from the name of the *ship* in which some unknown voyager doubled that point; and *Carpentaria* was most probably discovered by Tasman, and so named by him in honour of Carpenter, the then President of the Dutch East India Company.

Previously to reading Mr. Major's works, I had obtained my information from Harris's "Voyages" (2 vols. folio, 1744). They contain a fac-simile of Tasman's Chart, of which a carefully reduced copy has been made for this volume by Mr. Saunders, F.R.G.S. For the other ancient map I am indebted, through Mr. Major, to the Society of Antiquaries, who have been kind enough to allow me to copy it. The translation of the note on it is—"*Nuca Antara was discovered in the year* 1601 *by Manoel Godinho*

* The only memorial to Captain Cook which I have seen or heard of in the Colonies is a wooden pump in a street in Geelong, erected at the expense of an inhabitant of that town.

de Eredia by command of the Viceroy Ayres de Saldanha;" and "*Land discovered by the Dutch, which they called Eendraght, or Concord.*" Mr. Major has carried on most careful researches, in England, Holland, and Portugal; and as the result of his study he considers that this map is a copy of an older one which refers undoubtedly to Australia, and is the earliest which can be connected with the name of any known voyager. There are, however, six other older MS. maps, of which four are in England and two in France; but these are most probably copies of some original Portugese chart which has been lost, or cannot be easily found, and which may have given the general result of information gathered from several voyages shortly after the discoveries of Columbus, but cannot be connected with any one known voyage in particular.* It will be remembered that there existed then a deep feeling of jealousy between the Portugese and Spaniards on the point of maritime discovery, and for that reason the former would strictly conceal

* Of these six MS. copy-maps, the earliest is supposed to have been made in the reign of the French monarch Francis I., and is now in the British Museum. The second about 1539 (though it bears the date of 1547), and is in the possession of Sir T. Phillipps, Bart., of Middle Hill, Worcestershire, who does not seem willing to show it to *any* person. The third and fourth were made by Jean Rotz in 1542, and dedicated to Henry VIII. of England: they are also in the British Museum. The fifth, early in the reign of Henry II. of France; and the sixth, drawn in 1555, by Guillaume le Testu, who dedicated it to Admiral Coligny.

any information about the *Australis Terra Incognita,* which might have come into their possession, and consequently original documents may have have been lost, or so carefully hidden as not to be forthcoming now. After an interesting examination of of arguments on both sides of the question, Mr. Major arrives at the conclusion, that the Portugese were probably the first discoverers of Australia, in the early part of the sixteenth century, as stated in page 2 of my volume.

ERRATUM.

Page 189, line 4 from top, *for* "band of the Waitara" *read* "bank of the Waitara."

Reduced from the original in ... for Heywood's Vacation Tour in the Antipodes

Stanford's Geograph. Estabt London, 1863

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A VACATION TOUR AT THE ANTIPODES.

CHAPTER I.

INTRODUCTORY HISTORICAL SKETCH.

AWAY to the great Austral Land—in our day minished to the insular Australia and New Zealand and a few satellite isles—but in the morning of creation possibly stretching far to the North, and on either hand, so as to include the scattered groups of Polynesia in one great continent, and even to reach so far as Madagascar on the West. This was the region of gigantic fowls, and of marsupial quadrupeds. Kangaroos of eight or nine feet in stature. Wombats of elephantine bulk burrowed in the hill sides; and great lion-like beasts prowled about the plains. Vast struthious birds, whose limb-bones

greatly exceeded in bulk those of our dray horses, and whose proud head commanded the horizon from an elevation of twelve feet above the ground—terrible birds, whose main development of might was in the legs and feet, being utterly destitute of the least trace of wings—these strode swiftly about, mainly nocturnal in their activity.* Such are the revelations of Geological Science. But I turn now to Historical periods.

Three hundred and fifty years ago, nothing was known of this part of the world. About the end of the sixteenth century, however, a Spaniard, Captain Pedro Fernandez De Quiros, made two voyages in seas south of Asia, and is supposed to have discovered part of Australia. He called the new land La Australia del Espiritu Santo; a very similar name to which is given to one of the New Hebrides islands, to the north-east of Australia. Whether, however, the palm of discovery of the new world is to be awarded to him or no, or to the Portugese, who were in the South Seas between 1511 and 1529, it is quite certain that in the seventeenth century the north, west, and south coasts were visited by several Dutch voyagers, as well as by the English.

In 1622 Leuwin made the south-west promontory, which now bears his name.

In 1627 Peter de Nuyts discovered the grea

* Gosse's Romance of Natural History, 2nd series, p. 12.

bight in the south of Australia, part of which is now associated with his name.

In the following year, General Carpenter discovered the Gulf of Carpentaria and the land adjoining it; and De Witts the western coast north of the Tropic of Capricorn. In the year following (*i. e.* 1629), Captain Pelsart was wrecked on the same coast in lat. 28° 13′. These were all commanders of Dutch vessels, and the information they gave induced Abel Jansen Tasman to make a voyage of discovery, to obtain clearer information about the "terra incognita Australis," or "unknown southern land," part of which had been already named "New Holland."

It was in the early part of 1642, a few months prior to the day when Charles the First raised his royal standard in opposition to the Parliamentarians, that Tasman discovered (as he imagined) the southern part of Australia, and called it Van Dieman's Land, in honour of the Dutch Governor-General of Batavia. This name, however, recalling associations of a penal settlement, has been discarded, and the island now, in all public and legal documents, is called Tasmania, in memory of Tasman himself. Thence he sailed eastward, and discovered New Zealand, the shores of which, however, he soon quitted in consequence of the murder of some of his men by the aborigines. He then returned to Ba-

tavia, publishing to the world the ferocity of the New Zealanders.

Perhaps deterred by his account, or from unknown causes, little was done by voyagers in the way of explorations in the South Seas until the time of Captain Cook, though in the years 1688 and 1699 Captain Dampier (an Englishman) more than once visited the west coast of Australia. "Dampier's Archipelago" commemorates his voyages thither.

In the year 1768 (in the early part of the reign of King George the Third) Captain Cook, R.N., was sent out, in the "Endeavour," to the island of Otaheite by the British Government, to observe the transit of Venus, and afterwards to explore the South Seas. He entered the Pacific by Cape Horn, and after visiting Otaheite and parts of New Zealand, he steered westerly.

It was in the month of April, 1770, that he made the south-eastern point of the Australis incognita terra, and called it Cape Howe, in honour of Lord Howe. Steering north, he explored the eastern coast of what he called "New South Wales," a name subsequently defined by the British Government as including the whole of Australia eastward of the 135th degree of longitude. Captain Cook entered Twofold Bay, Jervis Bay, and Botany Bay, to each of which he gave their present names. The last mentioned was so called in consequence of the

glowing reports of the vegetation around, made to him by his amateur companions, Mr. (afterwards Sir) Joseph Banks and Dr. Solander. He sailed thence at daybreak on 6th May, 1770, and thus describes part of his voyage:—"We steered along the shore N.N.E., and at noon our latitude by observation was 33° 50′ S. At this time we were between two and three miles distant from the land, and abreast of a bay or harbour in which there appeared to be good anchorage, and which I called Port Jackson. This harbour lies three leagues to the northward of Botany Bay." * Steering still further north, he discovered and named Broken Bay, Cape Hawke, Smoky Cape, Moreton Bay, and Trinity Sound. In the last mentioned, his vessel, the Endeavour, struck on a rock, and was almost lost. Providentially he was able to beach and repair her, and after a short delay he proceeded on his voyage of discovery up the coast, and thence through Torres Straits to Batavia, Cape of Good Hope, and finally England.

By the Declaration of Independence of the United States, Great Britain lost an outlet for her convicts. Captain Philip, the first Governor of New South Wales, subsequently declared in a speech made by him at the commencement of the Port Jackson settlement:—"The victory belonged to the American people; and Britain, resigning the North American

* Cook's Voyages, ed. 1842, vol. i., p. 212.

continent to the dominion of her full-grown offspring, magnanimously seeks in other parts of the earth a region where she may lay the foundations of another colonial empire, which one day will rival in strength, but we hope not in disobedience, that which she has so recently lost."

It was in the month of May, 1787, a year famous for the impeachment of Warren Hastings, that Captain Philip, R.N., was despatched from England with two armed vessels, three storeships, (with provisions, &c. for two years,) and six transports, which conveyed 548 male and 230 female convicts for Botany Bay.

The squadron touched at the Canaries, Rio Janeiro, and the Cape of Good Hope (all belonging to foreigners), and was most promptly supplied by the Governors with fresh provisions, vegetables, and water. In the early part of the following year, (shortly before King George the Third was attacked for the first time by mental derangement,) the whole squadron anchored in Botany Bay, which had been highly praised as a harbour by Captain Cook. Captain Philip, however, saw that in case of an easterly gale the bay would offer but little protection, and therefore took some boats and went up the coast, intending to explore Broken Bay. Entering Port Jackson on the way, he was so struck with the capabilities and beauty of that magnificent harbour (which Cook had only seen from a distance,

and therefore scarcely noticed), that after a two days' survey he transferred the whole squadron thither.

Whilst they were making preparations to carry out this order, two French vessels entered Botany Bay under the command of La Perouse. This illustrious voyager had lately been at Kamschatka, and had "replaced the wooden inscription that had been erected to the memory of Captain Clerke, which was nearly defaced, with a copper one."* Lieut. Phillip Gidley King was ordered by Captain Philip to wait on the French officers, and he especially notes that La Perouse was extremely struck with the correctness and truth of Captain Cook's nautical and astronomical observations and calculations, as laid down in his charts; remarking,—"Captain Cook has done so much as to have left me nothing to do but to admire his works."

The English ships assembled in a cove situated about six miles from the Heads of Port Jackson, and well watered by a fresh stream. Captain Philip called it Sydney Cove, in honour of Lord Sydney, but it is now known as the Circular Quay.

As Captain Cook had discovered and named Norfolk Island, (which was seven miles round, and lay upwards of 1000 miles to the N.E. of Port Jackson) the Governor, Captain Philip, soon des-

* See Journal of Lieut. P. G. King.

patched Lieut. P. G. King, with six marines, and nine male and six female convicts, to commence a settlement there. Such an offshoot, it was thought, would be a benefit to the mother colony, both from its position and its fertility; as a receptacle for the more hardened criminals; and also as a granary for Sydney, in case of a dearth there.

Such was the origin of the first two colonies in the Australian world; but in continuing their history to the present time, space requires me to be extremely brief, and in order to assist myself in concisely arranging the various facts, I shall divide the history into Periods.

The first Period will extend over twenty years, from the year of the King's first attack of mental derangement, to the year when Napoleon Buonaparte shut up the European ports, and almost isolated Great Britain in the political world; *i. e.* from 1788 to 1808.

During these twenty years New South Wales was governed principally by naval men; viz., Captains Philip and Hunter, Lieut. P. G. King, and Captain Bligh. With the exception of the latter, all managed the affairs of the colony well, in spite of the many difficulties which continually beset them. At one time the natives were extremely troublesome; whilst at another, conspiracies were rife amongst the convicts. At a third, and that for a lengthened period,

the settlements were on the very verge of starvation, and it became necessary to reduce the daily rations to such a degree as to be barely sufficient to sustain life. But all these and various other difficulties were providentially overcome, or lessened, by the great energy and perseverance of the Governors. The exploration of Broken Bay, and of the river Hawkesbury, which flows into it, opened up a rich fertile country, from which supplies of grain were afterwards obtained. The despatch, too, of a ship to Batavia, and its return with provisions, relieved the colony from any immediate danger of starvation.

In the third year of the colony's existence, a convict who seemed disposed to be honest was emancipated, and given two acres of land and a house, with the conditional promise of a further grant. This was the first emancipist settler, and Captain Philip hoped to encourage others to honesty by thus giving him, as a reward for his conduct, a good chance of living respectably and comfortably by his own free labour.

Governor Philip retired to England at the close of a five years' arduous and anxious rule; and from 1792 to 1795 a Deputy-Governor administered the affairs of the colony. During this period the Rev. Samuel Marsden * arrived as a chaplain. His name

* See "Life of Rev. S. Marsden," by Rev. J. B. Marsden. London: Rel. Tract Soc. 1858.

is inseparably connected with the early times of both New South Wales and New Zealand.

Captain John Hunter arrived from England in 1795, as Governor of New South Wales and its dependencies. About the same time the Cape of Good Hope fell into the hands of the British, and the naval and military commanders there "sent an official notification of the important event to Governor Hunter, and expressed their readiness to offer every requisite assistance to the colony" in Australia. However, their aid was not so necessary as heretofore; for both live stock, vegetables, and corn had much increased in the settlements; but still their letter must have been very cheering.

The most important events during Governor Hunter's rule were, the arrival of some free settlers, and the discovery made by Mr. Bass and Lieut. Flinders, that Van Dieman's Land was an island. This fact was ascertained by these daring men sailing from Sydney in a decked boat, and passing through what are now, in honour of the former, called Bass's Straits, along the north and west shores of Van Dieman's Land, to the point where Tasman had landed. Flinders afterwards carried on his explorations along the eastern and northern coasts of New South Wales.

Even at this early period some advance was made in the improvement of the breed of sheep, by crossing "the smaller Bengal with the larger Cape sheep."

The result was an excellent fleece, from which a piece of cloth was manufactured and sent home. Some colonial-made linen, and some excellent iron ore, were also forwarded to the mother country.

A few months after the commencement of this century, Governor Hunter returned to England, and Captain Phillip Gidley King, the commandant of Norfolk Island, was appointed Governor. The quantity of land already granted to settlers, emancipist and free, was 47,678 acres.

In the following year (famous for Nelson's attack on Copenhagen) the population amounted to 6508; of whom 5547 were in New South Wales, and 961 in Norfolk Island.

About this time, too, Lieutenant (now Captain) Flinders sailed from home to prosecute further discoveries in the South Pacific, and one of his midshipmen was Mr. (afterwards Sir John) Franklin. He discovered and surveyed King George's Sound, Kangaroo Island, Spencer's Gulf, and visited Port Phillip Bay, all on the south coast of Australia. Port Phillip was so called from one of the names of Governor King.

In the year 1803, Lieutenant Bowen was sent from Sydney to Van Dieman's Land, to form a settlement. Ten male and six female prisoners, and three soldiers, accompanied him. They landed on the east bank of the Derwent, not very far from the present site of Hobart Town. Within six months, the settle-

ment was vastly increased by the arrival of two ships, which had been despatched from England to form a convict colony at Port Phillip; but in consequence of the difficulty of getting a supply of fresh water there, they left Australia, and joined the new settlement on the Derwent. The fresh arrivals consisted of forty marines, twelve free settlers and their families, six unmarried free women, four hundred male prisoners, and twelve women and children, the families of prisoners. Lieutenant Bowen sent his own vessel to survey Port Dalrymple and the River Tamar, in the north of the island. Upon his report, some prisoners were sent from Sydney, and formed the settlement of York Town, near the entrance of that river. Sydney had now two insular places, Norfolk Island and Van Dieman's Land, to which the riotous and more abandoned convicts could be sent, and employed in raising supplies of grain and vegetables for themselves and the mother colony. About the same time Governor King attempted to remove all the emancipist settlers from Norfolk Island to Van Dieman's Land; but as these people had become attached to their homes, a few years elapsed before they could all be induced to submit to the change. They chiefly located themselves in the plains, which they named Norfolk Plains. The township, too, of New Norfolk, which is on the Derwent, and twenty-one miles from Hobart Town, was also named by them.

Late in the summer of 1806 Governor King (who had been eighteen years in the colony) resigned his office to the noted Captain William Bligh, formerly of the "Bounty," who arrived shortly after the news of Nelson's death had reached Sydney. Bligh's rule was but short. He alienated both the military and the principal civilians, and was at last put under arrest by them. Major Johnston, the Commander of the troops, acted as Lieutenant-Governor. The joy in Sydney and on the Hawksbury was unbounded.

This colonial revolution was effected in 1808, the year of Great Britain's political isolation.

SECOND PERIOD, 1809 TO 1825.

During almost the first thirteen years of this Period, Lachlan Macquarie was Governor of New South Wales and its dependencies. He arrived in December, 1809; and having reinstated Bligh for twenty-four hours, then himself assumed the governorship. Bligh's daughter was married to Lieutenant-Colonel Maurice O'Connell, the new military Commander, and Major (now Colonel) Johnston went home, was tried by a court-martial and cashiered. He, however, returned to the colony, and settled there.

Macquarie was a man of great energy, and applied himself to reorganizing the various departments of public affairs, and to establishing rules and regula-

tions for the better observance of order and decency. He is, however, chiefly remarkable for his reforms as regards the convicts, and in carrying out these he came into serious collision with the free settlers. The Secretary for the Colonies sent out a Mr. Bigge to inquire into the general state of the settlements at the Antipodes, and from his Reports I gather the following information.*

During the rule of Captain King, an order was issued requiring all persons who applied for convicts as servants to sign an indenture by which they covenanted to clothe and maintain them, according to the same rate of allowance that was afforded by Government to the convicts in its employ, for the space of twelve calendar months, under penalty of paying one shilling for every day of the term that was unexpired, unless they could give a satisfactory reason for their discharge. The convict had to work daily ten hours for five days in the week, and six on Saturdays; and as he was often able to perform his allotted task in less time, he was allowed to use the remainder of each day for his own benefit. In some cases he was paid by his master for extra work done for him; whilst in others, through the poverty of his master, his extra time was unemployed. This was felt to be a great evil, in consequence of the unauthorized dispersion of convicts in

* Bigge's Reports, printed June 1822, and February 1823.—Also Edinburgh Review, vols. for 1819 and 1823.

search of employment, their idle hands being ever prone to mischief. Corporal punishment could be inflicted by the Magistrates, on the master's complaint of the idleness or neglect of his assigned servants.

The treatment of the convicts was often very severe, and even cruel. At a later period, one man (who had been at the battle of Navarino) received several hundred lashes for mere trivial offences; and was at last sentenced to one hundred lashes, and to be chained to a rock on Goat Island, in Sydney Harbour, for two years, with barely a rag to cover him. The chain was twenty-six feet long, and a hollow scooped out in the rock, large enough to admit his body, served for his bed. His only shelter was a wooden lid perforated with holes, which was placed over him, and locked in that position at night, being removed in the morning. He was fed by means of a pole, with which the vessel containing his food was pushed towards him. Exposed in all weathers, his bare back and shoulders, a mass of sores, rapidly became covered with maggots, through the heat of the climate, and even then he was denied water to bathe his wounds.* This no doubt was a very extreme case; but similar treatment, in a less rough degree, was often exercised.

* Our Convict System. Reprinted from Meliora for April, 1861, p. 13.

During Macquarie's time, the best mechanics, or those who were supposed to possess qualifications especially useful to Government, were taken at once from the convict vessels, and sent to the government gangs; whilst tailors, shoemakers, &c., were allowed to be assigned to the settlers, who sadly complained that they were not permitted to have any useful servants. The most fortunate class of convicts, however, were those who had some money; for they were at once selected by the overseers and clerks of the different offices, and, in consideration of a regular weekly payment of ten shillings each, were allowed to be at large at Sydney and elsewhere. The condition of a convict under this indulgence therefore became at once superior to that of his comrades, whom he had so lately left; and if his conduct were such as to avoid the notice of the Police, he had a good opportunity of maintaining himself with comfort. The Chief Superintendent was an emancipist, having under him 142 remunerated overseers, of whom forty-two only were free settlers. Mr. Bigge remarks that the higher classes of the Superintendents were too much occupied by interests of their own to attend to the labour of those under them; and the inferior classes neither possessed sufficient courage nor integrity to compel the convicts to work, or sufficient skill to direct them. When we add to this the fact, that the conduct of the female prisoners, who had almost full freedom

to carry on their licentious doings where and how they pleased, was most vicious, we can well imagine how fearful the early state of the colony must have been, and we must congratulate our fellow subjects that they have seen the end of transportation to their shores. The number of the emancipists in 1822 was 4376, of whom only 369 could then be called respectable in conduct and character. Still, however, they were the wealthiest class of the community; *e. g.*, one named Samuel Terry, owned 19,000 acres, whilst another, a Mr. Redfern, owned 2620 acres. In 1820 the convicts had 92,618 acres, 40,643 head of horned cattle, and 221,079 sheep. They were also the chief traders. Samuel Terry gained his wealth as follows:*—He arrived in the colony as a convict when young. He was first employed in a gang of stone masons, and then set up a small retail shop, in which he continued till the expiration of his term of service. He then repaired to Sydney, where he extended his business, and, by marriage, increased his capital. For many years he kept a public-house and retail shop, to which the smaller settlers resorted from the country, and where, after intoxicating themselves with spirits, they signed obligations and powers of attorney to confess judgment, which were always kept ready for execution. By these means, and by an active use of the common arts of overreaching ignorant and

* Bigge's Reports.

worthless men, he was able to accumulate a considerable capital and a quantity of land.

The educated convicts sometimes opened schools, and became private tutors. Mr. Bigge mentions a case of the son of a free settler being taught by his convict writing-master to copy living people's signatures. The system must have been most demoralizing.

Macquarie especially angered the free settlers by introducing the emancipists as the equals and friends of the military and civilians, and by almost peremptorily requiring the former to invite them to mess. He even placed some on the Bench of the Supreme Court and of the Judge Advocate's Court, as well as on the magisterial roll. The Rev. S. Marsden consequently resigned his post as magistrate. This however the Governor did not accept; but was so incensed at it, that in the next Gazette he published a formal dismissal of Mr. Marsden from the magistracy.* So gross and studied an insult to this esteemed servant of the Crown was severely blamed by Mr. Bigge. The Governor evidently regarded opposition to his wishes, or non-compliance, as nothing short of sedition.

During Macquarie's rule the hitherto impenetrable barrier, called the Blue Mountains, running somewhat parallel with the coast, and preventing egress

* Further insults and annoyances were heaped on Mr. Marsden. See his Life, and Bigge's Reports.

westwards, was crossed after much difficulty. A fine district was opened up on the other side, and a town was laid out on a river then named the Macquarie. The town itself was called Bathurst, in honour of the Secretary for the Colonies. About one hundred miles further westward the river Lachlan was discovered. It was so called after the Governor's Christian name. Port Macquarie, on the east coast, was also discovered and named.

Macquarie was Governor when Wellington's great victory of Waterloo was won; and even in that early period in the colonial history, the Britishers in Australia exerted themselves to send home a subscription for the relief of the widows and orphans of those who had fallen in the battle.

Lachlan Macquarie was succeeded by Sir Thomas Brisbane, who ruled New South Wales and its dependencies for the last three years of our second Period, *i.e.*, till 1825. He had to bear the difficulties which naturally arose from the policy of his predecessor, and to steer between the emancipists and free men, who were now at open variance.

Hitherto the colony had neither a free press nor trial by jury; but under Sir T. Brisbane both were conceded, with some limitations, however, as regards the latter. During the same governorship, William Charles Wentworth, who had been born in Australia, was competitor at Cambridge University for the Chancellor's Medal for the best English Poem.

Out of twenty-five candidates, he was second, Mr. Praed being first. This high distinction was most gratifying to the Australians.

Science received a great impetus under Sir Thomas Brisbane.* At his own expense he built an Observatory at Paramatta, and employed Messrs. Rümker and Dunlop to assist him in observations. He also published a catalogue of 7385 stars.

Further explorations were made. A navigable river was found to empty itself into Moreton Bay, and received the name of Brisbane; and a party penetrated overland as far as Port Phillip, on the shores of which Melbourne is now situated. The Moreton Bay district became a convict settlement about this time. It now forms part of the colony of Queensland, of which Brisbane is the capital, on the river Brisbane.

A glance at the Map will show the extent of the Australasian settlements at the close of 1825. Hobart Town, in Van Dieman's Land, and Moreton Bay, 450 miles north of Sidney, constituted its extreme boundaries.

THIRD PERIOD, 1825—1837.

I shall give a list of the Governors, and add a few facts.

From 1825 to 1832, General Darling was Governor.

From 1831 to 1837, General Bourke.

* See Leisure Hour, for December, 1862.

At the commencement of this period, Van Dieman's Land was separated, and given a government of its own. General Darling, however, as Governor of New South Wales, was Governor-in-chief of all the colonies.

In the same year a species of colonization began on a small scale in New Zealand, and the settlers there were placed under the protection of the New South Wales Government. In this year, too, Dr. Reginald Heber, Bishop of India and Australasia, died.

General Darling's rule was not at all pleasing to the emancipist class, nor even to some of the free settlers, and a most disgraceful expedient was devised to show the feeling against him. Two or three days before he returned to England, Mr. Wentworth threw open his grounds on the shores of the harbour, for a nightly revel, at which the Governor was openly held up to ridicule and scorn. The rabble assembled in large force; a bullock was roasted and eaten, and large quantities of spirits were distributed. The result was that General Darling was obliged to leave the town in a secret manner, to escape personal abuse and insult, if not injury, at the hands of an excited mob.

In August, 1829, the Swan River Settlement was formed. Three years earlier, in anticipation of the French projected scheme of colonization, King George's Sound had been made a settlement. Both

were included in the subsequent colony of Western Australia, which comprises an area of about 1,019,900 square miles. Three other settlements were made in the north, viz., Port Dundas, at Melville Island, in 1825; Port Wellington, at Raffles Bay, in 1827; and Port Essington in 1837; but they all were given up after an existence of two, four, and twelve years respectively. The colony of North Australia was formed in 1847, but only lasted five months.

General Bourke, who succeeded Darling as Governor, managed to escape the personal indignities with which his predecessor had been assailed; and the period of his rule was very nearly contemporaneous with that of King William the Fourth. During his governorship, a most decided feeling of aversion against convictism was manifested throughout the colony. Explorations in various directions were made, especially along the Darling river. A resident was appointed in New Zealand, somewhat after the East Indian fashion, for New Zealand was recognised by the Crown as an independent state. The Roman Catholics, aided by Macquarie, had during his governorship laid the foundation of St. Mary's Cathedral, the building of which they now pushed forward with great vigour, especially as the Government gave them a sum of money equal to the subscriptions received. They also now began to agitate for an acknowledgment of their supposed equal right

with the Church of England to receive State aid. In 1836 the Church Act of New South Wales was passed, by which all religions were placed very much on an equality as regards State aid.

To this period also must be assigned the settlement of the Port Phillip district and of South Australia. Neither of these were colonized by convicts. The former received its first settlers from Van Dieman's Land, and the latter from England.

FOURTH PERIOD; REIGN OF QUEEN VICTORIA.

List of Governors.

From 1838 to 1846...Sir George Gipps.
,, 1846 to 1855...Sir Charles Fitzroy.
,, 1855 to 1861...Sir William Denison.
,, 1861 ——— ...Sir John Young.

The first five years of the rule of Sir George Gipps were not remarkable for any incident of great interest to the general reader. There were political dissensions, and agitations against continuance of transportation. Fresh impetus also was given to immigration, and various acts and regulations passed for the internal management of the colony. In 1843, however, the first great concession towards a full representative constitution was made by the Home Government. The new Act authorized the formation of a Council of fifty-four members, of whom thirty-six were to be elected by the people, and eighteen

by the Crown. Of the latter, six held their seats by virtue of their office, and formed the Ministry in the Council. They were called the Colonial Secretary (*i.e.* the Prime Minister), the Colonial Treasurer (*i.e.* the Chancellor of the Exchequer), the Auditor General, the Attorney General, the Commander of the Forces, and the Collector of Customs. The qualification of an elector was freehold property of the value of £200, or the occupation of a dwelling valued at £20 per annum; and that of a member of the Council was £2000 worth of freehold property, or an income from real property of £200 per annum.

About this time the colony suffered from a monetary crisis; and amongst other losses, sheep became almost unsaleable. Fortunately Henry O'Brien, a grazier in the southern districts, discovered that by boiling down the carcase, a certain amount of money could be realized from the tallow, which, together with the value of the skins and hams, &c., might amount to 14*s.* per sheep. This expedient was adopted by the dejected squatters with success, though they only made from 5*s.* to 8*s.* per sheep. The discovery, however, has been of invaluable benefit to the owners of cattle, as the boiling down of bullocks is now a lucrative business in the colonies.

Sir George Gipps cannot be said to have enjoyed a very quiet rule. Partisanship was too rife, and the spirited exertions of the colonists to gain the

full privileges of political manhood were too active and urgent to allow the Governor to rule lazily, or to act the sinecurist. Towards the close of his governorship, railways were projected, and steam communication with England was proposed; for then the latest news from home were frequently five months old. The route *viâ* Singapore, in connexion with the Indian and English line of packets, was thought most advisable.

In 1846, when Sir C. Fitzroy succeeded Sir G. Gipps, the question of transportation to the Colonies, which had been falling into desuetude, was again revived. The agitation continued for some time, as the Home Government was most anxious to resume the old system; and when, in 1849, the "Hark-away" arrived at Sydney with convicts, all the most influential people turned out in a mass to protest against the landing of any of them. The same feeling was equally strong at Port Phillip and at Moreton Bay as well as, subsequently, in Van Dieman's Land. After a few more years of active and unremitting agitation, both in the Colonies and at home, transportation to any of the settlements, except Western Australia, was abandoned. This great triumph of perseverance and right was finally and completely achieved in the year 1853.

It was during this agitation (in the year 1850) that the district of Port Phillip was declared to be a separate colony, under the name of Victoria; and

Mr. Charles Joseph Latrobe, who had acted as Superintendent of the district, was declared its first Governor.

Soon after the opening of the first Great Exhibition, which has been so inseparably associated with the name of the lamented Prince Consort, an event occurred of immense importance to the Australian world, viz., the gold discovery in New South Wales. This precious metal was discovered near Bathurst, by Edward Hammond Hargreaves, a colonist, who had lately returned from the Californian diggings. A rush of fortune-hunters was made to the place, and many obtained large returns for their work. Fresh gold-fields were afterwards discovered, both in New South Wales and Victoria, and gold-seekers arrived by hundreds from Great Britain and elsewhere.

Two years later (*i.e.* in 1853) the Colony, agreeably to the Home Government's wish, prepared the draft of a New Constitution Bill for itself, which was laid before the British Parliament the following year, and, with some slight alterations, received the Royal Assent. About the same time authority was given for the establishment of a Mint at Sydney; and Captain E. W. Ward, R.E., was appointed Master of it, with an income of £1000 a-year. Agitation, too, was now rife in the district of Moreton Bay for separation.

The next year, 1854, the whole of Europe was in

a commotion, in consequence of the Crimean War. On this occasion the colonists expressed, in an address to Her Majesty, their never-dying loyalty to the British Flag, and their sympathy in all movements for the honour of the one United Empire of Great Britain. A year later, they gave a practical proof of the reality of those feelings, by munificently subscribing £8000 to the "Patriotic Fund." Sir D. Cooper, Bart., gave £1000, and promised £500 per annum during the continuance of the war. By the 9th of May, 1855, New South Wales had sent home £30,000 for this purpose.

Shortly before the capture of Sebastopol by the Allied Forces (which was an occasion of great joy in the Colonies), in 1855, the New Constitution Bill had been returned, as we have said, assented to by the Crown; and, on the 19th of the December following, Sir William Denison, the *Governor-General* (a title first given to the Governor of New South Wales in 1851) was newly sworn in as *Governor-in-Chief* of New South Wales. By this change of title he is deprived of even apparent jurisdiction over the other Colonial Governors. The total revenue of New South Wales (including the Moreton Bay district) for this year was £1,643,403, and the gross expenditure £1,660,688.

The following year opened with the general elections, and formation of a ministry under the New Constitution.

The following is a list of the Ministries :—

	Formed.	Resigned.
Mr. (now Sir) S. A. Donaldson's	April, 1856	August, 1856.
Mr. Charles Cowper's	Sept., 1856	Oct., 1856.
Mr. Parker's	Oct., 1856	Sept., 1857.
Mr. C. Cowper's	Oct., 1857	Oct., 1859.
Mr. Foster's	Nov., 1859	Feb., 1860.
Mr. C. Cowper's	April, 1860	Still in power.

Mr. Cowper is brother of the Dean of Sydney, and son of the late Archdeacon. I believe he is responsible to the Colony for having reduced the qualification of voters to that of Universal Suffrage.

In the year 1857 the Pitcairn Islanders were removed to Norfolk Island, which had been evacuated by the Convicts. They numbered 194 souls, and were to be protected with the utmost jealousy in their possession and enjoyment of that beautiful island.

In the same year information was received from home that the Moreton Bay District would be erected into a separate Colony; which was actually done in the year 1859, when it received the name of Queensland.

Australia, the area of which is equal to those of Russia and Turkey in Europe, Greece, Italy, Austria, and Germany combined, now consists of five Colonies, each having its own Governor and Houses of Parliament; except Western Australia,

which has not yet received a free constitution. Their names, taken in geograpical order from west to east, are Western Australia, South Australia, Victoria, New South Wales, and Queensland. Besides these, there are Van Dieman's Land (now called Tasmania) and New Zealand.

CHAPTER II.

VICTORIA AND TASMANIA.

JUNE 12th, 1861, I left Liverpool in the Black Ball clipper *The Lightning,* a ship of 1760 tons register. My fellow-passengers were upwards of four hundred in number, of whom only twenty were in the chief cabin. Delayed by head winds, we were thirty-three days in reaching the Equator; but the whole of our voyage was completed in seventy-seven.

When in 17° north latitude, and whilst our Captain was confined to his cabin seriously ill, the two chief mates cruelly ill-treated a sailor, and confined him in the ship's coal-hole in irons. With this exception, our voyage was pleasant enough, as we had a great variety of employments and amusements. At one time a school was held for the steerage children; whilst at others there was dancing, boxing, and playing at rope quoits, chess, draughts, or cards. In the Northern Tropics we had foot-races and leaping matches. There were also concerts; and in the

long winter evenings south of the Cape of Good Hope, lectures and public readings in the Saloon. A Church of England clergyman officiated on Sunday mornings; whilst in the evenings the Saloon piano was brought into requisition for sacred music.

On our twelfth day out we passed a few miles to the eastward of the island of Porto Santo, and between Madeira and the Desertas. These, and Gough's Island in the South Atlantic, were the only land we saw during our voyage.

The phosphorescence in the ocean around us soon attracted our attention; and two or three days after our Tropical races, some of us lowered a bucket into the sea, and drew up a few of these light-emitting creatures. They were about the size of a man's little finger, semi-transparent, rough, and of a somewhat gelatinous appearance. I placed two in a bottle filled with salt water, which I carefully sealed; but they had dwindled away in size very much before we reached Melbourne. One of my companions pressed another in a book, and it became as thin and flat as a leaf. They seemed to be made up of a series of fine vesicles distended with air or sea-water, apparently imbibed through an aperture at one end. The phosphorescent light was not long visible after the organism was bottled, though at first a good shake caused it to shine brightly. For several nights I observed these appearances in the

sea, and they were always more apparent in damp or wet weather.

When we were in 9° N. Lat. and 25° W. Long. a curious bird alighted on our ship. It was about the size and shape of the English moor-hen, and coloured very much like the larger ones found in Australia. Its beak was red, and body blue, with a green neck; its claws fully an inch long, but not webbed, and the lower shanks of its legs very much thicker than the upper. It was quiet, and its eyes, which were dark and surrounded with a red rim, gave no sign of excitement. This made us think that it was accustomed to human society, and had escaped from a ship which lay within a few miles of us in the calms on the previous day. It however soon died, and the surgeon preserved its skin.

In the Southern Temperate Zone we caught several Cape pigeons (black and white birds) by means of strings trailed over the stern, against which they sometimes struck as they swooped across our wake, and becoming entangled were drawn on board. It is a curious fact, that these birds are invariably sick, and vomit oil when placed on deck.

On our seventy-seventh day out we sighted Cape Otway Lighthouse, which is 100 miles from Melbourne, but connected with that city by electric telegraph. Sixty miles from that point are the Port Phillip Heads, and in the evening of August

28th we anchored within them in the Quarantine ground. The following morning we set sail for Sandridge Pier, on the opposite side of Hobson's Bay. The scenery was by no means interesting until we came in sight of Melbourne. As we approached the Pier we saw Brighton and St. Kilda, two watering places, on our right, and Williamstown, with its busy docks and wharfs, on our left, whilst before us, and apparently at some little distance, lay Melbourne, the metropolis of Victoria. The steam of a train along the shore to St. Kilda was also visible, whilst the masts of numbers of large ships presented a fine sight. The Railway Pier, alongside which we moored, is an extensive work erected on wooden piles, and is 2180 feet long. It is covered with rails for cargo trucks, and fresh water is laid along it for the supply of ships. Sandridge and Melbourne are connected by a railway of about two miles long.

At Melbourne some of us stopped at Menzies' Hotel, Latrobe Street, a very comfortable place, and the charges not so exorbitant as we expected. Board and lodging for a week cost about £3. 12s. 6d. For this sum a first-rate breakfast, with hot and cold meats or fish, a well-spread luncheon with soup, and a plentiful *table-d'hôte* dinner of five courses, were supplied. The bed-rooms were very comfortable and clean, and the lodgers had the use of a large coffee-room, as well as of a smoking-room.

Private sitting-rooms could also be obtained at an extra charge. The greater portion of the lodgers were Squatters. The name sounds strange, but under this designation are included some of the most respectable and wealthy members of the colonial society.

The next day we heard that the Mates of the "Lightning" had given their victim in charge for assault, and that the case was adjourned till Monday. Accordingly, at 10 a.m. on that day, some of us appeared at the Water Police Court, Williamstown, and endeavoured to get an Attorney to defend the poor fellow. As we failed in this, we cross-examined the Mates ourselves. Their case very soon thoroughly broke down, and the charge was withdrawn.

Sunday intervened, and we had the pleasure of hearing the Lord Bishop of Melbourne, Dr. Perry, at St. James's Cathedral. The decorum observable throughout the city during the day was more than we had expected. The people seemed to enjoy much a quiet walk with their friends and families in the afternoon; and as the public-houses were closed very nearly the whole day, many of those disorderly scenes which week after week make many parts of our great towns at home a disgrace to us, were obviated.

The election of members of the Colonial Parliament was now ended, and on the Tuesday following

our arrival two of us obtained admission into the Upper House (the House of Legislative Council), to witness the ceremony of the Governor's opening the Legislative Session. The House was roomy, and neatly ornamented. Some prefer it to the House of Lords, as being of a more chaste design; but it is certainly far inferior in gilding and costly ornament. As all religions are equal here, no clergyman officiates, but business is commenced by the President himself reading the Lord's Prayer. Shortly after this religious exercise, the Governor, Sir Henry Barkly, arrived, with his military and Court staff. Amongst the former was Sir Thomas Pratt, the General commanding the Australian forces, who had also been the Commander in New Zealand during the late war. He is a very fine-looking officer, and his daughter is the present Lady Barkly. The Governor delivered his speech, after the English fashion, to both Houses. The Legislative Assembly (or Lower House) was represented by the Speaker in his robes, accompanied by several members. Amongst those of the Upper House I noticed especially an old gentleman with a skull-cap on his head, the Hon. J. P. Fawkner,* one of the earliest settlers in Victoria, who contests with a Mr. John Batman, a native of New South Wales, for the Fathership of the Colony. From a letter † written by the latter to the British

* All Members of the Upper House are called "Honourable."

† See "The Yeoman and Australian Acclimatiser," Melbourne, July 26, 1862.

Government, dated "Hobart Town, June 25th, 1835," it appears that Batman (as the pioneer of a colonizing association) sailed from Launceston, Tasmania, on the 12th of May, 1835, accompanied by seven Sydney natives, and landed at Port Phillip on the 26th of the same month. He entered into arrangements with the natives of the district,* who signed some deeds he had with him (prepared by Mr. J. T. Gellibrand, a barrister) by which they conveyed to him 100,000 acres extending from Geelong Harbour to the entrance of Port Phillip, and 500,000 acres in another direction. Their names, to which they added their marks, were JagaJaga, Coo-

* It is supposed that there are about 1700 Aborigines in various parts of Victoria, whereas twenty-eight years ago they numbered between 6000 and 7000. The *Daily Telegraph* of January 20th well sums up the causes of this decrease, in the following words (representing the Colonists as Ulysses, and the Aborigines as Polyphemus):—"We make his kangaroos so scarce that he cannot live; we poke out his one poor fighting eye with a 'hot stick,' which is the aboriginal idiom for 'rifle;' and we debosh him, soul and body, with our pernicious strong drinks. . . . Twenty-six years ago, Fawkner, the founder of Melbourne, discovered half-a-dozen different tribes upon the spot. Now . . . Derimut, the 'Wild Black Fellow,' is king of some eight or nine mangy subjects, who sit with him in the sun and dust outside the great Australasian city, literally waiting for their turn to die."—See also Flanagan's Hist. of N. S. Wales, vol. i. p. 528, and Life of S. Marsden, p. 237, &c., as to the treatment of Aborigines in Australia in old times. Quite lately (Dec. 1861) the *Sydney Morning Herald* and other newspapers wrote strong articles about the massacre of blacks in Queensland; and, at that very time, an attache to a run in the same district boasted to me of the tact and power of his kangaroo hound in hunting and destroying the Aborigines.

loolock, Bungarie, Moowhip, Yanyan, and Mommarmalar. The witnesses of signature were James Gumm, Alexander Thomson, and William Todd. Blankets, knives, tomahawks, suits of clothing, looking-glasses, scissors, and flour, were given as the price of the land. Batman intended to introduce 20,000 breeding ewes, and to admit only married men of good character, with their families, into the settlement; whilst a minister or catechist was to be supported at the expense of the Association. Batman left Port Phillip on the 14th day of June for Launceston, to complete his plan. His chief supporters were in Tasmania, and the names of some of them were, Captain C. Swanston, Messrs. T. Bannister, J. Simpson, and J. T. Gellibrand. Sir R. Bourke, the Governor-in-Chief, subsequently declared the "Deeds" void. Mr. Fawkner left Tasmania with another party, to colonize the Port Phillip district, about the middle of July, 1835. He settled down on the Yarra, near where Melbourne now stands, and opened the first public-house there. His and Batman's party soon came into collision; but by degrees other settlers arrived; and in September, 1836, the whole settlement was placed under the superintendency of Captain Lonsdale, and legal rule was established.

At the close of Sir Henry Barkly's speech, the Lower House retired. Each member of the Upper House, or Legislative Council, must be thirty years of

age, and a natural-born subject of Her Majesty. He must also have held, or been entitled to (for twelve months preceding his election,) a freehold in the Colony of the value of £5000, or of a clear annual value of £500. An elector must have, or be entitled to, lands or tenements of the value of £1000, or of the clear yearly value of £100. This franchise is also extended to graduates of British Universities, and members of the Legal and other learned professions. The present number of members is thirty.

For the Lower House, or Legislative Assembly, any male subject of Her Majesty above the age of twenty-one may vote at the elections; and there is no property qualification required for the members. In the case of both Houses the voting at the elections is by ballot.*

Many of the members of the Legislative Assembly are men of no pretension to independent means. One is a railway porter; and another a working mason, who subsequently took up the business of a publican. Still, however, in spite of all drawbacks such as these, the Colony thrives; but I frequently heard persons lament the vicious tendency of placing on the same footing in the elections those who really had no interest in the Colony, and those whose entire capital was sunk in the place. As regards the Ballot, I can only say, that impersonation of voters had been carried on, under its protecting arm, to a

* Handbook to Australasia. Fairfax, Melbourne, 1859, p. 27 et seq.

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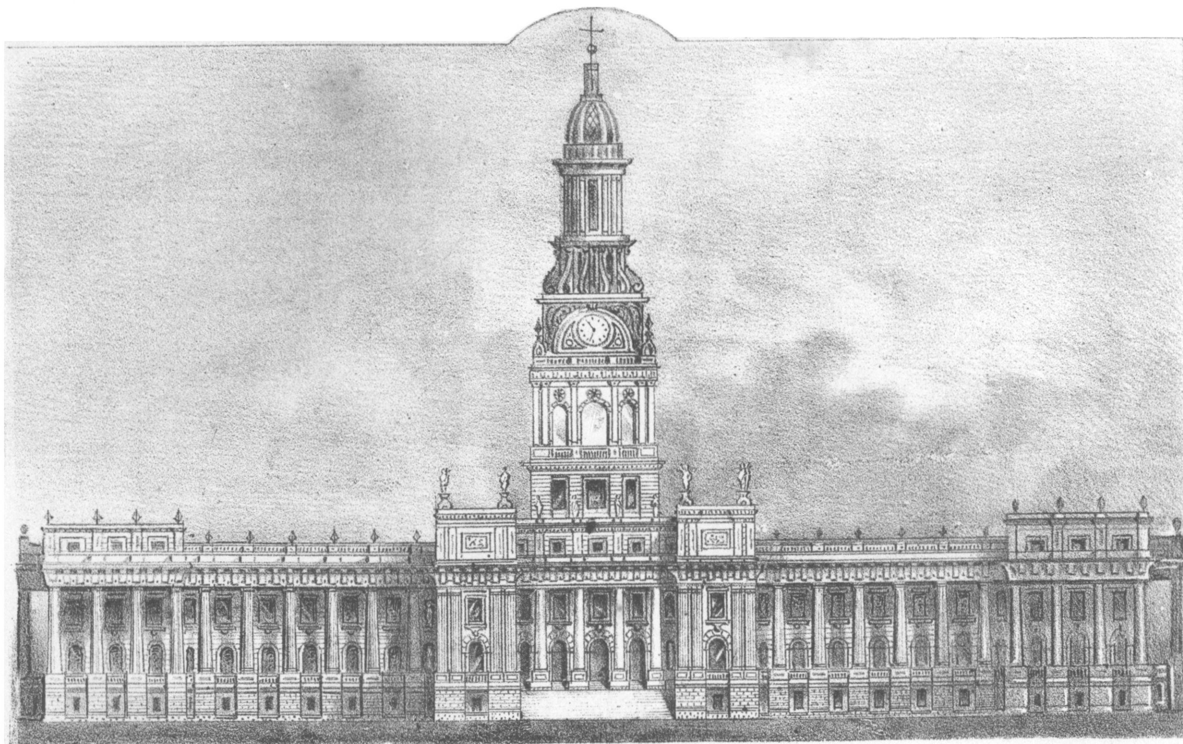

THE PARLIAMENT HOUSE, MELBOURNE.
(now in course of erection.)

See page 39.

great extent just previous to my arrival; and at a municipal election in Swanston Street, near Latrobe Street, it was no safeguard to the voters, for the supporters of the Candidate obnoxious to the mob outside the polling-place were generally treated much after the old election mode at home.

It will be some time before the Houses of Parliament are complete; but if they are finished on the plan proposed, they will be a great ornament to the city.

Melbourne proper, or the city as first laid out, consists of several very wide straight streets at right angles, or parallel to one another. Flinders, Collins, Bourke, Lonsdale, and Latrobe Streets, run east and west, and are parallel to each other. They are crossed at right angles by several other streets, amongst which I might mention Elizabeth and Swanston Streets. Along each side of the roadway the gutters are generally running with water; and Elizabeth-street sometimes becomes quite flooded after the heavy rains, so as to be impassable except for carts. A lady told me that once she crossed with the water up to her chest. A child, I believe, was drowned in Flinders Street during one of these floods.

These rectangular blocks of streets soon became too compressed for Melbourne's necessities; and though they still monopolize the chief shops, banks, and places of business, yet the city has extended to

its suburbs, and now under the name Melbourne may be included Collingwood, Richmond, and North Melbourne, formerly detached districts. The total population of this metropolis of Victoria in 1861 was about 123,000 persons. The site of the city was selected in October 1836, and the following year was visited by Sir R. Bourke, the Governor of New South Wales. He arrived in the "Rattlesnake," Captain Hobson, whose name was given to the Northern part of the Bay of Port Phillip. From the Census taken in the November of 1837, it appears that there were only 224 individuals in the Settlement; and even as late as March, 1851, there were only 77,345 in the whole district; whereas by the last Census (in 1861) the population of the Colony was 540,322, an increase of very nearly sevenfold in ten years. A gentleman told me that in 1839 the only place of worship was built of wood, the roof of which was so leaky, that during a shower every one held an umbrella up whilst attending the service. Now, however, the spires and towers testify to the number of substantial churches and chapels in Melbourne. The new Wesleyan Church, with its tapering spire, and the gradually rising Roman Catholic Cathedral, are works of architecture which would adorn any town at home. Besides these, there are several other very neat and even pretty churches, though less visible from a distance. The secular buildings, too, are very fine. Several of the Banks are hand-

some stone structures. The Treasury is a costly-looking place. The Club would not disgrace Pall Mall, either from its external appearance, or its internal arrangements; and the Post Office, Public Library, and Houses of Parliament, when complete, will be greatly admired. The Hospital is a very neat and commodious building; but if the city increase at its present rate much longer, further additions will be necessary. The Public Free Library, which was opened in 1856, is an honour to the Colony. It contains 30,000 books, and any respectable person is allowed to read there. The most casual visitor to it must, I think, be struck with the number of readers, the quiet and decorum observed, and the civility of the library and door-keepers. Below the Reading Hall is a Museum of Art. Melbourne also boasts of a University, with an efficient staff of Professors. There, too, is a very good Museum of Natural History, Manufactures, and Mining, under Professor M'Coy. These museums are likewise perfectly free to the public at stated times. There is also the Botanical Garden, on the South Bank of the River Yarra, a most charming place. It is perfectly free to any one that wishes to enter, and is supported at the public expence. Annually the Government vote a large sum to be at the disposal of the Curator, Dr. Mueller, for the purposes of the Garden. Across the city, and on its north side, is the Royal Park, which, however, was not laid out.

The City of Melbourne* is well supplied with water, which is brought in pipes from the Yan Yean Lake, (now built up into a reservoir,) a distance of nineteen miles. This lake is 595 feet above the city, and holds 6,422,000,000 gallons. It is also connected with the River Plenty, the supply from which alone would be quite sufficient to fill it once and a half annually. The cost of this great work by itself was estimated at upwards of £550,000. The present income from the water supply is £60,000. London is supplied at the rate of twenty gallons per head daily, but the Yan Yean could supply 200,000 persons at the rate of 100 gallons daily. By means of hydrants, the streets of Melbourne are watered. Such a plan is far preferable to the old carts, and the pressure caused by a fall of 595 feet is invaluable in cases of fires. There are many other uses to which this water supply is put; I have even seen a man with a small hose playing the water over his horse's muddy legs, and with apparently very good success.

In addition to the places of education already mentioned, there are various schools, which may be classed under four heads, Denominational, National, Private, and Ragged.

In 1860, there were 505 Denominational Schools, under the management of one or other of the larger religious denominations; 160 National Schools,

* Statistical Sketch in Catalogue of the Victorian Exhibition, Melbourne, 1861, pp. 43, 44.

managed by a Government Board, after the Irish plan; and 221 Private Schools. In 1861 there were seven Ragged Schools. The former two receive aid from the Colonial Treasury. The Ragged Schools were open from ten to twelve, and from two to four, on week days. It is painful to think that even in this fine city so many parents squander their earnings in drink, and leave nothing to defray the expences of their children's education. Let, then, the vicious parent who neglects his child be held responsible by law for a weekly payment towards its education, if on due inquiry such neglect can be proved before the City Magistrates, and if the child be found like a vagabond in the streets. Similar steps to this have been taken in Aberdeen, and have freed that city of juvenile beggars. How little do the general public know that begging is the precursor of crime, otherwise it would not be so much encouraged, or looked upon with so little concern.

A really good and practical Bill on this subject was introduced in 1861 into the House of Legislative Assembly, by the then Premier, Mr. Heales; but as his ministry resigned, the Bill disappeared altogether. This is the more to be regretted, as it was evidently prepared with great care, and well fitted to meet the emergencies of the case.

There is no workhouse system in Melbourne, but instead the Benevolent Asylum was opened. This institution is supported partly by an annual Govern-

ment grant, and partly by contributions. Its objects are,* "To relieve the aged and infirm, disabled or destitute, of all creeds or nations, and to minister to them the comforts of religion." I believe that the Asylum itself is capable of holding 224 inmates. Intimately connected with this is the Industrial Home for destitute married women, which I visited. They were employed in needlework and in washing clothes. No doubt, if they can obtain plenty of work, the expenses of the Institution will be much lessened.

There were several other useful charities, but I had no time to visit them.

During my stay at Melbourne, I took a jingle, or car, and drove to St. Kilda. The road was very good all the way; but I was nearly smothered with the dust, which rises in clouds when the northerly wind blows. This wind is hot to suffocation in summer, like a blast from a furnace, as some old settlers expressed it. St. Kilda is a pretty seaside place, situate on Hobson's Bay, about three or four miles from Melbourne. To prevent risk from sharks, the bathing places are fenced in with piles and stakes. From St. Kilda I went by rail through Balaclava to Brighton, which was marked out as a town, but contained very few houses. At that period in its existence it presented no attractions to the solitary tourist; and therefore, after a short walk

* Handbook, &c. Fairfax. p. xcvi.

on the beach, where pieces of native sponge lay strewed about, I returned by rail to town.

About the 12th of September I set off by train to Geelong, the second seaport in Victoria. We were two hours on the road, the distance being forty-five miles. Instead of the "Times," &c., the news-lads at the Stations call out, Argus, Herald, Age, &c. These three are the Melbourne daily papers, and are evidently managed by men of talent and respectability. The country through which we passed was not remarkable for its beauty, the whole way to Geelong being an uninteresting flat.

In due time, having reached that town, I put up at Mack's Hotel. Geelong is situated on Coria Bay, which opens into Hobson's Bay. Its position close to the water gave it a great advantage over Melbourne; but this to a great extent was neutralized by the bar at the entrance of Coria Bay, over which a large ship could not pass. Now, however, by dredging, a channel has been cleared sufficiently deep for the Great Britain to enter.

The first mention of Geelong is in Batman's Deeds of 1835. It is by position the natural outlet for the products of a very large district; but its prospects have been apparently damaged by the formation of the railway to Melbourne, by which much of its trade has been diverted. Its population is 23,000 persons. From time to time the Melbourne people have been very facetious at their expense.

By adding "ese," so as to make Geelongese, the distinctive name of the people of this town is coined, but the metropolitan wits have corrupted it into Geelong Geese. Like Melbourne, this town has several first-rate buildings. Its Banks are very fine; and the Hall of Commerce has a finer front than that in Collins Street, Melbourne. There are several churches, some of which are pretty. The Church of England Grammar School, and the Law Courts, &c., are good substantial buildings. Geelong, too, has its Public Botanical Gardens, supported by an annual Government grant. They are situated on a rising ground, with a good view of Coria Bay; and in a few years, when the trees, &c., are grown up, will be very ornamental to the town.

There were several bathing places palisaded in, as at St. Kilda. Into one of these I ventured, half imagining that perhaps a shark might have got inside in spite of all precautions. Afterwards I enjoyed a sail on the Bay, in a boat belonging to an American, who seemed thoroughly to have become a Britisher in his feelings. A very few days were all I could afford to spend at Geelong, but I left it with feelings of gratitude for the hospitality received there. Except one night at Mack's Hotel, the remainder of my time I was a guest at a private house.

From Geelong I made my way, by Cobb's morning coach, to Ballaarat, a distance of about fifty-four

miles. The original Cobb & Co. were Americans, who introduced into Victoria quite a network of lines of coaches, and having realized a large fortune, sold their business to other people. The present owners still carry it on under the old name. We started at 10.30, fare £1; and as the coaches for Ballaarat were not very crowded, I obtained a box seat. Our vehicle was totally unlike an English coach. It was *very* long, being capable of holding eight, or even ten or more, inside, with an unlimited number outside, and was drawn by seven horses. The first part of our journey, over a well macadamized road, through Batesford and Meredith, was dull, enlivened, however, now and then by meeting coaches from Ballaarat literally crammed with men 'rushing' to the New Zealand gold-fields. One of these coaches brought down sixty or seventy at one time to Geelong. After about thirty miles, we came to a part of the road which was planked for the width of one vehicle, along which we ran pretty well until we had to pass a heavy waggon going the same way, whose horses would not move. We turned off the planking on to the soft, unmade road, and immediately our wheels were nearly buried to the axles. Every person had to get out, and by dint of shouting and cracking the whip, so well understood by the American drivers, the horses were urged back again with the coach to the planking in advance of the waggon. I should

think that this wooden road lasted for seven or eight miles, and the whole distance through a forest. Corduroy was the name of the village we next came to, and I believe the road itself was called a corduroy road, as the planks presented somewhat of the ribbed appearance of the material known to tailors by the same name. After a few miles we descended a long and steep descent into the little town of Buninyong. The view, as we came down, was more extensive and diversified than any I had as yet seen. The soil in the valley is rich, and the country to the north of Buninyong contains fine agricultural land. We were now only a few miles from Ballaarat, and just at the commencement of the gold diggings, which, however, did not present a very charming aspect. A vast quantity of upturned soil, and holes with heaps of gravel and large puddles about them, gave the spectator an idea of untidiness and disorder. The Chinese seemed in great numbers. They are very clever and zealous workers, and have been known to wash over again the deserted washings of the Europeans, and to find gold in paying quantities. At this time each Chinaman in Victoria had to pay a poll tax of £10; which, however, is no longer levied in that Colony, though in New South Wales it has been lately imposed. They are so numerous in Melbourne as to monopolize a great part of Little Bourke-street, where they have a court-house of their own. I believe their mandarin is Kong Meng,

a Chinese merchant of high credit amongst even the European community. At 6 p.m. the coach stopped at Ballaarat, and for one night I stayed at the Bath Hotel, but subsequently availed myself of the hospitality of a resident. Ballaarat is a large town, situated in somewhat of a basin. Its wooden houses are, under the agency of fires, &c., quickly making way for stone or brick buildings. The population in 1861 amounted to 22,111 persons, most of whom, in some way or other, are dependent on the gold fields. The diggings referred to above are the surface diggings; but, besides these, several large mines are worked by Companies.* The quartz in which the gold is found is brought up from the deep mines, and is then crushed by means of iron stamps, weighing from five to seven hundredweight, which are made to rise and fall sixty to seventy strokes per minute. The quartz passes under them in regulated quantities from a feeder, together with a flush of water which washes it, when pulverized, through fine iron grates, (having forty-five to seventy perforations to the square inch,) down inclined troughs. Along the bottom of these quicksilver is laid, with which the gold forms an amalgam. A few slight ridges across the troughs prevent the water and gold from running down too fast. The amalgam is subsequently placed in a heated retort, and the mercury

* Mining and Statistics of Gold. By R. Brough Smyth, p. 87, in Catalogue of Melbourne Exhibition.

becoming volatilized, only the gold remains, which is afterwards purified in a crucible, and run into moulds ready for sale. A great part of this process I witnessed at the Black Hill Mine, which belongs to a Company, whose shares, I believe, are at a fabulous premium.

In the course of the day I was most courteously driven about the town, and through the cemetery, which is worth visiting, as part of it is dedicated to the Chinese, and their tombstones, &c., are very curious. In the European part of the grounds I saw two remarkable tablets; one gave the names of the military officers and men who fell in the Ballaarat riots of December, 1854, whilst another commemorated the "patriotism" of the rioters.

The shops are very good. I was quite astonished to find myself charged only 4*s.* 6*d.* for a really first-rate pair of kid gloves, having paid quite as much as that in London.

This town too, as well as Melbourne and Geelong, is lighted with gas, and I believe its gas-works return the best dividends of any in Victoria. As regards the moral condition of the town, my host, who took an active interest in its welfare, told me that, on the whole, the people seemed anxious to second the good endeavours made on their behalf.* A large number of them were always ready to support their

* The Pure Literature Society of London have presented a library at half-price to the Parish of Saint Paul's, Ballaarat.

churches and ministers, and of even the lower classe many gave with liberality. The Literary Institute seemed well attended, and I believe the Christian Young Men's Society is also a successful institution.

As my time was limited, I left Ballaarat on the third day after my arrival. The coach started at 6.30 a.m. for Creswick. I was now for the first time to experience colonial travelling in its rough style. The coach was a kind of van on leather springs, with seats parallel to the axles. Overhead was a light frame with waterproof material stretched on it, and supported by about six or eight uprights. Waterproof curtains also fell over on all sides, and formed, when buttoned down, a very good protection against rain. The coach, capable of containing a dozen persons, was well filled, and amongst the passengers were some Chinese. Our course lay along the mail-road to Castlemaine, which seemed to have experienced a great amount of traffic, as it was full of great holes. No one at home can imagine the jumping, rolling, and jerking of the coach along such a road, or the shouting of the driver to urge the horses through a hole. An English coach, and an ordinary driver, would be quite out of place in such travelling; but this unseemly van on leather springs, driven by a Yankee go-a-head, is quite in its element when it jerks over a large stone, or flounders through a deep hole, or runs along a sideling in imminent danger of upsetting.

The day was very wet and the atmosphere hazy, so that but an imperfect idea of the country could be formed. Still, however, gold-diggings were visible here and there, and they became more numerous as we drew near Creswick. In all directions the Chinese abounded, and we passed two of their own coaches. They have instituted lines of coaches for themselves in many parts, as their presence in "Cobb's" was not very much desired by the Europeans.

Creswick is about twelve miles north of Ballaarat. Here we changed coaches, and those who had not breakfasted had now the opportunity of doing so. Most of the passengers went on in the Castlemaine coach; but I myself, and one companion, were bound for Clunes, which is about twelve miles north-west of Creswick. We proceeded in a much smaller coach drawn by two horses, and now we really began to experience far rougher roads. Let anyone imagine himself travelling over a semi-swampy ploughed field, with large stones scattered here and there, and the driver urging him now and then to "be good enough to sit *quite* in the centre of the seat," whilst they were passing over a more than ordinarily dangerous place, where the coach was in imminent danger of capsizing, and he will form some idea of this part of my journey. At one moment our right wheel was checked by a huge stone, but, urged on by the driver's shouts, the

horses jolted us over it. Soon afterwards the same performance was repeated with the left, and after a short interval we were nearly bogged to the axles. How the unfortunate drivers and horses can stand such fearful work day by day is a perfect mystery to me. It was quite delightful to reach Clunes, though the descent into the town, which lay in a hollow, was along the side of a hill; and as the road was not cut out or banked up, we were sometimes in danger of capsizing on some of the sidelings.

Clunes contains 1809 inhabitants, dependent almost entirely upon its gold mines, which were extremely productive. In four years the Clunes Company has paid £196 in the way of dividends on each £15 share paid up, *i.e.* more than £300 per cent. per annum. Having changed horses, we ascended a hill at the opposite side of the town, and proceeded on our journey. In passing, I remarked a large hand-bill, announcing a sparring match for the benefit of a Clunes prize-fighter; and from its general wording I imagined that Clunes was a kind of Victorian Staleybridge, a nursery for the ring. Some months later, meeting a gentleman from those parts, I mentioned this to him, but he gave me to understand that it really was a very orderly and decent place.

Leaving Clunes, we got into a somewhat better road, being smoother and less swampy. We passed a hill called Mount Glasgow, on which several tents

were pitched, belonging to the men who had joined in the "rush" to that place. Gold-diggers are a very migratory class. If they hear of the discovery of a new gold field, they will frequently leave their old diggings and rush to the new one, often to return deeply disappointed, but without having learnt wisdom. Let a new "rush" be proclaimed, and they are off again. Gold-seeking appears to be a never-satisfying employment with the mass of the people who frequent "diggings." They will give up good opportunities for a mere chance at a distance. We passed by Mount Greenock and MacCallum's Creek, and after a few miles more through open forest country we reached Amherst, or Old Daisy Hill. Here we stopped for dinner. Our coach went on to Avoca, but I entered another for Maryborough. After leaving Amherst, we passed through an old gold-field, and then entered a forest. This part of my journey was really very pretty, and reminded me of drives through private parks at home. The many-coloured blossoms, and varieties of green hues, had a very pleasing effect. Soon after emerging from this forest we reached Maryborough, another centre of gold-diggings. It is about forty-five miles from Ballaarat, and contains 2477 inhabitants. Several stores and houses were closed in consequence of the "rush" to New Zealand. I arrived here about 3.15 p.m., and started again at five o'clock for Carisbrook in the up night mail

coach for Melbourne *viâ* Castlemaine. In about half an hour I reached Carisbrook, and enjoyed the hospitality willingly afforded to me by an old settler. This universally pervading feeling of hospitality throughout the Colonies is especially pleasant after a day's rough travelling. Carisbrook is a small town of 833 persons, and is a centre both of gold-diggings and of agriculture, but it suffered much from the New Zealand rush. At this time a public sale was being held of a large store of goods preparatory to the proprietor leaving for New Zealand Having spent twenty-four hours here, I proceeded by the 5.30 p.m. coach for Castlemaine, a distance of twenty-eight miles.

The road was very bad in many places. Soon after we left Carisbrook we descended into a plain, where our track lay over a succession of parallel undulations. To such roads has been given the name of "Bay of Biscay," because they suggested the idea of solidified waves, and caused the coach to heave and pitch like a vessel steaming against a head-sea. After some time we had to pass amongst huge boulders, and the driver told me that on one occasion during a fog he lost his way in the midst of them, and nearly upset his coach. We were now in the valley of the river Loddon, which we crossed. By this time it was quite dark, and I changed my seat on the box for one inside. Most of our way was apparently through a forest, and

over a very rough track, so that we were well shaken; but the mail-guard, who was inside, amused us much by his yarns. He told us that the Post-master-General, Dr. Evans, was travelling by one of these coaches, and as he had fined a driver for being behind-hand with the mail, now that an opportunity offered, the driver determined to have his revenge, and drove so quickly over these very rough roads, that Dr. Evans begged him to go a little easier; but this the Jehu would not do, he was so afraid, he said, of being fined. He relented, however, at last, in deference to the repeated cries of agony from his passenger. I forget now what the other stories were, but the guard greatly amused us by his droll manner. In course of time we reached Maldon, at the foot of Mount Tarrengower, a town of 6444 inhabitants, and the centre of a large gold-digging district. Here we received a fresh addition of passengers, many arriving by a coach from Inglewood; and, well packed, we proceeded to Castlemaine, a distance of eleven miles. About 10.30 p.m. we arrived there. I put up at Bignell's Hotel, which seemed both clean and quiet. In the Colonies, except in two or three towns, the hotels depend principally on the bar-custom, and very frequently give inferior accommodation to lodgers. The front of the house is generally given up to the bar, travellers being quite a secondary consideration, as board and lodging are not so re-

munerative as retailing spirits, &c. I have been also much struck with the intense drinking habits in all the Colonies. When two persons met and shook hands, almost instead of "How d'ye do?" the words were "What will you have?" and they would retire to the next public, and *treat* one another. A military man remarked to me that his surprise was unbounded, when in Melbourne he saw two of his friends disappear like this into the nearest potshop. I hope, however, that in time such a low habit will be discarded.

After my evening's journey, the good accommodation afforded at Bignell's was very acceptable. The following day I had a good look about the town of Castlemaine, the centre of the old Mount Alexander gold-digging district. It seemed smaller than Ballaarat, but neater, and more substantially built, as many of the various edifices were of brick. The number of people here in 1861 was 9664. I ascended one of the hills near the town, and, but for the wholesale devastation amongst the trees, and the almost total absence of any streams of water, the view might have been called pretty. I remarked extensive gold diggings along the Melbourne road, whilst in another direction was a large iron-foundry; and a little beyond that, I traced a railway cutting and bridge, with embankments in course of formation, part of the line from Melbourne to the River Murray. By the straight road, Castlemaine is seventy-seven

miles from the metropolis, with which it has communication twice a day,* by Cobb's coach, for about thirty miles, and the remainder by rail. Water is a very scarce commodity in this town, the people being dependent principally on the rain supplies. As wood is chiefly burnt in the houses, the roofs are not covered with smuts, as at home, and therefore the water which runs off them is not particularly dirty. In the year 1860, £50,000 was voted by the Victorian Parliament, to supply the gold-fields with water, and twenty-nine reservoirs were made, capable of holding 597,021,583 gallons.† I do not, however, know where they have been placed.

Here, too, are large numbers of Chinese and Tartars. The former seem to be very skilful in their attempts to cheat the gold buyers. I was shown some *gold* dust which a Chinaman had offered for sale, and it proved most clearly his perseverance. He must have melted the pure gold, and mixed alloy with it, and then by some rubbing process, reduced it to dust again. This spurious gold he offered as good metal; and, indeed, the small particles looked extremely natural. When they buy gold they invariably insist on having their own kind of scales

* The Railway is now open from Melbourne, through Castlemaine, to Sandhurst; and fresh lines are projected from Sandhurst to Inglewood, from Castlemaine to Maryborough, and from thence through Creswick to Ballaarat.

† Mining and Statistics, &c. By R. B. Smyth, p. 92.

used. Shortly afterwards, passing through the Market, which was very well supplied with necessaries of life, I saw some Chinese bargaining. They are especially fond of pigs and fowls, and a woman was trying to induce one to buy. "Now, Johnny, look here; a very fine fowl." But Johnny had ideas of his own, which on this occasion did not fall in with the good woman's; so, after handling the bird a little, he passed on.

In the afternoon I went a short distance on the Melbourne road, and saw a number of young men playing at cricket. They were enjoying their Saturday half-holiday in quite the old country manner.

On the Monday morning, passing by the Police Station, I saw numbers of Chinese, who had been summoned for having no certificate of payment of their £10 poll-tax.

At 2.30 p.m. I took my place in the coach for Sandhurst, which is about twenty-eight miles north of Castlemaine. The fare was £1. Soon after starting, a German next me, whom I requested not to spit quite so near my legs, commenced an excited lecture, in broken English, on the equality of persons, informing me that we were in a democratic, and not an aristocratic coach, and so on. I fancy my chief offence in his eyes was my wearing a black hat, known by many as a bell-topper, for he went on muttering about aristocratic hats. I was, however, too much interested in the last "Argus" newspaper to con-

tinue any further conversation with him. As we proceeded, we saw several signs of the progress of the railway. A few miles from Sandhurst, we ascended the "Big Hill," through which a tunnel was being made. From this ascent the view backwards, towards Castlemaine, was very pretty. The shades, caused by the declining sun, gave a very beautiful effect to the alternate series of hill and dale, with Mount Alexander, I believe, in the distance. The great fault with colonial wooded and hilly scenery is either its sameness,—one unbroken forest covering both hill and dale,—or, what is still worse, sometimes the trees have been cleared away in various spots by fire, leaving a series of unsightly charred stumps, and thus giving a ragged and rough appearance to the country. But the view from the Big Hill was really charming. In due time we reached the top, and then began to descend a more gradual incline. We were now in the Bendigo District, running along a macadamized road between gold-fields, which, I believe, extend for twenty miles. It was after dark when we reached Sandhurst, a town of 12,995 inhabitants, and lighted with gas. The coach stopped at the Shamrock Inn, which was large and roomy.

The Pall Mall, the chief street, was well lighted, and apparently had very good shops. The people, who promenaded up and down in large numbers, behaved with all due decorum; and neither in this

or any other "Diggings" town did I observe any peculiar or improper conduct.

Early the next morning I mounted a hill facing the Mall, and was quite surprised at the aspect of the country around. In every direction the ground had been upturned for gold. Some of the diggings were evidently shallow and surface diggings; whilst the lofty chimneys, scattered about, seemed to mark the working of regular mines, as at Ballaarat. Soon after nine o'clock I took my place in the four-wheeled mail cart for the Elysium Flat, or Whipstick, as it was first called, which lies sixteen miles to the north of Sandhurst. For some distance the gold fields still kept us company; but at last we entered a forest undisturbed by any sounds, save those caused either by ourselves, or by the chirping of various birds, or by the saw and axe of an occasional wood-cutting establishment. Some of the trees had their barks cut through near the ground, and also a few feet higher up. This is done by persons who intend to strip off the bark between the cuts, and, having flattened it out, to use it for roofing. Whoever makes the cuts is considered entitled to the bark when it is ready to be removed. As we proceeded, we saw signs of charcoal burners here and there in every direction. About 12.30 a.m. we emerged through a scrub of ozier-like trees (useful as sticks for bullock whips) into the little hamlet of Elysium Flat, or Whipstick. Here I was met by a

friend with a couple of horses. Having left my bag and hat at the Inn, I put on a Canadian wideawake, and, with a few things rolled up in a rug, mounted my horse, and we set off for a sheep station, to which I had been invited when at Melbourne. Part of our road lay though a forest, and part through a large plain intersected with swamps, the water of which sometimes came up to the saddle flaps. After a few hours' ride, we reached the Home Station House, which was substantially built of brick, with a good verandah round it, a very far superior building to what I had imagined. Tired with my journey, I was glad when six o'clock came and dinner was ready. The usual beverage at dinner in the *bush* is tea. At first it seemed strange, but I soon grew to like it much, and really to think it more refreshing than beer, wine, or spirits.

I was now in the midst of a pastoral district. My host had several thousand sheep, and about four times as many acres for them to feed on. He was what is popularly called a squatter. As there were vast portions of country unfit for agriculture, both from the nature of the soil and its distance from any market, and as the population was too scanty to supply men to work up what might be really called rich soil, there must naturally have been, and still are, thousands of acres of waste land; for the Colony of Victoria alone contains 55,571,840 acres, or nearly the area of England, Wales, and Scotland combined.

Accordingly, the Government have from time to time permitted many persons to allow their sheep to run over these waste lands. The license given to the sheep owner, and for which he had to pay a small annual sum, conveyed no actual right to the land; not even that of possession, which a lease gives, but merely the exclusive right to pasture sheep over the land mentioned in the license. This kind of *occupation* might be terminated at any time, if the Government required the land for other purposes; so the squatter was well aware of his own precarious position; but as his returns from the wool of his sheep were large, and his expenses comparatively small, he was content to live in hope that his turn to be disturbed would be long in coming. The mass of the people in the towns and gold-diggings were not very friendly to the squatting interest. They accused them of being monopolists, and occupying lands which they would not improve. In return, the squatters argued that they could not lay any money out on lands from which they might be ejected at any moment. This controversy was raging when I arrived in Melbourne. I believe, however, that now remuneration, under certain conditions, will be given by Government for improvements, if the squatter is turned out of his "run" within certain specified times after improvements have been made. The name of "sheep run" is given to the tract of land mentioned in this license. On it

there is always a Home Station, as well as some out-stations. The former includes the run-holder's house, and perhaps stables and sheds, with one or two very large paddocks. In one case there was a paddock of 1000 acres. In these the horses of the Station, of which there are generally a great many, and probably a cow or two, are kept. The horses are very rarely fed on corn; for the native grasses, unlike the English, seem quite sufficient to make them hardy, and able to endure long journeys.

The sheep are frequently in large flocks of 2000 or 3000, tailed (as the colonial expression is), *i. e.* closely followed, by a shepherd, with a dog generally. The native grasses do not seem to support the sheep so well as our European do; and as there is no supply of hay or roots in the winter, the runs ought not to be stocked too heavily. In this instance 100,000 acres would only sustain 25,000 sheep all the year round.

On the day after my arrival, my host, a friend, and myself, took horse, and rode over part of the run. We first struck through some of the belts of trees which intersect the plains, to where several emus had been lately seen; but they had made themselves scarce. We then came into another plain, entirely surrounded with trees, where we started a kangaroo rat. This is a small species of kangaroo, about the size of a hare. It made at once for the trees, but we cut it off at first. We

then galloped about after it, turning and doubling continually; till at last it slipped past us, and hopped into a hollow tree. My host was at the spot in a moment, and dragged it out before it had got in very far.

We now rode a few miles in another direction, to where the sheep were being "dipped." The general pace of a bush horse is a canter, and at that rate we went easily and quickly over the ground. The "dip" was a long deep trough, with a bar across it in the middle. Into this a quantity of hot tobacco water was poured, and the sheep one by one were driven in, and after swimming the whole length, and getting a thorough wetting by passing under the bar which was close to the water, they emerged at the other end and dripped on a platform, from which the liquid ran back into the trough. In this manner large flocks were quickly dipped, and as there was a furnace and boiler near, the temperature of the tobacco water could be easily kept up. The dipping is necessary, in consequence of the prevalence of the "scab" disease. Fortunately for the pastoral interest, the sheep do not suffer from the blow-fly, as they do in the hot weather at home.

We next crossed a creek or brook, the water in which was of the consistency of pea soup, thanks to the gold-diggings higher up. In consequence of the state of this stream, the sheep could not be

washed for shearing, and therefore had to be shorn in the grease, as it is called.

On the opposite side we were in another run, and there the shearing had commenced. The sheep were kept in pens, along the side of a large wool-shed, into which they were driven one by one as required by the shearers, and in a few minutes turned out into another pen shorn. The shearers in some places are each paid 20*s.* per 100 sheep (I forget the prices here), and as they are anxious to make their pound a day, the sheep are oftentimes hastily shorn and very much cut. In such cases, it is the duty of a lad to smear the sores with tar, to protect them from the flies. The wool, as it comes off the sheep's back, is gathered up, sorted, and packed in canvass bags or bales, into which it is pressed (in the large Stations) by means of screw levers. The bales are then sewn up, stamped with the run-holder's initials or name, numbered, and marked as to the quality of wool. They are then forwarded by bullock drays to Melbourne or Geelong, according to the proximity of the Station to either town. A well pressed bale ought to weigh about 400 lbs. If we calculate the value of the dirty wool at 10*d.* per lb., and take the average fleece to weigh 2½ lbs., the gross value of each fleece would be about 2*s.* 1*d.*; and for 30,000 sheep, the total annual value would be £3125; from which, after deducting expenses of

overseer, shepherds, shearers, drays, provisions, stores, and other general expences, a very fair income from the wool alone would be obtained. Many squatters are men of large means; but others, who have begun on borrowed capital, and are deep in the merchants' books, do not find the fortune come very quickly.

Leaving the shearers, we re-crossed the creek; and after a good canter, and sometimes gallop, we were soon back at the Home Station.

Early the next morning, in company with a friend who was staying at the Station, I set off for Echuca on the Murray, a distance of about thirty-five miles. Our course lay across plains, and through belts of trees. The day was fine, and the sun shone warmly. The month of September, which corresponds to March at home, was now drawing to a close; and although we felt the sun to be as hot as on a summer's day in England, yet the heat was less oppressive, the atmosphere being clear, and the air even somewhat bracing. On our way, we saw in the distance some bustards, or wild turkeys, as they are called. Some of them weigh as much as twenty pounds; and we overtook two squatters with guns, driving out in a phaeton to the grounds where they expected to shoot some. They are really first-rate eating. Every now and then, too, we saw some beautifully coloured parrots; some black and white birds, called magpies, but more of the shape of jackdaws; as well

as some large black crows, whose "caw" was not very like what we are accustomed to hear at home. Once or twice we passed a solitary shepherd tailing his sheep, and from him we obtained information in what direction to proceed; for generally we had no track to follow, and were obliged to steer our course as best we could. After a few hours' ride, we reached a shepherd's hut, an out-station on some run. It was empty. We searched it however for "damper," the name given to a kind of bread made in the bush; but not finding any, we had to be content with watching our horses feed. A few miles further, we came to another hut, where an old shepherd was making an opossum rug. He had eighty skins, and was sewing them together. He told us that he required twenty more to make the rug complete. The opossum is a small animal (one of the marsupials) about the size of a cat. It lives in the hollow gum trees, and comes out in the evening. On clear moonlight nights the opossum hunters are generally able to shoot several, but the aborigines at any time are very clever at cutting them out of the trees. The skin of the back is the only part used in the best rugs.

This old worthy gave us some water to drink. It was of a very dirty colour; for his only supply was obtained from a swamp near. After leaving him, we soon entered another plain, across which, in the distance, we saw a large Station. Having reached

this, we found ourselves close to the River Murray, along which we kept till we reached the River Campaspe, which runs into it. During this latter part of our journey we saw a few aborigines; but they have nearly disappeared from the more civilized parts of Victoria. (See note, p. 36). Having crossed the bridge over the latter river, we reached Echuca, or Hopwood's Ferry, as it was formerly called, which is to be the northern terminus of the railway through Castlemaine and Sandhurst. By the straight road it is about sixty miles from the latter town. We staid for the night at the inn kept by Hopwood, who has thrown a pontoon bridge across the Murray. This magnificent river* is 2000 miles in length, and is navigable to Albury, a place nearly 1800 miles from its mouth, during at least six months of the year. There are about ten steamers and nine barges on it.† The Murray receives the waters of several other streams. The Darling, which runs into it 640 miles from its mouth, is itself more or less navigable for 800 miles; whilst 260 miles further up it receives the Murrumbidgee, which is also navigable for 1000 miles. A glance at the Map will show the position

* Flanagan's Hist. of N. S. Wales, vol. ii. p. 478.

† In the Melbourne newspapers of last November it is stated that in consequence of the railway being opened to Sandhurst, much of the wool from the Upper Murray and Darling rivers, which formerly was sent down the Murray to Adelaide, is now landed at Echuca, and forwarded overland to Sandhurst, and thence by rail to Melbourne.

of these rivers. At present the navigation is impeded in places by sunken trees or sand banks ; but probably this difficulty will be overcome.

At dinner, in the evening, we tasted for the first time a very good fresh-water fish called the Murray cod. The next morning, before we returned homewards, we crossed the pontoon bridge, and paid a visit to Moama. We were then in the Colony of New South Wales, which is only separated from Victoria by the Murray. At about eleven o'clock we set off on our return to the Station. The charges for the night's stabling of our horses amounted to 8*s*. each. They were fed on oaten hay, *i. e.*, hay made from green oats cut and dried like grass. If we had required threshed oats as well, we should have been further charged 3*s*. each. These prices seemed high; but, on the whole, we were well pleased with the accommodation. At 5 p.m., we found ourselves back again at the sheep station ; and our host would scarcely believe that we had been to Echuca and back, as he firmly imagined that we should have lost ourselves for a day or so, in some of the plains or belts of forest we had to get through.

On the following day I intended to return to Melbourne, but first of all tried to shoot a few parrots. I was, however, unsuccessful, though able to get two or three black and white birds about the size of a thrush, called by some the *Queen Bird,* and

by others the *Magpie Lark,* as well as a *black* magpie, on the spread wings of which a little white was visible. These are bush and perhaps unscientific names. Riding to the Whipstick, I there took the mail cart for Sandhurst. The night coach from that place was called the Express, and all its seats were engaged, so that the booking-clerk refused to let me even sit on the luggage rack. He suggested, however, the chance of my inducing some one to sell his seat to me. Amongst the fifty persons in the office, I walked about, wondering whom to address. At last I mentioned my difficulties to one who, to my delight, immediately offered me his seat. As I partially declined to turn him out, he cut the matter short by telling the clerk, "Book this *man.*" My accidental friend was in some way or other connected with the coaches. By means of his intervention I was soon ensconced in the up night mail, which left about 6.30 p.m. In due time we reached Castlemaine, where we changed into a larger and more carriage-like coach, as the rest of the journey was along a macadamized road. At 3.40 a.m., we reached Woodend, forty-nine miles from Melbourne, and the then temporary terminus of the railway. In twenty minutes our train started, and at six o'clock we were in the metropolis. Scott's Hotel, in Collins Street, was near the station, and thither I went. It was Sunday morning. This day of rest, with its

religious services, was a pleasant termination to a week of perpetual travelling and fatigue.

TASMANIA.

The following morning, Monday, September 30th, at ten o'clock, I embarked on board the Black Swan steamer for Tasmania, and the next day she entered the river Tamar, or Port Dalrymple. The weather being hazy, we saw but little of the bold coast; and a drizzly rain, as we steamed up the river, prevented our enjoying the scenery. The Tamar is not at all a narrow stream. Its banks are well wooded, and the land on either side is for the most part high. After a run of forty miles up the river, we reached Launceston, which is built partly in a valley, and partly on the sides of a hill, something like the city of Bath. Some of us staid at the Club Hotel, a very respectable house. In the evening, a Victorian and myself went to the Literary Institute, a new, capacious, and handsome stone building. We were most courteously allowed to use its reading room, and I enjoyed a perusal of the latest monthly files of the *Times, Illustrated London News, Saturday Review,* and other papers and periodicals. This luxury was only afforded to us when we were in the large towns and more civilized places.

Launceston contained in 1861 about 10,400 in-

habitants. It was much more like an English town than any in Victoria, where to some extent Yankee customs have gained ground; but here everything looked *bonâ fide* as "at home." It is remarkable that the white natives in all the Australian world, with whom I have come in contact, invariably speak of Great Britain as *home*.* "At home," in colonial conversation, is synonymous with "in England." I hope that this British feeling may never be impaired through any folly of ours.

There are several very neat buildings in Launceston. Besides the Literary Institute, to mention only one, there is a large and handsome stone edifice, in which are the various government offices. For elegance and taste, I do not remember to have seen any building in the Colonies superior to it.

The country about the town is pretty, the general aspect being much improved by the cultivation which has been carried on for some time. Two of us took a drive in a dog-cart along a valley to the Cora Linn waterfalls, which are extremely fine. The road for some distance lay between hedges of sweet-briar, from which a charming scent was wafted about. On our return, we drove across the town, and took a hurried look at the Cataract, where the water descends by a series of falls through a rocky ravine. The

* Tasmania subscribed to the Crimean Fund at the rate of 6*s*. 3*d*. for every individual, man, woman, and child, in the Colony.

Botanical Gardens are well situated for the use of the townspeople, and are perfectly free for any one to walk in. I believe musical performances are held in them at certain times.

The New Zealand gold rush had extended its influence even here. Two large vessels were lading for Otago, and had all their berths engaged. One foolish market-gardener, I was told, had given up a certainty of 10*s*. per diem for the chance of the gold digger.

Early the next morning I left Launceston in Page's coach for Hobart Town. The distance is about 121 miles, and the road the whole way is macadamized, the result of the old convict labour. The coach was exactly like those which used to run out of London, and was drawn by four horses. As soon as it reached the summit of the long hill out of Launceston, it rattled on at a good pace, over a first-rate road for some miles. I had taken the box-seat to have a good view of the country, and as the early morning was bright, I got a peep of some fine distant snowy ranges; but soon clouds came up, and for some distance the journey was in a drizzly fog. There are ten mountains in Tasmania, above 3300 feet high; and three of these are fully 5000 feet. They form two ranges, known as the Eastern and Western Tiers. A run of eleven miles brought us to Perth, whence a branch road runs off to Longford, which is the centre of a very rich country, and was at one

time, I believe, the seat of a Church of England Educational Institution, called Christ's College, which was built when Sir John Franklin was Governor of Tasmania. Some years ago, it was under the management of the Rev. J. P. Gell, one of Dr. Arnold's pupils at Rugby. In Stanley's Life of Arnold several letters from him to Sir J. Franklin and Mr. Gell are given, expressing the warmest earnest interest in the foundation and subsequent welfare of this Christian College in the then convict settlement. Dr. Arnold twice remarked his willingness, and even desire, to accept a colonial bishopric, had it been offered to him. I believe that Christ Church in Longford cost £10,000, and contains 800 sittings.

After leaving Perth, we soon entered Epping Forest. The road for several miles was heavy, having been newly gravelled; but some of the tedium of the way was dispelled by watching the beautiful parrots as they kept crossing and recrossing our path; whose plumage, too, was the only thing not dimmed by the drizzly wet. About forty miles from Launceston is Cambletown. Here we breakfasted. This is a good-sized country town, having three churches with their schools, and also a very good hospital, supported principally by the inhabitants of the district. A cross road branches off to Avoca, Fingal, Cullenswood, and Falmouth, all places on the east coast. Again we

started southwards, and when we came to the foot of a long hill (I forget its name) we met the coach from Hobart Town. Changing horses and drivers, we proceeded up the hill and down the other side, and were soon at Oatlands, a centre of a pastoral district containing upwards of 2000 inhabitants. Here we dined; having a good meal at a very moderate charge, and plenty of civility into the bargain. Again we set forward, but were much disappointed at the continuance of the wet, as we lost peeps at what, on a fine day, would be pretty scenery. The descent of "Spring Hill" opened to our view some fine bold country; and I believe that, in clear weather, Mount Wellington, which rises above Hobart Town to the height of nearly 4000 feet, is visible from there. At the foot of the hill we stopped at the Melton Mowbray Inn, a centre for sporting men. Kangaroo hunting is the great amusement in the neighbourhood. Running through Green Ponds, and sharply down a very long and steep incline, called Constitution Hill (where, had not the road been very very good, we must have capsized) we had a more level course to Bridgewater, and by means of a drawbridge crossed the river Derwent. The evening was now dark and pouring with rain; and pleasant indeed it was (especially for those on the outside), after a few miles more, to be deposited in Hobart Town. My quarters were at the Ship Hotel, an old fashioned but very respectable house.

The next day the weather cleared a little, and I was able to get out and about the Tasmanian capital. Hobart Town is situated on a slope at the foot of Mount Wellington, and on the banks of the River Derwent, at a distance of about twenty miles from the sea. The position of the town is almost picturesque from any point, whilst from the town itself the view of the magnificent river and country on either side is very striking.

The Government Domain, or Public Park, is situated on the river banks, on the side of the town opposite to Mount Wellington. Part of it is fenced off, in which the Governor's house is built; whilst another portion is enclosed for the Public Botanical Gardens. This house is a very fine building, and almost too large, it was reported, for the use of Sir Henry Young, the late Governor. It presents the finest appearance of any of the viceregal residences in Australia. The Botanical Gardens are beautifully situated, and also well stocked and arranged. From some of their terraces, the view of the Derwent, bright with the mid-day sun, and to all appearance enclosed with high land, was very charming. The scenery was quite lake-like.

Returning into the city, I paid a visit to the Public Museum. The collection of animal and vegetable productions, as well as of curiosities, was very good; but the building being far too small, the articles were crowded and ill arranged. In a large room, a short

distance from the Museum, the magnificent specimens of native timbers, which have been so admired at home, were being packed for the International Exhibition. The massive piece of timber shaped for a ship's knee, and the highly-polished veneering woods, were of themselves a proof of some of the native riches of this beautiful island. The size of the former was unequalled in the Exhibitions of either Victoria, New South Wales, or Queensland.

Entering a cab, I drove the whole length of the town up the slope towards the foot of Mount Wellington, to see the Cataracts, which were said to be near there. In this I was disappointed, the road ending in the yard of a mill and brewery. These, however, were well worth seeing; for the way in which the work was carried on, and the amount of machinery employed, betokened the outlay of a large capital. The manager was most courteous, and the energy and cleanliness displayed throughout gave me great satisfaction and pleasure. The malt and hops were entirely supplied from native produce.

On my drive back to the Inn, the home-like scenery, and the appearance of the city, struck me forcibly. The older buildings, however, are not remarkable for any fine architecture; but some of the newer churches are pretty. On a prominent point there are some batteries and barracks, in which part of the 40th Foot was quartered. The town is well supplied with gas, and water is laid on to most

of the houses. The population of Hobart Town is about 20,000. The whole island is nearly the size of Ireland, and contains about 27,000 square miles; of this, however, the amount of land easily available for agriculture does not much exceed one quarter of the whole, "the remainder being composed of continuous ranges of sterile hills and mountains, clad, for the most part, with impenetrable scrub."*

Later in the evening I paid a visit to the House of Legislative Assembly, or Lower House of Parliament, when an amusing debate was held for about two hours on a question of privilege. One of the members had accused Mr. Chapman, the Premier, of wilful and corrupt perjury, or something to that effect. After a large number of honourable members had spoken, it was unanimously carried that the Speaker "do censure him, and require him to retract his words, to humbly apologize to the House, and to apologize to the Honourable the Premier." The honourable delinquent was brought to the bar in the custody of the Serjeant-at-Arms, and then the Speaker carried out the decision of the House. An apology having been made, and the objectionable words withdrawn, the member resumed his seat, but almost reiterated his charge in a petition which he handed in and requested might be read. Shortly after the close of this debate the House adjourned.

The following morning I took a drive down the

* "Thirty Years in Tasmania," by G. F. Lloyd, p. 28.

western bank of the Derwent towards the settlement called Brown's River. The beautiful scenery was much enhanced by the clearness of the sky, which gave a bluish tinge to the water, and made the high green slopes on either bank quite charming. Sometimes steamers go *down* the Derwent to the river Huon, which runs into the sea a little to the west of the Derwent. In that district the pines are very fine, and the scenery is exquisitely bold.

Returning to Hobart Town, I started by the 3 p.m. steamer *up* the Derwent to New Norfolk, where many of the old emancipists from Norfolk Island settled. The trip, however, was not pleasant, as the weather had become hazy and cold. A few miles from the city we passed in front of Newtown, on the Launceston Road, where a large Orphan School is situated. A little further on we reached Bridgewater, and passed through the drawbridge; in due time we arrived at New Norfolk, which is twenty-one miles from Hobart Town. The chief hotel was the Bush Inn, a place noted in South Tasmania as that at which many of the Hobart Town newly-married people spend their honeymoon. Formerly the Governors of the island lived at New Norfolk for part of the year in a house provided at the public expense. This little town is the Hanwell, or Colney Hatch, of the colony. The Lunatic Asylum seemed well arranged, and the patients looked comfortable.

Fine weather again ushered in the following day,

which was Sunday. The view from one of the hills round the town, whither I had early found my way, was very charming. New Norfolk is situated in a small plain intersected by the Derwent, and nearly enclosed by hills. The river enters the plain through a rocky gorge; whilst in the distance, towards the north, a snowy mountain top, glittering in the sun, was visible above other summits, and in many spots around cultivation threw its charms. The effect was pleasing. All around nature seemed intensely peaceful; and to the solitary tourist all this, together with the sound of the church bell, and the sacred services which ensued, could have no other effect than to make him feel at home even when 16,000 miles from his home.

Early the next morning the steamer left for Hobart Town. As the bright sun lighted up the mountain slopes, and made the river glitter with its rays, the view which before, on my way up, had been so dull, now appeared really beautiful. In due time we reached the city.

In the afternoon I paid a visit to the two Ragged Schools. Their expenses were very heavy, and the Colonial Government give each £50 per annum. The daily attendance in both was eighty-six boys and seventy-one girls. It was very sad to think that three more such schools were wanted. These two were extremely well managed, and the children seemed well taught. Besides the Ragged Schools,

there are several educational institutions. The public grant (according to the Reports of the Northern and Southern Educational Districts for 1860) was £12,000. The number of people in the island then was about 90,000, and of Schools receiving Government aid was eighty-nine, with an average attendance of 3127 children. There were fixed hours for religious instruction by ministers of the various denominations. By the Census of 1861, it was calculated that about 22,000 children required instruction; and it was also noticed as a curious fact, that although in ten years the population had not increased a quarter of their original number, yet during that period the number of children requiring instruction had doubled. Assuming a certain proportion of attendance at private schools, it was in 1861 calculated that the number of children receiving education in Tasmania were as 1 in 9 of the whole population.*

To encourage education amongst the higher classes, various scholarships and prizes have been instituted. A colonial degree of Associate of Arts is also given

* In Launceston a Free Industrial School has been opened, and (a good example for our tradesmen at home) a tailor and two shoemakers have promised to give instruction in their trades gratis, once a week. An excellent Bill has been introduced into the Parliament for the institution of Reformatories for young criminals, and Industrial Schools for the rescue of young vagabonds, associates of thieves, or frequenters of infamous places, and also for the education of children whom their parents surrender to the Institution for that purpose. In all possible cases, weekly payments will be exacted from the parents.

as a distinction for learning. One scholarship of £200 per annum is tenable for four years at any of the English universities.

The poor sick are not forgotten. I visited a first-rate hospital in Hobart Town, which was quite the perfection of cleanliness and comfort.

The aboriginal natives have almost entirely disappeared. Only thirteen are still living, and they are maintained at the public expense. During the governorship of Colonel Arthur, in 1830, as they had become very troublesome, and many low-minded Europeans treated them badly,* a cordon was drawn across the island to drive them into a corner. This, however, failed; but they were all brought in to the Governor by a humane and generous-hearted man named G. A. Robinson, who visited the fiercest of the tribes, and convinced them that he was their friend. They were moved to Flinder's Island, in Bass's and Banks's Straits, accompanied by their commander and protector Mr. Robinson. This island is 200 miles in circumference, and the Government erected on it comfortable huts, and did everything that could be done for these unfortunate people, who then, in 1837, numbered about 300. In 1803 there were 1600 of them; now there are only eight. All that their

* See G. F. Lloyd's "Thirty Years in Tasmania," p. 217; and Darwin's "Naturalist's Voyage Round the World," p. 447.

disinterested and humane friend, and their surgeon Dr. Walsh, could do, could not prevent them melting away in their island exile. Mr. Robinson subsequently became protector of the Aborigines at Port Phillip; but there too the same painful results have been witnessed.* Mr. Robinson stoutly denied that the Aborigines were incapable of gratitude, courtesy, and kindness, or that they were not alive to the simple truths of Christianity. At the religious services "their conduct," he said, "would be a pattern to many congregations of civilized Europeans. In sacred melody they displayed great proficiency." They learned to write, and answered well questions in Scripture history, doctrine and duty, as well as in arithmetic and useful information. The females showed much aptitude in sewing, &c.; in fact, both sexes gave ample proofs of some degree of mental application and physical industry.

In Hobart Town I bought a capital opossum rug for £2; and at 6.30 p.m. I left in Brown's American coach (the opposition line) for Launceston. A wet night we had, and glad indeed we were to reach our destination soon after nine the next morning. The coach fare inside was £1. 10*s.*, or the through ticket to Melbourne, £4. 10*s.* I now make a short digression on an important subject.

Under the present Waste Land Act of the Colony, the lands are classed under three heads:—Town,

* See "Thirty Years in Tasmania," p. 252.

Agricultural, and Pastoral. All these are from time to time put up to auction at an upset price of 10*s.* or 20*s.* an acre, according to the class of the land. In order to assist the emigrant, credit is sometimes allowed to purchasers; whilst in other cases, anyone who possesses one sovereign for each acre applied for, either in money, live stock, or implements of husbandry, and will retire into the bush and live there for five years, cultivating and fencing the land, or building on it, so as to make it of a certain increased value, shall become the freeholder of such land. But not less than 50 or more than 640 acres are granted in this way to one person.* The land revenue in Tasmania, from all sources, amounted in 1860 to £83,179. 11*s.* 9*d.*; and the amount of land sold in 1858, 1859, and 1860, since the above Act came into force, was 203,907 A. 2 R. 37¼ P. The chief means of wealth in Tasmania are its exports of timber, wool, and agricultural, garden, and dairy produce, and whale fishery. It possesses coal, which is worked by the labour of prisoners sentenced to penal servitude by the judges of the island; and iron, silver, lead, copper, and tin are known to exist, and probably in a few years may be worked. The climate is very fine. Some of my fellow travellers, two military men, and a clergyman from India, spoke most highly in its praise. It must be equal, if not

* See "Reports of Emigration Commissioners," and Fairfax's "Handbook."

superior, to the home climate for English constitutions. Some idea of its mildness may be gathered from the fact, that Jersey fruits grow luxuriantly in the open air.

About midday the *Royal Shepherd* left the wharf at Launceston for Melbourne. We had come up the Tamar in a drizzly rain, and we went down in a gale of wind. Some forty miles from the wharf, we anchored in the river for the night, as the bar was impassable in consequence of the gale. We were nearly opposite George Town. From this place an electric telegraph communicated with Launceston and Hobart Town. A submarine telegraph had been laid down between Tasmania and Victoria, but has been damaged, and is a failure. The following morning (October 9th), at 5 a.m., we weighed anchor, and soon steamed over the bar. The sea was still very heavy, and we had a strong head wind. As we were going only about 2½ or 3 knots, some of the sailors allowed a long line, with a hook partially covered with a piece of red cloth, to trail over the stern, and by that means caught a few barracouters. These fish are very long for their size, and are found in great quantities in Bass's Straits. Another curious frequenter of these parts is the *Mutton-bird.* On our way to Tasmania, we steamed into the midst of myriads of them, who dived and tumbled about in the water in a very strange manner, as though hurt by us.

VICTORIA.

At three in the afternoon of the next day, we entered Hobson's Bay. We did not go alongside the Sandridge Pier; but leaving it on our right we steamed up the river Yarra to Melbourne itself, as the tide was high.

The Victorian Exhibition was now open, and the surprising collection of articles of colonial produce and industry intended for the London International Exhibition were exposed to view, preparatory to being packed up and forwarded. No one who has seen them, either in Melbourne or London, can wonder at the high commendations bestowed on them by the Press and the Jurors' Reports.

Shortly before our arrival from Tasmania, the English mail had come in. At this time a summary of news was always telegraphed from Adelaide, before the mail steamer came into Hobson's Bay. When this steamer arrived at King George's Sound in Western Australia, from Point de Galle in Ceylon, the Adelaide mails were at once transhipped to a colonial steamer, which, being quite ready, started immediately; whereas the Peninsular and Oriental mail vessel had to coal. Consequently, the Adelaide people (in South Australia) obtained the news first, and telegraphed a summary to Melbourne, whence it was again telegraphed to Sydney, and to the chief towns in both Victoria and New

South Wales. The letters, newspapers, &c., generally arrived in Melbourne about the 10th, and in Sydney about the 13th of each month. The Tasmanian mails were sent from Melbourne, and the Queensland and New Zealand from Sydney in intercolonial steamers. Such was the system of postal arrangements of the outward mails at this time. As regards the homeward, it was as follows:—The Peninsular and Oriental mail steamer left Sydney with the New South Wales, Queensland, and New Zealand mails, on the 22nd of each month, and at Melbourne took on board the Victorian and Tasmanian. From this port it sailed on the 26th. At King George's Sound it coaled, and took in the South and Western Australia mails, and thence made for Point de Galle.

On Monday the 14th, at 2 p.m., I left the Sandridge Railway Pier in the *City of Sydney* steamer for Sydney. One of the greatest inconveniences in passing from one colony to another, is the rate of exchange charged on bank notes. A Victorian note is not current in New South Wales, or *vice versâ.* To remedy this, I obtained from the Melbourne bankers any New South Wales notes which they had received, and which they were willing to give up in return for the notes of their own colony; but I might have taken gold and silver, as they are equally current in all the colonies. Bank of England notes are everywhere subject to a heavy rate of exchange.

The *City of Sydney* steamer, Captain Moody, belonged to the Australian Steam Navigation Company, and, together with the *Wonga Wonga* and *Rangatira*, carried on the intercolonial trade between Melbourne and Sydney. It was an extremely comfortable vessel. About thirteen miles eastward of the Port Phillip Heads, we passed the Lighthouse at Cape Schanck. In the night we passed another at Wilson's Promontory; and next day we doubled Cape Howe,* where another also is placed. This was the first Australian land seen by Captain Cook. (See p. 4.) From this point (a distance from Melbourne of about 300 miles, I believe) the north-east boundary of Victoria, and the southern of New South Wales, commence. Sometimes the steamer touches in at Twofold Bay (also visited and named by Captain Cook), a short distance north of Cape Howe. At the entrance of Jervis Bay, (also named by him,) which is still further to the north, a lighthouse has been erected. An experienced sea-captain once remarked to me that the energy of these colonies in raising such *really* first-class and expensive lights on various parts of their coasts, had often struck him with surprise. We saw several porpoises, and once the spouting of a whale. Twofold Bay has been at times a great resort for whalers.

* The *City of Sydney* was wrecked off Cape Green, north of Cape Howe, November 6th, 1862.

CHAPTER II.

(Continued.)

NEW SOUTH WALES AND QUEENSLAND.

At midnight of the 17th of October, our fifty-ninth hour out from Melbourne, we passed the entrance of the far-famed Botany Bay, whereupon Captain Moody (who was standing with me on the bridge of the steamer), much to my surprise, assured me that no convict settlement had ever been actually established there. (See p. 6.) In an hour and a half we passed beneath the Port Jackson lighthouse; and soon afterwards, running close by the "Gap," rounded a second lighthouse nearer the water's edge. The story connected with this "Gap" is very fearful. The *Dunbar*, from London, was seen in the distance off the coast one day. The sea was very rough, and the wind high; and the Captain, in trying to get into harbour after sunset, mistook the low gap in the precipitous rocks for the entrance itself. The ship was dashed to pieces, and only one man saved. He was found on a rocky ledge, but could not tell how he got there. The scene in Sydney next day

was heartrending in the extreme. The signal "*Dunbar* in sight" had raised to a high pitch the feelings of those whose friends and relatives were on board; for some old settlers with a great part of their families were returning in it from England; but when the fatal news reached Sydney that the vessel and all on board were lost, the reaction was fearful in the minds of multitudes. Since that time the second lighthouse near the water's edge has been built. During my stay at Sydney, divers endeavoured to get up any relics from the vessel; but all that was found, I believe, were remains of funeral cloths and coffin nails. Sad relics indeed for the bereaved friends.

Having passed the Lower Light, we were soon in Port Jackson itself. A short distance from the Heads are some sunken rocks, called the Sow and Pigs; on these a light-ship is moored. During our course up the Harbour, the ship's bell was continually rung, in conformity with the Port Regulations, to give notice of our approach to any boats that might be rowing about.

In the morning, as soon as the cabs and drays were at their stands, I made my way to one of them; and in answer to my question, "Are you engaged?" "Yes, I am. Jack, this *man* wants a dray for his luggage." It was well, perhaps, that he did not add, as a friend suggested to me, "This gentleman" (meaning Jack) "will attend to you." Some people imagine that every thing is reversed

at the Antipodes. In this case it would almost appear to be so.

Sydney is the oldest city in Australasia (see p. 7 above), and now contains, including its suburbs, 93,686 inhabitants. Its climate is similar to that of Naples, except that there are 5° more of summer heat and of winter cold at the latter place than at Sydney. Still, however, the changes of temperature are much more violent in the Metropolis of New South Wales than in Naples; a sudden rise of 30° not being an unfrequent occurrence in the summer season. The north-west wind, too, is fearfully hot, and is accompanied with dust. Hence it is called a Brickfielder, and is generally succeeded by the colder south wind, called a Southerly buster in local phraseology.

It was now spring, and the day of my arrival (the 17th of October) was clear and warm. A drive in the afternoon along a road skirting the south side of the Harbour was very charming. The occasional peeps of Port Jackson, sometimes from the level almost of the water itself, and other times from various heights, were lovely indeed. The Harbour is about six miles in length, with wooded indentations and bays on either side, on the indulating shores of which various villas, and even large houses with ornamental grounds, have been scattered. This day especially, the blue sky, and the similar tints of the water, the irregular shores, and the varied hues

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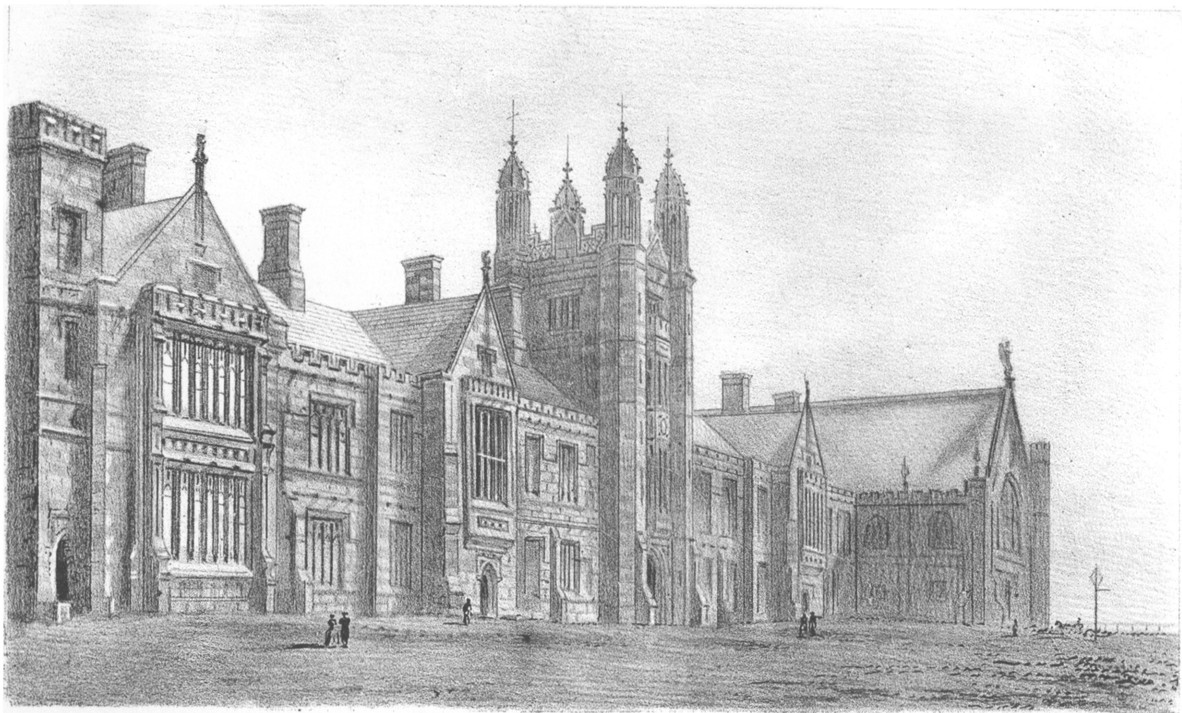

THE UNIVERSITY, SYDNEY.

See page 93.

of the cultivated and indigenous plants and trees, together with two or three islands, and some vessels dotted here and there, presented a view in which variety and the picturesque were beautifully combined. The road ends near the South Head Lighthouse, which is a considerable height from the sea, and a long distance from the New and Lower Light; between them is the fearful "Gap." The view from the extremity of the road seawards is bounded but by the horizon; whilst towards the west, the eye rests again on the magnificent harbour, and Sydney in the distance. Still further inland are the Blue Mountains.

The city of Sydney is in some points very unlike Melbourne, for its streets are not arranged in straight lines; and this irregularity gives such an appearance to the whole place, that an Englishman, lately arrived, might almost imagine himself in some town at home. On the whole, however, it is not so imposing as the Victorian Metropolis, though its natural position on its magnificent harbour gives it great advantages. Some of its individual buildings are the finest I have seen at the Antipodes. The University, which is not yet complete, is a very fine and ornamental stone building erected at a cost of 60,000*l.*, granted by the Colonial Government, and is supported by an annual subsidy of 5000*l.* from the same source, by way of endowment. Its Public Hall is very handsome. I think it is as large as the

Dining Hall at Trinity, Cambridge; and for richness of design and beauty of its windows is superior. Its open roof is after the design of Westminster Hall. At each end of the Hall is a large transomed window, of seven lights in width, in which are represented the respective founders of the Oxford and Cambridge Colleges. They were presented by two Colonial gentlemen, Sir C. Nicholson and Sir D. Cooper. A large bay window in the side is fitted with representations of the Sovereigns of England and their Consorts, her Majesty occupying the central compartment. In the sides of the Hall are eleven three-light windows, in which are represented the great masters of learning who have flourished in the Old Country. It may convey an impression of the magnificent effect, to state that all the figures are the size of life.* The University also has a good Library, and a very interesting Museum of curiosities of ancient Art and Science, either original or carefully copied, the gift principally of Sir C. Nicholson. The central tower is not complete, but even with its present elevation the view from its summit is very extensive. The harbours of Port Jackson and of Botany Bay, the city itself, and the Blue Mountains, were all clearly visible. In the same enclosure as the University is St. Paul's, the Church of England College, under the presidency of Dr. Barker, the Bishop of Sydney; and St. John's,

* The accurate description is from Waugh's *Guide to Sydney*.

the Roman Catholic College, under their Archbishop, Dr. Polding. Both institutions receive an annual endowment from the Colony of 500*l.* each. Nearly 50,000*l.* of private munificence and 40,000*l.* of public money were contributed towards the founding of these two suffragan colleges.

Sydney also possesses a Grammar School, built in a part of the city called Hyde Park, at the public cost, and receiving an annual subsidy of £1500. In 1860, the number of pupils receiving instruction in it was 144. There were also about 9318 resident pupils in 383 private schools, which are located in different parts of New South Wales. Besides these, there are the Denominational and National Schools, as in Victoria. The former in 1860 numbered 264, with 15,267 scholars, and drawing aid from the Colonial treasury to the amount of £20,031, and from other sources £12,465. In the same year there were 144 national schools, educating 9305 scholars, with a contribution of £23,445 from the public funds, and £7838 from other sources. The total number of scholars in all these institutions in 1860 amounted to 34,769, or about 10 per cent. of the whole population.

Near the Grammar School is the Museum of Natural History. It has a first-rate collection of colonial birds, beasts, and fishes, besides many other objects of general interest. A few yards from it, and bordering on the Public Domain, is St.

Mary's Roman Catholic Cathedral, which is not yet finished.* The principal street for shops is George Street, and I think the most expensive articles are books, on which very nearly 25, and sometimes 50 per cent. is charged above the published prices. Colonial-made boots, too, are about 40 per cent. dearer than English made. In auctions, however, books are often bought very cheap. At one public sale, I heard an auctioneer declare that the "Notes and Queries" were written by Charles Dickens.

The succession of 'busses and cabs in this street, and the bustling crowds hurrying to and fro, give it a very English appearance. It has also some very good buildings. Most of the public banks are really fine and substantial houses. The Market-place is very capacious and well arranged, and not far from it is St. Andrew's Cathedral, belonging to the Church of England. It has been several years building, and even now is only a roofed shell. By the plan, its dimensions are—*length,* externally, 178 feet; *internally,* from the west door to entrance of the choir, 106 feet; from that to the eastern wall, 53 feet; length of transept from north to south, 116 feet; *height* of the roof, 64 feet; of the two western towers, 116 feet, and of the eastern tower, 84 feet. It is expected to be ready for service in two years.

On the afternoon of Saturday, the 19th, there was a grand review of the volunteer infantry and

* See p. 22.

cavalry, in the public domain, by the Governor, Sir John Young, at the close of which Lady Young intended to present them with new colours. Lady Bowen, the wife of the Governor of Queensland, was also present, as well as Colonel and Mrs. Gore Browne from New Zealand. The military appearance of the corps was very imposing, and the crowds of spectators were most loyal in their enthusiasm. In the evening, a large party witnessed amateur theatricals at the Governor's house.

The next day, Sunday, four different churches, two belonging to the Church of England, and two to the Roman Catholics, gave forth their peals of bells in various parts of the city, to invite people to their sacred services. Sydney is the only place in the Colonies where I heard either peals or chimes. Here also the closing of the public-houses on Sunday is the colonial rule.

QUEENSLAND.

The greater part of the month of October was now passed, and the summer was quickly approaching; it was therefore advisable not to delay visiting Queensland, which, being to the north of New South Wales, is in a warmer latitude. Accordingly, on the 21st, having paid £12 for a first-cabin return-ticket, available for two months, I left Sydney in the Australian Steam Navigation Company's vessel, *The Telegraph*. To avoid the troublesome rate of

exchange between the colonies, I repeated my Melbourne plan, and collected Brisbane notes to take with me. The steamer left its wharf at six p.m. As we passed Port Macquarie on the following day, we landed some passengers, but we did not stop again till we reached Moreton Bay. At nine o'clock in the evening of the next day, our fifty-first hour out, we doubled Cape Moreton, at the north of the island of the same name. The entrance of the bay to the south of the island was not marked out with buoys, and therefore we were obliged to take the longer route round its northern cape. We anchored just inside the bay, and early the next morning stood in for the river Brisbane, a distance of thirty miles, and at noon we were able to cross the bar. A run of twenty miles up the river brought us to the city of Brisbane itself. This river on either side, near its mouth, is bounded by mangrove swamps, but further up the wooded high grounds on its banks are very pretty. During our course we nearly ran down a wallaby (a small kind of kangaroo) which had been hunted by a number of aborigines, and to escape them had taken to the water. Frightened by us, it turned back and swam directly toward the boat in which its pursuers, standing up closely packed, were coming across the river to pick it up.

Although the heat of the sun was very great, in consequence of the shade of our awning, we did not

feel it much; but the appearance of the gentlemen on the wharf at Brisbane, with the white turbans round their wideawakes or straw hats, and two long, broad bands of the same material hanging down their backs, warned the new arrival that he had indeed come to a warm region.

The hotel accommodation in Brisbane was far from good. Although I found the bedrooms in the "Metropolitan" clean and comfortable, and the first-floor sitting-room, opening into a verandah, pleasant, yet the meals were second-rate; and, as in so many of the colonial hotels, the conspicuous bar in the front of the house engrossed too much of the landlord's attention, and often occasioned noise and disturbance. The drinking water was extremely bad, but a common refreshment was an effervescing sarsaparilla-ade. This was preferred to ginger-beer, lemonade, and soda water by the lodgers, many of whom, however, mixed spirits with it.

The total population of Queensland is about 30,000, of whom one per cent. nearly are Justices of the Peace. In the metropolis there are 6051 persons. Amongst these, I received great courtesy from several perfect strangers. One especial case I must mention. In passing down Queen Street, a name and notice over a place of business attracted my attention. Entering, I begged to be informed as to the best means of getting up to the Darling Downs, the fame of which was widely spread in the

other colonies. My new acquaintance most courteously gave me the desired information, and placed at my disposal a horse which he had on the Downs. By means of a steamer and mail cart, much of the journey to that place could be accomplished; and having got the horse, I might return to Brisbane by another route.

Accordingly, the next day, having purchased a colonial made valise, price 22*s.*, I set off by steamer for Ipswich. Our course lay up the river, the high banks of which were rich with a luxuriant foliage. Here and there some small houses were visible, almost eclipsed, however, by the banana trees. A few miles up the Brisbane we passed the Redbank coal mines, which are not worked by perpendicular shafts, but by horizontal tunnels, out of which horses draw the trucks close to the river side, whence the contents are thrown into barges and punts. A little distance further up we entered a tributary called the Bremer, and soon came to Ipswich. This is the second town in Queensland, and is now becoming quite a centre of cotton plantations. The mail cart of the next day, Saturday, for Toowoomba was full, so I had to wait till Tuesday. This period passed pleasantly enough, thanks to the real kindness of two colonists. The inns were most uncomfortable, and therefore the offer of a change into the "Club" was very acceptable, especially as the steward was an old friend.

The Secretary of the School of Arts, or Literary Institute, was most courteous, in allowing me to read the newspapers and periodicals, as well as to borrow books from their most creditably stocked Library. This institution, which is materially assisted by the Colonial Treasury, had just erected a fine Hall for Lectures, &c. At the Club were the *Saturday Review*, the *Cornhill*, and many other periodicals.

At noon on Tuesday the mail cart started for Toowoomba, a distance of about sixty miles. Including the driver, there were five passengers, and the vehicle was shaped something like a large roughly-built dog-cart. As soon as we were out of the precincts of the town, we bid farewell to good roads, and were frequently well jolted over a track through forests. Occasionally we stopped at an inn to change horses; and sometimes we passed numbers of drays, each drawn by eight or ten bullocks, and laden with bales of wool, coming down to the Port from various sheep runs. The cracking of the bullock whips, the shouting of the drivers, and the clouds of dust in the distance, forewarned us of their approach, and caused a little variety. But the forest scenery soon became very tame and uninteresting. One part, however, was pretty, and that was the view from the summit of a hill (part of the Little Liverpool range), as then we saw a wide expanse of wooded dales and high lands. Some

little way beyond this we saw several bronze-winged pigeons; and one of my companions, a sportsman, endeavoured to get a shot at them, but without success, though we stopped more than once to let him exercise his skill. Shortly afterwards, descending into an open plain, we passed within seventy yards of a large emu. The stupid bird scarcely stirred until fired at, when it was very soon out of sight. Entering again a forest, we passed between two bush fires, which, as it was now dark, presented a pretty appearance. They are lighted sometimes by accident, and sometimes to clear away the long dry grass, and allow the tender blades to grow up. It is worthy of notice that herbage flourishes better under the shade of the Australian trees than at home; perhaps because the leaves, especially of the gums, are neither deciduous nor very luxuriant in their growth; whilst the atmosphere generally is dryer. At 7 p.m. we reached Gatton Inn, where we stopped for the night, which, in sailors' phraseology, was evidently going to be very dirty. Before long, the rain fell in torrents, accompanied by thunder and lightning, which continued at intervals, with more or less violence, until about three o'clock in the morning. The monotony between the successive crashes was relieved, in some degree, by the shrill twitter of the flying fox, or vampire bat, in the bush around us. In consequence of the heavy state of the unmade black soil

roads after these rains, the mails were sent on by pack-horse at 5 o'clock a.m., and we were to wait till 9, in the hope that the sun would have somewhat dried up the wet. Meanwhile my sporting companion shot some parrots, and a beautiful little dove about the size of a large sparrow. In front of the house ran a creek, on the banks of which grew a luxuriant tree with leaves of a deep green hue. It was called the Moreton Bay Chestnut, and added quite a charm to the Bush.

In due time we started again. The sportsman rode a third horse, which was to be used, in consequence of the rain, in helping our vehicle up the steep banks of the creeks. On the level ground it was detached; and as it stood fire, he roved about on it through the forests in search of pigeons, and sometimes tried his skill on a white cockatoo, which was as difficult to shoot as the rooks at home. He bagged two pigeons whilst we jogged slowly along. This stage was twenty miles, and our wretched horses towards the end of it were barely able to proceed. As I was the outrider for the last few miles, I cantered on to fetch fresh horses; but in making a short cut, as I thought, I missed my way, and did not arrive at the stage until after the cart. At this "Accommodation House," as the log hut was called where we had stopped, we got a repast of cold beef, bread, cheese, and tea, and then we continued our journey, with four horses to take us up the Main Range. The road had been made at some expense up one of the

spurs of the range, principally, I believe, by the convict labour. It will be remembered that the Moreton Bay district was established as a convict settlement in 1824, and such it continued for eighteen years. It was then under military rule; and at the foot of this hill a force of soldiers used to be located for the protection of the passers up and down against the violence of the aborigines, who often tried to spear the bullocks, and thus make them swerve and probably upset the dray and its contents down the steep sides of the spur. Although we had four horses, we ourselves were obliged to walk up the hill. This was by far the most beautiful part of our journey, and the scenery from the top was wide and extensive. After a gradual decline again, we came to Toowoomba, which is sixty miles from Ipswich. We staid at Witham's Inn, and our bronze-winged pigeons made a very good dish at dinner. The previous night's rain had made this newly laid out town extremely dirty and sloppy, and this was increased by a further storm on the following night. The roof, too, of the Inn let in more water than was comfortable. Toowoomba will probably be a good sized town, and if we may judge from the number of public houses there, even now the population of the district must be large. In 1861 the number of people in the town itself amounted to 1183. It has a School and a Literary Institute,* as well as a Bank,

* I believe the Pure Literature Society has assisted the formation of a Library here.

and several stores or general shops. One neighbouring run-holder gave 100*l.* towards a Library for the Institute; and Lectures have been already given, attracting large audiences. I believe that a clergyman of the Church of England has service in the School-room on Sundays. All this looks like progress. Last, but not least, it has two weekly newspapers. An electric telegraph runs to Toowoomba from Brisbane, and then takes a southerly course through Drayton, a small neighbouring town of 320 inhabitants, along the Darling Downs to Warwick, and finally to Sydney.

The next day, on a hired horse, and in company with my sporting friend and another, I set off in a westerly direction on the Dalby road to the Jondaryen station, a distance of about twenty-seven miles. We were soon on the Darling Downs, after a run through a thinly wooded country, where we kept a fruitless look out for kangaroos. My companions (both Australian born and good bushmen) pointed out in the distance some nettle trees, which sometimes grow to a great size, and have a very charming appearance, but if touched cause very severe pain. The remedy, however, I believe is generally growing close by.

We soon came to a stream or creek, which was running westerly. This was easily accounted for, as the range which we crossed is a dividing range. The waters on the one side run into the sea on the

East coast; whilst those on the other side run apparently inland, but ultimately find their way into the Darling or Murrumbidgee, and then into the Murray. After a few miles, we saw some bustards, or wild turkeys, one of which our sportsman wounded three times; it flew a long way after each shot, and when it alighted, after the third, we knew it was dying, as two large eagle-hawks were hovering about over it. A short gallop brought us up to it, and we soon put it out of its agony. Frequently during this part of our journey we saw what looked like a lake in the distance, but was really only a mirage. Our turkey weighed full twenty pounds; and when we soon after came to a house, we made a present of it to the inmates, who in return gave us luncheon. We rested there for an hour, and having hoppled our horses, let them feed. This hoppling was done by fastening the forefeet together by a stirrup-leather. Again proceeding, we passed over another plain, where we hoped to see some emus, but were disappointed. We however had a chase of a different kind. A horse-dray was camping, and one of the horses, though hoppled, was straying; we tried to head it, but for some time in vain, though we went at full gallop, for its bounds were prodigious. It was quite marvellous that an animal, fettered as it was, could bear away with such speed. It was just dark when I reached the sheep station, but right hospitable was the reception. The next day (Friday) my

hired horse was sent back to Toowoomba, as my expected loan was here. This was the 1st of November, and the heat of the sun very powerful; but the general temperature on the Darling Downs, because of their great elevation above the sea, is not so high as in other parts. Several aborigines were assisting at the Station, on which there are about 90,000 sheep. They are quite willing to act as stockmen, shepherds, and shearers, but are not fond of plodding, hard work. Their huts are mere slabs of bark laid against a horizontal stick supported by two uprights, and are easily shifted to suit the direction of the wind. In the large creek near the Station (which is sometimes only a series of deep pools) fresh-water codfish, as in the Murray, are caught. In the scrub beyond, numbers of a small kind of kangaroo, called "Paddy-Mellans,"* resort. I tried to shoot some, but as my attention was distracted by the fear of snakes, which are very plentiful and venomous throughout Australia, my success was actually nothing. Early on Monday, the Station blacksmith having done the needful to my horse's feet, I set off by a new route for Brisbane. The two first nights I stayed at sheep-stations on my road, and joyful indeed was the appearance of a paddock-fence just as the sun was going down; it was a certain sign of hospitality. The first day I had no companion. In the middle of the second, I stopped at a shepherd's

* I cannot guarantee the spelling.

hut, and obtained some bread and cold tea for myself, and some warm water to wash my horse's back, which had been galled by the saddle. The shepherd's wife was a German, and was teaching her little girl to write. She much lamented the want of a school. On thanking her for what I called my dinner, she most earnestly begged me to stay whilst she cooked a chop or two, and reproached herself for not having thought of it before. The hospitality, though declined, was not the less appreciated. On the evening of the following day I reached the Gap Inn, at the foot of the dividing range on the road from Warwick to Ipswich. The greater part of this day's ride had been along a wooded valley, the undulating Darling Downs, with their various belts of forest, having been left behind. Frequently numbers of white cockatoos flew away on my approach, screeching wildly; one of these birds generally sat on a high tree whilst the others fed.

The Gap Inn was built principally of native red cedar, and was both neat and comfortable. The following morning, in company with a guide whom I paid five shillings, I set off for the Gap. We soon began an ascent, at first gradual, but for the last quarter of a mile extremely steep. The fine pines and luxuriant vegetation made the way both dark and cool; and after a long clamber over large rounded stones we reached the Gap, just five miles from the Inn. It was discovered by Cunningham, a

well-known explorer and naturalist, and is called after his name. We had by no means reached the top of the range; for on either side two great towers, as it were, reared there bold heads. In front, the view was extremely fine, one vast expanse of undulating wooded hill and dale, bounded by the sea. The descent looked perilous, but my guide, accustomed to the place, led my horse down the first and worst sandy pinch, as he called it, whilst I nearly rolled after them. The remaining pinches, however, were very bad; but my horse managed to slide down in safety, and we both joyfully slaked our thirst at a little stream into which the fronds of an asplenium fern gracefully dipped themselves. Unfortunately, my saddle-cloths had slipped out from under the saddle in mounting to the Gap; and as my horse's back was still sore, I was obliged to use some of my own linen as a pad to keep the saddle from rubbing. We soon after passed through a wild-looking mob of bullocks, who at first seemed inclined to attack us; but when I shouted they bolted away. About a mile further we overtook a shepherd, who offered to make me some tea as soon as he had rounded his sheep up in another direction. Having hoppled my horse, I sat down with him, whilst he lighted a fire, took out of a paper some sugar and tea, and having filled his billy-can with water, prepared the beverage. We sat together for about an hour, talking of home. He came from near Royston in Cambridgeshire, and

his name was James Badcock. What made it doubly pleasant was that we were both acquainted with the same persons, at least by name. He was living with his wife in a hut in the forest, and every week received supplies of flour, sugar, tea, &c., from the Home Station, about fifteen miles off. I think their joint wages were £75 per annum, beside food. Like other shepherds I met with, he was fond of the "Leisure Hour," "Chambers's Journal," &c. I trust the volume of the former, for 1860, which I was to order for him at Brisbane, reached its destination safely.

I spent the next night at Balbi's Inn, Fassiferrr, twenty-five miles from the Gap Inn. The dinner provided was extremely good for the bush; fresh-water fish and wild duck were two of the dishes. The following day (Friday) it was quite pleasant to get into Ipswich again, having made a circuit of upwards of 220 miles since starting in the mail-cart on the Tuesday week previous. In consequence of the state of my horse's back, my journey was longer than it otherwise would have been; and this day, as its unshod feet were sore, I had to lead it for the last mile. The next day I left the Club for Brisbane, a distance of twenty-seven miles, having first had my horse's forefeet shod. The charge was three shillings and sixpence, I think. The road to Brisbane was more frequented than any other part of my journey; many houses, riders, and drivers meeting me at

intervals. Except for this, and for the large lizards or iguanas which frequently ran across the road and up the trees, nothing of interest occurred. Some of these creatures must have been about three feet in length, and their ascent up the trees seemed to occasion great indignation amongst the birds. One particularly, called in Tasmania the Miner, kept up a great noise, and seemed inclined to attack the intruder. In the course of the afternoon I reached North Brisbane, and crossed the river in a punt to Brisbane Proper, which is on a kind of promontory, the river making a very great bend. My friend was quite pleased with the general appearance of the horse, and its sore was now almost well.

Having been fortunate enough to get an introduction to the Club as an Honorary Member, I took up my quarters there, and made the acquaintance of Captain Michel, of the Belgian Navy, and a friend of his, who, according to the newspapers, had been commissioned by their Government to search for an Island in the South Seas suitable for a Belgian Colony. In the course of their sailing about, they had put in at New Caledonia, the French Settlement about 850 miles N.E. of Moreton Bay, and found it to be no colony at all, in the general sense of the word, but a large military and naval depôt. It may prove at some day a disagreeable neighbour to our Australian possessions.

In Brisbane Proper, as I call it, there was at this

time one Church of England consecrated place of worship, which was quite full on the Sunday. At the evening service, Dr. Tufnell, the Lord Bishop of the Diocese, preached a most impressive sermon. Under his energetic direction, the number of clergy in Queensland has been quadrupled, and many fresh churches and schools opened. On the Darling Downs, several run-holders have jointly subscribed towards the support of a clergyman for themselves. Each Station would get a Sunday service at least once in two or three months, and also on some week days, as the clergyman went his rounds. The shepherds, too, would be visited at their own huts. This is a great move in the right direction.

Education, however, in Queensland is in a strange position. Secular instruction is the rage of the day, to the virtual exclusion of religion. From the Reports of the Board of Education, and of the Select Committee of the House of Legislative Assembly, on the subject, I gather that no religious instruction of any kind was to be given, in schools receiving government aid, during lesson hours, but only in play time, and the schools were not to be opened with prayer; though one master, urged by the Bishop,* "rehearsed the Lord's Prayer, as being the *least objectionable* to all parties," but immediately wrote to the Board for further instructions. The reply was not produced before the Committee. The

* Page 49, Report of Select Committee, 1861.

Government Inspector, as well as the teacher of the female school in Brisbane, are Roman Catholics. His annual salary is £440 per annum, whilst hers is £150. The number of members of the Church of England in Queensland was about 13,000, whilst the Roman Catholics numbered 7000. But the latter make up in energy what they lose in numbers. A curious story is told of Dr. Quin, the Roman Catholic Bishop, at a public sale of land in Brisbane, requesting the intending purchasers around not to bid against him, as he wished to have the land for charitable purposes. It need scarcely be added that though some remained quiet, yet others ran him up to a high price. I believe he paid down at once, £3000 for a part of the land. The funds which his party throughout Australia seem to have at their disposal are extremely large, and the assumption of high position by their dignitaries is also very remarkable. I believe that Dr. Quin will not attend at the Governor's House if the Bishop of Brisbane be there, as he will not take any position second to him. The Queen's Letters Patent are not so good as the Pope's, it would seem. The above example of Dr. Quin at the sale was followed by an English clergyman shortly after, and with like results.

On the 11th of November I enjoyed an inspection of the Collection of natural products of the Colony, which were being packed for the London Exhibition. Nothing could give a better idea of the great variety

of natural resources of this wonderful colony than the vegetable, mineral, and animal productions there laid out, and which drew forth so much praise at home. Amongst them were many specimens of woods, tobacco, arrowroot, cotton of various staples, coal, copper, and wool.

The next day, Tuesday, I left in the "Clarence" steamer (first cabin, return ticket, £10) for the Northern Ports. Two other steamers left for Sydney at the same time. We staid in Moreton Bay all night; and at sunrise weighing anchor, in about three hours we cleared the Heads, and steering North, entered Wide Bay towards evening, where we anchored again. We could see signs of aborigines on Sandy or Fraser's Island, to our right hand. At five the next morning we proceeded through a narrow, tortuous passage, and soon came up with a few aborigines, who had swam out from the Island, regardless of sharks, and wished to be taken on board. Without slackening speed, a rope was thrown out to them. They all held on for some time till they were nearly drowned, in consequence of the rate we dragged them along, when all but one let go, and he managed to get on deck. He was totally unclothed, so I gave him a torn night-shirt, in which he walked about, well pleased with himself. We soon entered the river Mary, along the banks of which were numbers of aborigines; and after some time came to Maryborough, a town

of about 562 persons, and the Port of the Wide Bay and Burnett District. One of the Aldermen of this town is a Chinese, of the name of Chiam. His election was carried by one party, to throw contempt on the whole municipal body. A cotton-growing Company was started in the neighbourhood; but, chiefly in consequence of difficulties arising from party spirit, very little good result had as yet appeared. What this country is capable of growing is shown by Mr. Aldridge's garden, in the neighbourhood of the town, where I saw the following vegetables and plants flourishing out of doors:—potatoes, cabbages, broccoli, peas, broad and French beans, kail, parsnips, yams, pumpkins, tea, coffee, cocoa nut, bananas, pine apples, citrons, oranges, grapes, pears, passion fruit, cotton, rice, wheat, arrowroot, and mulberry. Some, I believe, require a little extra care in the winter nights, which, strange to say, are sometimes quite frosty. A settler said that in Brisbane he had often gathered up enough hoar frost to make a *snow* ball, but added that it very quickly melted as soon as the sun rose.

In the evening we witnessed a Corrobaree, or aboriginal dance, in a small way. As there were only a few blacks present, the scene was not very exciting.* When our steamer was discharging cargo,

* The Australians very much in the colour of their skin, those in the Moreton Bay district being darker than the Victorians. Like the Scythians, they have the revolting custom of eating their

they seemed glad to earn a piece of tobacco by assisting, but their labour was not worth much. The women, or gins, as they are called, and the children, were engaged in fishing. When they caught a fish, they gave it a turn or two over the fire, scarcely enough, I should fancy, to warm it through, and then set to work and ate it up, entrails and all. The musquitoes in the night were most annoying, and the following morning we carried hosts of them away in the steamer, to trouble us the next night, which we spent coasting northwards. At 6.30, the morning after we got out of the river, we reached Port Curtis, which is a first-rate harbour. Gladstone, the town on its shores, contains about 215 inhabitants. Not very many miles from it are the O'Connell Inverargh Copper Mines, the working of which is as yet only in its infancy. Were it not for the hilly country to the westward, Gladstone would be the outlet for the Leichardt Pastoral Dis-

dead relatives and friends. As regards their behaviour to Europeans, the attache of a run (mentioned in note p. 36), told me that they would always feed a starving white man lost in the Bush, and pass him on to a Station. This is to a great extent corroborated by the account of King, the survivor of Burke and Wills' expedition. Dr. Lang has written an interesting chapter about the Aborigines in his book on Queensland; and D. Wilson, LL.D., in his " Prehistoric Man," vol. i. p. 122, refers to a strange Australian legend of the origin of the gift of fire to man, as showing them to be capable of some degree of human intelligence.

In Gipps Land, Victoria, real converts to Christianity have been made amongst the aborigines.

trict. A great part, however, of the wool from there is taken to Rockhampton, on the river Fitzroy, where we arrived the same evening. This town is just within the Tropic of Capricorn, and is situated about forty miles up the river. We were now amongst the haunts of crocodiles, or alligators, as well as of sharks. The following day, Sunday, there were two Church of England services in the Court House. Probably by this time a church is built. Rockhampton is very flat and dusty, and the dwelling-places were either of wood or canvass. The number of people in the town is 698, in addition to 434 in the rural district. Public attention was chiefly directed to it by reason of the gold rush thither two or three years ago (which was wrongly called the Port Curtis rush), when numbers of people were nearly starved, and little or no gold was found. It has a great number of public houses; and I remarked four druggists shops, whether a sign or no of a bad climate, I cannot pretend to say. Very early on the Tuesday morning, Mons. Thozet, a French settler, took a Swedish gentleman and myself, in a boat, two or three miles down the river, to a place on the opposite bank, where we landed, and soon reached his garden, which, though in its infancy, was really well worth seeing. Its cotton plants were of a good size, and its young vines were heavy with grapes. Amongst many other plants were the tobacco and sugar cane. As the steamer

started early, we were obliged to hurry our visit and hasten back. We however returned a different way, through a Bricklow scrub, which led us to a ferry opposite the town. As we walked along, Mons. Thozet drew our attention to many of the bushes and small trees; and especially to a species of hybiscus, the root of which affords food, whilst its juicy leaves quench the thirst. He said it was very common in the Bush, and no traveller or explorer should fear starvation who was cognizant of its properties.

At 11.30 we left Rockhampton, taking with us, amongst other things, several specimens of native woods from this locality collected and now forwarded by Mons. Thozet; and some copper from the Manton Mines.* He was kind enough to show the woods to me, and they really were most beautiful. One especially, which was not at all prominently placed in the International Exhibition, was part of the trunk of a tree apparently covered with lichen. It was quite a curiosity, apart from its value to the naturalist, for it had very much the appearance of a grained marble pilaster.

The following morning, at seven, we were again at Gladstone, where we staid for a few hours. A walk of twenty minutes took me to the Happy Valley, a sort of outlying hamlet, where I was most hospitably

* I believe some more Copper Mines have been discovered in the Peak Range.

entertained by a Mrs. Aldous, who was milking her cows. She had a snug little dairy, and gave me a capital breakfast of home-made bread, new milk, and butter. She would not accept the slightest remuneration, but seemed pleased to show kindness to a stranger. In course of conversation, she said her cows were not much expense keeping, as they fed where they chose, on the unenclosed grounds; and she assured me that, with a little more manual assistance, she might make a good thing out of the cotton plants, a few of which she had round her cottage, but could soon have more. Lads from Ireland or England, if sent out to her, and others like her, she said, might find employment and a home. There was a rather large cotton plantation in the neighbourhood, but I believe want of labour was retarding its prosperity.

About 11 o'clock we left Gladstone. A large emigrant ship, the Persia, had lately arrived, and was at anchor in the harbour. The next morning we were again at Maryborough, and the evening of the day following in Brisbane.

As the Electric Telegraph had been opened *viâ* Toowoomba and Warwick to Sydney, we had a summary of the latest news from England; but the mail itself did not arrive till the Sunday afternoon, the 24th of November.

At the extremity of the promontory on which Brisbane is built, the Governor's new house, then in

course of erection, and the Botanical Gardens, are situated. The latter contained many productions indigenous and exotic. The bamboo grew luxuriantly; and besides the cotton plants, there were shrubs from China, India, and South America, the Moreton Bay chestnut and pine, the Bunya Bunya, the cone of which the natives eat as bread-fruit, and the Norfolk Island Pines, besides many other elegant and useful trees, were growing there. Mr. Aldridge, the owner of the gardens at Maryborough, who was with the Curator of the Botanical Gardens at this time, informed me that he had raised three crops of maize from the same ground in one year. This must have been virgin soil, as I believe manure is not yet much used by cultivators in Queensland.

Brisbane at this time had only one regular street of houses, though many others were marked out, with isolated or small patches of buildings in them. It lies between North Brisbane and Kangaroo Point; which, however, are separated from it by the sharp bend of the river. The former is on low land, and is to be soon connected with the city by a bridge; whilst the latter is higher, and from it a good view of the metropolis may be obtained. An old windmill on a hill overhanging the heart of the metropolis is used as an Observatory; and signals on the arrival of vessels telegraphed from the mouth of the river, are hoisted there. From a gallery round the

top, a fine view of Brisbane, and of the country both seawards and inland, is presented. I recognized Cunningham's Gap in the great dividing range, through which I had to lead my horse, a distance from the city of upwards of fifty miles as the crow flies. The intervening scenery consisted of wooded hill tops.

On Wednesday morning, the 27th, at 2.30, I left Brisbane in the *Telegraph* steamer for Sydney, having with me a few specimens of some native birds, &c., *e.g.*, beautiful parrots, a white and a black cockatoo, an exquisite little dove, the satin birds, some beautiful little wrens, a bronze-winged pigeon, a laughing jackass (a species of king fisher), small kangaroo, sloth, flying squirrel, and flying fox or vampire bat.

At three o'clock in the morning of the 29th we reached Port Jackson, after rather a stormy passage. The distance is about 500 miles, I believe.

SYDNEY.

In the course of the day I rode to Botany Bay; which, it will be remembered, is south of Port Jackson. The road was rough and bad. On the way we passed the pipes which carry the water supplies to Sydney, from a swamp in the neighbourhood of the Bay, which was artificially built up into a reservoir. Botany Bay is not at all striking for its beauty; and to the superficial observer, the plants

and shrubs on its shores would not warrant its receiving the name which Cook gave it.

The next day was St. Andrew's Day, which is always observed as a general holiday in New South Wales; and accordingly all the shops were closed, and picnics, principally to Manly Beach, near the entrance of the Harbour, were the fashion for the day. A friend drove me to Paramatta, a distance of sixteen miles. Soon after leaving the town, we passed near the University, and then saw at intervals detached villas with orange trees in great numbers about them. Paramatta, or Rosehill, as it used to be called, was very early used as a convict settlement; and there too is a public domain and house, originally for the use of the Governor, but now let to a private individual. The church has two tablets in it to the memory of the Rev. S. Marsden, who was upwards of forty years chaplain in the Colony. One of them is erected by his friends in New South Wales; but the other by people in New Zealand, whither he made seven voyages. On a hill above the church is a large red brick house in which he used to dwell. I believe the Orphan Asylum in Paramatta was the result of his energy, which found vent in many different ways. As a general rule, he officiated in Sydney on the Sunday morning, and then walked over to Paramatta for the evening service. In the vestry of the church is his portrait.*

* His Life, by the Rev. J. B. Marsden, is most interesting. Rel. Tract Society, price 3s.

On Monday, the 2nd, I left Sydney at 6.45 by rail for Paramatta, whence at eight o'clock I started in the coach for Bathurst. A new gold-field had been discovered about 120 miles beyond that town, on the river Lachlan, and a rush was being made thither; accordingly, the coach was quite crammed with diggers. After a run of sixteen miles, during which we saw several good farms on either side of the road, we came to Penrith, to which town I believe the railway is now open. Having crossed the river Nepean in a punt, we soon came to the Emu plains, at the foot of the Blue Mountains.* The road up the ascent and over the range was originally the result of convict labour, and but for the sandy nature of the rocks, a really good permanent way might have been made; the ballast however being soon ground to powder, the road is often very heavy. In some parts the view was fine as we ascended the side of a ravine. About three we reached the stage for dinner, and as my digging friends had a propensity to hack the joint

* These Blue Mountains were at one time a total barrier to egress westwards (see p. 18), but now the contract for the first twelve miles even of a railway over them has been taken. The gradients in some places vary from one in thirty to one in sixty-six, and the sharpest curve is of eight chains' radius. In one place, the abruptness of the hill will be surmounted by the American plan of the zig-zag; and a steep ravine (Knapsack Gulley) will be crossed by a stone viaduct 300 feet long, consisting of seven arches, five of which are to be of 50 feet span, and having one pier 120 feet high. Its course at first will be to the south of the cart road. (See *Sydney Morning Herald, Nov.* 21, 1862.)

and bread with their own dirty knives and forks, I took the precaution of acting as general carver. About 10.30 we reached Blackheath. Darwin mentions some magnificent scenery near here, which is rather difficult to reach, and was therefore out of our power to see. Here we halted for the night, having run about forty-six miles from Paramatta. Frequently since we began to ascend the ranges, we all had to get out and walk.

The following morning, at 5.30, we proceeded, and soon reached Mount Victoria, the highest point of the ridge along which our road lay; and here we commenced our descent, first of all having been shown some favourite haunts of the old bush rangers. As we descended into the valley, we saw at once the formidable nature of the road-making here; for as far as the eye could reach the whole westerly front of the mountains, several hundred feet in height, appeared quite perpendicular. After thirty-six miles of up and down hill, passing through Hartley and Bowenfels, we reached the Crown Inn, (I forget where,) and had dinner. We all grumbled very much at no pudding appearing, so I asked our waitress for some; whereupon two or three diggers joined in chorus with me, but they received a sharp rebuke from the others. "Hold your tongue, can't you. Let the gentleman speak. They will attend to him before you." I suppose their anxiety for the pudding made them pay me a little deference. We

were, however, disappointed, and they determined to crush their hostess's independence, as they called it, by refusing to pay the whole charge (2*s.*) for dinner. When in the coach we had a conversation about the All England Eleven, who were expected soon; and the diggers began a very boisterous argument with an American on the box, who firmly held that the twenty-two colonists would give the Eleven a thorough thrashing. He was disagreeably reminded that the Eleven were victorious by a great majority in the States.

At 7 p.m. we reached Bathurst, the diggers cheering and singing most vociferously, and waving pocket-handkerchiefs on sticks. This town is about 125 miles from Sydney, and contains 4042 inhabitants. It is situated on the river Macquarie, in a plain which formed a strange contrast to the hilly country we had passed through. Only one coach proceeded the next day to the Lachlan, and three came in from Sydney, so the passengers who had not booked through the whole way were in danger of being left behind. Thanks to Mrs. Leeds, my landlady, I was now booked on, and was to be aroused early to take my seat in the coach before even the horses were put to.

The first and only strawberries I ever tasted in Australia I obtained here.

The next morning, the American and myself drove out of the yard in the coach; we came to where our

companions lodged, and as soon as they were seated I warned them that numbers were waiting at other hotels to get in, and that we must all stand by one another as old friends. "Any one who has not booked right *through* must get out," said the coachman, perplexed with demands for seats. Having asked me whether I had taken my place through, I said, "I appeal to these gentlemen if I did not come with them from Sydney." My appeal was met with "Yes, he is our mate; he shan't get out," &c., and the coachman was only too glad to get up and drive on to escape the clamour. On the rack behind, two men, weighing fully fifteen stone each, jumped up, and as we went pitching and heaving along we heard a terrific crack, and the coach seemed about to part in two. These men were obliged to get inside and sit as best they could; we already had three sitting on the box footboard. As the road was not very hilly, we got on pretty well. Passing through Carcoar and King's Plains, we overtook numbers of Chinese, also on the *rush*, and came at last to Cowra, where we halted for the night. This little town is on the Lachlan river, and from it coaches branch off to the Lambing Flat Diggings, and also to the district whither we were going.

The 5th of December, our fourth day out, we commenced most unfavourably; our horses were very poor creatures, and whenever we came to an ascent we had to get out and walk, but made up the lost

ground by an increased speed in our descent. As the horses always rested at the summit of the inclines, one or two of the diggers made short detours to shoot wild ducks on the lagoons. Having reached Canowindra, about half way to the gold-diggings, we had four fresh horses preparatory to crossing the river Namany, which stream was running very fast; and the ford lay up the stream, to avoid a hole twenty-four feet deep. We entered the river with anxiety, and soon the water rose over the floor of the coach within two inches of the seats; accordingly our luggage was quite drenched. Having slipped off my boots, socks, and coat, I was prepared for emergencies, when the leaders broke away, and galloped off, smashing their harness against a tree, and leaving us stuck in the centre of the river, for our wheelers could not move us. "Everyone must get out," said the driver. Two diggers and myself alone remained, and I stood on the rack ready for a plunge if necessary. The lightened coach was soon moved, but immediately began to be washed down towards the hole. Without further delay I swam to the shore. Providentially, a snag kept the coach from sinking, and my two comrades, with the driver and horses, got safely to the other side. A shepherd on the banks plunged in, and brought out the things which were floating away; but some of the diggers lost everything, and my boots and socks were gone. By means of a long rope extended across the ford, those

who could not swim were able to get safely to the other side. In about three hours we managed to get the coach out. As the sun was very hot, we soon dried both ourselves and our swags. The most amusing sight was a Jew on the bank drying his watches and jewellery, which had floated down the stream in a carpet-bag. Till this time, he had pretended that the bag was of no value; but now its worth, great at all events in his eyes, was apparent to us all. We never saw our leaders again, and therefore half of our number had to walk and ride by turns to lighten the coach for the next eight miles, at the end of which we stopped for the night. The diggers stowed themselves on straw mattresses in a small room; but I preferred sleeping under the verandah. Early in the morning I was aroused by the laughing jackass. This bird is called the Settler's Clock, and commences his mingled laugh and bray at sunset and sunrise; it is greatly respected in the bush as a snake killer. Twenty-two miles more, and we reached the Lachlan gold-diggings. The place seemed very busy, and wooden houses were being run up in every direction. The town, or collection of houses and tents, is called "Forbes." The gold was obtained chiefly by deep sinkings. At this time the lead,* or direction of the veins of gold,

* A *lead*, technically defined, is "a depression on the denuded surface of the schist rocks, the course of which, in consequence of its being covered and hidden by the overlying tertiary or diluvial

had been lost; but it was subsequently found, and vast returns made. We were now 250 miles from Sydney, and frequently during the last 100 miles were in danger of bush-rangers. Gardner and Pacey were the names most feared.*

The following day I started in Greig's coach for the Lambing Flat, a distance of eighty miles south of Forbes; our course lay through Gardner's preserves, but we saw nothing of him, though subsequently he or his party "stuck up" this very coach. The Lambing Flat Diggings† are around the town of Young (called after the Governor), close to the Burrangong Creek, and are as much celebrated in colonial history for the riots in 1861 as for the gold. In the early part of that year, the Europeans made a savage onset on the Chinese and Tartars, burning their tents and implements; quiet, however, was restored by a military force, and until lately a detachment was quartered there. The Chinese then discovered a diggings for themselves, which they worked

deposits, is not apparent on the surface of the ground."—*Mining and Statistics of Gold, by R. B. Smyth.*

* At the Inn (a few miles out of Forbes), where I stayed, I saw the mason wasp and its curious clay nest, in which it deposits spiders, having laid an egg in each. The spider is only paralysed, as it were, and lives to supply *fresh* food for the young wasp. I believe a partition separates each spider. See a similar account in Darwin's Nat. Voyage, p. 35; Sir Em. Tennant's Nat. Hist. of Ceylon, pp. 417, 468.

† The Electric Telegraph was completed from Sydney to Forbes last November, and probably now to Young.

most energetically. The next day (Sunday), almost without exception, work throughout the diggings was suspended. The Monday's coach to Sydney being used for the gold escort, I was obliged to get special permission to travel by it. The boxes of gold and the carbines were placed under the seats. A Serjeant sat on the box, and three Constables and myself inside. If Gardner stuck us up, we could do but little; but I was assured that he would never dare to do so; "for," said the Constables, "we must kill or be killed, and he knows that well enough." The Lachlan escort, however, was "stuck up" within six months after, and all the gold robbed. We passed through Binalong, and stopped for the night at Yass, where the Royal Hotel was quite of a superior stamp. The next evening we reached Goulburn,* a town of 3241 inhabitants. Many of the shops here supply themselves with gas. We were now about 120 miles from Sydney, and when we had had supper, and received gold from other districts, together with the mails, we were soon all aboard again. With the letter-bags for my pillow, I got a little sleep. In the course of the next day we passed the Fitzroy Iron Mines,† the working of which (now suspended) will be probably resumed

* This is to be the seat of a Bishopric.

† In the *S. M. Herald*, Nov. 21, 1862, it is said that negociations have been entered into with a view to working the mine, as the railway is being rapidly extended nearer to it. Besides iron, there is much good coal, and a rich vein of anthracite there.

when the railway reaches there; and having crossed the Dividing Range, we entered Camden, celebrated for its vines; a few miles further, and we arrived at Campbelltown Station, where we took rail for Sydney, a distance of thirty-three miles. It was Wednesday evening, and we had travelled 250 miles since Monday morning, principally over very rough or swampy roads. Nowhere was the scenery very striking; but in the early morning the blue gum and wattle trees, covered with dew, had a pretty effect. We passed, however, much land which might be useful for agriculture. In all, since I left Sydney, I had made a round of nearly 580 miles. About twenty miles before we reached Campbelltown we heard thunder, and seemed to be running into a storm; but we had scarcely a drop of rain. When, however, we arrived at the Railway Station, we saw, in the smashed windows, fearful signs of devastation from the hail; and between Campbelltown and Paramatta the wheat crops were beaten down in various places. Near the latter town some hailstones, as big as a large egg, were picked up; and the orangeries round the Roman Catholic Convent there were seriously damaged, whilst in Sydney the storm was scarcely noticed.

On the 13th I paid a visit, at noonday, to the House of Assembly. The members had been engaged all night and the whole of the morning, in a debate on the Colonial Budget, and even then they

seemed inclined to continue sitting. They do not manage their business quite as orderly as we do at home; and the floor was covered with pieces of paper torn up and thrown about. Not far from the Parliament is the Mint, the machinery of which (a counterpart of that in London) is most beautiful. Since its foundation in May, 1855, to the end of 1861, 7,333,500 sovereigns and 2,202,500 half sovereigns have been issued from it. They are current in Australia, Tasmania, and New Zealand, but not in England.

One of the prettiest trips from Sydney is up the river to Paramatta in a steamer. The villas and gardens situated on the rocky and wooded bays and indentations of the river are extremely picturesque. A useful, but not beautiful, island is situated not far from where the river runs into the harbour, and is called Cockatoo Island. It is the colonial convict prison.

Not very far from the Church of England Cathedral is a humble, but a very useful, institution, viz. the Ragged Industrial School. It is managed by a Master and Mistress under a Committee. The Honorary Secretary, Mr. Joy, is a brother of the originator of the Shoe Black Society in Leeds. This school is most interesting; both boys and girls seemed very happy and well behaved; and the aptitude of the former was greater than is the case amongst the same class at home. The boys were

taught to plait the strips of cabbage tree palm leaves, from which hats are made; and also to cut out, fold, and complete paper bags. I am sure, from my own experience, that boys of their size in England could not do such work as these did. One difficulty which the managers of this school have is that the mildness of the weather, even in winter, prevents the children from *wishing* to enter the school for the sake of the warm shelter and blazing fire, as in England; and therefore they have to induce them to come in, and to retain them (when admitted) by sheer kindness, and by making these virtually neglected ones feel that they really have a friend, even when their drunken parents or parent give them up.

On the 17th of December the Peninsula and Oriental steamer arrived with the English mail, and at four p.m. I left Sydney for New Zealand in the *Prince Alfred,* a steamer of 700 tons register, belonging to the Intercolonial Steam Navigation Company, which is managed in Sydney by Captain Vine Hall, late of the *Great Eastern.* We had on board the mails for the whole of New Zealand. The through ticket to Otago (chief cabin) was 16*l.* 16*s.*

CHAPTER III.

NEW ZEALAND.

THE *Prince Alfred* did not reach New Zealand till December 24th, our seventh day out from Sydney. She was very uncomfortably crowded both below and on deck, with eighty-one horses* and a large cargo. The former filled both sides of the deck, quite to the poop, on which bundles of hay and boxes of fruit were stowed. We had, however, a calm passage, and plenty of time for reading. From *The Story of New Zealand*, by Dr. Thomson, late of the 58th regiment of infantry, I gathered much interesting information about these islands, and now give some extracts from it, as a preface to my subsequent pages.

It will be remembered from Chapter II. that Tasman, in 1842, discovered New Zealand; and that

* Horses are exported largely from Australia to India even. I have heard men from Bengal talk of the *Walers*, meaning horses from New South Wales.

Captain Cook, in the early part of the reign of King George III., surveyed its coasts to a great extent. Subsequently whalers formed depôts for stores at different parts of the island, and in many cases did not act towards the islanders in the most humane manner. A fearful revenge was taken by the natives in the year 1809, when they massacred the crew of the ship *Boyd*, in return for some injuries done them by another party of white men. This massacre was again retaliated on the New Zealanders, but unfortunately on the innocent. In consequence of the wrongs done to the Aborigines, Governor Macquarie, of New South Wales, very warmly joined in the support of a Society for the protection generally of the Aboriginal populations in the South Seas.

It happened that the Rev. S. Marsden of Paramatta, from seeing some New Zealand chiefs in the streets of Sydney, and on board a vessel in England, was led to suggest the formation of a settlement amongst them, for their civil and religious improvement. Various difficulties delayed the realization of his plan; but in the year 1814—a year famous amongst us for the triumphant entry of the Peninsula hero and his forces into Paris—Mr. Marsden hired a brig at his own expense, and sailed from Sydney in it, accompanied by some European assistants and two chiefs, Ruatara and Hongi, or Shungie, who afterwards was introduced in England to King

George IV., and from his ambitious feelings has been called the New Zealand Napoleon. With the assistance of these chiefs, he obtained a footing for his missionaries. Dr. Thomson has well added: "No miraculous success attended the rise of Christianity in New Zealand. For fifteen years the missionaries were like men crying in the wilderness, and they frequently said they were casting the seed on a rock; but when Christianity did take root, it grew rapidly; and soon after 1830 the scattered seed began to sprout." And yet "the civilizing influence and blessings which Christianity has conferred on New Zealand cannot be weighed in the scales of the market. Like musk in a room, it has communicated a portion of its fragrance to every thing in the country. It has broken the theocratic principle of tapu,* and other superstitions; it has put an end to cannibalism, and has assisted in eradicating slavery. It has proved a bond of union between the races, the native Christian and the settler feeling themselves members of one federation; it has led the way to intellectual development, industry, peace, contentment, regard for the rights of every class, and progressive civilization. It is unjust to judge the Christianity of the uneducated New Zealanders by a severe test: even the civilized and highly educated Greeks, when they passed from

* As to the Laws and Effects of Tapu, see Thomson, vol. i. p. 101, &c.

the heathen temple to the Christian Church, did not exhibit in their lives the sublime influence of their new faith. The missionaries who brought about this reformation deserve the highest praise. Before the establishment of British rule, these men on many occasions prevented bloodshed; and they are now as useful in promoting peace behind the wave of civilization, as they formerly were before it." Darwin, the well-known naturalist,* was in the north of New Zealand in 1835, and speaks in glowing terms of the signs of civilization he witnessed about the Mission station at Waimate, Bay of Islands, as well as of the energy and cordiality of the missionaries themselves. Having, however, previously visited Tahiti, he was not so much pleased with the New Zealanders themselves, as with the inhabitants of that island, and thus concluded his notes on New Zealand:—"It is not a pleasant place. Amongst the natives there is absent that charming simplicity which is found at Tahiti; and the greater part of the English are the very refuse of society. Neither is the country itself attractive. I look back but to one bright spot, and that is Waimate, with its Christian inhabitants." Two years later Mr. Marsden made his seventh and last visit to New Zealand; and in 1838 he died in New South Wales, aged seventy-two.

Subsequent to the retaliation for the massacre of the

* "Naturalist's Voyage Round the World," pp. 417—430.

Boyd, fresh murders were committed on both sides; and during 1815, 1816 and 1817, one hundred New Zealanders were slain by Europeans in the vicinity of the Bay of Islands. In consequence, and by way of revenge, the capture of European vessels began to be a regular profession amongst them, and too often the innocent suffered for the guilty. As regards the cruelties of some of our traders, Dr. Thomson adds, that "several of these actions are so atrocious as, for human nature's sake, to excite a hope that they are untrue or exaggerated." It was no wonder that Governor Macquarie aided as much as he could an Aborigines Protection Society. In other ways he could do little; for New Zealand was recognised by the Home Government as an independent country. In 1823, the year following the publication of Mr. Bigge's Report, the English Parliament gave the Supreme Courts of New South Wales and Tasmania jurisdiction over *British subjects* in New Zealand.

By degrees the New Zealanders acquired fire-arms; and several vessels traded with them, receiving whale-oil, wood, flax, pigs, and potatoes, in return for muskets. "In 1834 a few muskets purchased from the natives a small shipload of flax; a blanket, the best pig in the country; and a fig of tobacco, sixty pounds of potatoes. Previously to the year 1840 the munitions of war were almost solely in demand; after this period a market arose

for tobacco, blankets, pipes, shirts, trowsers, gowns, cottons, hoes, spades, and cooking-pots. For the twenty years till 1840 the influx of fire-arms rendered war more frequent amongst themselves; and during that period 20,000 lives were directly or indirectly sacrificed in New Zealand. In 1837 a native war at the Bay of Islands brought Captain Hobson, in H.M.S. *Rattlesnake*, from Sydney to protect the European settlement at Kororareka; but not a white man's life was endangered, as the combatants, by mutual consent, moved the scene of action to a distance, lest a settler should even be accidentally injured."

As far back as 1825, an English Company was formed to colonize New Zealand; but fear of the natives drove most of the colonists away, and the Company's plans failed. Eight years later, Mr. Busby was sent to New Zealand, by the English Government, as *Resident*, after the East Indian fashion. He had very little power, but tried to make a confederation of the native chiefs, and gave them a national flag. This act was approved of by the Governor of New South Wales, Sir R. Bourke, and by the Secretary for the Colonies.* Soon after this, a quarrel arose at Taranaki, near the present settlement of New Plymouth, on the west coast of the North Island, and resulted in the death of twelve European sailors and twenty-five natives. Captain

* Story of New Zealand, vol. 1., p. 272.

Lambert, of H.M.S. *Alligator*, was sent from Sydney, to rescue the Europeans who had been made prisoners in the fight. The soldiers were landed, and destroyed two villages, and several canoes; and having killed many natives, returned to Sydney. "A Committee of the British Parliament expressed its disapprobation of this affair; pointed out that the New Zealanders fulfilled, while the English broke, their original contract; and stated that this opinion was drawn even from the one-sided evidence of the culpable, the chief witness being Guard, an old convict, who said a musket-ball for every New Zealander was the best mode of civilizing the country. The tribe who principally suffered in this engagement was the Ngatiruanui,* who number about 2000 persons. As a memento of the slaughter of their people, they have kept some of the shot thrown amongst them by Captain Lambert.

The state of anarchy and vice which prevailed amongst the Europeans who had settled in New Zealand, and the utter helplessness of the "Resident," induced Lord Glenelg, in 1838, to suggest the appointment of a Consul. In the following year, when a new Society, called the New Zealand Land Company, despatched a ship, with Colonel Wakefield, its agent, and other officers on board, to make arrangements for a settlement in New Zealand. Captain Hobson, who, as we have seen, visited the

* See Thompson's New Zealand, p. 91.

North Island in 1837, was appointed Lieutenant-Governor by the Crown. The boundaries of New South Wales had been, by the same Letters Patent, extended to include New Zealand.

Although Captain Cook, in the name of George III., in 1769, took possession of the Islands, yet the people had been recognized in 1833 by the British Government as independent, and therefore Captain Hobson was to obtain the sovereignty of the Islands for Great Britain. He landed at the Bay of Islands on the 29th of January, 1840, and from this date commences the British Colonial rule in New Zealand. Immediately a proclamation was made, asserting "Her Majesty's authority over British subjects in the Colony, and announcing that the Queen would acknowledge no titles to land but those derived from Crown grants; that purchasing land from natives, after this date, was illegal; and that a commission would investigate into all the land purchases already made. This last announcement startled the whole community, being a death-blow to those who had purchased principalities for baubles." Previous to Captain Hobson's arrival, 45,000,000 acres were claimed by Europeans, as purchased from the natives.

Shortly after the Governor landed, the Treaty of Waitangi was signed, by which the Maoris abandoned their sovereign rights to the Crown of Great Britain, reserving, however, the full, exclusive, and

undisturbed possession and enjoyment of their lands, and the appurtenant rights, as long as they might wish to retain them; whilst the Crown was to have the right of pre-emption over such lands as the proprietors might wish to sell. In return for this, they were to enjoy the Royal protection, and all the rights and privileges of British subjects. This has been called the Magna Charta of the New Zealanders.

On the 21st of May, the Queen's sovereignty was proclaimed, by virtue of this Treaty, over the whole of the North Island, which contains 26,000,000 acres; and, by virtue of the right of discovery, over the Middle Island and Stewart's Island, the former of which contains 38,000,000, and the latter, 1,000,000 acres. The united area is 65,000,000 acres, or nearly as large as Great Britain. In 1858, the number of Maoris in the North Island was estimated at 53,056; in the Middle Island 2283, and in Stewart's Island, 200; a total of 55,539.

The Protestant Missionaries were principally instrumental in inducing the Maoris to assent to this treaty; whilst, according to Governor Hobson, the French Priests, who had come into the Islands since 1838, together with some evil-disposed white men, endeavoured to stir up much opposition. Although the Treaty was very imperfectly understood by the Maoris, and though dissatisfaction with it has been several times expressed, yet it has never been repudiated by any large party of them; unless, as some

suppose, the "King Movement" did so. We shall refer to this again.

Governor Hobson selected the present site of Auckland for the seat of Government. It is very near the spot recommended by Captain Cook for a Colony. Subsequently, the New Zealand Company selected Port Nicholson, and called their town Wellington. From that time to this, great rivalry has existed between the two places.

December 24th, 1861.—Early on the morning of this our seventh day out from Sydney, land was seen. It was Cape Farewell, at the north of the Middle Island, and so named by Captain Cook, as being the last land he saw when leaving New Zealand for Australia. We passed the Cape, and then skirted Massacre Bay, where Abel Jansen Tasman, the Dutch Voyager, anchored in 1642 (see p. 3), and was so named by him in consequence of the murder of some of his men by the Aborigines.

The newly-discovered country received the name of Staaten Land, and afterwards New Zealand; just as other islands were called New Britain, or New Ireland.

A low spit of land prevented our seeing much of the Bay; but the locality is noted, not only for the events just recorded, but for the fact that, in 1842, the Europeans and Aborigines came into collision

there; and in 1856 gold was discovered in its neighbourhood, the amount of which exported in the twelve months ending October 1st, 1861, was 6675 ounces, of the value of £52,866.

To the east of the bay is Separation Point, whence sometimes Mount Egmont, in the North Island, is visible. To the east again is a deep bay called Tasman's, or Blind Bay. Cook gave it the latter name, because, in sailing from Cape Farewell towards the North Island, he did not see the end of it. As soon, however, as we began to steam down its western side, our smoke was visible from Nelson, which is situated far in on its south shore.

Our first impressions of New Zealand were on the whole good. The rocky shores looked wild; but the ferny slopes of the hills and a snow-capped range in the distance, as we steamed down the bay, had a pleasing effect. Nelson itself, lying in the lap of a semi-amphitheatre of lofty and unwooded hills, towering one above the other, with the Dun (coloured) Mountain raising its head over all, was quite picturesque. Its cathedral-looking church, prominent amongst its white wooden houses, gave a civilized and cheering look to the whole scenery. The harbour is almost a lake formed by a boulder-bank, having, however, a narrow entrance at one end. The pilot, in a whale boat rowed by Maoris, came out to us, and very soon we were alongside of the wharf. The mail boxes and some cargo were

to be landed, and we were to stay here two days. As the Intercolonial Company charged for each meal during detention at ports, we had no inducement to stay in the vessel. Some of us accordingly went to the Waketu Hotel, as being the best in the town; and in this case bad indeed was the best.

In company with a Tasmanian-born gentleman, I took a drive in a buggy to the Waimea Plains. We passed the Nelson College, a good sized building made of wood, though painted to imitate brick. Fear of earthquakes prevents any brick or stone buildings being raised here. We passed along a good macadamized road, with a fine growth of hedges on either side; and the rich cultivation in which the farms around were kept, together with the hay and wheat ricks close to very comfortable homesteads scattered here and there, were abundant signs of active and prosperous work. The mountains too, in the distance, as the lengthening shadows across them forewarned the approach of evening, added a peculiar charm to the scene. I was informed that these plains, which were very narrow, extended for fifty miles; but we could only manage to run over twelve. On our way back, we stopped at a small house, and were well regaled with raspberries and cream. Our good hostess was named Holdaway. She had originally come from Frome, in Somersetshire, and had been twenty years in the province of Nelson. Her genuine

hospitality would not admit of any money remuneration; so we were obliged to beg her acceptance of a picture book for her children, which we obtained at Mr. Jackson's shop in Nelson, and left there for her according to arrangement.

Later in the evening, as we were walking about, we fell in with a carpenter, who told us he had begun colonial life with £100, but now he was drawing an annual income of £250 from town rents alone. I fancy that his case is by no means a solitary one.

According to the Census held in this month, the population of the city of Nelson amounted to 3734, besides 758 in the suburbs, whilst that of the whole province was 9952. The increase during the previous three years was about 32 per cent. on the whole population.

This province was formed in 1841, under the auspices of the New Zealand Company. The first division of land was allotted in England to 315 purchasers, and Captain Arthur Wakefield, R.N., brother of Colonel Wakefield, was appointed leader of the expedition and Resident Agent. These allotments were made by persons who had never seen the country, which was mapped out like squares on a chess-board, and I believe that many of them were on the sides or tops of some of the high mountains above the town. An amusing yarn is told of two emigrants going with the Agent to have their boundaries marked out. "This," said the

official to one of them, "is your boundary," pointing to the high water mark which the waves had just reached. "And you," turning to the other, "will see your's in a few hours, when the tide is out."

According to Dr. Thomson,* the new arrivals were not long in openly expressing their contempt for the brown-skinned Maoris; and many looked on them as the curse of the country, as the only obstacle to their obtaining possession of the aboriginal lands. Difficult must indeed have been the position of the Government. Lord John Russell, as Secretary for the Colonies, foresaw the danger of the spread of this feeling of hatred, and he wrote a despatch, in which he thus warned the Governor:— "If the experience of the past compels me to look forward with anxiety to the too probable defeat of these purposes" (i.e. the protection, education, civilization, and christianization of the aborigines) "by the sinister influence of the many passions, prejudices, and physical difficulties with which we shall have to contend, it is, on the other hand, my duty, and your own, to avoid yielding in any degree to that despair of success which would assuredly render success impossible. To rescue the natives of New Zealand from the calamities of which the approach of civilized men to barbarous tribes has hitherto been the almost universal herald, is a duty

* Vol. ii p. 42.

too sacred and important to be neglected, whatever may be the discouragements under which it may be undertaken." Two years subsequently, *i.e.* in 1843, a fearful event happened in this province, which resulted in the death of Captain Wakefield and some others. A tract of land called the Wairau Valley, was claimed by Colonel Wakefield for the New Zealand Company, and his brother sent men to survey it. "Rauparaha and Rangihaeta, the proprietors, considering this an act of taking possession, burned down the Surveyor's huts; but before applying the match, they carefully removed, and preserved for their owner's use, all the Surveyor's property within the huts." Captain Wakefield obtained a warrant to arrest Rauparaha for robbery and arson; and Mr. Thompson, the Police Magistrate, eight gentlemen, and forty armed labourers volunteered to execute it. A fight shortly ensued upon their meeting Rauparaha and his followers, and twenty-two settlers were killed and five wounded. The *prestige* of the British for valour and might was destroyed, and both at Nelson and Wellington the panic was great amongst the settlers. Had it not been for the decision of the authorities, further irritation might have been caused, and fresh fights brought about. "Foiled by the Government in their desire for blood, the settlers began to hate the whole native race; and Colonel Wakefield declared they must for the pre-

sent be subservient to circumstances, and that the time was not far distant when the rising generation of Anglo-Saxons would take ample vengeance for the opposition their fathers had encountered." The Wairau massacre completely for a season stopped emigration to New Zealand, and the depression of the whole Colony was much aggravated by a financial crisis. Mr. Shortland was Governor at this time. He was Colonial Secretary under Captain Hobson; and when that officer died, in September, 1842, from paralysis, and overcome by the personal annoyances heaped on him, he succeeded to the administration of the Colonial affairs. After fifteen months, he was succeeded, in 1843, by Captain (now Admiral) Fitzroy, with whom Darwin made his voyage round the world. The power of the Aborigines was at this time very great, and many most unwilling concessions were obliged to be made to them. On the 11th of May, 1844, the Aborigines met in great numbers, a feast being given to the tribe of the Waikato country, near Auckland, in the North Island, on a fern plain, two miles from the capital itself. "Here a shed four hundred yards long was erected, and covered with Witney manufacture; and fifty yards from it, there was a breastwork of potatoes, surrounded by a fence loaded with dried sharks. The Governor attended the feast by invitation; at a given signal each tribe seized the food portioned out for it, and

1600 men armed with guns and tomahawks danced the war dance. The soldiers in Auckland sunk into nothing before this host; and settlers for the first time admitted that they lived in New Zealand on sufferance. . . . . . No depredation was committed by the armed crowds, who daily perambulated the streets, to admire the articles displayed for sale in the shop windows." *

Two months later than this, a very destructive war broke out between the Europeans and Aborigines in the vicinity of the Bay of Islands, at a place called Kororareka. This place had 100 European settlers in it as early as 1832. The character of its morals was fearful; and Mr. Busby, the Resident, had no power to put down the vice which reigned there. In 1838 it was the most frequented resort for whalers in all the South Sea Islands; and its European population, although fluctuating, was then estimated at 1000 souls. In the same year fifty-six American vessels entered the Bay, twenty-three English, twenty-one French, one Bremen, twenty-four from New South Wales, and six from the coast; in all, 131 vessels. The Aborigines around lost much in a pecuniary way, when the seat of Government was changed from Kororareka to Auckland, about 180 miles south of it. An American suggested to the natives that if they cut down the flag-staff at Kororareka, they would regain much of the lost means of wealth. Heke, a

* Thompson, vol. ii. p. 89, &c.

baptized Christian who had relapsed into heathenism, conceived a great hatred to the English. The words of the American sank deep into his mind, and at last the insulting behaviour of a European brought things to a climax. The flagstaff was cut down, and a war ensued. £100 reward was offered for his apprehension, and Heke in turn offered the same reward for Captain Fitzroy's head. Kororareka was destroyed, and the troops put to flight by the Ngapuhi tribe. The Aborigines now were in high spirits; but the Europeans in Nelson and Wellington were no less nerved to meet the impending danger. Heke and his party were still at war, when in October 1845, Captain (now Sir George) Grey was appointed Governor. This war, which had lasted a year and a half, ended in January, 1846. The effect of the peace was great amongst the Aborigines, who returned stolen property, and made apologies for insulting words; whilst amongst the settlers there was a general feeling of confidence in the wisdom of Captain Grey, which had never been reposed in previous Governors.

I return again to my Journal. About ten o'clock in the evening of the 24th, instead of Christmas Carols I suppose, the band of the Nelson Volunteer corps paraded the town, and gratuitously gave the inhabitants the benefit of their musical strains. I was informed that the corps was 150 strong, a very fair quota certainly for so small a population.

The next day was Christmas Day, and strange indeed it was to have neither frost, sleet, snow, nor cold weather then. We were now actually in Midsummer, and therefore the heat rather than the cold is what troubles the Antipodeans at this time. The Church was decorated with flax and other New Zealand indigenous plants. In the afternoon I took a stroll up the Tramway, which, after a winding course of twelve miles, reaches the summit of the Dun Mountain, a height of about 4000 feet. The gradient is too steep and the curves too sharp for locomotive engines. About two miles up, there were some tree ferns growing in a wooded ravine across which the tramway went; and I also remarked at least five different kinds of fern on the slopes of the hills, besides plenty of sweet-briar and toot-bush. This latter is very fatal to sheep after long abstinence; and sometimes, I believe, to bullocks also, but not to horses.

The scenery around reminded me of parts of North Wales about Cerrig y Druidion, and the road from Bala to Festiniog. The hills above Nelson are almost entirely unwooded, but would afford fine cover for grouse. Lord Petre sent out in February, 1860, three red deer, a stag, and two hinds, as a present to the Province, and they were turned loose on these hills. As they are protected by a law passed especially for their benefit, they will probably be allowed

to increase free from wanton attacks by mischievous persons.

The following day, as the horse races were being held, the town was very much deserted, and many of the public institutions were wholly or partially closed. The Provincial Government Offices, and Parliament Chamber, formed a handsome and commodious building, most creditable to the taste and skill of the Nelson architects. Another very good and roomy edifice was the Literary Institute. I noticed also a Young Men's Christian Association Room, and a Temperance Hall.

The above mention of a set of Government Offices with a Parliament Chamber here, when Auckland is the capital, may seem strange, and therefore I add the following explanation.

By a Constitution Act passed for New Zealand 1852, it was arranged that "there was to be a General Government, conducted by a General Assembly; composed of a Governor appointed by the Crown, a Legislative Council of ten members, increased in 1857 to twenty members, appointed by the Crown for life; and a House of Representatives consisted of from twenty-four to forty members, elected for five years by the people." This Parliament had jurisdiction over the whole New Zealand Colony, which was divided into six Provinces—Auckland, Taranaki, or New Plymouth, and Wellington in the North Island; and Nelson, Canterbury,

and Otago, in the South Island.* Three additional Provinces have been formed since, viz., Hawke's Bay, out of Wellington; Marlborough, out of Nelson; and Southland, out of Otago. There are accordingly now nine Provinces in New Zealand. Each of them sends representatives to the General Parliament; and besides this, each has its own Provincial Government, viz., a Superintendent and a Council, the members of which are elected by the people in the Province. The Superintendent acts as a Deputy Governor of the Province, and is aided by an Executive Council. As such, he opens the Session of the Provincial Parliament with a Speech, and gives his assent or veto to the Bills passed by it. This power may, however, be overruled by the Governor of the Colony within three months after such assent or veto is given. Thus New Zealand enjoys, in common with the Australian Colonies, a Constitution similar to our own at home, viz., two Houses of Parliament, with a Governor as Viceroy; but in addition to this, each of the nine Provinces has its own Deputy Governor, and its own Parliament, which has the power of making all laws for the government of the Province, with the exception of those relating to customs, high courts of law, currency, weights and measures, port duties, mar-

* I shall henceforth discard the absurd designation *Middle*, and always write *South* Island.

riages, crown and native lands, criminal law, and inheritance. During my stay in Nelson, the city was in a state of some excitement in consequence of the election of the Superintendent, which office was being vigorously contested.

In course of my inquires about the city, I found that cherries, strawberries, raspberries, gooseberries, grapes, currants, apples, pears, and peaches grew well in the gardens around.

At three o'clock p.m. on the 26th, we steamed out of the Harbour for Wellington, having left the Auckland and Taranaki Mails at Nelson, for the *Interprovincial* Steamer to take on. It may be well to add, that each Province has its own boxes of mails made up and sealed in London, and that any careless misdirection of letters may occasion great delay in their delivery. In Australia I have seen a letter directed "Melbourne, New South Wales," and no doubt such errors are of frequent occurrence; but a little more knowledge of geography and of colonial history would prevent them.

We had entered Blind Bay by the western corner, but now we passed close to the easterly shore, which was very bold, and contained one good harbour, called the Croiselles, which no doubt would have been the site for Nelson, had it been more accessible on the land side.

Instead of doubling D'Urville's Island, we were fortunately able to run through the very narrow pass

between it and the mainland, called "The French Pass." The tide flows through it with great rapidity; so that, except at slack tides, it is not safe for large vessels to attempt the Pass. Our steamer, the "Prince Alfred," was very nearly wrecked there on one occasion, having been swung round on a reef by the force of the tide. As we went through, we saw several large fish (albicors, I believe) leaping about in the slack water. On D'Urville's Island we could see the residences of some Aborigines, to whom the whole island belongs. The scenery now was very bold and rocky. We passed the entrance to Pelorus Sound, and shortly afterwards the north entrance of Queen Charlotte's Sound. This latter place was so named by Captain Cook, who generally made it his rendezvous. He however always imagined that D'Urville's Island was part of the mainland.

It was night when we entered Cook's Straits, and from the high sea running we rolled fearfully. Fortunately our eighty-one horses had by this time got their sea legs. This narrow sea is very subject to gales and heavy weather.

About five o'clock in the morning we were in the harbour of Port Nicholson. We anchored some distance from the shore, but plenty of watermen were most happy to land us for 1*s*. 6*d*. each. To all appearance the harbour was landlocked. In many places high hills came down to the water's

edge. Wellington is situated at the south end, on the Te Aro and Thorndon Flats, which are connected by a narrow pass between the water and a hill. As we were to stay here about thirty hours, I took a drive along a good macadamized road to the north of the Harbour, where is the Hutt Valley, so called from the river flowing through it. The road was flanked on the one side by steep hills, and on the other by the water, for a distance of about nine miles, when we entered the Hutt Valley. This was the first site intended by the New Zealand Company's Agent for a town, on Port Nicholson; and the river had been described, in their glowing accounts at home, as being of the size of the Thames for eighty miles;* whereas the fact is, that a boat can with difficulty get six miles up it. This town was named Britannia, but the entrance of the river was exposed to the open sea, and, accordingly, the emigrants moved to the Te Aro and Thorndon Flats, which were inhabited by Aborigines, "who strongly protested against the settlers appropriating land used by them for cultivation. They denied having sold the land, and told the settlers they were acting unjustly. But no physical resistance was offered to the erection of houses; as the natives were informed by persons collecting signatures for the Treaty of Waitangi, that Her Majesty's Government would send magistrates to see justice done them." In the

* Thompson, vol. ii., pp. 12, 24.

town of Wellington now, on the Te Aro Flat, a pah, or aboriginal village, still exists, and some Maoris live there.

The valley of the Hutt was once well wooded, but has been almost cleared of its timber. On either side of the road from Wellington, as it enters the valley, are Maori lands, and on the right hand is their pah. Several of the Maoris, both men and women, were hard at work in their fields. A little further on, and for a distance of some miles, the Europeans had settled. I staid for the night there, and my host showed me a field in which sixteen tons of potatoes have been raised to the acre; and afterwards, on the same unmanured land, seventy bushels of wheat. He also showed me some walnut, oak, and beech trees, which he had raised from seeds planted in 1858, and now grown to a considerable size; so productive is the virgin soil. The charred stumps in all directions are a great eye-sore, but still they are signs of the cultivating hand. The river Hutt is often a perfect mountain torrent, fed by the melted snow from the Remutaka Range; and in 1858, thirteen lives were lost in one of its freshes, which are no doubt increased by the clearing of the forest.* The tract up the valley leads into the Wairarapa (called Waidrup) Plains, and into the Hawke's Bay, or, as it was originally called,

* See Humboldt's Cosmos (Bohn's Ed.), vol. ii.

the Howreedy District. This latter word is spelt Ahuriri, or Hauriri.

About noon of the next day the gun fired, and the "Prince Alfred" began to steam out of harbour, bound for the Canterbury Province, the port of which has three names, Port Cooper, *alias* Port Victoria, *alias* Port Lyttleton. We soon went head on into the Cook's Straits rollers. The next morning we were running S.W. down the east coast of the South Island. Astern of us were the Kaikoras mountains, in the Marlborough Province. They are generally snow-capped, and the height of the main range is 9000 feet. The land along the sea coast seemed very high, but shortly before noon we sighted Banks Peninsula, called an island by Captain Cook, and the land to the west of it was extremely flat, being, in fact, the northern extremity of the Canterbury Plains.

About 2 p.m. we were anchored in Port Cooper, and fired a gun to announce the arrival of the English mail. I landed at once, and walked to Christchurch, a distance of eight miles. Lyttleton, the seaport town, is prettily situated in the lap of a hill over which my path lay. The way was very steep, and it took me twenty-five minutes to reach the summit, which is 1100 feet above the sea. There, however, I had a fine view. Behind me was the picturesque little town of Lyttleton, looking over a lake-like harbour, apparently surrounded with

bold rocks, or high, green slopes, except in one or two places, where a small flat was visible. In front of me was part of the Canterbury Plains, wide, flat, and extensive, bounded in the distance by mountains and the sea. The descent was tiresome, but from the foot of the hill the road was level all the way to Christchurch. A tunnel, $1\frac{2}{3}$ miles in length, is being made through this hill; and when the railway is open from the Port to the capital of the Province, the people may well congratulate themselves.

I lodged at Barrett's Hotel; and as it was Sunday evening, I went to St. Michael's Church, where I was much struck at seeing so many young men, and also glad to recognize the old English holly in the Christmas decorations.

Two spring carts run twice every week-day from Christchurch to the foot of the Port Hill and back, which lessens in some degree the fatigue of walking between the two towns. Christchurch is very flat, situated between two small rivers, the Heathcote and the Avon, the latter of which is now nearly filled up with the English watercress. In the course of Monday I left, intending to return shortly, and collect more particulars of the state of the Colony.

Towards evening we weighed anchor and started for Port Chalmers, the port of the Otago Province, a distance of about 200 miles from Lyttleton; having landed for Christchurch forty-one horses out of the eighty-one, we had a little more room on deck.

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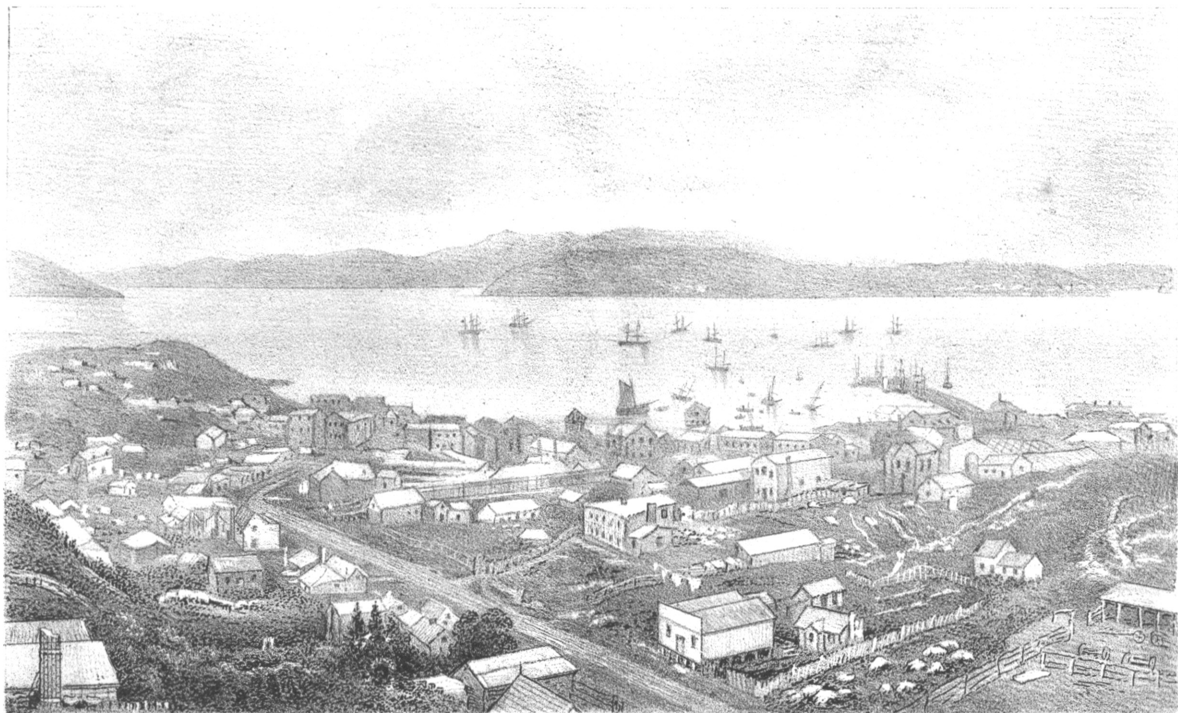


A VIEW OF DUNEDIN, OTAGO, IN 1861.

See page 161.

Our course lay along the north and east of Banks Peninsula, and thence we steered straight for Port Chalmers. We entered the Heads about 7 p.m., and after about an hour and a half of steaming up nine miles of a well-buoyed inlet, we reached Port Chalmers itself. Dunedin, the capital, lay about six or seven miles further up; but as only vessels of small burden could go any higher, the mails were transferred to a small steamer of ten or twelve tons, called the *Expert*. We had brought from Sydney several men *rushing* to the Otago gold-diggings, who along with myself embarked in the little vessel. It was now quite dark, and the tide only just on the flow. We had not, however, gone far before we ran aground; and, after pushing with oars and poles for about an hour, we got off again. Slowly we puffed on, and after some time, some lights, which were said to be in Dunedin, were visible. Then O'Neil, a man from Van Dieman's Land, and the so-called Captain of our boat, came to us and demanded four shillings, instead of two shillings and sixpence, the proper fare. We refused to pay the overcharge, and he became quite furious, and grossly insulted us all, but one of the diggers in particular. We were, however, in good humour, and vented our displeasure on him in quietly and calmly chaffing him until he could scarcely restrain himself from violence. At last he anchored us a mile or two from the wharf, and told his mate to put the fire out. We were

comfortable in his so-called cabin, and began to compose ourselves to sleep, whereupon he cut a hole in the top to give us the benefit of the night air. All this only made us chaff him more than ever, and at last, about 2.30 o'clock in the morning, he landed us. This was our New Year's Day, 1862. We had seen the old year out, and the new one in, after a curious fashion indeed.

The mud in the street was fearful; but we made our way to the nearest Inn, called, I believe, "The Provincial." By the aid of a policeman, we got admission; but no beds were to be had, though probably a shake-down might be given us. Meanwhile we sat in a large second-floor room, where a low champagne party was just expiring. The closing eyes and drawling songs of the drunkards showed, that though they had seen the old year out, they now were disgustingly oblivious of the new. About three o'clock, having paid two shillings, I was shown into a shed, and allowed to recline on a boarded platform, under a blanket, with two semi-drunken fellows snoring in either ear. Two hours of this was quite enough, and at 5 a.m. I was up, got a cup of coffee, and took my place in Cobb's coach for the diggings. Our old acquaintances Cobb & Co. had followed their "rushing" friends from Victoria. The morning was fresh and cold, and for the first forty miles we had a road which, in the Colonies, is called first-rate, and we stopped at various "Accommodation Houses"

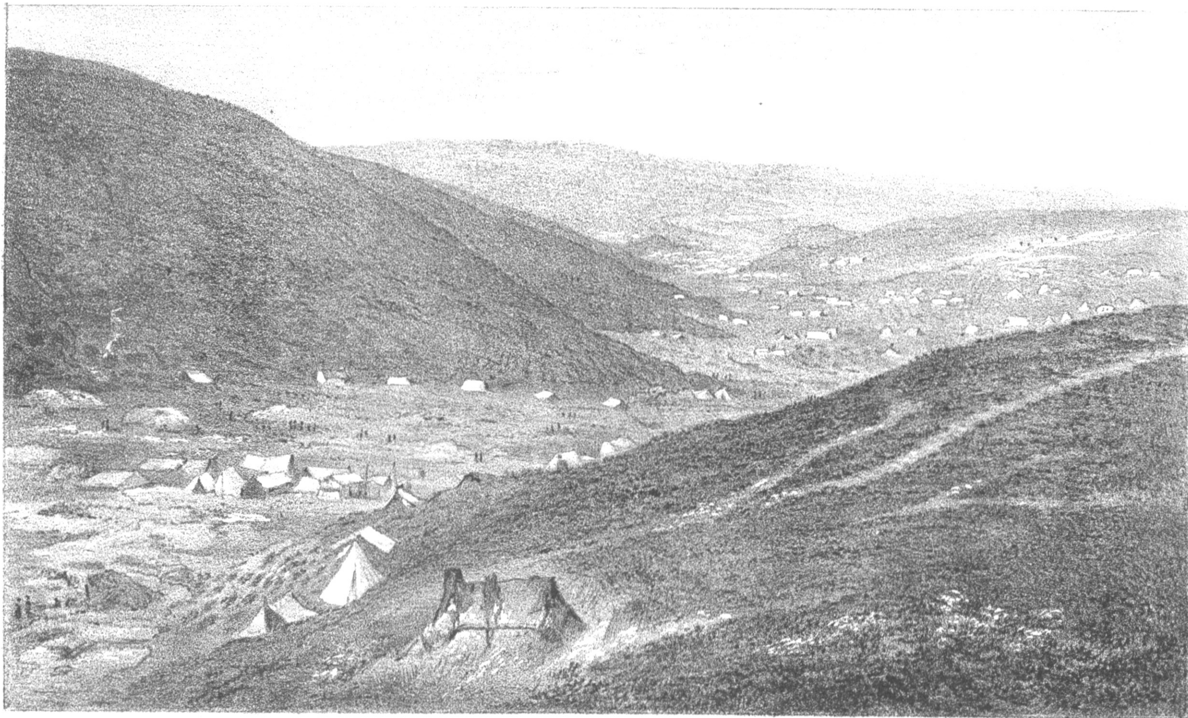
to bait ourselves or change our horses. Our most important halt was at a place called Tokamairiro, where we got what was called dinner. Except in this neigbourhood, and in the Taieri Valley, nearer Dunedin, we did not see much cultivation; in the latter district, however, there were several good farms.

Soon after leaving Tokamairiro our troubles began; we had to ascend the spur of a range, over a track which lay at one time up a steep ascent, and down again an equally steep descent, as well as along perilous sidelings. "Now, gentlemen, lean *well* up to the windward," was more than once shouted to us by the driver. We were on a steep sideling, and to produce a proper balance we had all to lean to the upper side. Our anxious faces emerging from the upper side of the coach would have afforded a good picture for *Punch*. In due time we reached the summit, along which we proceeded until we came to a very steep descent, where we had to get out. It was raining hard, and glad we were to run down at the peril of leaving a boot in the mud, and get a little shelter in a canvass Inn, which was quite full of diggers, and was every minute becoming more and more like a shower-bath. Remounting the coach, we proceeded up a steep incline and along the top of the range again. All this time the rain and hail fell in torrents, and the crashes of thunder were very loud. About 6.30 we reached Wai-

tahuna. The hospitable shelter of the "Golden Age," a temporary canvass inn, was quite charming after the events of the last eighteen hours; the manager was most obliging and civil.

Having promised a Barrister in London to inquire about a young emigrant who was once in the Shoeblack Brigade, and who was known to be at the diggings, I set out after tea to hunt him up. Floundering through sloppy mud, and along the narrow divisions between deep holes, I called at storekeepers' and publicans' tents, at the Post-office, the Police and the Commissioner's Stations, as well as at some private tents, but all to no purpose. I was, however, surprised to hear my own name called; and, on turning round, recognised one of my old shipmates, a sailor of the *Lightning;* he was come to see what he could find. When I called at one of the tents to make my inquiries, I was invited in; several young men were there, who immediately placed spirits on the table, and kindly insisted that we should reciprocate healths. Hating spirits, I begged to be allowed to drink to their prosperity and happiness with the refreshing beverage tea, some of which also was on the table. It rather surprised me to meet with a tentful of such very respectable young men of the working classes as these seemed to be.

Tired and wet with my expedition, I was not sorry to take some hot negus, and turn into my



NEW ZEALAND GOLD FIELDS — GABRIEL'S GULLEY, TUAPEKA, OTAGO.

See page 164.

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sofa-bed. Having no further reason for staying at the diggings, I left next morning for Dunedin by the coach at 7.30. A low intoxicated woman was my only companion for five miles; and her shrieks and cries, as her heavy head bumped about against the supports of the roof, whilst we proceeded in our jolting and jumping course, were any thing but pleasant. The weather was very wet till about noon, when it cleared a little. As we proceeded, we took in fresh passengers, and some were diggers on the return. We saw tents pitched in one or two places, belonging evidently to *prospecting* parties,—*i.e.* men on the look out for fresh gold-fields. Once or twice a facetious Victorian in the coach would shout "Joe" to a passer-by, who at once looked up, and very often received a series of kind inquiries, wound up with a loud laugh, which betrayed the joke. In the early days of the Australian diggings, "Joe" was the warning word shouted out when the Police or Gold Commissioners were seen approaching, but is now the chaff for new chums.

About 8 p.m. we stopped at the "Provincial," in Dunedin; but I made my way to the Abbeyleix Private Boarding-house, where most of my fellow-lodgers were German Jews from Melbourne. The next morning was more like summer than the two previous days were; and the situation of Dunedin at the foot, and on the slopes of a high hill, overlooking a beautiful wooded harbour, was really

pretty. The great influx of Australians into Otago in 1861 is evident from the Census of December in that year, when the total population amounted to nearly 29,000; whereas in 1858 it was only 7000 —an increase in three years of 317 per cent. on the whole population. In Canterbury, which had the next largest increase, it was only 78 per cent. This shows the effect of the gold diggings. The vast progress, too, of the town, both as regards the number and quality of its buildings, testifies to the same fact. The whole appearance of Dunedin, its muddy streets, and the works being carried on, gave the idea of a prematurely grown place, into which immense traffic had been suddenly thrown. A good but not very extensive stone house in Princes Street was let on a lease for ten years to the Bank of New South Wales, at 1000*l.* per annum; and the next house, to another party, for 600*l.* It was also said that many old shopkeepers were selling out at high prices offered them by enterprising people from Melbourne.

The Province of Otago was first settled in 1848, and was intended solely for the Scotch members of the Free Kirk. The old settlers were very indignant at the great influx of Australians from Victoria and New South Wales, and some even went so far as to propose sending them all away again at the expense of the Province; but the number of arrivals was too great for such a plan to be even feasible. A thorough

change has passed over the place. The Scotch settlers are now called "The Old Identity," and seem almost sent to the wall by the new arrivals. A Melbourne man is head of the Police, and has organized them according to the Victorian system; and the first daily paper in Dunedin was started by another Melbourne man. No doubt, in spite of all this, the old settlers have made a good thing out of the rush. If they are at all like their old Superintendant, a Mr. Macandrew, they must be knowing fellows. He was arrested on a charge of using a portion of the public funds for himself. Acting on powers delegated to him by the Provincial Council, he immediately declared his own residence, Carisbrook House, a public gaol, and, in the capacity of Visiting Justice, ordered his own removal to it.

Dunedin had a Club, a Mechanics' Institute, as well as a Young Men's Christian Association, and some shops. At its north-east end is a large mill. The miller preferred Canterbury, and more especially Tasmanian, wheat to the generality grown in Otago, which had too much husk, in consequence of the dampness of the climate. Formerly the Scotch farmers here had to be coaxed to sell their wheat; but now they come to the miller, and seem anxious to dispose of it.

Many of my old shipmates, either sailors or second cabin passengers, were in Otago. One of the latter had turned bullock-driver; whilst another was a

shoe-black in the streets, and others were engaged in various lowly trades.

In the course of the afternoon of Saturday, the 4th, the *Prince Alfred*, with the homeward mails, left Port Chalmers for the northern ports. Aided by a good southerly wind, we made a fair run; but the weather was cold, in consequence of the direction of the wind. My warm Hobart Town opossum-rug was most valuable on this occasion.

In the afternoon of Sunday we anchored again in Lyttleton Harbour, exactly seven days from the time we last dropped anchor there.

In the evening there was service in the pretty church at Lyttleton. I believe it is the only one in the province built of stone.

As we were not to start again till the evening of the Tuesday, further time to renew a former acquaintance with the Province of Canterbury was afforded; but as, contrary to my expectations, I spent some months there at a later date, I shall defer my further remarks for the present.

On Tuesday evening, the 7th, having taken on board the Canterbury homeward mails, we proceeded towards Wellington, which we reached the next day at 5 p.m. It is about 170 miles from Lyttleton. Rather unexpectedly, and to my great pleasure, I recognised an old college friend from Trinity, Cambridge. These meetings are especially pleasant in a strange land.

Minifie's "Queen's Hotel" was extremely comfortable after the Dunedin and Nelson establishments. As there was a brig soon going to the Hawke's Bay district on the east coast, I engaged my passage in it (fare 70*s*.). The accommodation was to be superior to that of any steamer on the line.

As she did not sail immediately, I took a ride with a friend to view some inland scenery. We passed over Thorndon Flat, and about two or three miles along the road to the Hutt, when we ascended a very steep road up a ravine; and after some distance over the tops of the hills, and passing along another road made through a forest, we came to the Ohariu Valley. Nothing now was presented to our view but one endless forest. The various hues of green were very pretty, but the most charming effect was caused by the rata-blossom. The rata-tree is a parasite, which twines round another tree, and thus killing it, actually takes its place, and becomes a fine large tree itself. The blossom, of a deep red, is most luxuriant, covering the foliage as the white blossoms of the horse-chestnut do at home. The effect certainly is very fine. The New Zealand bush is extremely dense and intricate, not only from the rich undergrowth, but also from the supple jacks, or long rope-like creepers, which hang from the high branches of trees where their roots are situated. The various ferns and large fern-trees

are very beautifully interspersed about in it. I saw several birds named the Tooi; they are black, about the size of a starling, and are sometimes called Parson-birds, as they have two white feathers like clergyman's bands in front of them. Captain Cook heard birds singing like the chimes of many bells. These now are only heard far in the bush, and just before sunrise. In the whole of New Zealand there are only about eighty species of birds.

Our return ride was very pretty, as we descended to the Hutt road by a newly made way down the Ngauranga ravine. The bush on each side and above us was very fine, and the peeps of the harbour, from various points of our winding road, produced a pleasing contrast.

At half-past four on the 11th the brig "Burnett" weighed anchor. As soon as we had passed the Lighthouse at the entrance of Port Nicholson, we ran under close-reefed topsails, as a fresh gale was blowing; steering S.E., we soon passed the entrance of Palliser Bay, and doubled the cape of the same name, when our course lay N.E. Both places were so called by Captain Cook, after one of his early patrons. About 100 miles from Port Nicholson, we passed Castle Point; and forty miles further we came to a headland, called Cape Turnagain by Cook, because, in his voyage down the coast, he here turned round and went up again. Very nearly the whole way the coast appeared to be generally high

and rocky. The last headland we passed previous to reaching Napier, the Port of Hawke's Bay, was Kidnapper's Point, named by Cook because here some of the Aborigines endeavoured to take away from his ship a native lad he had with him. We anchored off Napier at 7 p.m. on the 13th, our 51st hour out. The whole distance from Wellington is 210 miles. A walk of a mile brought me to the town, where I lodged at the "Masonic," a very decent hotel. Mr. Gill, the landlord, was very civil. The charge for board and lodging by the week was 35*s*. The town of Napier is situated on a flat below a high land (very much like Portland, in Dorsetshire), which is called Scinde, and from which two shingle beaches extend on either side, like bird's wings on the stretch. In front, towards the east, is the sea; and behind are swamps and inlets of salt water. The river Ngararuro, with which the swamps are connected, runs through the south beach, and the inlet from the sea is in the north beach. Hence the high land, with its wings, virtually forms an island. On the summit of Scinde were the barracks, in which 300 of H.M. 14th Foot, under Major Douglas, were stationed. The population of Napier is 924 persons, and of the whole of the Hawke's Bay Province 2611, according to the Census of December, 1861. This Province was only separated from Wellington in the year 1858. It has now a full Provincial Government of its own, and its business is entirely pastoral. In 1858 it

had 180,320 sheep; and in 1861, 312,459, as well as 1782 horses and 8320 cattle.

The Aborigines, of whom there are a great many in this district, belong to the Ngati-Kahungunu tribe, who extend from Cape Palliser to Turanga or Poverty Bay, where Cook first landed.* They were formerly famous for mat-making, but are "now known as extensive wool cultivators and flock owners." They, or some of the hapus or sub-tribes into which they are divided, own a great portion of the land near Napier.

The nearest bush to the town is about eight or ten miles off, across the Ngararuro river, and belongs to the Aborigines. The Native Lands Commissioner was most anxious to purchase it for the Europeans, and asked Hapuku, a warlike chief, who was part owner of it, what he would sell it for? "£1,000,000," was the reply. "Can you count a million?" said the Commissioner. "Can you count those trees?" was the rejoinder, to ward off an awkward question; for the Maoris, like a number of our less educated classes, are no great scholars in arithmetic.

Their origin is Malay, and they are supposed to have arrived at New Zealand, in their canoes, about the year A.D. 1419,† "a date corresponding with that

* Thomson, vol. i., p. 90.

† Thomson, vol. i., p. 67. Notes on Maori Manners (a work attributed to Mr. D. M'Lean, the Native Lands Commissioner). Auckland, July, 1860.

of the arrival of Gipsies in Europe." Those, associated by the ties of kindred, came in the same canoe, and on landing took possession of a portion of the unoccupied land, living together as a clan or tribe. In process of time, sub-divisions of each tribe were made into "hapus," which still exist, and on the average number about eighty persons. There are now eighteen tribes. The Ngati-Kahungunu, mentioned above, is one of these, and is subdivided into forty-five hapus. The "Ariki," or Lord Chief of the tribe, was a kind of pope, king, and priest, and was always a person of the highest birth. Next to him were the Rangatiras, who also were generally estimated according to the distinction of their descent. In peace their functions were few and unimportant, except when they made harangues, and then their words were regarded as oracular. In war, however, their position was more important, and had more power.*

As regards the tenure of the land, no individual of the tribe had the right of alienation for ever. When a conquest was made, the land so acquired was divided amongst the grades of chiefs, and the tutuas, or freemen; but the individual right thus given was only to "use and enjoy" the allotted portion. Although this right descended by inheritance, yet the tribe had a *veto* in any actual alienation of the property, and therefore the Land Commis-

* Notes on Maori Matters, p. 11.

sioners have been often put to much trouble in obtaining a clear title to a proposed purchase. Some people have denied that this tenure exists; but at all events it has over and over again been recognized by the British Government, and in 1856 twenty-seven witnesses, out of twenty-nine examined by a Commission held in New Zealand on the subject, affirmed the fact. This tenure is no novelty.* "The village community in India is at once an organized patriarchal society, and an assemblage of co-proprietors. The personal relations to each other of the men who compose it are indistinguishably confounded with the proprietary rights; and to the attempts of English functionaries to separate the two may be assigned some of the most formidable miscarriages of Anglo-Indian administration. The Village Community is known to be of immense antiquity." Professor G. Smith, of Oxford, also states that, in Ireland, "the Sept land belonged not to the individual Septmen, nor to their chief, but to the Sept;" and adds, "It may be taken as a fact pretty well proved in historical philosophy, that common ownership of land preceded separate ownership in many cases, if not in all."† From his subsequent pages it would appear that our ignoring this

* On Ancient Law. By H. S. Maine, Reader on Jurisprudence, &c., at the Middle Temple, and formerly Reg. Prof. of Civil Law at Cambridge. pp. 259, 260.

† Irish History and Irish Character, p. 19.

principle or at least our want of sympathy for the so-called crotchets of those who cherished it, led to much of the evil which has marked our administration of that our first Colony.

As regards the political position of the Maori since the Treaty of Waitangi, the present Chief Justice of the Colony, Sir G. A. Arney, publicly declared as follows. "The position of the native race is a most extraordinary and anomalous one. They are practically without rights, for they have lately been pronounced to be without a remedy. After twenty years of government, they are practically beyond the protection of the laws. . . . . They do possess that one ewe lamb, their land. It is this which they love and cherish. For this they have fought and bled, and yet it is in respect of this darling object of their patriotism, their property, their all, that now the Attorney General of England is constrained to tell them that their rights can neither be recognized, ascertained, nor regulated by English laws. Their property is without the pale of the jurisdiction of the Queen's Court."* Such being the case—and the intelligent Maoris felt and grieved over it—many of them joined the Maori King move-

* Last August the New Zealand House of Representatives passed two Resolutions, pledging itself always, in any measures affecting the Maoris, to aim at their perfect amalgamation with the whites, and recognizing the right of all Her Majesty's subjects, of whatever race, within the Colony, to a full and equal enjoyment of civil and political privileges.

ment. Renata, a well known chief, wrote in February 1861, that the Waikato tribe "were in doubt whether to use the term Chief or Governor, but neither suited. And then they established him as 'the Maori King.' It was tried experimentally, and put to the test as a means for redress of wrongs not settled by you, by the Government. The only wrongs you redressed were those against yourselves." The first king was Te Whero Whero, an old warrior chief of the Waikatos, who in May 1856 was raised to the regal position under the title of Potatau I. "By some" the movement "was considered an indication of a falling back of the natives into barbarism; others hailed it as an impulse which, if properly directed, would promote progressive civilization, and if injudiciously managed might engender strife; while all admitted it to be an attempt to revive the declining influence of the Maori race in the eyes of the Government." I believe that some time elapsed before the movement spread, and that even now several tribes do not belong to it.

In 1857 a serious native feud arose in the Hawke's Bay district, between two subdivisions of the Ngati Kahungunu tribe. Their chief's names were Hapuku and Moanui, and they quarrelled first about a wrong division of purchase money, and subsequently about a personal insult. After several months of fighting, a detachment of English troops was sent to Napier, and a peace was ratified.

Shortly after my arrival in Hawke's Bay, in company with other Europeans I attended a large meeting of chiefs of the tribe Ngati-Kahungunu at the Pa Whakeiro, about ten miles from the town of Napier. Mr. Crosbie Ward, one of the Colonial Ministers, had arrived to announce to the Runanga or native Council of Chiefs assembled at the pah, the policy of Sir George Grey. The meeting took place on the 16th of January. The Maoris received us very kindly, lending us ropes to tether our horses out, and then inviting us to dinner in one of their houses. Renata waited on us. We sat on chairs round a table, on which was placed a roast goose, and a leg of roast pork, as well as potatoes. We were duly supplied with carving knives and forks, a luxury unknown in the brig in which I sailed from Wellington. The beverage was water. I believe that the Maoris feel so intensely the harm of spirits, that they now prevent as much as they can the admission of any intoxicating drinks into their pahs, and even fine a chief if he gets drunk. The greater number of the houses were enclosed within palisades, the main uprights of which were curiously carved with busts and tattooed heads, representations of deceased ancestors. After dinner we adjourned to another house, where a table, sofa, and some chairs were arranged. Renata placed on the table a large mahogany desk, which he unlocked and opened, setting out some writing and blotting

paper, with pens, for Mr. Ward's use. This Chief is very friendly to the English, and pays a large annual sum to a schoolmaster to teach his people English. I have heard the highest character given him for honesty and honourable conduct, even by those Europeans who have told me they hate the sight of a Maori. I believe I am correct in saying that all the aboriginal children, and many of the adults throughout the Island, can read and write. In another room I noticed a mahogany chest of drawers, and some mattresses; and, indeed, the whole house looked substantial and comfortable.

Mr. Ward's visit was intended to sound the natives as to their desire of falling in with the Governor's intentions, which were as follows. The native portion of the North Island was to be divided into twenty districts, each having its Runanga or council; and every district was to be divided into hundreds, each of which also was to have its Runanga. The representatives for the district Runanga were to be elected by the hundred's Runanga, and must have a knowledge of English. Each district was also to have a civil commissioner, a clerk, a medical man, police officer, and five constables, and was to have the power of making such laws and regulations as might be for the social benefit of the aborigines in the district. The Governor was to exercise a power of veto or assent over all the acts of the Runanga. The Maoris also were to have magistrates, who, with

the aid of assessors, were to hold courts to inquire into and punish all breaches of the laws in the district. The whole annual expense of this machinery was estimated at about £49,000, whereas the maintenance of a military force to overawe the Maoris would cost at least £800,000 per annum.

Renata was the chief speaker at this meeting, and it was generally admitted that the plan was good, but more time to answer fully on the various points was required. Some of these chiefs are very clever at repartee. When the 14th Foot (young recruits from Ireland) arrived, an English official warned Hapuku (I believe) that if the Taranaki war was not soon ended, the Queen would send more and more *men*, till the Maoris were subdued. "Well, it is strange," said the Chief, "that the Queen, if she has so many *men*, sends these *lads*."

During my stay at Hawke's Bay, I was present at the native Church, Te Aute, during the Sunday morning service. The congregation was large, and very attentive; and the singing, though rather strange to my ears, was in good time. As we came out of Church, the Maoris were pointing to something in the road, and earnestly talking about it. It was a dray laden with wool, going down to Napier, and its appearance on Sunday much shocked their feelings.

The Hawke's Bay district is hilly, though now and then a plain intervenes. The Ruataniwha Plains,

containing about 100,000 acres, form fine sheep runs. The Maoris own a large part of the land in the Province, and until they sell more there will be but little for fresh settlers to possess. The sea beach was strewed with pumice stone.

On the 1st of February, I left Napier for Wellington, and thence to Canterbury; but on the 24th I was again in Wellington, *en route* for the Northern Ports. Crossing Cook's Straits in the *Airedale* steamer the same night, we entered Queen Charlotte's Sound, in the Province of Marlborough. The scenery in the early morning was lovely; and the view from Picton, where we anchored, was quite lake-like. This town is the capital of Marlborough, and a road from it leads into the Wairau Valley, already referred to (p. 148). The population of this town is 752, and of the whole Province 2299, persons. The natives here sold us about 30 or 40 large ripe peaches for 1*s*.

At 9 p.m. we were again at Nelson, having run through the French Pass.

The Church Synod was now bringing its session here to a close. Amongst those present were the Bishops of New Zealand, Nelson, Christchurch, Wellington, Waiapu, and the Melanesian Isles. The first-named, and the last two, accompanied us in the *Airedale* to Auckland. Their names were Drs. Selwyn, Williams, and Patteson.

The Manager of the Mechanics' Institute kindly

allowed me to use the Reading-room, and drew my attention to the note on Tasman's Chart, as given in Harris's Voyages, suggesting a probability of gold being found in Australia at some future day.

The fruit was generally ripe now, and I can testify to the goodness of Nelson apples.

In the evening of the 27th we left Nelson, steering north, and the next evening we were off Taranaki, or New Plymouth. The weather was hazy, so we merely saw the foot of Mount Egmont, which is a little to the south of the town. As we came up the coast, we saw the Omata Stockade, a name permanently associated with the Taranaki war. There is no harbour, but only an open roadstead near the town; and as a heavy rolling sea from the north-west was running in, we lay off and on all night. The next morning we were able to anchor, but could not discharge any cargo; though passengers were able to get on board, amongst whom were the Chief Justice, and Majors Murray and Nelson, both men of celebrity in the late war. We landed several of the Taranaki refugees, who during the fighting had been sent to Nelson, and were now returning to their desolated homes. One or two were women with large families, and, I believe, had spent the night with their children on the poop. I was much struck with the extreme kindness of Bishop Selwyn and his coprelates, in helping these poor sea-sick people to

roll up their beds and mattrasses, and get together their various traps previous to leaving the vessel.

As soon as all the passengers and mails were on deck, we left for the Manukau Harbour, nearly 200 miles north of Taranaki. On the following day, Sunday, we had a most excellent sermon from Bishop Selwyn. The service was attended by all the passengers, some of whom, too, were not Churchmen.

We entered the Manukau Harbour in the afternoon, but first had to cross a bar. Two men were lashed to the wheel, the skylights and ports were shut, all ladies sent below, and the gentlemen mounted on the bridge. One or two of the breaking rollers seemed inclined to poop us; but we passed in safely, being directed to the best channel by signals from the shore. It was dark when we landed at Onehunga, the small town on the Harbour, and we had six miles to go to reach Auckland. We ought to have brought the English mails, but through the Peninsular and Oriental Steamer breaking down, the whole of Australasia was deprived of its monthly mail. We reached the city of Auckland about nine o'clock, and I stopped at the Masonic Hotel.

Previous to my leaving Hawke's Bay, I had purposed to go overland, or to sail in a schooner round the East Cape, to the Harbour of Tauranga, in the Bay of Plenty; but my plans not suiting, I now

made inquiries about proceeding thither down the east coast from Auckland; for inland, a short distance from Tauranga, are the noted boiling lakes and springs of Rotomahana and Rotorua. There are terraces of basins, with water in them of different temperature. In one food, may be cooked; whilst in another, a person may bathe. In the neighbourhood also there are Liliputian mud volcanoes, with cones from half a foot to six feet high, having craters full of bubbling, spluttering, hot mud. In the Bay of Plenty is *White* Island, which has near its centre a boiling spring, 100 yards in circumference, from which the steam rises like a *white* cloud. Around the edges of this boiling spring there are many geysers, expelling steam with such violence that stones pitched into their vortices are shot up into the air. Half a mile from this *White* Island, the sea is 12,000 feet deep. In the centre of the North Island is the lake Taupo, in which changes from heat and chemical action are now going on. A little to the south of it is Tongariro, an active volcano, rising upwards of 6000 feet; and one of the Peaks of Ruapahu, which is 9000 feet high. Mount Egmont, near Taranaki, is upwards of 8000 feet.*

On the day after I reached Auckland, I found that the *Henri*, a schooner owned and manned by Maoris, was going to Canterbury with timber, and

* Thomson, vol. i. chap. 1.

would call in at Tauranga. I engaged my passage in it; but my plans interfering, I was obliged to give up the idea of seeing some of the greatest wonders in the world.

Auckland is now the largest and best built town in New Zealand, and no doubt its position as metropolis has given it this great impetus. The chief trade of the Province is potatoes, kauri wood, and kauri gum. This timber is a pine, which grows to immense size, and the cutting up of it gives employment to a great many mills. On the North Road I visited Henderson's Steam Mills, which are situated on a mountain stream. The felled trees are dragged to this stream, and when the next fresh comes, are washed down to a dam at the Mills, near the Harbour, where they are cut up and transhipped.

On the second night we had a fearful gale from the eastward; many vessels drove from their moorings in the Harbour, and three or four sloops or schooners were dashed to pieces against the Queen Street Pier.

Around Auckland are about thirty extinct volcanoes. From one of these, called Mount Eden, I had a fine view. On the west coast the Manukau Harbour was plainly visible; whilst to the east lay the Auckland Harbour, with the Barrier Islands, and Coromandel Coast lying beyond. This latter, subsequent to my visit, was purchased by the Government from the natives, and has been worked

for gold, and I believe is now affording a good return to the industrious. To the north lay extensive forests, and to the south I could see forests and hills as far as my eye could reach; interspersed, however, with farms and houses, surrounded with various signs of cultivation. At this time, the military were being employed by Sir G. Grey in making a good road from the city to the Waikato river. The total population in the whole Province of Auckland, in December, 1861, was 24,420; and in the City and Port, 7989. There are also a great number of natives who have several schooners, sloops, and canoes, and carry on a brisk trade along the coast in fruit, vegetables, wood, live stock, fish, oysters, wheat, straw, and gum.* By the last Census papers, it appears that more land is under cultivation in this province than in any other; and the acreage for potato crops here is about 3553, or nearly one-half

* In Col. Browne's despatch of May 31st, 1856, it was stated that in the North Island the Maoris (compared with the Europeans) contributed to the Customs in the proportion of fifty-one to thirty-six. In a despatch of December, 1856, it was added that £16,000 of produce were disposed of in Auckland every year by the neighbouring Maoris, and that most of it was spent in purchasing European articles.

In the Blue Book Reports for the Colonies, for 1860, the Savings Bank Returns were as follows:—The number of Maori depositors, thirty-eight; their deposits, £806 2*s.* 1*d.*; and the total amount drawn by them, £658 0*s.* 8*d.*

In Sir G. Grey's despatch of February, 1862, it is shown that, since 1857, the Maoris have spent about £50,000 in arms and ammunition.

of that in the whole Colony. It is by no means a pastoral province, having less than one-fourth of the number of sheep in Hawke's Bay. Towards the north of the city I saw a sportsman shooting pheasants, which have become quite numerous. They were originally brought from home. The Public Domain is far inferior to any in Australia, but still is an object of interest even to a stranger.

About four miles down the Harbour is Kohimarama, where the Melanesian Mission College is situated, which is under the personal management of the Missionary Bishop, Dr. Patteson. In the South Seas, between New Zealand and New Guinea, there are from 150 to 200 islands lying in absolute heathenism. Not less than eighty of these have been visited, and most have peculiar and distinct dialects.* The Bishop's plan is to bring young lads from these Islands to Auckland in the spring, and again, at the approach of winter, to take them back to their own homes, as the New Zealand climate would be too cold for them. In this way he hopes to introduce Christianity into the Islands. The position of the College on the Harbour is protected from the cold winds; and bathing, boating, and fishing, the natural occupations of the Melanesians, (*i.e.* Black Islanders,) are easily afforded them. The Bishop lives in the College, in two small rooms, and seems thoroughly in earnest in his work; whilst the happy

* Report of 1861.

and healthy appearance of the lads show they enjoy the place. I was allowed to question them generally on Scripture and arithmetic; and though I gave somewhat hard questions, the answers were remarkable for thought and exercise of memory. They scarcely made any foolish, random shots, as is too often the custom with white lads. Great confidence is placed in their honesty, for they are often sent in a boat alone to the city to purchase articles or to take messages, and they have never been known to steal, or act in a criminal way.

The total number of lads received from 1849 to 1860 was 195, brought from twenty-eight different Islands. Two of them spent five half-years at the College.

The value of this Mission to the subject of Languages is very great. I believe the Bishop knows ten new and distinct dialects.

To the east of Kohimarama is the Frith of Thames, where Captain Cook recommended the formation of a colony. When a person visits the lakes in the interior, he can return to Auckland by canoe, paddled by Maoris, down the Thames, or down the Waikato river,* but the latter route was chiefly recommended to me.

The *Airedale* left early on Sunday, the 9th, with the homeward mails; and as the next steamer did not go for a month, I was obliged to leave in her.

* A very small steamer is now placed on the Waikato River by the Government.

Next morning we were off Taranaki, and the sea was calm. Some of us landed at once. We were taken ashore in a huge boat, which on approaching the land was steadied by a surf line running through the bow and stern, fastened to the shore, and also to a mooring some distance off.

After breakfast at the Hotel, three of us rode on horseback to the front of the Lines, to the north of Taranaki. Shortly after leaving the town we saw several men at work on the roads. These, we were informed, were some of those whom the desolations of war had deprived of their homes and cultivated grounds. They however seemed to be in good spirits, and a few, more witty than wise, shouted "Joe" after us; but as we knew the meaning of this joke, they did not get a rise out of us.

Passing over a bridge, and near a pah of friendly natives (I believe Katatore was killed near this spot), we soon came to the Bell Block Stockade, where troops still were stationed. It was used as a station to signal to the town during the war. Our road lay parallel with the sea coast, and at no great distance from it. To our right the land was higher, and was bounded by bush. We waded two small rivers, and then passed the Mahoetai Stockade on our right hand, bearing down towards the mouth of the Waitara river. From the whole appearance of the country we had been through, its ups and downs, and its being bounded by the bush and sea, with

rivers in ravines running between, forming covered ways, I should have thought it a very bad place for troops to be manœuvred in. Striking up the south band of the Waitara, we reached the sap made under the orders of Sir Thomas Pratt. It ran more or less parallel with the course of the river, up an incline (a natural glacis) to the Great Pah, which caused so much trouble to our troops. This pah was situated on a height flanked to the south by bush, and towards the north by the precipitous bank of the river, which dashed along at a great depth below. Behind the pah there was also a very dense forest. Into this two of us penetrated, and were struck with the beauty of the ferns, fern trees, and bushes. A great number of Maoris followed us back into the pah; and as one could talk English, we held a little conversation with him. They were very civil, and readily showed one of my companions, who was very faint, where a stream of water lay, and offered to get us some fruit from the peach groves in the neighbourhood. Here, for the first time, I witnessed the ceremony of "rubbing noses." An old woman had arrived at the pah, from the same direction as we had come, and when the other Maoris saw her, one of them ran to meet her, placed his nose against hers, and their cries of recognition continued for some time. During the war this pah was protected by rifle pits, and a ditch, as well as by a very strong palisading. From it there must have been a fine view of the sap, and of the British

force. In March, 1860, the war may be said to have begun, and in the following March hostilities were suspended.

I must now make a digression to give the early history of the Province of New Plymouth. My chief authorities are the mass of Blue Books and Parliamentary Papers from 1835 to 1862, and Dr. Thomson's work.

Three different tribes appear to have located themselves on the coast of this Province. The Ngatiawa, on both banks of the Waitara; the Taranaki, off Mount Egmont; and the Ngatiruanui, to the south. In the year 1834, part of the Ngatiawa tribe was absent from home, whereupon some of the Waikato natives made a descent on the district, and after a desperate fight drove many away, and reduced to slavery the residue as far as Cape Egmont, with the exception of about eighty or ninety, who entrenched themselves in the Sugar-loaf Rocks, and other similar places. About five years later Colonel Wakefield made one of his gigantic purchases in this district, of a sea-coast block sixty miles long and from fifteen to twenty miles wide. As many of the vendors were refugees at Waikenai, Otaki, and Wellington, in the North Island, and also at Queen Charlotte's Sound, in the Middle Island, a deed was obtained from them, as well as one from the Taranaki tribe, and a third from the few natives resident on the block itself. The first signature on the Queen Charlotte Sound deed was that of E. Whiti, or

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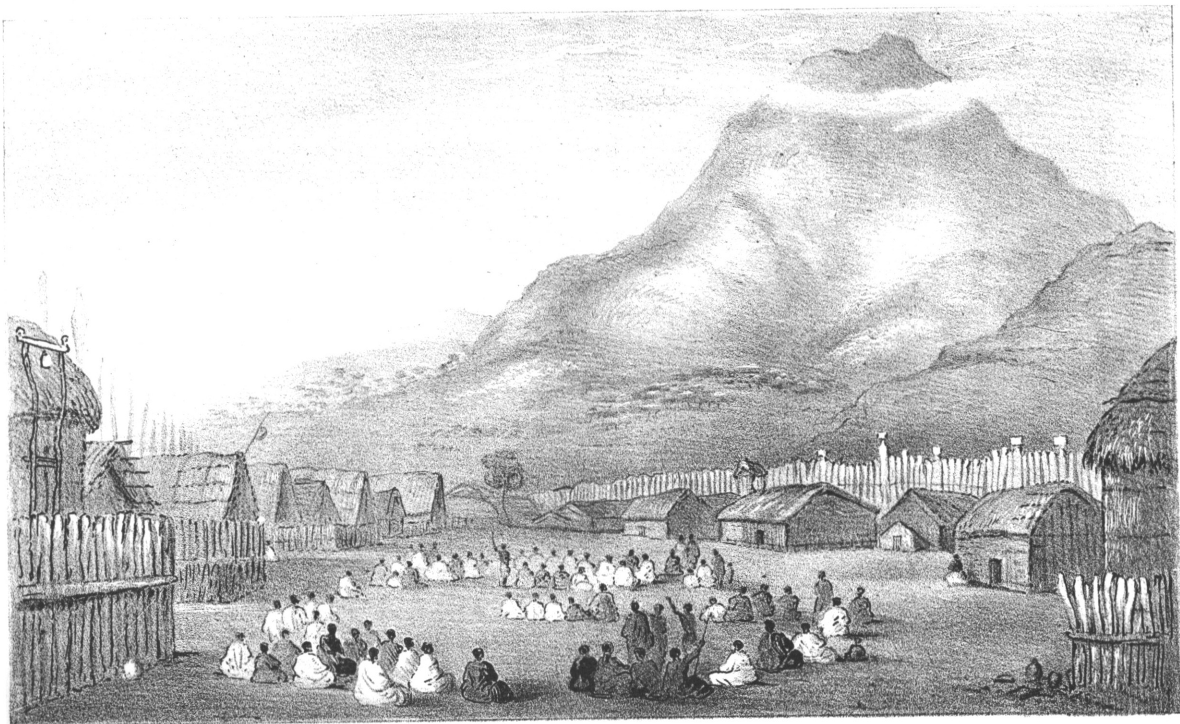

THE PAH OF THE LATE TE WHERO WHERO (POTATAU 1ST)
AND MT TAUPIRI.

See page 191.

Wiremu Kingi (William King), for himself and father, and he is said to have assisted Colonel Wakefield very much in getting the other chiefs to sign. In 1841, "Christianity and other causes manumitted many of the slaves, and these men returned with joy to their fatherland." Eight hundred arrived in the September of that year, and were soon followed by more of the fugitives and manumitted slaves. They were, however, extremely surprised to find their lands parcelled out amongst strangers; but Mr. Carrington, the surveyor to the "New Plymouth" Company (an offshoot of the New Zealand Company), assured them that the settlers on their arrival would pay them in a just spirit. Even then, according to Mr. Carrington's evidence before the House of Commons, 6th June 1844, the natives denied positively that the Waitara District had been sold by them. Armed force was brought into requisition to overawe them there, but apparently without effect.

From Mr. Earp's evidence it appears that the Waikatos under Te Whero Whero (Potatau) used to make summer raids (after the old Highlander fashion), and carry off property and slaves to their own locality, the principal part of which was 200 miles from Taranaki. It is also stated by him and Mr. Carrington that Te Whero and his party were eventually compelled to retire, as the Ngatiawas returned; but as soon as the Europeans arrived, Te Whero threatened to murder the white settlers, if

his claim to the land by conquest was not recognised; this he did, according to Mr. Earp, because he knew the "Governor to be green." The claim was satisfied for £300 in money and goods.

In 1843, Mr. Spain, a Commissioner sent out from England, inquired into Colonel Wakefield's purchases at Taranaki amongst other places. In his Report he relied only on the Deed signed by the resident natives, as he "could not for one moment" entertain any claim of the Ngatiawas who had settled about Wellington and Queen Charlotte's Sound. On that ground he declared that 60,000 acres were fairly purchased. Governor Fitzroy refused to confirm the award, and reduced the purchased area to 3500 acres. This was in 1845. About two years later (1847) Governor Grey, at the suggestion of Mr. Gladstone, tried to remedy the effects of Captain Fitzroy's decision, which had induced the absentees not only to prefer fresh claims to all the land outside the 3500 acres, but even to refuse to allow the Europeans to occupy any more. The Governor stated that he found the settlers very much straitened, and suffering from the caprice of the natives, who regarded them as in their power. The Maoris, too, seemed unable to adjust their various claims amongst themselves. Sir George Grey, however, managed to increase the block of 3500 by some considerable purchases. Shortly after, Mr. Richmond wrote to Sir George Grey from Wellington that he had met at Waikenai "a large concourse of the Ngatiawa tribe,

including Wiremu Kingi, (William King,) and many of the most influential chiefs," and they seemed friendly to the Government; adding that, in his opinion, when the migration took place, it would be very partial, merely William King and his followers.

In 1848, several canoes and boats left Waikenai for New Plymouth, and amongst the names of the principal men are William King, Ihaia, Te Teira, and Rawiri. These, with 262 others, men, women, and children, settled at the river Waitara.

Six years later (in August 1854) a fearful act was perpetrated at New Plymouth, amongst the natives of the Puketapu hapu. Rawiri (mentioned above), out of mere revenge, offered to sell to the Commissioner a piece of land, the sale of which Katatore had previously opposed. The boundaries were to be cut; whereupon Katatore warned Rawiri not to do it; but if he did, to come to the place fully armed. The two opposing parties met, when Katatore fired one barrel in the air and another into the ground; but as Rawiri did not desist, Katatore and his party fired and killed him with some others. Mr. McLean, the Chief Native Lands Commissioner, accompanied by "William Nero," a Waikato chief, and by "Rewai te Ahu," went to the scene of the murder; and though anxious to punish the offenders, yet, from fear of its being considered a land quarrel (which would cause many tribes to support Katatore), he was prevented from doing anything. Another affray

occurred soon after. Ihaia, one of the Puketapu hapu, shot Rimene, one of the Ngatiruanui tribe. The latter accordingly, to avenge the murder, attacked Ihaia's pah on the Waitara river, but without any very great success. On returning to their own locality south of New Plymouth, they most scrupulously avoided any encroachment on the settlement; and some property belonging to a settler, in a house close to Ihaia's pah, was carefully removed and guarded by them previous to making their attack.

About this time Major Nugent, the Native Secretary, wrote strongly against any armed interference by the Government, as the natives generally were beginning to look upon it in the light of a land question. He also spoke of *William King*, one of the "principal chiefs of the Waitara district," as a man who was supposed to be hostile to the Government; but whose opposition might be attributed to the "fact of several men of inferior rank being appointed Assessors over his head."

In the extract from the Minutes of the Governor's Executive Council, issued in consequence of this affray, is the following:—"The Land Purchase Department be instructed to use great caution in entering into any negociation for the purchase of land until the views of the various claimants shall have been ascertained."

Shortly afterwards, at the request of Governor

Wynyard, Katatore and his people gave to him the land on which Rawiri fell.

On the 1st of September, 1855, Major Nugent, commanding the force at Taranaki, wrote of "William King, the principal chief of the Waitara," as being an object of great disgust to some of the settlers, who, in the *Taranaki Herald,* did not disguise their wish to drive him and his party from the Waitara. He further added, that their tribe exported produce that year to the amount of nearly £9000, the greater part of the proceeds of which was spent in British manufactured goods . . . . and he could not answer for the continuance of the tranquillity between the races as long as such inflammatory articles were published in the newspapers, in which people of much local influence did not disguise their wishes to seize upon the lands of the natives. . . . . Many of the natives of this place could read and understand English, and the articles in the paper were freely commented on by them.

Rawiri's party, now represented by Ihaia, began to be regarded in the Settlement as the *friendly,* and Katatore's, with whom William King joined, as the *hostile* party. Governor Gore Brown, towards the end of September, 1855, reiterated the charge against the Newspaper correspondents, and declared his determination not "to permit the purchase of lands until the owners were united in desiring to sell them, and had agreed upon the terms."

In the same month the Rev. J. F. Riemenschneider wrote to Mr. McLean, describing his interview with the Taranakis, and speaking of William King with contempt; but acknowledging that those natives regarded this chief as the "Head Chief of all Waitara, on both sides of it."

Frequently Governor Gore Brown, and, quite lately, Governor Grey, in their despatches, mentioned the frauds and tricks played off against the Maoris by unprincipled Europeans; and also of the open and ill concealed aversion the white man too often had for the brown-skinned. Still, however, it is pleasant to think that this character is not applicable to all Europeans, a large number of whom would certainly scorn such an idea. The safety with which white men, as Mr. Dillon Bell told me, can travel about amongst the Maoris, shows that there must be much good feeling between the races. In October, 1856, the Governor lamented the decrease of fervour amongst the Christian Maoris, probably in consequence of their increased intercourse with low-minded Europeans.

In January, 1858, Ihaia, one of the friendly natives, treacherously murdered Katatore, whereupon William King immediately took measures for revenge, and threatened to burn Ihaia, if he caught him.

In March, 1859, Governor Gore Brown went to Taranaki, and found the settlers ill pleased with the

Maoris, who though they possessed large tracts of land which they could not occupy, refused to sell any portion of it.* Te Teira, a chief of the Waitara, stated "he was anxious to sell land belonging to him; that he had heard with satisfaction the declaration of the Governor referring to *individual* claims, and the assurance of protection that would be afforded by His Excellency." He then made a formal offer of sale, and Mr. McLean advised the Governor to accept it, and proceed with the purchase of the block, because it appeared to him that Te Teira (Taylor) had an unquestionable title. Accordingly, the Governor accepted the offer. William King thereupon said: "I will not permit the sale of Waitara to the Europeans. Waitara is in my hands; I will not give it up—I will not—I will not—I will not." Having thus announced his ownership in the Maoris' most emphatic manner, he withdrew. Mr. McLean was then ordered to investigate Taylor's title. Having left instructions with Mr. Parris, the District Commissioner, to carry on inquiries in the district, he himself went to Queen Charlotte's Sound, to Wellington, and thence to Hawke's Bay; he however did not make any inquiries at Waikenai or Otaki. The whole *actual* investigation lasted over six months.

In July, the fourth month after Taylor's offer was accepted, Mr. Thomas Smith, Native Secretary, thus

* Compare pages 19 and 345. Parl. Papers, March, 1861.

wrote to that Chief:—"The Governor has agreed to take the land; be under no apprehension, therefore—the Governor's word will be kept, although the matter may not be arranged in a day; the Governor still keeps it in mind, he will neither forget nor alter."

The great difficulty in arriving at the true reason of the war is, that nothing worthy of being called a Report by the investigators of the title has been laid before the Government. There is one, but only of two pages, from Mr. Parris to Mr. McLean, dated July 16th, 1860, more than a quarter of a year after war had been declared, and nearly eight months after the first instalment of £100 had been paid to Taylor.

The only conclusions that I can arrive at from the careful perusal of these papers is:—

1. That for many years the Waitara block has been most tenaciously held by the natives, especially by the principal chief William King.

2. That the settlers have been equally anxious to obtain it, and many of them have exasperated the Maoris by threats of acquisition.

3. That William King was an object of aversion to the settlers; which was well known to him.

4. That, considering that the purchaser's agents were also the investigators of the vendor's title, and were *frequently urged* on by the Government to hasten the completion of the sale, we cannot but suppose (in the absence of a full Report to guide us to a contrary opinion), that the fallible partiality of those agents is more than a mere probability.

5. That the investigation was not complete.

6. That it was regarded as a good opportunity to strike a decisive blow at the root of the feuds which had been raging in the district. The Governor himself never thought W. King would "venture to resort to violence to maintain his assumed right."*

The survey of the block, January 25th, 1860, was opposed by William King, but *without* violence, and in February martial law was declared. Attempts were made to induce that Chief to join the King movement; but he for some time refused. On the 27th of March, the Taranaki and the Ngatiruanui, from the south, savagely murdered three settlers and two boys. (See pages 140 and 195.) "They had no intention of joining W. King, who declared that he would not make war on the unarmed people." Such was the commencement of this war, which lasted for a year, disgracing our arms, and introducing distrust and excitement amongst the Maoris.

On our way back to the town of New Plymouth, we had a fine view of the grand snow-streaked peak of Mount Egmont, rising like a cone above the undulatory country of Taranaki. Later we paid a visit to the churchyard, and there the graves of soldiers and sailors again reminded us of the

* On the Tribal tenure, see ante p. 173; and for further information on the origin of the war, see Prof. Browne's "The Case of the War in New Zealand," Bell and Daldy; and Swainson's "New Zealand and the War," Smith, Elder, & Co. Colonel Sir James Alexander is, I believe, publishing a history of the war.

scenes which had been so lately enacted near this very spot. On a hill above was a barrack and stockade, from which, by the aid of a soldier's telescope, we could see the Bell Block Stockade to the north, and the locality of the Omata and the Waireka to the south. The dust caused by a fresh wind prevented us from seeing further.

The mode in which the Maoris supplied themselves with fresh ammunition was very ingenious. When they had expended their bullets and caps, they used pellets of puriri (a very hard wood), and pressing together the sides of their old caps, they lined them with the detonating ends of lucifer matches. A Brigadier, who was engaged in the war, told me that the manner in which the Maoris took up their military positions was very remarkable. In every case they were such as officers most experienced in the science of war would have selected.

Towards evening the Blue Peter at the fore warned us to be returning to the vessel. We were carried on men's backs through the surf to a huge boat, which was then pushed into deep water, and pulled away from the beach by means of the surf-line, arranged as when we came ashore. I carried off with me some of the Taranaki iron-sand which covers the sea-shore. From it I believe the best steel in the world is made. A bowl of it, and some knives, &c., made from it by Messrs. Moseley, of

King Street, Covent Garden, were prominent objects in the New Zealand Court at the International Exhibition of 1862.

As we steamed southwards from our anchorage, we passed between the Sugar Loaf Rocks, to which some of the Maoris escaped, when driven from the Waitara by the Waikatos.

Next afternoon we reached Nelson. The *Lord Ashley* steamer from the south, bound for Sydney with the homeward mail, was alongside the wharf, and the mails from Auckland and Taranaki were transferred to her. In consequence of both steamers being in at the same time, there was great difficulty in getting lodging-room in the Inns, and the Club was quite crowded.

In the evening there was a Concert in the Provincial Council Hall. It was very well attended by a most enthusiastic audience, who seemed thoroughly to appreciate the skill of their own local musicians.

It is quite surprising to notice the energy* displayed by the tradespeople in some of these New Zealand towns, which to us at home, or to people in Australia, appear to be very little more than large villages. I made several purchases of necessaries in Nelson, and the articles were both good, and their prices not exorbitant. Nelson seems to be actually

* By the last mail, I see that a Nelson landowner has ordered a steam plough to be sent from England.

the Port for Taranaki, as insurances for sailing vessels direct from England to that Province are high, in consequence of the dangers incident to an open roadstead.

The climate of Nelson is, on the whole, warm; but, as an old settler told me, in winter there is sometimes 70° difference of temperature between the mid-day when the sun is out, and the evening at sunset. The dryness of the atmosphere, however, prevents this change from being injurious to the health. Close to the town there are vineyards and hop gardens. I saw the people hard at work in the latter; and Mr. Dillon Bell's high recommendation to me of Frank's grapes was not at all exaggerated, as some friends of mine at Wellington can also bear witness.

At this time, the tramway, from the wharf, through the town, to the summit of the Dun Mountain, was completed; and loads of chrome ore were daily brought down. It is believed that this important mineral will be found in large quantities, and will prove a great means of wealth to the Province.

At daylight of the 14th (of March) we left Nelson, and running through the French Pass, arrived at Wellington at eight in the evening.

In consequence of the Trent affair, war with America had been apprehended, and the Commodore had ordered all the vessels of war but one to

Sydney. That one was at Auckland; but as it was not to leave the Port, Sir George Grey, who had intended to go in it down the east coast to Napier, and thence to Wellington, was obliged to give up his visit for the present. The people, however, at the latter place, imagined that Sir George might arrive in our steamer, the *Airedale;* and, as we entered the Harbour, a brig coming out hailed us, "Sir George Grey on board?" Our brief answer was, "No." As we steamed up the Harbour (it was now evening) we kept burning blue lights, wishing, if possible, to make the worthy citizens imagine his Excellency to be on board. We came to anchorage, and soon reached the landing-steps in watermen's boats. A great number of people had collected to see the arrivals by the moonlight; and as we had some military officers amongst us, carrying their swords with them, some of the people were not quite satisfied that after all his Excellency was not coming. Next day, we saw the faded remains of triumphal arches; and then, as all hope for the present of their being needed was dispelled by our arrival, they were soon removed.

On the morning of the 16th, Sunday, a brig arrived from Sydney, bringing the melancholy news of the death of the Prince Consort. The feeling throughout the town was one of deep sympathy for Her Majesty, and regret at the loss of one so valued, both for his public and private virtues.

The following day, I intended to make an excursion on horseback up the west coast. Both on account of the scenery there, and also for another reason, I was anxious to make this tour. When I first arrived at Wellington, the following story was related to me as showing the character of Archdeacon Hadfield. "He," said my informant, "was driving out of the Maori village of Otaki one day, and met an aboriginal going in. 'Where are you going?' said the Archdeacon. 'I am going to attend a summons.' 'I advise you not to trouble yourself about that. Don't attend a summons.' Thereupon the Maori tore up the summons, and from that time the Aborigines would not attend any." To allow judgment by default is not uncommon in England, and is sometimes recommended by lawyers, and therefore I thought this was not exactly criminal; but still it would, under the circumstances, be extremely wrong and foolish, and I made inquiries about its truth when I returned to Wellington. The real case, in a few words, was this:—The Archdeacon met a Maori hastening into Otaki to take out a summons, and he, in his proper capacity as a man of peace, recommended him to be less anxious to enter into litigation, but to show forth the great Christian virtue of forgiveness; and he was successful in reconciling the parties at variance.

One or two more equally absurd tales about the

Archdeacon were told me; but there was on the very face of them such an absurd ingenuity of perversion of facts, that after a little cross examination, my informant, who thoroughly believed his stories, was obliged to acknowledge that he had no case against the Archdeacon.

All this arose from Mr. Hadfield protesting strongly and impetuously against the war policy of the Government of Colonel Browne. He had merely incurred one of the frequent consequences of the British subject's right of liberty of speech, viz., hatred. I was, indeed, extremely anxious to see this man, who had been accused of such enormities, and on whose shoulders many persons, both in the Government and in private life, had from time to time tried to heap the responsibility of the origin of the war.

Leaving Wellington by the Hutt Road, I turned into the Ngauranga Road (mentioned p. 170), which is partly cut out of the rocky sides of a ravine, through a forest. Having reached the top, I then began a long descent through a somewhat thinly inhabited country, till I reached the Porirua Harbour, where Sir George Grey, in July 1846, cunningly got possession of the person of Rauparaha, who with Rangihaeta was the leader of the Wairau conflict (see p. 148 ante). The latter chief had been carrying war into the Hutt valley, where a settler was murdered and others plundered. Rauparaha did not join out-

wardly in this foray; but for fear he might be troublesome, he was seized by orders of the Governor, and it was determined to carry the war into Rangihaeta's own country. Immediately after the Wairau conflict in 1843, William King, who then resided at Waikenai, about forty miles from Wellington, at the suggestion and under the advice of Archdeacon Hadfield, with 1000 loyal men protected that British settlement against Rauparaha and Rangihaeta, who threatened to plunder and destroy it. For this the Governor gave public thanks to the Archdeacon. Again, at this time, in 1846, William King, though a near relation of Rangihaeta, assisted Sir George Grey, and was mainly instrumental in driving that Maori chief from the bush near Porirua.

Riding round this inlet of salt water for some miles, partly on a sandy beach and partly on a made road, and passing in one or two places a Maori pah, I reached the Horokiwi Valley, up which Sir George Grey's forces, European and Aboriginal, had pursued Rangihaeta. Following up the road subsequently made by orders of that Governor, as it wound along a gradual ascent through the densely wooded ravine, I reached the summit, not far from where Rangihaeta made his last stand. My ride for the last two hours had been entirely by moonlight, and the shades amongst the high trees above me were very remarkable.

The summit of the pass overhangs the sea at a great height, and from there, on a clear day, Mount Egmont in the north, and the Kaikoras in the south, can be seen. Soon there was a descent of about two miles, cut out of the side of another tortuous wooded ravine, and at ten o'clock I reached Deighton's Accommodation House. The next morning, my course lay along the sandy sea-beach. Ten miles off was the river Waikenai, which was easily fordable at low tide, and I hastened on, as the tide was coming in. On my left hand was the Island of Kapiti; whilst to my right was high land, receding from the sea. Some Maoris were fishing in a large canoe; and a great number on horseback, both men and women, were returning from the ceremony of hoisting the King Flag at Otaki. Some of them I recognized and shook hands with; but they could not speak much English. "Steamer in?" Yes. "Governor Grey come?" No. "What news?" Fear of war with America. They caught at the word "*war*;" and as I could not make them understand me, I did not wish to mislead them, and therefore adding, "No war," left them, shaking hands and nodding adieus. Except for their colour and tattoeing, I should have thought the men were English from their size and look. The Maori women are not at all handsome, and the black mark with which they stain their lips has a very ugly appearance.

"Just in time," said the punt keeper, when I reached the river Waikenai; "for the mail man has just been able to ford it, and the water is rising." And indeed I found it so, for I was almost kneeling on my saddle to keep myself from being wetted. About ten miles further along the sea shore was Otaki.

I believe the overland mail from Wellington to Wanganui, which is about fifty miles north of Otaki, is carried weekly by Maoris; who, I am told, are also the postal contractors between the two places. An overland mail also goes from Wellington to Napier (about 230 miles), and from Napier to Auckland, *viâ* Lake Taupo (upwards of 300 miles), fortnightly, by means of Maori postmen.

I had two more rivers to ford before reaching the village of Otaki. A stoutish horseman was waiting on the opposite side of the last river, and as I landed rode up to me, and in good English saluting me, expressed his regret at the non-arrival of Mr. Dillon Bell, one of the Ministers of the Colony. This was Rauparaha Tamihana, son of the above-mentioned Rauparaha. He lives at Otaki, quite in English style, and he was good enough to point out the houses of the chief people.

I called on Archdeacon Hadfield, when I saw quite a different person to what I had expected. He was a quiet gentlemanly man, and apparently in delicate health; but one whose energy was evident,

even in the way he proffered his open-hearted hospitality. I see that Colonel Browne's brother, the Norrisian Professor at Cambridge, speaks of the very high esteem in which this worthy missionary of twenty-eight years' standing in New Zealand was held by the Governor. And in the Report of 1844 on New Zealand, p. 185, the brother of the late Sir William Molesworth speaks especially in favour of Mr. Hadfield.

In the course of the day I paid a visit to the King Flag Staff. It was nothing remarkable, being an ordinary pole within an inclosure, with a carved tattoed figure below it, which I offered to buy, but the Maoris were unwilling to sell it. A curious circumstance is that it is situated at the Roman Catholic end of the village, and not far from their chapel. An Innkeeper, who was present at the ceremony of the hoisting of the flag, said that Roman Catholic prayers were offered on the occasion. Now the priests in New Zealand are French, and probably there may be good grounds for supposing that they being not at all sorry to aid their own power, would only too gladly encourage an outbreak in one of our Colonies. (See p. 142 ante.) During the late war, a French transport was for some months in Wellington Harbour. No shore boats were allowed to approach it; but very early in the morning (as I learned from a resident in the place), frequently Maori canoes were seen leaving its side, very

probably with supplies of powder and ammunition. By the last mail it appears that the Maoris who oppose the English rule, are in some cases thinking of adopting the Roman Catholic religion for political purposes.

The church at Otaki is large, and handsomely carved inside, the design and work, I believe, of the Maoris themselves. There were many signs of cultivation around, and there are several flour mills in the neighbourhood.

The next day I returned to Deighton's, and on the following afternoon I reached Wellington.*

On Saturday the 22nd, the *Louis and Miriam* brig was to sail for Canterbury. I took my passage in her, but we did not get out of harbour till early the next morning, and reached Lyttleton on the Wednesday following, being delayed by head and baffling winds.

Amongst my fellow passengers was a woman, who with her husband had been twenty years in New Zealand, and had not made a fortune. Poor creature, if she had only worked as hard with her hands as she did now with her tongue, she would have been

* An earthquake was expected about this time. In October, 1848, and in January 1855, very severe earthquakes occurred. Their centre was in the Wairau Valley, in the Marlborough Province, and great injury was done both at Nelson and Wellington. In Auckland and Christchurch their effect was but little. A Wellingtonian told me that in their Provincial Council Chamber the chandelier struck the roof from the oscillation of the room.

a Crœsus soon. Her volubility in abuse of the unfortunate Maoris, of the late and present Governors, and of the Missionaries, as well as many other persons, was most remarkable. Her rhetorical display, however, helped to relieve the monotony.

Our Captain told us that he was once engaged in that very brig to take some French Priests and Sisters of Charity to one of the South Sea Islands. When they reached the place, the Wesleyans on shore persuaded the natives not to allow the French Missionaries to land. Accordingly the brig sailed away to the chief island of the group, where the King was, and appealed to the protection of a French vessel of war at anchor there. The Commander of this ship threatened to blow the King's town about his shoulders, if he did not at once take the French Missionaries, at his own expense, to the other island, build them houses and a church, and give them land, with all the same privileges as the Wesleyans enjoyed. In such effective manner the French do their business.

Our last night out, when it was quite dark, we were much amused at watching the porpoises swimming round the vessel. We could see their forms very distinctly in consequence of the phosphorescence emitted as they stirred up the water.

Once more, having surmounted the disagreeable Port Hills, I was glad to find myself in Christchurch; but my rest was of a brief duration, in consequence

of an arrangement I had made to accompany a friend who was scouring the country for a sheep run.

We heard of one for sale in Otago, and on the 4th of April left Lyttleton in the Geelong paddle steamer for Oamaru, a port a few miles from the southern boundary of Canterbury. We touched at Akaroa, in Banks Peninsula; and thence ran for Timaru, on the S.E. coast of Canterbury, off which we anchored in the afternoon of Saturday, the 5th of April. As the sea was rolling in grandly from the south-east, and breaking very heavily on the shore, no boat could come off. Having forty tons of cargo to discharge, we had to wait and hope for the best. In the course of the evening, as we were rolling fearfully, a heavy sea broke over us, carried away the port gangway, a large cask, a box of small pigs, and very nearly a horse too. Getting up steam as fast as we could, we shipped our anchor, and ran further out to sea, when we anchored again. Sunday's morn and night left us in the same plight; but on Monday a so-called life-boat approached us, and took off our passengers and mails, but no cargo could be landed. Steering south, we came to Oamaru, in Lat. 45° 10′ about; and this being a little more sheltered, we landed with the aid of a surf line, in one of the ordinary shore boats, and proceeded to Baker's Hotel, a very clean and respectable place. Even here I met a fellow collegian, a Trinity man.

My friend and myself were going in a westerly direction to see a run which we heard was 150 miles distant. Having hired horses, we set off the next afternoon. Leaving Oamaru, we passed over a well built stone bridge, the only one I remember to have seen in New Zealand. We rode along the sea coast till we came to a Mr. Filleul's run, when our course lay up the bed of the Waitangi, in which formidable river a fine young man, who had supped with us the night before, was subsequently drowned in getting bullocks across.

About eight in the evening we reached an accommodation house forty-five miles from Oamaru, kept by a man named Christian. The last part of our journey was accomplished in a drizzly rain; which made the night so dark, that we could scarcely keep on the track. Often and often did we cooee,* as we slowly groped our way, anxiously longing for some friendly voice or light to aid us. In the house were several bullock drivers, who had taken down bales of wool to Oamaru, and were now on their return with their drays, either empty, or laden with stores for the winter. We however had a room to ourselves.

The next day the hills on either side of the river were higher, and approached nearer to its banks. Sometimes our track lay quite close to it. We passed two shepherds' huts, which had been turned

* This is the native Australian cry, which can be heard at a great distance.

into accommodation houses; one was kept by a man named Geddes, who sold the lignite, which he got from a neighbouring hill, for fuel, as wood was scarce up the river. When the sun was down, we still had several miles to go, and to our great horror we seemed to be drawing nearer and nearer to the river Ahuriri. We fancied we should have to cross it in the dark, but our track now lay up a gorge alongside the foaming torrent, and right glad we were soon to see a light. It was the hospitable station of Messrs. ——, ninety miles from Oamaru. The fact of our being homeless strangers was enough, and the best the house contained was at our disposal. One of the partners in this sheep station was a third Trinity boating man, and a university oar, some time ago. Another Trinity man was staying with him. We accordingly felt quite at home.

The run we were seeking was sixty miles further in amongst the hills, between Lakes Hawea and Wanaka, and the Pass to it was always snowed up during the winter, so we determined not to go any further. We however staid three days at this station. There were some very fine ducks, or rather *geese*, about here, called Paradise Ducks (Putangi-tangi), and though shy birds, we managed to shoot some of them.

On returning, we took our journey more easily, and stopped at two sheep-stations on the way, instead of

at the accommodation houses. We saw plenty of snow on the high hills, and towards evening the air was very cold. The whole aspect of the country was extremely wild. Scarcely anything was visible but the sky, grass, rocks and water.

The Waitangi, like most New Zealand rivers, is a vast mountain torrent, which rises suddenly after a warm rain in the high ranges. The Maoris get down the stream in catamarans, called *Mokihis*, made of bundles of flax sticks, which are very buoyant, and these they guide over the rapids with great skill.

We were soon on board the *Geelong* again, touched off Timaru, and thence made for Akaroa Harbour, in the south of Banks Peninsula. We entered a very rocky-bound inlet, up which we proceeded till we came to the pretty settlement of Akaroa. In 1838, the master of a French whaler purchased from the natives here 30,000 acres. Two years later, Governor Hobson proclaimed the Queen's sovereignty over the Middle Island; and shortly afterwards, a French emigrant ship, under the escort of a frigate, arrived, and fifty-seven settlers were landed. This timely Proclamation prevented the French from claiming the South Island, and the news reached Europe just as 500 more settlers were leaving France for Akaroa. The whole of Banks Peninsula is extremely hilly, but the genial climate caused by the shelter this high land affords, has

enabled the old French settlers in Akaroa to cultivate the growth of vines in the open air, without any artificial warmth or protection.

If Akaroa had been more accessible on the land side, no doubt, situated as it is on a fine and safe harbour, it would have been the port, and metropolis too, of the Province.

The same evening we reached Lyttleton; and a few days after, in company with another friend, we took a riding tour over the Canterbury Plains, towards the south.

These plains are about 112 miles long, and on an average twenty-four miles wide, bounded on the east by the sea and the volcanic system of Banks Peninsula, and on the west by a range of mountains forming a volcanic zone, and extending from the River Ashley in the north, almost to Timaru in the south.

Last year Mr. Haast, the Provincial Geologist, made a survey of part of the mountainous ranges in this Island, and from his letters, published in the "Lyttleton Times," I gather the following information:—The ranges, of which the highest peaks are Mount Hutt and Mount Somers, form the western boundary of the plains, and project somewhat north and south, diverging from a vast backbone range, which runs in a north-east and south-west direction, and is called the Southern Alps. Mount Cook, which has an elevation of 13,200 feet, is the highest

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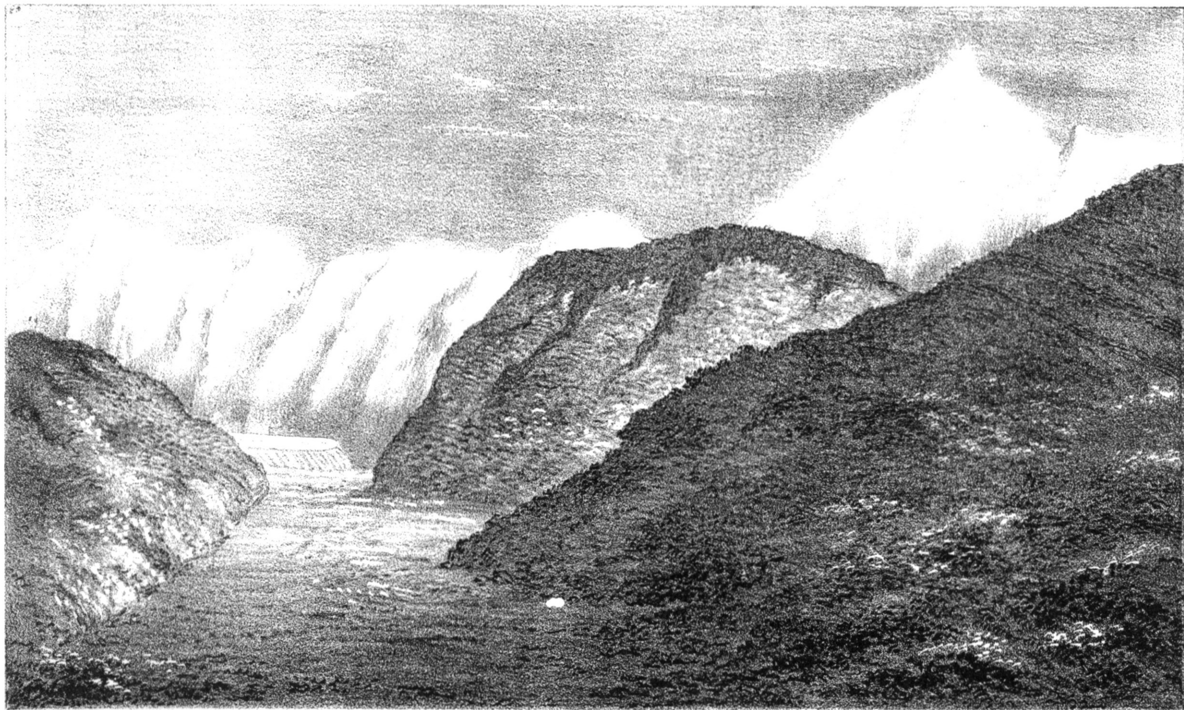

NEW ZEALAND ALPS — GREAT GODLEY GLACIER.

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point of this backbone range, which stretches through the Nelson Province, to Cape Campbell. There it is broken by Cook's Straits, but in the North Island it again appears near Wellington, and extends to the East Cape, attaining its greatest elevation in the Ruahine range. These Alps belong geologically to the distant Palæozoic period, consisting of sedimentary rocks, sandstones, slates, and conglomerates; and were probably formed from the detritus of vast mountain chains, belonging to a large continent of which all traces have disappeared. Mr. Haast has discovered twenty-four glaciers,* which on the whole have a direction parallel to the Backbone. The Great Tasman Glacier is one mile and three quarters broad at its terminal face, which is only about 2700 feet above the level of the sea. Mr. Haast travelled several miles over this glacier, and remarked as a curious circumstance that about four miles above its terminal face another large glacier comes towards it from an adjacent valley, but without reaching it. Following down the River Tasman, which emerges from the Great Glacier, he came, after two days of hard work, to the Lake Pukaki, which is 1746 feet above the sea; and the scenery there he regarded, but for the want of

* The names of some are,—Havelock, Forbes, Clyde, Tyndall, McCoy, Lawrence, Ashburton, Great Godley, Classen, Grey, Separation, Macaulay, Huxley, Faraday, Great Tasman, Murchison, Hochstetter, Mueller, Hooker, Richardson, Selwyn, Hourglass.

villas, as far superior to that of the Lago di Como or Lago Maggiore. The Lake Tekapo, which is 2468 feet above the sea, is fed by the River Godley, which emerges from the Great Godley Glacier in Mount Tyndall. The centre of this glacier's terminal face is about 3580 feet above the level of the sea. As in the case of the Great Tasman, another glacier, from a lateral gorge, approaches so close to the Great Godley, that the terminal moraine of the former comes within 120 yards of that of the latter, forming a wall of more than two miles in extent. Lake Tekapo also receives another glacial river from the north east, called the Cass, which Mr. Haast followed up to its source in two glaciers.

Near the Great Godley Glacier is a low, snowy saddle,* from 7000 to 8000 feet high—" a true Alpine pass to the west coast," and one which, though much crevassed, might, according to Mr. Haast, be crossed in a single summer's day by a mountaineer accustomed to his alpine stick. This saddle is to the west of Mount Cook, and then the Central Range† again assumes its natural grandeur.

Mr. Haast reached an elevation of about 8000

* In one part he saw a part of the range which presented a nearly vertical wall 7000 feet high, striped with alternate sandstone and slate.

† This Mr. Haast called the "Moorhouse Range," from which two glacial rivers flow into the Lake Ohau. One of the glaciers there is very beautiful, and is not soiled by any detritus. The summit of this range he named Mount Sefton.

feet, and from there traced the old lateral moraine of Tasman, to the end of Lake Pukaki. He supposes that at one time only the principal mountain ranges were above the level of the sea, and were covered with perpetual snow and glaciers reaching into the ocean, by which heavy detritus was brought down and stranded on the shallower places over the bottom of the ocean. The shores of these lakes, and much of the "volcanic zone" to the east of the Backbone, extending from Timaru round the westerly side of the Plains to the Hurunui, were the results of such glacial deposits.

The Tasman, Godley, and other rivers, when they emerge from the glaciers, are true shingle rivers; *i.e.* they meander through a straight valley, often three miles broad, without any falls, or even rapids; but when they reach the Eastern Mountains (through which they have cut deep lateral gorges with almost perpendicular walls) they rush out into the Plains with great fury. On emerging, they often pass through four, five, or six terraces, rising one above another, to a height of three hundred feet from the river bed. The fall towards the sea is about ten yards to the mile; and for about ten miles from their mouths, these rivers, like the Adige and Po, flow above the general level of the plains, and very generally through alluvium.

To the west of this Backbone Range is the sea. The coast from Jackson's Bay to Cape Farewell, a

distance of three hundred miles, is open and exposed. To the south, however, of Jackson's Bay, there are several deep indentations, some running inwards twenty miles, and, from the depth of water, anchorage is scarcely obtainable. One of these inlets, I am told, has an entrance between rocks 3000 feet high; and Her Majesty's surveying vessel, when in this part, was obliged to be moored to a tree which was growing on a ledge, as there was no anchorage. All the rivers flowing to the east coast rise in either of the two ranges; but those which come from the Backbone are the most dangerous, for a warm nor'-wester, with rain, will at once bring down a fresh of melted snow, making the river impassable; whilst those which rise in the easterly mountains are generally affected only by the showers in the plains. Several people have been drowned in fording the former, for they are not bridged; their immense width (sometimes half or three-quarters of a mile) making that a work of very great expense, especially as the bed is composed of shifting shingle, which is supposed to extend to a great depth. There are not only geological evidences of changes of the river beds, but every fresh makes a serious alteration in the position of the main streams, so that very rarely does the ford remain constant. Old settlers say that the more they see of these rivers, the less they like them. We ourselves were detained on the south bank of

the Raugitata, on our first ride down the Plains, from Monday to Wednesday. The river roared and boiled along with fearful fury, and a horseman tried to swim across from the opposite side. We were on a high terrace, and saw him after some time get his horse into the torrent, when in a moment both were shot down the stream several yards, and then disappeared under the water. The horse, however, soon came up, and reached the low bank. Some distance farther down we saw a black object, which we imagined to be the man's head, borne along at a dreadful rate; but to our great delight it neared the bank, and soon the whole person was visible, clambering on to the dry land. To obviate these dangers as far as possible, the Provincial Government license, at a low charge, *Accommodation Houses* on the banks of the river; and one of the conditions is, that the holder of the license must keep a punt, and ferry the traveller across, or on horseback show him the ford; and on the banks of the Rakaia, I believe a signal ball is now worked, to show when the river is safe to cross or not.

The first tour we took through the plains, we passed through the dry bed of one river, and swam our horses behind a punt across another; whilst the next time we forded every river, from and including the Ashley down to the Waihao, a few miles north of the Waitangi. The river Selwyn, which rises in

the lower range, empties itself into the Lake Ellesmere, which is only separated from the sea by a boulder bank, through which every now and then the fresh water bursts out, and the lake becomes half emptied, leaving several thousand acres of land dry. A heavy sou'-easter will replace the shingle, and in time the lake is refilled, to burst out again. These operations are continually going on.

It is intended (as we have seen, p. 160, above) to make a railway through the Port Hills, from Lyttleton to Christchurch, and then it is expected that the line will be carried to Timaru (110 miles south of Christchurch), the port of the lower part of the Province, and also to the north to Kaiapoi, Rangiora, and Oxford. Timaru, which was an old whaling station, is now a settled township, having a church, a bank, and some bad inns. The clergyman attached to the district has a Parish of at least 100 miles in length, upwards of fifty miles on either side of Timaru. Around the town, and to the south of it, the land is undulatory, and the plains are very much confined. A mail and passenger cart runs twice a week now between Christchurch and Timaru, and also twice a month to the river Hurunui in the north. About this time last year, only one cart ran, and that fortnightly, to Timaru.

On the north road, and around Christchurch, there is much cultivation, though with wheat at 36s. a quarter, or 4s. 6d. a bushel, farming cannot

be a very profitable investment.* Canterbury (or Port Cooper, as it used to be called) is noted for its cheese, and no doubt good dairy-farms will pay. The great mass, however, of the business in this Province is pastoral. It is a district of sheep-run-holders, amongst whom are many members of well-known English county families. The whole of the plains and downs, up to the easterly range of mountains, and even most extraordinary places in the river gorges, are *taken up* with sheep runs. Three or four years ago a *run* could be easily obtained, but now most absurd prices are asked for very inferior ones. As the system of *runs* is not understood in England, I must here explain it again (see page 62, &c.)

The South Island contained in 1858 only 2283 Maoris from whom the area has been bought, and who are located on *reserves*. Accordingly there are millions of acres for the Europeans. First of all, the Provincial Government reserved blocks for townships, and then, in Canterbury, the rest of the land has been thrown open for purchasers, or occupiers as runholders. The former pays his £2 an acre, and obtains a crown grant of the actual freehold; whilst

* The Tasmanian Blue Gum and the English Poplar grow most luxuriantly in New Zealand. The fruit trees too are very prolific, and in Christchurch the Ribston pippins grown by Mr. Tunmer are magnificent apples. There is, however, a very formidable enemy to the apple trees, called the American blight, which begins at the roots, and is very destructive.

the latter applies to the Land Board to *take up* a number of acres between two rivers, or other easily fixed boundaries, for which he obtains a license to *occupy* for pastoral purposes. This license gives him no ownership whatsoever in the land, but only recognises him as the sole lessee of the herbage, so that *his* flocks alone may pasture there; but any stranger may ride about, or, under certain regulations, drive cattle and sheep through the run. In Canterbury the runholder has a pre-emptive right over a fixed area adjoining his homestead, out-stations, and all other real improvements. As regards the rest of the run, any stranger can buy where and how he likes without giving the occupier notice.

In Otago no land can be bought unless within the boundary of some *hundred* as it is called. The Government of that Province proclaim *hundreds* as they deem necessary. The land is then offered for sale by auction, according as a request for purchase is made to the Land Board.

In Nelson, Wellington, and Hawke's Bay generally, I believe, all intending purchasers have to abide the chance of an auction. The land sections are usually put up at 10s. an acre. I do not know the regulations in Taranaki and Auckland, except that in the latter grants are made to retired military and naval men.

Canterbury, I think, has the best regulations,

though the price of land seems high, for no run-holder can bid against the poor man who wishes for a few acres; as the purchaser of a section, more than twenty acres, has only to bring his money, £2 an acre, to the Board, and the land is his. He gets a license to occupy, which he holds for a few months, until his Crown Grant has been returned from Auckland with the Governor's signature. There is an office at Christchurch in which all deeds ought to be registered, otherwise they may be invalidated. As a necessary consequence of the registration, there are no equitable mortgages in the Province.

The law officers are, the Supreme Court Judge, the Registrars, and Provincial Solicitor. I am told that good criminal and common law barristers would make fine fortunes in New Zealand.

As the whole of the known available land in this island is *taken up* by runholders, any new arrival must buy one of them out, or else purchase the freehold for himself. In the former case, he merely buys the goodwill for the remainder of the term of the license, *i.e.*, till 1870, and at any time may have the land bought away from him. Near Timaru an Australian bought 10,000 acres out of a run, paying the Government £20,000, *i.e.*, at £2 per acre, the fixed price. Last May and June about £40,000 worth of land was bought, and it was calculated that upwards of 50,000 acres would be sold by the

end of 1862. The population of the whole province in December, 1861, amounted to 16,040, of which number 3205 were in Christchurch, and 1944 in Lyttleton. The number of sheep in Canterbury is 877,369, equal almost to those in the two next most pastoral provinces, whilst its wheat crops are about two-fifths of the whole amount grown in the two islands. In the last three years the population has increased 78 per cent., and in the last ten years 390 per cent. On the whole, and apart from statistics, I think its progress is most remarkable, and that, too, in a quiet way. Last July the first electric telegraph in the two islands was established between Christchurch and Lyttleton; and in a couple of years, I imagine, the the railway will be completed between the same places. The great delay is caused by the tunnel, which, when completed, will be eighteen feet in height, fifteen in width, and one and two-thirds miles long, of which about 800 yards are bored. Most of the driving is through very hard rock. This frightened away one set of contractors, and it was therefore feared that the British capitalist would decline to join in the projected loan of £300,000; but the fresh contractors have been for some time at work, and, from the flourishing *land* finances of the Province, the loan has not yet been required.*

About nine miles north of Christchurch, is the

* I believe that the Province is about to borrow £500,000 for public works, bridges, and roads.

Waimakeriri river, which is crossed near the town of Kaiapoi, by means of a floating-stage on two parallel boats; a long rope fastened to either bank passes through a block attached to this stage, and the action of the water very materially aids the ferry-men in working the punt across. As there is only one stream here, Mr. White, an enterprising inhabitant of Kaiapoi, is building a bridge across it. Small steamers can come up to this town, as well as to Saltwater Creek, north of the Ashley, from both of which places wool is shipped to Lyttleton.

We crossed the Waimakeriri once about twenty miles further up, where it is divided into several shallower streams, and my companion, though only a few inches from me, sank to the girths in a quick-sand. A few miles north of that spot, we came to Oxford, near which are a forest and several saw mills. About twenty miles to the east is Rangiora, another township, close to some bush. In a direct line it is not above three or four miles from Kaiapoi, but by the road, through Woodend, it is about eight miles. Great portions of this country have been bought.

Each of these townships has a church or chapel, and schools, as well as good general shops or stores. Between Woodend and Kaiapoi is one of the Native Reserves, where the Maoris are jealously guarded by the Government. They are not allowed to sell their land, and are protected from imposition in the

sale of their timber, of which they have a large quantity; except here, and in Banks Peninsula, I I do not remember to have seen Maoris in this Province.

Wages are very high in New Zealand; *e.g.*, £50 per annum, with board and lodging, for a shepherd; and yet articles of clothing and food are not very expensive. Three of us boarded and lodged in a cottage (part of a lodging-house establishment in Cashel-street, Christchurch) for £2 2s. a week each, with a united payment of 10s. or 20s. more for the privacy of the cottage; and Messrs. Silver's cloth clothes, and the noted boots from Cookham, near Windsor, are sold everywhere at cheap rates. There are also *several* tailors, shoemakers, hosiers, &c., watchmakers, and members of all other necessary trades. I must add, that I paid 22s. for a new mainspring, and for the cleaning of my watch; which certainly was exorbitant. There are several livery stables, and the charge per day for a horse is 15s.; but in Hawke's Bay only 10s. Indeed, many of the charges in Canterbury are higher than those in the smaller province of Hawke's Bay.

Christchurch seemed to increase rapidly, even in the few months of my stay there; but I think the position of the town itself is low and bad. Last July we had three inches of snow on the ground, and very sloppy the place was, the ditches being filled with stagnant water; still, however, I believe

it is not unhealthy; partly perhaps in consequence of the heavy sou'-westers, which blow through the plains with tremendous force.

The appearance of the place, eleven or twelve years ago, to the early settlers, must have been most unpromising. One gentleman told me that he had to cut his way through high fern and toot bushes to reach his section; and as wages were then *very* high, to save labour in clearing his ground, he tethered a sow, which soon rooted up all the incumbrances within her reach. Another told me that, as he had no carriage, he took his party to a ball at Christchurch in a bullock-dray, with a tent over it to keep them dry; now, there are several carriages and vehicles of a lighter kind more available for such purposes.

In this city there are two Church of England places of worship, as well as a Scotch and a Wesleyan Chapel. The Bishop, Dr. Harper, officiates every Sunday in some part of his wide diocese, which includes Otago and Southland. All the seats in the churches are free; and (a capital plan) pointed pieces of wood are placed at intervals on the back of the seat, making it very uncomfortable for any one to occupy more than a proper share. There are schools for the lower classes, and also a very good one for the higher. To the latter is attached a Students' or or Collegiate department, in which the subjects of study are more difficult. This educational institu-

tion is called Christ's College, and is provided with scholarships and prizes. The head master is the Rev. H. Jacob; and the second, the Rev. G. Cotterill. A very good library is attached, and any resident in the Province may, by subscribing £1. 1*s*. per annum, have the privilege of borrowing four volumes at one time. Various other measures have been taken for the moral and social welfare of the people. There is a Literary Institute where lectures are given. Concerts are also held. The Bible Society has instituted an auxiliary branch; and the teetotallers have their meetings.

The Volunteer Corps is small as yet, but no doubt will form the nucleus of a good force. It was extremely loyal on the Queen's birth-day, firing a salute in honour of Her Majesty.

Christchurch seemed a luxurious place indeed to me when I returned from the country, where, on two occasions, I slept in a rough weatherboard hut, in the depth of winter. The hut was twelve feet square, divided by a partition to separate masters and servants, and having a huge sod chimney at either end, with pieces of sacking for windows. Our blankets were covered with hoar frost when we awoke in the morning; and as we washed ourselves in the open air, the towels froze in our hands.

Then it is that we can sympathize with the first settlers, and enjoy the boon of civilization. I left

Canterbury for Sydney about the 15th of July, and in consequence of the alterations in the steamers, it was necessary for me to go *viâ* Melbourne, which was the route the mails were now sent.

NOTE.—The late Prince Consort presented some red deer, a stag and two hinds, to this Province, but only one hind survived the voyage out. As there is a stag at Wellington, no doubt in time we shall hear of deer in various parts of the Colony.

A bridge is being made over the river Heathcote, between Christchurch and the tunnel, and in their excavations the workmen discovered the bones of a Moa. In the British Museum is a fine skeleton of one of these gigantic wingless and now extinct birds, built up by Professor Owen from bones brought from New Zealand.

It is stated in the February file of the Lyttleton *Times*, that a spring has broken out in the tunnel, and that whitebait are found swimming in its waters.

CHAPTER IV.

RETURN HOME.

I WENT to Otago in the *Lord Worsley*, and lodged at Smith's Boarding House, close to the Barracks. Dunedin was advancing *very* rapidly. The *Aldinga* arrived with the English mails from Melbourne on the 17th; and as she left again the next day with the homeward mails, I went in her. We touched at the Bluff for the Southland letters, caught a glimpse of part of Stewart's Island,* passed Solander Rock, made 288 knots next day by steam alone; ran into a N.W. gale, fortunately got under the lee of Tasmania, and on the 24th reached Melbourne. Our mails were soon transferred to the P. and O. steamer *Bombay*, and some of ourselves to Menzies' Hotel.

The railway from Geelong to Ballaarat had been opened during my absence, and I now took the

* The natives in the South trade largely with their brethren in the North, in supplies of the *Mutton bird*, which they boil down, and pack in its own fat in the large air bags of seaweed.

opportunity of travelling on it. The permanent way was very even and good, and the stations were built of good solid stone, in a first-rate style. There were two stations at Ballaarat.

At Melbourne there was a great feeling of sympathy shown for the Lancashire operatives, and a sum of upwards of £11,000 has been sent home. I believe that but for the heavy claims of local distress, the subscription would have been still more munificent.*

About this time a project was revived (which Mr.

* The Crimean Patriotic Fund amounted to £1,500,000, of which the Australasian colonies subscribed £150,000. They also gave very largely to the Indian Relief Fund; and now, their subscriptions to the Lancashire will not fall far short of £50,000. Even Taranaki, which suffered so much from the Maori war, has made a subscription for the latter Fund.

If we distribute these sums over the last ten years, we shall find that Australasia has been voluntarily giving at the rate of upwards of £20,000 per annum to our needs at home.

If these colonies are not fully alive to the necessity of supplying themselves with means of protection (which I am sure they are most anxious to do), they cannot be said to withhold their means when the Mother Country is in want.

To enter into the controversies raised by Professor Goldwin Smith would take up too much space, but I must direct attention to the short though able paper read by Professor Merivale at Cambridge, on this subject, in October last, and published in the Statistical Journal, vol. xxv., part iv. I will only add, that during the Crimean war, the Government of New South Wales even went so far as to propose in the Parliament, that, in case of the war being continued, a resolution should be passed, to the effect that it was the duty of the Colony to provide a subsidy towards carrying on the war.

T. Saunders, F.G.S., mooted in a little book he published in 1853*) to colonize the north of Queensland on the shores of Carpentaria. According to Leichardt, Burke and Wills, Landsborough, McKinlay, Walker, and others, the district is well watered, and good for pastoral purposes, with a fine climate, the winds being often bracing, and the nights frequently cold. Mr. Saunders suggested that it should be called the Province of Albert; but the Melbourne projectors of an expedition thither have called it Prince Albert Land, which will be confounded with the New Zealand Northern Settlement. If this new colony be established, a very extensive trade would no doubt be soon opened up with the large islands to the north, and even with China.

After a few days I went in the *Balclutha* to Sydney, and thence about sixty miles further north to Newcastle, on the river Hunter. It is the centre of a great coal district, and is kept in constant communication with Sydney, as two steamers ply almost daily between the two cities. Unfortunately, the trade is much damaged, in consequence of a system of strikes which have come into fashion at Newcastle. This coal is very generally used for steam and other purposes throughout the Colonies, though there are other mines in work elsewhere. In both Islands of New Zealand good coal has been found, and no

* This book was dedicated to the memory of Sir T. S. Raffles, F.R.S.

M^r. LANDSBOROUGH, (THE AUSTRALIAN EXPLORER)
and two Aborigines.

See page 234.

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doubt, when labour is cheaper, the mines will be worked. In Canterbury last winter (*i. e.* June and July) I believe coal was nearly £7 a ton, and wood was extremely scarce.

The Great Northern Railway begins at Newcastle, and runs through Maitland (a good sized town) to Branxton, where I took a coach to Singleton. There was nothing very remarkable in the appearance of that district; but no doubt its agricultural riches will be increased by the railway passing through it. This is the overland route to Queensland, and passes through a rich pastoral district, about Armidale and Tamworth. A little way up the Hunter, is Paterson's Creek, and here I went in a boat to shoot black swans, wild ducks, and pelicans. The two former kinds of birds were very numerous, but I could not get within shot of any of them.

Shortly after my return to Sydney, I went by the Great Southern Railway to Campbelltown (thirty-three miles), and by coach (thirty miles) to Wollongong, on the coast south of Botany Bay. There were coal mines in the neighbourhood, at Bellambi, which seemed to be yielding good returns. Wollongong is celebrated for its butter and dairy produce. By land it is almost shut out from Sydney by the hills a few miles from the town, which are the steepest I ever went up or down in any vehicle. The forest and bush are very luxuriant on these hills, and I saw several tree ferns and supple jacks.

The Illawarra district beyond is still more beautiful from its timber and vegetation.

Several coasting steamers, during the week, touch at Wollongong to and from Sydney. One goes as far south as Moruya, a little to the north of Twofold Bay, where some good silver mines have been discovered. Australia seems well supplied with coal, iron, copper, silver and gold; and New Zealand with gold, ironsand, chrome ore, and coal.

On returning to Sydney I visited the Australian Steam Navigation Company's Works. They seemed very complete, having a large slip, on which two or three steamers can be hauled up at the same time; also shears for masts, and large furnaces, anvils, castings, and machinery for cutting and hammering iron. On their wharf was a large boiler they had just made for the *City of Hobart* Steamer. They have nineteen steamers of an aggregate of nearly 8000 tons. There are three or four other Steam Companies in Sydney, and also a large dry dock, into which the P. and O. Mail Steamers are taken when they arrive. There are also manufactories for cloth, and sugar refining.

On the 22nd of August I left Sydney in the P. and O. Steamer *Madras, en route* for England. We reached Melbourne on the 24th, and left again on the 26th, and had two heavy westerly gales before reaching King George's Sound in Western Australia, a distance of 1300 miles. Here we coaled;

and I heard that Robson or Redpath was realizing large sums as a photographer at Perth, on the Swan river. Twelve days more, and we reached Point de Galle, in Ceylon. Here we and our mails were transferred to the *Candia* from Calcutta, along with the passengers and mails from China by the *Columbian*. We called in at Aden, and arrived at Suez behind our time, in consequence of a strong and refreshing head gale in the Red Sea. Thence we went to Alexandria and Malta, and passing between Sardinia and Corsica near Caprera, reached Marseilles on the 13th, and arrived in England on the 15th of October.

CHAPTER V.

EMIGRATION.

"*I could not abide to live in the Colonies;*" and, "*If he can't get on at home, send him out to the Colonies.*"

These two sentences represent the feelings of most people at home as regards the Antipodes. One thinks of colonial life as semi-barbarous and full of hardships; whilst another looks upon it as having a magic influence in replenishing the empty purse, or in reforming the hopeless youth.

In "Macaulay's History," and "Smiles' Lives of the Engineers," a sorry picture is indeed presented to us of the condition of England, Ireland, and Scotland, within the last two centuries.' People even are alive now who would be recalled to the memory of what they themselves have seen in Great Britain in their youthful days, if they were to travel in the wilds of the Colonies; but in very many towns and districts of Australasia, the necessaries and even

luxuries of life are supplied as in England. It is in fact no *great* hardship to become a Settler at the Antipodes.

The other subject is a much more important one. The resident settlers throughout Australasia feel deeply the absurd manner in which young men are sent out; and I cannot do better than insert a few passages from an article published in the Canterbury *Press*, of March 8th, 1862. The writer refers chiefly to his own Province, but what he says is equally applicable to all the Colonies.

"The Colonies now are not regarded generally as gaols or houses of correction, but as reformatories or penitentiaries.

"If any young gentleman has kicked over the traces, scandalized his respectable parents, overdrawn on his mother's love and his father's pocket; ......if, in short there be one in a family who, from natural infirmity or vicious propensity, has frustrated all endeavours to find a niche for him in England, upon that youth a family council is forthwith held, and it is determined that he shall try his fortune in a colony......It is the fact, that no ship arrives that does not bring some one or more young men, brought up in the social rank of gentlemen, but without money, intellect, cultivation, learning, capacity for labour, good behaviour, or any feature of mind or body which can enable them to retain in England the position in life their fathers filled.

These men are not only useless in a colony; they become the pests of its society.

"Parents and guardians should learn this truth by experience, if they could not arrive at it by the ordinary process of reasoning, that if any young man has a tendency to go wrong in England, he will be certain to do so in a colony; that all the restraints which the usages of polite society, the intercourse with friends, the influences of home, the company of refined and educated women, impose upon the manners and conduct of a young man,—that all such restraints are greatly weakened in a colonial community. That the whole standard of social manners is somewhat lower in a colony than in England, and that a young man may do many things here without losing the respect of his equals, which he could not have done at home. If a man has a tendency to drink in England, he will probably die of delirium tremens here; if he has accumulated debts which he could not pay in England, he will acquire money under false pretences here. In short, whatever a man is at home, he will be 'more so' here......It is too often the case that all the parents or guardians want is to get rid of the boy altogether. The feeling is, let him carry himself, and his vices, and his difficulties, where they may be heard of no more......Off he goes. They have buried their dead out of their sight. If the man have something in him after all, and rises in the new world, they take credit for their

sagacity in finding the right career for him; if he becomes a brutal, drunken, blaspheming, godless, bullock-driver, and at last dies in a ditch, then it is, 'Poor John, we did all we could for him.'

"But there is another chapter in the story. The father has got a friend in the colony, or a friend of his has got a friend, who has got a friend who has a friend in the colony. A letter is written to ask the colonial friend to take the young cub into his home, or see that he is put somewhere where he will be looked after. We have seen hundreds of such letters; and the coolness with which scapegraces are consigned to colonial families, in the assumption that they will be welcome guests, is amazingly complimentary to our Christian hospitality......A man landing here without money is, in nine cases out of ten, a day labourer; if he is a 'gentleman,' he is worse off than a day labourer. For nine out of ten such, there is *no career at all*, and no prospect at all, but the labour of their hands..... But real labour is what this class of men shirk......They pick up odd jobs at sheep driving, cattle driving, or bullock punching; and withal they drink every sixpence they can command, at the public houses, which now cover the country; and we meet them, ten years after they have arrived, with every mark of a gentleman effaced—hard-featured, coarse-grained, vulgar-tongued men, whose whole talk is of bullocks, and

sheep and horses; not a penny richer; not a whit better off in externals, but far lower in all those internal qualities that make a man, than when they left their father's house.

"Let us not be understood to speak indiscriminately. A young man who has a small capital, or will have a small capital at some future time, has a distinct career before him. But for young men of the higher classes without fortune, there is absolutely *no* career but daily labour."

Such are some of the ideas of an experienced colonist and an educated gentleman on this important subject; and, indeed, even I can add my testimony to their truth, from what I have seen and heard in the Australasian colonies. I know of a retired Captain in the army, engaged to wipe up glasses in a public-house. I have seen the hut in which another Captain (whose face was not unknown to me in England) is living in a state of almost delirium tremens. A Commandant of a garrison told me that thirteen officers had died of drink there; and I know of an educated gentleman who, a few nights after his arrival in one of the colonies, was locked up as drunk and incapable. Such cases I could easily multiply, but these are sufficient.

On the other hand, a young bullock-driver has been pointed out to me who is the son of a very poor clergyman, and is honestly and soberly working at that lowly employment to help in supporting

his parents and sisters. Such cases as these, too, might be multiplied.

The only conclusion to which these remarks are intended to lead is, that the very same energy of mind and body, and the same good principles, are as much, if not more, necessary in the Colonies than at home.

Now, for the classes *below* the grade of gentleman; what is to be done with them? I firmly believe that really strong, respectable, hard-working men and women, and especially married couples without children, will find abundant employment in any of the Colonies. The inducements held out by the Governments of the various Colonies to emigrants of the *bonâ fide* labouring classes are principally assistance on the passage out, or grants of land. For instance, the Colony of *Queensland* gives land-grants of the value of 18*l.* to each *adult* emigrant of the *bonâ fide* labouring class, immediately after landing. These grants may be transferred by order of the emigrant to any one who has defrayed his or her passage. After a residence of two years in the Colony, a further grant of land to the amount of 12*l.* is made.* *New South Wales* gives passage-certificates for the intending emigrants, obtainable *only* by residents in the Colony. A male between twelve and forty years of age will be charged 5*l.*, and a female 3*l.*, for the "certificate," which is only

* Substantial encouragement is given to cotton growers.

available by the Emigration Commissioners' ships, and is not transferable. *Victoria* gives "passage warrants" on very similar terms.

South Australia, I believe, offers free passages to those persons whom their Agent in London selects.

Tasmania gives *bounty tickets* of certain value, a proportion of which the emigrant must agree to pay, if he leave Tasmania within four years after his arrival. This ticket private shipowners will take in part payment of the passage money.

Each of the Provinces of New Zealand, as regards emigrants, may be looked upon as separate colonies. Auckland, Canterbury, and Otago have agents of their own in Great Britain, and there is one also for New Zealand generally. The passage-money to Canterbury is 17*l.*, and the Provincial Government give assistance equal to the sum paid in cash by the emigrant. Any balance necessary to make up the 17*l.* will be advanced on the security of the passenger's own promissory note. Residents in the Province are also assisted by the Government in a similar way, in helping their friends to emigrate from home.*

The temperatures and the capabilities of the different Colonies vary, and therefore every person can select the place he fancies most suitable. In the Appendix is a Table of Temperatures; and the

* Canterbury has voted £10,000 for the free emigration of Lancashire Operatives.

following is a list of the principal rural employments:—

Queensland—pastoral, cotton-growing, coal and probably copper mining.

New South Wales—pastoral, agricultural, coal, copper, iron, gold and silver mining, also cotton-growing.

Victoria—pastoral, agricultural, gold-digging.

South Australia—pastoral, agricultural, and copper-mining.

Tasmania—pastoral, agricultural, and timber-cutting.

New Zealand—pastoral, agricultural, gold-digging, and timber-cutting.

I know so very little of Western Australia, that I cannot give any advice about it.

My last point is the emigration of young boys and girls.

In course of conversation with competent authorities in the Colonies, it appeared that numbers of the inmates of our Reformatories and Refuges have turned out very badly in Australasia. The reason given is, that they become contaminated in the passage out; or when they arrive at their destination, they are idling about the ports or towns for some time before they get employment. Mr. Segar, of the Canterbury Police, told me that he would most willingly assist in engaging situations for lads before they arrived, so that they might go at once to their

destination on landing, if the persons interested in them at home would forward, *viâ* the overland mail, a full account of their capabilities, ages, and characters. In that way much of the evil would be remedied as regards boys.

With reference, however, to the young single women, the subject is much more difficult, and I hope Miss Rye will be able to do something. I am afraid her disclosures on returning will be fearful. In the Colonies it is by no means an extraordinary circumstance to hear of a vicious or incompetent Matron on board a female emigrant ship, or of very dissolute practices having been allowed. I knew a gentleman who said that the Matron in his ship behaved at last so disgracefully, that the saloon passengers really took notice of the matter themselves. These remarks have reference to *mixed* emigrant ships; but under the Government Female Emigration System, where a Surgeon-Superintendant is vested with the authority, I believe, of a Dictator, proper order and strict discipline is kept. To send out a single and unprotected female in a *mixed* ship, is an actual sin. The chances are strongly in *favour* of her ruin.

APPENDIX.

TABLE OF TEMPERATURE, &c.

	Mean Annual Temperature.	Average Fall of Rain, in inches.
NEW SOUTH WALES:—		
Sydney	61·1	49
Bathurst	54·9	24
TASMANIA:—		
Hobart Town	53·3	20
WESTERN AUSTRALIA:—		
Perth	65·2	...
SOUTH AUSTRALIA:—		
Adelaide	63·4	20
Mount Gambier	57·7	...
VICTORIA:—		
Melbourne	57·8	23
Ballaarat	54	22
Echuca	62·6	17
QUEENSLAND:—		
Brisbane	68·7	43
NEW ZEALAND:—		
Kaikohe	59	...
Auckland	59·5	45·5
New Plymouth	55·5	59
Wellington	56	49·25
Nelson	54	34·5
Christchurch	53	31
Otago	50	30

NUMBER OF EMIGRANTS FROM GREAT BRITAIN IN 1861.

	Males.	Females.	Total.
New South Wales	983	643	1,626
Tasmania	42	216	258
Western Australia	69	72	141
South Australia	270	152	422
Victoria	6,035	8,221	14,256
Queensland	1,249	1,231	2,480
New Zealand	2,716	1,839	4,555
Total	11,364	12,374	23,738

TABLE OF STATISTICS FOR AUSTRALASIA, COMPUTED TO THE COMMENCEMENT OF 1861.

	New South Wales. 1788.[1]	Tasmania. 1825[1]	Western Australia. 1829.[1]	South Australia. 1836.[1]	Victoria. 1851.[1]	Queensland. 1859[1]	New Zealand. 1840.[1]
POPULATION, April, 1861—							Dec. 1861.
Males	198,488	49,593	9,843	65,048	328,651	18,121	61,008
Females	152,372	40,384	5,750	61,782	211,671	11,938	37,907
Total	350,860	89,977	15,593	126,830	540,322	30,059	98,915[3]
Aborigines	...[2]	8	..[2]	5,521	1,700	15,000	Estimated at 55,539
AREA IN ACRES	207,000,000	15,571,500	641,273,600	196,067,840	55,571,840	Upwards of 384,000,000	65,000,000
ACRES UNDER CULTIVATION	260,798	248,064	...	(1861-2) 486,667	419,592	3,353	226,478
ACRES UNDER CROPS, March, 1861							
Wheat	128,829	66,450	...	310,636	161,232	196	29,528[4]
Barley	2,860	6,238	...	10,637	4,119	} 1,593	3,457[4]
Oats	6,534	30,303	...	1,638	86,260		15,872[4]
Maize	51,488	...	...	18	...		769[4]
Vines	1,583	...	...	3,918	1,133	...	...
Potatoes	...	7,621	...	...	...	...	7,251[4]
LIVE STOCK, March, 1861—							
Horses	251,497	21,034	...	52,597	69,288	23,504	28,265
Horned Cattle	2,408,586	83,366	...	265,434	683,534	432,890	193,134
Sheep	6,119,163	1,700,930	...	2,911,330	5,794,127	3,449,350	2,760,163
REVENUE	1,308,925*l.*	413,913*l.*	67,261*l.*	(1861) 558,586*l.*	3,066,220*l.*	238,000*l.*	448,800*l.*[4]
EXPENDITURE	1,312,777*l.*	403,194*l.*	81,087*l.*	482,951*l.*	3,228,460*l.*	...	...

Total Exports ...	5,072,020l.	962,170l.	89,247l.	2,032,311l.	Jan. 5 to Nov. 15, 1862. 10,792,784l.	661,043l.	558,953l.[4]
Exports and Mineral Products, 1861—							
Wool ... ℔s.	19,137,662	4,769,750	663,897	9,828,524	26,172,457	Included in N. S. Wales.	7,511,912
Gold ... ozs.	11 months of 1862. 554,375	...	...	...	Aug. 29 to Nov. 21, 1862. 404,722	...	Month of November, 1862. 39,990
Copper and Lead ...	...	...	8,021l.	452,172l.	...	...	...
Coal ... tons	In 10 years. 1,780,000	1,978	...	...	...	In 1860–1. 3,500	...
Rates of Wages,[5] for 1862, per annum (besides board and lodging):—							
Farm Labourers, &c.—							
Married couples without children ...	40l. to 60l.[6]	...	24l. to 36l.	...	60l.	50l. to 85l.	50l. to 100l.
Gardeners ...	40l. to 50l.[6]	30l. to 35l.	4s. to 5s. ⅌ day[7]	40l. to 60l.	40l. to 50l.	40l. to 52l.	6s. to 8s. ⅌ day[7]
Ploughmen ...	35l. to 40l.[6]	20l. to 30l.	20l. to 30l.	45l. to 52l.	1l. ⅌ week.	40l. to 45l.	40l. to 60l.
Shepherds ...	30l. to 35l.	30l. to 45l.	35l. to 40l.	32l. to 52l.	30l.	40l. to 52l.	30l. to 50l.
Labourers ...	30l. to 40l.	20l.	...	6s. to 7s. ⅌ day[7]	15s. ⅌ week.[7]	40l. to 52l.	6s. to 8s. ⅌ day[7]
Female Servants—							
Cooks ...	25l. to 30l.	20l. to 25l.	12l. to 20l.	26l. to 40l.	35l. to 50l.	26l. to 36l.	20l. to 30l.
Housemaids ...	...	...	...	20l. to 26l.	30l.	20l. to 30l.	15l. to 30l.
General Servants ...	20l. to 32l.[6]	18l. to 25l.	...	22l. to 26l.	30l. to 35l.	20l. to 30l.	15l. to 30l.

[1] Date of obtaining separate forms of government. [2] No returns given. [3] Exclusive of military and their families.
[4] I have omitted all roods, perches, shillings, and pence in the provincial statistics, but I have given the sums total as though such omissions had not been made. [5] From "Colonization Circular" for 1862, published by H.M. Emigration Commissioners.
[6] From local newspapers. [7] Without board and lodging.

TABLE OF PROVINCIAL STATISTICS FOR NEW ZEALAND, 1861.

	North Island.				South Island.				
	Auckland. 1840.[1]	Taranaki. 1841.[1]	Wellington. 1840.[1]	Hawkes Bay. 1858.[2]	Nelson. 1842.[1]	Marlborough. 1859.[2]	Canterbury. 1850.[1]	Otago. 1848.[1]	Southland 1861.[2]
POPULATION, December, 1861—									
Males	13,494	1,169	6,626	1,667	5,342	1,503	8,939	21,161	1,107
Females	10,926	875	5,940	944	4,610	796	7,101	6,002	713
Total	24,420	2,044	12,566	2,611	9,952	2,299	16,040	27,163	1,820
HALF-CASTE—									
Males	329	8	66	79	9	26	24	49	32
Females	260	3	59	56	...	15	22	65	26
Total	589	11	125	135	9	41	46	114	58
ACRES UNDER CULTIVATION	75,916	10,153	55,313	5,844	22,935	3,162	32,807	19,254	1,092
ACRES UNDER CROPS, Mar. 1861—									
Wheat	3,892	61	2,285	550	4,395	493	12,785	4,928	136
Barley	214	57	219	36	1,126	124	1,489	166	22
Oats	2,329	105	1,384	354	1,860	341	4,535	4,517	442
Maize	696	4	18	16	12	14	7	$\frac{3}{4}$	...
Potatoes	3,553	166	762	191	515	136	1,088	667	171
LIVE STOCK, March, 1861—									
Horses	5,621	220	5,117	1,782	2,355	1,519	6,049	4,790	812
Horned Cattle	36,482	2,171	49,323	8,320	11,105	8,474	33,576	34,544	9,139
Sheep	67,803	10,566	247,940	312,459	181,367	368,836	877,369	619,853	73,970
REVENUE	80,461*l.*	9,310*l.*	54,347*l.*	46,503*l.*	33,820*l.*	20,721*l.*	106,129*l.*	97,511*l.*[3] (Otago and Southland)	
TOTAL EXPORTS	91,152*l.*	3,520	137,566*l*	18,169*l.*	73,566*l.*	...	209,454*l.*	55,526*l.*[3] (Otago and Southland)	

[1] Date of settlement.
[2] Date of separation from another province.
[3] Returns made previous to gold discovery.

INTERCOLONIAL TRADE RETURNS FOR 1860.

	New South Wales.	Tasmania.	Western Australia.	South Australia.	Victoria.	Queensland.	New Zealand.	Total.
	£.	£.	£.	£.	£.	£.	£.	£.
From Great Britain, for 10 months, ending 31st October, 1862. .	2,607,193	229,885	88,182	714,135	4,215,872	132,815	942,401	8,930,483
„ New South Wales (1860.)	...	67,500	1,296	(1861.) 206,819	1,113,525	680,864	421,893	2,491,897
„ Tasmania	105,153	...	...	20,599	550,912	1,344	35,249	713,257
„ Western Australia...........	. .	.	. .	4,249	. .	...		4,249
„ South Australia	(1861.) 252,713	(1861.) 3,753	(1861.) 19,742	...	(1861.) 825,795	150	(1861.) 4,033	1,106,186
„ Victoria	870,780	333,499	1,097	366,008	...	2,353	188,298	1,762,035
„ Queensland	489,818	.	...	.	115	...	...	489,933
„ New Zealand	140,436	6,695	...	1,200	48,402	...	...	196,733
„ Cape of Good Hope	.	...	155	4,910	15,285	...	...	20,350
„ East Indies	67,486	...	609	136	244,437	...	...	312,668
„ China	367,115	...	...	20,504	330,964	...	6,277	724,860
„ Hong-Kon[illegible]	72,067	13,464	...	19,600	288,529	...	.	393,660
„ Unite[illegible]	423,101	...	2,650	...	984,104	...	18,474	1,428,329

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MAP FOR HEYWOOD'S "VACATION TOUR TO THE ANTIPODES."

THE EASTERN HALF OF

AUSTRALIA.

BY J. BARTHOLOMEW F.R.G.S.

English Miles. 69·15 — One Degree

Geographical Miles. 60 — One Degree

Kilometres. 111·3 — One Degree

Longitude East of Greenwich

GULF OF CARPENTARIA

TORRES STRAIT

YORK PENINSULA

QUEENSLAND

SOUTH AUSTRALIA

NEW SOUTH WALES

VICTORIA

BASS STRAIT

TASMANIA

PACIFIC OCEAN

NEW ZEALAND

BY W. HUGHES. F.R.G.S.

English Miles. 69·15 to a Degree

Kilometres. 111·3 to a Degree

The figures attached to names of Mountains indicate the height, in feet.

Enlarged Map of AUCKLAND AND THE ADJACENT COUNTRY.

English Miles.

COOK STRAIT

STEWART I.

LIST OF NATIVE TRIBES.

The numbers refer to the localities, marked on the Map by correspondent figures.

1. Rarewa	10. Whakatowhea
2. Ngapuhi	11. Ngatiporu
3. Ngatiwhatua	12. Ngatikahungunu
4. Waikato	13. Ngatituwharetoa
5. Ngatimaniopoto	14. Taranaki
6. Ngatipaoa	15. Ngatiruanui
7. Ngatimaru	16. Ngatihau
8. Ngatiawa	17. Ngatiraukaua
9. Ngatiwhakane	18. Ngatitoa

Enlarged Plan of THE COUNTRY ROUND DUNEDIN: AND THE EASTERN PORTION OF THE OTAGO GOLD-FIELDS.

(from Thomsons Map.)

English Miles.

Longitude East of Greenwich

GEORGE PHILIP & SON. LONDON & LIVERPOOL.