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David Scott Mitchell.

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Tasmanian Steam Navigation Co's GUIDE

FOR VISITORS TO TASMANIA;

OR,

HOW TO SPEND MY HOLIDAY,

1887-8.

ALL RIGHTS RESERVED.

PRICE SIXPENCE.

Tasmania:

PRINTED AT "THE MERCURY" OFFICE, MACQUARIE STREET.

1887.

HADLEY'S ORIENT HOTEL, MURRAY STREET, HOBART,

*The Best and Most Centrally Situated Family and Commercial Hotel
in Tasmania.*

Visitors from England, Foreign Countries, or the Neighbouring
Colonies, will find every Comfort and Convenience

SUITES OF PRIVATE APARTMENTS, WITH PIANO IN EACH.

PUBLIC DRAWING ROOM FOR LADIES.

COMMERCIAL AND READING ROOMS.

SAMPLE ROOMS FOR COMMERCIAL TRAVELLERS.

FIRST-CLASS BILLIARD SALOON, BATHS, ETC.

The Cellars will be found replete with the Choicest Brands of Wines,
Spirits, Ales, Etc.

Table d'Hote, 1.15 p.m. daily; Do., during Summer Season, 6 p.m.
TELEPHONE NUMBER 35.

J. C. HADLEY, Proprietor.



**J. C. HADLEY & CO.'S
HORSE AND CARRIAGE BAZAAR,
THE TASMANIAN TATTERSALL'S
LIVERY and LETTING STABLES,
ADJOINING SHIP HOTEL, COLLINS STREET, HOBART.**

Carriages of every description, Waggonettes, Single and Double Buggies, Four-in-hand
Drags, Tandems, &c., &c., with Horses and Harness of the Highest Class
always ready at the Shortest Notice.

Weddings, Balls, and Evening Parties Attended to Promptly.

CHARGES STRICTLY MODERATE. CAREFUL AND COMPETENT DRIVERS.

J. CHANT, Manager.

N.B.—The Stables are in connection with Hadley's Orient Hotel, to which is added,
for the convenience of Patrons, the Telephonic Exchange.

TELEPHONE NUMBER, 35.



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EDITOR'S PREFACE.

THE plan of this little Handbook is different from that of the Guides to Tasmania already existing ; but I think its arrangement is likely to prove the most practically useful to anyone who comes as a stranger to the island, and who wishes to see all that is best deserving attention during the few weeks of his holiday tour. It has been a question to me whether to give tables of fares so as to enable the tourist to calculate expenses ; but, as the advertisements annexed to this book will give most of the required information, I have thought it best not to break the continuity of the supposed tour which I take in company with the visitor, who accepts me as his guide. I have given a complete index of places mentioned in the course of the book ; for I deem this a most important adjunct to any work of this sort. Chapters 1 to 7 and great part of Chapter 8 have been written from personal recollection of places which I have visited, or with which I am habitually familiar. For my description of those parts which I have never visited, and for supplementing my recollections when they were indistinct, I acknowledge my obligation to other books descriptive of the island, and especially to some valuable manuscript notes by the Author of "Through Tasmania." I also tender my thanks to those friends who have furnished me with memoranda of their journeys in the less frequented parts of the island.

POSTSCRIPT.

In my description of the Main Line Railway, an error which I had noted for correction, escaped my observation in the revision of the proofs. The first stoppage of the Express is not at New Norfolk Road as stated on page 19, but at O'Brien's Bridge. The remarks, too, about *the Oatland's Station* on page 20, are no longer appropriate, for the name of the Station has been altered ever since the opening of the Parattah and Oatlands line ; and it ought to be mentioned that a line of railway, as well as a line of road, runs from the Corners to Fingal.

THE EDITOR.

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TASMANIA

Scale 15 miles to an inch



Lithographed at "The Mercury" Office, Hobart.



HANDBOOK OF TASMANIA.

THIS little Handbook is issued under the direction of the Tasmanian Steam Navigation Company, and is intended as an aid to Excursionists in utilizing to the best advantage the time which they may be enabled to devote to a renewal of mental and physical vigour by a visit to the Sanatorium of the Australian Colonies. Its object is to direct attention to all that is best worth the notice of anyone who can spare a few summer weeks to the enjoyment of the lovely Scenery and healthful atmosphere of Tasmania; but it will not attempt a description of every small township, nor of every mountain, headland, or river.

The Tasmanian Steam Navigation Company owns a fine fleet of well-appointed Steamers running from Melbourne and Sydney to the two principal Tasmanian ports, Hobart and Launceston, and to the lesser ports which lie along the North-west coast. Their Steamers run between Melbourne and Launceston twice every week both ways; those to Hobart make the journey and its return about once in ten days; those from Sydney run to and from each of the two principal ports three times a month. The fares are moderate, and return tickets are available for six months; and between the 25th October and the end of April excursion tickets are issued at reduced fares, and available for three months, but expiring on the latter date. As the journey from Melbourne to Launceston occupies much less time than the journey to Hobart, the great majority of visitors from Melbourne enter the island at the northern end; but since the opening of the Main Line Railway, an arrangement of mutual accommodation has been made by which a passenger can book his passage right through by rail and steamer, either from Melbourne to Hobart, or from Hobart to Melbourne. Hence it comes that the great majority of visitors who arrive *via* Launceston proceed at once to Hobart. We shall accordingly consider Hobart as the starting point of the excursionist in Tasmania.

The City of Hobart, which was both officially and popularly known as Hobart Town up to the year 1881, is beautifully situated on the lower slopes of Mount Wellington. The visitor who approaches it by water sees on his right hand a series of wooded hills, surrounding various bays and inlets, and terminating in one of commanding

height and beautiful contour known as Mount Direction. This, with another of remarkable and peculiar shape, named the Quoin, closes the view in that direction. Then, carrying the eye to the left, we come to Government House, standing on a bright green promontory, which shuts off the view of the higher bends of the river. This is a remarkably fine building, constructed of the excellent freestone of the colony. Further to the left rises the Queen's Domain, or People's Park, which, as seen from the water, presents the appearance of a hill of considerable height, but gentle slope wooded to the summit. Then in the foreground we see the wharves, and at the back of them and on the edge of the Domain, the High School, now known as Christ's College, standing at the top of a fine, sloping lawn, of two acres extent, surrounded by beautiful shrubberies; and above the High School, the new houses of Glebe Town, piled in apparent confusion, and standing white and bright against a dark background. Then in the foreground, as the eye still travels to the left, we have a forest of masts, and in the background Trinity Church, with perpendicular Gothic tower, standing on the apex of one of the numerous hills which form the site of Hobart. Further to the left and in the foreground a mass of fine public buildings, and in the background a series of hills, up which the streets of the outskirts and suburbs seem to run almost into the region of cloudland; and then, closing the view on this side, comes the grand old Mountain, rising more than 4,000 feet above the sea level. Should the visitor not have approached the city by water, he ought to make it one of his first cares to run across the river to Kangaroo Point by one of the little steamers which ply to the Point all day long at half-hour intervals. From that side of the water he would get a panoramic view of the City and Mountain, surpassing in grandeur even that which has already been described.

We will suppose, then, that our visitor has arrived in Hobart, either by Steamer or by Rail. He will be at once accosted by Hotel or Boarding-house agents anxious to obtain his patronage; and he will find cabmen in numbers eager for his custom. It will be as well for him to make up his mind where he will go, before he arrives at the wharf or terminus. He will have seen in the Steamer or in the Train advertisements of the principal hotels and boarding-houses. Of the former, Hadley's in Murray-street, Currie's in the same street, the Criterion and the Carlton Hotels in Liverpool-street, and the Rock in Elizabeth-street, may be confidently recommended without any disparagement to other respectable Hotels, of which there are several; while, if the visitor prefers a boarding-house, he cannot fail to find every comfort at Westella, in Elizabeth-street, at Pressland House in Melville-street, Highfield Hall in Murray-street, Bertrams in Byron-street, or Alma Lodge in Liverpool-street; though this by no means exhausts the list. After a night's repose we may suppose him setting forth for an inspection of the town. He will find that the principal streets cross one another nearly at right angles, and that the handsome and well-stocked shops which he sees on his way are found chiefly in Liverpool-street and

Elizabeth-street—though there are some very fine ones in Murray-street. One establishment at the corner of Liverpool and Elizabeth streets has a fame which may be considered almost historical. It is the book-shop of the Messrs. Walch. In the year 1836, Tegg, the London publisher, a man of great spirit and enterprise, established an agency in Hobart, which was for some time presided over by one of his sons. Ten years later, the business was sold to the father of the present managers, who have retained the old name of the firm, J. Walch and Sons, though it might be more accurately designated Walch Brothers. The Messrs. James and Charles Walch are men eminently qualified by attainment, as well as by long experience, to keep their customers provided with the best literary productions of the day. Every book which makes its mark in England is sure to be found on Messrs. Walch's counter, as soon as time and distance will permit its arrival. The visitor may always spend a delightful hour in looking round the shelves of this well-ordered establishment; and if he or she be musical, another hour may be spent in a large room on the first floor filled with pianos and cabinet organs. *Walch's Literary Intelligencer*, published once a month, contains a valuable amount of information respecting the best literature of the day; and their *Tasmanian Almanac*, published annually, and popularly known as Walch's Red Book, is a perfect treasure-house of information respecting the Colony. A more recent establishment, that of Mr. T. L. Hood, at the opposite corner of the same two streets, furnishes similar attraction to lovers of books and music. At the Eastern end Liverpool-street runs out into the domain, while on the west, after the region of shops is passed, it runs far up into the hills, and terminates in a series of villa residences. Elizabeth-street runs down at its southern end to the wharves, and on the North issues in the New Town road, which is itself part of the main road running through the Island from Hobart to Launceston. Parallel with Liverpool-street are Collins-street and Macquarie-street. The latter runs from the Domain right up to the foot of Mount Wellington. It is a street of fine public buildings and handsome private houses. From the lower end of this street you can see more than a mile in a straight line, until the view is shut in by a slight bend, which seems to lead into a region of gardens and cultivated wood-land, before it is closed by the grand Mountain back-ground. Few towns can show a street presenting a more attractive appearance than Macquarie-street. We should recommend the visitor who is inspecting the town, by a morning's stroll through the streets, to turn down from Macquarie-street, by St. David's Cathedral (which he can hardly fail to recognise as such) into Murray-street, which runs parallel to Elizabeth-street, and across Liverpool and Macquarie streets. The portion of Murray-street intercepted between the two last-named streets, is noticeable for good shops and good hotels; and will not improbably be the very first part of the town with which our supposed visitor makes acquaintance. Having taken a random stroll through the streets, he will now do well to engage a cab for a drive round

THE QUEEN'S DOMAIN.—This, which is the chief recreation ground of the city, is situated at the Eastern side of it, between the town and the Derwent, and with a frontage looking on the Bay. Suppose a pear sliced lengthwise from the stalk, and one of the halves placed on its flat side, this half-pear will give a tolerably correct notion of the general contour of the Domain, the smaller end being that near the city, and the larger end representing the wooded height already alluded to in our description of the appearance of the City from the Bay. A road runs round the hill near its base. Following this road, you come back to your starting point after a delightful drive of about a mile and half through a wooded region sufficiently open to shew a succession of charming views. The road is on a lower level as we go out by it along the riverside, than it is on the other side which looks over the town. Going out by the lower road, and enjoying the view of the bright blue water of the Derwent, which is here about a mile wide, we soon arrive at the entrance gates of

GOVERNMENT HOUSE.—Thirty years ago, the residence of the Governors of Tasmania, was a long, low, wooden building, situated in Macquarie-street, shutting off the view of the bay, and occupying with its grounds the whole space now occupied by Franklin Square, the Town Hall, and the intervening portion of Elizabeth-street. The present building was commenced during the period of exceptional prosperity which succeeded the discovery of gold in Victoria, and was completed in the year 1858—Sir Edward Fox Young being Governor at the time. In architectural beauty it far exceeds the Government House of any of the other Colonies. Our Excursionist can hardly go wrong in leaving his card for the Governor and writing his name in the Visitors' book; and having done this he may consider himself at liberty to present himself at one of the receptions which successive Governors have been in the habit of holding weekly or fortnightly during the Summer months. The ball-room, dining-room, and drawing-room of Government House will not easily be forgotten by anyone who has seen them, and the Gardens stretching down to the river owe something of their beauty to the care and good taste of each successive occupant of the Vice-Regal residence. Following the Domain-road from Government House we come next to the

ROYAL SOCIETY'S GARDENS; sometimes spoken of as the Botanical Gardens. They lie on the slope of the Domain between the road and the water. The Main Line Railway runs through the gardens near the water side, and is crossed by an ornamental bridge. In the Gardens are to be found flowers and fruits from every part of the world. There are numerous seats surrounded by sweet-scented shrubs, and commanding lovely views of the broad, blue Derwent with the brown backgrounds of wooded hills.

Leaving the Gardens,

We follow the Domain-road which gradually rises till it has rounded the broader end of the hill, whence we get a magnificent view of the Valley of the Derwent extending for many miles till it is shut in by hills looking faintly blue in the far distance. Having rounded the

end of the hill we arrive at a gate which leads out to the New Town road; a little way outside this gate we see a handsome private residence with a fine garden and grounds. This belongs to the family of the Hon. T. D. Chapman, by whom it was built, and who died there very suddenly in the early part of the year 1884. From the period when Constitutional Government was established in Tasmania, Mr. Chapman was one of the most prominent characters in the political life of the Colony; and long before his death he had succeeded in conquering the esteem and respect of those who had been his bitterest opponents in parliamentary warfare. We are now on the portion of the road which is called the Upper Domain Road, but the slope is downwards, and we presently again pass Government House, now lying on our left, and soon arrive at the spot whence we started for our drive round the lower road. We have next on our left hand between the road and the river a shipyard, which is somewhat inconsistent with its surroundings, and can hardly be considered an ornament to the Queen's park. It was granted to a firm of shipbuilders by one of the Governors, at a time when the Governors were independent of Parliaments and responsible advisers; meanwhile we have passed the wooded hill and have arrived at a large open space extending to the river on the left and the harbour in front. Here we find the old cricket-ground, on which were played all matches of importance until the Cricket Season of 1881-2, when a larger and much better one was opened on a plateau some way up the Domain hill. A fine road has recently been constructed to the new cricket ground. Near the junction of this with the lower Domain road, a drinking fountain has been placed as a memorial to the Hon. Charles Meredith, who was for many years one of the best known amongst our public men, and a prominent member of three different Administrations.

THE UPPER CRICKET GROUND is the result of the zeal, energy, and perseverance of the late Mayor of Hobart, Mr. J. G. Davies, M.H.A., who has been an ardent cricketer from his boyhood, and has done more in the cause of cricket than any man in the colony. On behalf of the southern Tasmanian Cricket Association, of which he was himself the originator, he obtained a lease from the Government of a portion of the Domain well adapted to his purpose. The funds at his disposal were small, but by constantly keeping the subject before the cricketing community, and by a large personal expenditure of time, trouble, and money, and by occasional aid from Government in the way of labour, he succeeded in clearing the ground, fencing it, new turfing it, constructing suitable pavilions for the cricketers, and for the public; and ultimately he was able, in the name of the S. T. Cricket Association, to throw open to the use of the several cricket clubs a ground equal to any in the Australian Colonies. Within the grounds of the Association, but outside the portion reserved for cricket, is a well-constructed and well-kept asphalt Tennis Court. This was a gift of Mr. Edward Butler, of the legal firm of Butler, McIntyre, and Butler. All members of the Association have access to it on payment of a small additional subscription.

Returning down the new road from the cricket ground we have in front of us that open part of the Domain mentioned on p. 4. This terminates on the side of the bay in a battery, well constructed, with casemates and covered ways, and mounted with several pieces of heavy ordnance. Here the Volunteer Artillery practise at stated periods, and here salutes are fired on special occasions, such as the Queen's Birthday, the Opening of Parliament, and the Annual Regatta, which is the especial holiday of Hobart, even as *Cup Day* is that of Melbourne. Turning abruptly to the right from the new road, and directing our course towards the town, we pass in front of THE HIGH SCHOOL. This is a fine Elizabethan building, standing at the head of a sloping lawn of two acres in extent. The grounds are surrounded by beautiful shrubberies, and on the side next the town is a well-kept orchard garden, laid out on a plan which illustrates the Horatian precept, "*Omne tulit punctum, qui miscuit utile dulci,*" for, interspersed among the fruit trees and vegetable beds, there are lawns edged with flowers, and a tennis ground, which was quite one of the institutions of the youthful Society of Hobart during the occupancy of the late Rector. At present the premises are leased to a wealthier Educational body known as Christ's College, but, though the active existence of the High School is temporarily suspended, it retains its corporate existence; and it is not likely that the name of Christ's College as *applied to the building* will supersede that of "High School" in popular parlance any time during the present generation. Immediately opposite the High School grounds and on the other side of the road is the Hobart terminus of the Main Line Railway.

We are now at the Domain end of Liverpool-street, and, advancing towards the town, we find on our left hand THE HOSPITAL, a large building with gardens and benches, and on those benches, clad in warm blue dressing gowns, we see patients in various states of convalescence. Admission as a visitor requires an order from the Board of Management, but there is no great difficulty in obtaining it through any of the Medical Practitioners in Hobart. This is the only public building of note in Liverpool-street, which, as already mentioned, is the principal street for shops. Next in importance as a street of shops is Elizabeth-street, which runs nearly at right angles to Liverpool-street as we have already mentioned. Starting from the region of the Wharves, Elizabeth-street crosses in succession Macquarie-street, Collins-street, Liverpool-street, and a number of other streets parallel to those already mentioned. At the corner of Elizabeth and Collins streets is a lofty and handsome building of white stone erected by the AUSTRALIAN MUTUAL PROVIDENT SOCIETY, and containing their own business chambers as well as several others, which they have leased for legal and Government offices. One portion of the premises has been rented by the Government for the Money Order Department of the General Post Office. At the corner diagonally opposite is a building scarcely inferior to it in grandeur, viz., the new premises

of the BANK OF VAN DIEMEN'S LAND, erected on the site of the old Ship Hotel, the favourite resort in its time of a race of old Colonists who are fast dying out.

It has already been mentioned that Macquarie-street is one of the most noticeable streets of Hobart. It lies parallel to Liverpool-street, and commences from the Domain. At the Domain end, it crosses the Railway and the Town Creek, the outlet of which has been recently beautified and improved by solid stone walls, which render an overflow almost impossible, and thus greatly diminish the danger arising from those floods to which the creek is subject at uncertain intervals. The GAS COMPANY'S Works lie just outside the town boundary on the Domain side of the Creek. Proceeding up the street we find on the left hand side the ROYAL SOCIETY'S MUSEUM, a fine stone building, containing good collections of coins, birds, beasts, fishes, geological specimens, and everything that one expects to find in a well-arranged Museum. It also contains a valuable library of scientific works. The members of the Royal Society meet once a month in the Library; and on these occasions papers on Subjects connected with Natural History or other topics of Scientific interest are read. The transactions of the Society are published in a yearly volume. The Museum is open every day, Sundays included, at convenient hours. There is no charge for admission. A few yards higher up the street we come to the TOWN HALL, another handsome stone building. It contains the Municipal Chambers and offices for each department of Corporation Officials; these are on the ground floor. On the first floor is a handsome and spacious Assembly room, much in request for balls, concerts, lectures, and public meetings. The room contains a fine and powerful organ. Afternoon performances, designated Organ Recitals, are given by competent performers. A portion of the building is appropriated to the PUBLIC LIBRARY, one of the most valuable institutions of which Tasmania can boast. It contains over 10,500 volumes, well arranged and catalogued. The rooms, which are well lighted in the evening, are open to the public daily, Sundays included, at convenient hours, and free from charge. In connection with this, there is also a spacious News Room furnished with the principal English and Colonial papers, as well as with all the most popular Magazines and Reviews. Women, as well as men, avail themselves largely of the privilege afforded by the reading rooms. Opposite to the Town Hall is the office of the *Mercury* and *Tasmanian Mail* Newspapers. It is utterly unpretentious externally; but the printing machinery is well worth a visit, and apart from the newspaper work, there is a department for general printing and lithography, which is very largely patronised. A little higher up Macquarie-street, and at the corner of Elizabeth-street, is the TELEGRAPH OFFICE, concerning which there is nothing special to remark, except that it looks like a guard-house, and that it actually was such in the days when Hobart was a garrison town.

Next on the right-hand side of the street comes the COMMERCIAL BANK, an elegant structure of quasi-Grecian style in architecture.

On the opposite side of the street is **FRANKLIN SQUARE**. This was the site of the old Government House. The Square is planted with trees and flowers and laid out in walks. It is abundantly provided with seats, and in the centre of it is an ornamental pool, from the middle of which rises a mass of rock, supporting the pedestal of a bronze statue of Sir John Franklin, the Arctic explorer, who was Governor of the Colony between the years 1837 and 1843. In front of the pedestal is a bronze cannon, captured during the Crimean War and presented to the Colony by the English Government.

Immediately after the Square, and on the same side of the street, we come to a large block of Public Buildings extending to Murray-street. Facing on Macquarie-street are the **SUPREME COURT**, with the offices of the Judges and law Officers of the Crown; then the **GENERAL POST OFFICE**, extending to Murray-street. Then facing Murray-street are the offices of the heads of departments and of the responsible Ministers of the Crown, the Education Office, and the Treasury. We have now diverged a few yards into Murray-street, and immediately opposite to the Public Offices we see the **MASONIC HALL**, **THE SAVINGS BANK**, and the Offices of the **DERWENT AND TAMAR ASSURANCE COMPANY**. These are all handsome buildings and ornaments to the town.

Returning to Macquarie-street, we find the Church of England **CATHEDRAL (ST. DAVID'S)** standing immediately opposite to the Post Office. This is a large stone building, and if ever it reaches completion will be a great ornament to the town. At present it can hardly be so considered. The interior, though unfinished, is handsome. There is daily service in the afternoon, and three services every Sunday. These are performed somewhat on the system of English Cathedral services. There is a choir of men and boys under the direction of an able organist and choirmaster.

Crossing from the Cathedral and proceeding up the street, we find on the left-hand side the premises of

THE TASMANIAN CLUB.—This Society numbers amongst its members a large proportion of the professional men and merchants of the city, of the leading government officials, and generally of all those who occupy a good social position, as such words are commonly understood. A visitor, furnished with letters of introduction, will seldom fail to be put down as an honorary member on the Club list. This will give him all the privileges of the Club for a fortnight, and he can obtain an extension of these privileges for further periods of one month, three months, or six months, upon payment of £1 1s., £3 3s., and £4 4s.

It may not be amiss at this point to deviate about a hundred yards from our course, and pay a visit to the

HOBART CLUB, in Collins-street.—This is a well-regulated Club of a somewhat more general character than the other. The rules about honorary members are essentially the same as those of the Tasmanian Club. The billiard-room of this Club is far the finest in Hobart.

Returning to Macquarie-street, we find, next door to the Club, **THE**

UNION BANK, one of the branches of that great corporation, the Union Bank of Australia, Limited, which has its head-quarters in London, but has branches in every important town of the Australian Colonies. Immediately opposite to this is the BANK OF AUSTRALASIA, which has also a head office in London. Farther up the street, and at its junction with Harrington-street, we come to ST. JOSEPH'S ROMAN CATHOLIC CHURCH; and in Harrington-street, on the side opposite to the Church, is ST. JOSEPH'S ORPHANAGE, an admirable institution, presided over by a community of Sisters of Charity. No visitor to Hobart should neglect to pay a visit to the Orphanage; and, as the institution is entirely dependent on voluntary contribution, it may be hoped that no one who has seen the healthful and happy faces of the children rescued from a life of misery, and the kindly looks of those religious ladies, who have devoted themselves to this good work—will fail to leave some contribution as an aid in furtherance of their truly Christian efforts. Proceeding further up Macquarie-street we see on the right hand side a handsome castellated building with a square tower, and a copious clothing of ivy. This is THE HUTCHINS SCHOOL, so named from Archdeacon Hutchins, the leading ecclesiastic of Tasmania before the colony was erected into a bishopric. The Hutchins School was the first Grammar School established in the island, and under the management of its original head-master, the Rev. J. R. Buckland, and of his son, the Rev. J. V. Buckland, it has had a successful and useful existence of more than forty years. A good way further up, and on the left-hand side is THE LADIES' COLLEGE, a proprietary school which aims at giving the same sort of advantages to girls which the Hutchins School, Christ's College, and the other Grammar Schools give to boys. To reach the end of the street we have still about a mile to traverse; but that mile is well worth the walk for the sake of what lies at the end of it, viz., a glass of delicious ale in the cool cellar of the CASCADE BREWERY. The Cascade Ale of Hobart has been famous from an early period in the present century. The admirable site of the Brewery was chosen by Mr. Degraives, a French gentleman driven from his own country in early life by the terrors of the Revolution. He became a naturalised Englishman, and then a colonist, and ultimately the founder of the most famous brewery in the Australian Colonies. After his death the management devolved on his sons, Messrs. Charles and John Degraives, and his son-in-law Mr. (afterwards Sir James) Wilson. After the death of Mr. John Degraives, the last survivor of the three, the brewery was disposed of to a limited liability company, by whom it is now managed. An order of admission is easily obtained at the Company's office in Collins-street by any visitor of respectability. The building in itself is well worth seeing, a lofty edifice of rough hewn stone backed by a richly wooded hill which forms one of the lower slopes of Mount Wellington.

We have not yet exhausted the objects of interest which a walk or drive through the town will bring under our notice. Thus, if we go out along the wharves, and taking the one to the right, keep near the

water side, we come to THE CASTRAY ESPLANADE, which runs up the side of a hilly rise on which is built one of the suburbs of Hobart, known as Battery Point. The Esplanade owes its existence to the energy of Assistant Commissary General Castray, whose name it bears by special authority of the Corporation of Hobart. It passes in front of the Prince's Battery, now dismantled as a battery, and called the Prince's Park, and is pleasantly planted with trees and provided with seats, whence a delightful view of the town and harbour meets the eye, as well as of Kangaroo Point, with the pretty village of Bellerive, about two miles distant across the bay. Following the street to which the Esplanade leads we come to ST. GEORGE'S HILL, so named from St. George's Church, which stands on its summit, and with its high tower and cupola forms an attractive landmark as you approach Hobart by water. Until within the last five or six years the slope of this hill on the side facing southward was unenclosed and wholly unoccupied. The owner of the property seems to have been unaware what a mine of wealth lay undeveloped on that hill-side; for, on his death, when the ground was marked out into building allotments for sale, the allotments were eagerly purchased, and a new town sprung up as it were by magic, covering the whole side of the hill, which is now terraced with new streets from top to bottom. Following a bend* at the top of St. George's Hill, which leads back to the wharves and the town, we pass the handsomest private residence in Hobart, that of the Hon. Alexander McGregor, M.L.C. It is a really grand building, and, from its commanding position overlooking the harbour, is one of the first objects that attract the attention of any new arrival by ship or steamer. Descending the hill-side past Mr. McGregor's we arrive again at the New Wharf, and see in front of us the PARLIAMENTARY BUILDINGS, bearing the words *Custom House* carved in large letters over the centre of the edifice. As a fact the building was erected as a Custom House; but when Tasmania obtained Parliamentary institutions, certain rooms in the Custom House were deemed temporarily available as Upper and Lower Chambers; but the exigencies of Parliament, the necessity for committee rooms, refreshment rooms, library, etc., have so encroached upon the available space that the Custom House offices have been driven into one small section of the building. The rooms in which the two parliamentary houses meet are commodiously furnished, and should our visitor happen to be in Hobart while Parliament is sitting it will be interesting to him to visit them occasionally during the session. The Parliament Houses are open to visitors daily, from 10 to 4. The Parliamentary Library contains about 8,000 volumes, which are open to the perusal of any persons on the order of a member.

Amongst the Public Institutions of Hobart few are better worth visiting than ST. MARY'S PRESENTATION CONVENT. It is situated in Harrington-street, within the same enclosure as the Roman Catholic Cathedral. The ladies of the Convent devote themselves to the work

*See map of Hobart.

of education, and have a large number of pupils, mostly boarders, of whom many come from the other colonies. The Convent is beautifully situated on the side of a hill, and commands a fine view of the town, harbour, and surrounding country. A stranger wishing to visit it will seldom find much difficulty in obtaining admission; and, if admitted, one of the Sisterhood will be deputed to show him round the classrooms, and to explain to him the arrangements of this useful and interesting institution.

The most noticeable ecclesiastical buildings of Hobart, from an architectural point of view, are the Anglican Cathedral already mentioned, the Roman Catholic Cathedral mentioned in connection with St. Mary's Convent, Trinity Church (Anglican), the Memorial Church (Congregational), and St. George's Church with its Grecian front and its composite tower and cupola. The style of St. George's Church is that which prevailed amongst the London Churches that were built about the end of the last, or beginning of the present century, before the revival of Gothic architecture. Besides these St. John's and All Saints' Churches (Anglican) may be cited as very pretty specimens of modern Gothic.

At the Cathedral the daily services of the Church of England are regularly celebrated, and the Sunday congregations are very large. The Bishop of the Anglican Church, the Right Rev. Dr. Sandford, frequently preaches there when in town. The Very Rev. C. L. Dundas, M.A., is Dean of the Cathedral, and Incumbent of St. David's parish, for the Cathedral is also a parish Church. The Canons of the Cathedral preach there occasionally, though most of them are Incumbents of parishes, and can officiate at the Cathedral only when some substitute is provided for their own Churches. Trinity Church is the only one in the island which has a peal of bells. These are rung on public or especially joyous occasions by an able band of volunteer ringers. The Incumbent of the Church is the Rev. Geo. W. Shoobridge. The Rev. Canon Banks-Smith officiates at St. George's, the Rev. H. R. Finnis at St. John's, Goulburn-street, and the Rev. George Archer, M.A., at All Saints, Macquarie-street. At the Roman Catholic Cathedral in Harrington-street frequent week-day services, and regular Sunday services are conducted by the Most Rev. Bishop Murphy, aided by the Rev. T. M. O'Callaghan and the Rev. James Murphy. At St. Joseph's, Macquarie-street, the Very Rev. Dean Woods officiates, with the assistance of the Revs. P. R. Hennebry, J. A. Sheehy, and M. W. Gilleran.

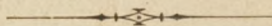
The Presbyterians are divided between the "Presbyterian Church of Tasmania" and the "Free Church." This is the only one of the Australian Colonies, in which the Free Church of Chalmers and Candlish has retained a distinctive organisation. In all the other Colonies the different Presbyterian bodies have coalesced and become one in name, as they are also in doctrine and discipline. St. Andrew's Church in Bathurst-street, pleasantly embowered in trees and shrubs, is the oldest Presbyterian Church in the Colony. The Rev. James Scott is the Minister. At the Chalmers Free Church the Rev. R

Maclaren Webster officiates. This Church stands at the corner of Bathurst and Harrington-streets. St. John's Presbyterian Church, Macquarie-street, opposite to the Hutchins School, after being closed for several years has recently been reopened for public worship. The Rev. I. K. McIntyre is the Minister

The Wesleyans can accommodate the largest congregation in Hobart in their Church in Melville-street. It is a large and commodious building without any pretensions to architectural beauty. There is a smaller Wesleyan Church in upper Davey-street. The Revs. H. Greenwood and H. E. Merriman are at present the officiating ministers in the Melville-street Church.

The Congregationalists or Independents have three Churches, one in Davey-street, which has the benefit of the ministrations of the Rev. George Clarke, well known as a thoughtful writer and preacher; one in Bathurst-street, designated the Union Chapel, of which the Rev. J. Wilkes Simmons is the pastor, and another in Elizabeth-street known as the "Memorial Church." This last is a very handsome Gothic building with a high-pitched roof and a graceful spire. It was erected as a memorial of the Rev. Frederick Miller, who officiated at an old chapel close by, and who was for some years the only Congregational minister in the Australian Colonies. The Rev. G. W. Sharp is the present minister of the Memorial Church.

Other denominations have places of worship in Hobart. The Baptists have a chapel in Harrington-street, but have no regular minister. They have also a Tabernacle in Elizabeth-street, where Pastor McCullough officiates. The Primitive Methodists have a meeting-house in Collins-street (Rev. J. G. Wright), and the Society of Friends in Murray-street. The Jews have a pretty little Synagogue in Argyle-street, but they have not had an officiating minister for several years past.



CHAPTER II.

PLACES WORTH VISITING WITHIN EASY DISTANCE OF HOBART.

MOUNT WELLINGTON, the most conspicuous feature of the grand landscapes which surround Hobart, is generally the first object of interest to visitors, and no one willingly leaves the City without having made the ascent of the Mountain. Though there are other mountains in the island which rise to a greater height above the sea-level, there is not one which presents such a lofty appearance to the eye. Extending its lower slopes to the water's edge, its whole height of 4,166 feet is seen at a glance, and no part of its grandeur is lost by any gradually ascending inland approaches. To enjoy the ascent, the visitor should choose a day that is likely to be fine, but not very hot. The excursion is one that should be made in company with a

HOBART

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few pleasant friends, in order to be thoroughly enjoyed. The whole day should be devoted to it, and the start should be made as soon as convenient after breakfast. Luncheon-baskets should be provided, and the party should proceed to the Fern-tree Inn on the Huon Road, a distance of about four miles from Hobart. Here they can leave their cab, and, taking their luncheon-baskets, follow a track, which will be pointed out to them, and which leads them to the head of the Waterworks, whence the city receives its copious supplies of fresh, cold, clear water. Here they will see a structure, commonly designated by the name of Cook's Monument. It is not, however, a monument either to the great navigator or to anyone else, but it is a memorial structure recording the inauguration in March, 1861, of the works constructed by the Corporation of Hobart, during the Mayoralty of Mr. Henry Cook. It is situated in a beautiful grove of fern trees, known as the Bower. Here there are benches and roughly-constructed tables, eminently convenient for pic-nic parties. Then follows a climb to the part called "The Springs," and by this time the exertion of the walk will probably have produced a craving for a drink of the clear and tempting water which runs here over pebbly channels. As it is of icy coldness the gentlemen would do well to qualify it mildly with the contents of their flasks before drinking it themselves or supplying it to their fair companions. Near the Springs is a hut, where cooking utensils, plates, tea-cups, etc., can be hired by the excursionists, if they like to take their luncheon here on the way up or take a cup of tea on their way down. A steep ascent from the Springs brings the excursionist to the celebrated Ploughed Field, a vast plain of rounded stones of enormous dimensions, firmly wedged together. After crossing this there is a rather long, but not very steep ascent to the wide table-land at the top of the Mountain. Keeping near the edge of this table-land, and on the right-hand side, we come to what is called the *Pinnacle*, the very highest point of the Mountain. This is marked by a square pile of logs, which can easily be climbed by men, and without much difficulty by any ladies who are anxious to feel that they have *done* the Mountain thoroughly. It was erected as a signal point for the trigonometrical survey of the Island. At no great distance from the foot of the pinnacle is a deep precipice where there must have been in ancient days a great landslip, laying bare a perpendicular face of rocky columns, known as the Organ-pipes. These form one of the most marked peculiarities of the Mountain as seen from below. From the top of the Mountain the view is something bewildering from its extent and beauty. It is too grand for description to do justice to it. The whole valley of the Derwent from New Norfolk to Hobart, and the whole estuary of the Derwent, with its islands and peninsulas, lies mapped out in bird's-eye view before the eye of the spectator. It will sometimes happen that a bank of clouds will lie between the top of the Mountain and its lower slopes, thus intercepting the view of the valleys beneath, while the atmosphere at the summit is quite unclouded. Should the visitor to Hobart be a good

pedestrian, he is advised to make the ascent by a Mountain track leading up the glen in which the Cascade Brewery is situated. It is steeper, but in many respects more interesting than the one by the Huon Road ; but it should be made in company with someone who knows the track, and the party should in this case consist of only two or three.

The WELLINGTON FALLS lie on the southern slope of the Mountain, and can be reached by a walk of about four miles from the Springs ; but it is not desirable to visit them on the same day with the ascent to the pinnacle. The fall is 210 feet deep, and the scenery is very grand and imposing. The view extends to the Huon, and takes in the villages of Franklin and Victoria.

The ascent of MOUNT NELSON (1191 feet) is not a formidable undertaking, nor one requiring any special preparation. The Sandy Bay omnibus brings passengers to a point in the road whence the ascent is easily made without a guide. The view from the top is very fine. It is even more pleasing than that from Mt. Wellington, being less bewildering in its extent. On the one side is a splendid view of the city, and on the other a fine bird's-eye view of the estuary and D'Entrecasteaux Channel. There is a Signal Station on the top of the mount, and the Station officer is generally willing to allow visitors to use a large standing telescope which has a very long range, and shows distant objects with remarkable clearness. Mount Nelson lies South of the city. On the Northern side, across the river, and about four miles off, lies

MOUNT DIRECTION (1,212 feet high) which is well worth a visit. There is no regular conveyance to it, but a cab will take the visitor as far as RISDON FERRY. The ferry boat is worked by a wheel and rope. It has a wide platform, and is strong enough and large enough to take a heavily-laden waggon with its horses across the river. It was worked for many years by Mr. Jennings, now landlord of the Harvest Home Inn on the New Town road, and supposed to be the largest man in the world. Mr. Jennings had not then acquired the excessive corpulence which has made him one of the memorable sights of Tasmania. You can either take your cab across the river, or leave it at the ferry house. Following the road you come to a causeway across an inlet of the river. Following this you arrive at the grounds surrounding the residence of a lady, who owns the lower slope of the mountain, and from whom leave should be obtained before commencing the ascent. The ascent is rather toilsome, but the view from the top amply repays this exertion. A more lovely combination of landscape and river scenery could hardly be found in any part of the world.

RISDON, though neither township nor village, nor even hamlet, had for many years a celebrity of its own as the residence of Mr. Thos. Geo. Gregson, who for nearly 50 years was amongst the foremost public characters of the Colony. The visitor to Mt. Direction cannot fail to see the cottage in which Mr. Gregson resided. It stands on a small hill facing the causeway already mentioned, and it is noticeable also in the history of the Colony as being the residence of the Acting-

Governor of Van Diemen's Land, when the island was a dependency of New South Wales. An old chimney, which still stands in the garden at Risdon, is said to be the first piece of brickwork ever constructed in Tasmania.

An excursion to NEW NORFOLK is perhaps the most delightful of all the pleasant holiday treats which await the visitor to Tasmania. There are two ways of reaching it, one by water and one by land. For a person who has never yet visited New Norfolk, we should recommend that he make his first journey thither by river. He will thus enjoy 21 miles of river scenery unsurpassed in beauty even by that of the Rhine. The Monarch steamer makes six journeys to New Norfolk every week, starting from the wharf at 3:30 p.m. in the summer months, and arriving about 6. The steamer passes round the front of the Domain, past the Queen's Battery, then past the regatta-ground, and passing Government House, reaches a part of the river which is narrow compared to the parts immediately above and below it. The river here is enclosed between a series of freestone cliffs on the town side, and rocky hills on the opposite side, collectively known as *Bedlam Walls*. Just before arriving at the part where this narrow portion opens into a wide sheet of water like a lake, we pass the Risdon Ferry, we catch sight of the old Government Cottage (Mr. Gregson's cottage), and a little further on pass Mount Direction. Here the views around assume the characteristic of lake scenery. You seem to be shut in on every side. Away to your left, lies a deep bay about 3 miles off at its furthest point, along which lies the district of Glenorchy, including the township of O'Brien's Bridge. By help of a binocular, the excursionist will be able to distinguish some fine hop-grounds extending to the water's edge, a very pretty little Gothic Church, and some fine private residences; but the exquisite beauty of this bay, backed as it is by a portion of the Wellington range, extending as it does for miles from end to end, showing a succession of farm lands running far up the mountain side but ever terminating at a region of brown forest, which reaches to the mountain top, will so entrance his eye, that he will scarcely care to look for particular objects in this region of enchantment. Passing round a point that terminates this grand piece of lake scenery, we proceed on our way to the

BRIDGEWATER CAUSEWAY. This is one of the most important and interesting of the public works constructed in this island, at a time when the Government had a large amount of labour at command available for such purposes. The river at this part is very wide, but it is also very shallow, except near its left bank (the bank on the right as we ascend its course), where there is a deep channel available for navigation. By means of many thousand cart loads of earth and rubbish emptied into the river, year after year, a strong and permanent road-way was constructed across the river up to deep water. Then the road was continued by means of a pile bridge as far as the above mentioned channel, and this in its turn spanned by a draw-bridge. The main road from Hobart to Launceston crosses the Derwent by means of this causeway; and so does the Main Line Railway, which

has, however, its own bridge over the deep portion of the river. As the steamer *Monarch* approaches Bridgewater, the railway bridge is swung round, and the road bridge drawn back, so as to leave a channel just sufficiently wide for the passage of the steamer. Up to Bridgewater, we have had a succession of lake scenes. Soon after passing it, the characteristics of the scene change, and we have river scenery for the rest of our journey. On our left hand lofty hills, on our right undulating farm lands. The river narrows as we ascend, and the banks on both sides increase in beauty till, as we near the township, they rise into actual grandeur. A bend in the river opens up the view of the township, and carries us under crags which overhang, and almost seem as if they would fall and crush us as we pass. One of the finest of these beetling crags has been lately destroyed, lest it should endanger a new line of railway, which has been constructed on the left bank of the river. It was called the *Pulpit Rock*. The feeling of soreness in the minds of the residents of New Norfolk, and of all who have known it well in past years, is very deep indeed, and will hardly pass away during the life of those to whom the Pulpit Rock was a familiar object. The vessel now glides smoothly up to the steamer's station on the side opposite the township, and the visitor sees on the banks facing him a series of handsome houses, with beautiful gardens sloping down to the water side. A well-constructed bridge crosses the river at this part; cars are in waiting to take passengers to the different hotels. Of these, the *Star and Garter Hotel* and the *Freemasons'* afford excellent accommodation; but the best known and most generally popular is the *Bush Hotel*. It is probably the oldest in the island, now that the old *Ship Hotel*, of Hobart, has been pulled down; but, in the hands of a succession of enterprising proprietors, it has always kept level in comfort and accommodation with the requirements of the times. It is a very favourite resort of newly-married couples, and a week at the *Bush Inn* is the immediate pendent of a very large proportion of the marriages contracted in Hobart. The principal lion of New Norfolk is the *Lunatic Asylum*. This is well worth a visit, though the interest is one of a painful order. The management of this Asylum has unfortunately been made a matter of party politics in the legislative bodies of the Colony, and an endeavour has been made to procure the removal of it to a spot nearer town; but the visitor, who goes through the wards and apartments under the guidance of a warder, or of one of the courteous Surgeon Superintendents, will be impressed with the evidences of order, cleanliness, and kindness which characterise the management; and as regards the situation of the buildings it would be very difficult indeed to find another which combines all the advantages of the present site. One of the great attractions of New Norfolk consists in its beautiful hop-gardens. It is in the centre of a large area of hop cultivation; and when the bines are in full flower the English visitor from Kent or Hereford might fancy himself in his native county. A few days may be spent very pleasantly here in trout fishing, for which a licence is required, costing 10s., or in excursions amongst the surrounding hills;

but if the visitor wishes to return to Hobart the next day he will be able to take a drive in the forenoon to the SALMON PONDS, which lie a few miles beyond New Norfolk on the river Plenty, a tributary of the Derwent and which are well worth a visit. The landlord of the hotel will find him a conveyance. He can return in time for an early dinner, pay his visit to the Asylum in the afternoon, and return by train in the evening, arriving in town by 7.30 p.m. The Railway is not open as yet all the way to New Norfolk, but if you prefer to make the journey by land you can take a ticket for the whole distance at the Hobart Terminus. The train conveys the New Norfolk passengers as far as Bridgewater, where vehicles are in waiting to complete the journey. If the excursionist leaves Hobart by the Express train at 8 a.m. he will arrive at New Norfolk by 10, and have a good day before him for looking around. Then if he be equal to the heroic effort of rising next morning in time to start by the Monarch steamer, which leaves New Norfolk at 7 a.m., he will enjoy a most delightful journey down, supposing the weather to be fine. The river near the township has an exquisite charm in the early sunshine. The banks are so clearly reflected in the bright clean waters of the river, that when photographed it is very difficult to tell which is the bank, and which the reflection.

The visitor to Hobart should make a point of devoting one day to an excursion to

BROWN'S RIVER, officially known as Kingston. This lies about 10 miles south of Hobart. A coach starts every morning from the Post Office at 9 o'clock, and reaches Kingston about 10.30—It leaves for Hobart in the afternoon at 4. The chief attraction of Brown's River is a beautiful bit of coast, and a horse-shoe beach of fine firm sand, on which there are generally to be found great numbers of shells. As in the case of New Norfolk, Brown's River is a very favourite honeymoon resort. The beach with its firm sand and its low flat-topped rocks, is one of the pleasantest places for a lounge that can be fancied; and a whole day might be spent there in reading, smoking, or simply enjoying the sunshine and scenery. There is excellent hotel accommodation, and if instead of taking the public conveyance you prefer to hire a vehicle, you can leave horse and buggy at the Kingston Hotel, while you take your ramble. Not far from the beach lies a blow-hole, which is one of the objects of interest in connection with this township. In a field at no great distance from the sea, and considerably above the sea level, you come on an opening of considerable width; looking down this you see the water of the sea washing backwards and forwards, and in stormy weather sending up a shower of spray, sometimes high enough to reach the face of the spectator. But, apart from the attractions of the place itself, the mere journey to and fro is worth the day's outing. The road is as well made as any that could be found either in England or the Colonies. As a mere piece of engineering skill it is admirable, winding with gentle gradients up the sides of the lofty hills that skirt the right bank of the Derwent. Leaving the City by

the Sandy Bay road we pass through a pretty suburb, gradually descending until we reach a point where the road is very little above high water-mark. From this point the ascent is continuous for the rest of the journey, beautifully graduated, winding round the heads of gullies, and opening up views of ravines, on the land side, while on the other side the view of the estuary with its islands, promontories, and inlets, increases in extent and beauty, as the road rises, higher and higher. Not far from the highest point of the road is Mr. Moir's Shot Tower, built of the white stone so plentiful in the island. This with the owner's very pretty residence in a finely kept garden immediately adjoining the Tower, forms an object of interest and beauty which cannot fail to attract the eye of the passenger. The Tower is 176 feet high from the basement, but the fall for the molten metal within the Tower is upwards of 200 feet. After passing the Tower, the ascent continues about a mile further, and then comes a rapid but well graduated descent to the Kingston township. Visitors from Queensland and New South Wales will recognise the name of Brown's River as the place which is pre-eminent in fame for the excellence of its potatoes. Potatoes from any part of Tasmania imported into the other Colonies are generally advertised as Brown's River potatoes.

Before leaving Hobart and its immediate surroundings mention should be made of KANGAROO POINT, or BELLERIVE. This lies just across the river nearly opposite to the outer edge of the domain. Steamers start from each side every half-hour, and as the crossing occupies little more than ten minutes, a visit to this pretty little village may be made at any time and without any special preparations. The convenience of easy access renders it a favourite place of residence for persons having business establishments in town. It is also a very favourite resort for persons with young children. On the side not visible from the town there is a fine long beach of firm sand where a family of young children will find amusement all day in digging with their wooden spades. With a basket of buns and sandwiches or cold sausages, a young family will enjoy a day's holiday here at very small expense or trouble to the mother. As already mentioned it is worth while to run across to Bellerive if only for the sake of getting the grandest view of the Town and Mountain that is to be obtained at any spot known to the present writer. Within easy distance of Bellerive is MOUNT RUMNEY (1,236 feet). Following the Sorell road for about four miles we arrive at a red gate—passing through this, three roads are seen branching off in different directions. The middle one leads to Mt. Rumney. It is a bush track with a good many deviations, but the trees along the direct route have been blazed, so that there is little danger of losing your way. As the Mountain is private property it is well to obtain leave for the ascent, and, as it is used for grazing, dogs should not be brought by the visitors. The view from the top is magnificent. It includes the Wellington Range and Hobart on one side, and in another direction the eye ranges over the fine coast scenery of Pitt-

water, Storm Bay, Norfolk Bay, Tasman's and Forrestier's Peninsula and Bruny Island. It is estimated that some hundreds of miles of varied coast-line are seen from this point at one view, so deep are the indentations of the coast—so numerous the smaller islands and peninsulas—and so vast the extent of sea and land visible from the top of Mount Rumney.

CHAPTER III.

THE MAIN LINE RAILWAY AND LAUNCESTON.

Assuming that our visitor's time is uncertain, and that he is anxious to make sure of the Northern Capital before visiting the country districts, we will now suppose him taking the express train to Launceston at 8 o'clock a.m. some fine morning. The whole journey by express is accomplished in six hours. The line winds round the Domain, past Government-house, through the Royal Society's Gardens, past New Town, one of the principal suburbs of Hobart, then past O'Brien's Bridge, already mentioned; and all this time through beautiful alternations of woodland, garden, mountain, and water scenery. His first stoppage is at New Norfolk Road, about half-way to New Norfolk, where coaches meet the train to take passengers on to that township. The train now traverses the Bridgewater Causeway, already described, and speeds onwards through a cleared country to Brighton. Up to this point the course of the line has not deviated widely from that of the old coach road between Hobart and Launceston. It now strikes into an entirely new country, and for 50 miles winds in and out through the ravines of a thickly-wooded and barren mountain district; the curves are abrupt, the gradients steep. Very grand scenes open to view from time to time, but the impression conveyed to a stranger is that of a barren, stony, range of country not well adapted for profitable settlement. The next stoppage after Brighton is at CAMPANIA, chiefly important as being the nearest station to the township of Richmond. We next stop at JERUSALEM, near which there are some coal mines producing a highly bituminous coal. A long horse shoe bend, with very steep gradient, rounding a narrow valley shows a tramway at the bottom of the ravine, leading into the lateral drive, by which the coal is worked. Soon after this the traveller finds himself between the banks of a deep cutting, then comes a shrill whistle, and in another moment he is in utter darkness. He is in a long tunnel. The train going at full speed takes two minutes in passing through. It is known as the *Flat Top* tunnel—so called from the name of the hill

through which it passes. Soon after passing Flat Top we see on our left hand what looks at first glance like an extensive grass plain ; but closer notice shows it to be a deep marsh completely overgrown with rushes. It is called LAKE TIBERIAS, and like its prototype of Galilee, is enclosed by hills on every side. It is 640 acres (or one square mile in extent. Scriptural names abound in this part of the Island. We have passed Jerusalem : the township of JERICHO lies near the Lake, and the Lake is itself the source of the river Jordan, which winds through the midlands with very circuitous course, till it enters the Derwent, near Bridgewater. The next stoppage is at the *Oatlands Station*, a somewhat deceptive name, since it is in fact four miles from the township of Oatlands. Here ten minutes are allowed for refreshments. A branch line called the Parattah and Oatlands Railway now connects this station with the main line. It was opened on May 13, 1885. At ANTILL PONDS, where there is a short stoppage, we see an inn near the station, bearing the name, "Half-way House." It lies on the Main Road ; and indicates pretty nearly the exact midway between Hobart and Launceston, as measured along that road. From this point, till about the last twelve miles of our journey, the Main Road and Main Line keep close company. We have short stoppages at the pretty townships of ROSS and CAMPBELL TOWN, which lie on the Main Road ; at the Corners, a station which indicates the junction of the Main Road with the road leading to Fingal ; at the Epping Forest Station, the commencement of an extensive half-cleared woodland plain. Next, at EVANDALE, a pretty English-looking village, with an English-looking church-steeple conspicuous on the hill side—then two miles further on, at the Evandale Junction, there is a brief stoppage to allow another train to pass ; for here the Main Line joins the Launceston and Western Railway, and a train from Launceston to Deloraine is due just as the express arrives at the Junction. The Launceston and Western Railway is of older date than the Main Line. It is a broad gauge line, 5ft. 3in. between the rails, while the Main Line is on the narrow gauge, 3ft. 6in. The difficulty of running, on the same line, trains adapted to different gauges is obviated by an additional rail laid down between the two wider ones. From the Forest Station to Evandale the scenery has been rather uninteresting. It now opens out again into grandeur. The train runs along the side of a hill, and to the right the eye ranges over deep, wide cultivated vales bounded by the Ben Lomond range in the distance. The valley closes in as we near Launceston. We see the course of the North Esk marked out by a continuous line of high and thick willows, completely concealing the river. We see a large village on the hillside opposite with handsome houses, and gardens sloping down to the Esk. This is ST. LEONARDS, a favourite place of residence with the citizens of Launceston. Here the express makes its last stoppage, and then rushes across the Esk, along a series of water-meadows, and arrives at the terminus within a few minutes of 2 p.m.

Having arrived at LAUNCESTON, we take a cab and drive to the

hotel decided on. Launceston so abounds in well-conducted hotels that the visitor can hardly go wrong if he makes a random choice. The Brisbane, the International, the Club Hotel, the Launceston, the Criterion, the Cornwall, and Sutton's Coffee Palace, are all of them houses which may be relied upon as affording every comfort and attention to their guests. The Brisbane is the oldest hotel in Launceston, and is quite an Institution of the town. It is the one most patronised by the gentry from the surrounding country, and was the favourite gathering-place of the leading townsmen before the establishment of the Launceston Club. Sutton's Coffee Palace, which lies almost immediately opposite to the Brisbane, in Brisbane-street, is the newest of the large hotels, and is well worth a visit, being considered one of the "show-places" of Launceston. Brisbane-street may almost be considered as half of Launceston. It is the great street for shops and hotels. It is the street which dwells distinctly on the memory of visitors, after their recollection of the rest of the town has become hazy and indistinct. It commences from the foot of the hills, which rise abruptly on the south-west of the town, but all the parts which lie between the hills and Wellington-street (*see map of Launceston*) may be considered suburban. Wellington-street may be considered as the boundary of the city on the right hand, as you stand with your back to the Tamar. It runs at right angles to Brisbane-street. Of this last-named street and of the streets parallel to it, the general direction is North-East to South-West, but for convenience of description we will call it East and West. Beginning then with Brisbane-street at the point where it is crossed by Wellington-street, and proceeding eastward, we pass a well-appointed set of shops and a number of good hotels. The drapers' shops, the clothiers, the booksellers, are mostly in this street. Messrs. Walch have a branch establishment in Launceston, trading under the name of Walch Bros. and Birchall. Another popular book-shop is that of Messrs. Hopwood & James. In either of these a visitor may spend a pleasant half-hour, and will meet every courtesy, whether his purchase be large or small. Parallel to Wellington-street and crossing Brisbane-street are the following streets, in order as they occur during our supposed walk through Brisbane-street, eastward, viz. : Charles-street, St. John-street, George-street, and Tamar-street. At the corner of Brisbane and St. John-streets, the BANK OF AUSTRALASIA has recently erected a very handsome building, in the Italian style. In St. John-street, a few yards from Brisbane-street, another handsome building—in the same style, has recently been erected by the AUSTRALIAN WIDOWS' FUND INSURANCE SOCIETY. A little further on, at the right side of Brisbane-street, we come to a narrow street called the Quadrant, bending back into St. John-street, describing, as its name implies, a quarter of a circle. At the corner of the Quadrant, where it joins Brisbane-street, the MUTUAL ASSURANCE SOCIETY OF VICTORIA have erected a splendid set of offices at a cost of £8,000. A little further on, and still on the right-hand side, we pass the LAUNCESTON CLUB. The regulations of this Club with

regard to honorary members are similar to those of the Clubs in Hobart. We next come to the Coffee Palace already named, nearly opposite to which, on the left-hand side of the street, is the pleasant old-fashioned Brisbane hotel, reminding us by its appearance and arrangements of an English country town inn of the old coaching days. We now come to the junction of Brisbane and George-streets and, diverging a few steps into the last-named street, we find the newly-erected ACADEMY OF MUSIC, calculated to hold 1,000 persons, and fitted to the most modern style. This is likely to prove a great accommodation to the Launceston community for they have hitherto felt the want of a good public room. Proceeding still eastward, along the right-hand side of Brisbane-street, we pass the Club Hotel, the principal coaching-house of Launceston some quarter of a century ago, and still deservedly popular as an hotel. It stands somewhat back from the street, and is pleasingly shaded by willows and acacias. A little further on we come to the MASONIC HALL, a handsome edifice, admirably adapted by its internal arrangements to all purposes of Freemasonry, and having on its ground floor a fine room, available for concerts, balls, or public meetings. We now cross Tamar-street and, continuing our course along Brisbane-street, we have on our right a series of handsome villas on the slope of the hill, and on our left the railings of a pretty park, which on a hot and bright day creates a longing for the enjoyment of its shaded walks and cool lawns. Skirting the palings, we come to a small gate by which we enter the park, descending a few steps into a shaded walk. We are now in the TOWN PARK OF LAUNCESTON, and can spend a very pleasant half-hour here strolling through the shrubberies, or over the well-kept lawns, and occasionally resting on one of the comfortable seats with which the walks abound. The Park is quadrangular, and can be entered on each of its sides. It has, however, only one entrance for vehicles. We have entered by the side entrance from Brisbane-street. If we went out by the similar entrance on the opposite side of the park we should find ourselves exactly facing the Main Line Railway Station. We will, however, go out by the main entrance, near which, and in the Park, is a building called the Pavilion. It is much used for concerts and other public entertainments, and near the Pavilion a space has been railed off for a collection of birds and beasts. Leaving the Park then by the large iron gates which close the main entrance at night, we find ourselves in Tamar-street, and immediately opposite to the gates we enter Cameron-street, one of those which run parallel to Brisbane-street. Proceeding along Cameron-street we find near its junction with George-street and on our right-hand side THE COLLEGIATE SCHOOL, of which Mr. T. Hogg is head-master. Then comes TRINITY CHURCH, a very simple unpretentious building with pointed roof, but without tower or transepts. A little further on St. John-street crosses Cameron-street at right angles, and at the corner, facing both streets, is the Launceston TOWN HALL, a large stuccoed building with a Grecian portico. Facing the southern side of the Town Hall, at the

opposite corner of the junction of St. John-street and Cameron-street, is THE MECHANICS' INSTITUTE. Here the visitor will find an excellent reading-room, to which he may have free access by simply giving his name to the Librarian. He will find the leading English magazines and a good choice of English as well as Colonial Newspapers. There is likewise an excellent library in connection with the Institute; but subscribers alone can have the benefit of this. The newspaper room is adorned with portraits of the successive Mayors of Launceston; and the magazine room, opening out of the other, has portraits of all the Governors of Tasmania. Over the library and reading room is a large room containing a fine organ. This room is much used for concerts and other public entertainments. It contains life-size paintings in oil of the Queen, of the Prince and Princess of Wales, and of Prince Alfred. These were painted by Mr. Dowling, a native of Launceston, who made himself a name in England as an artist of merit. He died there last year (1886). A large painting of a group of Tasmanian aboriginals, which hangs in the reading room, is the work of the same artist. This picture is the more interesting from the fact that the race is extinct, and that all the figures of the group are actual portraits. Turning into St. John-street past the Mechanics' Institute, we see on the opposite side of the road a large brick building with several entrances. Its principal face is towards St. John-street; but it has another face in Patterson-street, a street running parallel to Cameron-street and Brisbane-street, midway between the two. This building contains the PUBLIC OFFICES of Government Departments, the TELEGRAPH OFFICE and THE POST OFFICE. The latter faces Patterson-street, and has a covered way, as a shelter from rain, to persons posting letters or making enquiries; but the present Post Office will soon be superseded by a splendid building in the Queen Anne style of architecture, which is now (1887) in course of erection at that corner of St. John's and Cameron streets which directly faces the Town Hall. At the corner of St. John and Patterson-streets, diagonally opposite to the present Post Office, is a very ugly but somewhat pretentious ecclesiastical building. This is ST. ANDREW'S PRESBYTERIAN CHURCH. Turning now into Patterson-street and proceeding westward, we see on our right-hand a very pretty WESLEYAN CHURCH, with a graceful spire. It is built of red terra-cotta bricks, with stone facings. In the same street we find the offices of the two daily newspapers, the *Launceston Examiner* and the *Telegraph*, and a good way further on we come to the INVALID DEPÔT, a Government institution in which a number of aged and infirm persons are supported at the public expense. Attached to the Depôt is a large pleasure ground in which open air concerts are given in the summer months. In the grounds of the Depôt is a well-kept bowling-green, appropriated to the use of the LAUNCESTON BOWLING CLUB. Proceeding still along Patterson-street we come in sight of a graceful iron bridge thrown across the mouth of the South Esk which runs into the Tamar. In front of us

rises a steep rocky hill with large quarries of a dark iron-stone. This is called the Cataract Hill. Through a narrow gorge of it rushes the South Esk River. This gorge is of the nature of one of those canyons of the Rocky Mountains about which we read so much in American literature. It is a colossal rift between opposing cliffs of black volcanic rock. It is shut in by basaltic rocks, rising on the south side to a height of about 500 feet. Half-a-mile up the gorge is a transverse barrier of rock which forms the CATARACT. Above this is a large pool called the First Basin, and still further up are Second and Third Basins, all of volcanic origin. A new pathway has recently been constructed by the Municipal Council along the right bank of the South Esk, as far as the First Basin. This track is already considered one of the lions of Launceston, affording as it does an easy access to a spot whence a grand view is obtained of the romantic scenery of the gorge combined with the view of the city lying on the side of the hills, which face us in our present position; for Launceston is shut in on all sides by hills, and the greater part of the town is built on the slopes of those hills. If our tourist refers to his map he will see that the streets through which we have conducted him are Brisbane-street (the main artery of the town) and certain other streets lying between Brisbane-street and the water. These all lie on the flat ground intervening between the foot of the hills and the Tamar, and form the most important part of the town as far as its business is concerned, but the larger area of the town lies on the hill-sides, overlooking these flats. Thus the streets parallel to Brisbane-street on the eastern side, viz.: York-street, Elizabeth-street, Frederick-street, Canning-street, and others of a more suburban character, run up, on their eastern end, towards the top of the Windmill Hill, with excessively steep gradients, while those already mentioned, at right angles to the above, also finish in very steep inclines on the face of another portion of the curved range which encloses the town. Descending the track from the basin, and guided by the position of the shipping, we have little difficulty in finding our way to the LANDING WHARF. This lies at the mouth of the North Esk. It is not accessible to ships of deep draught, except at high tide, and it thus happens that the Steam Navigation Company's vessels have sometimes to lie a few yards down the Tamar, on their arrival, and to land their passengers by means of boats. The Launceston Office of the Steam Navigation Company lies in Lower George-street, leading from William-street to the open space by the Wharf. Proceeding from the Landing Wharf towards the bridge which connects Tamar-street with the Invermay-road (see map), we come to the SMELTING WORKS of the Mount Bischoff Tin Mining Company. Application to the Manager will generally procure admission. The ore is brought hither from the mines. It comes in bags by steamer from Emu Bay, looking like black coarse sand. It comes from the furnace in ingots, looking like solid silver. It is interesting to think how much these splendid ingots are daily adding to the wealth and prosperity of the colony. Our course has now brought us to the bridge above men-

tioned. Just beyond the bridge on the Invermay-road lies the Terminus of the Launceston and Western Railway. Instead of crossing the bridge, let us turn to our right up Tamar-street, then to our left along Cimitiere-street, and we shall soon find ourselves at the Gas Works and also at the Terminus of the Main Line Railway, and opposite to the lower side of the Town Park. An entrance gate to the Park faces the Terminus. Let us go through this and across the Park. We find ourselves again in the upper part of Brisbane-street, with a high slope on our right hand and with large handsome villas and well-kept gardens on the side of it. Several of the wealthier of the citizens of Launceston live in these houses. Following the street up hill, avoiding the branch which leads off on the left hand into the country, and which is known as the Elphin-road, we pass another set of handsome villas with spacious gardens on our left. We are now on the plateau of WINDMILL HILL, as it is called, where we get splendid views of the Tamar, the valley of the North Esk, and of a large portion of the town. The hill has several new streets marked out on it, and many new houses scattered here and there about it. Keeping to the edge of this hill which skirts the town, we come to Victoria-square, really a half-square, with two terraces of good dwelling house, whence we descend very abruptly into York-street, the next large street parallel to Brisbane-street. It crosses George-street, St. John-street, Charles-street, and Wellington-street, and runs on into the suburbs. If we turn up St. John-street we come to an ornamental enclosure, somewhat similar to the Franklin-square of Hobart. It is called PRINCE'S SQUARE. It is prettily planted, and has seats and fountains; it faces on four streets. A little further up is ST. JOHN'S CHURCH, the oldest church in Launceston, and the oldest in the colony, now that the original St. David's, of Hobart, has been pulled down. St. John's has no architectural beauty, but its internal arrangements are good and pleasing, and it is a church to which people become much attached. The minister of it was for many years the Rev. Canon Brownrigg, an able preacher, and an earnest zealous clergyman. He has recently had to resign owing to ill-health. As in Hobart, so in Launceston, all the principal denominations are well represented. Besides St. John's Church there is Trinity Church, already mentioned, in which Archdeacon Hales officiates, ST. PAUL'S CHURCH, Frankland-street, a graceful little wooden church, tastefully but simply decorated. The Rev. A. Barkway is the incumbent of it. These are Church of England churches. The Presbyterians have St. ANDREW'S, already mentioned, of which the Rev. J. Lyle is minister; the CHALMERS FREE CHURCH, at the corner of St. John and Frederick streets, facing the Prince's-square. Of this the Rev. J. Lindsay is minister. The Roman Catholics have a church at the end of Elizabeth-street, near the foot of the Cataract Hill. Services are performed by the Rev. Dean Beechinor and the Rev. P. Gleeson. The Congregationalists have two chapels, one in Frederick-street, facing the Prince's-square, whose minister is the Rev. W. Law, and the other in Tamar-street, near the gate of the Town Park. The Rev. Charles

Price is the minister of this. He has been long known in Launceston for his connection with the school adjoining his chapel, and for his lectures and instructive illustrations at the Mechanics' Institute. The Wesleyans have two places of worship, one the handsome terra-cotta building in Patterson-street already mentioned, the other a chapel in Margaret-street, where afternoon services are held on Sundays. The Baptists have a fine chapel in William-street, which they designate as the TABERNACLE; and unconnected with any particular denomination is the MISSION CHURCH, in Wellington-street, erected at the cost of Mrs. Reed, a wealthy and philanthropic widow lady. It has an illuminated clock, which chimes the half-hours. Ministers of different evangelical denominations officiate here. The Primitive Methodists have a chapel in Frederick-street.

Amongst the Institutions of Launceston mention should be made of the HOSPITAL. It is in a high and healthy situation in Upper Charles-street. Least of all must we forget the CHURCH OF ENGLAND GRAMMAR SCHOOL, founded at the same time as the Hutchins School, Hobart, and with the same object, viz., that of providing a good Grammar School education to the youth of Tasmania. Under the management of its late Head-Master, the Rev. W. H. Savigny, M.A., it attained a high and well-merited reputation. It stands at the corner of Elizabeth-street and George-street. The present Head-Master is the Rev. A. H. Champion, B.A. The High School in Prince's-square, established about 3 years ago, has obtained a rapid success under the management of Mr. E. A. Nathan, M.A., formerly Second Master of the Grammar School. Our tourist should also pay a visit to the PRESENTATION CONVENT, which is near the Roman Catholic Cathedral. Here, as in the corresponding institution in Hobart, the nuns devote themselves to the work of education, and are at all times pleased to conduct through their class-rooms any visitor who comes properly introduced.

Mention has been made of the Elphin-road as one of the continuations of Brisbane-street. In the rapid increase of Launceston, which has taken place within the last few years, so many building sites have been taken up on the Elphin-road, that it may now be considered as a suburban street. Going out of town by this road, about a quarter of a mile, we find a turning to our left, which leads to the LAUNCESTON CRICKET GROUND, originally the racecourse, of one mile in circuit. This deserves a visit. It is a well-kept ground, with a good pavilion for spectators, and, if our visit takes place during the cricket season, we are pretty sure to see some good play, since Tasmania fully participates in the wonderful progress which the Australian colonies have made in cricket during the last ten years. A little further along the Elphin-road we come to a street marked New-street on the maps, running off to our right, and immediately beyond the junction of this street with the Elphin-road is a fine collegiate building, THE METHODIST LADIES' COLLEGE, opened in the beginning of 1886, with a splendid teaching staff of University men and lady graduates. Then follows a turn to the left,

LAUNCESTON

SCALE: 16 CHAINS TO AN INCH.
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marked in the map as Goderich-street, but containing very few houses. Going down the road, we find on our left the CHURCH OF ENGLAND BURIAL GROUND. It is well laid out and nicely planted. The Roman Catholics have a burial ground on the slope of the Cataract Hill. The Presbyterians have one on the Windmill Hill; this ground is rather remarkable for the costliness of some of its monuments. The Jews have a little burial ground at Invermay, and there is one large burial ground, open to all denominations, and designated THE CEMETERY. It is situated near the Hospital.

INVERMAY, mentioned above, is a suburb on the country side of the North Esk. The Invermay-road is a continuation of Tamar-street and connected with it by a bridge over the Esk. On the right hand side going out of town is a Government reserve designated Invermay Park. It is the exercising ground of the volunteers, and contains the rifle-butts. Several good country residences with large gardens are to be found further on along the Invermay-road.

At the opposite end of the town and on the country side of the South Esk, is the pretty and rapidly increasing suburb of TREVALLYN. The way to it is across the iron girder bridge, already mentioned as spanning the South Esk just above the point where it joins the Tamar. The winding and gradually ascending road, which commences at the opposite end of the bridge and leads through the suburb, is a favorite promenade of the citizens, especially on summer afternoons. A fine view of the town is obtained from any part of Trevallyn.



CHAPTER IV.

VICINITY OF LAUNCESTON.—BEACONSFIELD AND LEFROY.— LAUNCESTON AND WESTERN RAILWAY.

HAVING visited the objects most worthy of interest in the town and the immediate suburbs, let us take a cab and drive out on the Elphin-road to Goderich-street, past the Church of England Burial Ground, across the Railway, across the Esk, by Hobler's Bridge, and then along a pleasant country road, with hawthorn hedges, as in England. The portion of country we are now traversing is called PATTERSON'S PLAINS. A little way off to the left lie the WAVERLEY WOOLLEN MILLS, well worth a visit. A drive of about four miles along this road, brings us to the village of ST. LEONARD'S—a delightful spot for residence and one which combines the advantages of town and country, for it is the nearest Railway Station to Launceston, and it has the benefit of all the trains of the Launceston and Western.

line as well as of all those which run on the Main Line. Many business men of Launceston have their residence here. Some of the houses are very handsome, and well-appointed in every way, with gardens sloping to the banks of the North Esk. Here, and for several miles, the Esk is so concealed by willows, that it gives the impression of a mere dividing ditch, till we penetrate the screen and find a fine channel of 80 or 90 feet wide carrying an ample volume of limpid water. If we are lucky enough to be able to borrow a boat we can enjoy a pull of some miles under the willows, and very enjoyable indeed it is on a summer day. Three miles further on we come to the romantic gorge of CORRA LINN, through which the North Esk rushes in a series of cataracts amid perpendicular rocks, the crevices of which are filled with rich green vegetation. A wooden bridge spans the gorge and furnishes a good position from which to view the rush of the water. In all pictorial illustrations of Tasmania, photographic or other, Corra Linn occupies a conspicuous place.

THE PUNCH BOWL, facing Patterson's Plains, at the back of "Penquite," is a favourite pleasure resort. It is a pool lying at the foot of a cleft in a greenstone precipice, and about 50 feet below the edges of the cliffs, which form an amphitheatre about it. The variety of foliage and wild flowers surrounding it add greatly to its attractions. It may be reached by following High-street over the Windmill Hill, to the Hobart-road, where a gate on the left-hand admits to a private road which passes close to it.

The CATARACT on the South Esk has already been mentioned; and we have supposed our tourist to be paying a visit to it by way of the new Esplanade leading up to the First Basin. It is well worth while to visit it also by means of a boat, which can be hired at the wharves. Pulling up the stream beneath the graceful iron bridge, we find ourselves between lofty rocks rising almost vertically from the river bed. Beneath the cliff on the left is a line of shutes to convey water to an overshot mill below the bridge. The leakage produces clouds of spray which refract the sun's light, and brighten up the bare brown rock with rainbow tints. Landing on the right-hand bank, just below the rapids, and at the foot of a rock known as the Picnic rock, we can gain access by a scramble up the precipice to the First Basin, which we have already had the chance of visiting by the easier approach of the new Esplanade. It is a sheet of water lying in the midst of steep high hills crowned with wood. Its elevation above the Tamar is about 40 feet. Grand hills surround us, and through the gorge by which we have arrived, we see the iron bridge, and the northern end of the town beyond.

THE SECOND BASIN is comparatively little visited, though it lies only three or four miles out of town; it requires a rough scramble to reach it, but it well repays the trouble. The water lies smooth and placid between lofty banks, but issues foaming over rocky channels round the sides of an island of some acres in extent, formed apparently by the detritus brought down by the torrents from above. There is also a Third Basin: it is more difficult of access than the

Second, and few excursionists have the perseverance to reach it. It is most readily reached by way of Pitcher's Hotel on the Westbury Road : the distance is about seven miles.

BEACONSFIELD AND LEFROY.

While in Launceston, the opportunity is favourable for a visit to the two interesting goldfields of Beaconsfield and Lefroy. Though they are not in the immediate vicinity of Launceston, access to them is easy either by land or water. They lie on opposite sides of the Tamar, and each of them is about 28 miles from Launceston by road. We will suppose that we take the land route to Beaconsfield. A coach runs daily thither from Launceston. Driving down towards the Cataract Hill, we cross the South Esk by the iron bridge, and, diverging to the right where the road divides, we keep along the West Tamar-road, enjoying many pleasing river views. Twelve miles down, where the river opens out into the beautiful lake Windermere, we arrive at Rosevears Point, the place of departure for ocean mails arriving from distant parts of Tasmania. Near this is a massive pile of rocks known as Brady's Look-Out, so named from having been the hiding-place and watch-tower of Brady, a notorious bushranger, who infested this district in the third decade of the present century. The interest of the journey is maintained by the beauty of the scenery on both sides of the road. On the right-hand side we are almost continuously in sight of the Tamar, and on the left the country is varied and generally open, but closed in the distance by mountains. We arrive at BEACONSFIELD, after a journey long enough to be pleasant, and not long enough to be tedious. We are now in the town which ranks next after Hobart and Launceston in population and importance. Its growth is of recent date, and is due mainly to the remarkable productiveness of the Tasmania Mine, which is at the present moment probably the richest gold mine in the Australian colonies. If we have come furnished with an order of admission from Mr. R. H. Price, of Launceston, who is the legal manager, we can visit it, descending the main shaft, and going through the principal adits, after arraying ourselves in such overgarments as shall prevent our own clothes from being utterly destroyed by the wet and clay. The Tasmania is not the only mine in the Beaconsfield district, though far the most profitable, the output being constant and almost unvarying, and the fortunate shareholders getting their dividends monthly. But there are other mines in and about the town, and notably the Florence Nightingale, which pays dividends spasmodically, when the miners are fortunate enough to strike a rich reef ; but which has had great difficulties to contend with, owing to the influx of water. It is worth while to stay one night at Beaconsfield, and there is no difficulty in finding a good inn. The town consists of one long street about a mile and a-half in length, with several cross streets. It has churches, banks, insurance agencies, hotels, and everything essential to a well-organised community. The valuable reef which led to the formation of the Tasmanian Mining Company was discovered in 1877 by Mr William

Dally, who unfortunately parted with his interest in the mine before it had fully developed its wealth. Beaconsfield lies about two miles inland from the head of an inlet of the Tamar, where there is a jetty for landing goods and passengers. It has sprung up in the neighbourhood of York Town, historically the first spot settled in the north of Tasmania. Supposing that, instead of returning to Launceston as we came, we decide to cross the Tamar, and go home by the other bank, paying a visit to the important goldfield of Lefroy on our way. To do this we must cross to George Town, a distance of eight miles from the jetty, in one of the river steamers. We then have a coach journey of eleven miles to LEFROY, a small town, which has fallen off in population and prosperity during the last four or five years, owing to the comparative exhaustion of the mines. It received its present name during the period of Sir Henry Lefroy's short, but very popular government in 1881. Up to the time when he visited this gold-field it had been known as Nine-mile Springs. The Native Youth Mine, the New Chum, and the West Chum were at one time highly productive, and seemed to promise a prosperous future to the little township which sprung up around them, though the Native Youth has ceased to pay its expenses. It is of all mines in the colony about the best worth visiting. It is a typical mine above all others. Close by the office of the company, and on a level with the wall of the office, is a batten gate, carefully fastened, and just behind this is a square hole in the ground, utterly black as you look into it. There is nothing to show whether it be 10 feet deep or 1,000 feet. The courteous manager having granted permission for a visit, and lent us the coarse mining garb which we gladly don on such occasions, and placed a tallow candle in the hand of each of us, opens the gate aforementioned and accompanies us, or sends a guide to accompany us, as we enter a cage or lift that has been elevated to the mouth of the chasm. We descend 200 feet in utter blackness. Here we reach the first level, and the cage halts in its descent; we step out and light our candles. We step forth into a tunnel just lofty enough to enable us to walk upright. The rocky sides of the tunnel, or adit, as it is called, are dripping with water. We walk in slush, and sometimes in an actual stream of water. At one part we catch a breath of the outer atmosphere, which comes down a shaft constructed for the purpose of conveying fresh air to the working levels. We walk about a quarter of a mile, or it may be more, and find a few tributers, probably Chinese, working at the end of the tunnel, and opening it a little further through the rock. We return to the lift, and down again another 200 feet to a deeper level, where we walk half-a-mile, or what seems about that distance, through a winding tunnel, with several offsets and stopes. We probably find some men working here, and it is with something like a feeling of horror that we think there may be others working 200 feet lower down beneath our feet: but we have no chance of seeing them: our guide advises us not to venture on the 600 feet level. We enter the lift and are drawn up to the surface, having obtained quite new ideas of the character of a gold-mine, and

of the life of the workers in one. We enquire, perhaps, where is the ventilation shaft which we noticed on our underground journey? A brick tower is pointed out to us on the other side of the large reservoir, which supplies the town with water. We have walked right under the bottom of the lagoon while going through the upper level. Apart from our supposed visit to the Native Youth Mine, a day may well be spent at Lefroy. The claims are numerous, and though the prosperity of the place is at a low ebb just now, it is at least likely that rich reefs may again be found in a region so replete with gold-bearing quartz as this. There are good hotels in the town, and, at the table d'hôte of any of these much interesting information may be gathered respecting the Tasmanian gold-fields. There is fine crushing machinery in connection with the Native Youth Mine, and several of the other claims send their quartz to be crushed there. The Pyrites works are also well worth a visit. They are used for the extraction of gold from quartz which resists the ordinary crushing processes.

We now take the coach again for Launceston, and drive thitherward by the George Town road, which runs along the right bank of the river, the opposite bank from that by which we went to Beaconsfield. For the first half of our journey we are mostly out of sight of the river; for the latter half we have it almost continuously in sight. About 10 miles from Launceston we pass a pretty house and grounds known as Rostella. About five miles further on we are on the crest of a hill whence the road descends nearly all the way to Launceston, and from this point we get beautiful views of the town lying on the sides of the Windmill-hill and Sandhill, which at this distance seem like one. Few cities in the world are more beautifully situated than Hobart and Launceston, and of the two the situation of Launceston is the more striking, since the eye takes it in at once. Whether we view it from the top of the Sandhill, where we look down upon it, or from the river, where we get the full frontage, or from the roads on the river side, where we get a slightly oblique view, the situation presents marked charms, and the first sight of Launceston is one which dwells in the memory for life,—“A thing of beauty” and “a joy for ever.”

The LAUNCESTON AND WESTERN RAILWAY is as fine a piece of engineering work as can easily be found. Few lines are better constructed, and there are few on which the traction is easier or pleasanter. Unfortunately, it was constructed on too ambitious a scale. A $5\frac{1}{2}$ gauge was employed where the narrow gauge of $3\frac{1}{2}$ feet would have answered every purpose. The expense was beyond all expectation, and quite beyond any amount which the colony was justified in expending at the period of extreme depression when the line was constructed, 1864-7. Some notion of the engineering difficulties to be overcome or evaded may be gathered from the circumstance, that, though Deloraine is only 30 miles from Launceston by coach road, the distance by rail is 45, so great is the bend which the line makes to avoid the hills which shut in the town

on its southern side. It must be said, however, that the public got an excellent article for their money. The Launceston terminus lies on the north side of the Esk, just beyond the bridge, which connects Tamar street with the Invermay road, and joins the main line immediately on the other side of the river. It has been explained that the Main Line and the Western Line coalesce from Launceston to the Evandale Junction; the difference of gauge being overcome by the contrivance of an inner rail to meet the requirements of the Main Line carriages, and of the extension to Formby. We will assume that our object is to visit some of the most prominent of the principal townships on the route from Launceston to Deloraine. We will accordingly omit mention of the minor and less important stations. The first station after the Evandale Junction is PERTH, a quiet country village, with school, churches, and one good hotel. The next station is LONGFORD. This is the most interesting and the largest of the older country townships; and well deserves the rest of our day at least. There is excellent hotel accommodation, but if it has been our good fortune to bring an introduction to any of the gentry resident in or about Longford, the probability is that we shall not need to go to any hotel, and that we shall not get away or wish to get away till we have spent two or three days in the place, for a kindlier and more hospitable set of people can hardly be found. Several of the oldest families in the colony reside in this neighbourhood, and from an early period in the present century Longford has been the centre of a very important pastoral and agricultural district. The Longford Stock Show, which takes place annually in October, is famed throughout Australia, and brings purchasers from all the other colonies. An annual regatta takes place here, and Longford is the only town in the colony, except Hobart and Launceston, where cabs ply for hire. The most conspicuous and noteworthy building is the Anglican church, which is situated in an enclosure of 10 acres. The church is large and well built. It has a clock tower which has never been finished. The clock was the gift of William IV., King of England. There is an elegant stained-glass window over the altar. With the exception of St. David's Cathedral, this is the largest Anglican church in the island. The grounds about it are beautifully planted, and kept in admirable order. In the rear of the church is a stone, marking the grave of the mother of the first child of European parents born in Tasmania. Amongst the fine properties in the neighbourhood, Woolmers, Panshanger, Brickendon and Entally, may be considered historical in the annals of the Colony. About eight miles from Longford we pass a station bearing the name of Bishopsbourne. Near this lies the Bishopsbourne estate, which constitutes the principal portion of the endowments of Christ's College. The work of the College was originally carried on in certain buildings on the estate which had not been specially constructed for Collegiate purposes. The expenses of the institution exceeded the revenues, and, after about 10 years of active existence, it was deemed desirable to suspend the work of the College, and to nurse its revenues. The

College was closed at the end of the year 1856. It is rather a strange coincidence that the High School was re-opened early in 1857, after having been closed for two or three years, and that on the arrival of the new Rector, the Rev. R. D. Poulett-Harris, the remnant of the Christ's College students mostly joined the High School. The resuscitation of the High School coincided with the closing of the College, and 28 years later the resuscitation of the College has involved the absorption of the High School. The next station which merits a stoppage is HAGLEY. It is a pretty little village, deriving its chief interest from the neighbourhood of the magnificent Quamby estate, formerly the property of Sir Richard Dry. The beautiful little Gothic church on the hill with its parsonage was built mainly at his expense, and was endowed by him with three farms and a glebe of eleven acres. His remains lie under the Chancel. A tablet records as follows—"This Chancel—beneath which repose the remains of Sir Richard Dry, Knight, first Speaker of the House of Assembly, at the time of his decease, Premier of Tasmania, and founder of this church—was erected by his fellow-colonists as a permanent memorial of their affection and regard." The Chancel is the finest in the colony—the pavement is of encaustic tiles. The east window, portraying in stained glass the Crucifixion of our Lord, was the gift of Lady Dry, who also gave two fine oil paintings—copies of Italian masters—which occupy panels on the north and south walls. The church is a perfect architectural gem. Four miles further on is the scattered township of WESTBURY. The surrounding country presents a grand appearance, the western tiers forming the background of the picture—Quamby Bluff, an isolated mountain, standing forward like an outpost of the lofty range. There are two fine churches in Westbury, belonging respectively to the Anglican and Roman Catholic Communions. The latter is an especially fine building. It is situated in beautiful grounds, of 5½ acres in extent, laid out, planted, and carefully tended by the Ven. Archdeacon Hogan, who for 36 years has been the incumbent of this church. From Westbury the train passes the large grazing farms of the Field and Martin families, the latter giving its name to the hamlet of Exton, beyond which the land is divided into smaller estates, and we soon arrive at DELORAINE, the original terminus of the line.

This township is prettily situated on the Meander, the buildings of the town occupying both sides of the river, which is crossed by a substantial bridge. The town lies high, and from some parts of it, especially from the Anglican Church of St. Mark, a very fine view is obtained of a rich grazing country, shut in by mountains, prominent amongst which are two that are known as Gog and Magog. They are separated by a mighty gorge, through which run the waters of the Meander. If our visitor be an angler he may spend a few days in this neighborhood, fishing for the delicious grayling or cucumber-fish, rather absurdly designated "the herring," in this and some other parts of the colony. A licence is required, and the fish are

very abundant in the Meander. Anyone who takes an interest in racing will do well to obtain permission to visit Mr. John Field's estate of Calstock, and his stud farm ; and all who are interested in natural phenomena will be anxious to pay a visit to the wonderful limestone caves of CHUDLEIGH. The distance of this little township from Deloraine is 10 miles. It can be reached by a mail coach, which starts on the arrival of the first train from Launceston. The caves lie some six miles from the township ; and to reach them the tourist has to hire horses at the inn. He must provide himself with candles and matches. He will do well to take a flask of brandy with him, for he will have in some places to wade through water of icy coldness ; and it will be well for him also to array himself in the oldest suit of clothes he has got, taking a change to put on after issuing from the cave, for he is sure to come thence wet, cold, and muddy. There are two sets of caves—the “Old Caves,” so called because they were the first to be explored, and the “New Caves,” which are those most frequently visited, as being more accessible than the others. The following description of the “New Caves” is given by West in his “History of Tasmania” :—

“The entrance of the principal cave, which is considerably more than two miles in length, is in the limestone rock, at the upper extremity of a narrow ravine, down which flows the stream which issues from the mouth of the cave and extends throughout its whole length. The opening is 30 feet high and 50 or 60 in width. At a considerable distance from the entrance light is admitted by two openings in the roof, the only ones throughout the whole extent of the cave, and when they are passed the full beauty of the scene breaks upon the view of the visitor. Stalactites of every form hang like icicles from the roof, some presenting the appearance of inverted cones, others that of glistening semi-transparent tubes, about the thickness of a pipe stem, and several yards in length. In some parts the stalactites, meeting with their opposite stalagmites, form pillars, in appearance supporting a roof of immense height. In other places they assume the form of elegant and flowing drapery thrown over the huge rocks which project from the sides of the cavern. The fringes of this drapery when struck by any hard substance, give forth a ringing sound and every variety of note, high or low, according to their respective length. The floor is covered with stalagmites of every form, and sparkles as if paved with diamonds. If the visitor extinguish his torch, myriads of glowworms are seen to cover the roof and walls, emitting a faint blue light, and making the stalactites appear like spectres in the gloom. As the spectator proceeds new objects of wonder appear. In some places the stalactites, shooting out into all directions into innumerable small fibres, appear like fur-work along the roof ; in others like masses of elegant drapery, extending, fold above fold, to the height of 30 or 40 feet, from the floor to the roof. Near the entrance of the cave they are of a gray or brownish colour, but in the interior they are of a pure white. There are several chambers—some of great beauty—which branch off from the main passage and have been formed by the rivulet which passes through the cave.”

Such is a description of the caves as they were before they had become one of the recognised show-places of Tasmania. We find now, on visiting them, that the devastation of curiosity collectors has been at work, and that the stalactites are sadly broken and mutilated. The mischief effected, however, is not permanent. Every drop of the water which is incessantly dripping from the roof carries with it

some particles of lime, which harden at the end of a stalactite, or goes to form a stalagmite, rising from the floor. Hence if the caves were closed to visitors for a few years, nature would repair all the devastations, and they would ere long be as lovely and as wonderful as they appeared to the first explorer.

We have now brought our tourist to Deloraine and its surroundings; and we might take him on to the Mersey by the extension of the line which was opened to Formby on the coast at the beginning of 1885: We prefer, however, to leave that new line until we have visited the coast by a different route; and so returning to Launceston by rail, we make our preparations for a run down the Tamar and along the North-west coast by one of the steamers which ply between Launceston and Circular Head.

CHAPTER V.

RIVER TAMAR, NORTH-WEST COAST, AND MOUNT BISCHOFF.

The first four chapters of this book have suggested to the tourist pleasant occupation for about three weeks, supposing him wishful to see without rush and hurry what is best worth seeing in Tasmania. If he now finds that he has sufficient time to extend his excursions beyond the immediate vicinity of the Southern and Northern capitals, as Hobart and Launceston are respectively designated, he ought to make acquaintance with the North-West Coast. For many years past the County of Devon has been the most flourishing part of Tasmania, and the one in which there has been the greatest increase of population and the greatest spread of cultivation. Long before the tin discoveries had so immensely enhanced the value of property in this part of the island, the North-West was known as the part to which population was gradually though slowly converging, while many of the older settled districts were in a state of gradual decay. From the time when this region became the scene of important mining operations its own importance and prosperity has enormously increased.

A very pleasant mode of visiting the North-West Coast will be by taking the steamer *Devon* to Circular Head and returning by the road, diverging on the way back to pay a visit to Mount Bischoff. The *Devon* belongs to a company called the Launceston and North-West Coast Steam Navigation Company. It leaves Launceston every Tuesday morning. The hour of leaving depends somewhat on the state of the tide, but is advertised in the daily papers. A run down the Tamar is always interesting on a fine day. Even if our visitor has arrived

from Melbourne direct, and has consequently seen the river once already, he will find that the journey down will be very far from exhausting the charms of the Tamar. The scenery all the way is lovely. We pass in the first few miles a number of pleasantly-situated residences with extensive gardens and shrubberies. The very abrupt bends of the river produce all the charm which arises from a frequent change of the points of view. Then, as we go on, the river expands into wide reaches dotted with islands, and opening into lovely bays. We often, as in the Derwent, seem to be in a lake shut in at each end. The course lies between wooded hills. Now and then we catch sight of the George Town road, and of some inn or other house on the roadside. In some parts where the river widens out we see with surprise the extent of circuitous sweep which the steamer must make in order to keep the channel, and the closeness of the channel to one or other of the banks. About four miles down we pass Stephenson's Bend. Here the annual regatta is held, and on that occasion the hill-side on the right bank is lined with spectators and presents a brilliant aspect of animation and enjoyment. The regatta is the one holiday of the year in which, above all others, whole families take part. Tents are pitched on the hillside and picnic parties are organised; and if the weather is fine, as generally happens, a bright and happy memory of the event dwells during the ensuing year on the mind of all who have taken part in the innocent and healthful pleasures of the day. A little further on we arrive at Pig Island, noticeable for nothing but its name, which might have been more euphoniously chosen. We next come to Gardener's Point, whence the first view of Launceston is obtained by vessels coming up the river. Some way further on we find on our right hand, the pretty country house Rostella, mentioned above, page 31, lying on a narrow bend which opens out into a wide lagoon, that looks as if it were completely land-locked. It is very shallow, but has a good navigable channel close to the left bank. As we issue from this lagoon we come in sight of Windermere on the right bank, with its pretty little Church and Parsonage, opposite to which is Rosevears, noticeable for a large handsome hotel and jetty. The river at this part is comparatively narrow, till we come to "Gravelly Beach" near which is a small hamlet prettily situated. Here again the river widens into a lagoon, till we come to Swan Point and Egg Island about 3 miles further on. Now the lake narrows again to a river, and we soon arrive at Whirlpool Reach, a somewhat dangerous portion of the stream. The water seems to be always boiling and eddying, and there are some obstructions to the navigation which have been partly removed by blasting. Steamers can always keep a safe course through the Reach, but casualties have occurred to the small sailing vessels which trade along the coast and up the river. Here the pretty village of Sidmouth with its Church and Manse comes in view on the left bank. Then the course of the stream is divided by Redmond Island, and passing it we come to a part known as the Rapids. Here the river is narrow and the current strong. After passing the Rapids we

find ourselves in a fine lake of some miles in length. Across the further end lies what looks like a promontory jutting out from the left bank, but which is in fact an island with a very narrow channel by the left bank and a fine navigable channel on the right. This is Middle Island. It is said to be richer in beautiful wild flowers than any other part of Tasmania. It is the Quarantine Station for imported cattle. Just below it on the left bank we see the Ilfracombe Smelting Works. There is a large amount of iron in this neighbourhood, which has been worked to some extent, but not with profit. The Lempriere Iron Works, established here, collapsed some years ago with heavy loss to the shareholders. Five miles further on we pass Garden Island on the left, and arrive at George Town on the right bank. Here the *Devon* is sure to land a good many passengers and will probably take up a few. There is generally a stoppage sufficiently long to enable anyone who pleases to take a good look round the township. It is the favourite summer resort and watering place for families from Launceston, and from the northern districts generally. On leaving George Town we are not long before we pass outside the Heads, then turning to the west we run along a coast which shows little evidence of settlement or cultivation till we have passed PORT SORELL. This little township, officially known as BURGESS, has a certain importance as the head quarters of an extensive police district, but is not otherwise of interest. The steamer will probably make a very short stoppage here, or none at all. From Port Sorell westward the interest of the coast increases greatly, and evidences of settlement are frequent. Sandy beaches are backed by low ranges of hills in various stages of cultivation; and these again by high mountain ranges in the far background. Settlers' dwellings are dotted along the coast at intervals, and some of these are large and handsome houses. This line of coast, with the country for several miles back, has been much resorted to of late years by the class of settlers who used generally in former days to go to Canada—viz., gentlemen of small income, who take up land, and work it, as an aid to their means, without any thought or expectation of making a fortune by it. Many homes replete with every evidence of refined taste are to be found in the Devon district.

Twelve miles along the coast from Port Sorell brings us to the mouth of the Mersey.

Here there are two townships lying on opposite sides of the river, exactly facing one another, viz., FORMBY and TORQUAY. The wharf is at Formby, and the steamer generally lies alongside it for the night. At TORQUAY, the accumulation of sand in the streets is something marvellous. On a dry day you walk knee-deep in it. Otherwise it is a pleasing little township, though not so picturesque as its neighbour and rival, Formby. The trade of the Mersey has greatly increased of late years; and since the extension of the Western Railway to Formby, this last has become the most important shipping port of the Northern coast, with the exception of Launceston. The carrying trade between the Mersey and the other Colonies is now

entirely in the hands of the Tasmanian Steam Navigation Company. The Company's steamer *Mangana* leaves Formby every Saturday after the arrival of the train from Launceston, at 1 p.m., calling at Emu Bay and Circular Head for passengers and cargo, *en route* for Melbourne, and makes the return trip every Tuesday from Melbourne, calling in at the same ports on its way back to Formby. The trade to Sydney from this port is carried on by the Company's steamer *Corinna*.

It will be apparent from the above that if we should wish to stay beyond the one night at Formby or Torquay, to make acquaintance with the interesting district adjoining the mouth of the Mersey, we can continue our journey along the North Coast by means of the *Mangana*. Otherwise we start by the *Devon* next morning (Wednesday) at an hour dependent on the state of the tide; and, if the weather be fine, we have a delightful day before us, always running near the coast, and able by help of a good binocular to see, not merely fields, hedges, and houses, but even carts, carriages, horses, and men.

We soon arrive at the Forth, and are sure to put in there, tide permitting. Like all the smaller Northern Harbours, this one is afflicted with a bar which requires humouring. The important township of HAMILTON-ON-FORTH lies a little way up this river. It is called Hamilton-on-Forth to distinguish it from another and older Hamilton in the south of the island. Then on along the coast to the pretty harbour of ULVERSTONE at the mouth of the Leven, whence runs a plank road to the interesting settlement of Castra. Onwards to PENGUIN where we may or may not stop according to circumstances. Penguin had silver mines, which were to have made the fortune of the colony, but which proved about as profitable as most other mines to the investors, *Experto crede*. It has since had copper mines, rivalling its silver mines in unprofitableness, and yet it is not unlikely that better management may one day make this little township an important centre of mining industry.

We now have a good long coast run to EMU BAY, where we moor alongside the wharf. Here we find some thousands of small bags piled up and waiting for embarkation at the return of the *Devon*. Try the weight of one of these bags. It is about the size of an ordinary grocers' oatmeal bag which generally holds 14lbs. You are rather surprised when you find that you cannot lift it without a great effort, and that it contains an exact hundredweight. These are bags of Tin Ore waiting to be conveyed to the smelting works at Launceston, for Emu Bay is the terminus of the MOUNT BISCHOFF RAILWAY, and to these bags, and to the fact that the supply of them is unintermittent, Tasmania mainly owes its revival from that terrible depression which lasted from about 1855 till it reached its lowest point in 1871, or 1872, just before the discovery of the Bischoff tin mines and the Beaconsfield gold mines. The township which has arisen around the Bay is officially designated Burnie, but the name is little used. The place is popularly known as Emu Bay. It will probably be dark

by the time the *Devon* has transacted its business at the Bay ; if so, you have in all likelihood retired to your berth, or rather fallen asleep on the sofa in the cuddy ; thus you will miss the sight of Table Cape and the little township of WYNYARD, lying at the foot of that grand promontory, and when you wake in the morning and go on deck you will see with mixed astonishment and admiration the wonderful headland known as the Bluff. It is a precipitous mass of greenstone, 478 feet high. The top is flat, 80 acres in extent, and covered with rich deep grass, affording excellent pasture. The ascent is steep, but practicable from the land side. At the foot of the Bluff lies the village of STANLEY. It is probably from the shape of this grand truncated column that the name Circular Head has been given to the peninsula on which Stanley is situated. The occupants of this little township are very much cut off from the rest of the world, but there is no lack of pleasant and intellectual society there ; and any visitor, fortunate enough to obtain an introduction to the clergyman of the parish, and to get the benefit of his companionship for a stroll over the Bluff, will find his enjoyment immensely enhanced by the company of a gentleman who has made himself thorough master of the Natural History and Geology of the district. The view from the Bluff extends eastward to the Tamar, and westward to Cape Grim, with the Barren and Hummock Islands. Stanley is the nearest Tasmanian Port to Victoria, being only twenty hours from Melbourne. Communication was maintained between Stanley and Melbourne intermittently for many years, by different steam vessels. It has now been rendered systematic and continuous by the action of the Tasmanian Steam Navigation Company. Hence Melbourne is practically nearer to Stanley than Launceston is ; and in conversation with the ladies of Stanley you will generally find that they have been to school in Melbourne, and that it is to Melbourne that they go when they want a change of air or a renewal of their wardrobe. The whole of the peninsula of Circular Head and a large block of land to the south of it belong to a company established in 1825, and named the Van Diemen's Land Company.

The appearance of Stanley indicates age, and it is in fact one of the oldest of the townships along the North coast. Many living men can remember when there was little else but impenetrable forest from Deloraine all the way to Stanley, and when a land journey between the two places would have been impracticable.

The visitor to Circular Head may leave by the return trip of the *Devon*, if he be content with a short visit. If not, he must either wait a whole week in Stanley, which he will probably remember afterwards as one of the pleasantest weeks of his life, or he must hire a horse and ride down to Emu Bay. Under any circumstances I should advise a stoppage at Emu Bay. It is hence that our traveller must start for a visit to the wonderful MOUNT BISCHOFF mines—the mountain of tin. A journey of 48 miles, and three hours by the Emu Bay and Mount Bischoff railway, brings us to WARATAH, the mountain township which has sprung up around the mines in the

course of the last 10 years. Though new, the place has by no means an ephemeral appearance. The houses are substantial, and the streets well laid out. The township has its churches, its hotels, its banks, its Mechanics' Institute, its Post and Telegraph offices, and all that is needed for a well-organised community. The profits derived from the Mount Bischoff mine by the original shareholders, or by those who were fortunate enough to buy when the shares were at a very low price, and tenacious enough to hold when they rose to 10 times, 20 times, and, ultimately, 60 times their original value—their profits, I say, are something fabulous. Men who hesitatingly invested £100 in the purchase of 100 shares, when the speculation was still doubtful, found themselves in a few years in receipt of an income of £600 a-year from this small outlay of capital. At one time, when the company had heavily overdrawn its bank account, and had not yet begun to obtain paying returns, the price of the shares sank from £1 to 5s., so that £100 would buy 400 shares. Some of the fortunate men who bought at that time are enjoying incomes of four or five thousand a year as the result of an outlay of less than £200. It was the knowledge of these splendid profits which gave such a stimulus to mining speculation, that for several years all the savings of the trading and professional classes in Tasmania were invested in mining shares, and in most cases swallowed up without any return. There is little difficulty in obtaining permission to visit the works at the mines. In the case of the principal mine, the one known as *the Mount Bischoff mine*, the work is rather of the nature of quarrying than mining. The whole face of the mountain is laid bare, and is one mass of stanniferous rock. Having visited the mines, and perhaps stayed for the night at one of the good hotels which are to be found in the township, we start on our return journey by rail to Emu Bay. The railway journey alone would repay the time devoted to the excursion, the course of this line being grand in the extreme, winding, as it does, through deep mountain gorges, and round the ends of fern-tree gullies, rich with foliage, and with pure, bright mountain torrents rushing down to meet the rivers in the valleys below. Arriving at Emu Bay, we secure a seat in the coach. There is one that leaves just as the train arrives, at 5 p.m., but we should recommend the traveller to give this evening to Emu Bay, and to start by the early coach next morning.

BURNIE is well worth a few hours to itself. It is a bright, neat-looking township, with some good private residences, well stocked shops and comfortable hotels. It is quite a new place, created by the shipments of tin, and the tramway which renders this the port of communication with Mount Bischoff. It has no natural harbour, but it has a fine depth of water near shore. It has good anchorage, and an admirable jetty has been constructed, which, as before described, is generally crowded with goods for or from Mount Bischoff. A visitor, furnished with letters of introduction, will find a friendly and hospitable reception in any of these North-Coast townships, and it will greatly add to his

enjoyment of the excursion, if he be so furnished. The road from Emu Bay down the coast is a very pleasant one. It is always in sight of the sea, and, in some places, it is actually on the hard sand of the beach. We arrive at PENGUIN in the fresh forenoon. This, as already mentioned, is a region of undeveloped silver and copper ore. Stay here for the rest of the day if you have introductions to any of the kindly and warm-hearted residents. If not, proceed on your way to ULVERSTONE, at the mouth of the Leven. This is a flourishing little township of recent date, serving as the port of a heavily timbered district, which, as the lands are cleared, is gradually becoming agricultural and richly productive. If our visitor be an angler, he will find as good sport in the Leven as in any river in the island. It is thickly stocked with grayling, blackfish, and fresh-water lobster. Along the frontage of the township, for more than half-a-mile, are to be seen stacks of split timber and logs of blackwood awaiting shipment. Further up the river there is some fine scenery, and especially at the rocky gorge, the "Leven's Gates," where the stream tears its way between parallel precipices hundreds of feet high.

When mentioning Ulverstone incidentally in our run along the coast by water, we spoke of the plank road, leading to the interesting settlement of CASTRA. In the year 1867, the Tasmanian Government was induced by Colonel Crawford, a retired Indian officer, to set apart a block of land of 50,000 acres for selection by officers of the Indian Army. The terms offered were very advantageous and the scheme was made known widely throughout India by means of the Press. It induced a good many Indian officers to come to Tasmania, and in most instances those who came remained, but very few actually took up the land offered them in Castra. They found that they could buy cleared and partially cultivated land for less money than it would cost them to clear a holding in the heavily-timbered Castra district. The result of Col. Crawford's scheme, however, has been to introduce a strong Indian element amongst the gentlemen settlers of the North-west coast. Meanwhile settlement is proceeding at Castra, but the occupants of the land are chiefly men who have purchased it from the original selectors. Colonel Crawford's own estate of Deyrah is within the Castra boundaries.

When our traveller has exhausted all that he wants to see or do at the Leven, he will proceed by coach to HAMILTON-ON-FORTH, a pleasantly-situated township, with a curiously-shaped bridge connecting the portions which lie on the opposite sides of the river. A considerable number of retired Indian officers, Civil and Military, have properties in the vicinity of Hamilton. There is little to detain us here, unless we are acquainted with some of the residents. Amongst the most noteworthy of these may be mentioned Mr. Jas. Smith, the discoverer of the mineral wealth of the Mount Bischoff district. The next stage of our journey brings us to the little township of LEITH, more familiarly known as the Don, from the name of the river on which it stands. The principal objects of interests here are the establishments of the River Don Trading Company, of which

Mr. Henry is the resident manager. This company owns a tramway with branch line connecting the port with several districts and settlements of the interior. They are the largest buyers of produce of any firm on the coast, and their own vessels trade from the Don to the other colonies. They have splendid saw-mills at Leith, and our traveller ought to visit these if he have the luck to obtain an introduction to the manager of the company.

Three miles more of road brings us to FORMBY, which has already been incidentally mentioned in connection with Torquay. It lies on the left bank of the Mersey, Torquay lying on the right bank. Until the extension of the railway to Formby, Torquay was the port of the large and flourishing township of Latrobe. Now Torquay is out of date, and Formby is likely to carry away the trade of both the other townships. It is a very pretty village—a good deal resorted to as a sanatorium. It has a pleasant esplanade along the river side, with pretty residences. These will doubtless soon give way to warehouses and mercantile offices; and, from being the abode of persons who have sought it as an inexpensive and healthful retirement from active life, Formby bids fair to become the most important mart for export and import on the Northern coast—Launceston hardly excepted.

From Formby we take the train to LATROBE, the first station on the new line of rail. Latrobe is a *Township*, which, from its size and importance, may well claim to be called a *town*. It is a mart of a large agricultural community. The amount of business transacted here may be judged from the fact that the Union Bank, the Bank of Australasia, and the Commercial Bank have branch establishments in this town, conducting their business in handsome buildings erected expressly for the purpose. The Mersey runs through the town, and spreads out into a wide shallow lagoon just below it. The bridge over the Mersey is worth notice, from the peculiarity of its construction, qualifying it to resist the sudden rise and rush of water which is apt to follow heavy falls of rain. Whenever Latrobe develops municipal organisation it is to be hoped that something will be done to mitigate the plague of dust which is the torment of the summer months, and which doubtless in shape of mud is equally the misery of winter. The visitor should spend a day in this pretty and interesting town. There is excellent river-bathing in the immediate neighbourhood of Latrobe, and a little way up the stream grayling and blackfish abound. The Mersey widens out into a beautiful lagoon just below the town, but narrows again near Formby. The lagoon is shallow with a channel running down the right bank. Little steamers ply up and down this channel; and, if time permits, it would be worth while to take a run again to Formby and back by one of these for the sake of the views which open to our sight as we proceed. A pleasanter little water excursion on a fine morning can hardly be imagined. The left bank of the lagoon, more than two miles off, is a series of bays and inlets, well-wooded, and studded with farms, mills, and private residences.

There are two noticeable things in connection with Latrobe besides those already mentioned. It is the only town in the island which has an organised fire-brigade, and it is the only one beside the two capitals which publishes a newspaper. The *Devon Herald* is issued at Latrobe every Tuesday and Friday. When we have exhausted all that we care to see in the neighbourhood of Latrobe we shall do well to take the train for Launceston. There are several stations between Latrobe and Deloraine, but none of them are of particular interest. This portion of the line is quite new, and was opened only in the early part of 1885. Up to that time the journey between Latrobe and Deloraine was a tedious and dirty one by coach over roads axle-deep in mud, or in dust, according as the weather was wet or dry.

We have already made the journey between Deloraine and Launceston, and shall not linger at the stations on the present occasion.

CHAPTER VI.

THE MAIN ROAD.

UNTIL the construction of the Main Line Railway the communication between Hobart and Launceston was by a fine well-constructed road running right through the island, and passing through several of the most important townships, as well as through much of the finest land in the colony. The journey occupied about fifteen hours. The coaches were built exactly on the model of the old stage-coaches of England. They were driven four-in-hand, and the stages varied from eight to twelve miles in length. Fifteen hours at a stretch was rather too long for enjoyment, but those who were in the habit of travelling that road in the coaching days can hardly fail to have a vivid recollection of the intense delight afforded by the first half of the journey; and those who, travelling leisurely, were able to divide the distance, stopping at one of the midland townships, and completing their journey next day, found the whole delightful. To visitors from England, old enough to remember the days of stage-coaches, it was like a renewal of youth to sit on the box seat behind four fine horses going at the rate of ten or twelve miles an hour. The stoppages for change of horses afforded the opportunity of occasional refreshment, and there was a nice dinner at the Half-way House, with sufficient time allowed to enjoy it. Except for the difference of time, the journey by the main road was in every respect a pleasanter one, or at least a more interesting one, than the journey by rail. The road traversed a finer country than that through which the rail passes, the views from the road were finer, and the stranger would obtain a far

better estimate of the general characteristics of the country from the journey by road than he could from the railway journey. The road itself is one of the best in the world, and is the finest of the works carried out by the Government in the days when Tasmania was a Crown Colony. It is a favourite feat of our young bicyclists to traverse the whole distance between Hobart and Launceston ; and if our visitor should happen to be a cyclist he could in no way see the finest parts of the island so well as by use of his steel pony. If he be not a cyclist it would be well worth his while to take a horse or a buggy and to traverse the main road by easy stages, supposing time and means abundant. The start from Launceston by Wellington-street leads up rather a steep hill ; at the crest of this there is a turn to the left, but, before passing round, the traveller ought to turn and pause to survey one of the loveliest scenes he has ever beheld. The town, the valley of the Esk, and the course of the Tamar for many miles all lie displayed before him in glorious panorama. Within the first three or four miles from the town lie the Franklin Village and Young Town, both named from former Governors of the colony. We next pass Breadalbane. At a distance of 11 miles from Launceston we arrive at PERTH, already mentioned as a station of the L. and W. Railway. This was the first stage from Launceston in the coaching days. About the same distance from Perth we pass a nice wayside inn, where horses used to change. This and the adjoining hamlet is named Snakebanks. The next stage brings us to the village of CLEVELAND, which always gives the impression of a place that has seen better days. From this part of the road a fine view is obtained of Ben Lomond (5,010 feet), the highest of Tasmanian mountains with one exception. A little before we arrive at Cleveland we have entered the region of EPPING FOREST. All through this part of the journey the road runs in a perfectly straight line for about 20 miles. You see it for fully five miles ahead, rising and falling over a gently undulating country, till the view is closed by a sharp straight line against the sky, where the road surmounts a rather higher rise than the average. Emerging from the forest district we shortly come to a large inn standing on the left side of the road at the junction with another road which branches off at right angles. This is the CORNERS, already mentioned in our account of the M. L. Railroad. The road which branches off at this point leads to Fingal and to the East Coast. From the Corners Inn coaches run daily for Avoca, Fingal, St. Mary's, and George's Bay, and twice a week for Swansea *via* Avoca. About seven miles of good open road over grass plains brings us to CAMPBELL TOWN, the largest and most important of all the midland townships. It is the centre of an extensive pastoral district. Many of the original settlers, including a large proportion of Scotchmen, took up land on the Macquarie River, not far from the site of the present township, and their grandsons are still occupying the family estates. Gradually a township was formed on the track which then served as a road between Hobart Town and Launceston ; and from the earliest days to the present time it has been the great

gathering place of the midland settlers for sale of stock and cattle shows. The Midland Agricultural Association holds its annual show here, and this is considered one of the great events of the year in Tasmania, and is almost invariably attended by the Governor and Administration for the time being. To anyone travelling at leisure, Campbell Town is a very desirable place at which to break the journey. The hotel accommodation is excellent. The town consists of one long street forming part of the main road. A small stream runs through it, and is crossed by a bridge. This is called the Elizabeth River, and is a tributary of the Macquarie. Though Campbell Town is not a place of increasing population, and has lost rather than gained in relative importance as compared with the two large towns, and with some of the newer ones—such as Beaconsfield and Latrobe—it has nevertheless a good municipal organisation. The water supply is excellent, and is the result of a fine system of water-works carried out at great expense by damming up the head waters of the Elizabeth River. Then, again, there is an excellent hospital, chiefly supported by voluntary contributions, and even affording to its patients and the public the luxury of Turkish baths. As we enter the township from the north, the first object that attracts our attention is a graceful church spire rising above a grove which conceals from view the chancel and the manse. This is the Presbyterian Church of St. Andrew. Further down the road we come to a brick building with a square tower—the Anglican Church of St. Luke—and further on is a handsome Roman Catholic Church and presbytery. All these are on the left hand to anyone entering from the north, while on the right hand side, at about equal distances, are three hotels; a mere accidental coincidence, but suggesting a somewhat grotesque notion of opposition.

From the Corners onward the road has run across the high central table-land of the island, with fine grazing plains on each side. Those who were in the habit of travelling this way before the completion of the Railway well remember how cold this part of the journey always was at night, even in summer; for the mountains which bound this landscape in the distance are too far off to afford shelter, and we are here many hundreds of feet above the sea-level. There are no hedges on the road side. It runs straight for many miles with scarcely an undulation in the ground. A little more than eight miles of this road brings us to Ross, a pretty little township lying on the Macquarie River, which is crossed here by a long stone bridge with strong abutments capable of resisting any force, that the floods may bring down in seasons of heavy rain. The plains here cease to present the same uniform appearance, and as we enter Ross from the north we have rising ground to our left and in front of us. After crossing the bridge the road turns off abruptly to the left, and runs straight for about three miles. Near the end of this stretch of road, we see on our right-hand, a good way off on the hill-side, a large brick building, with a tower. This is the HORTON COLLEGE, one of the four chief Grammar Schools of the island. It

was founded by Captain Horton, of Summercotes, whose house lies nearly opposite to it, and close to the road on our left. The management of the College is vested in the Wesleyan Conference. The President is always a Minister of that denomination, but the office of President and that of Head Master are distinct. For more than a quarter of a century the work of the school has been ably conducted by its Head Master, Mr. W. Fox, B.A., of the London University; the President has been changed more than once during that period. Soon after passing the Horton College, the road bends again abruptly to the right, and just after this turn we pass the largest and handsomest country residence in the island, the noble mansion of Mona Vale. It was built by Mr. Robert Kermode, the father of the present owner. The grounds are beautifully laid out and planted, and a fine ornamental lake adds greatly to their charm. A few more miles of road brings us to TUNBRIDGE, a township with very few attractions in itself, but a good starting point for visitors to the Lakes. It stands on a little river called the Blackman, a tributary of the Macquarie. It is 56 miles from Launceston and 65 from Hobart, so that we are fast reaching the central point of our journey, and, in fact, a few miles further on we arrive at a road-side inn displaying the name "Half-way House." Here in the old coaching days there was always a good long stoppage, sufficient to enable the passengers to get a comfortable dinner; and the same is now to be obtained here, but the table d'hôte has ceased to be spread daily. The district in which the Half-way House stands is known as ANTILL PONDS. It contains several English-looking country houses with well-kept gardens and fine hedges.

Nine miles further on we came to OATLANDS, 1,340 feet above the sea-level. This is the highest part of the central table-land of Tasmania, excluding, of course, all actual hills. The climate is consequently colder than that of most other townships, but the air is clear and bracing. The town is built on the margin of Lake Dulverton, which in dry summers is often a mere swamp. Lake Tiberias, which we have already described in Chapter III., lies eight miles further on, but is not seen from the main road. Oatlands is a neat, clean township, less scattered than many, and consisting of one good street, which is itself part of the main road. It contains churches, and other public buildings, mostly built of freestone, which is abundant in the neighbourhood. As the centre of a large pastoral and agricultural district it must always retain considerable importance, but it has declined relatively — first, in consequence of the withdrawal of Imperial expenditure, 30 years ago, and more recently by the withdrawal of the stage, and mail coaches, from the main road. Like Ballarat in Victoria, Oatlands is said to be entirely free from rats — "No rat gives a ball in Oatlands Town Hall." The most prominent object in the surrounding landscape is the Table Mountain, which can hardly have failed to attract the notice of the traveller as he approaches Oatlands. It bounds the view to the west, the top is perfectly horizontal, stretching for many miles, and terminates in a

deep perpendicular precipice. The township is now connected by rail with the Main Line. It has already been mentioned that the railway deviates widely from the line of the main road for a distance of about 50 miles between Brighton and Antill Ponds, and that the station marked Oatlands is actually four and a-half miles from it, at a village called PARATTAH. Omnibuses used to wait at the PARATTAH Station, to convey passengers to Oatlands. This is now done by a branch line of rail, on which there is always a train ready to convey passengers to Oatlands as soon as the train on the Main Line has deposited its freight.

Onwards from Oatlands, another four miles brings us to JERICOH, where we see Mr. Page's house and some fine paddocks. The late Mr. S. Page—the father of many sons, all of whom are gentleman settlers and great connoisseurs in horse-flesh—was for many years the proprietor of the admirable stage and mail coach service which connected Hobart and Launceston. The house stands on a slope about a mile and a-half from the road, and can be distinctly seen as we pass it. The township is a scattered one and unattractive; the estates about here are mostly sheep-runs. Two stages more, as matters were arranged in the coaching days, bring us to MELTON MOWBRAY. This is a delightful halting place. It is as its name implies, the centre of a hunting country, where in the season, there are periodical meets for hunting the kangaroo in the same manner as foxes are hunted in England. At the junction of the main road and a cross road leading to Bothwell, is an excellent inn kept by the family of the late Mr. Samuel Blackwell. Mr. Blackwell was the importer of "Panic," probably the finest horse that ever came under the Southern Cross. "Sam," as everybody called him, was a thorough sportsman, and left an untarnished name, respected throughout the Australias. His geniality of character, and the admirable manner in which he kept the hotel, rendered his house a most popular one, and as the house sustains its old repute, the tourist, who has stayed one night at Campbell Town on his way down, might pleasantly divide the remainder of the journey, by staying another night at Melton Mowbray. This is what we should recommend, if time is not pressing.

Four and a half miles further on we come to GREEN PONDS, also called KEMPTON, from a Mr. Kemp, who settled in this district in the very early days of the colony, and who has left behind him numerous descendants. This township is 92 miles from Launceston, and 29 from Hobart. It is pleasantly situated on a small rivulet which joins the river Jordan at a little distance. The village is long and straggling, and runs in one principal street along the main road. It has its churches and chapels, a good public library and lecture room, in which lectures and readings are given in the winter months. We ascend a long hill as we leave Green Ponds. For about two and a-half miles, we are continually on the ascent before we arrive at the crest of the acclivity, and here a magnificent view bursts upon our sight. The character of the scenery entirely changes, and we look down upon a thorough Scotch landscape of mountains and valleys in

place of the long plains and table-lands through which we have been passing hitherto. We are at the highest point of the road over CONSTITUTION HILL, and the scene before us is the grandest to be seen in our whole journey from North to South.

The next stage of our journey brings us to BAGDAD. This district is comprised in a valley $6\frac{1}{2}$ miles long, and on an average one mile wide. There are many farms and orchards here in a high state of cultivation, and fine large stone houses line the road. These are mostly the residences of old settlers or of their descendants. The well-known Butler family, of whom the late Speaker of the House of Assembly was one, had their head-quarters at Shene, a beautiful estate, lately occupied by Mr. John Butler, a brother of the late Dr. Butler. The homestead lies about half a mile back, but is distinctly visible from the road. Yet a few miles, and we arrive at PONTVILLE, also called BRIGHTON, only 16 miles from Hobart. Here the long bend made by the railway has brought it round again to the more direct line of the main road, and for the rest of our journey the two roads run pretty close to one another. Mention has been made of Brighton as a station on the Main Line, but the traveller by rail sees nothing of the township. We enter it by a rather abrupt descent from the long stretch of level road from Bagdad. On our left as we enter is a little Anglican church, of no particular order of architecture, but pretty and peculiar in appearance. It should have been mentioned that a coach runs daily between Green Ponds and Brighton Railway station. The main street of the township is steep, and at the foot of the declivity the road bends suddenly before crossing the bridge over the Jordan; as a consequence accidents to coaches have been more frequent at this than at any other portion of the main road. The Jordan, which is a somewhat turbulent stream in winter, is in summer little more than a succession of waterholes, connected by a small stream flowing through them. After the bridge the road rises, and we have a four miles' drive, over high cleared land, with no particle of wood remaining on it. We come to a bridge which leads the road round near the head of a deep creek in an abrupt bend. This is called the Horse-shoe Bridge, and the bend is a very decided modification of the much more abrupt bend of the old Horseshoe Bridge, whose ruins we see a little way off the road to our right. The curve of the old Horse-shoe Bend was so abrupt that it led to several accidents, and the new bend was constructed some 15 years ago. Half a mile further brings us to BRIDGEWATER. The only lion of Bridgewater is the causeway, but this is a prince of lions. We gave some description of it in our account of the Main Line Railway. When on our way to Launceston by train we crossed the navigable channel by means of a swing bridge. On our way down by the high road we cross it by means of a drawbridge. The view up the river from the causeway is grand in the extreme. We drive across, and arrive at the junction of the main road with the New Norfolk road. Turning to the right hand we should find the road which leads to New Norfolk

along the right bank of the river, but, as our destination is Hobart, we turn to the left, along a fine road, which, after proceeding about a mile on the level, rises with a well-graduated ascent for about another mile. We have the Wellington range near us on the right hand. Near the crest of the hill which we are ascending we see a little chapel peeping out amidst the trees on a private estate. We learn that this estate is called Hestercombe, a name very familiar to those who have lived at or near Taunton, in Somersetshire. We also learn that the proprietor is, or was, a Mr. Govett—and this again is a Taunton name. The road is very varied, and the scenery both varied and beautiful, as we proceed. After surmounting the crest of the hill, near Hestercombe, the slope is mostly downwards. Mountain, woodland, and water are combined in the ever-varying landscape. At a part marked in the old itineraries as Austin's ferry we see on our right hand a model farmstead with good dwelling-house attached. This is the residence of Mr. Brent, the third occupant of the farm, and the second of that name. The ferry has almost ceased to exist, but it was a great convenience in its day, before the Bridgewater causeway was constructed. Some way further on we pass Lowestoft, once the residence of the Hon. T. Y. Lowes, M.L.C., a wealthy citizen of Hobart, who fixed his abode here on his retirement from business. We are now in the Glenorchy district. We pass the village of Berriedale, where there is a small railway station; we drive on a little way further, and arrive at the large and important township of O'Brien's Bridge, the centre of population of the Glenorchy municipality. Here there are extensive hop gardens, and we see the conical domes of the hop-kilns rising above the vines, between the road and the river. A very pretty little Anglican church, in the best style of Modern Gothic, attracts our attention as we enter the township. We drive over the bridge from which the township takes its name; it crosses a rivulet, which, in rainy seasons, often becomes a torrent, carrying devastation into gardens and hop-grounds. We pass a handsome stone church, with square perpendicular tower. This belongs to the Presbyterian body. The Roman Catholics, too, have a good stone church here, and other denominations are represented. A little further on, we notice to our left hand, looking towards the river, the grand stand of the ELWICK racecourse, probably the most beautifully-situated course in the world. All is lovely here. On our left we have the broad river, dominated by Mount Direction; on our right the glorious range culminating in Mount Wellington; and on the side of one of the mountains we see a long yellow strip clear of trees, and showing the rocky surface that underlies the soil of the mountain side. This is the famous LANDSLIP of 1872. In June of that year heavy and continuous rains swelled Humphrey's rivulet and its affluents, which, in their turbid course, brought down great quantities of soil, of boulders, trees, and undergrowth, until a dam was formed across the gully, which thus became a reservoir without bye-wash or sluice. The dam consisted of sufficient timber

earth, and rock to have formed a causeway across the Derwent. About 10 at night, June 4, an appalling sound, as of a mighty explosion, was heard for miles. So terrific was the crash that persons residing five or six miles off across the river sprang out of bed, thinking that the roofs of their houses had fallen in. The dam had given way, and this immense mass, urged by the weight of millions of tons of water, was borne down the mountain side like an avalanche, sweeping everything before it. One life only was lost, but buildings, gardens, and orchards were hopelessly destroyed. A level stretch of road, from the Elwick course, brings us to New Town, a beautiful suburb of Hobart. On our right we see the Invalid Depôt, once the Orphan Asylum, with its church tower and clock; on our left some fine villa residences and a church. We are descending a hill, and from the foot of this descent rises another which we now ascend. Houses line the road nearly all the way on the left, and are dotted at intervals on the right. We see that we are in one of those favourite suburbs in which the dwellers in cities love to choose their residence, far away from the dust and noise of the streets. A long and fine stretch of gradually ascending road brings us to the crest of Swan's Hill, so called from the name of a well-known citizen of Hobart, the progenitor of a large family of the same name, who built the very pretty villa residence which we see at the brow of the hill, as we surmount the acclivity of the New Town road. This marks the boundary between Hobart and New Town, and now we see the city and the bay in front of us. Our course is downhill through Elizabeth-street, and we are again in Hobart, after our pleasant visit to Launceston and the North-West.

CHAPTER VII.

D'ENTRECASTEAUX CHANNEL AND THE HUON.

OUR visit to Tasmania would be considered very incomplete if it did not include an excursion to the Huon. The way to enjoy this thoroughly is to follow the advice given in Walch's invaluable "Red Book," viz., to take the steamer from Hobart to Franklin and to return by coach. The opportunities of such an excursion occur four times a week. Every Monday and Thursday the *Huon* and *Minx* steamers leave the Hobart wharf, at 8.30 a.m., conveying passengers and goods to Franklin and the Channel settlements, and return on the Tuesdays and Fridays. The *Cygnat* steamer leaves at the same hour on Wednesdays and Saturdays, returning every Thursday and Monday. The steamers are commodious and well managed, and



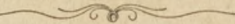
the fares are very moderate. Throughout the journey there is always something to interest and delight. Looking back as we leave the wharf, we get that grand panoramic view of the town and mountain which has been described in Chapter I. of this book. Turning our back to the town, when we have passed the end of the Castray Esplanade, we see on our right the whole of Sandy Bay, a suburb of Hobart, standing at the foot of a range of wooded hills which culminate in Mount Nelson. The bay extends for about two miles in a deep curve. Running past it our vessel skirts the coast, which rises gradually from sandhills to grand sandstone cliffs. We pass **THE GRANGE**, a very fine country residence, conspicuously situated. Two or three miles further on comes **THE SHOT TOWER**, surmounting a high cliff and looking like a lighthouse or some grand memorial column. It was the work of the late Mr. J. Moir, of Hobart, and being built of fine white free-stone it stands out beautifully against the darkly wooded hills which form the background of the landscape. The cliffs rise higher and higher for about a mile beyond the Shot Tower, when the coast bends inward with an abrupt dip towards **BROWN'S RIVER**, celebrated through all the colonies for the excellence of its potatoes. The river empties itself into a lovely bay which is a favorite holiday resort. The township of Brown's River, officially known as Kingston, is a favourite retreat of newly married couples in their state of honey lunacy. Having crossed the mouth of the Brown's River bay, we come to a fine headland, Pearson's Point, called also Passage Point, on which stands the residence of the two pilots, Captain Harrison and Captain Cleary. From their front windows they command such a view of the bay that no ship can pass unseen into the estuary of the Derwent. Immediately opposite is the northern point of Bruny Island, which lies low and does not intercept the view from the pilot station.

BRUNY ISLAND (more accurately **BRÜNY**) was so named from General Bruny D'Entrecasteaux, who commanded one of those French expeditions which explored the South Seas about the end of the last century, and which have left many records of their visits in the names given to various headlands, islands, and rivers along the coast of Tasmania. The Huon River itself was named from a Captain Huon Kermadec, a French explorer, from whose surname, somewhat blundered, the Kermadec River has been named. A glance at the map shows that Bruny Island consists of two peninsulas, North and South Bruny, connected by a narrow isthmus. North Bruny forms the west coast of Storm Bay. The northern point of this island is almost due west of the Iron Pot lighthouse, which guards the entrance of the Derwent estuary. Between Bruny and the mainland lies **D'ENTRECASTEAUX CHANNEL**. The rest of our journey takes us through this channel till we reach the mouth of the Huon River. If there has been rough weather on our way down the bay, we feel a marked difference as soon as we pass Pearson's Point and enter the channel. The shelter of the land renders this part of the journey a sort of river excursion, though we are far below the line of fresh

water. The steamer generally runs across the channel c a jetty at the head of Bruny. Here they leave a mail-bag, and generally take up or set down some passengers. We then run some miles along the island, occasionally putting out a boat, to accommodate passengers who wish to go ashore, or to take on board others, who have signalled the vessel by lighting a fire on the beach. Then we stand across the channel towards GREAT OYSTER COVE, once the abode of the last small remnant of aborigines. There is an air of decay about the place; there is no good landing place near the settlement; but a good jetty has recently been constructed at the mouth of the bay. Passing the next headland, we arrive at the lovely bay of LITTLE OYSTER COVE. Here there is an excellent jetty on which we are always sure to see many persons awaiting the arrival of the steamer. Several houses are in sight, with well-kept gardens and orchards sloping down to the beach. About three miles more along the coast brings us to the township of WOODBRIDGE, better known by its unofficial designation of PEPPERMINT BAY. Within the last three or four years this has been rising into note as a favourite summer resort. There is no hotel or regular boarding-house; but some of the inhabitants have comfortable rooms to spare, which they are glad to let to visitors. A good boarding-house is the one thing wanting to render this the favourite watering-place of Southern Tasmania, and this want is now (1887) about to be supplied. It is but three hours' journey from town, and there is daily communication by steamer. There are marked signs of improvement here. In the course of 1885 a very pretty school-house was opened; an elegant little church was erected and consecrated; and in this there is service every Sunday in accordance with the rites of the Church of England. There is also a small church in which members of different denominations occasionally officiate. A new courthouse and police station have just been erected; and the township contains a post office and telegraph station. Most of the inhabitants of Peppermint Bay are fruit growers; and a large, well-constructed jetty with tram rails furnishes the means of conveying their produce to the steamer. A road is in course of construction to the thriving township of Port Cygnet, which is only about eight miles distant by land, though almost 30 miles distant by water, owing to the windings of the coast. From these causes, and from the intrinsic beauty of the situation and the delightful climate, sheltered as it is by an amphitheatre of hills, the value of real property in this neighbourhood has much increased within the last year or two. A run of five miles more along the coast brings us to LONG BAY. Here, too, there is a jetty. The properties in this neighbourhood are larger than at Peppermint Bay, and there is more agriculture, though fruit is still the staple produce. Three miles further on we arrive at THREE HUT POINT, officially known as GORDON. It is situated opposite the northern point of South Bruny. The vicinity is thickly wooded with fern gullies traversing the forest at intervals. Rockwood, the residence of the late Mr. John Abbott, used to be a great

attraction to visitors from the beauty of its position and the tastefulness of its grounds and gardens. On Mr. Abbott's property coal was found in considerable quantities, but the owner was never able to work it to profit. After passing Gordon our course carries us westward into the mouth of the Huon and past HUON ISLAND, which is described by the author of "Through Tasmania" as 105 acres of fertility. It is a pretty island farm fringed round with she-oak and lightwood, with a wood of gum trees in the south, and clumps left for shelter in various parts. Passing Huon Island, we soon arrive at PORT CYGNET, the estuary of a river which discharges itself into the estuary of the Huon. The harbour of Port Cygnet is deep and well sheltered, and would afford safe anchorage to a large fleet of ships. The township is officially known as Lovett. It is a thriving place with sawmills and jam manufactories; coal has recently been found there and worked to advantage. Crossing to the other side of the river some miles further on the steamer arrives at Shipwrights' Point, where a regatta is held annually. It generally takes place on New Year's Day, and brings down many hundreds of the population of Hobart. The Tasmanian Steam Navigation Company generally put on one of their large steamers for the occasion, and three or four smaller steamers also lay themselves out for the excursion and are usually crowded. Somewhere about 2,000 may be estimated as the average number of visitors from Hobart to the Huon on occasion of the regatta at Shipwrights' Point. On leaving Shipwrights' Point the steamer crosses a bar, where dredging operations are now in progress, and about 5 p.m. arrives at the capital of the district—FRANKLIN—so named from Sir John Franklin, the great arctic Navigator, who was Governor of Tasmania from 1837 to 1843. The town is built on the right bank of the river and extends in a somewhat scattered manner for about a mile. Good hotel accommodation may be had here; and a few days may be pleasantly spent in Franklin and its neighbourhood. The visitor will probably spend some of his available time in a boating excursion round Egg Island, or to the township of Victoria, a few miles higher up the river, and he will be charmed by all he sees around him, more especially by the mirror-like effects of the water. Every object is reflected with wonderful accuracy and minuteness of detail; the overhanging trees and foliage in all their fantastic forms, the tints of clouds and color of the sky, with the green of the orchards and gardens beyond, together form a picture which in after days will often "Flash upon that inward eye which is the bliss of solitude." At the back of Franklin is "the Tram," a road made for the conveyance of timber from the heart of the primeval forest. A run along this tram to the sawmills of GEEVESTON, on the Kermandie, near Shipwrights' Point, furnishes an interesting excursion. There can be seen the process of felling and bringing to the mills the huge monarchs of the forest, many of which are 200 to 300 feet in length and six to eight feet in diameter; while the whole forest scenery in the vicinity is beautiful in its grandeur. Another pleasant excursion may be made to the fishing

grounds below the bar, where fish are generally plentiful, and the shore offers facilities for picnics. Peacock's jam factory is an object of interest. A large proportion of the fruit produced in the district is preserved here and exported to the neighbouring colonies, in all of which Peacock's jam bears a high reputation. Leaving Franklin by coach we travel for about five miles near the bank of the river, and, crossing a substantial bridge, arrive at VICTORIA. At this place the river is much narrower and the water runs more rapidly. A pleasant stay may be made here, the Picnic Hotel being noted for its good accommodation for travellers and visitors. The country around consists of fine orchards and pasture land, reminding one often of the aspect of Kent and Hertfordshire. There is good fishing in this part of the river also; the grayling is abundant, and the brown trout may sometimes be caught here. The journey back to Hobart by coach is made through mountain and forest scenery of great beauty. The distance from Franklin to Hobart by road is 28 miles, much less than half the distance by water. From the Picnic to Hobart is 23 miles. The road runs through acres of gigantic ferns and picturesque mountain gorges. It is terraced round the spurs of Mount Wellington. In some places the incline on which the road has been cut is so steep that the tops of the gum trees are on level with the coach as it bowls along the highway. The necessity for heading numerous creeks and gorges makes the bends of the road very abrupt in some parts, and many portions of it are constructed by means of arches and culverts. The flooding rains of November 29th and 30th, 1885, made a clean breach of many yards in one part of the road, the water having come down in such a volume that the culverts were quite insufficient to carry it off. Coming from the Huon to Hobart the incline is almost continuously upward till we arrive quite near the town, when a bend in the road brings to view the bright and beautiful panorama of the city and the bay, and a rapid drive downhill soon lands us at the British Hotel, in Liverpool-street.



CHAPTER VIII.

SORELL, RICHMOND, EAST COAST, FINGAL, ETC.

TWENTY years ago a journey to the East Coast was a matter of considerable difficulty not unaccompanied by danger. As far as Richmond there was an excellent road; but then began a series of ill-made and ill-kept cross roads, so steep at some parts that they were equally dangerous to ascend or descend. One part of the road up Mount Morrison was known as Break-my-Neck, and another as

Burst-my-Gall, then followed tracks on the edge of precipices, so narrow in some places that there was merely room for the wheels of a dog cart, the outer end of the seat actually overhanging descents of hundreds of feet. Then, in the way of public conveyance, there was nothing from Richmond onward but a mail-cart, which could take one passenger on the driver's seat. Country settlers would sometimes drive their wives to town in tandem or buggy by these wretched roads; but it was a journey which the ladies always looked forward to with dread, and which they took reluctantly when their own wardrobe or their children's needed renewal, or when the longing to break the monotony of country life overpowered the terror of the journey. In fact, the only way to enjoy the journey was by going on horseback. Two days' riding would suffice for the journey between Hobart and Swansea, without undue fatigue to horse or man, and if the journey were divided at Buckland or thereabouts, it was very enjoyable indeed. And here it may be remarked incidentally that any man travelling by himself, and wishing to make himself thoroughly acquainted with Tasmania, would find that he could do it in no way so pleasantly or effectually as by riding through the island on horseback. He could always have a portmanteau conveyed by coach or carrier to, certain indicated points, and he could visit districts which lie out of the line of regular conveyance, and in which pedestrianism would be too fatiguing for real enjoyment. There is no part of the Queen's dominions in which a serviceable hack can be purchased at a more reasonable price than in Tasmania, and if our tourist should have to sell it at half the money it cost him, he would find that the loss amounted to considerably less than the coach or railway fares which he has saved.

However, there is no occasion now to shun the coach journey to the East Coast. Instead of the breakneck ascents with the ugly names, there is now formed a well-graduated and fairly kept road winding round the mountain. The dangerous track along the edge of gorges and ravines no longer forms part of the recognised route, and from the Campania Station, on the main line, a well-appointed coach starts twice a week to Swansea, and accomplishes the journey in one day.

Before we start, however, for our East Coast journey, we will pay a visit to an interesting district, which lies some way off our proposed route, at an easy distance from Hobart. The map of Tasmania shews a large irregular peninsula dividing the estuary of the Derwent from Frederick Henry Bay. The upper end of the abovenamed bay communicates with a sort of saltwater lake named Pittwater, into which several rivers empty themselves. At a very early period in the history of the colony many settlers took up land on the north and east shores of Pittwater, and a township grew up there, which received the name of SORELL, from that of the Governor who presided over the affairs of the colony between the years 1817 and 1824. The township is 16 miles from Hobart. To reach it we cross to Bellerive and take one of the two coaches that runs thence daily between

Bellerive and Sorell. The road leads through the township of CLARENCE, the centre of a rural municipality, past the foot of Mount Rumney, and across Pittwater by means of a causeway three miles in length. The Sorell causeway is the especial object of interest to the tourist in his visit to this district. It was completed and opened in the year 1876, after having been many years in course of construction and having proved the ruin of several contractors. Successive governments had from time to time taken it in hand, and had failed to complete it, owing to the miscalculations of expenses and consequent insufficiency of parliamentary grants. It is an immense boon to the inhabitants of Sorell, as enabling them to bring their produce direct by road to the Hobart market; for, it should be mentioned that among the boats which run between Hobart and Bellerive (Kangaroo Point) there is one, the oldest of the number, which is a regular steam ferry, so large and strong that a loaded waggon can drive straight on board, and be conveyed across without unloading or unharnessing, so that it may be considered as virtually forming part of the road. Sorell is a quiet and orderly township, the centre of a rural municipality and of an important agricultural district. The landowners in its neighbourhood are mostly the grandchildren of the original settlers. Family names have changed very little since the original settlement. It has its churches, schools and hotels, but it may be considered as somewhat out of the world. There is an air of comparative antiquity about it, and something of the aspect of those small English towns in agricultural districts which lie off the routes of railway communication.

Retracing our steps from Sorell, we find a road turning abruptly to the right near the foot of Mount Rumney. This leads to Richmond and the East Coast. And if our tourist were on horseback or driving his own or a hired vehicle, he could not do better than turn off here and proceed at once to Richmond, without returning to Hobart. If, however, he avail himself of the ordinary conveyance he will return to Hobart, and make a fresh start next day for RICHMOND. Now, to this old and pleasantly situated township there are three routes. Far the most interesting of these is by way of Risdon, and the old Richmond Road. This road is one of those grand public works which were carried out in the days of the Imperial *régime*, when the Government had an unlimited supply of labour available for such purposes. Crossing the Ferry at Risdon, we proceed along the road by which we go to Mount Direction, as described on page 14; but instead of crossing the creek where it joins the Derwent, we pass round the foot of the elevation on which stands the old Government cottage, occupied for so many years by the late Mr. Gregson. After passing this the scene becomes wild and grand as we approach Grass Tree Hill, up which the road winds terracewise, with a deep valley on the right hand, and wooded, rocky heights rising abruptly on the left. Turning from time to time as we near the summit, we obtain a magnificent prospect of which the blue expanse of the Derwent, Government House, a portion of the City, and Betsy Island breaking

the distant sea line, constitute the most striking features. Reaching the brow of the hill, where a small inn offers refreshment for man and beast, we find other charming landscapes greeting us on the descent. The windings of the road are more marked and abrupt than they were on the side by which we ascended. Each new bend seems to show the grand mountain scenery under a new aspect. At length we arrive at a point whence we see a long stretch of nearly straight road and the little town of Richmond in the distance. Now, this is by very far the most interesting route from Hobart to Richmond, and the charms of the road impress themselves ineffaceably on the minds of those who have traversed the beautiful series of terraces which lead across Grass Tree Hill ; but, unfortunately, there is no public conveyance this way. There was a Richmond coach by way of Risdon till the opening of the railway ; but it was withdrawn soon after. Hence special arrangements are necessary for anyone wishing to make the journey by way of Grass Tree Hill ; but the time and expense would be well repaid by the delights of the excursion. The two other ways to Richmond are : first, by the railway to Campania, where a mail conveyance meets the express and mail trains ; or, second, by the same road which we have already traversed on our way to Sorell. This route is the more to be recommended for reasons which a glance at the map will explain. Among the country towns of Tasmania there are few more prettily situated than Richmond. The Coal River valley, in which it lies, is surrounded by hilly ranges, most of which are of easy ascent and command an expanse of varied and picturesque landscape. There are numerous pleasant residences, with gardens and shrubberies, in the immediate vicinity : but many of them no longer find tenants. There is an air of decadence about the whole place—an aspect of faded gentility. Those whose recollections of it go back a little more than 30 years remember it as the centre of a pleasant, cultivated society ; but that was in the day of penal establishments, and Richmond was one of the Government head-quarters. What importance it has at present arises from the fact of its being the centre of a grazing country, and from having a good many large estates in the neighbourhood. There is a pretty English church, a Roman Catholic church, an Independent chapel, and a good public school. There are two good hotels and some well-stocked stores. The bridge over the Coal River is a fine solid structure.

When we have exhausted all that we care to see in and about Richmond, we may take Green's mail conveyance for Campania. It leaves in the afternoon at 6 p.m. A drive of about five miles brings us to Campania, and taking a bed at the Railway Hotel, we shall be ready to start in the morning by George Burden's conveyance for Swansea, *via* Buckland, Orford, and Spring Bay. CAMPANIA has already been mentioned as a station on the Main Line Railway. It is a township called into existence by the line, and has already become a sort of rival to Richmond. The name Campania was that of a large estate originally belonging to the father of Sir Francis Smith, late Chief Justice of Tasmania. The road hence to the East

Coast goes through many fine properties, and at about the eighth mile ascends a pass known as Black Charlie's opening. At the end of this long pass the scene changes to an open flat known as Brushy Plains, into which the road slightly descends and traverses the large estate of Runnymede, formerly the property of Mr. Askin Morrison, a leading merchant of Hobart and member for Sorell in the first Parliament under the Constitution Act. A little beyond Runnymede the road again becomes an ascent; and till we reach BUCKLAND, 16 miles further on, we pass a succession of wild mountain slopes and gullies generally covered with forests more or less marked by bush fires. From the last hill before our descent to the rocky bed of the little river known as Nelson's Creek, we get a pretty glimpse of the church and village of Buckland seen over a vast expanse of wooded heights, beyond which, blue in the distance, rises the three-peaked mountain called the Thumbs. Crossing the creek by a ford, and traversing a mile or two of flat country, we reach the scattered village of Buckland. Placed in a slight elevation on the table-land, known as Prosser's Plains, its surroundings rather than itself are noticeable. All that it has of beauty are its position, its church, and its parsonage. From a hill immediately behind the inn a fine view is obtained of the rich pastures of the valley and of the hilly ranges which encompass them. The church, dedicated to St. John the Baptist, is far above the ordinary colonial village type in design and execution, and contains a chancel window of stained glass representing the leading events in the life of the saint to whom it is dedicated. To the north of Buckland is a broken country much infested by the Tasmanian tiger, an animal closely resembling the hyena in size and appearance. It is very destructive to sheep. After leaving Buckland about seven miles behind us we ascend a hill whence we catch sight of the Pacific, and discern Okehampton Point and Maria Island. The Prosser's River flows through a gorge at the foot of the hill. On the left rise the Castle Rocks, a turreted pile, towering terrace after terrace high above the river bed, towards which the road now descends by a spiral incline and enters a wild, rugged, and most picturesque ravine, to which many years ago the name of PARADISE was given ironically as implying the excessive difficulty of getting into it. The difficulty and danger was in fact very great before the present shelf roadway was constructed by hewing and blasting the rocks which skirt the Prosser's River. The drive to Orford is now through majestic scenery; mighty rocks tower high in the air; in some places great masses jut out from the hillside in a manner which gives rise to the feeling that they may in a moment come down with a crash, destroying coach and passengers. The river widens as we advance, and at length we come in sight of a fine wooden bridge stretching across it near its entrance into Prosser's Bay. This bridge was one of the numerous public works carried out by the Hon. Charles Meredith during his several terms of office, and is popularly known as the Meredith Bridge. A small and scattered hamlet at the head of Prosser's Bay is known as ORFORD. It is

marked in the map as a township, but it has not yet developed into one. Its existence is due to some quarries of splendid freestone, which were in active work about the beginning of the last decade, and which furnished the stone for many of the finest buildings in Melbourne. The only noticeable thing in it now besides the Meredith Bridge is a pretty and tasteful cottage, the abode of Mrs. Charles Meredith, the widow of him from whom the bridge was named, and the accomplished authoress of many well-known works illustrative of the land of her adoption.

Crossing the Meredith Bridge, and proceeding about four miles on a road which now takes a northerly direction, we arrive at SPRING BAY, or TRIABUNNA. This township has a noble harbour. It is sheltered on the east by Maria Island, and may be safely entered in any weather by vessels of any size from north or south. The look of decay observable in all the townships that owed their former prosperity to the convict system is very marked indeed in Triabunna. It was the depôt for Maria Island at a time when that island was utilised as a penal establishment. It was on Maria Island that Smith O'Brien and the other Irish political prisoners were detained before their release on parole; and it was at Spring Bay that Mitchell, McManus, and Meagher threw up their parole, to the consternation of the magistrate who received the document.

From Triabunna the road runs northward through half-reclaimed bush land, used for grazing purposes. About 12 miles brings us to the head of Little Swanport, an inlet of the sea extending four or five miles inward, but so shallow that at low tide a large extent of mud flats are left dry. Formerly it was a great resort for swans, ducks, and other wild fowl, but in consequence of the indiscriminate slaughter of the birds and the wanton destruction of their eggs they have now nearly disappeared. From this point the road runs near the coast. We find no township in the whole 35 miles from Spring Bay to Swansea. A few miles beyond Little Swanport we pass through the Lisdillon estate, a large pastoral property belonging to Mr. Mark Mitchell, who employs a great number of hands, with good wages and comfortable homes. A church has been built by him, which is also used as a school, and is well supported by himself and by those members of his family who reside with or near him. From Lisdillon onward the road runs in close and sometimes alarming proximity to the sea. It is in many parts a shelf-road, terraced out on the side of a series of bold cliffs; high rocky hills on the left, and a precipitous descent to the sea on the right. It is, however, a fine and interesting road, and a delightful change from the monotonous bush tracks through which we have been passing for the last 16 or 17 miles. The evening of the day which saw our start from Campania beholds our arrival at Swansea, supposing that we have not broken our journey by stopping at the houses of any of the hospitable settlers through whose estates we have passed. In no part of the island could the temptation to do so be greater, supposing that we have been furnished with the necessary introductions. The

township of SWANSEA is interesting in many particulars. Its situation is very fine indeed. It lies near the head of OYSTER BAY, a gulf 12 to 15 miles wide between the mainland and Freycinet's Peninsula with its pendent, Schouten Island. The southern part of the peninsula and the island are collectively designated the Schoutens. Of all parts of the coast of Tasmania there is none more beautiful than this. If Swansea were easily accessible by rail or steamer, it would probably be the favourite watering-place of the whole island, and would attract visitors from the neighbouring colonies as well as from the towns and inland districts of Tasmania itself. The view of the mountainous Schoutens, with their granite peaks, their cliffs, ravines, and many-folded slopes, their turret rocks, their precipitous gorges and sombre forests affords endless variety and delight to the eye. In the evening sunshine, more especially, they assume a variety of brilliant colours which call to mind the most gorgeous of Turner's landscapes. Then, again, there is a magnificent beach of hard sand, where we can get an uninterrupted gallop of nine miles if we be so inclined. There are excellent bathing places at some parts of the beach, though, as a general rule, the water of the bay is shallow for a considerable distance from the shore. A fine pier, 700 feet in length, facilitates the landing of passengers and produce from the coasting vessels. The settlers in the neighbourhood of Swansea are mostly descendants of those who originally took up land in this neighbourhood about the year 1820. The estate of Cambria is still the headquarters of the Meredith family—a name intimately associated with the history of the colony; the Amoses, the Lynes, the Quaker family of the Cottons (Quakers of the old school in dress and language), and others who could be named have occupied the Glamorgan district for the last 60 years. Glamorgan is the name of the Rural Municipality, of which Swansea is the capital. When an act was passed in 1859 allowing municipal privileges to such country districts as choose to organise municipalities, Glamorgan was the first to avail itself of the opportunity, and, under the able direction of the late Mr. Alexander Graham, it became the first of the rural municipalities in point of time, and a model in organisation for the numerous other rural municipalities which were formed soon after. The Glamorgan district has a very English appearance. The fields are divided by hawthorn hedges. Some Somersetshire settlers introduced the manufacture of cider at an early period, and, as in the cider counties of England, so in Glamorgan it is the habitual drink of the harvesters. There are good inns at Swansea, and it has its churches and its public school. It is about 35 miles distant from Campbell Town, and may be reached thence by a ride across the tiers, or by regular conveyances twice a week *via* Avoca.

It is to this last-named place that we will direct our course on leaving Swansea. Taking the mail conveyance which leaves every Wednesday and Saturday, a journey of nine hours brings us to Avoca. There are no townships on our way, but the journey is a very pleasant one, through grand and romantic scenery, and over the

highest road in the colony. In some parts the road has been cut out on the side of almost perpendicular rocks crowned with dense forests. These rocky walls rise in some places nearly 300 feet above the line of road. Having left Swansea at 8 in the morning we arrive hungry and tired at AVOCA by 5 in the afternoon. This pretty village is well worthy of its poetical name. It lies in a valley at the meeting of the waters of the South Esk and St. Paul's rivers; under the shadow of the grand Ben Lomond on the north, the Fingal tiers bounding the other side of the valley, and the St. Paul's tiers striking east to the coast. From Avoca we start next morning for Fingal, the centre of an extensive Rural Municipality. The distance is 18 miles; the road a good one, along a fine level table land, with mountains bounding the view on every side; it is a very pleasant road to travel. FINGAL was the first place where gold-bearing quartz was discovered in Tasmania. For some years, from 1852 onward, gold-mining was carried on here, and the Government even appointed a warden of the goldfield after the manner of the neighbouring colonies, but it was found at length that the gold was not there in paying proportions, and the Government officials and Government aid were withdrawn, after long fluctuations of hope and despondency. Fingal has a church, a bank, a gaol, and two good hotels. Within the last few years there has been some revival of gold-mining at Mangana, the centre of the Fingal goldfield. Tin has also been found in the neighbourhood, and for many years past a good bituminous coal has been extracted from the surrounding hills.

But Fingal itself is merely a stage on our way to ST. MARY'S PASS, which may be considered the chief object of this journey. We start again after a delay sufficient for rest and refreshment. We cross the Break-o'-Day rivulet by a neat and substantial bridge, and there now stretches in front of us the Break-o'-Day valley about 12 miles long, and from two to three in breadth. Then we pass through Cullenswood, a scattered village, which stretches in a straggling manner along the road till it merges in St. Mary's. This village boasts one inn, two general stores, a smithy, and a church. The inn is situated on the brink of a clear, cool, mountain stream which never fails. St. Patrick's Head, with its pyramidal form rises grandly in front, while another conspicuous hill, the Black Elephant, forms the eastern boundary of the vale. Horses are changed at the inn, and we are soon being whirled merrily along through an avenue of fine old wattle trees, whose branches meet overhead; and, if it be spring-time, the perfume from their golden blossoms is intoxicating. We may now prepare ourselves to see in a very few minutes one of the grandest pieces of natural scenery in the southern hemisphere. There are few persons in the Australian colonies who have not heard of the fame of ST. MARY'S PASS. Like Venice, or the Bay of Naples, it is one of the sights of a lifetime. For some time we have been ascending a gentle acclivity, and when the top is gained we are at the entrance of the Pass. An abrupt turn in the road, and lo! far beneath us is a yawning gulf with almost perpendicular mountains ascending on both

sides. From a narrow rock-hewn road we look down on the awful chasm with a shudder. There is scarce room for a foot passenger to pass between the vehicle and the edge of the gorge. There is no fence except at very sharp turns of the road. Downwards, ever downwards, is the course of the tortuous causeway—higher, and ever higher, ascend the tree-crowned heights. Every foot of ground is covered with timber and undergrowth; and far below, in the cool, mossy depths, can be seen the ever-lovely fern trees—their tender green contrasting strongly with the deeper hue of the surrounding gum-trees. At a turn in the road is a stone trough, fed by a mountain rill which comes leaping down from a great height in tiny falls. At times the Pass seems to have turned back on itself, so acute are its windings, as it rounds the heads of the many gullies. A little over one mile of the descent is accomplished when another sharp turn unfolds to view the ocean rolling in long lines of surge on the shore. That little hamlet that we see in the distance, consisting of an inn and some half-dozen cottages, is FALMOUTH. Down and still down with endless windings goes the Pass. Huge masses of rock overhang and seem ready to come thundering down on the slightest provocation, carrying death and destruction in their course. For eight miles we wind along through this wondrous chasm, and at last find ourselves on the sandy plateau of Falmouth, with the ocean in front and a large sheet of imprisoned sea water on our left, into which the waters of the gorge empty themselves.

We shall probably feel inclined to stop for a night at Falmouth, before proceeding to George's Bay, which is the last point on this coast usually visited by tourists. Dairy farming is carried on to a great extent in the neighbourhood of St. Mary's and Falmouth. The butter and cheese produced in these districts are excellent, and are largely exported to the neighbouring colonies.

Sixteen miles of sandy road, separated from the beach by two low sandy hills covered with stunted vegetation, brings us to GEORGE'S BAY, or ST. HELEN'S, the principal township of the police district of Portland. It is the port of a large section of tin-mining country, now falling off in output, but still of considerable importance. It lies at the head of a bay running nearly eight miles inland, and entered by a narrow channel opening to the north-east. The bay is considered to be the most picturesque one in the colony, and as a fishing ground is second to none. Flounders and cray-fish are very abundant, and there are oyster beds which have not shared the fate of most of those along the coast of Tasmania. There is also excellent shooting on some lagoons near St. Helen's Point, the southern promontory of those which close the bay. The hotels afford good accommodation, and are much patronised during the summer months. The public buildings are of the usual character, Post and Telegraph Office, Court House, School, Police Station, Churches, and Bank. Within a short distance of the township are several places worth visiting. The Lisle Falls; the bridge at the mouth of a picturesque estuary named the GOLDEN FLEECE; and a massive granite rock, about 40 feet high, known as

Truganini's Throne. Large gum-trees grow out of the joints of this rock to a height of 70 or 80 feet. Mr. Wintle, the well-known naturalist and geologist, gave it the name in honor of Queen Truganini, the last of the Tasmanian aborigines—a Queen without subjects.

The *Warrentinna* (Capt. R. A. Hall), which runs fortnightly from Hobart to Launceston, and *vice versa*, calls at George's Bay.

Good roads and regular conveyances may be considered as ceasing at George's Bay. We can now retrace our steps to Avoca, and thence to the Corners, where we shall be centrally situated on the main road or railway, and can turn our faces towards Launceston or Hobart, or any other place which we may choose as a temporary resting place after our travels, or as a starting point for future excursions.

CHAPTER IX.

PLACES WORTH VISITING, BUT NOT INCLUDED IN THE PREVIOUS ROUTES.

THE first eight chapters of this book have furnished more work for the tourist than he is likely to accomplish in any one season's visit to Tasmania. It is scarcely to be supposed, however, that the visitor who uses this handbook will follow out the routes indicated, in the exact order in which they are set down; though, indeed, a stranger to the colony could hardly adopt a better plan for seeing what is most deserving his notice. By following out the scheme laid down for him, he will see every noteworthy thing and every noteworthy place accessible by the recognised routes of rail, steamer, or stage coach, with a few exceptions, which we will proceed to mention. We shall no longer attempt to combine into connected routes the places to which we shall now draw the attention of the tourist.

NEW TOWN.—This pleasant suburb of Hobart has been mentioned incidentally in our account of the city and the main road. It is a favourite residence of the business men of Hobart. It stretches about three miles out of town, commencing from Swan's Hill already mentioned. Omnibuses constantly run to and fro, and there are two stations of the Main Line, which are convenient for residents in this suburb. Standing in clear relief against the dark background of the Wellington Range is seen a long row of buildings, of yellowish stone, with a square clock tower rising in the centre. This building is the New Town Charitable Institution, or INVALID DEPÔT. The clock

tower belongs to the chapel of the *Depôt*, which, from the time when these buildings were erected has also served as Parish Church to New Town. The building itself was originally intended as a school for destitute children, and was popularly known as the Orphan School, but officially as the Queen's Asylum. About the year 1876 the Government adopted the boarding-out system, and those poor children who have lost their parents, or whose parents are utterly unable to support them, are now distributed among suitable people all over the colony, the administrator of charitable grants keeping a watchful eye to their welfare. The buildings thus left vacant were utilised for the accommodation of numerous poor of both sexes, who had been maintained at Government expense in various charitable institutions, which are now concentrated in this range of buildings. On an average about 650 is the number of the inmates. The arrangements of the institution are admirable, and an order for admission of visitors is easily obtained from the office of the Benevolent Society, in Bathurst-street.

PORT ARTHUR.—Amongst the places of interest easily accessible from Hobart, we should not have omitted to mention Port Arthur, a spot as lovely in its position as it is ugly in its memories. It lies in a deep inlet on the South of Tasman's Peninsula, half-way between Cape Raoul and Cape Pillar, two grand headlands which never fail to attract the admiration of passengers by steamers on their way to or from the port of Hobart. In the old days of penal discipline the very worst class of prisoners were relegated to Port Arthur. It was maintained as an Imperial establishment for some time after transportation had ceased. It was then handed over to the Colonial Government, who continued to use the prison buildings as a penal establishment, but with a very relaxed discipline; and, ultimately, the whole of the establishment was broken up, and the land and buildings sold to the highest bidder. A good many gentleman settlers have taken up land on Tasman's Peninsula. The regular mode of access to it is by the steamer *Taranna*, which leaves Hobart twice a week at half-past 8 a.m., and reaches Taranna, Little Norfolk Bay, about 3 p.m. There a conveyance meets passengers to convey them to Carnarvon, or Port Arthur proper, a distance of about five miles. The objects of interest here are the old prison, admirably well arranged for purposes of inspection and discipline, but now happily empty; the model prison, also empty,—an exquisitely contrived instrument of mental torture; and the pretty residences once occupied by the officials. These with the remarkable natural beauty of the situation render the journey to Port Arthur a favourite pleasure trip, which with the return journey is easily accomplished in one day by any steamer going direct into the Port, rounding Cape Raoul instead of following the route by Norfolk Bay (see map). The Steam Navigation Company makes arrangements for such an excursion two or three times every summer. But in Tasman's Peninsula, which is all included under the general name of Port Arthur, there are some other objects of interest, which would need a

second day's stay. Tolerable accommodation may be procured at Carnarvon; and then returning to Taranna, a conveyance may be obtained to Eaglehawk Neck, or a brisk walk of four or five miles will accomplish the distance.

EAGLEHAWK NECK is a very narrow isthmus, which in the old days of penal discipline used to be guarded by chained mastiffs to prevent the escape of prisoners. Not far from it, going a little way up the coast, are the TESSELATED PAVEMENTS, a curious arrangement of flat rocks on the beach, looking like a work of human art. Then in an opposite direction going down the coast, and at no great distance, is the BLOWHOLE—a deep cave in the rocks, worn out by the action of the sea, extending far under the neck of a small promontory to a point where a large portion of the land on the opposite slope has fallen in, and where the dash of the water can be watched in its ebb and flow from the ocean. Near the opening is another of the great curiosities of the Peninsula, viz., TASMAN'S ARCH, a grand phenomenon, due doubtless to long continued action of the sea. Description cannot do justice to it. Two long parallel walls of rock 80 or 90 feet high, support a vast mass of rock, crowned with earth and forest of a thickness of 50 or 60 feet; somewhat similar to those natural bridges in mountain regions to which the name of Devil's Bridges is generally attached by popular superstition.

The two important townships of Bothwell and Hamilton have been omitted in the preceding pages, since they lie off the line of the routes which we have traced.

HAMILTON.—There is a daily conveyance from New Norfolk to Hamilton. The distance is 25 miles. We cross the bridge at New Norfolk, and go up the course of the Derwent. The road skirts the river for 15 miles, as far as Gretna Green, where there is an inn and a halt for refreshments. We then lose sight of the river till we arrive at Hamilton, which lies on the junction of the Clyde and Derwent. There is an aspect of deadness about Hamilton, as about several of the old townships, which were important in their day. It is the centre of a large pastoral district, and of a Rural Municipality. It has its Churches, Court-house, Post and Telegraph Offices, with all else that is needed for municipal organisation, and its public school has the great advantage of being presided over by a gentleman of high classical and literary attainments.

BOTHWELL may be reached *vid* Hamilton, since a road up the course of the Clyde connects the two places, but the regular mode of access is by coach from the Brighton station of the Main Line. Bothwell is the centre of a Rural Municipality to which it gives its name. It is one of the oldest towns in the colony. Most of the families are of Scotch origin. Till a very recent period the Presbyterian and Anglican bodies in Bothwell held their services in the same church, each taking an alternate morning and evening service. Recently this arrangement has fallen through, owing to some disputes. Races are held annually at Bothwell under the patronage

of the Southern Hunt Club. There is good fishing in the Clyde, which abounds with trout, tench, and eels. It is as well to mention that a licence is required for fishing in any of the rivers which have been stocked with trout or other imported fish. The licence for the season costs 10s., and in every township there is someone officially authorised to issue them. In Bothwell Mr. T. Perkins can furnish one, but anyone wishing to use his rod on a tour would do well to get his licence in Hobart or in Launceston. Mr. J. T. Weaver, in Hobart, and Mr. C. W. Rocher, in Launceston, are the authorised agents for the issue of licences. There is a grand cascade a little more than a mile from Bothwell. The whole volume of the Clyde pours over a perpendicular cliff, 40 feet in height, with a roar which is heard to a great distance. The town has good hotel accommodation and a public library. A few days may be spent there very pleasantly, varied by short excursions with gun or rod.

THE LAKES.—The lakes of Tasmania lie in the central mountain regions of the island at a height of 2,000 to 3,000 feet above the sea-level. A study of the map shows five principal lakes—Lake Sorell, Arthur's Lake, the Great Lake, Lake Echo, and Lake St. Clair. With respect to these last two, the map also shows that the most natural mode of access is by way of Hamilton and up the course of the Dee and Derwent respectively, while a visit to the other three may best be managed by starting from Tunbridge, whence there is a track to the Great Lake past Lake Sorell, or by starting from Bothwell, and following such tracks as keep us near the course of the Clyde up to Lake Crescent, which is virtually a portion of Lake Sorell. We must not, however, suppose that a visit to any one of the lakes is a matter to be lightly undertaken. It involves the necessity of tents, rugs, billies, pannikins, tea, sugar, and call provisions other than bread and meat, which can *generally* be procured at the shepherds' huts. There are no inns in the Lake District except one at the junction of Lake Sorell and Lake Crescent. Pack horses will be required, or extra springcarts beyond those actually needed for seating the excursionists. This supposes that the excursion party wish to make a round of the Lake Country, or even to visit any one of the more distant lakes; but if they be content to visit Lake Sorell, which is the most beautiful of all, much less preparation is necessary. It is only 14 miles from Tunbridge, and the road is safe for springcarts or dogcarts. Consequently it is quite possible to get a run to Lake Sorell and back in one day, and the inn at its junction with Lake Crescent, will furnish refreshment. Still this would be a very unsatisfactory visit. The lake, including Lake Crescent, is 50 miles in circumference, and some time should be spent in its neighbourhood and at different places on its banks. Supposing that, instead of starting from Tunbridge, we make Bothwell our starting point, we have a journey of 22 miles to the junction of Lakes Crescent and Sorell. A writer who made the journey by this route not long ago remarks as follows:—"The road

from Bothwell *via* Wood's Quoin through the Dennistoun estate presents no difficulties to hoofs or wheels. The roads through the Lake Country are highly creditable to the Bothwell and South Longford Trusts. They are macadamised in parts, and nowhere bad travelling. Seven miles an hour may be made on horseback from daylight to dark, and five or six miles on wheels. At the ascent of a pass by Wood's Quoin it will be desirable for occupants of vehicles to walk and ease the horses, but otherwise seats may be kept throughout." The scenery of Lake Sorell is very fine. Numerous mountain peaks surround it, far and near. Islets dot the surface of the lake, and tempting bays and sheltered coves invite the visitors to put off in boats, and to explore the shores and islands. The diamond beach, on the west, is strewn with quartz, cornelian, and agate pebbles. Thomas Francis Meagher, known in the Irish insurrection of 1848 as 'Meagher of the Sword,' lived on the shore of this gem of the Tasmanian highlands during part of his exile, and his cottage is at Interlaken, a station belonging to Mr. W. A. Kermode, of Mona Vale. The river Clyde flows down from Lake Crescent. The Clyde Water Trust have erected a dam on the west side of Lake Crescent, which, by reserving several feet more water in the two lakes, renders the flow of the Clyde uniform and perennial instead of being, as formerly, all floods in winter and a chain of pools in summer. Fifteen miles from Interlaken we reach the Steppes police station. This is occupied by Mr. James Wilson, the chief constable of the South Longford police district. He is a great reader, and remarkably well-informed as regards the natural history of the region in which he resides, and the stories of the more troubled times when these districts were infested by bushrangers. Any party of tourists visiting the Lakes are sure to obtain valuable information and advice from Mr. Wilson as to their route. About five miles from his cottage off the Great Lakes road are the Arthur Lakes. The road to these Lakes skirts a great morass marked in the maps as the "Lagoon of Islands. It may be questioned whether it is desirable to make the whole round of the lakes in one season; and if the visit to Lake Sorell and the Arthur Lakes satisfies our present craving for lake scenery we can return to the Steppes police station and strike a road, near Mr. Wilson's cottage, which leads straight to Bothwell,—but if we prefer to continue our exploration, 14 miles will bring us from the Steppes to the police station at Swan Bay on the Great Lake. The Great Lake is about 15 miles long, and of variable breadth. The deep indentations of its shores give it a circumference very disproportionate to its area, and roughly estimated at 100 miles. Its depth is extremely variable. Its height above the level of the sea is 3,883 feet. There are five small islands in the lake covered with a species of cedar. The country in the neighbourhood is composed of alternate marsh and hill, offering many tracts available for sheep and cattle runs, while in the distance the landscape abounds in the picturesque adjuncts of mountain and forest. The Shannon emerges a full-grown river from the Great Lake, whose waters nevertheless sometimes overflow their

borders even during the drier months. After rain they of course rise considerably, and during tempestuous weather occasionally wear a turbulent aspect like that of an angry sea.

The three lakes which we have described form a group to which Lake Echo can scarcely be considered as belonging; the natural approach to them being, as before mentioned, by Tunbridge, or Bothwell, while the natural approach to Lake Echo is by way of Hamilton; still, as the northern shore of Lake Echo is little more than 10 miles from the southern shore of the Great Lake, we might make our way to it by cross country tracks, though there is no regular surveyed road. "Lovelier scenery can hardly be imagined than that of Lake Echo," says a writer, who, in 1884, visited it by the route indicated. "The shore is high, and covered with heavy timber to the water's edge; the lake is clear, deep, blue, and several miles from side to side. This beautiful lake cannot fail to charm the tourist, so picturesque are the surroundings. Belts of forest and wooded spurs, enclosing a succession of bays and inlets, are its peculiar characteristics. There are islands to the north of this lovely lake which are called the Haywood and Ash Islands; both are thickly wooded, and add considerably to the beauty of this lake. The fairy islets, the flowery banks, and clear blue waters of Lake Echo render it eminently attractive." Our advice, however, to anyone likely to spend more than one summer in Tasmania would be to divide the lakes between two seasons, ending his first lake excursion at the Great Lake, and in the next summer making his visit to Lake Echo and Lake St. Clair by way of Hamilton. As regards Lake St. Clair there is no choice in the matter. It is accessible only by one route, and that an arduous one. The distance from Hamilton is 67 miles, and will occupy fully three days. Provisions must be taken for men and horses, and tents will be required, since there are no inns. The road is rough, and becomes worse and worse as it gets further from the settled districts, till at length it becomes a mere track, in some places so overgrown with young trees that it has to be cleared with axes. About seven miles from Hamilton it crosses the Ouse, and for the rest of the day the journey is through corn-lands and meadows. After the first day's journey the ascent is almost continuous. We pass the upper waters of the Dee, and in the course of the next dozen miles ascend to a height of more than 2,000 feet above the sea level. Here we find ourselves in a forest of dead trees, wild enough for the Witches in Macbeth. Tens of thousands of trunks stand around, tall, white and grim, without a leaf on them, killed by some sudden frost or other unknown cause. A little further on is a hamlet called Marlborough, and here the road comes to an end. A shepherd's hut, one hour's walk on, is the last habitation. Long before coming to the hut, a wall of immense mountains rises ahead. Two of these Ida and Olympus, stand 4,000 feet high; the right hand giant rent into bold, broken pinnacles; he on the left crowned with a cap of tremendous basaltic columns, as regular as any architectural structure, as if some vast enchanted castle of pre-Adamite times had

been hung up in middle air. A rush of water now breaks upon the ear, and a broad broken torrent gleams through the bushes, dashing off from a narrow inlet of still, deep water. This is the Derwent escaping from its sources; and here all further progress used to come to an end until a boat was brought up, some years ago, large enough to stand the gusts of the lake. Embarking on this, we find the inlet rapidly widening, until with an abrupt bend the screen of rocks is withdrawn, and the lake opens out to view.

"A hundred years hence, when Australia has its tens of millions of people, and summer tourists by thousands wander over its recesses, Lake St. Clair will be as famous as Killarney is now, and will deserve it more. It is as grand as the Lake Lucerne, though on a smaller scale. Houses will then dot its shores, and boats will glide gaily along from point to point. At present nothing can be more lifeless. Only one or two kind of fishes have been found in its tremendously deep waters; not a sound breaks upon the ear; and the only living thing we saw was a solitary eagle steering away from mountain to mountain, amidst cloud and mist." So wrote John Julius Stutzer, who visited it 20 years ago; and the difficulty of access had not diminished up to last year. This season (1886-7) an hotel-keeper of Bothwell has advertised excursions to Lake St. Clair, and this facilitates matters in so far as it relieves visitors from the cares of laborious preparation for the journey.

BEN LOMOND.—As in the case of the Lakes, the ascent of Ben Lomond involves a considerable amount of special preparation for a few days of out-door and tent-life to effect it satisfactorily. With the exception of the Cradle Mountain, which is far out of the regions of roads and of cultivation, Ben Lomond is the loftiest of Tasmanian mountains, rising, as it does to a height of 5,010 feet above the sea-level. The following notes from the pen of a gentleman who has made the ascent more than once will be found very useful to anyone who wishes to attempt this very interesting though somewhat arduous excursion:—"The best point of departure is from Avoca, where Mr. Christopher Foster used generally to act as guide. Now there is a well-marked track to Rigney's Hut under the Butts or southern point of the mountain, from 12 to 16 miles from Avoca, I forget which. Since my last visit an inn has been established there. From Rigney's Hut there used to be a marked tree track over rough ground and considerable boulders as you approach the gorge leading to the top of the mountains. I have taken a party, including ladies, on horseback to the top, and on to the lakes, and only had to lead the horses a few hundred yards of the steepest part of the ascent. They were horses accustomed to rough country and bushwork. The distance from Rigney's Hut to the top is about three miles. I recommend any party going up to allow themselves three or four days from Avoca, one to reach the inn, or, if tent work is preferred, to reach the Gorge where there is a grassy spot for camping, well protected and plenty of water. One or two days may well be spent in exploring the mountains and various lakes. The interior of the mountain is about 12

miles long by five miles broad. The view of the interior is very singular and interesting, like Rhine scenery grouped with castles. There is much illusion, objects appearing very near in the morning change to distance in the afternoon, or *vice versa*, according to the state of the atmosphere—a splendid field for an artist having time to wait for effects. The view from the edges of the mountain all round is magnificent, and very extensive; but when you leave the edges to explore the interior you have nothing but the interior view of the mountain itself, which alone is worth the ascent. The view of the mountain from Rigney's Hut is very grand, looking up to a peak 2,500 feet perpendicular, and magnificent on a moonlight night, or in early morning. I have never been to the northern peak of the mountain, but I feel sure it is accessible on horseback—if on a bush horse and riding slowly. The best season for the ascent is from middle of January to middle of February. I have had to melt the ice in a pannikin on the fire to take brandy and water in February, but this, of course, depends on the state of the weather. Explorers should always take a light waterproof coat to protect from cold winds as well as from rain or mist, remembering that the exertion of ascent brings one to the top in a heated state. The trigonometrical station is on the culminating point of the mountain south, or, as it is called, 'the Butts.'

In the above notes mention is made of "The Lakes." The only lake on Ben Lomond known in the drafting department of the Government Survey Office is "Youl's Lake," which is the source of the "Nile" River, a tributary of the South Esk. Persons, however, who have resided long in the Fingal district, assert the existence of two lakes, at about four miles' distance from the Butts and two from each other, each of them about five miles in circumference. Some assert the existence of a third lake, but the accuracy of this statement is uncertain. As a fact the mountain has not been thoroughly explored, and on this account will be the more interesting to an adventurous tourist.

RINGAROOMA is an extensive police district, so named from the Ringarooma River, which rises in the Ben Lomond Range, and discharges itself into Waterhouse Bay, near the north-east point of the island. It has risen very much into note of late years as a tin mining district, and includes a number of new townships, most of which have sprung up since the discovery of the alluvial tin with which the region abounds. The principal townships are Ellesmere and Moorina, where the sessions are held, Bridport, Ringarooma Port, Gladstone, and Branxholm.

Ringarooma affords very little attraction to the tourist unless he be interested in tin-mining. The following notes, furnished by a gentleman who is acquainted with the district, will be useful to any one who wishes to visit it, making Launceston his starting point:—"From Launceston to Ellesmere the road is very fair, and the latter part, crossing the Meredith range, very fine, passing down into a deep valley through a dense myrtle forest. The roads beyond Ellesmere

are of a more recent construction, but sufficiently good to enable coaches to run to Upper Ringarooma and to Branxholm, lower down the river. Between these is Krushka, where the celebrated Brothers' Home tin mine is situated. Moorina, also on the River Ringarooma, is below Branxholm, and is near the boundary of the rich country. From this the track proceeds to Weldborough (Thomas's Plains) and to the Blue Tier, both tin-producing localities. The country between Moorina and the coast is very poor and uninteresting. Gladstone (Mount Cameron) is close to the Royal Tasman and other supposed gold mines. All along this line of coast there is a great dearth of good harbours, Bridport and Ringarooma Port (Boobyalla), are the principal ones; and they can afford shelter only to very small vessels. The railway in course of construction, will go to Ellesmere, through the Upper Piper country, the route being a good way north of the coach road.

The following notes of a *knapsack journey* through the Ringarooma district have been placed at our disposal by a young gentleman of Hobart, who made the excursion in the early part of 1885. "Left Hobart on Friday morning by express train, and took my ticket for Jerusalem. Inspected the coal mines, and went on by mail train as far as The Corners; then took the coach next morning to George's Bay, arriving there at eight o'clock that night, and stayed at Mrs. Traynor's. Next morning, Sunday, I left St. Helen's for Gould's country in the mail cart. The road is a slabbed one, and uphill the whole way. I had lunch at Kunnarra at a nice hotel, after which I walked up the road for four miles, and stayed that night at Mrs. Robinson's boarding-house. On Monday I inspected the Anchor and Lottah tin mines, and slept that night in a hut on the Lottah alluvial mine. Went next morning to the Emu, and saw the Murdoch's lease, which was about 13 miles out and back to the hut. On Wednesday morning I visited the Cambria mine, which was about four miles from the hut. Thursday morning I left the Blue Tier about 5 o'clock, and reached Moorina about 3 o'clock. I can't say how many miles I travelled, there being only a mountain track across the hills. Got some lunch, and went on to the North Brothers' Home mine, which was eight miles from Moorina. Stayed that night in a boarding-house which was very dirty and uncomfortable. Friday morning I inspected Brothers' Home, Brothers' Home No. 1, and North Brothers' Home tin mines, which are close together, and walked on to Branxholm. Met the mail coach at 2 o'clock, and reached Heazlewood that night. Next day, Saturday, I took the coach to Launceston, caught the express, and got back to Hobart that night, the whole trip costing me about £11 sterling."

THE WEST COAST.

If on a map of Tasmania we draw a horizontal line about corresponding to South Latitude 41deg. 40min., and a vertical line about corresponding to East Longitude, 146deg. 40min., the whole region included by those lines and the Western Coast of Tasmania, amount-

ing to nearly one-third of the island may be considered as an unsettled and an almost unexplored country. It has been traversed by the Government surveyers, who have named the rivers and mountains and have mapped the country as accurately as uncleared land can be mapped, but the amount of settlement is very small indeed,—of recent origin, and almost limited to the immediate vicinity of the Coast. The discovery of tin at Mt. Heemskirk led to the gathering of a large number of miners there, and seemed to promise the establishment of a flourishing community. The discovery of gold on King River has led to the formation of a township on Macquarie Harbour. The great majority of the Heemskirk mines have collapsed, and the miners are dispersed. The gold mining works on the King River seem likely to have greater vitality, though they are not yet a pronounced success. Hence there is but little to attract the tourist to these Western regions of the island, unless he be actuated by the spirit of a pioneer explorer. Anyone penetrating the West of the island must do it on foot, and, as houses of entertainment cannot be expected where population is not, it will be desirable to get some assistance in the conveyance of provisions. In February, 1885, a gentleman, whom we will designate as Mr. K., undertook a tour on foot down the West Coast, up the course of the Gordon, and so across to the Huon river. He encountered very great fatigue, with much privation, and narrowly escaped severe illness, but his published narrative furnishes us with the means of describing a

KNAPSACK TOUR FROM MOUNT BISCHOFF TO THE HUON VIA MOUNT HEEMSKIRK.

Mr. K., having provided himself with an attendant to help in carrying provisions, etc., set off from Waratah (Mount Bischoff) at 9 a.m. on the 13th of February. Two miles after leaving Bischoff, he passed the works of the West Bischoff Mining Company; then had a very stiff pull over the Magnet Range. Further on crossed the Whyte River, and passed an old hut 13 miles from Waratah. The journey up to this was through thickly wooded and mountainous country. Soon after crossing the Heazlewood River, the character of the land changed, and the journey was over boggy land, overgrown with the button-rush. This sort of rush grows in tussocks, and out of the centre of each bunch a long thin stem grows, with a hard knob on the end of it. By 7 p.m. our travellers reached an old hut, of which they had been told at Bischoff, and which contained some stretcher beds, on which they slept soundly, having walked 19 miles. Next morning they started for Corinna, some miles over a tolerable slab track; then six miles across a button-rush plain—a gold producing country—and then five miles of bauera scrub. The bauera is a great enemy to the miners. It is a sort of creeper, very tough, and growing very thick and tangled. Then some miles along a plain called the John Brown Plain, from an old miner of that name, whom they fell in with, and who gave them a rest in his hut and a drink of hot tea; then, after some miles more of slab track, they arrived at 5:30 p.m. at CORINNA on the Pieman River.

Corinna is 14 miles from the mouth of the river. It is a hamlet of five houses, two of which are stores, one a Post and Telegraph Office, and one an inn. It is the port through which the mining district of Heemskirk receives its supplies. The Pieman River at Corinna is 150 yards broad, and 60 feet deep. After a quiet Sunday at Corinna, our travellers pulled down to the heads in a boat on Monday, the 16th October. The river scenery was well worth seeing. High hills on each side wooded from top to water's edge. The Heads are narrow, low on the southern side, and rocky on the northern, with a nasty surf coming in. A grandson of Fletcher Christian, of the *Bounty*, is buried at a point near the Heads. He was a constable here, and got drowned. A Mrs. Webster, who resides at the Heads, gave our travellers a luncheon. They walked the rest of the day at first on the beach, afterwards on an inland track which brought them to an old hut where they slept uncomfortably, being much troubled with mosquitoes.

The next day (17th), they had very rough walking till they came to a new and good track which the Government are constructing from Corinna to Trial Harbour. They crossed a small stream called the Tasman River, and about mid-day got to the St. Dizier Co.'s tin mine, one of the Heemskirk mines. It was being worked on tribute by some men who seemed to be doing well. They received the travellers very hospitably, and gave them an excellent dinner. After dinner a two miles' walk brought our friends to a part of Mt. Heemskirk, known as the Gap, whence they had a splendid view, extending as far as Macquarie Harbour. Eight more miles of ups and downs brought them to Trial Harbour, where they were glad to find themselves snugly ensconced in Mr. Conrad's Hotel. The Harbour is very small and affords no sort of shelter. There are not above eight or ten houses in the village, which is officially known as REMINE. A year or two ago, when the Heemskirk mines were in full swing, it seemed likely to become a prosperous township. Mr. Conrad expressed an opinion, which is very prevalent, that the failure of the Heemskirk mines has been the result of mismanagement, and that several of them would pay well if properly worked. He gave our travellers a chart showing a track from Macquarie Harbour to the Huon, marked out by Mr. Jones, the Government Surveyor, at Mount Bischoff. This was of great use to them. On the 13th (Wednesday) they arrived at the Henty River, a dangerous one to ford, owing to quicksands. There is a ferry at the point where it is about a quarter of a mile wide, and from the wife of the ferryman they obtained a dinner and permission to rest in her house till next day. Having crossed the ferry the next morning (19th), they had some very good walking along a beach, known as the 20-mile beach. It extends from the mouth of the Henty, nearly to Macquarie Harbour Heads. A glance at the map will show why they did not proceed to the Heads, but struck off eastward to reach the new settlement of STRAHAN, on the Macquarie Harbour. They describe it as the most miserably bleak place they ever met with, exposed to every wind, and without trees or any other sort of shelter. The whole population is

hardly 20 persons, including women and children. Our travellers stayed here till Wednesday, 25th, as the weather was very unfavorable for the journey. They met with great kindness and attention from the little isolated community. Having borrowed a boat, they pulled up the King River as far as the rapids. The river is described by them as a very beautiful one, of variable width. The gold diggings, which have given a certain degree of prominence to the name of the King River, during the last two or three years, are about 10 or 12 miles off from the first rapids, and at the time of Mr. K.'s visit to Strahan but little work was being done at them. On Sunday, 22nd, Mr. K. (who is not a clergyman, but who is always anxious to speak a word in season) held a service, which was well attended. On Monday he explored Swan Basin, a large inlet of the Harbour, abounding in black swans and other water-fowl, and with several pretty wooded islands. On Tuesday he engaged a Welshman, L., in addition to his Irish attendant, B., and purchased a tent and a stock of provisions at the store of Mr. Henry, a brother of Mr. Henry of the Don. He left Strahan the same day (24th) in a boat accompanied by two of the hospitable friends who had entertained him at the little township, and proceeded to SETTLEMENT ISLAND. In the old days of Van Diemen's Land an extensive prison establishment was maintained here, the place being chosen as one from which it was impossible for prisoners to escape without an almost certainty of being starved to death, so distant were the settlements, and so densely wooded the country at the back of the Harbour. And here it would be as well to remark that the same fate would be very likely to befall any tourist who should attempt to emulate the feat of our travellers, and to make his way from Macquarie Harbour to the Huon. Mr. K. and his companions were experienced bushmen, and yet, from the time when they parted with their friends at Macquarie Harbour till the 16th of March, when they first caught sight of the Huon, their journal is a monotonous record of cold, wet, weariness, and general misery. When at length they sighted the Huon, 30 miles above the township of Victoria, their provisions were reduced to one pannikin of oatmeal and two pounds of bacon. For several days they had eaten nothing but oatmeal and bacon, and were beginning to suffer severely from a want of change of diet. For 17 days they had not seen any human being except themselves, but about mid-day of Monday, 16th March, they met two men, who had been sent from the Huon with a supply of provisions, to meet the travellers. From this time onward their course was easy; in two days more they reached Victoria, and were in the realms of civilization. Now, any man, who is a good walker, and accustomed to pedestrian excursions, might safely venture on the knapsack journey from Bischoff down the West Coast to Macquarie Harbour, and would thus see all that is most worth seeing on the coast; but it would be well for him to wait there for the *Wakefield* steamer which visits the West Coast about once in three weeks, and which would take him round to Hobart, calling in at Port Davey on the way.

But another and safer overland journey from the West Coast has been rendered feasible since the first edition of this work was published. The Mount Lyell goldfields have attracted great notice during the past year. They form part of the auriferous district first opened up at King River, and they lie on the Linda, an affluent of one of the tributaries of the King River. Their importance has induced the Government to open tracks further west than those mentioned in our description of the route to Lake St. Clair, but passing through that portion of the Lake district, and opening the country to Mount Lyell and the Eldon Ranges. A traveller who arrived in Hobart on Tuesday, the 11th of January, of the present year (1887) has given the following pleasing account of his

OVERLAND TRIP FROM THE WEST COAST.

He relates that leaving the junction of the King River on the 23rd December, and favoured with fine weather, he made the journey to the Ouse in seven days, one of which he spent in prospecting. He describes the track now being made by the Government party under the superintendence of Mr. Duffy, whom he met on the route, as following throughout easy grades, and showing that excellent judgment and good bush experience has been exercised in laying it off. Where cuttings are made the work has been well done, and where the track traverses the button grass flats it has been plainly pegged off, so that no traveller, even now, before traffic has commenced, could possibly lose his way. The two road parties working from different points are now within $2\frac{1}{2}$ miles of each other, and the present summer will see the work nearly completed. The distance from the King River junction to the Ouse is estimated at 93 miles, and travellers will find that supplies of food and also lodging are obtainable at reasonable charges along the whole route, except one stage of 30 miles, where it is necessary to carry two or three days' rations to provide for the possibility of being delayed by the creeks, which rise very rapidly after every rainfall. The creeks and rivers for nearly the whole distance, with this exception, are bridged, and there is no danger attendant on the journey. Our informant describes his trip as having been a most pleasant one, the weather beautiful, the scenery magnificent, especially in the Lake district, a portion of the island as yet almost *terra incognita*, but destined before long to be as favourite a place of resort for tourists as the much vaunted Lakes and Sounds of New Zealand. He describes the panoramic view from Mount Arrowsmith, 2,000ft. high, as one of the most striking that can possibly be conceived. Apart, however, from the beauties of the country and the immediate prospect of the new track opening up good land for settlement, is the fact that this line of route will obviate the present circuitous mode of travel adopted in getting to the West Coast, whether by way of Macquarie Harbour or Emu Bay and Waratah. The man who shall have accomplished this journey, in addition to the other routes which we have suggested, may satisfy himself that he has seen all that Tasmania can show most noteworthy in the beaten tracks; and much besides that lies off the regular routes of rail, coach, and steamer.

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Tasmanian Steam Navigation Company.

Head Office : Elizabeth Street, Franklin Wharf,
HOBART.

E. M. FISHER, MANAGER. P. FACY, JUN., ACCOUNTANT AND SECRETARY.

BRANCH OFFICE :

LAUNCESTON—A. T. WOODS, Local Manager, Lower George-street.

AGENCIES :

N.W. COAST, TASMANIA—JOHN HENRY, Formby.

G. C. RUDGE, Latrobe.

W. JONES, Emu Bay.

CHAS. SMITH, Circular Head.

MELBOURNE—CHAS. HUDSON, 1, Queen-street.

SYDNEY—T. & W. WILLIS, 15, Pitt-street, N.

ADELAIDE—H. MUECKE & Co.

BRISBANE—WEBSTER & Co.

EDEN, TWOFOLD BAY—S. SOLOMON.

NEWCASTLE—R. B. WALLACE.

LONDON—GILBERT J. McCaul & Co., 27, Walbrook

GLASGOW—H. R. ROBSON, 14, Royal Crescent.

CONSULTING ENGINEER :

John Kelly, s.s. Pateena.

FLEET :

	Commander.	H.P.	Gross Tonnage.
CORINNA	H. C. White ...	141	1280
FLORA	Henry Bennison ...	180	1273
PATEENA	Herbert Sams ...	242	1212
FLINDERS	Adam Drysdale ...	200	948
SOUTHERN CROSS	Thos. Capurn ...	150	780
MANGANA	J. P. Sharpe ...	167	752
MORETON	W. A. Pearce... ..	75	581

DISTANCES RUN BY T.S.N. COMPANY'S STEAMERS.

(Nautical Mileage.)

	Miles.		Miles.
HOBART to Cape Pillar ...	40	LAUNCESTON to Gabo I. ...	306
" to St. Patrick's Head ...	140	" to Twofold Bay ...	338
" to Cape Barren ...	212	" to Cape St. George... ..	462
" to Gabo Island ...	394	" to Sydney Heads ...	546
" to Twofold Bay ..	426	" to Newcastle Heads... ..	607
" to Cape St. George ...	550	" to Cape Schanck ...	218
" to Sydney Heads ...	634	" to Port Phillip Heads	236
" to Newcastle Heads... ..	695	" to Melbourne Wharf	277
" to Swan Island ...	200	FORMBY to Emu Bay ...	21
" to Cape Schanck ...	398	" to Table Cape ...	32
" to Port Phillip Heads	416	" to Circular Head ...	55
" to Melbourne Wharf	457	" to Port Philip Heads	211
LAUNCESTON to Low Head	40	" to Melbourne Wharf	251
" to Kent's Group ...	138	" to Kent's Group ...	110

Tasmanian Steam Navigation Co.—Table of Fares.

	SINGLE TICKETS.					RETURN TICKETS available for 6 months			
	Saloon.	Steerage.	Saloon and 1st Cl. Rail.	Saloon and 2nd Cl. Rail.	Steerage and 2nd Cl. Rail.	Saloon.	Steerage.	Saloon and 1st Cl. Rail.	Saloon and 2nd Cl. Rail.
Hobart to Melbourne direct, and <i>vice versa</i>	£ s. d.	£ s.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	£ s. d.
Hobart to Melbourne, <i>via</i> Launceston & <i>vice versa</i> ..	3 15 0	2 0 0	..	..	..	6 10 0	3 10 0	..	..
Hobart to Melbourne, <i>via</i> Launceston & <i>vice versa</i> ..	..	..	3 15 0	3 5 0	2 0 0	..	..	6 5 5	10 0 0
Hobart to Melb. <i>via</i> Laun. & Formby, & <i>vice versa</i> ..	..	..	4 0 0	3 7 6	2 5 0	..	..	6 10 5	11 0 0
Hobart to Sydney direct, and <i>vice versa</i>	5 0 0	3 0 0	..	..	..	8 0 0	..	..	..
Hobart to Sydney, <i>via</i> Launceston, and <i>vice versa</i> ..	..	..	5 10 0	5 0 0	3 10 0	..	..	9 5 8	10 0 0
Hobart to Eden, N.S.W. and <i>vice versa</i>	3 10 0	2 0 0	..	..	..	6 6 0	..	..	..
Launceston to Melbourne direct, and <i>vice versa</i> ..	2 5 0	1 0 0	..	..	..	4 0 0	..	..	..
Launceston to Melb'rne. <i>via</i> Formby, & <i>vice versa</i> ..	..	..	2 12 0	2 9 0	1 6 6	..	..	4 8 4	3 0 0
Launceston to Sydney direct, and <i>vice versa</i>	4 0 0	2 10	..	..	..	7 0 0	..	..	..
Launceston to Eden direct, and <i>vice versa</i>	2 10 0	1 15	..	..	..	4 10 0	..	..	..
North West Coast Ports to Mel. direct, & <i>vice versa</i> ..	2 5 0	1 0 0	..	..	..	4 0 0	..	..	..
Formby to Sydney direct, and <i>vice versa</i>	4 0 0	2 10	..	..	..	7 0 0	..	..	..
Formby to Emu Bay, and <i>vice versa</i>	0 7 6	0 5	..	..	..	0 12 6	0 8 0	..	..
Formby to Circular Head, and <i>vice versa</i>	0 12 6	0 10	..	..	..	1 0 0	0 17 6	..	..
Emu Bay to Circular Head, and <i>vice versa</i>	0 7 6	0 5	..	..	..	0 12 6	0 8 0	..	..
Mt. Bischoff to Melb', <i>via</i> Emu Bay, & <i>vice versa</i> ..	..	..	2 13 6	2 11 0	1 8 6	..	..	4 15 4	10 0 0
Sydney to Eden, and <i>vice versa</i>	2 0 0	1 0 0	..	..	..	3 0 0	..	..	..

TASMANIAN STEAM NAVIGATION COMPANY.
SUMMER EXCURSION FARES.

Issued between 26th October, 1886, and 30th April, 1887.

All Excursion Tickets will expire on 30th April, 1887.

	SALOON.	STEERAGE.	SALOON, With 1st Cl. Rail.	SALOON, With 2nd Cl. Rail.	STEERAGE, With 2nd Cl. Rail.
Hobart to Melbourne direct, and <i>vice versa</i> ..	£ s.	£ s.	£ s. d.	£ s. d.	£ s. d.
Hobart to Melbourne <i>via</i> Launceston, and <i>vice versa</i> ..	5 0	3 0	..	..	..
Hobart to Melbourne <i>via</i> Launceston and Formby, and <i>vice versa</i> ..	..	..	5 0 0	4 6 0	2 12 0
Hobart to Sydney direct, and <i>vice versa</i> ..	7 0	5 0	5 10 6	4 12 0	3 0 0
Hobart to Sydney <i>via</i> Launceston, and <i>vice versa</i> ..	..	..	7 16 0	7 2 0	5 2 0
Launceston to Melbourne direct, and <i>vice versa</i> ..	3 5	1 10	..	..	..
Launceston to Melbourne <i>via</i> Formby, and <i>vice versa</i> ..	..	..	3 16 0	3 11 6	2 0 0
Launceston to Sydney direct, and <i>vice versa</i> ..	6 0	4 0	..	..	..
North West Coast Ports to Melbourne, and <i>vice versa</i> ..	3 5	1 10	..	..	..
Waratah (Mount Bischoff) to Melbourne <i>via</i> Emu Bay, and <i>vice versa</i> ..	..	..	4 0 0	3 13 0	2 1 6

Tasmanian Steam Navigation Company.

NOTICE TO PASSENGERS.

The dates throughout the various Lines will be adhered to as closely as possible, but the Company reserve the right to despatch Steamers in advance of or later than the dates named, or to withdraw any steamer altogether, and cannot be responsible for any loss or inconvenience occasioned thereby.

The Cabin bell will be rung five minutes before starting, when all visitors will be expected to leave the ship.

Lights in the Saloon are extinguished at 10:30 p.m., and in the State Rooms at 11 p.m. The Bar closes at 10:30 p.m.

The general conditions on which Passengers are booked are stated fully on the Passage Ticket issued by the Company.

Tickets are on no account transferable.

Return tickets are available on any of the Company's lines by payment or refund of difference in passage money, as the case may be.

On and after 1st September, 1886, Passengers holding tickets by direct Steamer to Hobart or Melbourne wishing to return *via* Launceston, or Passengers holding Steamer and Rail Tickets *via* Launceston, wishing to return direct to Hobart or Melbourne, can obtain Exchange Tickets at the Hobart and Melbourne Offices, or at the T.M.L.R. Station, Hobart, by the payment of a fee of 5s. for each adult.

Passengers holding Return Tickets between Launceston and Melbourne and *vice versa*, can exchange their tickets to return *via* Formby by payment of 10s. First-class, and 7s. 6d. Second-class, and *vice versa*.

On and after 1st September, 1886, Saloon and Steerage Passengers obtaining their tickets on board the Company's Steamers will be charged 5s. in addition to the usual fares, excepting Steerage Passengers on the Launceston and Melbourne line, who will be charged 2s. 6d.

Children under, 3 years, free, and under 12, half fare.

Children proceeding home for their holidays, upon production of certificate from Principal of the School at which they are attending, can obtain Return Tickets at Single Fares.

Clergymen (attending Conference), Cricketing, Football, Rowing, and Rifle Teams, Theatrical Companies of not less than five Adults allowed 20% discount; 12 and over 25% discount; 20 and over 33½% discount. Such discounts to be off the Ordinary and not Excursion Rates, and off Steamer Fares only.

Servants are charged Steerage Fare, and allowed to attend their Employers in the Saloon. If berths are secured for them in Saloon, full Saloon Fares are charged.

Saloon Passengers are provided with bedding, linen and every requisite, together with the attendance of experienced servants. Steerage passengers are provided with mattresses and provisions.

By arrangement with the T.M.L. Railway Company (Limited), under which each Company acts as Agent for the other Company, passengers booking at the Company's Offices in Hobart, Melbourne, and Sydney, may obtain through Railway Tickets, and this Company's Tickets may also be obtained at the Hobart Railway Station.

Passengers holding Return Tickets are permitted to break their journey at any station on the T.M.L.R. between Hobart and Launceston, and passengers holding Single Tickets can break their journey at any station on the Western Line between Formby and Launceston, but must complete the through journey in one day, and holders of Return Tickets on the same line must complete the journey in one direction in four days.

Each Adult Cabin Passenger will be allowed 20 cubic feet of baggage, free. Each Adult Steerage Passenger will be allowed 10 cubic feet, free. Commercial Travellers allowed 40 cubic feet. All in excess of this quantity must be paid for at the current rate of freight.

The Company cannot hold itself responsible for any loss or damage to or detention of baggage under any circumstances unless booked as Cargo and freight paid. Merchandise will not be allowed to be carried under the designation of baggage. Packages containing jewellery, plate, and other valuables, must be specially booked, and freight, paid thereon, before shipment.

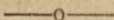
To avoid mistakes or confusion in the delivery of baggage, Passengers are urged to have each package fully and securely addressed. Where Labels are used, it is important that they should be securely pasted, stitched, or tacked on, otherwise they are liable to be torn off in handling on board. Labels should not be attached with string. Gummed slips for baggage to be forwarded by the T.M.L.R. Co. to Hobart will be supplied, on application, by the Company's officers on board after steamers enter Low Heads.

Passengers from Melbourne are requested to claim their baggage on the wharves at Launceston and Formby in order that the same may be passed by the Customs. Passengers travelling by the T.M.L.R. south of Launceston must claim their baggage at the Launceston Railway Station or Evandale Junction, and give instructions as to its destination.

Passenger's luggage sent direct from Hobart and Launceston to Sydney or Melbourne, or *vice versa*, when the owner travels *via* Launceston will be taken free if not exceeding above allowance. If receipt required, then the usual freight to be paid and Shipping Note or Bill of Lading taken.

As it is the Company's desire to study the comfort and convenience of the travelling public as far as practicable, any communication to Head Office, at Hobart, embodying suggestions in that direction will receive attention, and any well-grounded complaints shall be promptly inquired into.

TASMANIAN STEAM NAVIGATION COMPANY.



REGULAR STEAM COMMUNICATION BETWEEN HOBART, LAUNCESTON, NORTH-WEST COAST PORTS OF TASMANIA, MELBOURNE, EDEN (TWOFOOLD BAY), SYDNEY, AND NEWCASTLE.

LAUNCESTON AND MELBOURNE LINE.

The s.s. PATEENA, 1212 tons, 242 h.p., Herbert Sams, Commander, and the s.s. FLINDERS, 950 tons, 200 h.p., Adam Drysdale, Commander, leave Launceston and Melbourne, Mondays and Thursdays.

Fares : Saloon, 45s.; Return (6 months), 80s. Steerage, 20s.

Excursion Fares (issued between 25th October and 30th April available for 3 months) : Saloon, 65s.; Steerage, 30s.

HOBART AND MELBOURNE LINE.

The s.s. SOUTHERN CROSS, 780 tons, 150 h.p., Thomas Capurn, Commander, leaves Franklin Wharf, Hobart, and South Wharf, Melbourne, about every ten days.

Fares : Saloon, 75s.; Return (6 months), 130s. Steerage, 40s.; Return, 70s.

Excursion Fares (issued between 25th October and 30th April, available for 3 months) : Saloon, 100s.; Steerage, 60s.

HOBART AND SYDNEY LINE (VIA EDEN).

The s.s. FLORA, 1,273 tons, 180 h.p., Henry Bennison, Commander, leaves Franklin Wharf, Hobart, every Saturday fortnight, and the Tasmanian Wharf, Sydney, every Friday fortnight.

Fares : Saloon, 100s.; Return (6 months), 160s. Steerage, 60s.

Excursion Fares (issued between 25th October and 30th April, available for 3 months) : Saloon, 140s.; Steerage, 100s.

Note.—This steamer calls at Newcastle each trip.

LAUNCESTON AND SYDNEY (VIA EDEN).

The s.s. CORINNA, 1,280 tons, 141 h.p., H. C. White, Commander, leaves Launceston every Friday fortnight, and Tasmanian Wharf, Sydney, every Thursday fortnight.

Fares : Saloon, 80s.; Return (6 months), 140s. Steerage, 50s.

Excursion Fares (issued between 25th October and 30th April, available for 3 months) : Saloon, 120s.; Steerage, 80s.

Note.—This steamer calls at Newcastle each trip.

MERSEY (FORMBY) AND SYDNEY LINE.

A Steamer leaves Formby, and Tasmanian Wharf, Sydney, once a fortnight during the produce season.

Fares : Same as Launceston and Sydney line.

N.W. COAST AND MELBOURNE LINE.

The s.s. MANGANA, 752 tons, 167 h.p., Jas. P. Sharpe, Commander, leaves Formby every Saturday, and South Wharf, Melbourne, every Tuesday.

Fares : Same as Launceston and Melbourne line.

Any further information can be obtained by application to Head Office, Elizabeth-street, Franklin Wharf, Hobart; E. M. Fisher,

Manager; P. Facy, jun., Accountant and Secretary. Branch Office—
 Launceston, A. T. Woods, Local Manager, Lower George-street.
 Agencies: N.W. Coast, Tasmania, John Henry, Formby; G. C. Rudge,
 Latrobe; W. Jones, Emu Bay; Chas. Smith, Circular Head. Melbourne,
 Chas. Hudson, 1, Queen-street; Sydney, T. and W. Willis, 15,
 Pitt-street, N.; Adelaide, H. Muecke and Co.; Brisbane, Webster and
 Co.; Eden, Twofold Bay, S. Solomon; Newcastle, R. B. Wallace;
 London, Gilbert J. McCaul and Co., 27, Walbrook; Glasgow, H. R.
 Robson, 14, Royal Crescent.

TASMANIAN STEAM NAVIGATION COMPANY.

:o:

Tariff of Wines, Spirits, Beer, &c.

	Qts.	Pts.
CHAMPAGNE—		
Best quality	10/.	5/.
Extra quality	12/.	6/.
PORT AND SHERRY ...	5/.	
CLARET ...	4/	2/6
COLONIAL WINES—		
Red and White	3/6	2/.
ALE—		
Bass', bottled by Forster and others	1/6	1/.
STOUT—		
Guinness'	1/6	1/.
SPIRITS—		
Brandy, Whisky, Geneva, per bottle	5/.	
All Spirits, Port or Sherry, per glass, 6d.		
AERATED WATERS—		
Soda Water, Lemonade, Ginger Ale, 6d. per glass.		
CIGARS—		
Havannas, 6d each; Manillas, 3d. each.		
TOBACCO—		
3/6 per lb.		

TASMANIAN MAIN LINE RAILWAY.

HOBART TO LAUNCESTON.

Distance from Hobart.	Leave Stations as under—	TIME.				FARES.			
		Express	Ordinary	Midland.	Mail.	Single.		Return	
						1st Cl.	2nd Cl.	1st Cl.	2nd Cl.
Mls	HOBART	a.m. 8.0	a.m. 10.30	p.m. 5.0	p.m. 8.0	s. d. ..	s. d. ..	s. d. ..	s. d. ..
2*	Botanical Gardens ..	..	..	..	..	0 4	0 3	0 6	0 4
3*	Risdon Road .. ..	..	10.42	5.12	8.12	0 6	0 4	0 9	0 6
4*	New Town (Cooley's)..	..	10.48	5.18	8.18	0 6	0 4	0 9	0 6
5½*	O'BRIEN'S BRIDGE	8.14	10.55	5.25	8.25	0 9	0 6	1 0	0 9
7½*	Berriedale Road.. ..	..	11.2	5.32	8.37	1 2	0 10	1 9	1 3
9½*	Austin's Ferry .. ..	..	11.10	5.40	8.45	1 8	1 0	2 6	1 8
12	NEW NORFOLK RD	8.30	11.20	5.50	8.55	2 2	1 8	3 3	2 6
13½*	North Bridgewater ..	..	11.25	5.55	9.0	2 4	1 9	3 6	2 8
17½	BRIGHTON	8.45	11.45	6.15	9.25	3 0	2 3	4 6	3 4
21	Tea Tree .. ..	..	12.0	6.30	9.40	4 0	3 0	6 0	4 0
				p.m.					
25	Richmond Road .. ..	..	12.15	..	..	5 0	3 6	7 3	5 0
27½	CAMPANIA	9.10	12.30	7.30	10.15	5 3	4 0	8 0	5 3
31*	Lower Jerusalem .. ..	..	12.50	7.45	10.30	6 3	4 3	9 6	6 3
39	JERUSALEM	9.45	1.20	8.20	11.5	8 3	5 9	12 6	8 3
46½*	Flat Top	10.5	2.0	..	11.55	10 0	6 9	15 0	10 0
					A.M.				
51½*	Jericho .. ..	..	2.20	..	12.15	11 0	7 9	16 9	11 0
55	PARATTAH { Arrive	10.35	2.35	..	12.30	12 0	8 0	18 3	12 0
	{ Leave	10.45	3.0	..	1.50				
57½*	Eastern Marshes .. ..	..	3.10	..	2.0	12 6	8 6	19 0	12 6
62½*	York Plains... ..	..	3.30	..	2.20	13 9	9 2	21 0	13 9
68	ANTILL PONDS. ..	11.15	3.55	..	2.45	15 3	10 3	23 0	15 3
70*	Antill Ponds Po. Office	..	4.3	..	2.53	15 9	10 6	23 9	15 9
74*	Tunbridge .. ..	..	4.15	..	3.5	16 9	11 3	25 0	16 9
83	ROSS { Arrive	11.45	4.50	..	3.40	19 0	12 9	28 3	19 0
	{ Leave	P.M.	5.0	..	3.50				
91	CAMPBELL TOWN.	12.5	5.25	..	4.15	20 9	13 9	31 0	20 9
98	CORNERS (Fingl. Rd)	12.24	6.0	..	4.50	22 6	15 0	33 9	22 6
101*	Cleveland .. ..	..	6.10	..	5.0	23 3	15 6	34 9	23 3
105*	EPPING FOREST ..	12.36	6.20	..	5.10	24 3	16 0	36 3	24 3
111*	Snake Banks .. ..	..	6.48	..	5.38	25 6	17 0	38 6	25 6
115*	Clarendon .. ..	..	..	..	5.50	26 6	17 6	40 0	26 6
120	EVANDALE	1.10	7.20	..	6.10	28 0	18 6	42 0	28 0
122	EVANDALE JUNC.	1.15	7.35	..	6.25	28 3	18 9	42 3	28 3
126*	Breadalbane... ..	..	7.50	..	6.40	28 9	19 0	43 0	28 9
129*	St. Leonards	1.35	8.0	..	6.50	29 6	19 6	44 0	29 6
133	LAUNCESTON, arrive	1.45	8.10	..	7.0	30 0	20 0	45 0	30 0

* Trains only stop at these places when there are passengers to set down and take up.

TASMANIAN MAIN LINE RAILWAY.
LAUNCESTON TO HOBART.

Distances from Launceston.	Leave Stations as under—	TIME				FARES.			
		Midland	Ordin'y	Express	Mail	Single.		Return.	
						1st Cl.	2nd Cl.	1st Cl.	2nd Cl.
Mls	LAUNCESTON		a. m.	p. m.	p. m.	s. d.	s. d.	s. d.	s. d.
4*	St. Leonards .. ..	..	8.30	3.0	8.30				
7*	Breadalbane .. ..	..	8.40	..	8.40	0 9	0 6	1 0	0 10
11	EVANDALE JUNC. ..	..	8.50	..	8.50	1 6	1 3	2 3	2 0
13	EVANDALE .. ..	..	9.10	3.30	9.10	2 0	1 6	3 0	2 3
18*	Clarendon .. ..	..	9.20	3.38	9.20	2 2	1 8	3 3	2 6
22*	Snake Banks .. ..	..	..	..	9.35	3 3	2 6	5 0	3 6
28	EPPING FOREST..	..	9.54	..	9.54	4 6	3 0	6 6	4 6
32*	Cleveland .. ..	..	10.20	4.8	10.20	5 9	4 0	8 9	5 9
35	CORNERS (Fingl. Rd)	..	10.30	..	10.30	6 9	4 6	10 3	6 9
42	CAMPBELL TOWN ..	..	10.50	4.23	10.50	7 6	5 0	11 3	7 6
50	ROSS { Arrive .. ..	..	11.15	4.38	11.15	9 3	6 3	14 0	9 3
	{ Leave .. ..	..	11.45	..	11.45	11 0	7 3	16 9	11 0
		..	11.50	5.0	11.50				
		..	p. m.	..	a. m.				
59*	Tunbridge .. ..	..	12.30	..	12.20	13 3	8 9	20 0	13 3
63*	Antill Ponds P. Office	..	12.46	..	12.36	14 3	9 6	21 3	14 3
65	ANTILL PONDS .. ..	..	1.0	5.30	12.50	14 9	9 9	22 0	14 9
70½*	York Plains .. ..	..	1.25	..	1.15	16 3	10 9	24 0	16 3
75½*	Eastern Marshes..	..	1.50	..	1.40	17 6	11 6	26 0	17 6
78	PARATTAH { Arrive ..	..	2.0	6.0	1.50	18 0	12 0	26 9	18 0
	{ Leave .. ..	..	2.35	6.10	3.0				
81½*	Jericho .. ..	..	2.50	..	3.15	19 0	12 3	28 3	19 0
86½*	Flat Top	a. m.	3.10	6.32	3.35	20 0	13 3	30 0	20 0
94	JERUSALEM .. ..	..	8.15	3.50	7.0	4.15	21.9	14.3	32.6
102*	Lower Jerusalem ..	..	8.45	4.20	..	4.45	23.9	15.9	35.6
105½	CAMPANIA .. ..	..	9.10	4.40	7.30	5.5	24.9	16.0	37.0
108*	Richmond Road..	..	9.20	4.50	..	5.15	25.0	16.6	37.9
112*	Tea Tree .. ..	..	9.40	5.5	..	5.30	26.0	17.0	39.0
115½	BRIGHTON .. ..	..	10.0	5.20	8.0	5.50	27.0	17.9	40.6
119½*	North Bridgewater ..	10.20	5.40	..	6.10	27.9	18.3	41.6	27.9
121	NEW NORFOLK RD	10.25	5.50	8.15	6.20	28.0	18.6	41.9	28.0
123½*	Austin's Ferry	10.35	6.0	..	6.30	28.6	19.0	42.6	28.6
125½*	Berriedale Road..	10.43	6.8	..	6.38	29.0	19.3	43.3	29.0
127½*	O'BRIEN'S BRIDGE	10.55	6.15	8.31	6.45	29.3	19.6	44.0	29.3
129	New Town (Cooley's)..	11.2	6.22	..	6.52	29.6	20.0	44.3	29.6
130*	Risdon Road	11.8	6.28	..	6.58	30.0	20.0	44.6	30.0
131*	Botanical Gardens ..	..	..	..	..
133	HOBART (arrive) ..	11.20	6.40	8.45	7.10	30.0	20.0	45.0	30.0

* Trains only stop at these places when there are passengers to set down and take up.

MAIN LINE RAILWAY LOCAL TRAINS.

DOWN TRAINS.	TIME TABLE.												
	Local	Local	Express	Ordinary	Local A	Local B	Midland	Local	Mail	Local C	Local D	Local D	
Leave Stations :-	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Hobart	6 20	7 30	8 0	10 30	1 10	3 10	5 0	6 45	8 0	9 45	1 10	2 45	2 45
Botanical Gardens ...					1 16	3 16					1 16	2 51	2 51
Risdon Road s ...	6 32	7 42		10 42	1 22	3 22	5 12	6 57	8 12	9 57	1 22	2 57	2 57
New Town Cooley's s	6 38	7 48		10 48	1 28	3 28	5 18	7 3	8 18	10 3	1 28	3 3	3 3
O'Brien's Bridge ...	6 45	7 55	8 14	10 55	1 35	3 35	5 25	7 10	8 25	10 10	1 35	3 10	3 10
Berriedale Rd s ...	6 52			11 2	1 42	3 42	5 32		8 37			3 17	3 17
Austin's Ferry s ...	7 0			11 10	1 50	3 50	5 40		8 45			3 25	3 25
New Norfolk Road	7 10		8 30	11 20	2 0	4 0	5 50		8 55			3 35	3 35
New Norfolk, coach			9 45				7 15						
North Bridgewater s	7 15			11 25	2 5		5 55		9 0			3 40	3 40
Brighton, Arrive ...	7 35		8 45	11 45			6 15		9 25			4 0	4 0

- A.—Run beyond New Norfolk Road to North Bridgewater only on Sale days.
- B.—Runs beyond O'Brien's Bridge to New Norfolk Road on Wednesdays and Saturdays only.
- C.—Runs on Saturdays and Sundays only, but on Sunday at 9 p.m.
- D.—Run on Sundays only.

MAIN LINE RAILWAY LOCAL TRAINS.

UP TRAINS	TIME TABLE.												
	Mail	Local	Local	Midland.	Local A	Local B	Ordinary	Local	Express	Local C	Local D	Local D	
Leave Stations :-	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	
Brighton	5 50			8 5	10 0			5 20	8 0			4 20	4 20
North Bridgewater s	6 10			8 25	10 20	2 5		5 40				4 40	4 40
New Norfolk, coach.				7 10				4 10					
New Norfolk Road..	6 20		8 30	10 25	2 10	4 5	5 50		8 15			4 45	4 45
Austin's Ferry s ...	6 30		8 40	10 35	2 20	4 15	6 0					4 55	4 55
Berriedale Rd s ...	6 38		8 48	10 43	2 28	4 23	6 8					5 3	5 3
O'Brien's Bridge ...	6 45	8 15	8 55	10 55	2 35	4 30	6 15	7 15	8 31	10 15	2 5	5 10	5 10
New Town Cooley's s	6 52	8 22	9 2	11 2	2 42	4 37	6 22	7 22		10 28	2 12	5 17	5 17
Risdon Road s ...	6 58	8 28	9 8	11 8	2 48	4 43	6 28	7 28			2 18	5 23	5 23
Botanical Gardens ..			9 14		2 54	4 49					2 24	5 29	5 29
Hobart... ..	7 10	8 40	9 20	11 20	3 0	4 55	6 40	7 40	8 45	10 40	2 30	5 35	5 35

- A.—Run from North Bridgewater at 2 5 p.m., on Sale days only.
 - B.—Runs from New Norfolk Road Wednesdays and Saturdays only.
 - C.—Runs on Saturdays and Sundays only, but on Sundays at 9 30 p.m.
 - D.—Run on Sundays only.
- All trains are 1st & 2nd class. At the places marked s trains only stop by signal or to put down passengers on request made to guard at a previous stopping station

MAIN LINE NOTICES.

Passengers by freight trains dine at Parattah.

The through trains do not run on Sundays, except to complete their journey, or when desired by the Postmaster-General. The mail train does not run on Sunday evenings and Monday mornings.

Return tickets are not transferable, and if not used within the prescribed time, or attempted to be transferred, will be absolutely forfeited, and no allowance made on account thereof.

Adult passengers allowed 84lbs. of luggage each, 1st class, and 56lbs. second class, of wearing apparel only. Excess luggage, or luggage not for personal use, will be charged 1s. 9d. per 28lbs. weight for the through journey, and proportionally for lesser distances.

Pleasure or excursion parties, of not less than 10 passengers can, on application to the General Manager, not less than three days previously to the time of the intended journey, be provided with return tickets, available to return the same day, at single fare, but no ticket will be issued at a less charge than 9d., and for children, 5d.

EXCURSION AND SPECIAL TRAINS.

EXCURSION TRAINS.

Excursion trains will run by special request upon payment of a deposit (as a guarantee, returnable if the takings exceed the amount) equivalent to the charge for 60 Second Class Single Tickets.

SPECIAL TRAINS.

	£	s.	d.
Special Train, with one large or two small carriages, per mile up to 30 miles... ..	0	10	0
For every additional mile	0	5	0
” ” carriage per mile	0	5	0
Minimum charge	5	0	0

The mileage will be counted one way only.

Special Trains will be permitted to wait five hours at the station of destination, after which period half special train rates will be charged for the return journey until seven hours' detention from time of arrival, after which full special train rates will be charged for the return journey.

TASMANIAN GOVERNMENT RAILWAYS.
WESTERN LINE.

LAUNCESTON TO DELORAINÉ AND FORMBY.

STATIONS.	Distance from Launceston.	Mails for Hobart.							FARES.		FARES.					
		1st and 2nd Class.		Main Ordinary.	1 & 2 Class & Goods	Main Line Express	1 & 2 Class & Goods	1st and 2nd Class.	1st Class.	2nd Class.	Single.	Return.				
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.				
Launceston		8:0	8:30	12:40	3:0	3:15	5:0	8:30	0	9	1	0	0	6	0	10
St. Leonards	4	8:10	8:40	12:50	3:9	3:25	5:10	8:40	1	6	2	3	1	3	2	0
Breadalbane	* 7½	8:20	8:50	1:0	3:19	3:35	5:20	8:50	2	9	4	3	2	0	3	0
Evandale Junctn.	11½	8:32	9:5	1:20	3:30	3:47	5:32	9:5	2	0	3	0	1	6	2	3
Perth	14½	8:42	...	1:30	...	3:57	5:42	...	2	9	4	3	2	0	3	0
Longford	ARR. 17½	8:50	...	1:40	...	4:5	5:50	...	3	0	4	6	2	3	3	6
"	DEP.	8:55	...	1:50	...	4:7	6:0	...	...	...	...	...	...	...	...	...
Wilmore's Lane	* 21½	9:6	...	2:1	...	4:18	6:11	...	3	4	5	0	2	6	3	8
Little Hampton	* 22½	9:9	...	2:5	...	4:21	6:14	...	3	6	5	3	2	9	3	11
Bishopsbourne	24½	9:14	...	2:12	...	4:25	6:19	...	3	9	5	9	3	0	4	0
Oaks	* 26½	9:19	...	2:18	...	4:30	6:24	...	4	0	6	0	3	6	4	3
Glenore	* 28½	9:25	...	2:26	...	4:35	6:30	...	4	3	6	6	3	6	5	0
Hagley	31½	9:34	...	2:36	...	4:44	6:39	...	4	9	7	0	3	9	5	0
Westbury	35	9:50	...	2:48	...	5:0	6:50	...	5	0	7	6	4	0	5	0
Exton	41½	10:5	...	3:7	...	5:15	7:5	...	6	6	9	9	5	3	7	9
Deloraine	ARR. 45	10:15	...	3:20	...	5:25	7:15	...	7	0	10	6	5	6	8	3
"	DEP.	10:30	...	...	...	5:40	...	...	...	...	...	...	...	...	...	...
Chudleigh Road	48	10:39	...	...	...	5:50	...	...	7	9	11	8	6	0	9	0
Dunorlan	53½	10:55	...	...	...	6:6	...	...	9	0	13	6	6	11	10	5
Whitefoord Hills	* 55	11:2	...	...	...	6:13	...	...	9	6	14	3	7	2	10	9
Kimberley	* 61½	11:22	...	...	...	6:35	...	...	11	2	16	9	8	3	12	4
Railton	67	11:37	...	...	...	6:51	...	...	12	6	18	9	9	2	13	9
Latrobe	ARR. 75	12:0	...	...	...	7:15	...	...	14	6	21	9	10	6	15	9
"	DEP.	12:5	...	...	...	7:20	...	...	...	...	...	...	...	...	...	...
Tarleton	* 77	12:12	...	...	...	7:27	...	...	15	0	22	6	10	16	3	
Spreyton	* 79½	12:22	...	...	...	7:37	...	...	15	8	23	6	11	4	17	0
Formby (arrive)	82	12:30	...	...	...	7:45	...	...	16	3	24	5	11	8	17	6

Intermediate Fares are charged 3d per mile first class, and 2 per mile second class; Return Tickets, a fare and a-half.

GENERAL CONDITIONS.

The Railway Department does not pledge itself to the despatch or arrival of the trains at the exact times notified in the above tables, and in the event of any circumstances arising either during or prior to the journey being made, which may render it impossible or inexpedient for a train to proceed, will return the fares paid, but does not undertake to forward the passengers.

Luggage.—Each passenger is allowed to take 112lbs. of personal luggage free. No luggage will be allowed to be taken into the carriages, unless of such a size that it can be placed under the seats without inconvenience to other passengers. Passengers are strongly recommended to have their names and the station to which they are proceeding distinctly marked on their luggage, and to satisfy themselves that it is placed on the train, as the Railway Department will not be responsible unless it is booked and paid for.

Passengers can be booked at stations only on condition that there is room in the train.

Special Notice.—To ensure despatch, Parcels, Extra Luggage, Horses and Dogs should be at the Station at least fifteen minutes before advertised time of departure of train.

TASMANIAN GOVERNMENT RAILWAYS. WESTERN LINE.

FORMBY AND DELORAINE TO LAUNCESTON.

STATIONS.	Distance from Formby.	Mail from Hobart.	1st and 2nd Class.	1 & 2 Class & Goods	Main Express.	1 & 2 Class & Goods	1st and 2nd Class.	Main Ordinary.	FARES.		FARES.	
									1st Class.		2nd Class.	
									Single.	Return.	Single.	Return.
Formby .....	...	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.
Spreyton	2½	...	...	7:0	...	...	2:10	...	0 6	0 9	0 4	0 6
Tarleton	5	...	...	7:8	...	...	2:18	...	1 3	1 11	0 10	1 3
Latrobe	ARR. 7	...	...	7:25	...	...	2:35	...	1 9	2 8	1 2	1 9
"	DEP. ...	...	...	7:30	...	...	2:40	...	...	...	...	...
Railton	15	...	...	7:53	...	...	3:3	...	3 9	5 8	2 6	3 9
Kimberley	20½	...	...	8:10	...	...	3:20	...	5 2	7 9	3 5	5 2
Whiteford Hills	27	...	...	8:24	...	...	3:44	...	6 9	10 2	4 6	6 9
Dunorlan	28½	...	...	8:41	...	...	3:51	...	7 3	10 10	4 9	7 0
Chudleigh Road	34	...	...	8:56	...	...	4:6	...	8 6	12 9	5 8	8 6
Deloraine	ARR. 37	...	...	9:5	...	...	4:15	...	9 3	13 11	6 3	9 6
"	DEP. ...	...	7:25	9:20	...	12:0	4:30	...	...	...	...	...
Exton	40½	...	7:35	9:30	...	12:14	4:40	...	10 2	15 3	6 9	10 2
Westbury	47	...	7:50	9:49	...	12:34	4:56	...	11 9	17 8	7 10	11 9
Hagley	50½	...	8:0	10:0	...	12:46	5:6	...	12 8	19 0	8 5	12 8
Glenore	53½	...	8:9	10:9	...	12:57	5:15	...	13 4	20 0	8 11	13 4
Oaks	55½	...	8:17	10:17	...	1:6	5:23	...	13 10	20 9	9 3	13 10
Bishopsbourne	57½	...	8:22	10:22	...	1:11	5:28	...	14 3	21 5	9 6	14 3
Little Hampton	59½	...	8:27	10:27	...	1:15	5:33	...	14 9	22 2	9 9	14 8
Wilmore's Lane	63½	...	8:30	10:30	...	1:18	5:36	...	15 0	22 6	9 9	14 8
Longford	ARR. 64½	...	8:40	10:40	...	1:34	5:46	...	15 9	23 8	10 0	15 0
"	DEP. ...	...	8:50	10:45	...	1:44	5:55	...	...	...	...	...
Perth	67½	...	8:58	10:55	...	1:53	6:3	...	16 3	24 5	10 9	16 2
Evandale Junctn.	70½	6:24	9:9	11:5	1:15	2:4	6:14	7:35	16 3	24 5	11 3	16 11
Breadalbane	74½	6:39	9:21	11:17	1:27	2:19	6:26	7:50	16 3	24 5	11 6	17 3
St. Leonard's	78	6:50	9:31	11:25	1:35	2:30	6:36	8:0	16 3	24 5	11 8	17 6
Launceston (arrive) ...	82	7:0	9:40	11:35	1:45	2:40	6:45	8:10	16 3	24 5	11 8	17 6

Return tickets are available for Return for distances of 10 miles and under on the day of issue only; for each additional 10 miles or fraction thereof, one day's extension of time will be allowed for the return journey. In computing time for return, Sundays are omitted. Ordinary single tickets issued on Saturdays, are available as Return Tickets until the end of the following Monday.

Children under 3 years of age travel free; above 3 years and under 12 years of age, half-fare is charged.

* The Trains will stop by signal only at the Stations marked * to pick up or set down Passengers.

Pleasure Parties of not less than six 1st Class and ten 2nd Class passengers can be booked from Station to Station on the line of railway and back for single fare. A day's notice in writing is required, and the tickets are available for return the day following. Terms for Season Tickets obtainable at any station.

Tickets are not transferable, nor can passengers leave a train at an intermediate station and resume on same ticket.

Omnibuses and Cars run to and from the Stations as follows: Launceston to Elephant and Castle, 3d.; St. Leonards to Township, 4d.; Evandale Junction to Township, 3d.; Bishopsbourne to Township, 3d.; Bishopsbourne to Carrick or Hadsen, 6d.; Westbury to Township, 1d.

TASMANIAN GOVERNMENT RAILWAYS.
PARATTAH AND OATLANDS LINE.

UP.		DOWN.	
OATLANDS.	PARATTAH.	PARATTAH.	OATLANDS.
Lv.	Ar.	Lv.	Ar.
A.M.	A.M.	A.M.	A.M.
10·0	10·25	10·50	11·15
—	—	—	—
P.M.	P.M.	P.M.	P.M.
1·55	2·20	3·15	3·30
5·25	5·50	6·15	6·40

NOTICES.

FARES. — First Class, 1s.; Second Class, 8d. Children under 3 years of age will be carried FREE above 3 years and under 12 years of age, half-price.

LUGGAGE.—*Bona fide* Personal Luggage, 112lbs free; for every 56lbs., or part of 56lbs., 1s.

DOGS—6d. each. Dogs must be provided with chains or other means of securing them.

FINGAL LINE.

STATIONS. FROM	Distances.	FARES.								STATIONS. FROM	Distances.	FARES.							
		Departures				Returns						Departures				Returns			
		A.M.	P.M.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.			A.M.	P.M.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Corners	—	10·55	1·0	—	—	—	—	—	—	StMary's	—	7·30	2·25	—	—	—	—		
St'nyCk*	8	11·23	1·25	2 0	3 0	1 4	2 0	2 0	Cul'wod*	3	7·41	2·36	0 9	1 2	0 6	0 9			
Hanlith*	11	11·36	1·41	2 9	4 2	1 10	2 9	2 9	MtN'las*	5	7·53	2·48	1 3	1 10	1 0	1 3			
E'stb'ne*	12	11·43	1·48	3 0	4 6	2 0	3 0	3 0	Fingal	13	8·26	3·21	3 3	4 11	2 2	3 3			
Avoca	17	12·4	2·9	4 3	6 5	2 10	4 3	4 3	Tulloch*	17	8·45	3·40	4 3	6 5	2 10	4 3			
Ormley*	24	12·30	2·35	6 0	9 0	4 0	6 0	6 0	Ormley*	23	9·7	4·2	5 9	8 8	3 10	5 9			
Tullochg*	30	12·51	2·56	7 6	11 3	5 0	7 6	7 6	Avoca	30	9·36	4·31	7 6	11 3	5 0	7 6			
Fingal	34	1·10	3·15	8 6	12 9	5 8	8 6	8 6	Eastb'n*	35	9·54	4·49	8 9	13 2	5 10	8 9			
MtN'las*	42	1·43	3·48	10 6	15 9	7 0	10 6	10 6	Hanlith*	36	9·59	4·54	9 0	13 6	6 0	9 0			
Cul'wod*	44	1·53	3·58	11 0	16 6	7 0	11 0	11 0	St'nyCk*	39	10·12	5·7	9 9	14 8	6 6	9 9			
StMary's	47	2·0	4·6	11 9	17 8	7 10	11 6	11 6	Corners	47	10·35	5·30	11 9	17 8	7 10	11 9			

* NOTE.—Trains stop at these stations only when there are passengers to take up or set down. Passengers requiring to alight at these stations must give notice to the guard at the preceding station.

Passengers are allowed to carry 112lbs. of bona fide personal luggage free of charge, above that weight will be charged excess luggage rates. Children under three years of age, will be carried free, above that age and under 12, half-fare.

RETURN TICKETS are available for return for distances of ten miles and under on day of issue only. For each additional ten miles, or fraction thereof, one day's extension of time will be allowed for the return journey. Sundays are not counted in the return journey.

Tickets are not transferable under any circumstances.

On Saturdays Return Tickets to all stations are issued at Single Fares, available for return up to the following Monday.

Passengers booking through from Launceston for any station on the Fingal Line leave by 8·30 a.m. train, Main Line Railway, and from Hobart by Express at 8 a.m. Passengers from St. Mary's by Morning Train for Launceston have to wait two hours at the Corners for the Express from Hobart.

MELBOURNE TO SYDNEY—OVERLAND.

Miles.	Leave Stations Daily, as under— (Sundays excepted)	Mails and Pass.		Express. 1st Class only.
			A.M.	P.M.
	Melbourne (Spencer-street) ..		* 6:40	2:55
61	Seymour A		9:5	5 19
	.. .. D		9:25	5:39
121	Benalla		11:24	8:8
			P.M.	
145	Wangaratta A		12:7	8:59
	.. .. D		12:12	9:6
187	Wodonga A		1:32	10:50
	.. .. D		1:40	11:0
190	Albury, N.S.W. A		2:9	..
	.. .. D		2:45	..
267	Wagga Wagga A		5:7	..
	.. .. D		5:15	..
289	Junee Junction A		6:0	..
	.. .. D		6:25	..
323	Cootamundra		7:51	..
348	Harden		9:8	..
389	Yass A		10:45	..
	.. .. D		10:57	..
			A.M.	
442	Goulburn A		12:58	..
	.. .. D		1:10	..
499	Mittagong A		3:15	..
	.. .. D		3:25	..
563	Granville Junction		6:5	..
				..
576	Sydney A		6:40	..
				..

* On Saturdays to Albury only.

† Does not run on Saturdays or Sundays.

Trains stop for refreshments at Seymour, Benalla, Wangaratta, Albury, Wagga, Junee, Yass, Goulburn, and Mittagong.

Sleeping Berths may be secured at Spencer-street Station, Melbourne, at 12s. 6d. each.

Melbourne time reckoned between Melbourne and Wodonga; Sydney time between Albury and Sydney. Melbourne time 25 minutes slower than Sydney.

SYDNEY TO MELBOURNE—OVERLAND.

Miles.	Leave Stations Daily, as under— (Sundays excepted.)	Express. 1st Class only.	Mail and Pass.
	Sydney	P.M. 5.15*	P.M. 9 0
77	Mittagong A	8.0	A.M. 12 10
	" D	8.20	12.30
134	Goulburn A	10.5	2.40
	" D	10.15	2.55
187	Yass A	11.50	4.50
	" D	11.55	5.5
		A.M.	
228	Harden	1.21	7.10
253	Cootamundra	2.10	8.14
287	June Junction A	2.9	9.31
	" D	3.19	9.58
309	Wagga Wagga A		10.40
	" D	3.55	10.50
			P.M.
386	Albury A	5.50	1.20
	" D	6.15	2.15
389	Wodonga (Victoria)... .. A	5.53	2.0
	" D	5.55	2.35
431	Wangaratta A	6.57	4.7
	" D	7.2	4.12
455	Benalla A	7.56	5.18
515	Seymour A	9.27	7.38
	" D	9.33	7.53
576	Melbourne A	11.16	10.15
			4.40

* Does not run on Saturdays or Sundays.

Trains stop for refreshments at Mittagong, Goulburn, Yass, June Junction, Wagga, Albury, Wangaratta, Benalla, and Seymour.

Sydney time reckoned between Sydney and Albury; Melbourne time between Wodonga and Melbourne. Sydney time 25 minutes faster than Melbourne.

MELBOURNE TO SYDNEY and Vice Versa.—THROUGH FARES.

First Class, Single	£4 1 0
Second Class, Single	3 0 8
First Class, Return	6 1 6
Second Class, Return	4 11 0

Children under 12 years of age pay half-fare; under 3, Free.

Holders of Single Tickets can break their journey, but the through journey must be completed within seven days. Return tickets available for two months. The journey cannot be broken on Return Tickets.

Tickets from Sydney can only be purchased at the Central Office, George-street, and the Booking Office, Sydney station.

Sleeping cars are attached to all through trains on the New South Wales line. Berths can be secured in advance for the down journey by letter or telegram addressed to the Station Master or the Central Office at Sydney, and for the Up journey to the Station Master at Albury or Melbourne.

The Charges for sleeping berths are as follows:—

Lower berths, 12s. 6d., in addition to the first-class fare.
Upper do., 10s. do do

In the Palace Sleeping Cars (Nos. 8 and 9), both lower and upper berths are charged 12s. 6d. each in addition to the first-class fare.

Persons desirous of travelling by the Express train are required to secure their seats at Sydney not later than 1 p.m., and at Albury not later than 6 p.m. on the day they intend to travel.

MELBOURNE AND ADELAIDE.—OVERLAND.
TIME TABLE FOR EXPRESS TRAIN.

Distance from Melbourne.	Melbourne to Adelaide.		Distance from Adelaide.	Adelaide to Melbourne.	
—	MELBOURNE .. dep	P.M. 14.5	—	ADELAIDE.. .. dep	P.M. 13.30*
45	Geelong arr.	5.20	21½	Aldgate arr.	4.28*
	.. .. dep	5.35		.. .. dep	4.32*
99¾	Ballarat East .. dep	7.8	31¼	Mt. Barker Junct. arr.	5.1*
	.. .. dep			.. .. dep	5.4*
100¼	Ballarat arr.	7.10	60¼	Murray Bridge .. arr.	6.18*
	.. .. dep	7.40		.. .. dep	6.40*
128¾	Beaufort arr.	8.37	114¼	Coonalpyn arr.	7.58*
	.. .. dep	8.42		.. .. dep	8.2*
157¼	Ararat arr.	—	183	Border Town arr.	9.39*
	.. .. dep	9.38		.. .. dep	9.42*
176	Stawell arr.	10.17	196	Serviceton.. .. arr.	10.5*
	.. .. dep	10.32		.. .. dep	10.45
211¾	Murtoa dep	11.40	234½	Nhill dep	12.0
		A.M.			A.M.
229½	Horsham arr.	12.15	242¾	Kiata arr.	12.18
	.. .. dep	12.20		.. .. dep	12.23
250¾	Dimboola dep	1.0	258	Dimboola arr.	12.55
				.. .. dep	1.0
266	Kiata arr.	1.30	279¼	Horsham arr.	1.45
	.. .. dep	1.35		.. .. dep	1.50
274¼	Nhill dep	1.50	297	Murtoa dep	2.23
312¾	Serviceton arr.	3.15	332¾	Stawell arr.	3.30
	.. .. dep	*3.10†		.. .. dep	3.35
325¾	Border Town .. arr.	*3.35	351	Ararat dep	4.13
	.. .. dep	*3.38			
394½	Coonalpyn arr.	*5.20	380	Beaufort arr.	5.11
	.. .. dep	*5.25		.. .. dep	5.16
448½	Murray Bridge .. arr.	*6.48	408½	Ballarat arr.	6.13
	.. .. dep	*7.20		.. .. dep	6.25
477½	Mt. Barker Junct. arr.	*8.33	409½	Ballarat East .. dep	6.27
	.. .. dep	*8.36			
487¼	Aldgate arr.	*9.4	463¾	Geelong arr.	7.50
	.. .. dep	*9.8		.. .. dep	8.20
508¾	ADELAIDE.. .. arr.	*10.10	508¾	MELBOURNE .. arr.	9.45

† Daily, except Saturdays and Sundays. *Adelaide time. ‡ Daily, except Sundays and Mondays.

The through fares between Melbourne and Adelaide are as follow :—

1st Class Single	.. ..	£3 15 0
1st Class Return	.. ..	5 10 0
2nd Class Single	.. ..	2 5 0
2nd Class Return	.. ..	3 10 0

The Return Tickets are available for two months from date to date, and the journey may be broken on them.

The charge for Sleeping Berths on the Melbourne and Adelaide Line is 12s. 6d. for each berth, in addition to 1st class fare. Sleeping Berth Tickets can be obtained at Spencer-street up to 3.30 p.m. on each day the Express Train runs; at Geelong from 3.30 to 5 p.m.; at Ballarat from 5 to 6.30 p.m.; and at Ararat from 6.30 to 9.30 p.m.

First and second class passengers are carried by Express to and from Melbourne and Adelaide. First class and long journey passengers have preference over second-class and short journey passengers respectively. Roadside passengers can only be taken provided there be room.

Passengers are requested to see that their luggage is properly labelled before leaving Melbourne or Adelaide, and that a numbered check is received by them for each article of luggage which they purpose taking with them.

POST OFFICE INFORMATION.

Town Letters, for every half-ounce or fraction of half-ounce...	s. d.
Inland Letters, ditto	0 1
Ship Letters for the Australian Colonies, New Zealand, or Fiji, ditto... ..	0 2

RATES OF POSTAGE.

ON LETTERS, ETC., TO THE UNITED KINGDOM AND FOREIGN COUNTRIES.

	Letters each $\frac{1}{2}$ oz.	Packets each oz.		Letters each $\frac{1}{2}$ oz.	Packets each oz.	
	D.	D.		D.	D.	
United Kingdom ...	6	1	AFRICA.			
			Cape of Good Hope ...	} 11	}	
			Natal			
			Mauritius*			10
EUROPE— <i>Via Brindisi.</i>			AMERICA— <i>Via San Francisco.</i>			
Austria	} 9	} 2	Canada	} 6	} 1	
Belgium			United States			
Denmark			ASIA— <i>Via Ceylon or Torres Straits.</i>			
Germany			Aden	} 6		
Holland			Ceylon			
Netherlands			India... ..			
Russia			China			
Sweden			Hong Kong			
Switzerland			Japan			
France*			Singapore			
Greece	Italy	7	Batavia			

NEWSPAPERS—FREE.

* Per Messageries Line 6d. per $\frac{1}{2}$ oz.

TELEGRAPH INFORMATION.

SCALES OF CHARGES.

Inter-Tasmanian Telegrams.—Ten words and under, 1s.; every additional word, 1d. Press messages for publication, 100 words and under, 1s. 6d.; each additional fifty, 6d. Minimum charge after usual hours, 1s. 6d. Rates for messages between central and suburban offices in Hobart and Launceston, 6d. for first ten words; 1d. each additional word.

Intercolonial.—Ten words or under, from Tasmania to Victoria, 2s.; each additional word, 2d. From Tasmania to New South Wales, 2s. 6d., each additional word, 3d. From Tasmania to South Australia, 3s. each additional word, 3d. From Tasmania to Queensland or Western Australia, 4s.; each additional word, 4d. Address and signature must not exceed ten words.

To New Zealand.—10 words or under, 9s. 6d.; each additional word, 11d. Address and signature being charged for at per word.

To London.—9s. 11d. each word. Address and signature charged for. Words containing more than ten letters count two words.

British-Australian Telegraph.—Communication with England by submarine cables and a land line across Australia was opened on Oct. 21, 1872.

Reuter's Telegraph Company,—Agents at Hobart, Nickolls & Simonds.

MESSAGES.

Messages will be transmitted in the order of their reception; no precedence allowed, except for special despatches on Government service, the arrest of criminals, and cases of pressing emergency.

Messages must be written with ink clearly and legibly, bearing the proper date and address, and the genuine signature of the sender. The full and correct address to be given. Figures not to be used.

Messages will be delivered free of charge within one mile of the office; over that distance portorage will be charged at the lowest possible local rates. When messages are delivered to ships away from the wharf, boat hire will be charged extra.

Prepaid telegrams, on being franked "On Public Service Only" by authorised officers of the Telegraph Department, and having the words "Telegram Only" printed in red ink on the face of the envelope, are allowed to pass through the Post Office free of postage.

Urgent telegrams, upon which double rates are paid, are received for transmission within the Colony only, and take precedence of all other business both in transmission and delivery. Delayed telegrams are charged half rate with postage added, and are posted from the nearest Telegraph Office within the Colony to their destination the evening of the day on which they are handed in, for delivery the following morning.

CITY OF HOBART CAB FARES, 1887.

BY DISTANCE.

	s.	d.
For any distance not exceeding 1 mile	1	0
For every additional half mile, not exceeding five miles	0	6
Return fare, if the same party (and not having detained the cab more than fifteen minutes), to be half the above. No cab can be compelled to go further than five miles from Wellington Bridge.		

BY TIME.

For any time within 30 minutes	2	0
Above 30 minutes and not exceeding 45 minutes	3	0
Above 45 minutes and not exceeding one hour	3	6
Above 1 hour and not exceeding 1 hour and 20 minutes	4	6
Above 1 hour and 20 mins. and not exceeding 1 hour and 40 mins.	5	6
Above 1 hour and 40 minutes and not exceeding 2 hours	6	6
Above 2 hours and not exceeding 2 hours and 20 minutes	7	0
Above 2 hours and 20 mins. and not exceeding 2 hours and 40 mins.	7	6
Above 2 hours and 40 minutes and not exceeding 3 hours	9	0
Above 3 hours and not exceeding 3 hours and 20 minutes	9	6
Above 3 hours and 20 mins. and not exceeding 3 hours and 40 mins.	10	6
Above 3 hours and 40 minutes and not exceeding 4 hours	11	0
And for any further time after at the rate of 6d. for every 20 minutes.		

One-half more than the above Fares for any period during which such cab shall be employed between the hours of 10 o'clock at night and 6 o'clock in the morning.

The hirer of any Licensed Cab may elect to pay such Fare either by time or by distance, and no Return Fare allowed except same person shall return, when half-fare to be paid. If hired "by time," the time should be computed from the hour the Cab is taken from the stand; and if by "distance," the distance from the stand to the place of "taking up" be reckoned as part of the distance.

CAB FARES, LAUNCESTON.

BY DISTANCE.

s. d.

Under half a mile, for one passenger	0	6
Under half a mile, for two or more passengers	1	0
Above half a mile, and not exceeding a mile, for the whole cab	1	0
For every additional half mile, for the whole cab, not exceeding five miles	0	6

Return Fare, if the same party, and not having detained the cab more than fifteen minutes, to be half the above. No return fee payable if the cab remains empty.

BY TIME.

s. d.

Not exceeding half an hour	1	6
Exceeding half an hour, but not exceeding three-quarters of an hour	2	3



Above three-quarters of an hour, but not exceeding one hour... 3 0
 For every fractional part of any subsequent hour in the same proportion.

LUGGAGE.—Every package carried outside the cab 0 3

From 10 p.m. to 6 a.m. one half more than the foregoing fares. Time or distance at the option of the hirer. Distance from Main Line Railway or Launceston and Western Railway Station to landing steps, wharf, is reckoned above half a mile.

CAB FARES, MELBOURNE.

Chargeable for hiring vehicles plying within the city, and within eight miles of Melbourne.

By TIME.—Day of 12 hours, 30s.; one hour, 3s.; half-hour, 2s.; quarter hour, 9d. Applicable (unless by agreement) for driving within a radius of two miles from stand.

By DISTANCE.—Not exceeding three persons, two miles, 1s. per mile; per mile beyond, 1s. 3d., if the hiring party return, 1s. 6d.

Exceeding three persons, one mile, 2s.; per mile beyond, 1s. 6d.; if the hiring party return, 2s.

No back fares allowed.

Calling off the stand and not further employing, 1s.

DETENTION.—Five minutes, without charge; 6d. per quarter hour afterwards.

One-half extra on above rates between midnight and 5 a.m.

CAB AND HACKNEY CARRIAGE FARES, SYDNEY.

Rates and Fares to be paid for any Carriage (not an Omnibus) within the limits of this By-law, in the City and Police District of Sydney :—

	s.	d.
For a Cab for any time not exceeding one quarter of an hour, to carry two passengers if required by hirer	1	0

For every subsequent quarter of an hour or part thereof ...	1	0
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But if engaged for more than one hour, then to be paid at the rate of ninepence for every additional quarter of an hour or part thereof.

For a Hackney Carriage for any time not exceeding one half hour, to carry five persons if required by hirer	2	6
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For every subsequent quarter of an hour or part thereof ...	1	3
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But if engaged for more than one hour, then to be paid at the rate of one shilling and three half-pence for every additional quarter of an hour or part thereof.

If the vehicle is discharged at any place that is beyond the following boundaries, viz.,—a straight line drawn from the undermentioned places to each succeeding one in the order in which they are placed, viz.:—

Double Bay Wharf ;
 Old South Head Road, at Cowper-street ;
 Randwick Road, at Denison-street ;
 Bunnerong Road, at south-west corner of race-course fence ;
 Botany Road, at McEvoy-street ;
 Newtown Road, at Camperdown Road ;
 Parramatta Road, at Camperdown Road.
 Abattoir Road at Crescent-street ;—

the driver thereof shall be entitled to his ordinary fare by time back to the city boundary, unless a special arrangement as to fare has been made at the time of hiring.

Vehicles to travel at a speed of not less than six miles an hour, except when otherwise ordered by the hirer.

The drivers of such vehicles respectively shall be bound to take, if required, exclusive of the driver, four persons inside and one outside a hackney carriage, or two persons inside a hansom cab. The driver shall not be obliged to take any luggage exceeding fifty pounds in weight, being clean and of such a description as may be placed inside or outside the vehicle without injuring the same, and the driver shall be entitled to claim one shilling for every additional fifty pounds weight or portion thereof so carried ; but the person hiring such vehicle shall be allowed eighty-four pounds weight of luggage when the number of persons is short of the number aforesaid. Whenever the number of persons carried shall exceed that named for each vehicle respectively, the driver shall be entitled to charge—by time or distance, as the hiring may be—one-third more for each adult or two children over five and under fifteen years of age. Tolls to be paid by the hirer.

Half-fare, in addition to the ordinary fare, after 10 p.m., and before 5 a.m.

The Tramway fare to and from Redfern Station and the City is 2d. by Ticket.

Calling off stand and not further employing Hackney Carriage, 1s. ; Cab, 9d.

BUSSES AND COACHES.

NEW TOWN AND GLENORCHY.—Busses and cars for New Town (3 miles) and O'Brien's Bridge 5 miles) run from Albion Hotel, Elizabeth-street, 9'30, 10, 11 a.m., 12 noon, 1, 2, 3, 3'15, 4, 4'30, 5, 5'30, 6 p.m., Saturday 10 p.m. Leave O'Brien's Bridge, 8'40, 10'20, 10 45, 11'45 a.m., 1'40, 2'10, 2'45, 4'40 p.m., and Saturday 7 p.m. New Town, 8'30, 9'10, 10'40, 11 a.m., 12 noon, 2, 2'30, 3, 3'45, 4'30, 4'45, 5'15 p.m., Saturday 7'10 p.m. Fares 3d. and 6d.

MACQUARIE-STREET AND CASCADES.—Burbury's busses leave the office, Collins-street (between Elizabeth and Murray streets), every half hour from 8:30 a.m. to 6 p.m., and Cascades from 8:45 a.m. to 6:30 p.m., and until 10 p.m. on Saturdays.

CAMPBELL AND ARGYLE STREETS.—Leave office, Collins-street, every half hour from 12:30 a.m., and angle of Letitia and Colville (north) streets from 12:45 p.m. to 6:15 p.m., and until 10 p.m. on Saturdays.

BATTERY POINT.—Leave office, Collins-street, every half-hour, and angle of Hampden Road and Colville-street on Saturdays until 10 p.m. Fares, 3d. each way on every bus, or 12 tickets, 2s. 6d. Time tables giving other particulars are to be obtained from Burbury's office.

SANDY BAY.—Atkins' busses leave angle of Murray and Collins streets for Sandy Bay every hour, from 9 a.m. to 6 p.m.; and Lipscombe's, Sandy Bay, for Town every hour, from 9:30 a.m. to 6:30 p.m. Hogan's busses leave same place alternate hours.

SANDELY AND LONGLEY.—Coach leaves the Man of Ross Hotel, Liverpool-street, every day at 4 p.m., and leaves Sandfly 7:30 a.m. and Longley at 9 a.m.; arrives in the city at 10 a.m.

RICHMOND (14 miles).—Leaves British Hotel, Liverpool-street, daily 3:45 p.m.; Richmond daily, 8 a.m.

HUON.—Leaves Webster's British Hotel daily 9 a.m., Victoria 1:30, arriving at Franklin 2:30. Leaves Franklin 9:30 a.m., Victoria 10:30, Vinces's 12:30, arriving in Hobart 3:30.

BROWN'S RIVER (10 miles).—Leaves Graham's Hotel, Melbourne-street, daily, 9 a.m. and 4 p.m. Leaves Smith's Hotel, Brown's River, 8:30 a.m. and 4 p.m.

SORELL.—Leaves Bellerive daily (Sundays excepted) 9 a.m., 4:30 p.m., arriving at Sorell 11 a.m. and 7 p.m.; leaves Sorell 8 a.m. and 3 p.m., arriving at Bellerive 11 a.m. and 5:30 p.m.; on Sundays leaves Bellerive 10 a.m. and Sorell 3 p.m. Another conveyance also leaves Bellerive daily (Sundays excepted) 4:30 p.m. and Sorell 8 a.m. Dove's conveyance leaves Tattersall's Hotel, Hobart, alternate Wednesdays, 8 a.m., to attend Stock Sales.

BRIGHTON STATION TO BOTHWELL, via Green Ponds and Melton Mowbray.—Leaves Brighton station on arrival of express train 8:45 a.m., Brighton Bridge 9:15, Lower Bagdad 10, Constitution Hill 10:40, Green Ponds 11, Melton Mowbray 11:30, Black Marsh 12:20 p.m., arriving at Bothwell 2 p.m.; leaves Bothwell 3 p.m., Black Marsh 4:10, Melton Mowbray 4:45, Green Ponds 5:30, Constitution Hill 6, Lower Bagdad 7, Brighton Bridge 7:30, arriving at Brighton station at 8 to catch express train for Hobart.

BRIGHTON STATION TO GREEN PONDS.—Leaves Brighton Station (on arrival of 5 p.m. local train) 6:9, Brighton Bridge 6:45, Lower Bagdad 7, Constitution Hill 8:10, arriving at Green Ponds, 8:30 p.m.; leaves Green Ponds 7:35 a.m., Constitution Hill 8 a.m., Lower Bagdad 8:45, Brighton Bridge 9:25, arriving at Brighton Station 9:55, to catch local train arriving in Hobart 11:10 a.m.

BEACONSFIELD.—Leaves Post Office every Monday, Wednesday, and Friday at 11 a.m. Leaves Beaconsfield every Tuesday, Thursday and Saturday at 4 a.m.

LEFROY.—Leaves Post Office, Charles-street, daily 11 a.m. Leaves Lefroy, 8 a.m.

EVANDALE AND LYMINGTON.—Leaves York Hotel, York-street, every Monday, Wednesday, and Saturday, at 3 p.m. Leaves Lymington same days, 7 a.m., and Evandale, 8 a.m., arriving in Launceston 10 a.m.

PERTH.—Leaves Sydney Hotel, Elizabeth-street, every day (except Wednesday), at 3 p.m.

SCOTTSDALE AND BRANXHOLM.—Loone and Bonnor's coaches leave their coach office, Brisbane-street, Launceston, daily at 9 a.m. for Scottsdale, Ringarooma, and Branxholm, leaving Ringarooma and Branxholm at 5 a.m. daily, and Scottsdale at 8 a.m.

MOUNT BISCHOFF.—The V.D.L. Co.'s railway is now open. Trains leave Emu Bay daily (except Sunday) at 8 a.m., occasionally specials on Sundays, 7 p.m., when arranged for. Leave Bischoff daily at 2 p.m. Fares—1st class, single, 15s.; 2nd class, 12s. 6d.; return, 1st class, 25s.; 2nd class, 20s.

WESTBURY COACH.—Leaves Rankin's stables every Wednesday and Saturday, at 3 p.m.; leaves Westbury same days at 7:30 a.m., and arrive at Launceston at 20 minutes past 10 a.m.

UPPER PIPER.—The coach conveys passengers along the Scottsdale railway line, leaving Bardenhagen's Accommodation House at 7 a.m., and Tynan's Terminns Hotel at 2 p.m. daily, and will run as far as tunnel as soon as it can be done with safety.

LATROBE.—Flight's coach leaves Whitaker's Coffee Palace, Latrobe, to meet the midday train at 12:20 p.m. on Monday, Wednesday, and Friday, for Emu Bay, and leaves Farrel's Family Hotel, Emu Bay, for Latrobe on Tuesday, Thursday, and Saturday, at 7:30 a.m.

FORMBY.—Wiseman's coaches leave Formby daily (giving time for passengers to obtain luncheon), on arrival of both trains from Launceston for the Don, Forth, Leven, Penguin, Emu Bay, Table Cape, and Circular Head; and also to train that connects with Mount Bischoff.

NEW NORFOLK.—Leaves New Norfolk Road Station on arrival of train from Hobart at 8:30, 11:15 a.m., 5:46 p.m., arriving at New Norfolk 9:45 a.m, 12:30 p.m., 7 p.m. Leaves New Norfolk 7:10 a.m., 12:30, 4:10 p.m., arriving at New Norfolk Road Station 8:30 a.m., 1:55, 5:46 p.m.

NEW NORFOLK TO OUSE, *via* Macquarie Plains and Hamilton.—Leaves New Norfolk daily 10:15 a.m., Macquarie Plains 12:30 p.m., Hamilton 2:30, arriving at Ouse 4 p.m. Leaves Ouse 7:40 a.m., Hamilton 8:15, Macquarie Plains 10:15, arriving at New Norfolk 12:30.

NEW NORFOLK TO GLENORA.—Leaves New Norfolk daily at 1 p.m., arrives at Glenora 3 p.m. Leaves Glenora 7 a.m., arrives at New Norfolk 9:15.

SWANSEA TO AVOCA.—Leaves Swansea every Wednesday and Saturday at 4 a.m., arriving at Avoca 1 p.m. Leaves Avoca every Wednesday and Saturday 8 a.m., arriving at Swansea 5 p.m.

RICHMOND TO CAMPANIA STATION.—Leaves Richmond daily 8 a.m. and 6 p.m., arriving at Campania 9 a.m. and 7 p.m. Leaves Campania 9.30 a.m., and 9.30 p.m., arriving at Richmond 10.30 a.m. and 10.30 p.m.

CAMPANIA STATION TO SWANSEA, *via* Spring Bay.—Leaves Campania every Tuesday, Thursday, and Saturday.

THE LAUNCESTON OMNIBUS COMPANY'S busses pass the G.P.O. daily, Sundays and holidays excepted. Busses to Invermay, 8.18, 8.58, 10.13, 11.23 a.m., 12.3, 12.28, 1.1, 1.43, 2, 2.26, 2.50, 3.19, 3.44, 4.4, 4.34, 4.53, 5.19, 6.4 p.m., returning to Launceston 9.1, 9.26, 10.37, 11.42 a.m., 12.17, 12.49, 1.45, 2.3, 2.31, 2.56, 3.13, 3.43, 4.11, 4.33, 5.6, 5.37, 5.48, 6.44 p.m.

TO MOWBRAY—8.18 a.m., 1.1, 4.53, 6.4 p.m., returning to Launceston 8.54 a.m., 1.37, 5.30, 6.35 p.m.

TO NEWNHAM—8.18 a.m., 4.53 p.m., returning to Launceston 8.50 a.m., 5.26 p.m.

TO SANDHILL—9.38, 10.49, 11.54 a.m., 12.29, 1.1, 1.57, 2.15, 2.44, 3.8, 3.25, 3.56, 4.23, 4.45, 5.19, 6.2 p.m., returning to Launceston 8.45, 10, 11.10 a.m., 12.15, 12.48, 1.47, 2.18, 2.36, 3.5, 3.28, 3.50, 4.20, 4.40, 5.5, 5.45, 6.20 p.m.

LEAVES YORK-STREET FOR NEWSTEAD—7.30, 9.10 a.m., 12 noon, 1, 2, 3, 3.45, 4.30, 5.18, 6.1 p.m., returning to Launceston 8.42, 9.30 a.m., 12.25, 1.42, 2.36, 3.22, 4.10, 4.50, 6.36 p.m.

DISTILLERY CREEK—7.30 a.m., 1, 5.18, p.m., returning to Launceston 8.42 a.m., 1.27, 6.28 p.m.

ST. LEONARDS—7.30 a.m., 5.18 p.m., returning to Launceston 8.15 a.m., 6.10 p.m.

All fares 3d., excepting Newnham and Distillery Creek 6d., and St. Leonards 9d.

'Busses also run on Saturday nights.

CORRA LINN.—An omnibus leaves the L. O. and T. Co.'s offices, York-street, on Sundays at 2.15 p.m. for Corra Linn, returning by 5.30. Return Tickets, 2s. 6d. each.

Railway omnibusses leave the Elephant and Castle Hotel, Wellington-street, *via* Elizabeth, Charles, Brisbane, George, and William streets, for the Government, Launceston and Western Railway Stations, for outgoing trains, 7.40 a.m., 12.20, 4.30 p.m., calling at International, Launceston, and Brisbane Hotels; also a bus leaves corner of Elizabeth and Charles streets for the railway gates, *via* the Post Office, at 2.44 p.m. 'Busses meet the incoming trains at 9.40, 11.35 a.m., 2.40 and 6.45 p.m., taking passengers *via* William, George, Brisbane, Charles, and Elizabeth streets, to the Elephant and Castle Hotel.

RIVER STEAMERS.

To KANGAROO POINT.—The steam ferry-boats Success, Enterprise, Result, and Victory leave Bellerive, 8, 9, 10, 11 a.m., 12 noon, 1'30, 2'30, 3'30, 4'30, 5'30 p.m.; and the Waterman's Ferry, Hobart, 8'30, 9'30, 10'30, 11'30 a.m., 12'30, 2, 3, 4, 5, 6 p.m. During the summer months two steamers run half-hourly. In the middle of winter the 5'30 and 6 p.m. trips are omitted. The twin ferry steamer Kangaroo leaves Bellerive 8'30, 10'30 a.m., 1'45, 3'15, 4'45 p.m.; and Dunn-street Pier, Hobart, 9'45, 12 a.m., 2'45, 4, 5'45 p.m. In winter, 4'45 p.m. and 5'45 trips are omitted. Lays up first Friday in every month.

To NEW NORFOLK.—The Monarch, R. Moore, leaves New Norfolk every Monday, Wednesday, and Friday at 8 a.m.; and Hobart every Tuesday and Thursday at 3 p.m., and on Saturday at 2 p.m.

To PORTS IN D'ENTRECASTEAUX CHANNEL AND HUON RIVER.—The Cygnet leaves Hobart every Wednesday for Port Cygnet, and every Saturday for Southport, *via* Port Cygnet and Port Espérance at 8'30 a.m., calling at the intermediate ports and bays, returning Thursday and Monday. The Minx leaves every Monday and Thursday for Victoria *via* all Channel Ports (omitting Port Cygnet), at 8'30 a.m., returning every Tuesday and Friday. The Huon leaves Hobart for Victoria (calling at all intermediate ports), at 8'30 a.m., every Monday and Thursday, returning to Hobart on Tuesdays and Fridays.

To TASMAN'S PENINSULA.—The s.s. Taranna leaves Hobart every Monday and Thursday at 8'30 a.m., leaving Norfolk Bay on return every Tuesday and Friday at 8'30 a.m.

WATERMEN'S FARES, HOBART.

	s. d.
To or from a vessel in harbour, each person... ..	1 0
To a vessel in harbour, and back again... ..	1 6
Horse or other beast of burden, or horned cattle	2 6
Sheep, goat, or pig	0 4
Bushel of grain	0 2
Poultry per dozen	0 6
Wine, spirits, or oil, per keg, 8d.; per hogshead, 2s.; per pipe, 4s.	

Luggage under 50lbs. free. 50lbs. and under 100lbs., fare for one adult. For every additional 50lbs., half such fare.

If a vessel is lying in the stream unmoored, half as much again.

The limits of the harbour shall be a line drawn from Macquarie Point to Sandy Bay Point, intersected by a line bringing the two flag-staffs on Battery Point in one.

No waterman to be compelled to take his boat higher up the river than five miles, or lower than Sandy Bay Point, and the same distance on the side of the river opposite to Sandy Bay Point.

WATERMEN'S FARES, LAUNCESTON. s. d.

From the Queen's Wharf, to or from a vessel within the Bar, each	0	8
To or from a vessel below the Bar, and not beyond the Cattle Wharf	1	0
Ditto below the Cattle Wharf, and not beyond the One Mile Beacon	2	6
Ditto below the One Mile Beacon, and not beyond the Tea Tree	3	0
Ditto below the Tea Tree, and not beyond Stephenson's Bend.....	5	0

Half fares for returning. No licensed boat to be compelled to go beyond Stephenson's Bend, except by special agreement.

BY TIME.—For the first hour, for each person, 2s. ; for every additional half-hour, half that rate.

LUGGAGE.—Less than 50lbs. free ; 50lbs. and not exceeding 100lbs. one-half passenger rate. For each 100lbs. the fare for one person.

DETENTION, if beyond 15 min., to be paid at the rate of 1s. 6d. per hour.

LIST OF HOTELS AND PRIVATE BOARDING ESTABLISHMENTS IN TASMANIA.

—o—

HOBART.

HOTELS.

Hadley's Orient...	...	J. C. Hadley...	...	Murray-street.
Currie's Club	...	E. Currie	..	Murray-street.
Ship	...	W. Strickland	...	Collins-street.
Criterion...	...	H. B. Forbes...	...	Liverpool-street
Carlton Club	...	H. Cherry	...	Liverpool-street
Rock	...	Mrs. M. A. Lawton...	...	Elizabeth-street.
Royal	...	C. G. Eady	...	Liverpool-street.

PRIVATE BOARDING ESTABLISHMENTS.

Westella	...	Mrs. Westgarth	...	Elizabeth-street.
Pressland House	...	Mrs. Clements	...	Melville-street.
Highfield Hall	...	Mrs. Grey	...	Murray-street.
Alma Lodge	...	Mrs. T. Heathorn	...	Liverpool-street.
Ingle Hall	...	Mrs. Turner	...	Macquarie-street.
Eltham	...	Mrs. Sargeant	...	Bathurst-street.

LAUNCESTON.

HOTELS.

Launceston	...	Joseph Huston	...	Brisbane-street.
Brisbane	...	E. H. Panton...	...	Brisbane-street.
Criterion...	...	A. Delense	...	St. John's-street.
International	...	G. W. Barber	...	Brisbane-street.
Club	...	William Maltman	...	Brisbane-street.
Federal	...	C. A. H. Williamson	...	Brisbane-street.
Central	...	Thos. Morton...	...	Charles-street.

Globe	W. S. Monks...	George-street.
Commercial	Robert M'Kimmie ...	George-street.
Royal Tasman	P. Latham	Patterson-street.
Park View	Jas. Ley	Inveresk.
Coffee Palace	S. J. Sutton	Brisbane-street

COUNTRY.

HOTELS.

Union	Avoca	C. W. Foster.
York	Bridgewater South ...	J. T. Cooley.
Prince of Wales	Broadmarsh	Julia M. Bayley.
Crown	Bothwell	John Edwards.
Ophir	Beaconsfield	James Guttridge.
Burnie	Burnie (Emu Bay) ...	Harriet Wiseman.
Forester	Bridport	W. H. Jones.
Clarence	Bellerive, Kangaroo Pt	Geo. H. Lamb.
Carnarvon	Carnarvon	Cherry Bros. .
Caledonian... ..	Campbell Town	H. H. Beedham.
Kean's	Campbell Town	Michael Kean.
Campania	Campania	John White.
Coppington	Coppington	Henry Ward.
Deloraine	Deloraine	John M. Porter.
Clarendon	Evandale	Thomas Fall.
Blenheim House (Private)... ..	Evandale	Dr. C. H. Elliott.
Dover	Esperance	Thomas Connolly.
Talbot Arms	Fingal... ..	G. C. Gilham.
Franklin	Franklin	William Mead.
Formby	Formby	Jane O'Meara.
Telegraph	George's Bay... ..	Jessie Johnston.
Pier... ..	George Town... ..	Henry Wright.
Traveller's Rest	Gould's Country	George Robins.
Victoria	Green Ponds	Edward Harvey.
New Inn	Hamilton	John G. Bailey.
Colebrook	Jerusalem	John Bradshaw.
Kingston	Kingston (Brown's R.)	Charles E. Smith.
Club	Latrobe	R. Rockliff.
Royal	Longford	—
Blenheim	Longford	Geo. Lawson.
Gretna Green	Macquarie Plains ...	Geo. R. Burton.
Blackwell's	Melton Mowbray ...	William Blackwell.
Bush	New Norfolk... ..	Octavius Blockey.
Star and Garter	New Norfolk... ..	William Cowburn, jun.
Bridge	Ouse	Richard T. Rodda.
Oatlands	Oatlands	John Smith.
Midland Railway	Parattah	James Johnston.

Queen's Head ...	Perth ...	...	...	Wm. Russell.
Harvey's Commercial	Port Cygnet ...	...	...	Joseph Harvey.
Westcombe House (Private)...	Penguin ...	...	...	T. Tulloch.
Ross ...	Ross ...	...	...	Thomas Goss.
Pier ...	Swansea ...	...	...	E. J. Makepeace
Alabama ...	Shipwright's Point ...	...	...	Edward Sykes.
Pembroke ...	Sorell ...	...	...	James Tyler.
Vine Grove ...	Scottsdale ...	...	...	John Mezger.
Mersey ...	Torquay ...	...	...	E. Atkinson.
Ulverstone...	Ulverstone ...	...	...	W. L. Webb.
Picnic ...	Victoria (Huon) ...	...	...	Geo. Nicholson.
Pearce's ...	Waratah (Mt Bischoff)	...	...	James Pearce.
Berriedale ...	Westbury ...	...	...	W. Smith, jun.

ss.
ci



CORNWALL HOTEL,
CAMERON STREET,
LAUNCESTON.

ONE OF THE LARGEST AND MOST CONVENIENTLY
SITUATED HOTELS IN LAUNCESTON.

EXCELLENT ACCOMMODATION OF EVERY KIND.

This Hotel has a large Mining and Commercial Connection, and is
favourably known in all parts of the Colonies.

GOOD LIVERY STABLES ATTACHED. TERMS MODERATE.

MRS. S. FAHEY, PROPRIETRESS.

O' M A Y ' S

LINE OF  STEAMERS

BETWEEN KANGAROO POINT AND HOBART.

Enterprise, Success, Result, and Victory.

TIME TABLE.

Kangaroo Point.

Franklin Wharf, Hobart.

8 a.m.	1'30 p.m.	8'30 a.m.	2 p.m.
9 a.m.	2'30 p.m.	9'30 a.m.	3 p.m.
10 a.m.	3'30 p.m.	10'30 a.m.	4 p.m.
11 a.m.	4'30 p.m.	11'30 a.m.	5 p.m.
12 noon	5'30 p.m.	12'30 p.m.	6 p.m.

NOT TRANSFERABLE.

STEAMERS LET OUT BY THE DAY.

O'MAY BROS.

Franklin Wharf, Hobart.

FEDERAL HOTEL,

Brisbane Street East,

OPPOSITE TOWN PARK, LAUNCESTON.

This splendid Establishment, situated in the very best part of the town, is now open for the reception of visitors. Large and well-ventilated rooms; balcony, 180ft. long, from which lovely views of the surrounding country can be obtained.

TABLE D'HÔTE AT 1.15 DAILY. FIRST-CLASS WINES, SPIRITS, ALES, ETC., ALWAYS IN STOCK.

Hot and Cold Baths, and Every Comfort, with Moderate Charges.

C. A. H. WILLIAMSON, Proprietor.

GRUBB & ELTHAM,

GENERAL PRODUCE AND COMMISSION AGENTS,
ARGYLE STREET, HOBART,

With Branches at Collins-street (late W. Smith) and Morrison-street.

COMMISSIONS ACCEPTED AND SALES MADE OF
HAMS, BACON, BUTTER, CHEESE, HAY, GRAIN, POTATOES, &c.

Cartage of all description undertaken.

CITY SCHOOL,

118, MACQUARIE STREET,

FOR DAY SCHOLARS & BOARDERS.

—:0:—

The Course of Instruction includes—Classics, Mathematics, English, French, German, Italian, Book-keeping. Extras—Drawing, Music. Terms on application.

THOS. A. MARSDEN, A.A.,

Principal.

THE COMMERCIAL BANK OF TASMANIA LIMITED (ESTABLISHED 1832).

Capital	£500,000
Paid-up Capital	125,000
Reserve Fund	140,000

HEAD OFFICE, HOBART.

Directors—C. M. MAXWELL, J. H. B. WALCH, C. J. BARCLAY.
CHAS. J. BARCLAY, *Managing Director*.
D. BARCLAY, *Manager*.

BRANCHES.

LAUNCESTON. <i>Local Directors</i> : JAMES AIKENHEAD AND ALFRED HARRAP. E. D. HARROP, <i>Manager</i> .
LATROBE ... W. S. ALLANBY, <i>Manager</i> .
OATLANDS ... E. WHITESIDES, <i>Manager</i> .
LONGFORD ... J. H. STEWART, <i>Manager</i> .
GEORGE'S BAY ... B. H. WRIGHT, <i>Manager</i> .
DELORAINÉ ... J. G. LINDLEY, <i>Manager</i> .
NEW NORFOLK ... C. H. DIGNAM, <i>Manager</i> .
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AGENCIES :

London: THE BANK OF NEW SOUTH WALES,

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Victoria: THE BANK OF NEW SOUTH WALES,

National Bank of Australasia, Commercial Bank of Australia (Lim.), Bank of Victoria, City of Melbourne Bank (Lim.), Federal Bank of Australia (Lim.), Bank of New Zealand.

New South Wales: THE BANK OF NEW SOUTH WALES,

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Western Australia: THE BANK OF NEW SOUTH WALES,

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ESTABLISHED 1837. INCORPORATED 1880.

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Together	£2,480,000
Reserve Liability of Proprietors	3,000,000
Total Capital and Reserve Funds	£5 480,000

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The Bank grants Letters of Credit on Demand, or Bills, at three or thirty days' sight, upon its Branches, at the customary rates, on the money being deposited. Similar letters of Credit may be procured from its Agents in all the principal towns throughout England, Scotland, and Ireland. The Bank also negotiates, and sends for collection Bills on the Colonies, the terms for which may be obtained on application at its London Office. At its Branches in the Colonies it undertakes all descriptions of **Banking and Exchange Business.**

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Hobart, January 1, 1886.

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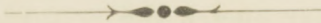
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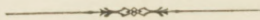
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