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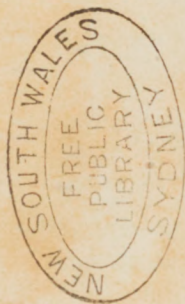
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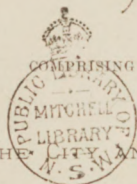
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H. P. ...



VISITORS'
GUIDE TO SYDNEY,



DESCRIPTION OF THE CITY AND ITS INSTITUTIONS.

WITH WHICH IS INCORPORATED

THE TOURISTS' HANDBOOK;

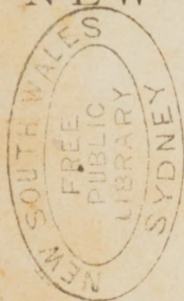
AND THE RESOURCES OF

NEW SOUTH WALES.

By

E. Burton.

SECOND EDITION.



WITH PLAN OF THE CITY.

SYDNEY: 1874

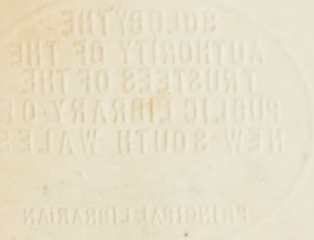
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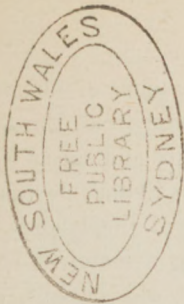
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(Preface.)





PREFACE.

THE compilation of the information contained in this book was undertaken with the view of setting forth some of the attractions of the city and its surroundings, and of assisting visitors to the capital of New South Wales to take an intelligent look at a city that has grown up to proportions of greatness within the space of little more than a life-time, in whose magnificent free port float ships of nearly every nation of the world, and whose commerce, already of considerable magnitude, is (especially under the thorough free-trade *régime* of the present Administration, with the Hon. Henry Parkes at its head) increasing day by day. True there are no ivy-mantled towers or other old ruins with their deeply interesting historical associations. But there is, nevertheless, sufficient to attract attention and afford food for reflection. No scenery around any other city in the world could surpass in loveliness that which is to be found within a short radius of Sydney.

In the preparation of this new edition great improvements have been made—especially by the addition of information for tourists. The few pages devoted to a description of the resources of New South Wales, will it is hoped, prove of some service in disseminating information concerning the oldest and wealthiest colony of the Australian group. Much information relating to the colony at large will be found interwoven with the description of Sydney, under such heads as “The Parliament,” “The Public Schools,” &c. To avoid repetition this arrangement was found desirable.

Visitors to the colony are now becoming exceedingly numerous—every day bringing fresh accessions of tourists or intending permanent residents. A voyage from Europe to Sydney can now be made with such rapidity and safety by the Mail boats, that a trip from England to Sydney by way of the Suez Canal, and home again by way of the Islands, San Francisco, and America, is fast becoming a matter-of-course to everyone who desires to see what the world contains, or to benefit his health, and who has the leisure to indulge his inclinations. To all such it is hoped that the attempt to supply information by the present publication will prove useful.

Every effort has been made by the compiler to secure accuracy. In collecting information recourse has been had to Parliamentary records and other official documents. Ewan's and also Wilkins's Geography of New South Wales, have been consulted; to the *Sydney Morning Herald*, and other publications, the compiler is indebted for valuable information; and his acknowledgments are also due to the Hon. Minister for Works for valuable information respecting the Railways.

EDWIN BURTON.

Sydney, October 10, 1874.

CONTENTS.

PART I.—NEW SOUTH WALES.

Agricultural Returns for 1874 ..	14	Iron Ore Deposits	11
Arrival of the First Fleet at Botany	7	Live Stock in 1788	8
Boundaries of the Colony	9 in 1874	13
Captain Phillip's Discovery of Port Jackson	8	Mineral Wealth	10
Coal Measures, The	11	Price of Land	12
Copper Deposits	11	Population	16
Climatology	15	Prospects of Settlers	14
Discovery of the Colony	7	Railways	15, 116
Education	58	Removal of First Fleet from Botany	8
Gold-Fields, The	9	Silver	12
Gold Returns	11	Sources of Wealth	9
Government	54	Superficial Area	9
Imports, Value of	14	Vegetable Productions	12
		Vine, Orange, &c.	13

PART II.—GUIDE TO SYDNEY.

GENERAL DESCRIPTION—

Landing of the First Pioneers ..	17
Centrality of Site	18
Anthony Trollope's Description ..	18
Darwin's Prospective View	19
Form of the City	19
Streets, Length of	19
Population	19
Climate—Southerly Busters	19
Rainfall Returns	20
Street Architecture	20
Parliamentary Divisions	20
Municipal Divisions	21
Municipal Information	21
Water Supply	22
Pymont	23

THE HARBOUR—

Description of the Harbour ..	23
Anthony Trollope's Description ..	24
North and South Heads	24
Lighthouses	24
Quarantine Station	24
Middle Harbour	25
Manly Beach and Watson's Bay ..	25
Sow and Pigs	25
The Inner Headlands	25
Garden Island	25
Fort Denison—Pinchgut	26
Farm Cove and Circular Quay ..	26
Quays and Docks	26
Wharfs and Workshops	27

STREETS OF THE CITY—

Nomenclature	27
GEORGE STREET	27
Dawes' Point	28
Barracks, Site of the old	28
Town Hall	29
Markets	29
Central Police Court	29
Cemetery, Site of the old	29
St. Andrew's Cathedral	29
Brickfield-hill	30
Haymarket	30
PITT STREET	31
House of the Good Shepherd ..	31
Belmore Gardens	31
Congregational Church	31
Temperance Halls	31
School of Arts	31
Newspaper Offices	32
Spencer's Exhibition	32
Insurance Offices	32
BRIDGE STREET	33
The Tank Stream	33
The Old Bridge	33
Exchange, The	33
Commemoration Trees	33
OTHER STREETS & REMINISCENCES ..	34
Church Hill	34
Site of the old Gaol	34
St. Phillip's Church	34
St. Patrick's Church	34

STREETS OF THE CITY, continued—

Scots' Church	34
King-street	34
St. James' Church	34
Immigration Barracks	35
Statue of Albert the Good	35
Infirmiry, Mint, & Parliamentary Buildings	35

THE SUBURBS—

Balmain	35
Glebe, The	35
Newtown	36
Redfern	36
Waterloo	36
Paddington	36
Concord	36
St. Leonard's	36
Suburban Municipalities	36

PARKS & RECREATION GROUNDS—

Domain, The	37
Botanic Gardens	38
Hyde Park	41
Moore Park	42
Belmore Gardens	42
Prince Alfred Park	42
Victoria Park	43
Fort Phillip	43
Randwick Racecourse	43
Albert Cricket Ground	43

AMUSEMENTS—

Introduction	44
Yacht Clubs	45
Rowing Club	45
Fishing and Boating	46
Cricket	46
Places of Amusement in the City	46
Picture Galleries	47
Halls	47

SCIENTIFIC AND LITERARY INSTITUTIONS—

Observatory, The	48
Museum, The	49
Mint, The	50
Free Public Library	51
Maddock's Select Library	52
School of Arts	53

GOVERNMENTAL & LEGAL—

Parliament, The	54
Form of Government	54
Legislative Council	54
Legislative Assembly	55
Qualification of Members	55
Government, The	55
Government House	55
Supreme Court	56
Criminal Court	56
Insolvency Court	57
District Court	57
Coroner's Court	57
Police Courts	57
Government Offices	57
Police, The	58

EDUCATIONAL INSTITUTIONS—

University, The	58
.. .. . Benefactions of	59
.. .. . Senate of	60
.. .. . Museum of Antiquities	60
.. .. . The Great Hall of	61
Affiliated Colleges	63
Colleges not Affiliated	64
Wesleyan College	64
Camden College	64
Lyndhurst College	64
Moore College	64
Grammar School	64
Public Schools	65

THE CATHEDRALS—

St. Andrew's Church of England	66
.. .. . The interior of	67
St. Mary's Roman Catholic	68

MILITARY AND VOLUNTEERS—

Permanent Force	70
Volunteer Rifles and Artillery	70
Naval Brigade	71
Barracks	71
Rifle Associations	71
Fortifications	72

COMMERCIAL—

Exchange, The	73
Greville's Rooms	74
Banks, The	74
Savings' Bank	75
Post Office Savings' Bank	75

MISCELLANEOUS INFORMATION—

Post Office	76
Postal & Telegraph Routes, &c.	77
Exhibition Building	78
Town Hall	78
Darlinghurst Gaol	79
Necropolis, The	80
Baths	81
George-street Markets	81
Belmore Markets	81
Fish Markets	82
Abattoirs, The	82
Publications	82
Societies—Royal Society, Academy of Art, Engineering Association, Agricultural Society, Clubs, Institute of Architects, Horticultural Society, Bible Society	83
Private Establishments—Russell's Foundry, Waterview Bay Dry Dock and Works, A. S. N. Company's Works, Fitzroy Dry Dock & Works, Macquarie's Ship Building Yard	85
Charitable and Benevolent Institutions—Destitute Children's Asylum, Deaf & Dumb and Blind Institution, Lunatic Asylums, Sailors' Home, Hospitals, Industrial Schools	86
Principal Hotels	86

PART III.—THE TOURISTS' HANDBOOK.

Introduction	89	RAILWAYS, continued—	
Suburbs, The	89	GREAT WESTERN RAIL-	
Watson's Bay and South Head	90	WAY	118
Trip to Botany Bay	94	Parramatta to Penrith	118
Harbour Excursions—Manly Beach, Mossman's Bay, Athol Gardens, Chowder Bay, Balmoral, Pearl Bay, Clontarf	96	Blacktown	118
Drive along the Coast—Randwick, Coogee, Long Bay, Botany	99	Penrith	118
Parramatta, Trip to	100	Nepean Bridge	118
" by the River	101	Knapsack Gully Viaduct, and Zigzag	119
" by the Road	103	Weatherboard (The) and Camp- bell Waterfalls	120
North Shore, The	104	Mount Victoria and Scenery	121
Willoughby Waterfalls	105	Mounds Hay, Tomah, and King George	123
Lane Cove River	105	Mount York	124
Lane Cove Road	105	Govett's Leap	125
Road to Pittwater	106	Kerosene Mines	127
George's and Middle Heads	107	Lithgow Valley Zigzag	127
Scenery	107	Bowenfels	128
Aboriginal Settlement	107	Wallerawang	128
Sans Souci, George's River	109	Bathurst	129
Proposed Water Supply	109	GREAT SOUTHERN RAIL-	
Liverpool	110	WAY	129
Hawkesbury River	110	Campbelltown	130
Trollope's Description	111	Picton	130
Excursion up the River	111	Mittagong and Nattai	130
Wiseman's Ferry	114	Fitzroy Iron Mines	131
Topographical Features	115	Goulburn	131
Windsor	115	Illawarra	131
RAILWAYS, THE	116	The Hunter District	133
Travelling Facilities	116	Newcastle	134
Sanitorium of the Colony	117	Collieries	134
Railway History	117	Fish River Caves	135

NOTICE:—The Railway Fares and Times, Cab Regulations, Steamboat Information, &c., have been purposely omitted from this book, on account of the frequent alterations to which they are subject. For this information it was thought more advisable to refer the reader to "Bradshaw's Monthly Guide," which may be had at a trifling cost, either in the form of a pocket or office edition.

New South Wales.

It is scarcely more than a century since Captain Cook, accompanied by Sir Joseph Banks and the eminent Swedish botanist, Dr. Solander, left England in the ship Endeavour, on a voyage of discovery in the Southern Seas and Pacific ocean. On the 28th of April, 1770, he entered the haven about six miles to the South of Port Jackson, to which he was induced to give the name of Botany Bay, on account of the diversity of plants found on its shores. He surveyed the south-east coast of this vast island-continent. Its wild and rugged appearance reminded the great navigator of the coast of South Wales in England, and this circumstance led him to give it the name which it now bears. He returned to England; but in the year 1772, was again dispatched on a similar voyage, having under his command two ships—the Resolution, which he himself commanded, and the Adventure, which was commanded by Captain Furneaux. His discoveries on this occasion were of so important a character that the English Government availed itself of them with a view to establish a depot for criminals at Botany Bay; and on the 13th of May, 1787, Captain Phillip left England in command of six transport vessels and three storeships. There were on board 757 convicts (of whom 192 were women) and a detachment of 208 marines, with forty of the soldiers' wives and children. On its way out, the fleet called at Rio Janeiro, and also at the Cape of Good Hope, from both of which places many valuable plants and seeds were obtained for plantation in the new settlement. They also took on board at the Cape, a number of horses, cattle, sheep, goats and pigs, for the purpose of continuing the breed of those animals in the new colony.

On the 20th January, 1788, the fleet arrived safely at Botany Bay. A few of the men were landed at a spot now

known as Point Sutherland, and a commencement was made to clear away the trees. Captain Phillip meanwhile made a closer investigation of the bay. From various causes, principally the inadequate supply of fresh water, he came to the conclusion that the shores of the Bay would provide a very ineligible site for a settlement, and he determined upon exploring a locality marked upon Cook's chart, "Broken Bay." He accordingly, with some of his officers and men, embarked in three open boats for the northern port. There was another inlet on the coast between Botany Bay and Broken Bay, which Captain Cook had viewed from a distance, but which, as it had to him the appearance of an open bay, he did not think worthy of examination. To this inlet he gave the name of Port Jackson, as it was first described by a seaman of that name. As this port lay on their way to Broken Bay, Captain Phillip resolved to look into it before proceeding further. It was, says a historian, now found to be in reality the mouth of a channel which stretched in a south-west direction, but which, from the turn of the coast and the height of the outer capes or heads, had not before been distinguished. Pursuing this channel for about three miles, the party were agreeably surprised, by its sudden turn to the west, to find it lead to a further inlet of great extent. The more they followed up their unexpected discovery the more they had reason to be satisfied. The fleet was speedily removed from Botany Bay to this newly discovered port, which it entered on the 26th of January, 1788.

The infant settlement on the 27th January, 1788 (that was eighty-six years ago), consisted of 1030 individuals. In the month of May of the same year, the entire live stock of the colony, public and private, consisted of 2 bulls, 3 cows, 1 horse, 3 mares, 3 colts, 29 sheep, 19 goats, 74 pigs, 5 rabbits, 18 turkeys, 29 geese, 35 ducks, 210 fowls.

And thou, famed Gallic captain, Le Perouse.

* * * * *
 What e'er thy fate, thou saw'st the floating arks
 That peopled this new world, the teeming barks
 That ardent Phillip led to this far shore,
 And seeing them, alas! wert seen no more.
 Ah! could'st thou now behold what man has done,
 Though seven revolving lustres scarce have run,
 How would'st thou joy to see the savage earth
 The smiling parent of so fair a birth!
 Lo! thickly planted o'er the glassy bay,
 Where Sydney loves her beauties to survey,
 And ev'ry morn, delighted, sees the gleam
 Of some fresh pennant dancing in her stream.

—WENTWORTH.

The colony lies between the 28th and 37th degrees of south

CORRECTION.—In referring to the name given to Port Jackson, on page 8, the compiler has given currency to what, in the light of information kindly furnished by Sir Alfred Stephen, C.B., (late Chief Justice), is an unfounded tradition. The story of Captain Cook having named our port after one of his seamen has been repeated so often in books on the colony, that it is difficult to trace its origin. The ascertained facts of the case are these:—Captain Cook's father worked on the estate of a gentleman named Jackson, whose son was, in 1760, Secretary at the Admiralty. Mr. (afterwards Sir George) Jackson was Cook's great friend at the Board; and Captain Cook, in honour of him, called this harbour "Port Jackson." Shortly after Captain Cook's death, Sir George—then Judge Advocate of the Fleet, and a baronet—assumed the name of *Duckett* (which his grandson now bears), and so the name of Jackson passed into oblivion. This statement is verified by the epitaph on Sir George Jackson's tombstone at Bishop-Stortford, and by letters to Sir Alfred Stephen from the present Sir George Duckett and the Rt. Hon. H. E. Childers, who informs Sir Alfred that there was no person on board the Endeavour named Jackson!

A typographical error occurs in Mr. Wentworth's lines, p. 8—for "Le Perouse," read "La Perouse."

of the colonies furthest removed from the great centres of civilization. Yet it has already—especially as regards the production and exportation of wool, gold, tin, copper, and coal—had an effect upon the markets of older countries. And every day are being developed fresh indications of the colony's future greatness. "It is not too much to say," says our eminent geologist, the Rev. W. B. Clarke, "that no sooner are we off the carboniferous areas, rich in coal and its associated minerals, than we are in a region in which are tracts where gold and copper and lead abound. And passing from the sedimentary to the plutonic rocks, we can discover granites which, however barren externally, are within frequently charged with the valuable ore of tin. So that the three great geological divisions of our colony are replete with mineral treasures that are practically inexhaustible." Within the limits of no other country, we believe, are there so many sources of wealth concentrated. Whilst much of the land is unsurpassed for agriculture, whilst miles upon miles of the

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—WENTWORTH.

The colony lies between the 28th and 37th degrees of south latitude, and 141 and $153\frac{1}{2}$ meridians of east longitude. Its seaboard extends from Point Danger (lat. 28 deg. 10 min. S., and long. 153 deg. 29 min. E.), in the north to Cape Howe (lat. 37. deg. 28 min. S., long. 150 deg. 8 min. E.) The line separating it from Victoria runs from Cape Howe to the source of the Murray, thence by that stream in a westerly direction. The coast line is nearly 800 miles long, and there are many fine harbours between Cape Howe and Point Danger. The Macpherson Range, the Dividing Range, the Dumaresq River, the McIntyre River, and the 29th parallel of south latitude form the boundary line between this colony and Queensland. On the west the 141st meridian of east longitude forms the eastern boundary line. The boundaries are tolerably well defined, constituting an irregularly-shaped four-sided figure. The mean breadth of the colony is about 500 miles. In some places it is nearly 850.

The superficial area of the colony is 323,437 square miles—being four times as large as Great Britain, nearly twice as large as California, and nearly four times the size of the sister colony, Victoria. It has enormous tracts of rich and fertile soil ; its timbers are beautiful, durable, and equal to any in the world ; and its mineral wealth, the development of which may be said to be only in its first stages, is boundless. It is at present young in years, possesses but a small population, and is one of the colonies furthest removed from the great centres of civilization. Yet it has already—especially as regards the production and exportation of wool, gold, tin, copper, and coal—had an effect upon the markets of older countries. And every day are being developed fresh indications of the colony's future greatness. "It is not too much to say," says our eminent geologist, the Rev. W. B. Clarke, "that no sooner are we off the carboniferous areas, rich in coal and its associated minerals, than we are in a region in which are tracts where gold and copper and lead abound. And passing from the sedimentary to the plutonic rocks, we can discover granites which, however barren externally, are within frequently charged with the valuable ore of tin. So that the three great geological divisions of our colony are replete with mineral treasures that are practically inexhaustible." Within the limits of no other country, we believe, are there so many sources of wealth concentrated. Whilst much of the land is unsurpassed for agriculture, whilst miles upon miles of the

country are pre-eminently adapted for pastoral purposes, there is in the colony almost every known mineral. And those substances which have proved such sources of wealth to other countries are deposited here in vast abundance.

Our gold-fields have not hitherto ranked equal with those of the southern colony, although they have yielded considerable quantities. But this is easily accounted for. In Victoria there was a vast extent of alluvial deposits, whilst in this colony alluvial diggings were few and, comparatively speaking, not very extensive. But this colony has this to compensate her—she has auriferous reefs of unlimited extent, from which the precious metal has been, in some places, extracted in marvellous quantities. As an instance, it may be mentioned that a lump of gold which was lately exhibited in Sydney, and which weighed 5,620 ounces, was the produce of $16\frac{1}{2}$ tons of stone. And this is not the richest yield that has been obtained. We have it on the authority of a Royal Commission, that the mineral wealth of the colony, in metals other than gold, is far in excess of any known in Victoria, whilst the area over which our gold deposits extend is much greater. The working of quartz reefs—which necessitates deep sinking through the rock, and the expenditure of a certain amount of capital in the employment of labour and machinery—has never been carried on to any extent until quite recently. But the fabulous yields from stone obtained from some of the mines already in operation has given an impetus to mining enterprise and to the formation of numerous companies for carrying on this particular work. There is reason to expect, therefore, that ere long New South Wales will be the greatest gold-producing country in the world. The approximate area of the proclaimed gold-fields is about 14,000 acres. But, for want of a large population, comparatively small areas are being worked. Most of the gold-fields are easy of access, as the railways extend to within short distances of the principal of them. The mining laws are very liberal, and have been framed with a view to render the gold-fields, as far as possible, a means of attracting to the colony a large influx of desirable immigrants. It is impossible to obtain a complete return of the gold actually produced, as much of it finds its way to Sydney by private hands. The quantity forwarded to the Sydney Mint last year (1873) was 328,197 ounces—64,000 ounces less than in the previous year. The most valuable was that from Tambaroora, £3 19s. 4d. per ounce; and the

poorest that from Stony Creek, £3 9s. 7d. per ounce. The decennial return of gold forwarded to the Sydney Mint is as follows:—1864, 316,430 ounces; 1865, 280,810 ounces; 1866, 241,489 ounces; 1867, 222,715 ounces; 1868, 229,739 ounces; 1869, 224,382 ounces; 1870, 198,664 ounces; 1871, 296,928 ounces; 1872, 392,186 ounces; 1873, 328,193 ounces.

The stanniferous wealth of the colony is also very great. Although the existence of tin was made known some years ago, working the deposits was not thought of until recently. But within the past year or two thousands of acres in the north have been taken up for tin mining. The dividing line between Queensland and this colony runs through the principal tin country; although the metal may be obtained in payable quantities in other parts of the colony. In 1872 about 718 tons of this metal were raised, of the value of £48,832.

The colony is unmistakably rich in copper. In one district alone, the Orange district, copper carbonates have been found over an area twenty miles square. The richest mines that have been opened are in the vicinity of Bathurst, Orange, and Bourke in the west, and of Goulburn in the south. In 1872 there were sixteen mines in operation. The quantity of ore raised was 1885 tons, valued at £54,643.

There is an inexhaustible supply of iron ore of the richest description in the colony. But at the present time little use is being made of it. Some iron works were established near Nattai a few years ago, but from various causes the venture did not prove commercially successful. The works have just been recommenced, with greatly improved appliances, and, if properly managed, no doubt can reasonably be entertained of the success that must follow.

That indispensable necessary to modern civilization, and the great agent by which our other mineral resources will be developed, coal, exists in the colony in quantities practically inexhaustible. Many seams to the north, south, and west are being worked, and the markets of Victoria, California, India, and China are being supplied by large exportations from this colony. There is no workable coal seam in Victoria, and the market of that colony is wholly supplied with coals from New South Wales. The quality of our coal is getting more appreciated year by year, and its production and exportation is rapidly increasing. The coal measures of the

Hunter River district are those which are supplying the greatest quantity. The trade at the Port of Newcastle is something astonishing. The Port is generally filled with ships of the largest burden, waiting to be loaded with this valuable product, and the trade carried on is second only to that of Sydney. The number of coal mines which were being worked in 1872 was 22; they produced 1,012,426 tons, valued at £396,195. The quantity exported was 669,110 tons.

Besides those already named, the colony possesses other minerals of inestimable value, such as diamonds, silver, cinnabar, lead, and antimony. The principal silver mines that have already been worked are those at Wolgarlo, on the Yass River, and the Hulf Gottes near the river Isis, in the Scone district. There is also a silver mine at Moruya, but it is not now being worked. There are two silver mines in the Murrurrundi district. There are also three or four kerosene shale mines in operation. The quantity of shale obtained during the year 1872 was 11,040 tons, valued at £28,700.

The colony contains large areas of land as suitable for agriculture as that of any country in the world; but the greater portion by far of its vast interior is better fitted for pastoral purposes. The colony contains upwards of 207,000,000 acres. A squatter or pastoral tenant may hold hundreds of thousands, or even millions, of acres of the public lands at a rental almost nominal. Any one wishing to purchase land may obtain it at a very cheap rate. A man may go on any Crown land in the colony (even on squattages held under lease from the Crown) that has not been previously selected or reserved, and free-select from 40 to 320 acres. He must pay at the rate of twenty shillings per acre. He may either pay the whole of the purchase money at the time of selection, or he may pay a deposit of five shillings, and interest on the balance at the rate of five per cent. per annum—ninepence per annum for every acre. He must improve his selection to the extent of another twenty shillings per acre, and he must reside upon it for three years.

All the semi-tropical and many of the tropical fruits grow well in the colony. Possessing as it does a double climate, the English fruits thrive in one part, whilst the banana and the orange are cultivated in another. As yet the colony has not taken any rank as a fruit-producing country, except with regard to grapes and oranges. Of the latter fruit large quantities are annually exported to Victoria and Queensland.

It is impossible to obtain with accuracy from the Custom House the quantity of oranges exported, as they are classed with other fruits. But in 1869 it was estimated that 107,619 packages of oranges, valued at £45,919, were sent to Victoria alone. The pine-apple, loquat, lemon, citron, and shaddock are easily cultivated and thrive well. And apples have been grown with great success in many parts of the colony. The peach, the apricot, the nectarine and the quince grow with scarcely any trouble. And these fruits are also exported in greater or less quantities every year. The climate and soil on the banks of the Richmond, Clarence, and Tweed Rivers, are suitable for the cultivation of tea, coffee, arrowroot, etc.; also pine-apples, bananas, and other semi-tropical fruits.

The vine is cultivated to a greater or lesser extent in nearly every county and pastoral district. But Northumberland, which comprises the Hunter River district, seems to be the favourite county with vigneron, there being more land planted in it than in any other county, although the Albury district, in the south, is considered far more suited to the vine. The quantity of land under cultivation in 1873 was 4,525 acres, of which 2,568 acres were used for wine-making, the produce being 575,985 gallons of wine and 1,916 gallons of brandy. This does not include grapes for table use, which occupied probably 700 acres.

According to official returns made up to 31st March, 1874, there are in the colony 328,014 horses; 2,710,374 head of cattle; 19,928,590 sheep; 238,342 pigs. The increase over the previous year amounted to 422,714 head of cattle; 2,368,542 sheep; and 19,438 pigs. In the number of horses there was a slight decrease. There are 31,821 occupiers of land, excluding those for pastoral purposes. Of these 21,447 are freeholders, 2,475 free and lease holders, and 7899 leaseholders. The entire area of land in cultivation is 456,824 acres. The total extent of holdings exceeding one acre, freehold and leasehold, is 10,508,516 acres, the return of 1873 showing 9,788,728. The extent of land enclosed, but not in cultivation, 5,775,983, as compared with 5,134,389 in 1873, and the extent of unenclosed holdings appears to be 4,275,708 as against 4,199,703. The cultivated land was occupied in the following manner:—166,646 acres in wheat, 116,141 acres in maize, 3,558 acres in barley, 16,173 acres in oats, 1,234 acres in rye, 276 acres in millet, 14,212 acres in potatoes, 199 acres in tobacco; sorghum and imphee for cattle food, green,

601 acres ; 6,670 acres in sugar-cane, 3,565 acres being productive last season ; 31 acres in arrowroot, 15,038 acres in sown grasses for hay, and 29,761 depastured ; 4,525 acres in vineyard, 16,539 in gardens and orchard,—the total number of acres under crop being 456,824. The yield from this land was as follows :—Wheat, 2,238,414 bushels, an average of 13 bushels to the acre ; maize, 4,120,112 bushels ; oats, 302,600 bushels ; potatoes, 42,281 tons ; tobacco, 131,153 lbs. ; sugar, 14,627 cwt. The hay from wheat was computed at 9,361 tons, from barley 888 tons, from oats 52,870, from sown grasses 45,824 tons. The wine-makers produced from the area specified 575,985 gallons of wine and 1,916 gallons of brandy.

The total value of imports for the year 1872 amounted to £9,208,496, being at the rate of £17 9s. per head of the population. The value of the imports from the United Kingdom was £3,728,457. The value of the exports amounted to £10,447,049, being at the rate of £19 15s. 11½d. per head of the population. The number of vessels which entered the various ports of the colony was 2,011, of a tonnage of 774,490. 2,091 vessels, of a tonnage of 813,550, left the various ports of the colony during the same year.

We have not space to speak of the richly-veined marbles (which for beauty and texture have been pronounced equal to those of Italy), of the handsome granites, of the fine building stones, or of the many other substances with which the colony is profusely endowed. A large volume might be employed in the enumeration of the riches of the land, its magnificent climate, and in dwelling upon the prospects which immigrants possessing a small amount of capital, a fair share of common sense, British spirit and enterprise, and

“ The pride to rear an independent shed,
And give the lips they love unborrowed bread ;
To skirt their homes with harvests widely sown,
And call the blooming landscape all their own,
Their children's heritage in prospect long,”—

have before them in this land, one of the fairest dominions over which Queen Victoria rules. We venture to affirm that the young, the enterprising, the industrious, have in New South Wales chances of success which they would fail to meet with in any other country. There is as much freedom, socially and politically, as in any country in the world. The people are almost entirely of British descent. Our political institutions are assimilated as nearly as possible to those of

Britain, a departure from this rule being permitted only when the altered circumstances of a new country render it necessary. Manhood suffrage exists, and every man, be he poor or rich, may become a representative in Parliament if he can find a constituency to return him.

There are 395 miles of railway in working order—including a branch line to Windsor. The colony, with a population of half a million, has, since 1856, been making iron roads, of good substantial construction, at the rate of twenty-two miles a-year, with engineering difficulties of no common order. Journeys of weeks have been reduced to days, and places that in 1850 were almost a *terra incognita* to Sydney people, are now as familiar to many as one of the parks in the city. The difficulties which at one time looked insurmountable, of crossing the Blue Mountains, have been overcome, and future extensions may be carried on at a comparatively cheap rate. Hundreds of miles have already been surveyed, and the construction of new lines is being pushed on, with all necessary speed, facilitating the transmission of mineral and other productions to market, and opening up the vast tracts of splendid country that are now comparatively idle.

The colony possesses a climate the most conducive to health, ranging from the icy coldness of the Alpine region in the south to the almost tropical heat of the plains in the north. But, speaking generally of the whole colony, the climate is most uniform, and the English constitution readily adapts itself to it. The atmosphere is exceedingly clear, and forms a striking contrast to that of England. Snow and ice are scarcely ever seen, except on the mountainous regions to the west and south; and fires are never required except for about two months in the winter, and then they are only necessary in the evenings. For nine months in the year the weather is generally very beautiful and exhilarating. In a paper on the climatology of the colony, Mr. Henry Russell, our Government Astronomer, says:—"In New South Wales generally we have a climate approximately to that of Southern Europe, and so modified by the physical features of different parts that all varieties may be found, from the cold of Kiandra—where frost, snow, and hail reign for a considerable portion of the year, to the heat of our inland plains, where the thermometer sometimes reaches 140 deg. in the shade, and is for the greater part of the summer over 100 deg., and where rain

enough to wet the ground is sometimes not seen for eighteen months."

Inhabiting this great country, capable of sustaining millions upon millions of people, there is but a mere handful of persons. The estimated population on the 31st December, 1873, was 560,275 persons, of whom 307,329 were males, and 252,946 were females.

Sydney.

GENERAL DESCRIPTION.

THE first pioneers landed on the 26th of January, 1788, on the eastern shore of the Cove to which Captain Phillip gave the name of Sydney, in honour of one of the members of the English administration of that day. Thenceforward the sable aborigines had to give way to the white usurpers of their ancient territory. It was not without some show of resistance, however, that the Europeans were permitted to land, for we learn that the natives everywhere greeted the little fleet as it approached, with shouts of defiance, the words Warra Warra, "Go away, Go away," resounding wherever they appeared. A canvas tent was erected for the accommodation of the Governor, and sites for the erection of buildings were marked out. "The spot chosen for this purpose," says the historian, Collins, "was at the head of the Cove near a run of fresh water, which stole silently through the very thick wood, the stillness of which had then for the first time since the Creation been interrupted by the rude sound of the labourer's axe, and the downfall of its ancient inhabitants—a stillness and a tranquility which from that day were to give place to the noise of labour, the confusion of camps and towns, and the busy hum of its new possessors." "The peace of the valley is fled;" and it is long since the citizens had to part with that crystal stream, which had for ages rolled its waters into the Bay. When Governor Phillip and party had landed, several volleys were fired by the marines, and the healths of his Majesty King George III. and the royal family were drunk. When addressing the assembled colonists a few days later, Governor Phillip predicted that the State, of which the foundation was that day laid, "would, ere

many generations had passed away, become the centre of the Southern hemisphere—the brightest gem of the Southern ocean.”

Sydney remained for many years the only city and capital of Australia. And although she has now a formidable rival in the metropolis of Victoria, the natural advantages she possesses places her, and will most probably ever keep her, in the position of first city of Australia, justly entitling her to the appellation of “Queen of the Pacific.” The city occupies the centre of a great carboniferous basin. To the north and to the south lie extensive coal formations, which are worked both for home consumption and for export. To the west also, at Hartley, three collieries are now in operation. A great portion of the city is built upon sandstone rock of the finest and most compact kind. Many of the more important buildings are constructed of this material, the principal quarries being at Pymont, within the western boundary of the city. The railways are being extended south, west, and north; whilst good roads leading from the Metropolis radiate in all directions to the extremities of the country. The mineral, pastoral, and agricultural wealth of nearly the whole of the colony inevitably finds its way to Sydney as the chief seaport and the great emporium of commerce of the Pacific. And in addition to the advantages which centrality of position affords, she stands on the shores of a harbour which, whether for beauty of scenery or adaptability as a port, is unrivalled by any other haven in the world. As before remarked, it would be difficult to imagine a locality more obviously suited for a great metropolis. “Sydney,” says the great novelist, Anthony Trollope, in his famed description of the Australian Colonies, “is one of those places which, when a man leaves it knowing that he will never return, he cannot leave without a pang and a tear. Such is its loveliness. The town itself, as a town, independently of its sea and its suburbs, was, to me, pleasant and interesting. In the first place, though it is the capital of an Australian colony, and therefore not yet a hundred years old, it has none of those worst signs of novelty which make the cities of the New World unpicturesque and distasteful. It is not parallelogrammic and rectangular. One may walk about it and lose the direction in which one is going. Streets running side by side occasionally converge—and they bend and go in and out, and wind themselves about, and are intricate.” The prospective view which Darwin took of the

rise and progress of Sydney, in some lines prefixed to Phillip's "Botany Bay," has been more than realized.

"There shall broad streets their stately walls extend,
The circus widen and the crescent bend ;
There, ray'd from cities o'er the cultured land,
Shall bright canals and solid roads expand.
There the proud arch, colossus-like, bestride
Yon glittering streams, and bound the chafing tide ;
Embellished villas crown the landscape scene,
Farms wave with gold, and orchards blush between ;
There shall tall spires and dome-capt towers ascend,
And piers and quays their massy structures blend ;
While with each breeze approaching vessels glide,
And northern treasures dance on every side."

The city is irregular in form, and of various elevations. The Observatory, on the hill to the north-west of the town, is in latitude 33 deg. 51 min. 41 sec. south ; and longitude 10 h. 4 min. 46 sec. east. One of the great defects in connection with the streets is their narrowness ; but this blemish has been greatly modified of late years by the Corporation under Act of Parliament, laying down new alignments. The area of the city is 1680 acres. Its greatest length is $3\frac{3}{8}$ miles, and its greatest breadth nearly 3 miles. The total length of its principal streets is about 120 miles. The total population of the city on the 31st December, 1874, was 81,263. The inhabitants average nearly 49 persons to the acre. The suburbs have a population of 67,404 ; making a total of 148,667 inhabitants for the metropolitan district. The mean rate of mortality for the year ending 31st December, 1874, was—for the city 23·5, for the suburbs 17·3, per 1000.

The climate of Sydney is remarkably uniform ; although occasionally in summer the variations of temperature are as extreme as they are sudden. In a very able paper on "Meteorology," Mr. Russell, the Government Astronomer, says in reference to the climate:—"It has a mean temperature of 62·4 (not 66·0 as is sometimes stated), which is almost equal to that of Lisbon ; and the variation in the annual temperature is only 4·5, or from 59·8 to 64·3, while in London it is 8·0 deg. ; and the extreme range of the shade thermometer here is from 106·6 deg. to 36·0 deg. or 70·6 deg., while in London it is from 97·0 deg. to 5·0 deg. or 92·0 deg. Southerly bursters are generally to be expected from November to the end of February ; they are always attended with strong electrical excitement, a stream of sparks being sometimes produced for an hour at the electrometer. The approach of the true burster is indicated by a peculiar roll of clouds,

which, when once seen, cannot be mistaken ; it is just above the south horizon, and extends on either side of it 15 deg. or 20 deg., and looks as if a thin sheet of cloud were being rolled up like a scroll by the advancing wind. Clouds of dust, which penetrate everywhere, announce the wind ; scud flies by overhead with great rapidity, being sometimes less than 2,000 feet high ; rain may follow, but if so, thunder and lightning come first. The velocity of the wind is in most cases greatest within the first two hours, and varies from 30 to 70 miles per hour, but is usually from 50 to 60, and the rate of progress along the coast about 40 miles per hour. The change of wind is sometimes very sudden ; it may be fresh N.E., and in ten minutes a gale from S. If in fine hot N.E. weather the barometer falls fast in the forenoon, a southerly wind (burster) may be expected before night ; if the day is very hot the change will come sooner ; and if the barometer is falling very fast, and clouds be seen in W., a thunderstorm may be expected in the afternoon." Returns of the monthly rainfall at Greenwich, Sydney, and Melbourne respectively, during the ten years from 1862 to 1871 inclusive, disclose some interesting facts. The Greenwich rainfall averaged 24·046 inches per year, that of Sydney 40·047 inches, and that of Melbourne 27·683 inches. The minimum annual rainfall during the period was : at Greenwich, 16·44 inches ; at Sydney, 24 inches ; and at Melbourne, 15·94 inches.

The architecture of the city has been wonderfully improved during the past twenty years. Within that time nearly all the banking establishments and chief mercantile houses and shops have been erected. In the older portions of the metropolis there are still many houses standing which were built in the "olden times," which are utterly devoid of architectural beauty. Such buildings, however, as the Post Office, the Town Hall, the Cathedrals, the University, the banks, Vickery's Chambers, Farmer and Company's drapery establishment, Hoffnung's stores, the Australian Mutual Provident Society's offices, and many others devoted to commercial pursuits which could be mentioned, will bear favourable comparison with those of any city out of England.

For Parliamentary purposes the city is divided into two electorates, each of which returns four members to Parliament. The dividing line commences at Dawes' Battery Point, at the extreme north end of George-street ; it extends along George-street to Liverpool-street, along Liverpool-street as far as

Elizabeth-street, and along that street as far as Cleveland-street. East Sydney is divided from the suburbs by Cleveland-street on the south, as far as Dowling-street; on the east by Dowling-street northerly to its intersection with the Upper South Head road; thence by the stream falling into Rushcutter Bay; and on the north by the waters of Port Jackson. West Sydney is divided from the suburbs on the south by Cleveland-street westerly, and by its extension to the Newtown road; on the west by the Newtown road northerly to Parramatta-street; thence by Bay-street to Blackwattle Swamp Cove, and by that Cove; and on the north by the waters of Port Jackson. East Sydney contains 11,415 registered voters; West Sydney, 8,861. This was in 1874.

The general government of the city is in the hands of a Municipal Council consisting of sixteen aldermen, from amongst whom the Mayor is chosen. The city was first incorporated in 1842. But in 1853 the old Municipal Council was dissolved, and the affairs of the city were placed in the hands of commissioners appointed by the Government. In 1857 the city was re-incorporated, and the municipal form of government has continued ever since. The Corporation has charge of the sewerage and the water supply. The city is divided into eight wards, each of which returns two aldermen—one of whom has to retire annually. The city contains 15,472 houses, and the assessed value of the property (1873-4) was £748,235. In assessing property, the assessors in most cases take 15 per cent. off the yearly rental. One shilling in the £ is charged for improvement, or city rates; 6d. in the £ for sewerage rates. The Corporation is empowered to levy a water rate not exceeding 5s. per room; but for public-houses, manufactories, and other establishments requiring a large consumption of water, including stabling and gardens, the Council is at liberty to make such arrangements with the parties requiring water as may be mutually agreed upon. Establishments and vessels belonging to Her Majesty receive their supplies of water free of expense. A special street-watering rate is imposed upon those persons who receive the benefit of the outlay. The present system of carrying the sewerage towards the harbour was commenced during the time the city commissioners were in power. The question of providing some more satisfactory system of drainage has received considerable attention; and probably before long the control of the water supply and sewerage will be taken out of the hands

of the Corporation and placed under the supervision of a Metropolitan Board of Works. The revenue of the Corporation last year (1873) was:—City fund (from all sources), £84,800, the city rate amounting to £36,929; water fund, £80,314; sewerage fund, £35,799.

The city is lighted with gas, supplied by the Australian Gas Light Company. The Corporation pay the company £7 2s. 6d. per annum for each lamp. Telford's system of road-making is the one generally adopted. The blue metal used for top-dressing is procured from Pennant Hills, Prospect, and the Emu Plains, and costs on an average about 8s. 6d. per ton broken.

The public vehicles are under the control of the Metropolitan Transit Commissioners.

The water supply is obtained from the Lachlan and Botany swamps. The water reserve commences on the southern side of the Waverley road, east of Paddington, and about a mile from the city boundary. The Lachlan Swamp, which is the highest part of the watershed, is 110 feet above sea level, and the stream has a gradual slope of about five miles to Botany. The City Engineer (Mr. Francis Bell) recently had borings made over the greater portion of the reserve, and the result of the operations, over an extent of 2,957 acres actually explored, has been to prove the existence of an immense bed of drift sand, with an average depth of eighty feet below water level. Nearly all the borings went considerably below sea level without reaching rock. The basin no doubt once formed an arm of Botany Bay, and has been filled up by sand drifted from the south by the force of the winds. Along the surface of the reserve a series of dams have been constructed for the better conservation of the water. The greater part of the water consumed is forced into Sydney by steam power. The engine-house stands on the north side of Botany Bay, near its junction with Cook's River. The water is impelled through thirty-inch iron pipes to Sydney, a distance of four and a half miles. There are two reservoirs into which the water is conducted—the high-level reservoir at Paddington, and another reservoir in Crown-street, Surry Hills. All the lower parts of the city are supplied by a tunnel from the Lachlan Swamp, through which the water flows by gravitation. The average quantity of water pumped into the city by the Botany engines is 30,000,000 gallons per week, whilst about 10,500,000 are supplied weekly by the tunnel. There are 15,348 houses in

the city, and 2,940 in the suburbs, irrespective of the Government buildings and public institutions, supplied from the Lachlan and Botany swamps. The citizens are not very sanguine as to the present source of supply being sufficient for many more years, and as a Royal Commission has recommended the adoption of a new scheme, it is very probable that the Government will soon set about procuring the water from a source that will yield a more adequate supply, not only to Sydney, but also to the suburbs and other places in the metropolitan district.

Pymont, on the western side of Darling Harbour, forms a part of the city proper. The bridge which connects it with Sydney, and which is entered from the foot of Market-street, was erected by an incorporated company. A penny toll is demanded from each foot passenger; higher rates being charged for horses and vehicles. Pymont is also connected with Sydney by a good road, which may be entered 100 yards south of the Railway-bridge, George-street south.

THE HARBOUR.

THE magnificent expanse of water, with its lake-like scenery, stretching away eight or ten miles inland, is one of the embellishments of the world. As the eye wanders along the vista, a succession of picturesque and beautiful landscapes come under review. The irregularity of the shores, the luxuriant verdure with which the hills are clothed; the innumerable villa residences nestling cosily on the slopes of the cliffs which form the general outline of the bays, surrounded with exquisitely laid out gardens filled with plants and fruits from almost every clime, form a panorama of singular beauty. The waters of the port are of a depth sufficient for the largest ships afloat to manœuvre in, whilst, as regards its capacity, it is not surpassed by any other haven. It is surrounded by a hundred or more bays, inlets, and creeks, the scenery around each being of the most charming character. Many of these bays form of themselves capacious harbours; some of them extending inland for miles. The main waters are dotted over with glittering islets, which add to the exquisite grandeur of this noble estuary, whilst they form no impediment to navigation. Conscious that whatever may be written by a resident will be regarded as emanating from bias or prejudice, we take the liberty of quoting the words of an author already

referred to—Mr. Anthony Trollope. He says:—"I despair of being able to convey to any reader my own idea of the beauty of Sydney harbour. I have seen nothing equal to it in the way of land-locked scenery—nothing second to it. Dublin Bay, the Bay of Spezia, New York, and the Cove of Cork, are all picturesquely fine. Bantry Bay, with the nooks of sea running up to Glengariff, is very lovely. But they are not equal to Sydney either in shape, in colour, or in variety. I have never seen Naples, or Rio Janeiro, or Lisbon; but, from description and pictures, I am led to think that none of them can possess such a world of loveliness of water as lies within Sydney Heads. . . . It is so inexpressibly lovely that it makes a man ask himself whether it would not be worth his while to move his household goods to the eastern coast of Australia, in order that he might look at it as long as he can look at anything. The sea runs up in various bays or coves, indenting the land all round the city, so as to give a thousand different aspects of the water; and not of water, broad, unbroken, and unrelieved,—but of water always with jutting corners of land beyond it, and then again of water, and then again of land."

The entrance to the port is about a mile in width. On either side the rocks rise up to a great height, forming a natural gateway. So completely is the harbour shut in, that until an entrance is fairly effected, its capacity and safety cannot even be conjectured. The North Head rises with singular abruptness to a height of 250 feet or more. The outer South Head, immediately under the Macquarie Lighthouse, rises to an elevation of upwards of 350 feet; but the rocks dip towards the north until at the inner entrance to the Bay, where the fixed coloured light stands, the elevation is not more than eighty or ninety feet. Immediately opposite to the portal stands a bold rocky promontory, Middle Head. It is this head which, when viewed from a distance at sea, gives to the harbour an appearance of comparatively small dimensions, and it was this, perhaps, which caused Captain Cook to think so little of the port. Round by the North Head is the Quarantine Station, where all immigrant vessels and vessels on which there has been sickness of a contagious character are moored for a time. Such of the passengers as are still suffering from illness are landed, and placed in hospital. The buildings are roomy and comfortable, and are situated upon a remarkably fine site. At the head of North Harbour lies

Manly Beach township and Cove, so named by Governor Phillip because he was pleased with the manly behaviour of the aborigines whom he met with here. To the north of Middle Head is the entrance to Middle Harbour, which forms an extensive arm of Port Jackson, and covers an area of upwards of three square miles. The main stream runs in a westerly direction. It is surrounded with scenery as grand and beautiful as that of the chief port; and, but for the sand bar which extends some distance across its mouth, would form a magnificent haven for vessels of the largest dimensions. When the vessel is fairly inside the port, Watson's Bay on the left opens to view. The lightship, painted red, and moored to a rock, serves to warn mariners of the existence of a dangerous reef. Portions of this reef are seen above water at low tide, and their appearance has led to the name of the Sow and Pigs being given to them. The island on the left is Shark Island. On the right are George's Head and Bradley's Head. Both of these high points of rock like Middle Head and South Head, have been fortified with guns. To the left is Rose Bay, with its crescent-shaped margin, and gardens filled with luxurious vegetation surrounding it; and the long strip of land jutting out on its western side is Point Piper, the property of Sir Daniel Cooper. The next inlet on the southern shore, beyond Point Piper is Double Bay, off which is Clark's Island. Between Double Bay and Rushcutters' Bay lies Darling Point, where some of the most elegant villas and gardens of which the environs of the city can boast are to be found. Beyond the natural beauty of the scenery around the numerous inlets and bays, there is nothing particular to engage attention on the northern shore until we come in view of St. Leonard's township. Casting the eyes again to the southern shore, the next inlet or cove is Rushcutters' Bay; and beyond this is Pott's Point, on which will be seen another cluster of handsome villa residences and beautiful gardens, reaching down to the water's edge. The small inlet between Rushcutters' Bay and Pott's Point is termed Elizabeth Bay, overlooking which will be observed a large white mansion, the residence of Mr. William Macleay. A short distance off Pott's Point is Garden Island, to the north of which the vessel, if going to Sydney, will pass. The island (which derived its name from the circumstance that a number of men, of the "Sirius," one of the first convict fleet, formed a garden here) is used as an ordnance depot, for the

storage of materials belonging to ships of war. It is the largest island in the harbour, containing nine or ten acres. Mr. Bent, formerly judge advocate, and Major Ovens, private secretary to Sir Thomas Brisbane, were buried here. The thickly populated suburbs of Woollahra and Paddington will be seen to the left, beyond Rushcutters' Bay; and after passing by Garden Island, and round by Pott's Point, the first glimpse of the city will be caught—Woolloomooloo, at the head of the bay bearing that name. It was, not many years ago, a tract of bush, with but few houses. It is now thickly populated, and forms an important adjunct of the city. Fort Denison, named after a late governor in whose time it was reconstructed, or greatly improved, is now close at hand. It stands on a small island about midway between the northern and southern shores of the harbour. It may be interesting to know that this island was used for the first prison in the colony, and was originally called Pinchgut, from a circumstance that happened in the early days when a prisoner was left there for punishment, and forgotten so long that he either died of starvation or was reduced to death's door by hunger. On the west of Woolloomooloo Bay lies the Domain, which terminates at a point denominated Mrs. Macquarie's chair. The point passed, Farm Cove, the anchorage of her Majesty's and other ships of war, and skirting which are the Botanic Gardens, opens to view. The large edifice, of the Elizabethan style of architecture, is Government House. The next point is Fort Macquarie, on which there is another battery of guns. That point having been rounded the city of Sydney lies before the visitor. The ship is now in Sydney Cove, where magnificent London and other trading ships lie berthed at the quay. On the south-eastern side of this cove is the spot where Governor Phillip founded the first settlement of white men on these shores. And from Sydney Cove, which is about four miles from the Heads, the visitor may have a pretty good view of Sydney.

—"Sydney's infant turrets proudly rise,
The new-born glory of the southern skies."

QUAYS, DOCKS, &c.

The Circular Quay, at the head of Sydney Cove, has a length of 3,100 feet, available for the largest vessels. Cowper Wharf, in Woolloomooloo Bay, is 1,200 feet long. The new Railway Wharf, of iron, at the head of Darling Harbour, will

be 1,800 feet long when completed. These are Government wharfs. There are also 4 miles of private wharfs, and about 25 miles of deep-water frontage in sheltered places that may be made available for a like purpose. The eastern shore of Darling Harbour, which skirts the western side of the city, has its frontage entirely occupied by wharfs and quays. Here all the intercolonial steam companies have their stations, and the Gas Company its extensive manufactory. On the north, from Miller's Point to Dawes's Point, and thence round the largest headland of the Port, the waterside is fully taken up by commercial premises, with the exception of the site of Dawes's Point, on which there is a battery. The Fitzroy Dry Dock is at Cockatoo Island. This is a Government establishment, and was originally intended for the repairing and overhauling of vessels of the Royal Navy. No vessel has yet entered the port too large for its capacity. H.M.S. Galatea, of over 3,000 tons burden, was taken in without the slightest difficulty. The workshops are substantial stone buildings on the eastern side of the island. In front of these a sea-wall has been built into deep water, giving very spacious wharf accommodation. The dock is 400 feet long, with 20 feet depth of water over the sill. Messrs. Mort and Co.'s Dock Works occupy the entire head of Waterview Bay, the workshops having a length of 500 feet, and a minimum width of 40 feet. Castings up to 12 tons can be undertaken here. The turning department occupies a space of 200 feet by 40 feet. The dock is 365 feet long, with an entrance of 70 feet wide, and a depth of water over the sill of 20 feet. It is cut partly out of the rock, and partly built up very compactly with stone masonry. The Australasian Steam Navigation Company have very extensive means for ship-building and repairing, their establishment being situated on the western shore of Darling Harbour. All that is required to equip a first-class engineering establishment is to be found here, including a patent slip capable of raising steamers of the largest size.

THE STREETS.

In the nomenclature of the streets, Sydney shows intense loyalty, and the lover of history will be delighted by the associations which some of the names will summon to his memory. For instance, his historical predilections will be gratified in noticing that the principal street is named after

George the Third, during whose reign the colony was founded. In the name of the parallel thoroughfare, Pitt-street, he will recognise the name of the great Earl of Chatham; and visions of other statesmen answering to the names of Castle-reagh, Bathurst, Liverpool, York, Clarence, Erskine, Sussex, &c., will be called to mind. The governors of the colony, and the scenes enacted during their administration, are brought to the recollection by such names as Phillip, Bligh, Macquarie, and Hunter, stamping as it were the part they have played in the colony's history. The names of most of the streets were proclaimed by Governor Macquarie in 1810. The main streets run north and south.

GEORGE STREET

is the main thoroughfare of the city. At the extreme northern end is Dawes' Point, so called because it was here that in 1789, an observatory and residence were erected for Lieutenant Dawes. The barracks at this Point were erected for the Royal Artillery; since their departure from the colony the buildings have been used by the New South Wales Artillery, a small Permanent Force. There is nothing of interest, except the beautiful view of the harbour, until the Mariner's Church is reached. This church was erected by voluntary subscriptions for the use of sailors who visit the port. There is a capital reading room underneath the church. Next to it stands the Sailors' Home; and further on will be seen the Commissariat stores, in a line with the Queen's wharf. From the Queen's wharf to Bridge-street, to the left of George-street walking south, was formerly known as the Sheriff's gardens; whilst to the right stood the gaol. Twenty years ago there were in this part of the city many extensive mercantile establishments; but it may now be said to be the headquarters of the Chinese. There are Chinese stores, and establishments where large quantities of cabinet and other wares are made up. Beyond Bridge-street, on the right (or western) side, the Bank of Australasia and the London Chartered Bank and many other buildings, claim attention as fine specimens of architecture. The busiest part of Sydney, and that containing some of the principal shops lies south of the next intersecting (Hunter) street. The whole of the buildings between Jamison-street and Barrack-street on the west of George-street, have been erected within the last twenty-five years or so, and occupy a portion of the site of the old

Military barracks of the colony. The magnificent edifice, the new Post Office, rises conspicuously to the left, whilst on the right the Commercial Bank and the Bank of New South Wales, adjoining each other, are amongst the most noticeable buildings. Immediately opposite the new Post office is Barrack-street, in which stands the Savings Bank. King-street, the busiest of thoroughfares, and the main outlet to the eastern part of the city, is the next intersecting street. The English, Scottish, and Australian Chartered Bank, at the corner of George and King streets, has a fine ornamental appearance. The large building a few yards to the south of King-street, is the Australian Joint Stock Bank. A short distance further on, on the left, is the Royal Hotel, with its three balconies ; and nearly opposite are the magnificent stores of Messrs. Lassetter and Co., ironmongers. At the next intersecting street, (Market street) the Market buildings may be noticed on the right, one portion of them fronted with respectable looking, though small shops, the southern portion being about as unsightly a range of buildings as the Corporation can boast of possessing. Some forty years ago, high encomiums were passed upon these very buildings on account of their convenience and "graceful proportions ;" but now the beautiful business establishments which have been erected by private enterprise puts them to shame. The next block of buildings, capped with a dome, equally shabby in appearance, were erected for a market-house ; but they are now used for the Central Police Court and offices, the watch-house occupying a position on the southern side of the court-yard. These buildings are as inconvenient and ill-adapted to the purposes for which they are now used as they are ugly.

The new Town Hall, one of the finest architectural adornments of the city, comes next. It will be found described in another part of this book. The site which it occupies was formerly a part of the public burial ground. The street has been widened by taking in a piece of this old graveyard. M. Peron (a gentleman who accompanied the French expedition which was sent out by General Napoleon Buonaparte), in his excellent and very interesting description of "Sydney Town" in 1804, thus mentions this cemetery, which at that time was some distance from the township:—"Between this village [Brickfield] and Sydney Town is the public burying ground, which is already rendered an object of interest and curiosity by several striking monuments that have been erected in it,

and the execution of which is much better than could reasonably have been expected from the state of the arts in so young a colony." The monuments are gone, and the dead were forgotten years ago. What few remains were found when excavating for the foundations of the Town Hall were carefully removed to the Necropolis. Near to the Town Hall is St. Andrew's Cathedral, which will be found more fully described elsewhere. In the early days of the colony, a large tree that stood in this part of George-street served the purpose of a gallows, the unfortunate criminals who were executed upon it being buried at its roots. In 1866, when some excavations were being made, the workmen discovered the bones of two persons, who had, it was supposed, expiated their offences on this tree.

Brickfield Hill is the name generally given to that portion of George-street south of Bathurst-street. In the early days of the colony there were several manufactories of bricks, tiles, and earthenware at a village called Brickfield, which occupied a site near the present Haymarket, and it was this circumstance which led to the name Brickfield Hill being given to the acclivity in George-street south of the Cathedral. A small rivulet intersected Brickfield. This has disappeared, and the natural drainage is now carried off by a sewer. The old building at the Haymarket was erected for the convenience of settlers on the Hawkesbury when they brought their produce to the Sydney market. Beyond this, the only building which is likely to attract attention is Christ Church, near the summit of the hill—a building whose interior is far more graceful than its external appearance would lead one to suppose. When the top of the hill is reached the Sydney Railway Station will be seen a short distance further on to the left. Overlooking the station may be noticed the Exhibition building on Prince Alfred Park. Beyond the convergence of George and Pitt streets there is nothing very noteworthy within the city boundary, if we except the handsome edifice of St. Benedict's (R.C.) church, at the foot of the next hill, about a quarter of a mile beyond the bridge; and some short distance beyond that, on the opposite side of the street, St. Barnabas (C.E.) church. On the eastern side of the large open space where the visitor is now presumed to be standing is the Benevolent Asylum. The building between George and Pitt streets is the No. 2 watchhouse or police station. On the opposite side in

PITT STREET,

a short distance north, is the Sydney Female Refuge, and a very handsome building, "the House of the Good Shepherd," with the convent chapel alongside. Opposite this is the Christ Church school-room. Belmore Gardens are directly opposite. A long range of old buildings will be noticed on the southern side of the Gardens, at the rear of the House of the Good Shepherd. These are now used as a police depôt and armoury. They were originally constructed for a penitentiary for juvenile convicts, who were here taught useful trades. They have been re-named, however, and are now spoken of as the Belmore Barracks. At the north-west angle of the Gardens is Dr. Fullerton's Presbyterian Church. In the hollow or right of Pitt-street are the Belmore Markets. To see these to perfection, they must be visited on the Saturday nights. It is after the shades of evening have cast a gloom over the city that the din and bustle of the place reach their height.

There is nothing beyond the markets worthy of notice, until the Pitt-street Congregational Church and Schoolhouse are reached, on the crown of the hill (between Bathurst and Park streets). The external appearance of the Church affords no indication of its magnificent well-proportioned interior. It is without exception the most commodious place of worship in the city—indeed, in the colony. Outward show has been sacrificed to produce a roomy, well ventilated, well lighted interior. In place of a pulpit, there is a wide platform constructed of cedar, and suitably enriched with carvings, much more in unison with the spacious building than a mere pulpit would be. At night, the artificial lighting is produced principally by means of three very large sunlights, and one in the organ loft. The ground floor of this handsome edifice seats 980 persons; the galleries will accommodate 770; and the organ loft 38; making a total of 1788 sittings. Close by the Church are the new schoolrooms.

On the opposite side of the street are the Temperance Halls. The largest of the two is one of the most frequently used halls in the city for entertainments and public meetings. The School of Arts (described elsewhere) comes next under notice, on the left or western side of the street. The two globes at the top of the building form a sufficiently distinctive feature of the institution. A short distance further north is Tatter-

sall's Hotel, the meeting house of the Australian Jockey Club, and the depository of numerous works of reference relating to the breeding of stock. About fifty yards or so north of Market-street is Spencer's Mechanical Exhibition, and on the opposite side of the street the Victoria Theatre, which may be readily detected by its iron gates. Nearly opposite the theatre, will be noticed, the *Empire* and *Evening News* office. We now come to the next intersecting street, King-street, beyond which there are no buildings calling for special remark, until we reach the City Bank, which is really a beautiful structure, externally and internally, and north of the Bank are several ranges of very handsome and substantial warehouses. The new Post Office is not seen to advantage from Pitt-street, and will not be until the edifice is completed, and the street which is to connect the two main arteries of the city has been opened. The Union Bank at the corner of the next street, and the *Herald* office, a majestic looking stone building in the Italian style of architecture opposite, scarcely need to be pointed out. The first building of importance beyond the *Herald* office is the Oriental Bank, another fine structure.

Passing along for a few steps northwards we come upon the offices of several insurance companies, their external appearances and size at once bespeaking the wealth and prosperity of the colony. The most conspicuous of them is the Australian Mutual Provident Society's offices, which will attract attention by the group of statuary above the entablature. It is one of the finest buildings in the city; the interior having as chaste and elegant an appearance as the exterior. The subject of the allegorical piece of sculpture crowning the edifice is "Australia receiving the gifts of peace and plenty." The beneficent genius is represented by a female figure above life size and draped in the Greek type. The right hand grasps, or rather is resting upon, the cornucopia, whilst the left bears a branch of palm. The supporting figures, a youth and woman with a child, symbolise the vigorous adolescence of Australia. Upon the pedestal is inscribed the legend, "Amicus certus in re incerta,"—"An undoubted friend shows himself in doubtful circumstances." A little further on is the Sydney Exchange, which will be found more fully described in another part of this Guide. Pitt-street terminates at the western end of the Circular Quay.

BRIDGE STREET

is worth a short notice, on account of the historical associations connected with it, and also because several of the principal Government offices (including the Treasury, the Colonial Secretary's and Lands Departments are situated in it. The Exchange building also forms one of its prominent features. Great changes have taken place since this street was first laid out. At the bottom of what was formerly a thickly-wooded vale ran the stream of fresh water, on the margin of which Governor Hunter selected a site for the settlement. A portion of Pitt-street now represents the site of a part of the stream. The town was divided by the rivulet, and a bridge was constructed across the water, which circumstance gave the name to the street now under notice. M. Peron, in his description of "Sydney Town," in 1804, remarks:—"Over the rivulet that intersects the town there was a wooden bridge which, together with a strong causeway, may be said to occupy all the bottom of the valley. We passed over this bridge in order to take a rapid view of the eastern part Sydney town. Before our departure the wooden bridge was destroyed to make way for one which they were about to build of stone; at the same time a water-mill was built here by the Government, and strong locks had been formed, either to keep in the water of the rivulet or to stop that of the marshes, which runs a considerable distance into the valley, and might be advantageously employed in turning the mill." The rivulet here referred to was, years afterwards known as the Tank Stream, from the fact that a number of tanks or cisterns were constructed along it to store up the fresh water for the supply of the citizens. It supplied Sydney with fresh water up to 1827. As the city advanced the stream became polluted by drainage, and it was for many years an open sewer. In 1860 a substantial stone tunnel or sewer was constructed along the bed of the old stream, between Hunter-street and Bridge-street, and continued underground as far as Fort Macquarie, where it discharges its contents into the harbour.

Not many years ago the Government Domain extended further west than it does at present. Some fir trees, carefully protected by railings, will be noticed a short distance west of the Treasury. These commemorate an important gathering of the citizens. In 1849 an attempt was made by the Imperial Government to renew the system of transporting convicts to

this colony. The citizens were greatly agitated, and on the day the ship "Harkaway" arrived with the first batch of convicts on board the shops of the city were closed, and almost every man took part in an open-air demonstration to petition the Governor and protest against the renewal of a system that was so odious. It was near the trees referred to that the meetings were held. The agitation that was there commenced proved successful, and the transportation of convicts to Australia ceased.

OTHER STREETS AND REMINISCENCES.

If the visitor will take a stroll up to Church Hill, at the northern end of York-street, he may look upon a spot on which the first Church in Australia was erected. The ground is now planted with trees, and forms one of the reserves of the city. A short distance north of this reserve, formerly stood the old gaol, where many a wretch was executed in the "olden times." Many strange stories are told by old colonists now living, of the extraordinary and revolting scenes enacted here. There is no trace of the prison left, the site being occupied by business places and private residences; but old colonists even now often call the place by its old name, "gallows-hill."

On the western side of Church Hill stands St. Phillip's Church, a handsome and spacious edifice. In its vestry are preserved the Bible and Prayer Book which were conveyed to the colony for use in public worship by the settlers who came out in the first fleet. On the northern side of the triangle is St. Patrick's Roman Catholic Church, occupying the site of a cottage in which the first Roman Catholics who came to the colony assembled to worship. The sombre looking building on the south is the Scot's Church, one of the oldest places of worship in the city. Wynyard-square was formerly part of the site of the old military barracks, no vestige of which now remains. They extended from Margaret to Barrack streets, between George and Clarence streets.

Many an interesting reminiscence is awakened in the minds of old residents by a stroll round from the top of King-street and along Macquarie-street. St. James's Church, the brick building at the top of King-street, whose spire serves as one of the land marks for the navigation of the harbour, was the first substantial place of worship erected in the city. The foundations of this building were laid for a Court House;

but when Mr. Commissioner Bigge came out about the year 1805, he reported that a Church was much more needed than a Court House, whereupon the Governor, acting upon his recommendation, dedicated the building to the Church of England, and a spire was added to give it a more marked appearance as an ecclesiastical edifice. On the eastern side of the open space at the top of King-street, some ancient looking buildings may be noticed. The large brick building at the corner of the curve leading into the Domain, and to St. Mary's Cathedral, was formerly the Immigration Barracks. The greater portion of it is now used as a Benevolent Asylum for aged and infirm women. The old building surrounding it, and some portions of which are used as the District Court and Coroner's Office, were formerly the prisoners' barracks, in the old convict days. At that time it was not an uncommon thing for fifteen or twenty men to be flogged in one morning within the barrack walls. The Hyde Park, with the statue of "Albert the Good" standing at the entrance to the avenue, runs in a southerly direction from Macquarie-street. On the eastern side of Macquarie-street will be seen three ranges of buildings, in the "Macquarie" style of architecture. The first is the Mint, the next the Sydney Infirmary, and then the Parliament Houses. Dr. Lang, in his history, gives some curious information respecting these three buildings. He states that Governor Macquarie made an agreement, on the part of the Colonial Government, with Messrs. D'Arcy, Wentworth, Blaxcell, and Riley, by which these gentlemen stipulated to erect a building agreeably to a plan proposed, on the condition of receiving a certain quantity of rum from the King's store, and of having the right to purchase and to retail a certain quantity (15,000 gallons) of ardent spirits annually for four years. The "Rum Hospital," as it was called at the time, was accordingly erected on these conditions.

THE SUBURBS.

A DESCRIPTION of the city would be incomplete without some reference to the nine suburbs which surround it, and which collectively contain a population of 67,404 souls. Balmain is on a peninsular abutting on the harbour to the west of the city, from which it is divided by the waters of Darling Harbour. It contains a population of 7,684. The Glebe adjoins

the city to the south-west, and contains a population of 6,403. Newtown, with a population of 8,830, lies to the south of the city, at a distance of about half a mile from boundary to boundary. Redfern also lies to the south, and possesses a population of 9,032. Waterloo, with 7,078 souls, lies south of Redfern. Paddington lies to the eastward of the city, and possesses a population of 12,739. Then there are Concord to the south-west, and St. George to the south, containing a population respectively of 3,910 and 5,999 souls. St. Leonards on the northern shore of the harbour, has a population of 5,729 persons. These suburbs comprise twenty-three Municipalities or Boroughs. Local jealousies have led to this minute division of areas, which has greatly retarded in some of the boroughs municipal improvements. The Mayor of each borough is elected by the aldermen from amongst themselves. The aldermen hold office for three years, one-third retiring annually. The Act provides for cumulative votes; and the Municipalities receive endowment from the State. For the first five years after incorporation, this endowment amounts to a sum equal to the whole of the rates, assessments, and subscriptions; for the second five years, one-half; and for the third five years, to one-fourth; after which they are not entitled to receive any aid from the Government.

Parks and Recreation Grounds.

THE DOMAIN.

THE Sydney people are justly proud of their "Domain." It is next to the Gardens, the most beautiful place of resort near the city. It comprises 138 acres, and occupies a site unsurpassed for magnificence. It is of an irregular shape, and has an undulating surface. On the eastern side is an expansive sheet of water, Woolloomooloo Bay; and from the extreme northern end, on which stands Macquarie Battery, the greater portion of the harbour of Port Jackson may be seen. There are now very nearly four miles of carriage road, and upwards of four miles and-a-half of foot paths. The native trees, mostly Eucalypti and Banksias, which a few years ago grew so thickly in all parts, are fast disappearing from natural decay. However much the loss of these trees is to be deplored, there was no means of saving them. To replace them by others of more permanent growth has been an object steadily held in view for some years past. Towards this end, new plantations have been made, and isolated trees planted in situations where they would be likely to succeed. Near to one of the principal entrances—that in Macquarie-street, at the top of Bent-street, and near to the Free Public Library—is the statue of Sir Richard Bourke. It was erected by the people of New South Wales, as a record of the able, honest, and benevolent administration of Sir Richard, as Governor of the colony from 1831 to 1837. It was exposed to public view on the 11th of April, 1842, the day being observed as a general holiday. The view from this spot, comprising, as it does, a large part of the harbour, with the headlands and Watson's Bay in the distance, is enchanting; and truly did the Governor (Sir George Gipps), when unveiling the statue, declare that it equalled in loveliness any scene

in the known world. Near to the statue are two Russian guns, kept as mementos of the Crimean war. Passing along by this statue, and through the avenue of trees which runs easterly, we come to the fountain, opposite to which is the principal entrance to the Botanic Gardens. The Cricket Ground is situated to the right of the avenue. Proceeding a short distance further, the Domain extends itself to the north, as far as Macquarie Point, where there is a battery of guns. Descending the steps and proceeding about a hundred yards round the point, Mrs. Macquarie's Chair will be noticed. It is merely a seat hewn out of the rock. Above it is the following inscription:—"Be it thus recorded that the road round the inside of the Government Domain, called Mrs. Macquarie's Road—so named by the Governor, on account of her having originally planned it—measuring three miles and three hundred and seventy-seven yards, was finally completed on the 13th day of June, 1816." The scenery from this point is of the loveliest description, nearly the whole harbour being within the range of vision. Fort Denison, with a martello tower, lies opposite. Passing from the point along the eastern side of the Domain, a view of Woolloomooloo Bay and Potts' Point (on which are many substantial and handsome residences) is obtained. On the western shores of the bay are several public baths. The Domain, as well as the Botanic Gardens, is under Government control.

THE BOTANIC GARDENS.

THE situation of the Botanic Gardens is extremely beautiful. They are in shape somewhat in the form of a crescent; and are clothed with flowers and plants from almost every known part of the world. They comprise about forty acres, and their northern edge forms a semicircle round Farm Cove, one of the many charming indents of the harbour. A portion of the gardens occupies a site formerly designated the Farm. It was here that the plants and seeds brought out by the first fleet were planted. The Farm gave the name to the Cove. Adjoining the western boundary of the gardens are the grounds surrounding Government House. The magnificent scenery along the northern shore of the port, the vessels lying at anchor, or passing to and fro, add to the picturesque beauty of the gardens themselves, and form a scene of great splendour. The gardens are in two divisions, the upper and

lower. The former is entered from the Domain, near to the fountain. Charles Moore, Esq., F.L.S., &c., &c., is the able director, under whose management the grounds have been brought to their present state of perfection, and from whose description we have culled much of the following information.

THE UPPER GARDEN

is laid out for the most part in straight walks and square divisions. Being the oldest and best protected, it contains the greatest number of species; and as every part is thickly planted, a very large number of the natural families of Exogens are here represented by many of their most beautiful members. The two largest trees of the Norfolk Island Pine (*Araucaria excelsa*), situated in the centre of the grounds, are the largest and oldest of the trees, and are really magnificent specimens—doubtless the finest by far of any in cultivation. Both are said to have been planted in 1818. On the western side, usually denominated the “Old Garden,” the system of straight walks has been departed from, and the grounds laid out into more irregular forms. Advantage has been taken of this to group together plants having the same general character or properties. On the upper side of the main dividing walk, there are fine examples of some of the trees which constitute the brush or jungle forests of our coast districts. Among these are the first discovered plants of some now very widely-distributed and well-known trees, viz., the “Silky Oak” of colonists (*Grevillea robusta*), and the so-called “Moreton Bay Pine” (*Araucaria Cunninghamii*), and others. Adjoining these are some fine Proteaceous trees, principally *Rhopalas* from S. America, and *Banksias*, *Stenocarpus*, *Helicia*, and *Hakea*, natives of this country. On the other, or northern side, is a small group of *Abies*,—a class of conifers which, as a rule, do not succeed well in this garden. The *Dammara*, another and a noble genus of Conifers, growing near to these on the side nearest to the creek, form a very fine group. In the centre of this part of the Garden is a collection of palms, which give a very pleasing effect, and are perhaps the most attractive feature of any part of the grounds. Near the gate going out to the lower garden as much ground as could be spared for the purpose has been cleared and planted, the one side with plants valuable for their commercial products, and the other with plants having medicinal properties. Of neither class is the collection yet

extensive; but as other kinds of each description are procured, they will be added, and will eventually prove a source of great interest to the public.

The aviary is a source of much attraction to visitors. Donations to this department have been of late comparatively few, although in exchange donors are entitled to such plants as can be spared. Under the circumstances, resort has been had to purchasing such birds and animals as might be required—otherwise the collection would have dwindled down to perfect insignificance.

THE LOWER GARDEN

is now almost as complete as it can be made at present. Within the last few years, by extension and by the necessary alterations of boundary, such improvements have been effected in the grounds as to render them as diversified in character, and as picturesque in appearance as those of any public establishment of the kind in this or, perhaps, any other part of the world. Originally of a barren, undulating, rocky nature, advantage has been taken of the irregularities of the surface, by quarrying away rock, by the introduction of large quantities of fresh soil, and by judicious planting, to create throughout the whole extent features of the most pleasing description. This has required a lengthened period of time and an immense amount of labour to accomplish. Unlike the Upper Garden with its straight walks and regular compartments, every part of this is laid out in a more or less irregular form, clumped with plantations, with the larger growing trees dotted over the extensive lawns, composed of the "couch" of colonists (*Cynodon dactylon*), or the "buffalo grass" (*Stenotaphrum glabrum*), which, for compactness of growth or beauty of appearance, cannot be surpassed.

Although the climate and sheltered position which the Garden occupies permit of a most varied collection of plants being cultivated in the open air, yet there are many most interesting kinds which cannot be grown with success. Most of the tropical fruits have been repeatedly tried, and very many failed, as for instance, nearly all the Anonas or "custard-apples," the "breadfruit," and "jackfruit," two species of *Artocarpus*, the "alligator pear" (*Persea gratissima*), the "Durian" (*Duria zebethinus*), the "mangosteen" (*Garcinia mangostana*), the "cashew-nut" (*Anacardium occidentale*), the "Brazil" or "Para-nut" (*Bertholletia excelsa*), and others. A similar

want of success has attended the attempt to grow the "Gutta-percha" (*Isonandra gutta*), the "nutmeg" (*Myristica moschata*), the "clove" (*Caryophyllus aromaticus*), &c. Sugar having now become an important product in the colony, considerable attention has been devoted to the introduction of sugar-cane from various countries, with the view of obtaining the kinds most suitable for cultivation in this country, and there is now a rather extensive collection in the Gardens.

Attached to the Gardens is a library and seed-room, as well as a nursery. Valuable additions continue to be made to the library (which now contains many of the best standard works on botany) and also to the herbarium. Both of these afford a ready and most useful means of reference to those who desire to consult them.

A small monolith stands in the pond in the lower gardens. This, as the inscription upon it denotes, was erected to the memory of Allan Cunningham, F.L.S. and M.R.G.S. This gentleman was one of the greatest of Australian explorers. In 1836 he accepted the appointment of Colonial Botanist of New South Wales, but relinquished the office in 1838, with the intention of returning home; but his purpose was frustrated by death. He was buried in the old cemetery, overlooking the Belmore Gardens. His grave is uncared for, and the lettering of the tombstone is almost obliterated. From a marble tablet erected to his memory in St. Andrew's Presbyterian Church, Sydney, we learn that he was associated in the pursuit of botanical discovery with Oxley in exploring the interior of New Holland; with King, in four times circumnavigating its coasts; and, by subsequent personal research, having more fully developed the geography and flora of the northern districts of this colony, and of Norfolk Island and New Zealand, he has left enduring monuments of devotion to the cause of science, and of eminence in those branches which he most assiduously cultivated.

OTHER PARKS.

HYDE PARK is a block of ground of about 42 acres in extent. Its shape is quadrangular. It is almost in the heart of the city. Along the centre there is a splendid avenue of trees, at the northern entrance to which stands the statue of Albert the Good, which was erected by the citizens

in memory of his late Royal Highness, the Prince Consort. It was unveiled on St. George's Day, the 23rd of April, 1866, in presence of an immense concourse of spectators. The ceremony was performed by a number of ladies; and his Excellency Sir John Young (now Lord Lisgar) delivered an eloquent address on the occasion. The statue, which is of colossal dimensions, is the work of Mr. Theed, and is considered a very fine work of art. In the south-eastern division of the Park, opposite the Museum, stands a granite pedestal on which is to be placed a statue of Captain Cook. The foundation stone of this pedestal was laid by his Royal Highness Prince Alfred, in 1868. The park is intersected with walks, which are used as thoroughfares. It is managed by trustees, under the Government, and Parliament votes a sum of money annually for its improvement.

MOORE PARK lies to the south-east of the city, and occupies a much more extensive area than the Domain. It received its name from Mr. Charles Moore, formerly mayor of this city. It contains five hundred acres, and is now in the hands of the Corporation. Six years ago it was covered with sand hills, and was almost destitute of vegetable life. But since then, vast improvements have been made, at an outlay of about £45,000. Several of the sand hills have been levelled, and a fine well grassed plateau now extends over about one-half the area of the park. The road to Randwick runs through it. The largest of the two mounds is named "Mount Steel," in honour of an alderman of the city, who superintended many of the improvements. The smaller one is named "Mount Renny," in compliment to an ex-Mayor. This ground is frequently used for volunteer parades, and military reviews. The Volunteer Rifle Range is situated on the eastern portion of the Park.

BELMORE GARDENS are situated between Pitt and Elizabeth-streets; and comprise about nine acres. Improvements are now being carried out. The land is in the hands of the Corporation. To the south of these gardens is the Old Cemetery of the city, now closed; and the Belmore Barracks, used as a Police Dépôt and Armoury.

PRINCE ALFRED PARK contains eighteen acres. It divides a portion of the city from the suburb of Redfern, and is in close proximity to the railway terminus, which, in fact, bounds it on its western side. The Exhibition Building (described elsewhere) stands at its northern end.

VICTORIA PARK, containing twenty-five acres, is situated close to the southern confines of the city, and between the suburbs of the Glebe and Newtown. It occupies the northern slope of the hill, on the summit of which stands the University, and overlooks the city. It is in the hands of trustees appointed by the Government.

FORT PHILLIP, although, not strictly speaking a park, is, nevertheless, a public reserve—and a very important and useful one,—set apart for the purposes of recreation. It occupies the most elevated position of any public reserve in Sydney, and commands the most extensive views of the harbour, the Lane Cove and Parramatta River, and the landscape far and near. The Observatory and the Signal Station occupy a portion of the ground, hence the name of Flagstaff Hill is frequently given to this reserve. It is in the hands of trustees.

THE RANDWICK RACECOURSE is situated to the south-east of Moore Park, and to the south of the Randwick Road, and is on the Sydney side of the Borough of Randwick. It is on this ground that the Australian Jockey Club's Metropolitan race meetings take place in the Spring and Autumn of each year. The area of the course within the boundary fences, is 202 acres. The flat or running ground measures a mile and a-quarter in circumference, and is somewhat oval in shape. The running ground, which is not less than fifty feet wide, and for the last half-mile seventy feet wide, was made and turfed at considerable expense. The distance between the posts which surround the flat is five chains, or one-sixteenth of a mile.

THE ALBERT CRICKET GROUND is situated at the southern end of Elizabeth-street, to the south-east of Redfern. It covers about eight acres, the greater portion of which has been levelled and well turfed. It is the best ground about Sydney for cricket matches, athletic contests, and other out-door amusements. The oval is 510 yards in circumference. At the north-western end is a pavilion, in which are club-rooms, and also a refreshment room and bar. A large covered stand has been erected at the south-western corner. The ground belongs to a company. It was opened on the 29th October, 1864.

Amusements.

THERE is an old and very true saying, "All work and no play makes Jack a dull boy." A stranger will not need to be in Sydney many weeks before he finds that this maxim has taken deep root in the minds of the citizens. The short hours of labour which work-people in most trades and professions have had conceded to them by their employers, and the Saturday half-holiday which has been granted to the employés of most of the principal establishments in the city, have done much to enable those who enjoy these great privileges to improve their physical constitution and powers. Those whose courage and love of country has led them to join the volunteer force, find the drill, the discipline, and the practice with the rifle, a very agreeable kind of recreation; others seek for pleasure and healthful exercise, in yachting, rowing, fishing and boating, or on the cricket ground, or the foot-ball oval. There is generally plenty of amusement to be found in the city in the evenings, at the Theatres, or at one or other of the Concert Halls, or at Spencer's and other places. Besidese these everyday occurrences, five days in the year are regularly set apart as close holidays, namely—New Year's Day, Anniversary Day (26th January), Easter Monday, Queen's Birthday, and Boxing Day. On such days scarcely a shop is to be seen open, the citizens turning out *en masse*. From early morning to noon the streets are thronged with well-dressed people, wending their way to the wharves, or the railway station, or to the omnibus stands—all bent on a day's holiday. Go down to the quays at almost any hour of the morning you will, and thousands upon thousands of people will be seen waiting to embark on one or other of the many "powerful and commodious" steamers engaged for such occasions. The Botanic Gardens and the Domain are the resort of many hundreds of picnic parties, and visitors from the country who have come to spend a few hours in contemplating the beauties of the metropolis. The Albert Cricket Ground and the Racecourse,

and other places, offer attractions in the shape of amusements, and invariably find numerous patrons. But nothing seems to outrival the attraction of the harbour, the Parramatta and the Lane Cove Rivers. It is pleasant, on such days, to stand on some eminence overlooking the bay, and watch the steamers, each crowded with happy-faced excursionists, one after another leave the wharf, and speed along the gleaming waters in the glorious splendour of Australian sunshine. The enlivening strains of music reach the ear from a hundred directions, whilst the mind almost instinctively reverts to the well-known national ode,—

When Britain first, at Heaven's command,
Arose from out the azure main,
This was the charter of the land,
And guardian angels sung this strain :
"Rule Britannia! rule the waves ;
Britons never will be slaves."

YACHTING AND ROWING.

The advantages afforded by the harbour for indulging in aquatic sports have been, as may be readily supposed, largely availed of by the youth of the city. Regattas are of frequent occurrence, and scarcely a week passes but there is some exciting contest on the water. There are two yacht squadrons—the Royal Sydney and the Prince Alfred. Both hold Admiralty warrants for using the blue ensign of H. M. fleet. The number of yachts has been considerably decreased during the past few years by the purchase of many for Fiji. But the squadrons yet comprise many fine vessels. The Commodore of the Royal Sydney Yacht Squadron is Mr. H. C. Dangar, of the yacht "Mistral;" Mr. A. Fairfax, of the "Magic," is Vice-commodore; and Mr. H. Cornwell is hon. secretary. The Commodore of the Prince Alfred Squadron is Mr. W. H. Deloitte; Vice-Commodore, Mr. W. Brown; Secretary, Mr. L. Steffanoni.

The Sydney Rowing Club numbers about 300 members. It possesses one eight-oar outrigger, two four-oar outriggers, eight string-test gigs, seven skills, two four-pair of scull boats, and one six-pair. The club has a commodious boat-house and club-room on the Circular Quay, near Fort Macquarie, on ground granted to their use by the Government for three years in succession. It has also a branch establishment on the Parramatta River, the property being known as the "Red House." The members of the club have held, up to the

present time, the amateur championship of the colonies. It has the patronage of his Excellency; Mr. George Thornton, president; Mr. Q. L. Deloitte, captain. There are several other smaller clubs for aquatic sports.

FISHING AND BOATING.

This will be an appropriate place to offer a word or two of advice to strangers to the port. There is excellent fishing in the Bay—(good schnapper fishing outside the Heads for those who dare venture). Boats may be hired at almost any of the wharves for a small sum of money. Sailing and rowing are generally pretty safe exercises in the harbour, but the wind is oftentimes very treacherous, and no one ought to venture into a boat unless there is in it some one with skill enough to manage it. Accidents are of frequent occurrence through persons ignorant of boating matters venturing away from shore. Tying down the sail, instead of holding it ready to let go at any sudden change of wind, has caused many a death by drowning; in fact, the majority of accidents in this harbour occur from that very thing. We would recommend the uninitiated who are anxious to have a day's boating or fishing, to engage a waterman to accompany them; the charges are moderate. The Port Jackson watermen are proverbially skilful, and to engage one is to ensure safety so far as human precaution can secure it, whilst the excursionist will be free from much responsibility and trouble.

CRICKET.

Cricket clubs are numerous—in fact there is one connected with almost every college, boys' school, and large business establishment in and around the city. The principal clubs are the Albert Cricket Club (see Albert Ground), the Warwick Cricket Club, and the New South Wales Cricket Association. This latter is the representative association for all the clubs. Mr. R. Driver, M.L.A., is president; Mr. J. J. Calvert (Clerk of the Parliament), vice-president; Mr. W. Clarke, secretary. Intercolonial matches take place between this colony and Victoria annually. The matches are held at Sydney and Melbourne alternately.

PLACES OF AMUSEMENT.

THE THEATRES.—Since the destruction by fire of the Prince of Wales Opera House in January, 1872, the Victoria

is now the best theatre which the city can boast of. It is a comfortable building, with a stage of moderate size. It is situated in Pitt-street, a short distance south of King-street. The Theatre Royal is a much smaller, and much older building, situated in York-street.

SPENCER'S MECHANICAL EXHIBITION.—This is a most interesting exhibition. The genius of its enterprising proprietor is manifested in the numerous models of yachts and steamers and machinery which he has constructed himself. There is an endless variety of mechanical contrivances and works of art, wax figures, automata, &c., on view. Musical entertainments are given every evening. The situation is in Pitt-street, north of Market-street. A small charge is made for admission.

PICTURE GALLERIES.—There are three private picture galleries which are occasionally open to the public. The one belonging to T. S. Mort, Esq., Greenoakes, Darling Point, is open to the public on the last Saturday in each month. The Hon. T. W. Smart's gallery, at Mona, Darling Point, is open on the first Saturday in each month. The Enmore Gallery of Fine Arts, belonging to J. F. Josephson, Esq. (District Court Judge), is also occasionally open. Admission to each gallery by ticket, to be had on application to the proprietors.

HALLS.—If we except the University Hall and Exhibition Building, we may say that Sydney is without a really good room in which concerts and other entertainments might be given. The great hall in connection with the Town Hall will be a fine room when built. At present, the largest room is the Masonic Hall, at the rear of the Freemason's Hotel, in York-street. It is a square and plain-looking room, capable of seating about 850 persons. The hall at the School of Arts is a very good room for its size; it will accommodate about 750 persons. The Temperance Hall in Pitt-street will seat about 400 persons, and the new Temperance Hall adjoining about 300 persons. The Oddfellows Hall, in Elizabeth-street, is capable of seating about 300 persons. Nearly every suburb possesses its hall, some of them very good rooms.

Scientific and Literary Institutions.

THE SYDNEY OBSERVATORY.

THIS institution stands on Fort Phillip, a very elevated position to the north of the city, on the peninsula flanked by Sydney Cove and Darling Harbour. The site was chosen by the Rev. W. Scott, M.A., who had been appointed, on the recommendation of the Astronomer Royal of England, to the important office of first astronomer to the establishment. For purely scientific purposes, some site in the country might have been preferable, but it was considered requisite that it should be within easy access of the institutions of the metropolis; and Fort Philip was selected, as it commanded the best view of the horizon and of the shipping in the harbour, for whose interests especially the time ball has been erected. The building is a handsome and commodious stone structure. The eastern portion comprises the astronomer's residence, the library, and the computer's room. From the centre rises a square tower 58 feet high, which carries the time ball. Next follows the transit-room, provided with two meridian openings, then an octagonal building covered by a dome, and intended for the reception of an equatorial instrument. The latitude of the Observatory is $33^{\circ} 51' 41''$; and the longitude, 10h. 4m. 46s.; magnetic variation as determined in 1871, $9^{\circ} 35' 26''$ E.; height above mean sea level 155 feet. The Observatory is open to the public every Monday afternoon, between the hours of 3 and 5. Admission at night is necessarily regulated by such restrictions as the astronomer may from time to time find it expedient to lay down. But upon application to that gentleman a card of admission may almost always be obtained. The time ball is dropped daily (Sundays excepted) at 1 p.m., Sydney mean time, or 2h. 55m. 14s. Greenwich mean time. The time ball at Newcastle is connected with the Sydney Observatory, and is dropped by the

same galvanic signal which drops the Sydney ball. The principal instruments in the Transit Room are, a transit circle with a focal length of 5 ft. 2 in. ; the diameter of the graduated limb is 42 in., divided to every 5 minutes reading and seconds with microscopes ; the eye pieces commonly used magnify from 75 to 135. Connected with this instrument is a valuable transit clock by Frodsham, and a chronograph. This clock marks seconds upon the paper in the chronograph, and by a tap on a break-circuit key, fastened to the side of the instrument, the observer causes the graver to record the exact time of the transit of a star over each wire. Near the chronograph is the mean time clock, which is arranged to drop the time balls at Sydney and Newcastle simultaneously—the Sydney ball recording as it falls the instant it drops, so that any error which may occur in the machinery is at once detected. The mean time clock is also arranged to give galvanic signals every second to the public clocks at the new Post Office ; the time shown by these new clocks is therefore as accurate as the time ball. In the round tower is a fine equatorial by Hugo Schröder, with a focal length of 12 feet 6 inches, and a clear aperture of $11\frac{3}{8}$ inches ; it is driven by clock work, and is used principally for the measurements of double stars. Besides these, there are also at this institution complete sets of meteorological and magnetical instruments, self-registering magnetograph, self-registering anemometer, and barometer ; and self-registering tide-gauge at Fort Denison, and another one at Newcastle. There are forty-four meteorological stations in different parts of the colony connected with the Observatory, reports from which are received daily. Mr. H. C. Russell, B.A., F.R.A.S., is the Government Astronomer.

THE MUSEUM.

THIS institution is daily open to the public, free of charge, from noon to 5 p.m. It is a Government institution under the management of a board of trustees. It was established in 1836, and incorporated in 1854 ; and is endowed with an annual income of £1000 from the State. The building is a large, massive, and beautiful edifice, of a bold style of Roman or Grecian architecture, having 200 feet frontage to College-street, and overlooking Hyde Park. The site of the building required a style of architecture which would be effective when

viewed from a great distance. Internally, the ground and first floor of the new building are about 200 feet in length, 35 feet wide, and 23 feet high; each gallery being divided into five compartments by seams of Corinthian columns. The design of the building was prepared by the Colonial Architect (Mr. James Barnett). It is intended to continue the building down William-street, as far as the public school, the addition to be set apart for the Free Library. There is a very extensive collection of exhibits, illustrative of natural history and other sciences. The natural history specimens are extremely numerous and interesting. In one case on the ground floor room are a number of skeletons of the bimana, or human family, comprising five principal races:—The Caucasian or Iranian, the Mongolian or Turanian, the American, the Malayan (to which our Aboriginal Australians belong), and the Ethiopian or Negro. Skeletons of elephants and other quadrupeds are also numerous in this room. The collection of insects is very extensive. The fauna of Australia is illustrated by a very large number of well-prepared specimens. The collection contains specimens of Australian placentals and marsupials. There is also a skin and two skeletons of a rare species of whale (*K. Graii*), a skeleton of the genus *Dioplodon*, and a skeleton allied to the genus *Mesoplodon*; and several skeletons and many skulls of the so-called "Killers" and porpoises. The mammals of Tasmania are represented by numerous exhibits. The collection of Australian birds is exceedingly fine, and the specimens comprise every known species. These are in the upper room, where will also be found a large collection of eggs. The lizard tribe is well represented. A small case about the centre of the room contains many interesting documents, amongst which are relics of Australian explorers, and old newspapers of the colony. There is, too, a large collection of fishes, which were caught in Australian waters. The collection of war weapons used by the aboriginals of Australia and the islands will also prove interesting to visitors. The statuary is not particularly noticeable. The mineralogical collection is a good one; and there is also a good collection of timbers.

THE SYDNEY MINT

stands in Macquarie-street, between the Infirmary and the District Court. The building was erected in the early days

of the colony, and was first occupied as a military barracks, and subsequently as a convict hospital. It was converted to its present use in 1856, when large additions were made to it. In this institution a great deal of the gold, procured in the colony, is converted into coin. The value of gold received at the Mint during the year 1872 was £2,063,774; the coin and bullion issued being £2,091,728. The coins made at this establishment are now a legal tender throughout the United Kingdom. The sovereigns receive the Imperial stamp, to make them identical with the coin issued from the Royal Mint. Visitors cannot fail to be interested and instructed by the various processes through which the precious metal has to pass in its conversion into coin. In the bullion office there are two balances. The delicacy of the instruments is such that the thousandth fraction of an ounce is sufficient to divert the indicator. There are several machines for rolling the metal to the necessary thickness for the coin intended, for punching the blanks, &c. The blanks are circular discs, for weighing which there are at this establishment four automaton balances. There is also a machine for milling the edges of the coin, and three coining presses in which the blanks receive the impression which makes them into perfect coins. Mr. Charles Elouis is the master of the Sydney Mint, and deputy master of the Royal Mint. An order for admission may be procured from the Master at any time when the Mint is open.

THE FREE PUBLIC LIBRARY.

THIS institution was formally opened on the 30th September, 1869, by his Excellency the Earl of Belmore. In the year 1862 Parliament made provision for the foundation of a free public library, by voting the sum of £25,000. Nothing was done, however, beyond the purchase of a site which proved to be ineligible, until 1869, when the Australian Library and Literary Institution offered its valuable collection of books to the Government, and some 16,000 volumes were purchased for the sum of £1,500. Subsequently the Australian Library building, at the corner of Bent and Macquarie streets, was purchased. The library now contains 23,445 volumes (including 993 volumes, donations—the principal donors being the late Mr. Justice Wise and the Rev. Dr. Lang), besides 1,075 pamphlets. It is probably the most valuable collection of books in the colonies. Nearly the whole of the works are of

a high standard of excellence ; whilst very many are of great value and rarity. Amongst other works are complete series of the "Annual Register," from the year 1758 to the present time ; the "Monthly Magazine," files of the "Sydney Morning Herald," "Empire," and other Australian papers, and very many valuable works of reference, as well as a number of maps. The works relating to the colony are especially numerous. The present building, which affords but inadequate accommodation, is being temporarily occupied, until such time as the contemplated building, which is to form an adjunct of the Museum, is erected. The library is open from 10 a.m. to 10 p.m. daily, except on New Year's Day, Good Friday, Queen's Birthday, and Christmas Day. Following the example of other institutions of a similar kind, the selection, from the shelves of the Library of books by ADULT visitors is unrestricted, but they are not permitted to replace the volumes. This course was adopted principally with the view of familiarising the officers of the Library with the class of literature in daily use, and of assisting them to report accurately to the trustees on the educational uses of the institution. During the year 1873, the Library was used by 76,659 persons. The arrangement of the books is such as to occasion as little trouble to the visitors as possible. In the vestibule at the top of the entrance steps hangs a plan of the internal arrangements. Similar plans will also be found with each catalogue. They show the classification of the books and the places where books belonging to different departments of literature are to be found. Catalogues for each department are suspended from the shelves ; copies are also dispersed about the tables. At the southern end of the room a large recess has been carpeted and fitted up for ladies. The library assistants are in constant attendance, and willingly afford information to visitors. The sum of £2,758 was voted in 1874 by the Parliament for the maintenance of the Institution. An excellent catalogue of the books in this library may be had at the Government Printing-office, for one shilling.

MADDOCK'S SELECT LIBRARY.

THIS institution is founded upon the same principle as Mudie's well-known circulating library in England. Its object is to furnish its patrons with the very latest publications, and in this respect, the institution differs materially from the other

libraries of the city. Its establishment, twelve years ago, supplied a want that had long been felt. By means of this library, the best and most readable books in all departments of literature are selected by an agent at home, and dispatched by the overland mail immediately they are published. Thus books are often in circulation from this institution long before they can be purchased in the shops. Besides the current literature of the day, the library contains many hundred volumes of standard works. English and American periodicals are also issued to the subscribers. Visitors who intend to remain in Sydney for a limited time may have the advantage of this library by joining for as short a period as one month.

SCHOOL OF ARTS.

NEXT to the Free Library, this is the most important literary institution of its class in the colony. Its reading-room is furnished with all the principal newspapers and magazines. The library contains about 20,000 books, embracing standard works in every department of literature; there is also a good reference library. The subscription is £1 per annum, or 5s. per quarter. In connection with the institution is one of the best, although not the largest, halls in the city, where concerts and other entertainments are frequently given. It is capable of seating about 750 persons. The following classes, open to members, and for the most part well attended, meet weekly:—Latin class (for ladies and gentlemen); Discussion class; English grammar class; French class; Writing and Arithmetic class; Chess and Draught Club; School of Design; Debating class; Shorthand class; Mathematical class; Vocal Music class; Chemistry class. Prizes are annually distributed to the most proficient of the pupils. Mr. Rogers, secretary. The institution is situated in Pitt-street, north of Park-street.

Governmental and Legal.

THE PARLIAMENT.

THE buildings in which the Legislation of the colony is carried on are anything but ornamental, nor are they well adapted to the purposes for which they are used. The object for which they were originally erected has already been alluded to, under the chapter describing the streets. If the House is sitting, admission may be obtained to the galleries set apart for the public in either chamber, on presentation of a card (which is done through a messenger) to the President of the Council, the Speaker of the Legislative Assembly, or to any of the members. If the House is not sitting, application should be made to one or other of the officers. In the Assembly Chamber, Mr. Speaker's gallery is on the ground floor; the member's gallery is above this. Members have the privilege of introducing their friends at any time. The portrait of the late W. C. Wentworth graces the walls of this chamber. The Parliamentary Library contains about 20,000 volumes. The refreshment room is the best apartment, and has only recently been added to the other buildings. The business of this department is conducted on the principles of a club.

Responsible Government was inaugurated in 1856, under the new Constitution Act of 1853. Under this Act Parliament is invested with plenary legislative powers, subject to the reservation of the Queen's assent by the Governor to certain classes of measures affecting Imperial and other interests. The Governor is appointed by commission under the great seal of the United Kingdom, and is empowered to appoint an Executive Council to advise and assist him in the administration of Government. He receives a salary of £7,000 per annum.

The Legislative Council consists of thirty members. They are appointed by the Governor, with the advice of the

Executive Council, and hold their seats for life. The minimum number of Councillors is twenty-one. The President has the right to take part in any debate or discussion which may arise. The presence of at least one-third of the members, exclusive of the President, is necessary to constitute a quorum for the dispatch of business. The Hon. John Hay is President.

The Legislative Assembly consists of seventy-two members, twenty of whom, exclusive of the Speaker, are required to form a quorum. The members are elected by ballot by the people. All male subjects of her Majesty, of the full age of twenty-one years, and absolutely free, being natural born, or who, being naturalised subjects, have resided in this colony for five years, are qualified to be elected members. The military, police, paupers, prisoners, and persons holding office under the crown, are, however, disqualified. The four first-named classes of persons are also disqualified from voting at elections; otherwise, manhood suffrage, after six months' residence in the colony, prevails. Persons holding property in electorates other than that in which they reside, are entitled to an additional vote for each of such districts. Persons having held for six months a miner's right, or business lease, or mining-lease, are also entitled to vote. The Sydney University, when containing 100 superior graduates, will have the privilege of returning one member. The Speaker is chosen by the Members from amongst themselves. The hon. William Munnings Arnold, member for the Pater-son, is now Speaker, having been elected to that high office four times successively. Parliaments are elected for five years.

The administration of the Government is carried on by eight Cabinet Ministers:—The Colonial Secretary, who receives £2,000 per annum; the Colonial Treasurer, who receives £1,500; the Minister for Lands, who receives £1,500; the Minister for Mines, who receives £1,500; the Minister for Works, who receives £1,500; the Attorney General, who receives £1,000; the Minister for Justice and Public Instruction, who receives £1,500; and the Post-master-General, who receives £950. The Crown Law Officers are not necessarily members of the Cabinet.

GOVERNMENT HOUSE

is a somewhat imposing structure of the Elizabethan order of architecture, standing on an elevation, between the Sydney

Cove and Farm Cove. The grounds by which it is surrounded are tastefully laid out, and adjoin the Botanic Gardens. The building was first occupied by Governor Sir George Gipps, in 1844. The views from the house and grounds are very extensive and beautiful, taking in the greater portion of the harbour. The rooms are large, handsome, and well fitted up for receptions, balls, &c. The walls are ornamented with full length portraits of George III. and Queen Charlotte, and the successive Governors of the colony, from Sir Thomas Brisbane to the Earl of Belmore. The present Governor (Sir Hercules George Robert Robinson, K.C.M.G.) receives persons wishing to see him on public business, on Tuesdays and Thursdays in each week, between the hours of 11 a.m. and 2 p.m. Gentlemen from the country, or others desirous of communicating with him personally on business which will admit of no delay, will be received on any day and at any hour that his Excellency may happen to be at home. Mr. George H. De Robeck is his Excellency's Private Secretary ; and Captain Beauchamp St. John, his Aide-de-camp.

THE LAW COURTS.

THE SUPREME COURT buildings are situated in King-street, near to St. James's Church, and have a rather unattractive appearance. The present Courthouse was opened in the year 1827. The Court is presided over by a Chief Justice (the Hon. Sir James Martin, Knight), and three puisne judges, namely, their Honors John Fletcher Hargrave, Alfred Cheeke, and Peter Faucett. The Court exercises similar jurisdiction, in civil and criminal matters, to that exercised by the superior courts of England. The laws of the colony are substantially the same as those of Great Britain. All the inferior courts of the colony have an appeal to the Supreme Court. An appeal lies from the Supreme Court to the Judicial Committee of the Privy Council in England.

THE CRIMINAL COURT is at Darlinghurst, close to the gaol. An underground passage connects the two establishments. Criminal cases are tried by juries of twelve, whose verdict must be unanimous. There are two court-rooms. The judges of the Supreme Court preside. There are no "grand juries," as in England, the Attorney-General being vested with powers of filing or ignoring bills of indictment. This Court is also used for proceedings in Divorce and

Matrimonial jurisdiction, and as a Court of General Sessions, for the Metropolitan district.

THE INSOLVENCY COURT.—The business of this Court, which is presided over by a Chief Commissioner (Mr. G. H. Deffell), is conducted in a suite of rooms forming the eastern portion of the Supreme Court buildings. The Chief Commissioner has jurisdiction in all matters affecting the management of insolvent estates. An appeal lies from his decision to the judges of the Supreme Court.

THE DISTRICT COURT is at the top of King-street, between the Mint and the Hyde Park Asylum. There are two judges for the metropolitan district. This Court has a civil jurisdiction in cases where the amount in dispute does not exceed £200. There are, however, certain exceptions. The District Court Judges are *ex-officio* Chairmen of the Courts of General Sessions.

THE CORONER'S COURT is situated at the rear of the District Court. The Coroner exercises similar powers to those possessed by the Coroners of England. He is also charged with the investigation of cases of burning of property.

THE POLICE COURTS.—The Central Police Court is situated in George-street, near the Town Hall. Captain Scott is the present stipendiary magistrate. The Water Police Court is situated at the Northern end of Phillip-street. Mr. J. M. Marsh is the Police Magistrate.

GOVERNMENT OFFICES.

COLONIAL SECRETARY'S office, Bridge-street; Lands Department, Bridge-street; Mining department, Elizabeth-street north; the Treasury, corner of Bridge and Macquarie-streets; Public Works and Railway department, Phillip-street; Harbours and Rivers department, Phillip-street; Council of Education, 157½ Macquarie-street; Volunteer Brigade office, 100 Elizabeth-street north; Stamp office, 132 Phillip-street; Government Printing office, corner of Bent and Phillip-streets; Custom House, Circular Quay; Steam Navigation Board, next Custom House; Pilot Board, next Custom House; Colonial Architect's office, Hyde Park; Crown Law offices, Macquarie-street, opposite the Mint; Prison department, Phillip-street; Registrar-General's department, Elizabeth-street, near Supreme Court; the other offices have been noticed in detail.

THE POLICE.

THE metropolitan police district comprises an estimated area of 320 square miles, and forms the north-east portion of the county of Cumberland. It extends northwards as far as the Hawkesbury River, westerly to Lane Cove, and southerly to George's River; and all the islands in the harbour and in the Parramatta River are included within it. The police force of the colony is under a central control—Mr. J. M'Lerie, J.P., being the Inspector-General, the head of the department. The principal office is at No. 127 Phillip-street. Mr. E. Fosbery, J.P., is the Secretary and Superintendent. There is a police dépôt at Belmore Barracks, to the south of the Belmore Gardens. Here vacancies are filled up, and the men drilled and disciplined. There is here also an excellent armoury. On an emergency, two hundred armed men could be marched out in a very short time. In the city there is one inspector in charge and four divisional inspectors. The water police, though forming portion of the general police, are under the control of the Water Police Magistrate. The total of the metropolitan force is about 200 of all ranks. The detective force numbers fifteen men. The police have established a superannuation fund, to which they contribute 3 per cent. of their salaries per annum; the fund is supplemented by fines, interest on invested money, &c. About £25,000 has been invested in debentures; and about £7000 a year is paid away annually to widows of men who have been killed in service, and to superannuated persons.

Educational Institutions.

THE SYDNEY UNIVERSITY.

THE buildings of the Sydney University are of the Elizabethan order of architecture, and are situated on the rising ground overlooking Victoria Park, to the south-west of the city—a site of remarkable beauty. The edifice comprises halls and lecture-rooms; and apartments are provided in it for the senior professors. The principal façade is 410 feet in length.

The institution was incorporated by an Act of the Legislature in 1850 during the administration of Sir Charles Fitzroy, and is endowed with an annual income of £5,000 from the State. The government is invested in a Senate, consisting of sixteen fellows, and of not less than three nor more than six ex-officio members, being professors of the University, who select from their own body a chancellor and a vice-chancellor. The Senate is empowered to confer degrees, after examination, in Arts, Law, and Medicine. Its graduates, by virtue of a Royal Charter, enjoy the same rank, style, and precedence as are enjoyed by graduates of English Universities. It is not merely an examining, but a teaching institution. There is no religious test, one of the fundamental principles being "the association of students, without respect of religious creeds, in the cultivation of secular knowledge." There is therefore no Theological faculty.

Four scholarships, of the value of £50 each, set apart from the endowment, are annually awarded for general proficiency. The benefactions by private individuals are:—The Hon. E. Deas-Thompson, C.B., £1,000, to found an annual scholarship, of the value of £50, for proficiency in Physics; Sir Daniel Cooper, Bart., £1,000, to found a scholarship of the value of £50, for proficiency in Classics; W. Lithgow, Esq., £1,000, to found a scholarship of the value of £50, for general proficiency in the second year; Thomas Barker, Esq., £1,000, to found a scholarship of the value of £50, for proficiency in Mathematics; S. Levey, Esq., £700, to found a scholarship of the value of £35, for general proficiency in the first year. These scholarships are annually awarded. In addition to them, there is an exhibition of the value of £20, founded by S. K. Salting, Esq., for a pupil from the Sydney Grammar School. The sum of £300 was given by the Earl of Belmore, to found a medal of the value of £15 to be annually awarded to a member of the University of the standard of M.A., for proficiency in Geology and Physical Chemistry, with especial reference to Agriculture. Sir Charles Nicholson gave £200 to found a prize for Latin Hexameters. The late Mr. Wentworth gave £200 to found a prize for an annual English essay. There is also the Gilchrist scholarship of £100 per annum, tenable for three years, awarded in alternate years by the Universities of Sydney and Melbourne to graduates in Arts proceeding to Great Britain to pursue their studies; and £500 has been given by John

Fairfax, Esq., for the perpetual endowment of prizes, to be annually awarded to female candidates at the public examinations. Large sums have been given by the late William Charles Wentworth and the hon. George Wigram Allen, Esq., M.L.A., which are being allowed to accumulate with a view to ulterior foundations. The number of superior graduates now in the University is 87. When it reaches 100, the University will be privileged to return one member to the Legislative Assembly.

Visitors are admitted by a special order from the Chancellor or any member of the Senate. (See Museum of Antiquities below.)

The present Senate of the University consists of the following gentlemen:—The Chancellor, the Hon. E. Deas Thomson, C.B.; Vice-Chancellor, the Rev. Canon Allwood, B.A.; and the Hon. George Allen; the Hon. William M. Arnold; the Rev. Charles Badham, D.D.; Mr. W. B. Dalley; the Hon. Mr. Justice Faucett, B.A.; Mr. W. Forster, M.L.A.; the Hon. John Hay, M.A.; the Hon. Sir William Macarthur; the Hon. Sir W. M. Manning, LL.D.; the Hon. Sir James Martin, C.J.; the Hon. F. L. S. Merewether, B.A.; the Hon. Sir Charles Nicholson, Bart., D.C.L., LL.D.; Mr. M. B. Pell, B.A.; the Most Rev. Archbishop Polding, D.D.; Mr. Christopher Rolleston; Professor John Smith, D.D.; and Mr. W. Charles Windeyer, M.A. The Professors are:—Classics and Logic: the Rev. Charles Badham, D.D. (Oxford); Mathematics and Natural Philosophy: Morris Birkbeck Pell, B.A. (Cambridge); Chemistry and Experimental Physics: John Smith, M.D. (Aberdeen); Assistant Professor of Classics: Hugh Kennedy, B.A. (Oxford); Professor of Geology: Archibald Liversige (Cambridge).

The Library contains about 15,000 volumes of the most valuable works in all departments of literature.

THE MUSEUM OF ANTIQUITIES

in connection with the University, was founded by Sir Charles Nicholson, first Chancellor of that institution. It contains a large and well chosen collection. There are now upwards of 3000 objects classified, authenticated, and described. Mr. Edward Reeve is the Curator.

The Museum is open for the admission of visitors every Saturday from the 1st May to the 31st October, from 2 to 5

p.m. ; and from the 1st November to 30th April, from 2 to 6 p.m. Visitors are also admitted at any other convenient time, when accompanied by a member of the Senate or by any Professor or superior officer of the university, or by the Curator or Bedell.

THE GREAT HALL

of the University is, to visitors, the most attractive part of the whole range of buildings. The interior has at all times excited admiration. Its site, the harmony of its proportions, its elaborately finished and open-timbered roof (made of colonial hardwood, and faced with Australian cedar), its appropriate decorations throughout, awaken the deepest interest. It is in this Hall that the annual commemoration takes place. It is 135 feet long, 45 feet wide, and 73 feet high. Each extremity of the arch-principals of the roof springs, at the height of 23 feet above the floor, from a stone corbel, each sculptured with the arms of some English University. Several of these corbels are artistically coloured, and form a striking picture in the decorations. There are six on each side. Looking eastward from the dais, the first corbel to the right bears the arms of the Sydney University, in which is the *lion passant guardant*, and the *cross*, taken from the arms of the Cambridge University—the *open book* representing the same charge in the arms of the Oxford University. Besides this significant bearing the cross is charged with the four stars of the Southern Cross. The opposite corbel bears the arms of the Melbourne University—the angel of knowledge standing between the four stars. Hammer beams project a few feet above the corbels, each end being concealed by large and graceful statues of angels, beautifully carved. They are twelve in number. They all wear coronets of gold; the two westernmost bearing scrolls; the rest carrying open books. Ten of these figures represent the sciences. Beginning from near the royal window, at the north-west angle, we have on the north side:—1st, *Grammatica*, with the emblem of the papyrus roll; 2nd, *Dialectica*, with Aristotle's diagram of the three syllogistic figures; 3rd, *Poetica*, with an ancient harp; 4th, *Ethica*, with St. Mary's Lily, in an azure quatrefoil; 5th, *Metaphysica*, with a well-known symbol of the Deity. On the south side are found—6th, *Physica*, with an ancient air-pump; 7th, *Musica*, with a lyre; 8th, *Astronomica*, with a star; 9th, *Geometrica*, with the diagram

of the forty-seventh Proposition of the first Book of Euclid ; 10th, *Arithmetica*, with the abacus. The two remaining angels, next to the Oxford Window, bear on illuminated scrolls, the words, "*Timor Domini principium sapientiæ.*"—"The fear of the Lord is the beginning of wisdom;" and "*Scientia inflat Caritas ædificat.*"—"Knowledge puffeth up, Charity buildeth up."

On the walls hang portraits of the first Chancellor, Sir Charles Nicholson, Bart.; of the present Chancellor, the Hon. E. Deas Thomson, C.B.; of the Hon. Sir William Montagu Manning, Q.C.; of the late Sir Francis Forbes, C.J.; of the Most Rev. John Bede Polding; of Mr. Alfred Denison; of the late Hon. James Macarthur; and of the late Dr. Woolley, who was drowned whilst on his return to Sydney, after a visit to England, by the foundering of the City of London. Near the south-east corner of the Hall is a magnificent marble statue of the Hon. William Charles Wentworth, who has fair claims to be considered the Founder of the University, and who, after its foundation, was frequently its benefactor. The armorial bearings below the oriel or balcony window, which projects into the hall from the Library, are executed in the highest style of art in Caen stone, imported expressly from Normandy. There is a small gallery at the eastern end of the hall, over which is the Cambridge window.

The windows well deserve a large amount of attention. *The Royal Window.*—The last bay on the north-western side of the Hall is occupied by a window of five lights, with two *transomes*, or bars of stone, dividing those lights. In this window, the gift of Mr. James H. Challis, are representations of the Sovereigns of England and their respective consorts, from William the Conqueror to her Majesty Queen Victoria. The series is continued and completed in the two side windows. Her Majesty appears in the central compartment of the window. *The Oxford Window* was executed at the cost of Sir Charles Nicholson. It is at the west end of the Hall, and comprises fourteen full-length figures—the real or presumed founders of the principal colleges of Oxford. *The Cambridge Window* was executed at the cost of Sir Daniel Cooper, Bart. It stands at the east end of the Hall, and comprises fourteen full length figures—the founders of some of the principal colleges of Cambridge. *The Side Windows* of the Hall present an historical series of great interest,

reaching from the old Saxon times to the middle of the last century. They are all presented by different benefactors to the University. Each window has three lights, and in each light is a full-length figure the size of life. The upper portion of each window is filled with tracery, and at the base is the name of the donor.

THE AFFILIATED COLLEGES.

ALTHOUGH the principles on which the University was founded do not admit of a Theological Faculty, the importance of religion as an element of education has been fully recognised. In 1854, an Act was passed by the Legislature to provide for the establishment and endowment of Colleges within the University of Sydney, in which colleges systematic religious instruction and domestic supervision with efficient assistance in preparing for the University Lectures and examinations, is to be provided for the students. The Act provides that so soon as £10,000 shall have been subscribed, and not less than £4,000 paid, with security that the remainder shall be paid within three years, the whole to be devoted exclusively to the erection of college buildings, there shall be paid out of the general revenue of the colony, in aid of the building fund of every incorporated college, a sum not exceeding in the whole £20,000, nor more than shall have been actually expended out of the subscribed funds for the purposes of building; and further, that there shall be paid out of the revenue of the colony in perpetuity, a sum of £500 for, or in aid of, a salary for the principal of such college. In order to further assist in carrying out the object of the Act, the Government granted to the Senate of the University, 130 acres, at the rear and southern flank of that institution, for the erection of such colleges. No student can be admitted to any such college unless he immediately matriculates at the University, submits to its discipline, and attends the lectures; nor can he continue a member of the college longer than his name continues on the University books. As yet but two colleges have been erected under the terms of the Act, namely, St. Paul's (Church of England), of which the Rev. William Scott, M.A., is principal; and St. John's (Roman Catholic), of which his Grace Archbishop Vaughan is the rector. St. Andrew's Presbyterian College is now (1874) in course of erection.

COLLEGES NOT AFFILIATED.

THERE are three or four Colleges not affiliated to the University, which deserve some mention. A visit to them may be made on application to the principals in charge.

The Wesleyan College, at Newington, Parramatta River, is the most important institution of the kind connected with the Wesleyan body, in the colony. It was established in 1863. The house is suitable for the school, and the grounds are spacious. The Rev. J. H. Fletcher is the principal.

Camden College was founded for the training of ministers for the Congregational Church. It was established in 1864. A school of a superior character is connected with it. The Rev. J. G. Frazer, M.A., is the warden of the college; the Rev. R. N. Morris, B.A., is principal and resident chaplain of the school. Camden College is pleasantly situated on the Cook's River Road, Newtown.

Lyndhurst College was founded in 1852, by the Most Rev. J. B. Polding, D.D., O.S.B., for the education of youths of the Roman Catholic Church. The college is under the immediate charge of the Benedictine Fathers, of whom the Very Rev. M. J. Dwyer is the Prior. The Very Rev. J. L. Quirk, LL.D., of the Sydney University, is the president and head master. The college is intended for the training of lay scholars, as well as theological students. The institution occupies a fine situation at the Glebe, near Sydney.

Moore College is an institution of an ecclesiastical character, in connection with the Church of England. Mr. Thomas Moore, J.P., of Moore Bank, Liverpool (who was originally a ship's carpenter, in the timber trade to North America), amassed a considerable amount of property, the result of his industry, and bequeathed it to the Church of England, for educational purposes. By means of the bequest, the late Dr. Broughton, Bishop of Australia, founded the institution at Liverpool, for the training of clergymen. The Rev. R. L. King, M.A., is principal.

THE SYDNEY GRAMMAR SCHOOL

is situated in College-street, near the Museum. The building was erected for, and for some time was used, as the Sydney College. But in 1857 it was, by special Act of Parliament, set apart for a grammar school, with four foundation masters, and receives £1,500 a year from the State. The fees for boys

in the upper school, are £16 per annum; for the lower school, £12 per annum. The head master is Mr. A. B. Weigall, M.A.

THE PUBLIC SCHOOLS.

THERE are several Public Schools in the city, and a Denominational school is connected with nearly every church. A personal visit, which may be made at any time the schools are open, will convey to the visitor better than a mere description could do, some idea of the great success which has, and is now, attending the system of instruction pursued. The school in Fort-street, near the observatory, is regarded as the model public school of the colony. The buildings are not well adapted to their present purpose. They were originally erected for a military hospital, and were used as such up to 1849. They have been considerably increased since that time, and the establishment now consists of three brick and three wooden buildings. There are three departments—the boys', girls', and infants'. The subjects taught are grammar, geography, arithmetic, algebra, geometry, history, French, Latin, music, drawing, and singing. Needlework is taught to the girls. The number of children at present on the roll is about 800 boys, 600 girls, and 200 infants. Mr. Frederick Bridges is the head master, and Mrs. E. McTaggart head mistress. The boys receive military instruction, and a cadet corps has been established. In connection with this school, there is a department for training teachers. The same course of instruction is pursued in the other public schools of the colony. The hon. Henry Parkes, Colonial Secretary, is the author of the Act of 1866, under which the present system of public instruction was established. This statute is administered by a Council of five, who are appointed by the Governor, with the advice of the Executive Council, and hold office for five years. It is entrusted with the expenditure of all money appropriated by Parliament for elementary instruction, and has control over all the public and certified denominational schools. Denominational schools are subject to the same course of secular instruction, and to the same regulations and inspection as public schools, and teachers of the same religious denomination as that to which such denominational school belongs, may be appointed. In all such schools the religious instruction of the children is left entirely under the control of the

heads of the denomination to which the school belongs. In every public school, four hours during each school day are devoted to secular instruction exclusively, and a portion of each day, not less than one hour, is set apart, when the children of any one religious persuasion may be instructed by the clergyman or other religious teacher of such persuasion. But in case of the non-attendance of any clergyman or religious teacher, the time is devoted to ordinary secular instruction. The fees charged generally amount to 1s. per week. No child, however, whose parents or guardians are unable to pay fees, can be refused admission into a public or denominational school; nor can admission be refused to any child on account of the refusal or neglect of the parent or guardian to pay the fees.

At the end of 1873, there were in the colony 400 public schools, with 48,831 pupils; 216 provisional schools, with 7,466 children; 117 half-time schools (with itinerant teachers), with 2,209 pupils; and 209 denominational schools, with 33,512 pupils. Total—942 schools, 92,018 pupils. The effect of the present system of instruction is to decrease denominational and increase the public schools. The amount of money expended by the Council of Education in 1873 (including the Parliamentary vote of £120,000), was £181,400.

The Cathedrals.

ST. ANDREW'S CHURCH OF ENGLAND CATHEDRAL.

THIS building stands near the new Town Hall in George-street. It is a Gothic building in what is known as the perpendicular style. Besides being a cathedral, it also serves as a parochial church for the ecclesiastical parish of St. Andrew. Within the walls it is rather less than 160 feet long, by 62 feet in breadth; the transept being 110 feet by 14 feet. Although comparatively of small dimensions, it will, in point of decorations and internal arrangements compare

favourably with many of the English cathedrals. It consists of a nave, choir, and sacarium, and north and south transepts. There are two towers at the west end of the nave. The history of the Cathedral dates as far back as August, 1819, when the original foundation stone was laid by Governor Macquarie. Little or no progress was made with the building until after the consecration of the late Dr. Broughton as Bishop of Australia. Upon the return of that prelate to Sydney, a fresh effort was made to proceed with the building, and, as a preliminary, the then Governor, Sir Richard Bourke, re-laid the foundation stone, on the 16th of May, 1837. The walls were constructed to the height of about six feet, when there was another delay of some years, occasioned by the want of funds. When the walls were erected to their proper height, the building remained unroofed for several years. In 1860, the present Bishop, Dr. Frederick Barker, took the matter earnestly in hand, and succeeded in raising a sufficient fund (to which he was himself one of the most liberal contributors) for the completion of the building. It was consecrated on the 30th November, 1868. Seven Australian Bishops were present at the opening ceremony.

THE INTERIOR.

On the north pillar, next to the enclosure of the Communion Table, is inscribed the name of the late Dr. Broughton, the first Anglican Bishop of Sydney, and Metropolitan of Australasia; the name of Dr. Barker, the present Bishop, being carved in a similar manner, upon the corresponding pillar on the southern side. The six pillars in the nave bear the names and designations of the Metropolitan and Suffragan Bishops who met, in this colony, in Conference, in 1850. They are in order as follows:—William Grant Broughton, Bishop of Sydney and Metropolitan; George Augustus Selwyn, Bishop of New Zealand; Francis Russell Nixon, Bishop of Tasmania; Augustus Short, Bishop of Adelaide; Charles Perry, Bishop of Melbourne; and William Tyrrell, Bishop of Newcastle.

The stained glass windows, twenty-six in number, are (with three exceptions) the gifts of different individuals; and the majority of them are in the very highest style of art. The windows on the south side of the nave, or body of the church, represent the Miracles of the Saviour, the corresponding windows on the north being illustrative of the Parables. The

two western windows represent the Transfiguration of Christ, and the Baptism of our Lord—the latter being at the extremity of the northern aisle next to the baptistry. The two corresponding windows, at the east end of the two side aisles, are the Last Supper and the Resurrection. The windows on the north side of the choir represent the events in our Saviour's life prior to His ministry, whilst the windows opposite are devoted to events after the Crucifixion. One of the finest windows in the church is the western one, representing the apostles and apostolic men, presented by T. S. Mort, Esq. The great window at the end of the northern transept was presented by the late Charles Kemp, Esq. The total cost of these windows was nearly £5,500. Most, if not all, of the stained glass windows are intended as memorials, but beneath several of them the name of the person commemorated also appears on a brass plate attached to the wall. In the north aisle of the choir is the effigy of the late Bishop Broughton in his robes, and a *fac simile* of his tomb in Canterbury Cathedral, he having died whilst on a visit to England. The inscription on the tomb is—“GULIELMUS GRANT BROUGHTON, *Primus Episcopus Sydneiensis, Australasiæ Metropolitanus*; *Obiit. xx. Feb: M.D.CCCLIII; Ætat. LXV.*” The recumbent figure is a striking likeness of the late Bishop.

The organ in the south transept is a magnificent instrument, built in 1866, by Messrs. Hill and Son, of London. It contains 37 stops, and 2,374 pipes; and has six couplers and seven composition pedals. Its cost exceeded £2,000 which sum was raised by donations from ladies. The pulpit, the font (at the north-west end of the edifice), the seats in the choir, the *cancelli*, episcopal throne, *sedilia*, and vestry screens, are all of elaborate workmanship. The tessellated pavement of the choir and sacarium is universally commended for its richness and beauty.

The Chapter of St. Andrew's Cathedral consists of the Bishop, the Dean, and the Chancellor, with the six Canons and six laymen. The Right Rev. Frederic Barker, D.D., is Bishop of Sydney, and Metropolitan of Australia. The Very Rev. Macquarie Cowper is Dean of Sydney.

ST. MARY'S ROMAN CATHOLIC CATHEDRAL.

THE foundation stone of this cathedral, now in course of erection, was laid on the 8th of December, 1868, by the Most

Rev. John Bede Polding, the Roman Catholic Archbishop of Sydney, assisted by his suffragan prelates, the Roman Catholic Bishops of Maitland, Bathurst, Goulburn, and Enos, and by a large body of the clergy. Many thousands of persons were present. The building occupies the site of the old cathedral, a noble structure, which was destroyed by fire on the 29th June, 1865. It is one of the most commanding positions for such a noble edifice as the new building will prove to be, that could have been found anywhere about the city. In its general plan, the structure will be cruciform; and it will comprise a nave and aisles, with two transepts and aisles, and a choir with eastern and western aisles. The entire length within is about 350 feet, and the width within the transepts will be 118 feet; the width across the nave and aisles being about 74 feet between the walls. It ranges from north to south—the choir being towards the north. The western side of the church will face College-street and Hyde Park. It will occupy nearly the whole length of ground from St. Mary's Road to Woolloomooloo-street. The nave, choir, and transepts will be about ninety feet in height from the floor of the church. Over the aisles, and opening into the nave, choir, and transepts throughout, will be a triforium, and above the triforium a spacious clerestory. There will be a central tower or lantern at the intersection of the nave and transepts, with a clear interior height from the floor of the church of 120 feet; and at the southern end of the church, there will be two towers with spires, about 260 feet in height. The northern front will contain a very large altar window. The walls have been carried to forty feet, about one half of their intended height. When finished, this cathedral will excel, in size, the cathedrals of Chester, Carlisle, Oxford, or Bristol. The design of the whole pile is of the geometrical period of pointed architecture. The large brick building to the eastward of the site of the new building is used as a temporary cathedral. Between that and the new building in St. Mary's Road stands the schoolroom, in which a day school is held. His Grace the Most Rev. John Bede Polding, O.S.B., is Archbishop; Coadjutor-Archbishop, his Grace the Most Rev. Roger Bede Vaughan, Archbishop of Nazianzus.

The Military and Volunteers.

THE PERMANENT FORCE.

THE Act of Parliament under which this force was raised, was passed in the early part of the year 1871. Those who enlist under it are subject to the Imperial Mutiny and Naval Discipline Acts, to the Articles of War, and to the Queen's Regulations, so far as they are not inconsistent with the Colonial Act; they are also deprived of the electoral franchise. The cost of the force is defrayed by an annual vote of Parliament. Originally the force comprised two companies of infantry, but they were disbanded at the end of 1872. It now consists of one battery of artillery. The gunners are paid 2s. 3d. per day. They are quartered at the barracks at Dawes' Point, which were built to accommodate the first battery of artillery which arrived in the colony, under the command of Captain Lovell, some twenty years ago. They furnish a guard for Government House and also their own barrack guards, and detachments at the fortifications.

THE VOLUNTEERS.

THE movement which resulted in the organization of the present volunteer force had its origin in the year 1860. But the Act which now regulates the force was not passed until 1866. It is very similar in its provisions to the English Act. A distinguishing feature of the Colonial statute is, that it provides that every Volunteer who shall have given five years' efficient service shall be entitled to a grant of fifty acres of land from the Government. The rifles receive 30s., and the artillery £2 per annum, capitation allowance. In Sydney there are ten batteries of artillery. There is also a battery at Newcastle. The Sydney Battalion Volunteer Rifles consists

of eight companies ; the Suburban Battalion (which includes two companies of Highlanders), consists of five companies. Companies of Rifles have also been raised in many of the country townships, and these form respectively the Western, Northern, and Southern Battalions.

The Naval Brigade, comprising four companies, forms a very important arm of the service, and has a special organization—being a compromise between the Militia and Volunteer systems. The gunners receive retaining pay at the rate of £1 per month. The officers of course receive a proportionately higher amount, according to their respective ranks.

In connection with almost every college and public school there are cadet corps, the training being very efficient.

The total strength of the Volunteer force of the colony is nearly 5,000. The amount voted by Parliament for its maintenance during the year 1874, was—for the Volunteers, £19,413 ; for the Naval Brigade, £5,076.

Lieutenant-Colonel J. S. Richardson is commandant of the whole military force of the colony ; Major George J. Airey is the officer commanding the Artillery ; Major P. L. C. Shepherd is the officer commanding the Volunteer Artillery ; Major R. P. Raymond is the officer commanding the Sydney Battalion Volunteer Rifles ; Major J. H. Goodlet is the officer commanding the Suburban Battalion Volunteer Rifles ; and Captain Hixson is the officer commanding the Naval Brigade.

The principal barracks are at Paddington. They were built for the accommodation of the Imperial troops, and are capable of housing 500 men. An order to view them may be obtained from the Commandant, or any of the Staff officers. An order to visit the artillery barracks at Dawes' Point may be obtained from the officers in charge.

THE RIFLE ASSOCIATION

was founded in October, 1860, with the view of giving permanency and efficiency to the Volunteer Corps, by creating a spirit of emulation amongst the different companies. The Society's matches take place at the Butts, near Moore Park, every year. Last year prizes to the value of about £700 were given away. In 1862 a series of contests for an Inter-colonial Challenge Rifle Shield was commenced between ten men of this colony and an equal number of Victorians. The

conditions were that the shield should be won three times consecutively by the men of either colony. There were six contests—the shooting taking place alternately in each colony. In 1862 and 1863, the New South Wales men won; in 1864, the Victorians were the winners. The men of this colony then won three years in succession, thus entitling them to the shield, which is a beautiful work of art. It is made of bronze, measures 36 inches in diameter, and cost nearly £350. It is to be seen at the Free Library. Mr. F. C. Brewer (*Herald Office*) is hon. secretary to the association.

THE FORTIFICATIONS.

THE prominent headlands of Port Jackson are so situated as to admit of the complete defence of the harbour. Nature has not only placed them in the best strategical positions, but has given them a conformation which will save enormous expense in placing batteries upon them. The Government has not been slow to avail itself of this circumstance, and has carried out an extensive scheme of fortification. The plans, which were adopted on the recommendation of a Defence Commission, are of a progressive character; but for the present time, the works already completed are deemed sufficiently formidable. The general design may be gathered from the following sketch:—The fortifications of the outer line of defence consist of sunken forts of novel design; all the guns are mounted *en barbette* on revolving platforms. They are situated on the following points:—Middle Head has two batteries, with seven 68-pounder guns mounted, and positions ready for seven more, at a height of about 107 feet above the sea. George's Head has two batteries, with four 68-pounders and two 8-inch guns mounted, at 212 feet above high water level, and positions for three guns in casemate at the sea level. Bradley's Head has a battery of three guns, about 90 feet above the water, consisting of one 68-pounder and two 10-inch guns. Outer South Head, near Hornby Lighthouse, has two 110-pounder Armstrong guns in position, at 100 feet above the waters of the Pacific, with an all-round fire to their full range to seaward and up the harbour, and with a pit for a third gun. Inner South Head has three 68-pounders and two 8-inch guns mounted 100 feet above high water mark. Two pits have been constructed at Shark Point. The guns mounted are intended to be replaced

by others of greater calibre, and of the most modern description. Some 18-ton Woolwich guns have been imported, and will be placed in position. The above works were commenced at the beginning of 1871, and the guns were mounted before the end of March, and the military roads formed. The inner ports consist of earthwork batteries on Mrs. Macquarie's Point and Dawes' Point; a stone battery and Martello tower at Fort Denison—an islet in the middle of the harbour, where there is barrack accommodation which is made use of by the married portion of the N. S. W. Artillery—and some batteries at Fort Macquarie and Kiribili respectively. No works have been carried out at Botany; the natural conformation of the shores answering every purpose of constructed batteries. An order to view the fortifications may be obtained from the officers in charge.

Commercial.

THE SYDNEY EXCHANGE.

THIS institution is situated in Bridge-street, between Pitt and Gresham streets. It was designed for the convenience of persons engaged in the pursuit of commerce. The foundation stone was laid on the 25th day of August, 1853, by Sir Charles Fitzroy, K.C.B., then governor of the colony; and the building was opened on the 30th December, 1857. The style of architecture is Roman-Corinthian. The Exchange is the principal place of rendezvous in the city for merchants and shippers, and business men generally. On the ground floor is an extensive exchange and reading room, where every information in regard to shipping, trade, and commerce, is to be obtained. Telegraph communication may be had direct from this room with all the colonies, and telegrams respecting shipping and commerce are posted hourly. The principal newspapers, both colonial, English, and foreign, are filed

directly after the arrival of the steamers bringing them. At the back of the reading room is the dining and refreshment room. There is also a smoking-room. All the rooms are elegantly fitted up. On the second floor there is a large room used by the "Chamber of Commerce." Wool and produce sales are held in this room every week; and it is frequently used for holding public meetings. There are several suites of offices within the building, occupied by merchants, lawyers, or tradesmen. Mr. C. H. Hayes is the general manager. The establishment has lately been greatly increased by the erection of a handsome pile of buildings at the rear of the original structure. A part of the new premises is devoted to offices; another portion contains all the conveniences of a first-class hotel. The associated stock and sharebrokers hold 'change daily at from a quarter to one to a quarter past one.

GREVILLE'S COMMERCIAL ROOM.

THIS institution, assimilated to the Exchange of other cities, is situated in the centre of the city, and adjoins the new Post and Telegraph Offices. It is the daily resort of business men. On the tables are to be found the English, Continental, Indian, American, and other journals. The latest shipping and mercantile intelligence received by wire from the adjacent colonies is posted throughout the day.

THE BANKS.

THERE are in Sydney ten banks, exclusive of the Savings banks, namely,—the Australian Joint Stock; Bank of Australasia; Bank of New South Wales; City; Commercial; English, Scottish, and Australian Chartered; London Chartered Bank of Australia; Oriental; Mercantile; and Union Bank of Australia. The *Sydney Morning Herald*, in reviewing the returns of the banking establishments in Sydney for the quarter ended 30th June, 1874, drew attention to the following facts:—That the deposits, which have been increasing quarter by quarter for fully two years, amounted, on the abovementioned date, to the goodly sum of £11,211,600. If they were equally divided amongst the inhabitants of New South Wales, each man, woman, and child, would receive about £20. The aggregate amount of note circulation and open deposits is £6,604,900; against which the aggregate

reserve of coin is £2,405,100, or upwards of 36 per cent. This is three per cent. in excess of what is usually admitted to be the safe and prudent ratio of cash to bank liabilities. The aggregate liabilities of the ten banks within the colony are £12,405,700 ; their aggregate assets, £15,984,100 ; showing a working capital of £1,578,400. With this working capital they do a lending business of £9,825,500. They trade with their deposits, therefore, to the extent of more than eight millions. The capital paid up is £7,844,700 ; the reserve fund, £2,260,300. The last half year's dividend was £481,800, its rates ranging from a minimum of 5 per cent. to a maximum of 20.

The Savings' Bank is in Barrack-street—a thoroughfare which adjoins George-street opposite the new Post Office. Its management is in the hands of a board of trustees : Mr. G. O. Allan is the managing trustee. The interest paid on deposits is at the rate of 5 per cent. per annum, on sums not exceeding £100. This bank is largely availed of by the industrial classes. On the 31st December, 1873, the amount to the credit of 21,355 depositors of Sydney and the Southern branch, was £892,908 ; and the gross deposits in fifteen country branches amounted to £271,652, representing 6,106 depositors. The amount to the credit of the reserve fund was £125,300. The amount to the credit of twenty-one penny savings' banks, was £9,949 14s. 11d.

In the Post Office Savings' Bank sums of one shilling, or any multiple of one shilling, may be deposited. Interest at the rate of £4 per cent. is given. Depositors have direct Government security for the prompt repayment of their money. A depositor in any of these banks can continue his deposits at any other of such banks without notice or change of book, and can withdraw his money at that post office which is most convenient to him. These banks, established by Act of Parliament in 1871, have proved a valuable encouragement to the poorer classes to practice saving habits. At the end of the third year they numbered 77, had 5,369 depositors on their books, and held deposits exceeding a total of £200,000.

Miscellaneous Information.

THE POST OFFICE.

THIS building is situated in George-street, immediately opposite Barrack-street. It is a noble edifice, and when the plans are fully executed it will not be surpassed by any structure in the southern hemisphere. The portion of the building erected is only one-half the design. It is intended to continue it to Pitt-street. When completed it will have a length of 353 feet, by a width of 78 feet. The style chosen for the design is Italian Renaissance. The materials used are, with little exception, of colonial production. The ground floor has an open arcade, covered with dome vaulting, and supported by polished grey granite columns. This arcade fronts the new street. The arcade facing George-street is supported by sandstone columns, on granite bases, with three-quarter columns of polished granite and sandstone capitals. Some of the bases weigh as much as twenty tons. The building is throughout constructed of Pymont sandstone. The spandrels of the arches in the George-street front are ornamented with symbolical figures—science, art, literature, commerce; whilst the keystones of the arches are carved into the semblance of two mythological heads—Neptune, over the postal department; Jupiter, amidst a halo of thunderbolts, over the telegraph department. The heads of Australia and Britannia are placed upon the keystones of the flanking arches. The keystone of the central arch of the George-street front, which weighs twenty-six tons, and is said to be the largest block of freestone in any building in the world, was set in its place by his Royal Highness Prince Alfred, on the 1st April, 1869. The first floor fronting George-street has polished monolithic granite columns, with sandstone capitals, polished granite window shafts, sandstone capitals, and enriched arches. The

keystones of these arches, three in number, have the heads of the Queen, the Prince of Wales, and Prince Alfred cut upon them. The flanking windows are ornamented with the Royal monogram, sceptres, tridents, and dolphins. The second floor has polished granite columns and window shafts, with sandstone Corinthian capitals similar to the first floor; the centre has the head of Minerva, the Goddess of Wisdom, and the Arts, with the olive branch and owl, emblematic of peaceful vigilance; the keystones of the arches on either side have the heads of Mercury—one symbolising the postal and the other the telegraphic branch of the department, distinguished by appropriate emblems of the caduceus, olive branch, and lightning. The receiving, sorting, dispatch, delivery, stamp, telegraph, and money order offices are on the ground floor. The offices of the Postmaster-General, Under Secretary, correspondence clerks, superintendent of telegraphs, and superintendent of money order office, and their clerks, are on the first floor. There is, above this, a large telegraphic operating room two stories high, with a gallery all round. The internal decorations are exceedingly fine. The ceilings are vaulted, and are of fireproof concrete.

In the centre of the balustrade towards, and 100 feet above the level of, George-street is a clock face, surrounded with a figure of Britannia seated on a lion, and holding a trident and shield. The working of the clock is somewhat novel. A Roman numeral, or figure, two feet two inches long, for each hour, appears at its appointed time in the centre of the face, and continues there for sixty minutes. At the first stroke of the hour on the bell, the number indicating the past hour instantly disappears, and its place is taken by the numeral indicating the hour that is being struck. The clock is connected by wire with the Sydney Observatory, and gives the accurate mean time. It is also connected with the clocks in the arcades and other portions of the building.

The length of the postal routes in the colony, in 1873, was 15,587 miles. In the same year, 9,602,600 letters, and 5,258,700 newspapers were transmitted. The number of post offices in the colony was 511; and 809 persons were employed. There were 7,000 miles of electric telegraph wire in operation in the colony in 1873; and 363,950 messages were transmitted. Mr. S. H. Lambton is superintendent of the Post Office; and Mr. E. C. Cracknell is superintendent of the Electric Telegraph department.

THE EXHIBITION BUILDING

OCCUPIES a site near the north-eastern angle of Prince Alfred Park. It was erected by the Corporation, at an expense of about £20,000, in the year 1870. That year was the centenary of the landing of Captain Cook on the eastern shores of Australia, and it was thought that the most suitable method of celebrating the occasion would be by holding an intercolonial exhibition for the exposition of Australian industry, and for that purpose, and for future annual exhibitions the building was erected. The Agricultural Society entered into a bond with the Corporation for the payment of £1000 annually for ten years, for the use of the building for two months in each year. The length of the building from end to end is 200 feet. It has a semi-cylindrical roof of iron springing at 42 feet from the ground; the diameter of the vault being 60 feet. There are two side aisles 35 feet wide, running the entire length of the building; and a gallery all round—15 feet wide at the sides and 25 feet wide at the ends. The southern façade of the transept has fan-shaped plate glass windows, and ornamental circular lights, running under the immense arch of the semi-circular roof; two minarets or towers enhance the general appearance of the whole. There is a large vestibule at each end, and two annexes at each side, of the building. The superficial area of the interior is as follows:—Central boarded floor, 12,078 feet; aisles, with concrete flooring, 13,850 feet; galleries, 7,740 feet; vestibules and lobbies, 1,508 feet; side annexes, 1,760 feet; total, 36,936 feet.

THE NEW TOWN HALL.

THIS building (now in course of erection) will, when finished, be one of the chief architectural ornaments of the city. It stands a little to the north of St. Andrew's Cathedral in George-street, on ground that once was a public burial ground, but in which no interments had taken place for forty years, when Parliament granted to the Sydney Corporation three-quarters of an acre for the purposes of a Town Hall. The foundation stone was laid by his Royal Highness the Duke of Edinburgh, during his first visit to the colony. The general style of the architecture is Italian. The building stands back about forty feet from the roadway, and has a frontage of 153 feet to George-street, and 150 feet to Drui-

street. The ground floor is elevated eight feet above the level of George-street, and the principal entrance is reached by a flight of granite steps. In the handsome clock tower, 189 feet in height, terminating in a dome and finial, are four floors. The central entrance hall or vestibule is 88 feet long, $50\frac{1}{2}$ feet wide, and 66 feet high. It will open into the great hall. This great hall, or concert room, has not yet been commenced. When constructed, it will be of magnificent proportions—132 feet long, 62 feet wide, and 66 feet high. Its size can at any time be increased by throwing open the vestibule, which is so constructed that it may be taken *en suite* with the hall. The hall will then have a length of 212 feet 6 inches. It will be surrounded with galleries. From the smaller entrance halls on the ground floor, staircases ascend to corridors which enfilade the vestibule, and which afford access to the Council Chamber and to rooms intended for the use of the staff officers. The view from the open campanile of the tower, at a height of 146 feet from the street, is surpassingly grand. Not only is the whole of the city, with its hills, undulations, parks, churches, and harbour, at the gazer's feet; but he has an uninterrupted view of the whole of the environs of the metropolis and the entire adjacent country. To the westward, the town of Parramatta is visible; to the eastward, the billows of the Pacific Ocean can be seen. This stand-point is not yet accessible to visitors, the staircase not having been constructed.

DARLINGHURST GAOL.

It is scarcely necessary to point out where this establishment is situated, for the site which it occupies—the high ground to the east of the city—is such that the walls and buildings may be seen from many points. The buildings occupied by the prisoners consist of a series of divisions or wings, which radiate from a central tower. There is provision for 348 prisoners in separate cells, or 700 if more than one prisoner occupies one cell. About $5\frac{1}{2}$ acres are enclosed within walls 20 feet high. There is a thorough supervision of the prisoners. Sentries are stationed at different points on the walls (which are wide enough for parade), and these positions are occupied day and night. A great portion of the buildings was erected by prison labour, much of the ironwork also being manufactured in the gaol. The boots worn by the war-

ders and attendants, and the whole of the clothing required by the prisoners, are all made in the gaol. The prisoners also manufacture large quantities of tin and galvanised iron ware, both for this and other government institutions. Coir mats and matting are made in considerable quantities—in fact to such an extent is this branch of industry carried on at this establishment, that the Sydney market is almost wholly supplied with this class of manufacture. The mats are of all sizes and patterns, and as regards appearance or durability it is questionable whether they could be excelled. Brush-making, bookbinding, and masons' work, and various other industries are carried on. The women are employed in washing and sewing. The discipline of the prison is of the very highest character, and reflects the greatest credit upon those who have the control of this large establishment. Visitors may obtain admission by an order from the Colonial Secretary, or from Mr. Charles Cowper, junr., the Sheriff. Mr. John Cecil Read is the governor; and Dr. Aaron, visiting surgeon.

THE NECROPOLIS.

THE general cemetery for the Metropolitan district is situated at Haslem Creek, ten miles from Sydney by railway. The area of the ground is about two hundred acres. One portion is set apart for a general cemetery; the other portions are set apart for certain denominations of religious faith, and are vested in separate bodies of trustees with perpetual succession, who have power to regulate the uses thereof, and to carry out such improvements of the ground as may be necessary. Funeral trains leave the Mortuary station, at the Sydney terminus, at 9.25 a.m. and 3.30 p.m. daily. The Mortuary station is entered from Regent-street. A visitors' train leaves the Sydney passenger station at 2.30 p.m. on Sundays, leaving the Necropolis again at 4.30. At the Necropolis, a siding conducts the trains right into the cemetery, to a Mortuary station there. The station at Sydney is a fine specimen of architecture. Although the Necropolis has only been opened five or six years, it contains many hundreds of graves. Some of the monuments and headstones already erected claim attention from their beauty, their whiteness contrasting agreeably with the flowers, the green turf, and the well-kept footpaths.

BATHS.

THE Turkish Bath in Bligh-street was introduced by Dr. Le Gay Brereton, eleven or twelve years ago, and is the most important institution of its character in the city. It is situated in Bligh-street, nearly opposite the Union Club. The building is in the Doric style of architecture and contains all the appliances of an Oriental bath. There is accommodation for ladies; also rooms in which persons may subject themselves to the hydropathic treatment.

The Corporation has baths at Dawes' Point, and also in the Domain, at Woolloomooloo Bay. These baths are kept open for the use of the public from daybreak until dark every lawful day; on Sundays, Good Fridays, and Christmas Day, from daybreak until 9 o'clock. A charge of threepence is imposed upon each bather; and for such fee the bather is provided with two towels and other conveniences for dressing, and has the sole use for the time of one of the compartments provided for that purpose. The southern division of the baths at the Domain are open to the free use of the public during the hours above specified.

Robinson's Baths are near to those belonging to the Corporation in the Domain. They are furnished with every convenience requisite for bathers; a separate compartment being provided for each person.

In addition to the above, there are several private establishments in the city.

THE MARKETS.

GEORGE STREET MARKETS.—These are situated between York and George streets, the main entrance being in Market-street. They are in two divisions. The northern portion was greatly improved by the Corporation a few years ago. It is now a wide, commodious place, where fruits, vegetables, poultry, &c., are sold in large quantities. The southern portion consists of two divisions; the space between them being roofed with glass. The external appearance of the front elevations of the southern divisions, is simply a disgrace to the city.

THE BELMORE MARKETS.—A large range of buildings, constructed principally of timber with corrugated iron roofs. They are situated in Elizabeth-street South, running from that street to Pitt-street. The best time to visit these markets

is on Saturday night. They are then fully occupied with vendors of every description of merchandise.

FISH MARKET, WOOLLOOMOOLOO.—This market is the property of the City Corporation. The buildings are situated in Forbes-street, not far from the bay. They have a frontage to that street of seventy feet. The length of the market is ninety-two feet six inches.

THE ABATTOIRS.

FOR the better preservation of the health of the community, the Government, about eleven years ago, constructed some buildings on the Glebe Island, at the head of Johnston's Bay, where the slaughtering of live stock could be carried on at some distance from the city. The Abattoirs consist of two long ranges of stone buildings, one appropriated for the slaughtering of sheep, and the other for the slaughtering of cattle. A causeway or solid embankment connects the island with Balmain, whilst a wooden bridge connects it with Pyrmont. A Government Inspector has charge.

PUBLICATIONS.

THE *Sydney Morning Herald*. The publication of this paper commenced in 1831. It has never less than eight pages of double demy, and often ten or twelve. It is published at twopence. The monthly summaries for transmission to Europe generally comprise sixteen pages of valuable information. Messrs. John Fairfax and Sons are the proprietors. They also publish the *Sydney Mail*, an illustrated weekly paper of 32 pages demy, which has a very extensive circulation in this and the neighbouring colonies. On the establishment there are four steam printing machines. The largest of them was imported at a cost of about £6000, and is capable of producing 15,000 impressions per hour. Two of the others are similar in construction, but their speed is not quite so great, one of them producing 9000 impressions an hour. The *Empire* is a daily paper, consisting of four pages. It is published for one penny. The *Evening News*, published by the same proprietor, Mr. Samuel Bennett, has a very large circulation, both in the city and the other towns accessible by steamboat or the railway. Mr. Bennett also publishes weekly the *Town and Country Journal*, an illustrated paper of 32

pages demy, which also has a wide circulation. *Sydney Punch* is published by the proprietors in King-street. It is a well-conducted weekly, the cartoons are generally excellent, and would be worthy of the great English prototype. The *Illustrated Sydney News* is published monthly by Messrs. Gibbs, Shallard, and Co., Pitt-street. The illustrations for the most part represent Australian subjects, scenes, townships, buildings, &c., thus making the paper a valuable one for transmission to friends in England and elsewhere. There are several publications of a religious character also published in the city.

SOCIETIES.

ROYAL SOCIETY.—The objects of this society are to receive, and have read, at its stated meetings, original papers on the subjects of science, art, literature and philosophy, and especially on such subjects as tend to develop the resources of Australia, and to illustrate its natural history and productions. Its meetings are held at the Chamber of Commerce, Exchange, on the first Wednesday evening of every month, during the last eight months of the year. The Rev. W. B. Clarke is the President; Mr. W. H. Catlett is the Secretary.

ACADEMY OF ART.—This flourishing and useful institution was established about three years ago. It has done much already for the promotion of fine arts in the colony, by periodical exhibitions, *conversazione*s, and the giving of prizes for competition. Sir Alfred Stephen, K.C.B., is President; Mr. E. Du Faur, Secretary.

THE ENGINEERING ASSOCIATION holds monthly meetings in the rooms, in Bathurst-street. The principal object of the association is to have papers on general engineering and manufacturing subjects read and discussed at its meeting. All trade matters are rigorously excluded.

AGRICULTURAL SOCIETY.—The Agricultural Society of New South Wales was formed for the promotion of Agriculture. It was incorporated by Act of Parliament in 1870. It holds annual exhibitions in Prince Alfred Park; and at these expositions are not only exhibits of live stock, farm produce, and farm machinery, but machinery and appliances are also shown in order to illustrate the progress of the colony in the various branches of art and manufacture, and to show the processes used, the machinery introduced, and the amount of

skill displayed in converting our raw materials into merchantable articles both for home consumption and export. It receives assistance from the Government. It was under the auspices of this society that the great exhibition of 1870 was held. The offices are in George-street North, immediately opposite Bridge-street. Mr. Jules Joubert, Secretary.

CLUBS.—Australian Club, Bent-street; Union Club, corner of Bligh and Bent streets; Volunteer Club, Castlereagh-street; Reform Club, O'Connell-street.

INSTITUTE OF ARCHITECTS.—This institution was founded for the promotion of architecture. Papers on various subjects, interesting and instructive to the members, are read at the meetings. Mr. G. A. Mansfield is President; Mr. J. J. Davey, Secretary.

HORTICULTURAL SOCIETY.—Formed for the encouragement of gardening. Its usefulness, especially in promoting amateur gardening, and stimulating the love of horticultural pursuits, has been very great. It holds two exhibitions annually—one in autumn, the other in the spring. Meetings held monthly, in Oddfellows' Hall, Elizabeth-street. At these meetings original papers on matters relating to horticulture are read, and plants and flowers exhibited. Mr. John Gelding, George-street Markets, is Secretary.

BIBLE SOCIETY.—The depôt of the New South Wales Auxiliary to the British and Foreign Bible Society is in George-street North, near Bridge-street. The same establishment is also the depôt of the Religious Tract and Book Society, a branch of the London Association.

There are many other associations and societies in the city—such as the Freemasons', Oddfellows', and other Friendly Societies—the objects of which are so well known as not to call for special mention.

PRIVATE ESTABLISHMENTS.

To point out the many establishments that are worth visiting in and about the city, would require a pretty good-sized volume. We are therefore necessarily precluded from mentioning more than two or three of the most prominent. A visit to these can of course only be made under permission of the proprietors, or those in charge of the works.

RUSSELL'S FOUNDRY.—This is not only the oldest, but also one of the most complete iron-working establishments in

the southern hemisphere. Every description of engineering work is here carried on. Messrs. P. N. Russell and Co. have made nearly all kinds of machinery for mining and other purposes, and have constructed locomotives for the railway. Several large iron bridges in the colony have been made at these works. The principal establishment at the foot of Bathurst-street covers about four acres of ground. Besides the blacksmiths' and boiler-makers' shops, there is a foundry, in which are two cupolas, each capable of containing twenty tons of metal in a state of fusion. On the opposite side of the street is another large establishment belonging to the same firm, where the manufacture of railway carriages and trucks is carried on.

WATERVIEW BAY DRY DOCK AND WORKS.—Messrs. Mort and Company's Dry Dock and Engineering Works are situated at Balmain, at the head of Waterview Bay, and form the largest and most complete establishment of the kind in the colony, if not in the colonies. General engineering as well as marine work is done here. The length of the dock, which was for the most part excavated out of the solid rock, is 365 feet; with 20 feet of water over the caisson-sill at high water; the breadth at the entrance is 70 feet. There is a shipway to the north of the workshops, on which vessels of 1000 tons burden may be repaired. There are two powerful steam-hammers, planing machines, lathes, rivet-making, and other machines, of the most complete and newest description. Locomotives for the New South Wales railways have been made at this establishment.

THE A. S. N. COMPANY'S WORKS.—This establishment was formed for the purpose of constructing vessels, and keeping in repair the large fleet of steamers in possession of the Australasian Steam Navigation Company. Here every description of iron-work can be executed, as the Company is in possession of the most costly machinery. There is close to the workshops a patent slip capable of taking up ships of 1500 tons burthen. Several steamers of large tonnage have been built here. The Company was formed in 1839. Its fleet now consists of 31 steamers. The Company's first operations were confined to the Hunter River district; but it has gradually increased its trade, and at the present time its lines extend from Sydney, southward and westward to Melbourne, Adelaide, and King George's Sound, a distance of 4220 miles; northward as far as Rockingham Bay direct; its

steamers also ply to all the important intermediate ports of Queensland. The aggregate distance of the northern trade is 9292 miles.

THE FITZROY DRY DOCK AND WORKS are situated on the south-eastern portion of Bilöela Island, about two miles from Sydney, and are the property of the Government. The Dry Dock was constructed by prison labour, when there was a penal establishment on the island. It has 20 feet of water over the caisson-sill at high water, and is capable of taking in vessels of 350 feet overall, and 60 feet beam. All vessels of H.M. Navy, the Colonial Government and Men-of-War of other nations, are admitted to repair free of dock dues or rates, but they are required to pay all actual expenses of stores, wages, and material; other vessels have to pay dock rates. The factory and workshops contain powerful and efficient machinery. Vessels in dock and private engineering establishments are permitted to avail themselves of any portion of the machinery on payment of a certain fixed rate per hour.

MACQUARIE'S (LATE CUTHBERT'S) SHIP-BUILDING YARD.—This is the largest ship-building establishment in the colony. Both sailing and steam vessels are made here. Mr. Cuthbert brought the establishment to such a state of perfection that anything in the way of ship-building or repairing can now be accomplished at this yard.

CHARITABLE AND BENEVOLENT INSTITUTIONS.

DESTITUTE CHILDREN'S ASYLUM.—The large and handsome buildings which were erected for the Society for the Relief of Destitute Children, are situated at Randwick, between which place and the city omnibuses are constantly plying. It is open to visitors every day, Saturdays and Sundays excepted. It was founded on the 23rd February, 1852, and is an incorporated institution. It receives and educates destitute and abandoned children, namely:—“1. Children found by the police or others without protection, whose parents cannot be discovered, or whose parents have been convicted as vagrants, drunkards, or disorderly characters, unfit to have the care of their children. 2. Children abandoned by their parents, and left without friends or protection. Children, either of whose parents is an abandoned or dissolute character, and who may be placed by the

other parent in the Asylum, on payment of a fixed sum for their maintenance." It is supported by voluntary contributions and legacies, and is also assisted by the State. The average number of children in the institution is 800.

DEAF AND DUMB AND BLIND INSTITUTION.—The foundation stone of the handsome building used as an asylum for the deaf and dumb and the blind, was laid by the late Governor, the Earl of Belmore, and the institution was opened on the 16th February, 1872. It stands on the eastern side of the Newtown Road. Only a portion of the design has been carried out. The front elevation is of the Italian style of architecture. This institution is supported by voluntary contributions, fees charged to the parents of the children, and aid from the Government. It is open to subscribers and other visitors daily—Saturdays, Sundays, and holidays excepted—from 2 to 4 p.m.

THE LUNATIC ASYLUMS.—The Gladesville Asylum is the principal establishment in the colony for the treatment of insane persons. It is under the superintendence of Dr. F. Norton Manning, and is situated about five miles from Sydney, on the northern bank of the Parramatta River. Steamers ply to and from Gladesville several times every day. Permission to visit the institution may be obtained either from Dr. Manning or the Colonial Secretary. The average daily number of patients during 1871 was 525. Bay View House Lunatic Asylum is a private establishment, under the superintendence of Mr. G. A. Tucker, M.D. It occupies a healthy, retired, and beautiful situation, on the Cook's River Road, about one mile below St. Peter's Church. It is licensed by the Government. The number of patients at the end of 1873 was 48. There is a library and recreation rooms. The grounds are extensive and are well laid out. The institution has been established about nine years; and it is gratifying to learn that of those who have been admitted as patients, about 60 per cent. have been discharged as cured. There is an asylum at Parramatta; and one for imbeciles at Newcastle.

THE SAILOR'S HOME was established for the purpose of providing a home for seamen coming to this port, and thus to save them from the many temptations to which they are exposed on reaching the city. The building is situated in George-street north, overlooking the Circular Quay. Excellent accommodation is provided upon terms less than would be charged in private establishments.

HOSPITALS.—The Sydney Infirmary and Dispensary is in Macquarie-street. It is supported by voluntary contributions and aid from the Government. It is the largest institution of the kind in the colony. It has a large internal staff besides its honorary consulting physicians and surgeons, and district medical officers. The practical superintendence of the institution is entrusted to a lady superintendent, Miss Osborne, and a staff of nurses trained on Miss Nightingale's system.—The St. Vincent's Hospital, with objects similar to the Infirmary, is in Victoria-street, Darlinghurst. It is managed by Sisters of Charity, and is supported wholly by private contributions.

INDUSTRIAL SCHOOLS, &c.—There is an Industrial School for boys on board the nautical school ship Vernon, anchored off Woolloomooloo Bay; and an Industrial School, and also a Reformatory School, for girls, on Biloela Island, near the entrance to the Parramatta River. Persons desirous of visiting these schools should obtain an order from the Colonial Secretary.—There are three Ragged Schools in the city—Sussex-street, Globe-street, and the Glebe.

There are many other charitable and benevolent institutions in the city; but the above have been selected as being most likely to interest visitors.

PRINCIPAL HOTELS, &c.

PETTY'S HOTEL, Church Hill; Royal Hotel, George-street; Pfahlert's (late Cohen's) Family Hotel, and the Misses Horner's Family Hotel, Wynyard Square; Williams' Metropolitan Hotel, King and Castlereagh-streets; the "Exchange," Spring-street; Tattersall's (O'Brien), Pitt-street; The Oxford, King-street; Punch's, corner Pitt and King-streets; Freemason's Hotel, York-street; Commercial Hotel, corner King and Castlereagh-streets.

The Tourists' Handbook.

INTRODUCTION.

IN the pages comprised under the above heading we have endeavoured to point out some few of the many interesting and picturesque spots which lie within easy reach of the city. The suburbs are near, and accessible by the omnibuses or steamers; and as a visit to them will naturally suggest itself to the "visitor," we have not thought it worth while to encumber this guide by entering into minute and needless descriptions. Although it has been thought desirable to lay down this general plan, a few suggestions may be offered, which it is hoped will find acceptance and prove of some value to strangers. The beautiful suburbs of Woollahra, Waverley, and Randwick are well worth visiting. As he rambles along the roads, the stranger will here and there obtain glimpses of some exquisite scenery. The road to Balmain, *viâ* Camperdown, is also well worth traversing. You pass by the University and follow the Parramatta road until a short distance beyond Annandale (the grounds being made conspicuous by an avenue of pine trees); the road to Balmain will then be seen trending off to the right. Some magnificent views of the harbour and surrounding scenery are met with along this road. Having visited the township, the excursionist may return to the city by the road leading past the Abattoirs, and *viâ* Pyrmont, or by ferry steamer. A visit to Cook's River is also worth undertaking. It is about six miles from Sydney. After passing Newtown, three or four small but picturesquely situated townships lie to the right of the Cook's River Road. The country hereabouts is intersected with good roads, formed by the suburban municipalities of St. Peter's, Marrickville, and Newtown, and pleasure may be derived by a visit to one or other of the romantic spots

to which they conduct. On the right of the main road, about 150 yards below the Newtown Congregational Church, is Camden College, with a well-laid out garden in front. A mile or so beyond that is St. Peter's (C.E.) Church. Cook's River is about two miles beyond the church. About half a mile before the township is reached, Dr. G. A. Tucker's Private Lunatic Asylum may be noticed on the left, or eastern side of the road. To the right of the township is "The Warren," the residence and grounds of the Hon. Thomas Holt, M.L.C. The municipal district of Marrickville, in which the Warren is situated, affords many pleasant drives. The country is undulating, and prettily ornamented with cottage residences and gardens.

WATSON'S BAY AND SOUTH HEAD.

THERE is a delightful drive along the New South Head Road to Watson's Bay (an excursionist may go there by steamer, if he prefers). The city is left by way of William-street, a good business thoroughfare. At the top of this street, Victoria-street and Macleay-street will be seen stretching away to the left as far as Potts' Point, and Darlinghurst Road and continuation of Victoria-street extending to the left. In this part of the city are some of the finest dwelling-houses of the metropolis. Passing down William-street North, a narrow thoroughfare, the main road is soon reached. A few hundred yards beyond the junction of the roads will be seen Rushcutter's Bay on the left; whilst to the right of the bridge which spans Rushcutter's Creek is the valley of Lacrozia and the Barcom Glen; and further on to the right, on the rising ground, is the borough of Paddington, and eastward of that the borough of Woollahra. St. Mark's Church on the hill to the left will claim attention, from the picturesqueness of both it and the surrounding scenery. The Darling Point Road runs in front of it. If time can be spared a drive down this road will well repay the trouble it will cost. On either side are to be seen some extremely pretty villas and exquisitely laid out gardens; whilst the scenery far and near is of the most captivating character. After regaining the South Head Road, another half-mile drive will bring the visitor in full view of Double Bay. The point stretching out to the north-east of the bay is Point Piper, whilst to the right is Woollahra township. The main road bears towards the

bay. After descending the hill the Lower Bellevue Road will be passed, trending off to the south-east. The next road, running off in somewhat the same direction, is the Upper Bellevue Road. Near the crown of the hill to which this leads is Ginahgulla, the residence of John Fairfax, Esq. This mansion stands at the height of about 270 feet above the level of the sea, and commands one of the finest views of the harbour and surrounding landscape that could possibly be obtained. The wide bay, close to the margin of which lies the road which the traveller is pursuing, is Rose Bay. A small bay round yon point is Vacluse Bay, at the head of which, charmingly situated, is a handsome villa, formerly the residence of the late William Charles Wentworth. Having passed Vacluse, the township of Watson's Bay will be reached in a few minutes. There is hotel accommodation to be had there. The tourist will find ample means of enjoyment. He may saunter amidst the wild flowers, enchanted with the beauties of the scenery,

" Or climb the steep, and view the surf in vain
 Wrestle with rocky giants o'er the main,
 Which spurn in columns back the baffled spray.
 How beautiful are these! how happy they,
 Who, from the toil and tumult of their lives,
 Steal to look down where nought but ocean strives!"

The Macquarie lighthouse stands at an elevation of 344 feet above the level of the sea. The structure itself is 76 feet high, and has a revolving light, conspicuous to vessels thirty miles distant. Near to this tower is the flagstaff and telegraph station, whence intelligence of the approach of vessels is signalled to Sydney. A curious pathway leading a few feet down one of the cliffs, close by the station, has been named Jacob's ladder. The telegraph station is in close proximity to the outermost point—the Outer South Head. Standing here a scene of unsurpassed splendour meets the eye on every side—on the one hand the Pacific ocean, on the other the magnificent harbour, with all its beautiful scenery, stretching away for miles, with the western hills in the background. To use the words of R. Therry, Esq.:—"A distinguishing feature of this remarkably fine harbour is the variety of contrasted views which it presents. As, on a summer's eve, one stands upon the well-known heights overlooking Mr. Wentworth's villa of Vacluse, shrubs and wild flowers of dazzling hue springing up beneath his feet, he beholds, as he looks

seaward, the heaving swell of the huge billows of the Pacific outside the Heads ; then, turning the eye towards Sydney, it rests upon the tranquil waters of the harbour within, smooth and motionless as a sheet of molten lead. Beyond, the spires of the city rise, and a distant glimpse of the Blue Mountains is caught. . . . The whole scene is one that, to use a felicitous expression of Southey,

‘Quite sends a summer feeling through the heart.’”

The sailing vessels and steamboats, approaching or leaving the port ; the yachts and other small craft skimming the waters, give animation to a panorama vast, varied, and beautiful. To the north, the white, sandy beach of Manly is visible. The Gap, about half-a-mile to the north of the flagstaff, claims our attention, from the fact that in 1857 it was the scene of a heartrending catastrophe—the wreck of the “Dunbar.” The event was of so thrilling a character that it stamped itself indelibly upon the minds of all who were in the colony at the time of its occurrence. The “Dunbar” was an old trader to the port, and her commander, Captain Green, was a most able seaman. She arrived off the coast on the 18th August, 1857, a strong south-east gale blowing at the time. The gale strengthened in violence, and on the 20th, the weather was hazy, and rain set in. It was dangerous for any one to attempt an entrance under such circumstances ; but Captain Green, who was perfectly familiar with the port, evidently thought he would be able to bring his vessel safely to anchor in the smooth waters of the harbour. It was not known ashore that the “Dunbar” was anywhere near the coast, and only one living man, a seaman on board, has been able to throw the smallest degree of light on the circumstance. On the arrival of the Grafton steamer on the morning of the 21st August, Captain Wiseman reported that portions of wreck were floating about outside the heads, and almost simultaneously rumours reached Sydney to the effect that dead bodies had been washed ashore in Middle Harbour. The steamer “Washington” was at once got underweigh, and proceeded in search of any remains either of passengers or vessel. On reaching the Gap, a horrible scene presented itself. The sea was rolling in mountains high, dashing on the rocks fragments of wreck, and the bodies of men, women, and children, nearly all in a state of nudity. By this latter circumstance, it was inferred that the awful disaster occurred

at a time when the passengers, or most of them, were in bed. A mail bag that got washed ashore gave the first intimation that the wrecked vessel was the "Dunbar," which left Plymouth on the 31st of May. Subsequently, portions of the vessel were found, which left no doubt as to her identity. Although diligent search was made, no sign of life presented itself. When the news spread, thousands of persons rushed from the city to render assistance, or to satisfy their curiosity. On the 22nd, a number of persons were engaged in recovering portions of human bodies, having abandoned all hope of rescuing a living passenger by the ill-fated vessel, when suddenly a human form was descried on a ledge of rock, some hundred feet below the top of the cliff. A man was immediately let down by a rope, and having tied a rope round the only survivor of the "Dunbar," both were brought to land. The name of the rescued man was James Johnson, a seaman, and he alone it was who was left to give the slightest information of the dreadful event. But even he could tell nothing of the circumstances which led to the disaster. A large number of passengers were on board, and all were no doubt anxiously awaiting day dawn, when they expected to meet their relatives and friends ashore, but were suddenly cast into eternity. All the human remains that could be gathered together were brought to Sydney, and on the 24th August there was a public funeral; the public offices were closed, and business was entirely suspended. The remains were interred in the Camperdown cemetery. This sad occurrence will for ever make the Gap a memorable place. The residences of the Pilots are at Watson's Bay. A life-boat and apparatus for saving life are kept constantly in readiness; and when the weather is particularly stormy and the sea rough, a steamer is kept in the bay, ready to proceed to sea at any moment that her services may be required. At the extreme point of the land, denominated the Inner South Head, is the Hornby lighthouse, with a bright fixed light, at an elevation of 90 feet. This was erected after the wreck of the "Dunbar," to enable vessels to take a proper bearing for the entrance. At the point are also two batteries, forming a portion of the outer line of defence for the harbour. There is excellent scenery all along the old road, which keeps nearer the coast than the new one, from Watson's Bay, but it is in very bad order. Both steamers and omnibuses ply to Watson's Bay, daily.

A TRIP TO BOTANY BAY.

No visitor should leave the colony until he has seen the world-famous Botany Bay. Apart from the enjoyment which the beautiful scenery affords, there are so many interesting associations connected with the bay itself that no one can possibly fail to be delighted by an excursion to its shores. A pleasant drive of about five miles brings us to a good halting place. Leaving Sydney by way of Regent-street (the first turn to the left after passing the Railway Bridge in George-street) the traveller passes through Chippendale and Waterloo. There is nothing much to attract attention until Waterloo is passed, if we except the Roman Catholic Church on Mount Carmel to the left; St. Silas's (Church of England), a little further on, and close to the roadway, also on the left. To the right may be noticed the Western Kerosene Company's Works, with the tall chimney. Beyond the Halfway House, which may easily be recognised by its signboard, the road presents a very agreeable relief to the treeless piece of country the traveller has left behind. A further two-mile drive brings the visitor in sight of the Waterworks, a large stone building to the right. It will be well if, before leaving Sydney, he has obtained permission from the Mayor to inspect the works, as they will repay a visit. Mr. Westcott is the Superintendent Engineer. There is some of the most gigantic steam machinery to be found anywhere about the city of Sydney. It is from these works that Sydney derives its chief supply of water. About a mile beyond this establishment is the township of Botany, and half-a-mile further the excursionist will notice Correy's Tea Gardens, and next to it the Sir Joseph Banks Hotel. The grounds of both, which are kept in very nice trim, skirt the bay. Whichever grounds the visitor may adopt as a temporary place of abode, he will have a good view from either of the magnificent expanse of water, covering an area of upwards of 20 square miles, and forming the Bay which was discovered by the great circumnavigator, Captain Cook, in 1770. On the southern shore, about two miles inside the heads, is the place where the immortal Cook, the first European who ever set foot on the eastern shores of this rich and fertile continent, landed from one of the boats of the Endeavour. The stream from which the casks belonging to the Endeavour were filled is still flowing. Near by is Point Sutherland, so named by Captain Cook because a seaman named Forbes Sutherland died whilst

the Endeavour was in the bay, and was buried near the Point. It was here then that the British flag was first unfurled upon these shores. The event has been duly commemorated by a gentleman who has done much to advance the prosperity of the colony—the Hon. Thomas Holt, M.L.C. The landing place now forms part of this gentleman's estate; and he has erected a monument or obelisk, consisting of a stone column on a cube base, and bearing two brass plates. One of these plates has the following inscription:—"Captain Cook landed here 28th April, A.D. 1770. This monument was erected by the Honorable Thomas Holt, M.L.C., A.D. 1870. Victoria Regina. The Earl of Belmore, Governor." The other contains the following words from Captain Cook's journal:—"28th April, A.D. 1770. We discovered a bay, and anchored under the south shore, about two miles within the entrance, in six fathom water, the south point bearing S.E., and the north point E. Latitude 34° S. Longitude, 208° 37' W."

Illustrious Cook! Columbus of our shore,
 To whom was left this unknown world t'explore!
 Its untrac'd bounds on faithful chart to mark,
 And leave a light where all before was dark:
 And thou, the foremost in fair learning's ranks,
 Patron of every art, departed Banks!
 Who wealth disdaining and inglorious ease,
 The rocks and quicksands dared of unknown seas.
 Immortal pair, when in yon spacious bay
 Ye moor'd awhile its wonders to survey,
 How little thought ye, that the name from you
 Its graceful shrubs and beauteous wild flowers drew,
 Would serve in after times, with lasting brand
 To stamp the soil and designate the land,
 And to ungenial climes reluctant scare
 Full many a hive that else had settled there.—WENTWORTH.

Cook's monument may be seen very distinctly from almost every part of the bay. On the headland to the north of the entrance to the bay is the Custom's station, and several cottages occupied by officials and fishermen. The scenery from here is very grand, and the place is well worth a visit. Near to the Custom House is the column erected on behalf of the French nation, to commemorate the visit of the French voyager, La Perouse, in command of the ships "Broussole" and "Astrolabe." This was the last place whence any tidings from him were received. The monument stands on a large space of ground planted with trees and flowers, and surrounded by a dwarf stone wall and iron railing. About 50 yards from this spot is the grave of Pere Receveur, naturalist, of the "Astrolabe," and one of the first white men buried on Australian soil. All these places may be reached by taking

a boat from Botany. But the easiest way is to ride or drive through Botany, and then along the recently formed military road, which runs to the north head. There are some fishermen living close to the pretty little bay, about 200 yards to the west of the Custom House, and from them boats may be hired for fishing, or for an excursion. A quarter of an hour's pulling will be sufficient to reach Point Sutherland. A good plan, which is often adopted by persons visiting the Botany Heads, is to make up a picnic party, and go out by omnibus. There are two or three ways of going. Either through Randwick, and along the Long Bay Road, or by way of Waterloo and Botany. Either route will conduct to the Military road, which intersects the road named. They are all in excellent order, and the scenery through which they pass is very pretty. The Military road (or, as it is more generally termed, the Bunnerong road) may be entered at the toll-bar on the Randwick road.

HARBOUR EXCURSIONS.

THE Harbour of Port Jackson is surrounded with innumerable romantic and beautiful retreats, but, except upon holidays, steamboats ply only to Watson's Bay, Manly Beach, and Mossman's Bay. For each of these places steamers leave the city several times every day. The first-named place will be found described under the heading, "Watson's Bay and South Head." It now remains for us to notice a few more points. And here it may be remarked that boats may be engaged at almost every wharf round the harbour. A good plan for a party to adopt is to hire one of the Parramatta River Company's steam launches, which may be had at from £3 and upwards per day, according to the size of the vessel required.

Manly Beach.—This is a very fashionable watering place, at the head of North Harbour. In going to it, many of the beauties of the port are seen to advantage. After passing across the Heads, the Quarantine hulk and station lie to the right, and the entrance to Middle Harbour to the left. The township lies between two beaches, Manly Beach on the harbour side, and Cabbage-tree Beach on the sea side. The distance between each is not much more than half a mile. There are at Manly several excellent hotels—notably the Steyne, overlooking the Pacific ocean, and the Pier Hotel, overlooking the

harbour. On the left of the landing pier is the Esplanade, a small beach surrounded with a well-grassed promenade shaded with trees. At the extreme end of this esplanade are the baths, and high up on the hill close by is the Camera Obscura. The exhibition is interesting to those who have not seen anything of the kind. A small charge is made for admission. Passing along the "Corso," the principal street, at the right of which will be noticed a pretty structure erected for a Church of England, we come to Cabbage-tree Beach, along which roll the foaming billows of the ocean. The beach is about a mile in length. The point stretching away to the north is Curl Curl Head, close to which is a lagoon of the same name. Except in time of flood, a sand bar completely shuts in this lagoon from the sea. To the south-east of the beach is Cabbage-tree Bay, and a place that was once a very favourite resort, the Fairy Bower. In the summer time the boarding-houses, which are numerous, are generally occupied. There are also several establishments at which excursionists may, in a quiet sort of manner, procure tea, coffee, and other refreshments. On holidays especially no place is more highly or deservedly appreciated. On the sands, in the face of the waves of the Pacific, or at Fairy Bower, and numbers of other spots that well deserve to be named, hundreds are to be seen either strolling about, or sitting at some *al fresco* feast, or dancing on the greensward. Those who desire it may proceed from Sydney to Manly by road nearly all the way. Two arms of the sea—Port Jackson and Middle Harbour will have to be crossed. You have first to go to North Shore by the ferry boats, which ply every few minutes; or if a horse and vehicle are taken, they will have to be conveyed across in a steam-punt. There are several public vehicles plying from the ferry at St. Leonard's, and if the pedestrian thinks the walk will be too long, he had better engage one of these to take him to the point just beyond the Willoughby Waterfalls, where a ferry boat may be obtained to take him across Middle Harbour (the charge by boat is 1s.) to a place called "Ellory's," at the foot of the road leading to Manly. There is a punt to convey vehicles and horses across Middle Harbour.

Mossman's Bay is an enchanting place for a day's outing. In addition to sylvan beauties, there are fresh water brooks and waterfalls; and it is a very convenient place for pedestrians to land at for a walk along the military roads. The repairing

of vessels by careening, or heaving down, was formerly carried on in the bay by Captain Mossman ; and there are still to be seen the wharves, with the remains of capstans and other appliances. In the early times, and indeed for many years after its settlement, this was the only repairing establishment in the colony ; but as trade advanced, and the requirements of the port increased, it fell into disuse, and came to be succeeded by the other, and more perfect methods adopted in the present day. Steamers ply about every hour daily.

Although there are no steamers plying regularly to other portions of the North Shore, besides those named, there are many points of interest which can be reached by boat. On holidays, there is plenty of steamer accommodation to each and all of them.

Athol Gardens are situated to the west of Bradley's Head, one of the fortified points of the harbour, and are nearly opposite Darling Point. The scenery around is very picturesque, and an excellent view of a great part of the harbour, the city, and its environs, may be obtained. There is a pier, at which visitors may land. There is an hotel at the top of the gardens, large dancing pavilions, and shady retreats.

Chowder Bay. — Clifton Gardens, Chowder Bay, form another beautiful and romantic retreat. There is a good pier for landing, and also hotel accommodation. Chowder Bay is about midway between Bradley's Head and Middle Head. The headland to the north of the Bay is George's Head, described elsewhere.

Balmoral is a beautiful place, also patronised most liberally by holiday folks. It is situated on the southern shore of Middle Harbour, and to reach it vessels have to pass round Middle Head, another fortified promontory, immediately facing the entrance to the port. Balmoral is situated at the head of an inlet called Hunter's Bay. There are dancing pavilions and conveniences for excursionists.

Pearl Bay—a short distance north-west of Clontarf—is a very picturesque spot, and there are good recreation grounds. Persons may either take refreshments with them, or procure them on the ground. A distinctive feature in connection with this place is that no intoxicating liquors are allowed to be sold.

Clontarf is situated about a mile further up Middle Harbour than Balmoral, and occupies a secluded spot on its Northern

shores. Immediately opposite to Clontarf is a sand spit, near the Northern end of which may be seen the road leading to Manly Beach. It was at Clontarf that the attempt on the life of his Royal Highness the Duke of Edinburgh was made. The tree near the beach, surrounded by fencing, was planted to commemorate the melancholy event. The Prince was lending his patronage to a pic-nic, having for its object the raising of a sum of money for the Sailors' Home, at the time the would-be assassin fired the shot.

DRIVE TO RANDWICK, COOGEE, LONG BAY, AND BOTANY.

THERE is not a pleasanter drive near Sydney than that through Randwick, Coogee, Long Bay, and Botany. The tourist may either proceed through Paddington and Waverley, and round to Randwick—in which case by making a short detour he will obtain a fine glimpse of Bondi Beach—or he may turn off opposite the Criminal Court, and pass through Botany-street to the Randwick road, which runs through Moore Park. Just beyond the park, the entrance to the Bunnerong road which leads to Botany heads, will be noticed to the right of the tollbar. A little further on, the celebrated Lachlan stream will be crossed. To the left of it lies the Lachlan Swamp, reaching as far as Waverley. The Randwick Racecourse lies further on to the right. The hills all the way to Randwick are sprinkled over with handsome villa residences and gardens. Having noticed St. Jude's fountain, where a constant stream of beautiful water is flowing, and reached the brow of the hill near St. Jude's Church, turn off to the right; and when opposite the Destitute Children's Asylum, a good view of Coogee beach and the Pacific Ocean may be obtained. There are some fine mansions between the ridge of the hill and the ocean. A visit to the beach is well worth undertaking. The scene is wild and grand, and cannot but afford intense delight to the excursionist as he gazes on the beautiful landscape on either side, with the ocean right in front, whose waves, as they roll landward, are dashed into spray by the sunken rocks and picturesque headlands. The Long Bay Road is entered about a quarter of a mile from the Asylum, and once fairly upon it, there is no other road to puzzle the traveller. The country all round is undulating, and covered with thick scrub. The region that will be passed

through for the next few miles is almost wholly uninhabited and until Botany is reached (the Bunnerong road, leading to the south head at Botany will have to be crossed) there is little or no timber which would by its umbrageous shade afford a convenient resting place. On nearing Botany, however, the character of the vegetation alters materially. As this district has already been described, particulars need not be entered into here. When he returns to Sydney, the excursionist will have driven over about sixteen miles of road.

A TRIP TO PARRAMATTA.

PARRAMATTA, as a township, is nearly as old as Sydney. The land about Sydney was not found suited for the cultivation of corn and other products such as an infant colony required. Governor Phillip, therefore, soon after forming a settlement at the head of Sydney Cove, in 1798, proceeded to look about for land upon which grain, &c., could be grown. At the head of what is now termed the Parramatta River he found land which he considered suitable for the purpose, and he accordingly removed about eighty persons to this place, to which he gave the name of Rose Hill. Subsequently, the native name "Parramatta" was generally adopted. Farms were laid out on the plain, and it was here that the first grain in the colony was raised. A large house, now somewhat antiquated in its appearance, was, until late years, used as a country residence by the Governors of the Colony. Surrounding the house is a beautiful park, which has been dedicated to the public as a recreation ground. It has a considerable area of fine undulating land, well grassed, and laid out with trees, shrubs, and plants. The park is the chief attraction to visitors, and an hour or two may be very pleasantly passed here on a fine day.

If a visitor can spare a day or two at Parramatta, he should by all means obtain permission from the proprietor to visit the orchard of Mr. James Pye, of Rocky Hall, not far from the township. Here is grown nearly every description of fruit, and the proprietor is famed for his knowledge of horticulture. Application for admission should be made to Mr. Pye.

Parramatta is about fifteen miles from Sydney, and may be reached either by land or water. There is a good road, along which a fine drive or ride may be had. The railway

may be used ; or, what will probably prove more agreeable, the visitor may proceed by steamboat up the river.

BY THE RIVER.

The steamers leave the wharf, at the foot of King-street, several times daily. The river abounds with bays, inlets, islands, and peninsulas, and beautiful scenery. Upon getting clear of the wharf, some idea may be formed of the immense intercolonial trade between this and the other Australian ports. Darling Harbour will be seen to be completely surrounded with steamers and other craft belonging to the various companies ; whilst the clanking of hammers, the noise of hundreds of steam engines, will bespeak the numerous industries that are carried on. The Gas Works and Captain Rountree's Floating Dock—which is 160 feet long, 46 feet wide, and 17 feet deep—will be noticed on the right, beyond the A. S. N. Co.'s wharf ; and just inside the point may be seen Macquarie's (late Cuthbert's) celebrated ship-building yard. No doubt the visitor will express his surprise and regret that the Government did not reserve a certain amount of frontage all round this harbour for the use of the citizens, instead of allowing wharfs and jetties and warehouses to be constructed close up to, and in some instances over, the water's edge. But to return to our description. Balmain, one of the finest of our suburbs, will soon be passed on the left, and the district of St. Leonard's on the right. The island which lies to the right of the steamer when passing Balmain is Goat Island, used as a depôt for the storage of merchants' gunpowder. There are on this island some siloes, or vaults, which in former days were used by the Government for storing grain. After passing the point, Waterview Bay—at the head of which are Mort and Company's Dry Dock and Engineering Works—lies on the left. The point running out on the other side of Waterview Bay is Ballast Point. The peninsula, which can be seen about half a mile ahead is Birchgrove, terminating at a point called Longnose, the native name for which is Yarrabine, an expressive word having reference to the rapidity with which the water flows past the point. To the north lies Greenwich, another peninsula, next to which is the entrance to Lane Cove. It is here that the Parramatta River commences. The island at which the steamer will stop is Bilöela, a native name, signifying cockatoo. This island was, until recently, a penal establishment. The western end of it is now

set apart for the industrial and reformatory school for girls. The Fitzroy Dry Dock and works are on the south-eastern part of the island. Long Cove may be seen to the left, extending in two branches as far as the Parramatta Road, near Ashfield. The island about 400 yards further on is denominated Spectacle Island, from its curious shape, resembling somewhat a pair of spectacles. The Government powder magazine is situated on this island. The next point on the right is called Pulpit Point, on account of the supposed resemblance which a rock on the beach has to a pulpit. A jetty not far from the point is the landing-place for the Fern Bay picnic grounds, recently laid out by the proprietor of the Parramatta steamers. There is a large pavilion, with accommodation for excursionists, and no charge is made to passengers by the steamer for the use of the ground. A little further on to the left is Drummoyne, the residence and grounds of W. Wright, Esq., whilst on the right is the landing wharf of Hunter's Hill, one of the most beautiful townships around Sydney. The inlet just beyond the wharf is Tarban Creek, beyond which is Villa Maria, a mission station, under priests of the Society of Mary. The object of the establishment is to aid the missionaries connected with the Order, who are labouring in the South Sea Islands. A large number of articles for their use are made up by the Marist Brothers at this station. At the point next to Drummoyne was recently the crossing-place of the punt, which connected the roads on the north and south side of the river. It is here that the bridge is to be erected, plans for which are already prepared, and £50,000 has been voted by Parliament towards the completion of the structure. The bay opening on the left is Five Dock Bay, so named because in it there is a rock with five small dock-like inlets. The sombre-looking rocks a little further on to the left have given to the place the name of Blackwall. The steamer next halts at Gladesville, formerly the residence of a Mr. Glade. The block of buildings on the hill form the Gladesville Lunatic Asylum. On the opposite side of the river lies Hen and Chickens Bay, surrounding which are some excellent gardens and country residences. At the point forming the eastern entrance to the bay is the Sydney Rowing Club's Branch Station. The bay reaches up to Longbottom. It receives its name from certain rocks projecting above the water, which gave rise to the idea of a hen surrounded with a brood of chickens. The character of the river shores alter very much beyond this place. Instead

of high rocks, the banks slope gently to the margin of the water, and the luxuriant vegetation on either side gives evidence of rich and fertile soil. The next landing-place is Kissing Point, so named, it is said, from the fact that here the first Governor kissed his fair spouse whilst assisting her out of the boat. On the opposite side of the river is Nichol Bay, and beyond that lies the village of Concord. The village of Ryde, situated on a hill, and made conspicuous by its two churches, St. Ann's and St. Charles's, comes now into view, and at the wharf near the village the steamer will halt. A fine hotel is now in course of erection on the hill near the church. On the opposite side of the river is Homebush, with its racecourse, which used to be a favourite place for races, and is now annually used for that purpose. The next stopping place will be Ermington, a short distance beyond which is the Corporation wharf, at which the blue metal for the streets of Sydney, procured from the Pennant Hills quarries, is shipped. The hill which may be seen in the distance is Mount Pleasant. The scenery continues to be very pretty all along the river, and after steaming about a mile from Ermington, the Wesley College, at Newington, comes under notice. A short distance further on, and the steamer passes by Duck Creek, nearly opposite to the entrance to which is the first convent established in the colony, "Subiaco." It occupies a very picturesque and beautiful position. We very soon reach the wharf at which we have to land for Parramatta. Sheather's celebrated nursery is close to the steamers' wharf. Public conveyances meet the steamers to take persons to any part of the township or the Park, at a small fare—3d. The township is distant, by water, sixteen miles from Sydney.

BY THE ROAD.

A fifteen-mile drive along the Parramatta Road forms another delightful "out." The road passes through some fine open country. Starting with our description at Petersham, we may mention that the small stream of water over which the railway passes by means of a viaduct, is Long Cove Creek, which flows into Long Cove, one of the numerous and extensive arms of the Parramatta River. This creek runs for some distance towards the Cook's River, and it has been suggested by some that the waters of Port Jackson and Botany Bay were once connected with each other, and that the creek is but a remnant of what existed in the past. About

a mile beyond the bridge, the Liverpool Road will be seen running in a south-westerly direction. It joins the Parramatta Road at the top of the hill, opposite the flour mill and bakery. The Liverpool Road runs through the fashionable and healthy suburb of Ashfield; to the south-west of which lies Canterbury, on the Cook's River. Following the Parramatta Road for about a mile beyond its junction with the Liverpool Road, the old "Great North Road" will be noticed to the right, running close by Arlington House. If Parramatta is the destination of the traveller, he must keep straight on, and not turn down this road. The Great North Road crosses Iron Cove Creek, another arm of the Parramatta River, and runs right down to that river to a point called Bedlam Ferry. Formerly there was a punt crossing the river here. It now crosses the river at Five Dock Point, about one mile east of Bedlam Ferry. There are many charming drives about Five Dock, and some fine scenery. But to return to the Parramatta Road: about a mile and a half beyond Arlington House is Burwood, one of the prettiest and healthiest suburbs of Sydney, and which is fast becoming thickly scattered over with country residences. Burwood is seven miles from Sydney. About a mile beyond Burwood is Homebush, which is noticeable chiefly on account of its excellent racecourse, which lies between the Parramatta Road and the river. Two miles further on is Haslem Creek, which, as yet, is hardly populated enough to be called a township. There is, however, some interest attaching to the place, from the fact that the Necropolis is situated here. There is nothing particular to engage the attention between Haslem Creek and Parramatta, which are distant from each other about four miles.

THE NORTH SHORE.

THE scenery on the northern shores of the harbour is amongst the grandest the colony possesses; and there are many splendid drives. Early chroniclers inform us that the North Shore was considered in many respects the most suitable for the founding of a city, and that it was only the stream of fresh water which was found flowing into the Sydney Cove which led to the site on the southern side of the harbour being chosen. Not long ago, at a meeting of the members of the Sydney Exchange, the chairman predicted that at no very distant date their edifice would be in the centre of the city,

and that St. Leonard's would become to Sydney what Brooklyn is to New York. A plan for a bridge to connect the city with the North Shore was prepared some time ago, and it is anticipated that before many years the population will have increased to such an extent on both sides of the harbour as to necessitate the erection of such a structure. The close proximity of North Shore to Sydney (712 yards from Dawes' Point to Blue's Point, between which places steamers ply every five minutes), renders it a pleasant haunt for spending a holiday in enjoying magnificent views of the city and harbour, and in visiting some of the hundreds of places of interest with which the district abounds. Vital statistics prove St. Leonards to be one of the healthiest suburbs of Sydney. The municipalities have made excellent roads in their respective districts, and a large sum of money has been expended by the Government in the formation of the military roads. Thus many picturesque spots, which it was previously difficult to reach, have been rendered accessible to the tourist. Cars may be hired at St. Leonard's to convey excursionists to the Willoughby Waterfalls, Lane Cove, the Spit, the fortifications, and other delightful localities. The township of St. Leonard's may be reached by steamer from Dawes' Battery to Blue's Point, or from the Circular Quay to Milson's Point and Lavender Bay. The route by way of Blue's Point secures not only beautiful views of the city, but also of the Parramatta River. The Willoughby Waterfalls may be found by taking the right hand road at the junction near the School of Arts, passing the Roman Catholic Church, through the Reserve, and by the Volunteer Rifle Range. The fine Reserve is now being rapidly improved, thanks to the energy and perseverance of the present Mayor of the Borough, Mr. W. Tunks, M.L.A. The finger-posts erected by the North Willoughby Council will direct the traveller; similar guides will be found on the excellent six-mile drives to the fortifications. Magnificent views of the Parramatta and Lane Cove Rivers, and the Blue Mountains in the distance are obtained along the Lane Cove Road, especially from the rocky elevations near Greenwich. A new road, three miles long, has been recently formed to Greenwich Bay.

There is a very beautiful drive from North Shore to Parramatta and Pittwater, *via* Pennant Hills and Lane Cove. About half a mile up the road which fronts the St. Leonard's School of Arts, there is a junction of two roads, one of which

leads a little to the right, the other to the left. The former leads into the municipality of North Willoughby. The distance from the wharf at North Shore to the North Willoughby or North Sydney post-office is nearly four miles, over the Flat Rock Creek Bridge. In this municipality there are three stone churches and one public school, for a population of 600, and as yet no public-house! There are some fine orange groves and orchards in the neighbourhood, the soil being best suited for the orange. Going westerly from North Sydney about a mile, the Lane Cove Road is reached. This road leads past some of the largest orchards of the colony—comprising those of Lane Cove, Pennant Hills, Ryde, or Kissing Point, and also those between Pennant Hills and Parramatta. The distance from the steam-ferry to the Lane Cove post-office is about nine miles. Thence from where Lane Cove Road branches off to Pennant Hills, Ryde, and Parramatta, the road turns abruptly to the right, the other road still leading straight on, going in the direction of Pittwater. There is a shorter way to Pittwater by turning off from the Lane Cove Road, about two miles below the proper highway, down to the right, along the Stony Creek Road. This is the road along which the telegraph wire is laid down to Baranjoey Lighthouse. The cleared road also leads to Wiseman's Ferry and Kincumber, and to the Hawkesbury River. The distance from North Shore ferry being about twelve miles to where these roads branch off. The first neighbourhood we come to after leaving the turn (called "Pierce's corner,") is Hornsby, or South Colah, a rather out of the way place, and not in a very thriving condition. It is chiefly composed of farmers, some of whom bring their produce by way of Lane Cove to Sydney; others to the Pennant Hills wharf, and others into Parramatta. There is a Post-office in this neighbourhood, its distance from Sydney being fourteen miles *via* Lane Cove. Going along this road about two miles further we come to the outskirts of Pennant Hills. The first house to be met with is the Post-office and a large store combined. From here there is a branch road in a northerly direction going to Dural and Castle Hill. Tourists can also go by this road into Parramatta, but it is a round-about way from Pennant Hills. It is about five miles to Parramatta from this Post-office.

Some of the grandest scenery that can well be imagined is to be seen from the roads leading to the fortifications at

George's Head and Middle Head. These points may be reached by proceeding in a boat to Athol Gardens or Chowder Bay. But if a drive is preferred, the vehicle must be taken across the harbour to the North Shore by the steam punt, which leaves the eastern end of the Circular Quay; or one of the public vehicles at North Shore may be hired for the trip. The military roads leading from St. Leonards to the headlands in question are newly made, and are in excellent condition. The best and most distant views are obtained from George's Head, the southern promontory of the two, which rises to an elevation of about 250 feet above the level of the sea. A drive of about five or six miles will bring the tourist to this headland, when a scene of almost unparalleled magnificence will burst into view. Whichever way he turns a splendid panorama presents itself to his gaze. To the north, Obelisk Bay, lying under the headland, then Middle Head with its battery, the entrance to Middle Harbour, the North Harbour, at the head of which the churches and hotels of Manly Beach are seen, and further on the Pacific Ocean; the eye may then trace the coast as far as the quarantine station and the entrance to the Port; the Pacific Ocean is then seen stretching away until it appears to blend with the sky in the distant horizon; then comes the South Head, Watson's Bay, the Gap, across which the ocean again comes under notice; then Rose Bay, over which the ocean may again be discerned across Bondi; then comes Waverley, Paddington, the innumerable villas which decorate the southern shores of the harbour, Woollahra, and finally the city itself, with its spires and fine buildings resplendent in the noonday sun—the University being the most distant building of all, and forming a noble and conspicuous termination to a spectacle which it is beyond the power of words to describe. The vessels that are ploughing the mighty Pacific, with their sails expanded, the yachts and pleasure boats skimming the gleaming waters of the harbour; and the steamers and smaller craft indicative of industry and wealth, lend an additional charm to the picture. The scene is one which cannot fail to give birth to the most pleasurable emotions in the mind of the beholder. In a description of George's Head, the *Town and Country Journal*, of October 7th, 1871, has the following interesting particulars:—"The spot on which the battery stands has a history attached to it. It was regarded by the Kamilroy tribe of aborigines as their head quarters on the shores of

Port Jackson. This tribe was by far the most powerful and numerous of all the Australian aborigines, and its territory extended with some interruptions from this headland to the vicinity of Cape York, a distance of more than 1500 miles. Throughout this vast extent of country the Kamilroy tongue was more or less understood. It was the bold, manly, and intelligent conduct of some of the men of this tribe which led Captain Phillip to give the name of Manly to the beach on the north of North Harbour. It is well known that each of the Australian aboriginal tribes attached great importance to some particular headland, bold projecting promontory, or point, and that in the vicinity of such spots, where rude carvings and emblems are usually found, they were accustomed to assemble at set times to practice their ceremonies, settle disputes, and arrange matters appertaining to the welfare of the tribe. George's Head was often the scene of these meetings of the Kamilroy tribe, under their principal chief Bungaree, a man who in his early days had been the friend and companion of the celebrated navigator, Flinders; but unfortunately the fellow took to drinking after his visit to his 'friend King George the Third,' as he expressed it. About sixty years since, Governor Macquarie, at Bungaree's request, in order to preserve for their exclusive use a spot of which the Kamilroy tribe desired to retain uncontrolled possession, formally set apart George's Head and some land in its immediate vicinity for a little aboriginal settlement under Bungaree's charge. Attempts were made to induce the unfortunate natives to cultivate some patches of ground, and to accustom them to live in fixed abodes, but the result was failure." A drive of about two miles from George's Head will bring the excursionist to Middle Head, when much of the same grandly romantic scenery will expand itself to view; in addition, however, he will have a fine view of many magnificent landscapes surrounding the beautiful placid waters of Middle Harbour.

A TRIP TO SANS SOUCI—GEORGE'S RIVER.

If the visitor should ever get tired of the beautiful and varied scenery round about the city, let him take a drive down to the picturesque retreat, Sans Souci, situated in a romantic spot at the south-western corner of Botany Bay, and overlooking the mouth of George's River. The excursionist need not be under any apprehension as to how he will

fare at this place, because there is good hotel accommodation, and boats may be hired for a pull up the river or a fishing excursion. If time can be spared, two or three days should be spent here, for it is a most delightful spot, and is rather too far from Sydney to enable any one to visit it, and take a turn up the river, and be back again in Sydney within a day. There is, along the river, some of the most beautiful scenery that one could well wish to see; and to all but a very few, even of the Sydney people, it is entirely new. Occasionally a steamer is taken from Sydney, by sea, to Sans Souci, where excursionists embark. In an account of one of these steam excursions, published in the *Sydney Illustrated News*, a very interesting description of this river was given, from which we make an extract or two:—"Away we steamed, leaving Tom Ugly's Point—with San Souci in the distance, together with the Government Punt, which there conveys passengers to the commencement of the road to Illawarra. As reach after reach opened to the view, a general opinion was expressed that a more lovely river for a steam-boat excursion could scarcely be desired. The extreme width of some of the creeks and reaches caused us some surprise, as we were hardly prepared for such evidences of its capacity, and of the volume of splendid water which is continually poured into the sea. Every now and again some object of the landscape would burst upon the side; sometimes a bold headland, looking, Narcissus-like, at its image in the placid water—sometimes a piece of verdant sward sloping itself to the river edge, and trailing its green garments in the tide, or perhaps cropping out suddenly from the bank. The banks, generally, resemble those of Middle Harbour, the course of the river being for the most part over a rocky bottom. The tortuous windings of the stream are of the most fantastic character, so much so, that even a few miles from Sans Souci, it would puzzle a stranger to find his way back again to Botany Bay. Some of the tributary creeks emptying themselves into the main stream, are as wide as the river itself. Occasionally a break or bit of clearing lends a pleasing charm to the scenery." This river has been recommended as a source of water supply for the city of Sydney. It drains an area of 375 square miles, and its basin contains 150 square miles; its highest sources, which are always flowing, are elevated 2,200 feet above the level of the sea. There are several sites on the river at which dams might be

constructed. A dam at Sans Souci would create a reservoir of about four thousand acres in extent.

One of the oldest townships in the colony—Liverpool—is situated on George's River, about thirty miles from its mouth. Many years ago a dam was constructed across the stream at Liverpool to separate the salt water from the fresh, in order to furnish the township with fresh water. Here therefore the navigation, except for small boats which could be lifted over the dam, is impeded. There are many places in Liverpool well worth looking at, and the excursionist need not therefore proceed beyond the dam in search of fresh objects to engage his attention. Close to the river is a large paper mill and the Collingwood woolwashing establishment. The Asylum for the Infirm and Destitute, a government institution, contains on an average from 600 to 700 inmates, the majority of whom are aged persons. It stands not far from the Railway Station. The main building was erected in Governor Brisbane's time, in 1822, for the purposes of a hospital. It was subsequently used as a lunatic asylum; but in 1862 the Government devoted it to the purpose for which it is at present used. The new portion of the building was opened in 1869. Moore College, too, is an institution of some interest and importance. (See Colleges, not affiliated.) Liverpool is the only township in the colony in which there is a completed monument to Captain Cook. The monument, constructed of stone, stands at the intersection of Elizabeth and Castlereagh streets, and bears the following inscription:—
“In memory of Captain James Cook, R.N., the celebrated navigator and discoverer of New South Wales. Born at Morton, Yorkshire, 27th October, A.D. 1728; killed at Sandwich Islands, 14th February, 1779.”

THE HAWKESBURY RIVER.

THE publication of Anthony Trollope's pleasing description of the Hawkesbury River has awakened a strong desire on the part of all who have read it to see this remarkable stream, which he declares excels in beauty the Rhine or Mississippi—and they, in their turn, surpass every other river in the known world. It is within comparatively easy distance of Sydney; but it is as yet known to so few people that the novellist might well ask who had heard of it. Fortunately he heard

of it, and saw it, and thus speaks of it.—“There can, I think be no doubt, that among rivers the Rhine has the highest character for sustained beauty. There may be special points on other streams which have endeared themselves to the world,—such especially as the Falls of Niagara,—such as the Inn at Innspruck, or the Rhone at Geneva,—or the Upper Lake at Killarney, which is, in truth, a river. But for continued scenery the Rhine stands first. There is a river, or rather portion of a river, known to very few tourists, which I think beats the Rhine. This is the Upper Mississippi, for about 150 miles below St. Paul's. It is not my business here to describe the Mississippi,—but I mention it with the object of saying that, in my opinion, the Hawkesbury beats the Mississippi. I should not make the contrast unless there were many features in the two which are similar. At all of them the beauty consists in the breaking of the land on the very margin of the river, and is not carried far back into the interior. At all of them the banks rise suddenly, sometimes covered with timber, and sometimes bald—sometimes sloping, and sometimes precipitous,—but at all of them the banks are broken here and there into lateral valleys, which give to the imagination the idea that the glory of the scene is far spread, and would repay pursuit. Unless it can convey this vague feeling of distant, unapproachable, and almost mysterious delight, scenery loses half its charms. On the Rhine, on the Mississippi, and on the Hawkesbury alike, there is created an idea that if the traveller would only leave the boat and wander inland, he would be repaid by the revelation of marvellous beauties of nature,—beauties which have, perhaps, never yet met the eyes of man.”

The River, we have remarked, is comparatively speaking unknown to Sydney people. But the Parramatta River Steam Company occasionally send one of their boats on an excursion trip up the stream, nearly to Windsor; and thus an opportunity is afforded during the spring and summer months, to persons who are desirous of gratifying their desire to see beautiful scenery. We took advantage of one of these excursions about the middle of September, a period of the year when fair Flora is beginning to bedeck the earth with her beauties. An agreeable party of between forty and fifty ladies and gentlemen went on board the steamer at the King-street Wharf soon after seven o'clock in the morning. At that hour a silvery fog hung over the city; but as

these atmospheric phenomena are said to indicate the approach of a fine day, it proved more a cause for unpleasantness than uneasiness. Soon after the advertised time of starting, the steamer's paddles began to revolve, and we found ourselves steaming down the harbour. Before passing through the Heads, the watery vapour had vanished, leaving the atmosphere clear and bright. The wind was fresh from the north-west, but the sea was comparatively smooth; and although we were rolled about a bit, the motion of the vessel was not sufficient to disturb our equanimity. About two hours after leaving the wharf, we entered Broken Bay, which is seventeen or eighteen miles north of Port Jackson. And when off Barrenjoey (a bold headland, just inside the bay, and on which there is a light-house), with appetites sharpened by the short sea voyage, the whole party sat down to breakfast. The repast concluded, we began to look around us, for the sublime beauties of the matchless river were already unfolding themselves. There were so many reaches of water, each possessing so much lovely scenery of its own, that to those not acquainted with the topography of the place, it was difficult to conjecture which direction the steamer would take. On looking over the vessel's wake, when we had reached the true mouth of the Hawkesbury, a scene of almost unparalleled magnificence presented itself. Broken Bay, like the river, is surrounded by high hills clothed in rich verdure; whilst its waters seem to lead to every point of the compass. But a momentary glance had to suffice, for the imagination was on the alert to catch new pleasures which revealed themselves. Every few strokes of the paddle-wheels changed the scene with kaleidoscopic effect. Leaving Barrenjoey a mile or so in the rear, the vessel suddenly enters into the midst of an expanse of water, hill, and forest—the shores rising several hundred feet. A turn of the steamer produced one of those optical delusions for which this river is notable; the hills appeared to close up the entrance, and to shut us into a beautiful lake, whose margins were mirrored in the waters. The grandeur of the scene realises, almost as near as anything in the way of natural scenery could do, Edgar Allan Poe's gorgeous ideal picture of the "Domain of Arnheim." A few more strokes of the paddles, and a series of indentations and mimic bays are disclosed on every hand—hills rising beyond hills, and lake lying beyond lake. An island to the right, the name of which was said to be Rabbit Island, is the

property of a gentleman in Sydney, who makes it an occasional country residence. Mullet Creek runs to the north of it. A much larger island to the left is Long Island. Another half mile further on, and we passed Spectacle Island, its shape having suggested the name. From this part of the river, Mooney Creek runs in a northerly direction. One of the remarkable features of the panorama which presents itself for some miles, is the graceful and decided contour of the hills forming the river banks, or rising in the distance. At a bend in the river, a mile or two beyond Long Island, is the ferry connecting Brisbane Water Road; a cottage in the midst of a beautiful sylvan scene to the left of the steamers' route being a sufficient indication of the position of the crossing-place. At this season of the year the rich vegetation of spring is bursting forth in all its varied charms, and wafted with every breeze, the delicious perfume of the bloom of the Orange and other fruit trees of the settlers' gardens here and there along the shores, mingles with the fragrance of the wild clematis, which hangs in garlands from bush to bush, and of the other indigenous flowers and plants which clothe the landscape in such variety of hue. At intervals, along either bank, are growing drooping willows, none of them yet very large, whose bright green leaves form a relief to the more sombre-tinted eucalypts. We wondered at first whose hands had planted them in such out-of-the-way places; but we learnt, on inquiry, that the devastating floods which periodically occur, had broken down and washed away the trees higher up the river, and had carried down the trunks and branches, and roots, and whirled them into their present recesses, where they have again sprung into life, and are now flourishing. In every recess and at every bend of the river, patches of rich alluvial soil rise above the water; and these, with scarcely an exception, have been taken possession of by settlers; and many a family is being reared in these "still retreats and flowery solitudes." But the style of cultivation at most of these little homesteads appears to be of the most primitive, not to say slovenly, character, and one is impressed with the want of enterprise evidenced on every side. It would almost seem as though the farmers had made up their minds that in case they were overtaken by one of those calamitous floods which occasionally sweep down upon their properties, they would lose as little as possible, and that, in order to ensure that, they were making as little hay as they could whilst the

sun was shining. In a written description of the river, it is next to impossible to assign a "local habitation and a name" to every part; as, so far as nomenclature is concerned, the greater part of the stream is an "airy nothing." As the vessel steamed along, the mind became more and more impressed with the loveliness of the ever changing scene. In following the stream, the man at the wheel steers to all points of the compass alternately—now east, now west, now north, now south.

At Wiseman's Ferry, about fifty miles from the ocean, we halted a few minutes to permit one or two passengers to disembark, and here dinner was served on deck. It is near Wiseman's Ferry that the Macdonald River disembogues into the Hawkesbury. The township, if such it may be called, stands on a kind of promontory formed apparently of river deposit. The only place of worship is the Church of England. It was for many years in a ruinous condition, and falling to pieces. When Anthony Trollope was here he visited the ruins, and our distinguished guest there and then headed a subscription list for the renovation of the building. The Bishop of Newcastle made a very liberal offer towards the accomplishment of so desirable an object, and steps are now being taken to repair the church. The coffin containing the remains of that enterprising colonist after whom the ferry is named—Solomon Wiseman—is still to be seen in a vault beneath the building. About a mile before reaching the ferry we observed a small cemetery lying in melancholy quiet by the river side. Our curiosity was awakened to know who were buried there—a curiosity that was not gratified, however, for no one on board knew. We could only conjecture that it was the resting place of some early settlers. It would be interesting to know how the interments were conducted, for the only means of approach seemed to be by boat. In fact boats form the almost sole vehicles of communication between settlement and settlement, all the way up the river. Wiseman's Ferry forms part of the overland route between Sydney and Maitland. A public-house, and a few small farm houses, and a post-office, comprise the whole town. About a thousand feet above the level of the river the electric telegraph wire is suspended, looking like the thread of a spider's web. The ferry is about forty-two miles from Windsor, so that when here we had accomplished but little more than one-half of our river journey. As the vessel again glided along the now fresh

waters, new scenes of grandeur and beauty one after the other presented themselves to the excited admiration, until the shadows of evening fell. Then the moon cast its pale light over the landscape, lying so still and tranquil in its glory. Ahead, the water was smooth as a sheet of glass; astern, it waved and curled in the steamer's wake as if angry at thus being disturbed. As we passed the settlers' huts an occasional cheer rose from the shore, and reverberated through the woods, provoking lusty responses from the steamer's deck. Beyond Portland Head, a high rock which looks frowningly down upon the river, and in close vicinity to which is the settlement of Sackville Reach, the altered character of the shores is very observable. In the place of hills and woodlands, the water laves the banks of rich alluvial plains. And this is the nature of the scenery for the rest of the way to Pitt Town, where the passengers are landed after a river journey of ninety miles or more.

Vehicles generally meet the excursion steamers at Pitt Town, to convey tourists to Windsor, where excellent accommodation will be found at the Royal Hotel (Mrs. Bushelle's). There are two other hotels in the town. Some tourists prefer going by railway to Windsor, and returning to Sydney by the river. In either case it is necessary to remain in Windsor one night. Windsor is 34 miles from Sydney by railway.

And now a word or two about the topographical features of the river, which are certainly remarkable. The native name for it is Deerubbun; it received its present name from Governor Phillip, in honour of Lord Hawkesbury. Its total length is about 330 miles; but it is only navigable for four miles above Windsor for small vessels. The water is fresh for about forty miles below that township. It is a continuation of the Nepean, after its junction with the Grose River, which issues from a remarkable cleft in the Blue Mountains, in the vicinity of the beautiful town of Richmond. Along the base of the mountains it flows in a northerly direction, fed by numerous tributary mountain torrents. The basin of the Hawkesbury is very curiously formed, and constitutes one of the geographical peculiarities of New South Wales. It consists of three slopes inclining inwards—a northern, a western, and an eastern slope. The main stream comes from the northern slope, or the Cullarin Range. It is formed in the first instance of the Wollondilly (which flows by the city of Goulburn) and its southern branch the Mulwarree. In

its progress northward, the Wollondilly is joined by the Cookbundoon from the left, and by the Wingecarribbee (which passes the town of Berrima) from the right bank. It then traverses the remarkable sunk valley of Burragorang, still keeping its northerly direction. The next important tributary, Cox's River (which flows by Bowenfels), collects the waters drained from the southern portion of the Blue Mountains, flows in a general easterly direction, and joins the Wollondilly, the united streams then assuming the name of Warragamba. In the next place, several small streams, rising on the west of the Illawarra Ranges, unite their waters and form the Cowpasture River, which flows westerly into the Warragamba. The peculiarity about these westward flowing waters is, that some of them rise within *two miles* of the sea shore, and flow in the opposite direction from it. The main stream is now called the Nepean, preserving that name until joined by the Grose from the Blue Mountains. It afterwards receives the waters of the Colo and Macdonald. The area drained is about 9,000 square miles. During heavy rains the accumulation of waters is extraordinarily rapid; and the gorges through which the river occasionally passes being very narrow, the inundation of immense tracts of country result. Instances are recorded of the waters rising 80 to 90 feet above their ordinary level.

THE RAILWAYS.

THE construction of the Railways, whilst adding to the wealth, and aiding the prosperity of the colony, has made accessible to the tourist scenes of surpassing grandeur. To describe these with any degree of fulness would require more space than lies at our disposal; but in the few pages which follow, we have endeavoured, however imperfectly it may be, to sketch out some of the chief places of interest. The gentlemen who have successively held the office of Minister for Works have offered every facility they could to persons desirous of visiting some of the remarkable districts along the lines. But to no Minister is the travelling public more indebted for his consideration in this respect than to the present holder of the office, the Hon. John Sutherland. He has in every way, compatible with the public interest at large, met the convenience of excursionists, and has so fixed the "times" and the "fares" as to encourage persons to travel.

And to the people of Sydney, who live perpetually in a sea atmosphere, this is a matter of no small importance. The valetudinarian will find the dry bracing air of the Blue Mountains (a two hours' journey from Sydney) extremely invigorating; whilst the complete change of scene will refresh the mind wearied with the pursuits of business. The mountains are, or should be, the great sanitorium of the colony; and it is difficult to understand why Sydney people, in order to recruit their failing health, should take a long sea voyage, as many of them do, when they have, within easy distance of their homes, so great a change of scene and climate. We admit that the want of suitable accommodation forms, to some extent, an obstacle; but it is not the chief impediment, for there are several hotels and boarding-houses. It is more probably a want of knowledge of localities, and the attractiveness of views to which distance is said to lend an enchantment, which prevents the New South Wales mountain air from being more sought after. It is a noteworthy fact, that a very large proportion of visitors to the Blue Mountain scenery come either from Victoria or Queensland, or England; and that comparatively speaking visitors from Sydney are in the minority.

Before entering upon a brief description of the interesting sights, it will be desirable perhaps to give a little information respecting the railways themselves. They were first commenced by a private company, which was incorporated by Act of Parliament, in 1849. On the 3rd of July, 1850, the ceremony of cutting the first turf was performed by the Hon. Mrs. Keith Stuart, daughter of his Excellency Sir Charles Fitzroy, then Governor of the colony. In 1855 the Government obtained an Act which enabled them to purchase the railways and plant of the company, and railway construction has been carried on by Government ever since. The Sydney and Parramatta line was opened on the 26th September, 1855. A double line of rails has been laid to Parramatta, beyond which point there is for the most part only a single line. The gauge is the English one, 4 feet $8\frac{1}{2}$ inches. The line extends south to Goulburn, 134 miles. The last section was opened on the 27th May, 1869. Rapid progress is being made with its extension to Yass. The western railway has been extended as far as Raglan, 140 miles from Sydney, and about 4 miles from the city of Bathurst. Probably before the close of next year (1875) the bridge across the River Mac-

quarie will have been finished, and the railway completed for some distance beyond Bathurst. The Western and Southern lines have their starting point at the Parramatta Junction, about one mile on the Sydney side of Parramatta; and that will perhaps be a convenient point for us to start from.

FROM PARRAMATTA TO PENRITH.

The Parramatta station is about a mile beyond the junction, and there the train halts for a few minutes. Beyond Parramatta, the country becomes more interesting. The dark foliage and golden fruit of the orange groves here and there, at irregular intervals, add to the picturesqueness and beauty of the landscape; whilst ever and anon some small farm and cultivated patch, or neat cottage residence surrounded with vineyards and orchards, bespeak the tasteful dispositions of their owners. For miles in every direction the woodman's axe is busily at work over what were once the hunting grounds of the former possessors of the soil, clearing away and bringing under subjection the fruitful earth. A rapid run of twenty miles from Parramatta brings us to another junction, Blacktown, where passengers who are bound for Windsor, Richmond, and other places in the rich valley of the Hawkesbury change trains. There is some interest attaching to Blacktown from the fact that at the instance of Governor Macquarie an institution was formed here for the education and instruction of the aborigines; but the well-meant efforts proved unavailing. The train stops again for a few minutes at Penrith, distant twelve miles from Blacktown. The township occupies a fine situation near the banks of the Nepean, and was a flourishing place in the old coaching days, when there was only a punt for vehicles to cross the river. The railway line passes over the river by a fine iron tubular bridge. The bridge is supported on four immense piers of solid masonry, the two centre ones measuring 58 feet by $17\frac{1}{2}$ feet at the foundation, their extreme height being 59 feet. These massive piles of masonry are 186 feet apart. Although Penrith is not now a very bustling township, it is surrounded by rich and extensive alluvial plains and fine grazing country, and it will soon doubtless rejoice in a prosperity of a more permanent kind than that which it enjoyed before. There are one or two good hotels, and it is the polling place for the Nepean electorate, which returns one member to Parliament.

From here the Blue Mountains may be seen rising up like a vast wall, covered with verdure, and stretching away in the distance, north and south, for many miles. The railway line may be noticed running up the side of the almost precipitous rocks, the viaduct across the knapsack gully making itself conspicuous. This viaduct consists of 5 spans of 50 feet each, and 2 of 20 feet each. It is built in masonry, set in Portland cement, for a single line of railroad, and rises on an incline of 1 in 30. The length is 388 feet; and the greatest height from the foundation to the level of rails is 126 feet. The ascent is made on a zigzag. After proceeding a short distance in one direction, the train is reversed, and proceeds in the opposite, when it again stops, and once more is reversed, each turn mounting higher and higher, until it attains an elevation of about 700 feet. As you proceed, you behold the permanent way below you, lying terrace above terrace; and it is difficult to persuade yourself that in a few minutes you could have ascended such a height in the easiest manner possible. Fairly on the mountains, the altered climate, and crisp bracing atmosphere is at once felt, and you begin to breathe in more bountifully the oxygen of life. The panorama that opens to view as the ascent of the Zigzag is made, is simply magnificent. To the eastward, many hundreds of feet below, lie the rich and expansive alluvial plains and valleys of the Nepean and the Hawkesbury. The former river may be seen meandering along like a silver thread; whilst there is an uninterrupted view of the whole country between the mountain chain and the coast.

“Traced like a map the landscape lies,
In cultured beauty stretching wide.”

The railway has been kept pretty close to the main Western Road, which was opened by Governor Macquarie in 1815. It follows the sinuosities of the dividing range—deep gullies and impassable ravines, sometimes with perpendicular walls many hundred feet high, lying to the right and to the left. The line extends thus for about fifty miles, the curves often being very sharp, but “each turn of the road,” as a graphic writer who visited the colony a short time back well remarked, “opening up fresh scenes more gorgeous than the last; lovely valleys thousands of feet deep, hedged in with mountains on every side, the whole clothed with verdure varying from the lightest to the deepest shade of green, here

and there relieved by waterfalls. And then we descend the mountains as rapidly as we ascended them, again in a zigzag direction, the track being laid down the sides of the descent like the terrace of a garden." Every now and then a cleared space of cultivated ground is observable; but for the most part the mountains remain in their primeval ruggedness. The train passes by one or two platforms and stations, stopping at the Blue Mountains for ten minutes. Four miles further, sixty-two miles from Sydney is the station or platform, called

THE WEATHERBOARD,

in the neighbourhood of which are scenes of great interest to the tourist. A plain of considerable extent is met with here. The early chronicler of Governor Macquarie's tour informs us that the "majestic grandeur of the situation, combined with the various objects to be seen from the spot, induced the Governor to give it the appellation of the King's tableland. On the south-west side of the King's tableland the mountain terminates in abrupt precipices of immense depth, at the bottom of which is seen a glen, as romantically beautiful as could well be imagined, bounded on the further side by mountains of great magnitude, terminating as abruptly as the others, and the whole thickly covered with timber. The length of this picturesque and remarkable tract of country is about twenty-four miles, and to it the Governor gave the name of the Prince Regent's glen. Proceeding hence, an opening presented itself from the south-west side of the Prince Regent's glen, and from here a view was obtained particularly beautiful and grand—mountains rising beyond mountains, with stupendous masses of rock in the foreground, struck the eye with astonishment and admiration. The circular form in which the whole was so wonderfully disposed, induced the Governor to give the place the name of Pitt's amphitheatre, in honour of the Right Hon. William Pitt." From the King's table land, which is 2,990 feet above the level of the sea, the lighthouse at Sydney may be seen on a clear night. The Weatherboard Waterfalls are, however, the great attraction to tourists. The water leaps over a tremendous precipice into the glen below. The scene has thus been depicted by the Rev. Dr. Lang:—"At the point where the rivulet from the Weatherboard hut discharges itself there is a break or bay in the line of cliffs on that side, as if a vast portion of the wall of rock had been quarried out for the purpose, the two

points appearing from behind like two lofty headlands jutting out into the valley, and bearing a remarkable resemblance to the Heads of Port Jackson. The rivulet, which in its course of two miles and a half, has been swelled by one or two smaller streams, issuing from lateral valleys, to the size of a common mill stream, precipitates itself all at once over the rocks at the head of the bay and is lost in the abyss, the fall being at least 1,000 feet. On gaining the edge of the precipice, the waters of the rivulet seem to shrink instinctively from the frightful leap to which they have been conducted in their course down the valley, each individual drop appearing endowed with a separate volition, and seeming determined to shift for itself; and the whole mass of fluid resolving itself into what appears like innumerable particles of frozen snow. Many hundred feet below, the tops of apparently lofty trees are seen at the bottom of Prince Regent's Glen; and so completely do the cyclopean walls of rock which form the glen defy all direct communication between the heights and the hollow, that the shortest distance by any practicable route from the place where the rivulet leaps over the precipice, to the bottom of the cliffs over which it falls, is sixteen miles." Governor Macquarie named the waterfall the Campbell Cataract, in honour of the Colonial Secretary of the period. At the time we visited the fall there was a strong wind blowing up the glen. The wind caught the falling waters before they had time to reach the bottom, and scattered them into mist, carrying them to great distances. The sun's rays falling on the particles produced the phenomena of innumerable rainbows, the effect of the whole scene being indescribably beautiful. The falls are about two miles from the railway platform. There is a small accommodation house near the platform, where a guide may be procured. Persons may leave Sydney by the morning train, visit the falls, and return to Sydney the same night; or they may go from Mount Victoria. (See under head Mount Victoria.)

Leaving the Weatherboard, with its romantic scenery behind, another hour's ride brings the tourist to what is certainly the most convenient halting place on the Western Line, namely,

MOUNT VICTORIA,

seventy-seven miles from Sydney. Its centrality of position, its altitude, its deliciously cool, bracing atmosphere, and the magnificence and grandeur of the surrounding scenery make

it a favourite place of resort for tourists and valetudinarians. There is no township in the ordinary acceptation of the word, some dozen houses or so comprising the whole of the buildings. There are, however, two hotels—Mr. John Perry's Family Hotel (see advertisement), and the Royal Hotel—and a private boarding establishment, Belgrave House. They are both pretty close to the station; and the mountain views from each are surpassingly grand. Notwithstanding the sparseness of the population, the inhabitants have succeeded in establishing a public school, to which children come from considerable distances by road and by railway. And, thanks to the exertions of Mr. John Perry, aided by one or two other gentlemen, the erection of an Anglican church to St. Peter has been provided for. The foundation stone of this building was laid by the Bishop of Sydney, September 18, 1874. There is also a post-office and a telegraph office. It is at the Mount Victoria station that the trains from Sydney and Bathurst pass each other, about midday and midnight, each remaining twenty minutes to allow passengers to obtain refreshments (and by the way we may remark that the refreshments are very good, and are well served at a very moderate price). There is a very large amount of goods traffic on the line, the up-loading consisting of coal, kerosene shale, &c. There is therefore a considerable amount of life at this place, notwithstanding there are but few residents. In the summer time visitors are numerous enough, and, in order to secure accommodation it is often necessary to make a pre-arrangement by post or telegraph. It is a mistake, however, to suppose that the winter time is not equally suited for visiting. To those who delight in pedestrian excursions, the cool season certainly offers many more advantages than the heat of summer. Mount Victoria railway station is 3426 feet above the level of the sea. It is said that 250 feet of elevation is equivalent in point of temperature to a degree of latitude. A journey to this place is therefore equal to a remove to a country about thirteen degrees higher latitude than Sydney. The scenery far and near is almost unparalleled in its wild beauty, and there is many a

“ Mossy bank, dim glade, and dizzy height ”

to captivate the senses. Look where you will, the hills and the valleys are all clothed with that delicate purple aerial vesture which has inspired the name for the whole range.

“Oh, ye mountain tops !
 Lifting serenely your transcendent brows
 To catch the earliest glimpses of the dawn,
 And hold the latest radiance of the West
 To gild you with its glory, while the world
 Hastens to slumber in the world below ;
 It is a pain to know ye, and to feel,
 That nothing can express the deep delight
 With which your beauty and magnificence
 Fill to o'erflowing the ecstatic mind.”

A much frequented spot is Mount Piddington, one of the highest points of the Blue Mountains, and about one mile from the hotels. The mount received its name from the inhabitants, to commemorate the labours of Mr. W. R. Piddington, M.L.A., who felled many of the trees on its summit in order that visitors might be afforded an uninterrupted view of the surrounding country. This commanding eminence overlooks the Hartley Valley and the Vale of Clwyd, in which there are many farms and homesteads. To the south-east may be seen the high grounds of the Camden country ; whilst to the north a glimpse of some ranges in the direction of Singleton is caught ; and nearer at hand, at a distance of ten or twelve miles, are Mount King George, 3,620 feet high ; Mount Hay, 2,400 feet high ; Mount Wilson ; and to the eastward of these the noble Mount Tomah, 3,240 feet high. These mountains are the most conspicuous of the range, as seen from Sydney, and are sometimes spoken of collectively as “The Dromedary.” Mr. Charles Moore, of the Sydney Botanic Gardens, has drawn attention to the fact that on these four hills the soil is of the richest kind, composed principally of disintegrated trap, and clad with noble timber trees of a brush character, the undergrowth being chiefly tree and other ferns. This is the more extraordinary, from the fact that they are surrounded in all directions by others of a sandstone formation, covered by a wretched and sterile scrub and some eucalypti of miserable growth. For long after the opening of the Main Western Road, Mount Hay was supposed to be inaccessible, until that indefatigable explorer, Count Strzelecki, successfully crossed the ravines and ascended the summit. “Some idea,” says Sir Thomas Mitchell, in his work on Australia, “may be formed of the intricate character of the mountain ravines in the neighbourhood from the difficulties experienced by the surveyors in endeavouring to obtain access to Mount Hay. Mr. Dixon, in an unsuccessful attempt, penetrated to the valley of the Grose, until then unvisited by man ; and when

he at length emerged from the ravines in which he had been bewildered four days, he thanked God (to use his own words, in an official letter) that he had found his way out of them." Even Count Strzelecki tells us, that, in the course of his researches he was engulfed in the endless labyrinth of the almost subterraneous gullies of Mount Hay, and was not able to extricate himself and his men until after days of incessant fatigue, danger, and starvation. "But," he adds, "the ascent of Mount Hay, when these difficulties are once surmounted, repays richly the exertions and fatigues which it entails. From its basaltic top the distant views to the south and west are somewhat intercepted by King's Tableland, and other mountains somewhat higher than Mount Hay. But to the east the sea coast bordering the interesting basin through which flows the rivers Nepean and Hawkesbury, the vicinity of Parramatta River, together with Sydney and Botany Bay, are distinctly visible. To the north, also, the prospect is extensive." In the intervening space may be noticed the vast gorge at the head of the Grose River. In a westerly direction in the valley, lie the towns of Hartley and Bowenfels, with Mount Lambie in the background.

Within the radius of a mile or two from the hotels, are many dingles and glens, and caves, in which wild flowers, ferns, and lichens grow in luxurious abundance. Ross's cave is situated on a slope leading down to one of these glades. Fairy dell, with its fern-clad grottos and murmuring crystal stream, and sparkling waterfall, is another enchanting spot for repose and refreshment; and the Engineers' cascade is also a favourite retreat, within a short walk.

Another pleasant walk is along the ridge of Mount York, one of the noblest hills of the range. The brow of the hill is about six miles from the station. The mountain terminates in nearly perpendicular precipices 767 feet high; and is itself 3,292 feet above the level of the sea. The views from this imposing eminence are indeed very grand. On one hand, at the base, lies the beautiful valley of Clwyd; on the other, the extensive and romantic Hartley Valley. Across the valley, in the direction of Bowenfels, may be seen Mount Lambie, with its peak-like summit; then to the left Mount Tarana (at the foot of which the railway passes); and in the far distance, looking beyond the spur of Mount Tarana, may be discerned one of the lofty peaks of the Canobolas, near Orange. Mount Clarence, on the western declivity of which is the Lithgow

Valley, is directly opposite Mount York in a north-westerly direction. A scramble through the brush for a short distance is necessary to reach the brow of the hill ; but the surrounding scenery is certainly worth every effort that need be made to get a glimpse of it. In passing along the Mount York road, and about a mile from the hotels, the old road, which, by means of traverses or zigzags, descended into the valley, will be noticed following the declivity to the right hand. The kerosene mines are not far from the foot of what, in the early days of the colony, was described as a "grand and extraordinary pass," which is on an incline of 1 in 4. This road was abandoned a few years after its formation, for one by Mount Victoria Pass, which was constructed by prison labour, under the supervision of Sir Thomas Mitchell, and which, in the old annals of the colony, was regarded as a triumph of engineering skill. The Victoria Pass is certainly worth a visit. It is only a mile or two from the hotels. After passing through the cutting, if the visitor will turn off the road a few yards to the right, he will have before him a magnificent panorama of valley, and plain, and hill—Little Hartley, close by ; Great Hartley, further on ; and Bowenfels, in the distance.

Some remarkable fissures in the rocks, about a mile or a mile and a half in another direction from the hotels, usually denominated "the caves," are often visited. The fissures extend for some distance into the mountain, and the interior should not be explored without a light, as there are one or two nasty holes of some considerable depth. We have only attempted to enumerate a few of the many charming places in close proximity to Mount Victoria. Tourists may go from this place to the Weatherboard falls by goods train, in the morning, and return by passenger or goods train later in the day.

GOVETT'S LEAP,

one of the greatest natural wonders of the world, is six miles from Mount Victoria station. The goods train, which leaves soon after ten o'clock every morning, will drop the excursionist at Blackheath platform, and a walk of a mile and a half through some fine mountain scenery, will bring him to the gap itself. There was once a stockade at Blackheath, and the ruins of the officers' quarters may still be seen lying on the ground ; whilst on the opposite side of the station is an

old graveyard. The track leading to the "leap," which is wide enough for buggies, is entered amidst some tea tree scrub, a hundred yards or so to the left of the main western road. Once on the track, the visitor has nothing to do but to follow it up until he reaches the tremendous rent or depression in the earth, which is said to be the deepest chasm with perpendicular cliffs, in the known world. It is almost surrounded with these cliffs, which are believed to be nowhere less than 3,000 feet above the level of the sea. The full sublimity and majestic grandeur of the scene is not realised at a first glance. After contemplating it for a time, the mind becomes filled with awe and wonder, as it vainly strives to comprehend the meaning of

"——— the vast immeasurable abyss,
Outrageous as a sea, dark, wasteful, wild."

The trees in the valley below, although one or two hundred feet high, or perhaps more, are undistinguishable in their individuality. Standing on the abrupt precipitous wall, one cannot help feeling a strong desire to reach the depths of the gorge. But the closer you seek for a spot at which a descent can be made, the more certain does it appear that such an object is unattainable. In fact, the deep valley has never yet been trodden by foot of man. It is recorded that Sir Thomas Mitchell (formerly Surveyor General for the colony), endeavoured, first by walking and then by crawling between the great fragments of sandstone, to ascend the gorge through which the river Grose joins the Nepean, but in vain. Near to the shed, which was erected by the Government for the accommodation of the public, and which overlooks the ravine, a track may be noticed winding down 200 or 300 feet, to where a rock juts out, and on which those who are fearless enough may recline, and endeavour if they can, to form some conception of this wonderful place. From this rock a measurement by line and plummet has, we believe, been made, and the depth of the perpendicular cliff ascertained to be upwards of 1,200 feet. The scenery is full of grandeur; and to add to its beauty there are two small streams, which are precipitated into the mighty chasm, and although meeting with no impediment but the atmosphere in their descent, they are dissipated into mist long before their waters can reach the bottom; and often when the wind is favourable, the spray is wafted upwards and along for a considerable distance.

THE KEROSENE MINES.

are well worth going to see, not alone on account of the scenery which may be witnessed, but also because there is some interest attaching to a successful and important industry. There is a siding laid down from the Great Western Railway, about three miles from Mount Victoria, and the goods and passenger trains may be availed of. Visitors will be put down at the siding if previous notice is given to the guard. Then a walk of a mile and a-half will bring them to the face of an almost perpendicular rock, 600 feet high, up which the shale is hoisted by a wire rope worked by steam. The shale is conveyed to Sydney, some for making oil at the Western Kerosene Company's Works at Waterloo, some for the manufacture of gas, and some for export. The main road from Mount Victoria to Bowenfels passes within four miles of the mines. The seam is three feet three inches thick. About fifty tons of shale per day are mined and sent down to Sydney.

THE LITHGOW VALLEY ZIGZAG.

That great triumph of engineering skill, the Lithgow Valley Zigzag, is fifteen miles from Mount Victoria Station. The Mount Clarence tunnel is about a mile on the Sydney side of the Zigzag. It is cut through rock, is 539 yards in length, and is lined with masonry set in cement throughout. At the entrance to the tunnel, a distance of $88\frac{1}{4}$ miles from Sydney, the railway attains its highest level, the rails being 3658 feet above sea level. The features of the country were such, the cliffs so high and precipitous, that the surveyors who were engaged in marking out the line for the zigzag, had to be lowered by means of ropes from the rocks above. The contractor had to commence his work in a similar way. Some of the cuttings, through hard stone, are from forty to fifty feet deep, the gradient of the line being 1 in 42, with the exception of one part near the reversing station, which is 1 in 66. The height of the nine arches crossing No. 3 viaduct on the middle line, is 76 feet from the surface to the rail level. Just beyond the tunnel, about the middle of the Zigzag, which is 75 yards long and cut through the spur of the rock, is the scene of a great blasting operation. Three and a-half tons of gunpowder, deposited in borings made in different parts of the rock to be removed, were fired simultaneously by means of a powerful electric battery, by the

Countess of Belmore. The next cutting is eighty feet high. There are several other cuttings and embankments, which it is unnecessary to particularise. The fall from the Clarence Tunnel to the bottom of the Zigzag is 687 feet; and the length in which this descent has been gained is five miles. A tolerably good view of this great engineering achievement may be obtained from the spurs which form the boundary line of the gully. The best view, however, is undoubtedly to be obtained from the bottom of the gully itself. The cost of this part of the railway was between £20,000 and £25,000 per mile. Visitors can go from Mount Victoria to the Zigzag by the goods train in the morning, and return again by the passenger train in the afternoon. They will be put down at the foot of the zigzag, if previous notice is given to the guards.

BOWENFELS.

This is another favourite resort of those in search of health or pleasure. It is about four miles from the Lithgow Zigzag. Between the station and the zigzag are the coal sidings and Mort's establishment for slaughtering and preserving meat. The station is about two miles from the township. At Bowenfels there is at present no hotel, but there are two good boarding-houses—Mrs. Binning's and Mrs. Lea's. The country round about presents many remarkable features. Near the township there is a steep chain of sandstone hills forming part of the Blue Mountain range, and which bear the not very euphonious name of Hassan's Walls. The views from the summits are very grand and extensive, and there are several cascades or waterfalls of extreme beauty. The country for many miles around, in the direction of Mudgee and Bathurst, may be traced like a vast and beautiful panorama. The river Cox, which is suitable for boating excursions, passes by the township, wending its way through some very picturesque scenery, until it joins the Wollondilly. Sometimes it is hemmed in by high precipitous hills, sometimes it flows through rich and fertile vales. The climate of the district is remarkably healthy and invigorating.

WALLERAWANG.

Twelve miles beyond Bowenfels is the Wallerawang Station, whence passengers take coach for Mudgee, distant 71 miles. Cobb's coaches run passengers through in about twelve or

thirteen hours. The country all along is extremely rugged and picturesque. Mudgee is a very important township, being situated in the centre of an extensive mining district.

BATHURST.

At present (October, 1874) the railway is completed only to within four miles of Bathurst, the city of the Plains, its terminus being a small village, Raglan. From Raglan, passengers are conveyed into Bathurst by omnibus. A few miles before reaching Raglan the altered appearance of the country is very striking. Instead of mountains of sandstone the eye looks upon a fine open champaign country, of about twelve miles square, the soil being exceedingly rich. The name "plains" suggests to the imagination a level piece of country. But this is not the characteristic of the Bathurst country. It is undulating, not to say hilly; and the designation of plains was derived from the fact of its being devoid of trees. The city is on the left or southern bank of the Macquarie River. The site was chosen by Governor Macquarie, on the 7th May, 1815, on account of its commanding a beautiful and extensive prospect for many miles around, in every direction. Within a few miles of the township gold and copper mines are being worked. The climate is thoroughly English in its character, snow and ice frequently appearing in the winter months. The city contains a population of about 5,000.

RICHMOND AND THE KURRAJONG.

These are very favourite places with visitors. The romantic little township of Richmond is reached by railway, being thirty-eight miles from Sydney. The Windsor and Richmond line branches off at Blacktown. Kurrajong is on the mountains, overlooking Richmond, and between these two places the coaches ply every day; the distance between them being eleven miles. The scenery is very extensive and grand. From some of the eastern heights a bird's eye view of the country, as far as the coast, may be obtained. The Vale of Avoca affords scenes of sublime magnificence, and the mountain, forest, and river views are extensive and beautiful.

THE SOUTHERN RAILWAY.

Although the scenery along the Southern Line is not of the same imposing character as that of the Western Railway, the country presents many remarkable and interesting features.

It is for the most part undulating, and occasionally diversified by hilly ranges. The soil is generally rich, and much of it has been taken up for farming purposes. The Southern Line branches off almost at right angles from the Parramatta Junction. The first place of importance which it passes through is Liverpool. Some remarks respecting this township will be found in the description of George's River. Twelve or thirteen miles beyond here is Campbelltown, which, like Penrith in the west, flourished, and flourished only, in the coaching days. The country hereabouts once furnished large quantities of wheat for Sydney and other markets. But the earth has been made to "yield her increase," without apparently any attempt having been made to replenish the soil; and it is now barren enough. It is from Campbelltown that tourists start for the Illawarra country, about which we shall have a word or two to say presently. Near the next station, Menangle, the railway crosses the Nepean by means of a fine tubular iron bridge. The rails are sixty-three feet above the level of the river. Between Menangle and Picton there is nothing very noteworthy to engage the attention. Any one desirous of a little horse exercise may spend a few days at the latter township very pleasantly. There is hotel accommodation to be had there. It is not far from the remarkable valley of Burratorang, in the vicinity of which there are some beautiful mountain scenes. The railway viaduct, near Picton, is a work of some importance. It is built in masonry set in cement, and consists of five openings of forty feet each. The arches are semi-circular. Its entire length is 276 feet, and its extreme height from foundations to rail level, 78 feet. The tunnel beyond this, which passes through the Redbank Range, is 198 yards long.

Mittagong, 2069 feet above the level of the sea, is the halfway station between Sydney and Goulburn, and is 77 miles from the former city, and 57 miles from the latter. The trains either way pass each other at this station every afternoon and night; and each remains 20 minutes for passengers to refresh themselves. The name of the township close by is Nattai, which is surrounded by a very interesting and important district. The climate is not so severely cold as that of the mountainous regions of the west, although the air is very dry and bracing. Near here, and also at Sutton Forest, nine miles further on, there are very good accommodation houses, which are favourite places of resort of those seeking

change of climate from Sydney. At Nattai there are several chalybeate springs, which only await a little enterprise to turn them to account for bathing purposes. About ten minutes walk from the station are the Fitzroy Iron Mines. The whole district abounds with iron and coal; and although the mines have not yet proved commercially successful, there is every reason to believe that ironmaking will here become one of the most important and successful industries in the colony. The works are now in the hands of an English company, who are at the present time (1874) making very extensive preparations for the production of large quantities of metal. The appliances for manufacturing the iron are very complete. The company's property consists of 2000 acres. And we would recommend every one who visits the district to apply to Mr. David Smith, the company's representative, for permission to visit the works. The scenery for many miles round is exceedingly fine, the vegetation in the ravines and valleys being of the most exuberant fertility. About a mile beyond Mittagong Station, the railway line passes through a tunnel which is cut through a spur of the Gibraltar Rock—commonly denominated the "Gib." The tunnel is 572 yards long, and is lined throughout with brickwork and masonry set in cement.

The country between Mittagong and Goulburn is rather unpicturesque as seen from the railway line. The city of Goulburn, 134 miles from Sydney, is one of the prettiest townships in the colony, and is the capital of a rich and important district. It occupies a site on the edge of extensive plains, of great fertility. At the present time rapid progress is being made with the extension of the main Southern Railway from Goulburn to Yass; and in two or three years it will have been carried as far as Wagga Wagga, by which a great part of the south of the colony will be tapped.

ILLAWARRA.

THE rich and beautiful district of Illawarra, a narrow strip of coast country, commencing a few miles south of Sydney, and flanked on the west by a range of high hills, the Illawarra Range, is easy of access from Sydney. Its luxuriant vegetation, springing from remarkably rich soil, has earned for this part of the colony the name of "The Garden of New South Wales." The most practicable and pleasantest route for the

tourist to take is *viâ* Campbelltown, which place is reached by railway. For the first few miles after leaving Campbelltown the country is rather interesting, most of it having been cleared and brought under cultivation. But on nearing Appin the scenery becomes barren enough—nothing but sandstone ranges and Eucalypti meeting the eye on every hand; unless it is in spring time, when the giant lilies, the largest and most gorgeous of Australian flowers, and the Waratahs, form a redeeming feature in the landscape. A few miles beyond Appin the scenery becomes wonderfully changed. Nowhere in the colony are the combinations of land and sea views more frequent or exquisitely beautiful; and no part of the colony possesses forests of trees so diversified or luxuriant; or flowering plants in such endless profusion. The distance from Campbelltown to Wollongong is thirty-six miles. The old road descended Mount Keira by a pass of break-neck steepness; but a few years ago the Government constructed a new road by Wonona, Bellambi, and Fairy Meadow. The road descends the coast range by the Bulli Pass, which (to quote from Mr. District Judge M'Farland's excellent description of Illawarra scenery) "curves along the mountain's brow, winds its way amid earth and rocks, precipitous cuttings and overhanging trees, shrubs, and plants, on the right; and upon the left, hundreds of feet below, are deep abysses of forests rolling from you to the sea, and each covered by innumerable trees, palms, myrtles, and vines, impenetrable bush, and quivering foliage, of endless variety, outline, and beauty; while the wailing and flashing of the sea can be seen and heard at many a point, as it frets against the beach, or stretches to the far horizon; and the north-eastern shores of Illawarra, its strands, and promontories, knolls and meadows, homes, and villages, sweep inwards, and complete the magic scene." The ranges, and gullies, and mountain farms, and the wild and savage grandeur of some of the scenery, especially that in the vicinity of the Shoalhaven River, offer great attractions to the tourist. Wollongong is a small town, but there is hotel accommodation, and on this account it is a good central place to put up at. On the coast, within a few miles north of Wollongong, are three or four collieries. The coal is procured from adits driven into the sides of the hills, a considerable distance above the level of the sea; and these adits are connected with jetties on the coast by tramways, down which the wagons run by gravitation.

There is a road from Sydney to the Bulli Pass (and thence to Wollongong) which is in fair condition for horsemen, and which passes by Newtown, Cook's River, and near Sans Souci, on the George's River. The latter stream has to be crossed by a punt from Tom Ugly's Point. But as we have said, the pleasantest route is *viâ* Campbelltown. The day coach leaves that township for Wollongong on the arrival of the train from Sydney in the morning, on Tuesdays and Fridays. It leaves Wollongong, on the return journey every Wednesday and Saturday, arriving in Campbelltown in time for the up-train to Sydney in the evening. The night coach leaves for Wollongong every night, immediately after the arrival of the train from Sydney; and a return coach leaves Wollongong every night. A coach also leaves that place every morning for Kiama at 2.30 o'clock. We may here remark that a coach leaves Campbelltown for Camden, the centre and capital of a rich agricultural district, and returns, twice a day, the distance being about six miles. Steamers ply regularly between Port Jackson and Wollongong; and also Kiama, another coast township of some importance, and the centre of a fine agricultural district.

THE HUNTER DISTRICT.

No one can be said to have seen much of the colony who has not visited the Hunter River district. No part of New South Wales has had riches lavished upon it by nature in so bountiful a degree as this. From the rich alluvial soil, which is occasionally sixteen or eighteen feet deep, the finest crops of grain are produced; the choicest of wines are yielded from the extensive vineyards; and the climate is also genial to the growth of cotton, tobaccos, &c.; whilst beneath the earth's surface are coal seams of almost unlimited extent. The district is adapted in every way for the carrying on of every industry.

The railway extends in a northerly direction from Newcastle to Murrurundi, a distance of 120 miles, passing through several important townships on its way—such as Maitland and Singleton. Newcastle is 75 miles from Sydney, and is reached by steamer. There is daily communication between the two cities.

In maritime importance, Newcastle ranks next to Sydney. It is an episcopal see, and contains a population of about 8,000. For many years past, the raising and exportation of

coal has been carried on at an increasing ratio. It may interest some to know that, as early in the colony's history as 1801, Captain Grant carried away a cargo of coals in the *Anna Josepha* to the Cape of Good Hope, where they realised £6 per ton. The quality of the coals produced at Newcastle are very superior. The chief markets are Melbourne, New Zealand, the United States, South Australia, India, and China. As a shipping port, the harbour has many drawbacks; but large sums of money have been expended by the Government in the construction of breakwaters, and in effecting other improvements. The harbour is always well filled with ships of the largest tonnage. In 1872, 858,716 tons of coal, of the value of £340,973 were raised in the Newcastle district alone; and to show the extent to which the coal trade may be developed at this one port, we may quote from the report of the Government Examiner of Coal-fields: — "The Australian Agricultural Company, Wallsend, Lambton, Waratah, New Lambton, and Co-operative, are all working the same seam of coal, which varies from 9 to 12 feet in thickness. It exists under the town and harbour of Newcastle; and if we take an area of 61,000 acres, bounded on the west by a line 10 miles west of Newcastle, and on the south by a line 10 miles south of Newcastle, and suppose it to average 8 feet of workable coal throughout this area, we have, at a very moderate estimate, 512,000,000 tons of coal procurable from one of the seams of coal in the immediate neighbourhood of Newcastle, which, at a little over the present rate of working (1,000,000 tons per annum), would last about 512 years." Several other collieries are being worked in the Hunter district. For miles around Newcastle, the country is reticulated with railways, which have their termini close to the wharves. The coal is either shot into the ships' holds from shoots, or by means of cranes, which lift up the bodies of the railway waggons, and swing them over the ships' hatchways, and the coal is dropped through a false bottom. There is a patent slip in the harbour capable of taking up vessels of a thousand tons register. In the city there is a foundry, possessing appliances for casting and heavy work. There are several tin and copper smelting works in the neighbourhood. The largest are at Waratah, where there are five-and-twenty furnaces. The copper ore operated upon is brought from South Australia.

The Hunter River is navigable as far as Morpeth, about 24 miles from Newcastle. The Sydney boats make Morpeth a terminus, calling at Newcastle on their way up and down. There is also a branch railway from East Maitland to Morpeth.

West Maitland is a very business-like township, and contains some fine buildings. But it is subject to floods occasionally, which often cause great destruction of property. Singleton, thirty miles further on by rail, is the local capital of Patrick's Plains, and is the centre of a very rich and extensive agricultural district. The town is very pleasantly situated, and is considered one of the prettiest townships in the north. There are good hotels at both places.

THE FISH RIVER CAVES.

WE have now to introduce our tourist friends to scenes other than those which pertain merely to landscape—namely, the limestone caves of the Fish River, in the neighbourhood of Bathurst. The sight is really magnificent, and is worth all the time the journey will occupy and the trouble it will involve. The caves with their stalactitic and stalagmitic formations are so numerous and of such gigantic dimensions that two or three days are required to see them with any degree of satisfaction. One, for instance, is estimated to be five hundred feet high and of proportionate length. The fantastic forms which have been assumed by the limestone formations are infinite in their variety, and singular in their groupings. Every hall possesses particular embellishments of its own—one presenting the appearance of a menagerie of wild animals; another apparently hung with flitches of bacon and icicle-like pendants. In others the stalagmites and stalactites are wrought into shapes of exquisite beauty, and possess great brilliancy of lustre. When lighted with the magnesium wire, the most gorgeous spectacles are produced. Some of the halls are seen to be filled with the most delicate looking sprays, all reflecting back the light, and their own and one another's brilliancies with wondrous splendour, the caves sparkling as if bejewelled with thousands of sapphires and rubies. In the "new" cave, as it is called, the scene revealed by the wire is of surpassing loveliness—the appearance of a heavy fall of snow being produced; the rocks in the rear presenting to the imagination a black frowning sky. Occasionally a sparkling waterfall heightens the effect of the scene.

The caves are in charge of Mr. Jeremiah Wilson, who receives a small remuneration from the Government. It was found desirable to place them under control, as visitors often committed ruthless destruction. He acts as guide, and provides the magnesium and other lights. The Government has had constructed a number of wire ladders for the convenience of visitors in ascending or descending some of the caves. To visit the caves comfortably the best way to proceed is for a number of friends to form themselves into a party. Previous notice of the visit must be given to Mr. Wilson, by letter. The party will have to provide their own blankets and camping equipments (the camp consisting of a boarded floor in one of the caves). They may either take their own provisions, or procure them from Mr. Wilson. The nearest point on the railway is the Tarana Station, about twenty-three miles beyond Bowenfels. Tarana is thirty-five miles from the caves. If requested, Mr. Wilson will meet a party at either of these stations with horses or a waggonette. For obvious reasons we refrain from attempting to direct visitors by the road. Strangers to the district, who wish to go without a guide, will probably find it better to start from Bathurst, where they will be able to obtain directions from the police or any hotelkeeper.



Corrections.—Under the heading “Publications,” p. 82, we inadvertently omitted to mention the *Evening Post*, which is published in the city, three times a week, for one penny, by Messrs. Hyde and Moore. Since the 74th page was printed, arrangements have been made for transforming “Greville’s Commercial Rooms” into a commodious well appointed café. On page 18, the word commencing the 19th line should be “eight,” not “twenty.”

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SATURDAYS, *10 p.m.

SATURDAYS:

From SYDNEY—7, 9, 11 a.m. ; 1.15, 3.5, 6.15, *9, 11 p.m.

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* These Trips are to and from Tarban Creek.

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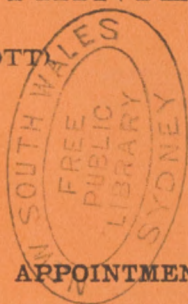
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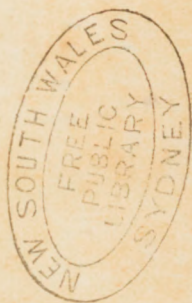


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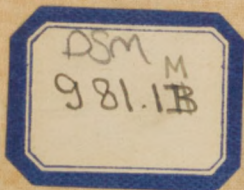




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