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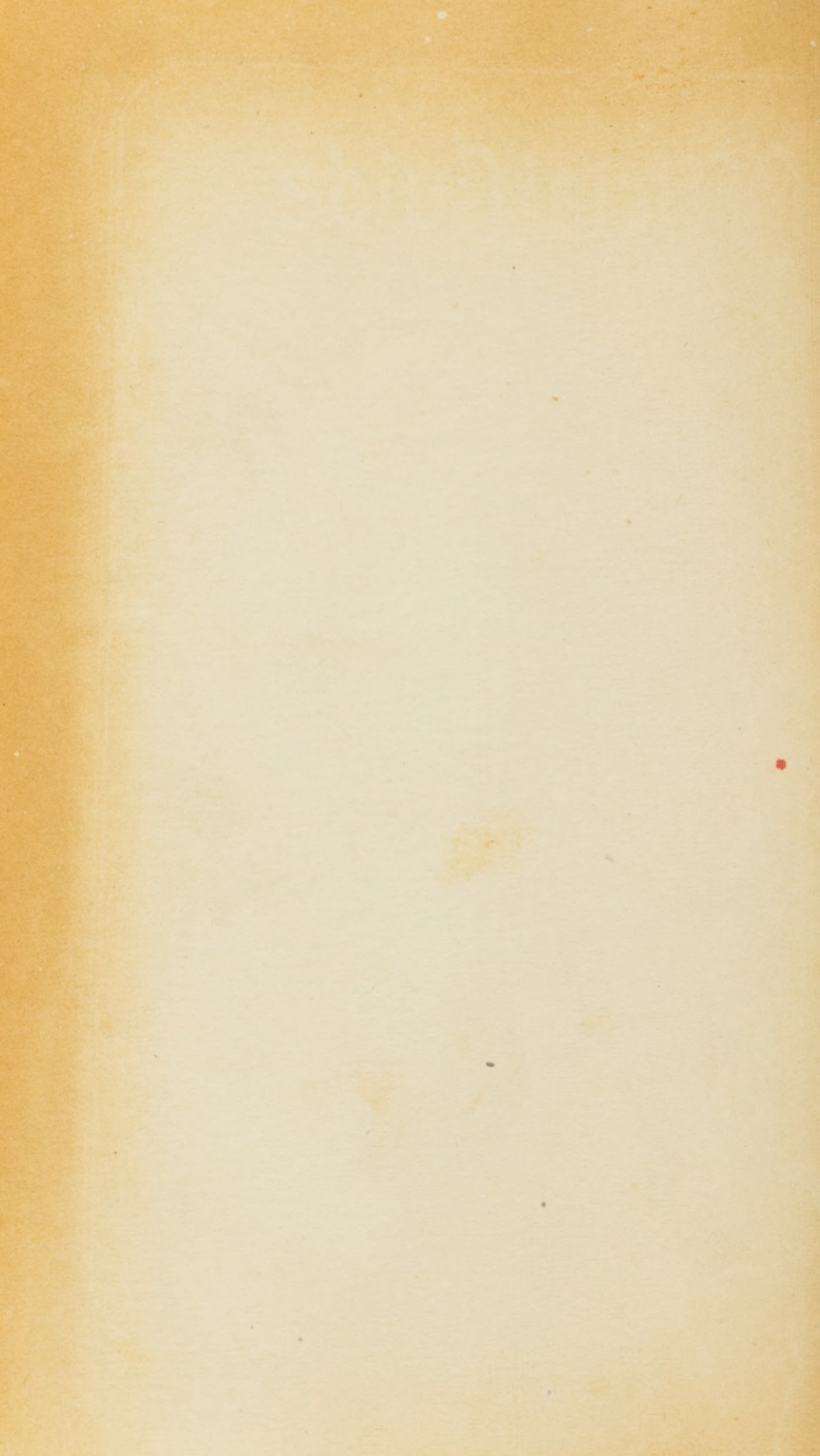


David Scott Mitchell.









# Official Guide



# to Launceston and Northern Tasmania

COMPILED  
AND PRESENTED (GRATIS) BY  
THE NORTHERN TASMANIA  
TOURIST ASSOCIATION.

*L.S. BRUCE (Secretary)*

"EXAMINER" ENGR'S

[1907? Dec 179]

# DEMPSTERS

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THE NOTED HOUSE  
—FOR REQUISITES—

Suitable for **TOURISTS**

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AND THE

**Travelling Public.**

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TRAVELLING RUGS.

LINEN DUST RUGS.

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A Choice Collection of

**BLACK OPOSSUM RUGS,**

A Splendid Tasmanian Souvenir.

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BAGS, SUIT CASES, HAT BOXES, TRUNKS,  
HOLDALLS, SOILED LINEN BAGS, GENTS' CAPS.

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Nettleton's Famous American

**"TOURINE" BOOTS.**

A Very High-class Walking Boot for Gentlemen.

"VERY COMFORTABLE."

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GENTLEMEN'S

DRESSING GOWNS AND BATH GOWNS.

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THE  
BEEHIVE,

**LAUNCESTON**

# TASMANIA

SCALE 16 MILES TO AN INCH

DISTANCES BETWEEN TOWNS TAKEN FROM  
POSTAL GUIDE MAP

## BASS STRAIT

## BANK'S STRAIT



145

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Map compiled by John Paul Government Printer Hobart Tasmania



## POSTAL RATES.



The Postage for this Guide is  
as follows :

IN TASMANIA - - - ONE PENNY  
INTERSTATE - - - TWO PENCE  
NEW ZEALAND - - TWO PENCE  
BRITISH & FOREIGN - THREE PENCE



Northern Tasmanian Tourist Bureau—  
PUBLIC BUILDINGS,  
ST. JOHN STREET, LAUNCESTON.



TELEPHONE 315.

[1907? See p 79]



# Northern Tasmania Tourists' Association

LAUNCESTON

(Working under the Authority and Control  
of the Tasmanian Government).



**PATRON :**

HIS EXCELLENCY THE GOVERNOR (SIR GERALD STRICKLAND)

**PRESIDENT :**

HIS WORSHIP THE MAYOR OF LAUNCESTON FOR THE  
TIME BEING.

**VICE-PRESIDENTS :**

THE HON. HENRY DOBSON AND THE  
MEMBERS OF THE LEGISLATIVE COUNCIL AND HOUSE OF  
ASSEMBLY FOR THE NORTHERN ELECTORAL DISTRICT.

**EXECUTIVE COMMITTEE :**

THE PRESIDENT	MR. W. PERRIN ( <i>Auditor</i> )
MR. F. STYANT-BROWNE	„ HENRY RITCHIE
„ L. P. COLLINS	„ R. J. SADLER, M.H.A.
„ A. T. CRUIKSHANK	„ R. SLATER
„ A. E. EVERSHED	„ H. R. SMITH
„ J. C. FERGUSON	„ J. T. SMITH
„ A. L. GREEN	„ F. D. P. MURRAY
„ C. H. HARRISON	„ J. SPARROW
„ F. HOLMES	„ R. PERRIN
„ E. M. LAW	„ W. R. ROLPH <i>and</i>
	HON. P. MCCRACKAN, M.L.C.

MR. E. WHITFIELD (**Hon. Treasurer**).

**SECRETARY :**

MR. L. S. BRUCE.

**TOURIST BUREAU, PUBLIC BUILDINGS :**

ST. JOHN STREET, LAUNCESTON.



Telephone,  
3 5.

COOK'S AGENCY  
IMMIGRATION BUREAU  
LABOR BUREAU

} L. S. BRUCE,  
Secretary.

# MOTORISTS!

---

PHONE 477

## The Tasmanian Motor Garage

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IS A GARAGE!

IS FIREPROOF!

IS UP-TO-DATE!

HAS Ladies' Room with Female Attendant!

IS 60 Seconds' Walk from Leading Hotels!

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C. E. HALL, Prop., 108-110 George St., Launceston.

# Principal Northern Towns.



THEIR POPULATION AND DISTANCE  
FROM LAUNCESTON.

		Population.
ALBERTON . . . . .	70 miles.. . . .	183
AVOCA . . . . .	52 miles.. . . .	183
BEACONSFIELD . . . .	28 miles.. . . .	2658
BICHENO . . . . .	100 miles.. . . .	100
BISHOPSBOURNE . . . .	22 miles.. . . .	191
BRACKNELL . . . . .	21 miles.. . . .	160
BRANXHOLM . . . . .	59 miles.. . . .	145
BREADALBANE . . . . .	7½ miles . . . . .	120
BURNIE . . . . .	91 miles.. . . .	1548
CAMPBELL TOWN . . . .	40 miles.. . . .	735
CARRICK . . . . .	10 miles.. . . .	224
CHUDLEIGH . . . . .	56½ miles.. . . .	162
CRESSY . . . . .	21 miles.. . . .	291
DELORAINÉ.. . . .	30 miles.. . . .	949
DERBY . . . . .	61 miles.. . . .	587
DEVONPORT . . . . .	70 miles.. . . .	2773
EVANDALE . . . . .	13 miles.. . . .	617
FINGAL.. . . .	70 miles.. . . .	372
GEORGE TOWN . . . . .	37 miles.. . . .	163
GLADSTONE.. . . .	85 miles.. . . .	163
HAGLEY . . . . .	17 miles.. . . .	77
LATROBE . . . . .	57 miles.. . . .	1360
LEFROY . . . . .	27 miles.. . . .	709
LONGFORD . . . . .	14 miles.. . . .	1223
MANGANA . . . . .	91 miles.. . . .	243
MATHINNA . . . . .	84 miles.. . . .	815
MOORINA.. . . .	70 miles.. . . .	350
PENGUIN . . . . .	81 miles.. . . .	540
PERTH.. . . .	11 miles.. . . .	442
RINGAROOMA.. . . .	49 miles.. . . .	230
ST. HELEN'S.. . . .	120 miles.. . . .	410
ST. LEONARDS.. . . .	4 miles.. . . .	265
ST. MARY'S . . . . .	80 miles.. . . .	281
SCOTTSDALE . . . . .	39 miles.. . . .	236
SHEFFIELD . . . . .	74 miles.. . . .	446
STANLEY . . . . .	156¾ miles.. . . .	484
ULVERSTONE . . . . .	82 miles.. . . .	1164
WARATAH . . . . .	138 miles.. . . .	650
WESTBURY . . . . .	20 miles.. . . .	1027
WYNYARD . . . . .	104 miles.. . . .	562

# VISITORS

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WILL DO WELL  
TO CALL AT



## ALLEN AND SLATER

Ironmongers,

LAUNCESTON,

Who supply all Information re Angling and Sporting in  
Tasmania gratis.

FISHING TACKLE AND SPORTING GOODS A SPECIALITY.

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## POWELL'S FAMILY HOTEL,

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Opposite  
Court  
House



Patterson St.

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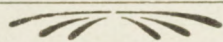
THE very best Accommodation provided for Visitors,  
Tourists, and Travellers. Best Brands of LIQUORS  
only kept.

STABLING.—The Stabling attached to the Hotel is second  
to none in the City, and is in charge of an experienced  
and well-known Manager.

*All Charges Moderate.*

DAVID POWELL,  
*Proprietor.*

# Northern Tasmanian Tourists' Association.



LAUNCESTON being practically the front door to Tasmania, it is the object of this Association to do all in its power to extend to Tourists a hearty welcome on entering the State.

TO SUPPLY THEM with reliable information, and in every way practicable to attend to their wants.

WITH THIS OBJECT IN VIEW a Tourists' Bureau has been established in a room allotted to the Association by the Government in the Public Buildings, St. John-street.

ITS WALLS are decorated with numerous photos. of Northern Tasmania's Beauty Spots.

THE DAILY AND WEEKLY PAPERS, as well as Directories, Timetables, and Books of Views are provided for the use of the Tourist.

WRITING MATERIAL and Guide Books are supplied free of charge.

LETTER CARDS ON SALE.

Bureau open to Tourists from 9.15 a.m. to 5 p.m.

All Communications, addressed to the Secretary, will receive prompt attention.

# GOSS

SOLE AGENCY FOR

# HERALDIC

# CHINA

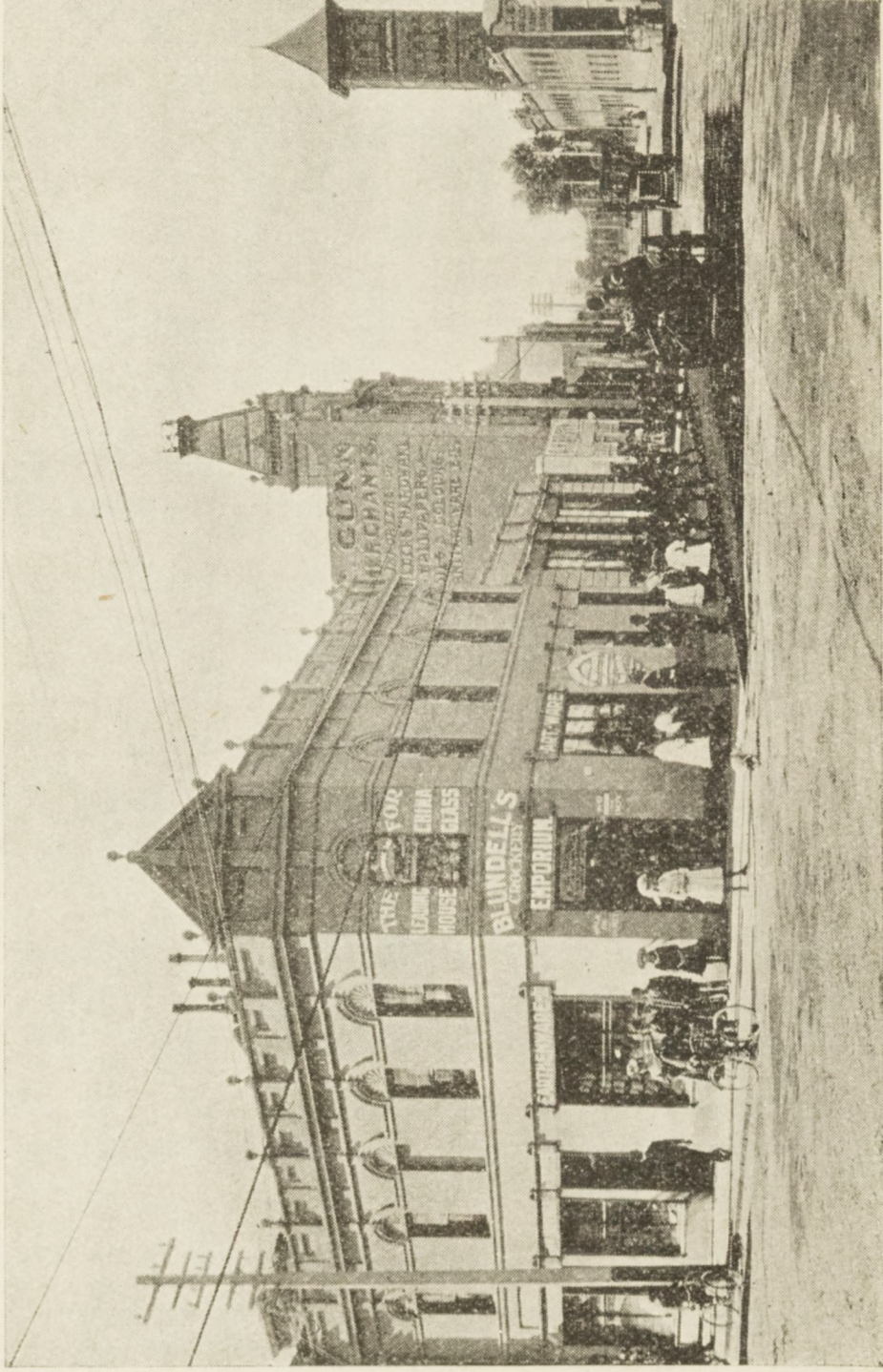


Arms of  
Common-  
wealth,  
Launceston,  
Hobart and  
Tasmania.

6



Inspection  
Invited.



Local Views  
on English  
China.



ADDRESS—

Brisbane  
and  
George  
Streets.

# BLUNDELL'S EMPORIUM.

HOBART AGENT: J. W. BEATTIE,  
52 ELIZABETH STREET.

# Cook's Agency.

The Association, on behalf of the Tasmanian Government, act as agent for Messrs. Thos. Cook and Son, the world-famed tourist agents, and all particulars relating to this business may be obtained at the Bureau. On the other hand, Messrs. Thos. Cook and Son are the official tourist agents of this State for the Tasmanian Government throughout the Commonwealth.

## IMMIGRATION BUREAU.

This Bureau is under the same secretaryship as the Tourist Association, and all work for the Launceston Branch is conducted at the Immigration and Tourist Bureau. A concise and very useful pamphlet has been issued, and can be obtained free on application. This branch is also subsidised by the Government.

## LABOUR BUREAU.

A Government Labour Bureau is also established at the same office, and is chiefly availed of during the winter months.

## TOURIST DRIVES.

Are a special feature of the Association's work, and these excursions provide a pleasant and cheap way of seeing Launceston's adjacent beauty spots. The drives leave the Tourist Bureau (where tickets are obtained and full information given) daily at 10 a.m. and 2.30 p.m.

Full lists of these excursions appear elsewhere.

## City of Launceston.

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The means of communication between the mainland of Australia and Tasmania are excellent, the turbine steamer Loongana making tri-weekly trips, and accomplishing the voyage from Queenscliff to Tamar Heads in 11 hours. The shortness of this sea trip naturally commends itself to all those who dislike travelling by water. From Tamar Heads to the port is about 40 miles' steaming up the grandest river in the Commonwealth. There is no other in Australasia navigable by steamers of 4000 tons burthen for such a distance. The panoramic river scenery is much admired even by the most captious critic. From within a few miles an excellent view is obtained of Launceston, which, built at the confluence of the Esk rivers, snugly nestles in a picturesque valley, amid noble surroundings. No fair idea of the size of the city can, however, be formed from the water. The background is made up of high ranges of mountains, conspicuous amongst which are Ben Lomond, Mount Arthur, and Mount Barrow. The city is reached after three hours' steaming from Low Head. On arrival at the wharf, cabs will be found in waiting to convey visitors at moderate charges to any of its well-appointed hotels.

The Commercial Capital of Tasmania, as Launceston is justly termed, is the centre of superior agricultural and mineral resources, and most of the people are immersed in business pursuits of one kind or another. This application to commerce is perhaps responsible for the residents hitherto calmly treating with indifference the many thousands of visitors who rush through the city in search of enjoyment amongst the more widely known beauty spots of the South. Withal, the people—engaged as they are in trade and commercial pursuits, in mining, and in the culture of other industries—are hospitable, kindly, and courteous, and always ready and willing to take a stranger by the hand. No one who lingers among the Northern people should regret the time, but, au contraire, carry

away many pleasant recollections of his stay. Being the centre of the railway system, and on the direct line to Melbourne, Launceston is pre-eminently the headquarters of the tourist who wishes to see Tasmania. There is every facility to induce him to visit the Lake Country, North-Eastern and North-Western Districts, all of which abound in every description of scenery that could charm the eye. There is also regular steam communication to the West Coast, in addition to the railway.

**THE STREETS.**—As regards the central portion of the City of Launceston, the streets are all laid out so nearly at right angles that the visitor will find little or no difficulty in ascertaining his way about. The names, too, are distinctly posted on tablets at the principal corners, another decided assistance to the tourist. It is no exaggeration to say that Launceston is the best lighted and best watered city in the Commonwealth. A constant flow of water alongside its principal streets during the summer months removes much of the dust and cools the atmosphere.

#### CHURCHES.

Church of England: St. John's, St. John-street; St. Aidan's, Abbott-street; Trinity, Cameron-street; St. Paul's, Cleveland-street; St. George's, Invermay; St. Oswald's, Trevallyn.

Presbyterian: St. Andrew's, St. John-street; Chalmers, Frederick-street.

Roman Catholic: Church of the Apostles, Margaret-street; St. Finn Barr's, Inveresk.

Methodist: Patterson-street; Margaret-street; Hampden; Young Town; Invermay; Lawrence Vale.

Congregational: Memorial, Tamar-street; Christ Church, Frederick-street.

Baptist: Cimitiere-street; York-street.

Reed Memorial Church, Wellington-street.

Christian Brethren: Masonic Hall.

Church of Christ: Temperance Hall.

City Mission Hall: Market Square.

Salvation Army Barracks: York-street.

Catholic Apostolic Church: Margaret-street.

Christadelphians: Albert Hall, Tamar-street.

Theosophical Society: 64A Tamar-street.

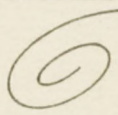
TASMANIA'S LEADING HOTEL.

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# Launceston Hotel,

---

 Brisbane Street, Launceston.

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Now recognised as one of the finest and best equipped hotels in the State. Additions made for the coming season include magnificent Dining Hall (capable of seating 120 visitors), Roof Garden, latest modern Servery, Kitchen, etc. Hot and Cold Water Baths, Electric Light throughout. Telephone No. 58.

TERMS: 10/- per day.

MRS. A. J. HUSTON Proprietress.

# LAUNCESTON.

## What Can I See?

ALBERT HALL	VICTORIA BATHS
BOWLING GREEN (Depot)	BISCHOFF SMELTING WORKS
BOWLING GREEN (Elphin-road)	RUSSEN'S BISCUIT FACTORY
CRICKET GROUND	VICTORIA HOSPITAL
ART GALLERY	GENERAL HOSPITAL
PUBLIC LIBRARY	THE WILLOWS
TOWN HALL	THE POTTERIES
PRINCE'S SQUARE	THE COOL STORAGE
CITY PARK	FIRE-BELL TOWER
VICTORIA SQUARE	SAILORS' HALL
MECHANICS' INSTITUTE	MUSEUM

## Pleasant Walks.

PUNCH BOWL	ZIG-ZAG PATH
HOBBLER'S BRIDGE	TREVALLYN
DISTILLERY CREEK	SALMON PONDS
CLIFF GROUNDS	GOLF LINKS
POWER STATION (via Gorge)	RAVENSWOOD
WAVERLEY WOOLLEN MILLS	ST. LEONARDS
	THIRD BASIN
	NEWNHAM

All Information to be obtained at  
TOURIST'S BUREAU, ST. JOHN-STREET.

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## DIRECTORY.

ALBERT HALL.—Tamar-street.  
ART GALLERY.—Wellington-street.  
ACADEMY OF MUSIC.—George-street.

# JAMES BARCLAY

---

CORNER OF BRISBANE AND  
ST. JOHN STREETS, LAUNCESTON,

Wholesale and Retail  
IRONMONGER



FISHING TACKLE, in Best Qualities,  
A SPECIALITY.

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TOURISTS CAN OBTAIN TRAVELLING  
NECESSARIES, SUCH AS

GLADSTONE  
BAGS,  
METHYLATED  
SPIRITS,  
etc., etc.

RUG STRAPS,  
SPIRIT STOVES,  
GRIPS,  
LUGGAGE  
LABELS.

---

Pocket Cutlery a Speciality,

ALSO

Silverware for Presentation.

ALL PRICES MODERATE.

DIRECTORY.—Continued.

- BANK OF AUSTRALASIA.—St. John-street.  
BATHS (VICTORIA).—Patterson-street.  
BENEVOLENT ASYLUM.—Patterson-street.  
BOWLING GREEN.—Depot Grounds.  
BOWLING GREEN.—Elphin-road.  
CLIFF GROUNDS.—Patterson-street.  
CITY PARK.—Cameron-street.  
CRICKET GROUND.—Elphin-road.  
COMMERCIAL BANK.—Patterson-street.  
CUSTOM HOUSE.—Wharf Esplanade.  
“DAILY TELEGRAPH” OFFICE. — Patter-  
son-street.  
“EXAMINER” OFFICE.—Patterson-street.  
GENERAL HOSPITAL.—Charles-street.  
HOMOEOPATHIC HOSPITAL.—St. John-  
street.  
KING’S BRIDGE.—Patterson-street.  
MECHANICS’ INSTITUTE. — Cameron-street.  
PUBLIC LIBRARY.—Cameron-street.  
MUSEUM.—Wellington-street.  
LAUNCESTON CLUB.—Brisbane-street.  
NORTHERN CLUB.—Cameron-street.  
NATIONAL BANK.—St. John-street.  
POST AND TELEGRAPH OFFICE.—Came-  
ron-street.  
PRINCE’S SQUARE.—St. John-street.  
PUBLIC BUILDINGS.—St. John-street.  
RACECOURSE.—Mowbray.  
RAILWAY STATION. — Across Victoria  
Bridge.  
TENNIS COURTS.—Depot and Elphin-road.  
TOWN HALL.—St. John-street.  
TOURISTS’ BUREAU. — PUBLIC BUILD-  
INGS.  
RIFLE RANGE.—Via Elphin-road.  
UNION BANK.—St. John-street.  
UNION STEAMSHIP COMPANY. — Lower  
George-street.  
HUDDART, PARKER AND CO.—Cimitiere-  
street.  
VICTORIA HOSPITAL.—St. John-street.  
VICTORIA SQUARE.—York-street.  
WOOLGROWERS’.—Cimitiere-street.  
VICTORIA BRIDGE.—Tamar-street.  
SAVINGS BANK.—St. John-street.

# F. Styant-Browne & Co.

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TELEPHONE 101.

Homœopathic and  
Pharmaceutical Chemists,

AND IMPORTERS OF ALL KINDS OF PHOTOGRAPHIC  
APPARATUS, MATERIALS AND CHEMICALS.

*Prescriptions Dispensed.*

BRUSHWARE, TOILET ARTICLES, PERFUMERY.

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Depot for all the standard brands of Dry Plates, Printing Papers, etc.  
Agents for KODAK ROLL FILMS, ETC. A Dark Room  
for changing at disposal of Customers.

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The Pharmacy, 112 Brisbane Street,  
Launceston.

Try Styant-Browne's Almond and Cucumber Cream  
for Sunburn, Rough Skin, etc., is.

---

Trelawney 109 Cameron St. West,  
Launceston.

↓  
Boarders & Visitors.

SUPERIOR ACCOMMODATION.

LARGE ROOMS.

SPLENDID POSITION.

HOT AND COLD BATHS.

GOOD VIEW.

ELECTRIC LIGHT.



Terms:

£1 5s. to £1 10s.

E. JENKINS.


# Launceston

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## Northern Tasmania

### Tourists' Association.

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#### DAILY DRIVES.

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##### TIME TABLE AND FARES.

**L**EAVING Tourists' Room, St. John Street, Sundays included, for the following places (except Longford at 2 p.m.) punctually at 10 a.m. and 2.30 p.m. Return to the City between 1 and 6 p.m.

CORRA LINN—Round Trip, *via* Hobbler's Bridge, and back by Oposum Road. Ticket, 2s 6d.

ELECTRIC POWER STATION (permits issued at Town Hall and Tourists' Room. Ticket, 1s. 6d.

PERTH—Round trip, *via* Evanlale and bank of South Esk. Return by Longford Road. Ticket, 3s.

LONGFORD Leaves 2 p.m. Round Trip, 28 miles *via* Perth. Return by the Muddy Plains Road. Ticket 4s.

RAVENSWOOD—Round trip *via* Mowbray, and back *via* Distillery Creek and Newstead. Ticket, 1s 6d.

CARRICK—*Via* Hadspen, crossing the South Esk at Hadspen Bridge. Ticket, 3s.

DILSTON—A pretty drive along the eastern bank of the River Tamar for a distance of nine miles. Ticket, 2s 6d.

ROSEVEARS—A delightful drive of thirteen miles to a pretty spot on the west bank of the Tamar. Ticket, 3s.

TREVALLYN—Round drive, over King's Bridge, through the Suburb *via* Top Road, back by Lower. Very pretty drive. Ticket, 1s. 6d.

HILLSIDE CRESCENT—*Via* Red Lane, round Cataract Hill return *via* Bourke and Patterson-streets. Ticket 1s. 6d,

About one hour allowed at each place.

Ticket obtainable at Tourists' Room St. John Street, Open from 9 a.m. to 5 p.m.; 7.30 to 9 p.m. Sundays. 1.30 to 2.30 p.m.

Money returned if Tickets not used.

The Tourist Association does not hold itself responsible for accidents to excursionists.

# "PARK VIEW" BRISBANE ROAD, LAUNCESTON

Mrs. COLLINS,  
PROPRIETRESS.

HOT AND COLD BATHS.  
BILLIARDS, DARK ROOM, ETC.  
THE CUISINE A SPECIALTY.



A Delightful  
Residence,  
charmingly  
situated,  
commanding the  
Finest View in  
the City, and  
near both rail  
and steamers.

"PARK VIEW"  
has been  
Renovated and  
Refurnished  
throughout, and  
affords every  
Comfort and  
Convenience.

The Spacious Balconies of "PARK VIEW" afford a Magnificent View  
of the River for miles. The Rooms are Large and well Ventilated.  
Sanitation Perfect. Electric Light throughout.

TERMS: FROM 6s 6d. PER DAY.

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IF YOU REQUIRE

Pictorial Post Cards,  
Views and Albums of  
Tasmanian Scenery

---

LATEST MAGAZINES,  
NEWSPAPERS,  
SIXPENNY and COLONIAL EDITIONS.


GO TO

A. W. Mayhead,  
BRISBANE STREET.

*Next to Launceston Hotel.*

# All Day Picnic Drives.

---



1. To Longford Bridge, out through Perth and back by Pateena. Minimum passengers five, 5s. each.
2. To Woolmers Bridge, via Perth, through Rhodes, and return via Pateena. Minimum passengers five, 6s. each.
3. To Perth Bridge, via Evandale Junction and Old Mill, and return by Breadalbane. Minimum passengers four, 5s. each.
4. To Hadspen, returning via Illawarra and Pateena. Minimum passengers five, 4s. 6d. each.
5. To Rosevears. Minimum passengers six, 4s. each.
6. To St. Patrick's River. Minimum passengers, six, 6s. 6d. each.

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NOTICE.—These drives will not take place during Christmas and New Year weeks, Race and Regatta Days. Days will be allotted for these drives, and special arrangements must be made beforehand.

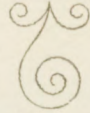
Full particulars, to be obtained at the Tourist Bureau,

PUBLIC BUILDINGS, ST. JOHN-STREET.

IF VISITING

# HOBART

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The Capital of the State,

DO NOT FAIL  
TO CALL AT THE

## Tourist

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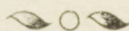
## Bureau

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OPPOSITE G.P.O.

Where all information concerning Trips  
is furnished gratis.



Pamphlets forwarded (FREE) on application to the  
Secretary, Tasmanian Tourist Association, Hobart.

# HISTORICAL NOTES.



- 1642. November 24th, Tasmania discovered.
- 1804. November 11th, British flag hoisted at George Town.
- 1806. March, Launceston founded.
- 1820. First hotel opened (Black Swan, G. Burgess).
- 1822. Launceston Hotel built.
- 1824. Launceston officially proclaimed a township.
- 1824. Cornwall Hotel built.
- 1824. First race meeting held at Launceston.
- 1825. St. John's Church erected.
- 1828. First bank in Launceston opened (Cornwall).
- 1834. First steamboat came up the Tamar.
- 1834. Benevolent Society established.
- 1839. First regatta on River Tamar.
- 1842. Dr. Nixon first Bishop of Tasmania.
- 1843. Launceston Cricket Club formed.
- 1846. Launceston Grammar School opened.
- 1849. Chamber of Commerce formed.
- 1851. First intercolonial cricket match.
- 1851. Electoral Act framed (first election).
- 1851. Discovery of gold in N.S.W. and Victoria.
- 1852. Launceston proclaimed a municipality.
- 1853. January 1st, first election of aldermen (W. S. Button, Mayor).
- 1856. First election House of Assembly and Legislative Council.  
Ballot first used in Tasmania.
- 1857. Launceston supplied with water from St. Patrick's River.  
York-street cut down to present level round hill.  
Corner stone Mechanics' Institute laid.
- 1858. Fountain in Prince's Square erected.  
Gas Company formed.
- 1859. Public buildings St. John-street erected.
- 1860. First volunteer rifle corps established.

By Appointment to  
His Excellency



the Governor,  
Viscount Gormanston,  
G.C.M.G.

# Hatton & Laws

(F. HOLMES, PROPRIETOR.)

*PHARMACEUTICAL CHEMISTS  
AND OPTICIANS*

*(WHOLESALE AND RETAIL).*

CORNER OF ST. JOHN & BRISBANE STS.  
AND  
CORNER OF CHARLES & BRISBANE STS.  
LAUNCESTON.

Direct Importers of all kinds of Photographic Goods and  
Materials, High-Class Drugs, Perfumery, Druggists'  
Ware, Tourists' Requisites, Field Glasses, and  
Spectacles.

Use of Dark Room Free of Charge.

---

## MOTORING!

Lovely Tasmania and

How to Enjoy It!

MOTOR ROUND THE GARDEN ISLAND.  
TOURS ARRANGED.

LUXURIOUS CARS. CERTIFICATED CHAUFFEURS.

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FOR TERMS APPLY

Apthorpe's Garage, 82 GEORGE ST.  
LAUNCESTON

## HISTORICAL NOTES—Continued.

1863. South Esk suspension bridge erected.
1864. Town Hall erected.
1868. H.R.H. Duke of Edinburgh visited Tasmania.
1869. Last male aboriginal died.
1871. February 10th, Launceston and Western Railway opened.  
Tasmanian Turf Club established.
1873. Mt. Bischoff Tin Mine Co. formed.
1874. Waverley Woollen Mills established.
1875. Main line to Hobart opened.  
Girls' Industrial School established.  
Last aboriginal died, "Truganini."
1877. Tasmania Gold Mine discovered.
1882. Pillar letter boxes placed about town.
1884. Emu Bay railway opened.
1886. Wesleyan Ladies' College opened.  
Present Post and Telegraph offices erected.
1887. Victoria Museum and Art Gallery, corner stone laid.
1888. Technical school started.  
October 16th. Launceston constituted a city.
1889. Scottsdale railway opened.
1890. Albert Hall erected.  
Cataract Cliff grounds started.  
Tasmanian University established.  
Main line taken over by Government.
1891. Mount Lyell Copper Mine started.  
Intercolonial Exhibition opened in Launceston.
1895. City first lit with electricity.
1897. Victoria Baths erected.  
Queen Victoria Hospital established.
1898. Northern Tasmanian Tourists' Association formed.
1899. Citizens declared in favour of federation.
1908. Post Office Tower altered for clock and chimes.  
Mechanics' Institute remodelled.



# The Metropole, Brisbane St., Launceston.

W. HUNT, PROPRIETOR.

*For 28 years Chief Steward of  
T.S.N. Co. and U.S.S. Co. Steamers  
to Victoria, Tasmania, and N.S.W.*

Telephone No. 39.

One of the largest and most popular residential establishments in Tasmania. The ideal home for Families, Visitors, Tourists, and Commercial. Centrally situated. Well-ventilated large Bedrooms (Electric Light throughout). Splendid Balcony. Drawing, Sitting, Smoking and Reading Rooms. First-class Baths (hot, cold and shower). Public and Private Dining Halls. Perfect Sanitation. Large up-to-date Billiard Room, two (2) Alcock's Tables. Pleasant Lawn and Fernery. First-class Cuisine. Best Attention. Every Comfort. Correspondence promptly attended to.

TERMS: 6/- per Day; £2/2/- per Week; and Upwards.

# Useful Hints to Cyclists.

1. Read the By-Laws.
2. Watch for Danger Signals.

## DISTANCES.

### BETWEEN HOBART AND LAUNCESTON.

From Hobart.	From L'ceston.	From Hobart.	From L'ceston.
<i>ms. ch.</i>	<i>ms ch</i>	<i>ms. ch.</i>	<i>ms. ch.</i>
— Hobart—Wlin Bridge	121 39	54 4 Summit of St. Peter's	
2 29 Risdon Road ...	119 10	Pass ...	67 35
4 64 O'Brien's Bridge ...	116 10	55 39 York Plains Road ...	66 3
12 5 Bridgewater Bridge..	109 93	59 49 Half Way Inn ...	61 76
12 46 Horshoe Bridge ...	107 73	61 38 Antill Ponds Creek...	60 1
15 8 Broadmarsh Road ...	106 31	65 27 Tunbridge ...	56 12
16 36 Pontville Bridge ...	105 9	73 51 Ross Bridge ...	47 68
21 71 Bagdad... ..	99 48	89 62 Campbell T'n Bridge	49 57
25 43 Summit Constitution		88 0 Conara... ..	33 39
Hill ... ..	95 71	90 69 Inn at Cleveland ...	50 30
29 32 Kempton Bridge ...	92 7	102 34 Snake Banks...	19 5
31 19½ Picton ... ..	90 20	104 74 South End Symond's	
33 0 Melton Mowbray ...	88 0	Plain ... ..	16 45
36 23 Lovely Banks ...	85 16	107 16 North End New Road,	
40 43 Summit of Spring		Symond's Plain ...	14 32
Hill ... ..	80 76	107 37 Macquarie and Lake	
43 49 Bridge over River		River Road ...	14 2
Jordan ... ..	78 8	110 39 Perth Bridge...	11 0
44 66 Jericho Road ...	76 53	115 5 Breadalbane ...	6 53
51 33 Oatlands (centre town)	70 6	117 79 Franklin Village ...	3 40
53 5 Eastern Marshes Road	68 24	121 39 Launceston ...	—

**LAUNCESTON TO ST. HELEN'S**, *via* St. Mary's, 104 miles. To Conara, 33; Avoca, 50; Fingal, 67; St. Mary's, 80; Scamander, 92; St. Helen's, 104.

**LAUNCESTON TO BURNIE**, 92 miles. To Carrick, 10; Hagley, 16; Westbury, 20; Exton, 25; Deloraine, 30; Elizabeth Town, 37; Sassafras, 50; Latrobe, 57; Devonport, 63; Forth, 71; Ulverstone, 74; Penguin, 80; Burnie, 92.

**LAUNCESTON TO CRESSY**, 21 miles. To Longford, 14; Cressy, 21.

**LAUNCESTON TO BEACONSFIELD**, 28 miles. To Rosevears, 12; Exeter, 19; Beaconsfield, 28.

**LAUNCESTON TO ST. HELEN'S**, *via* Scottsdale, 92 miles. To Patersonia, 15½; Scottsdale, 39; Branxholm, 54½; Derby, 59; Weldborough, 66; Lottah, 76; Gould's Country, 79; St. Helen's, 92.

**LAUNCESTON TO LOW HEAD**, 40 miles. Dilston, 9; Mount Direction, 16; George Town, 37; Low Head, 40.

## RAILWAY INFORMATION.

Bicycle Season Tickets, available over all lines, will be issued at 20s. per month. Annual Bicycle Season Tickets, available over all lines, will be issued to holders of all lines Annual Season Tickets at £8.

Bicycles, accompanied by riders who have paid their fares as passengers, up to 12 miles, 6d; not exceeding 20 miles, 9d.; 30 miles, 1s.; 50 miles, 1s. 6d.; 100 miles, 2s.; and 6d. for each additional 50 miles or part thereof. One bicycle only at these rates will be allowed for one passenger. Motor Bicycles, double ordinary bicycle rate.



# The Brisbane Hotel,



LAUNCESTON,  
TASMANIA.

The leading house for Tourists, remodelled, refurnished, up-to-date. Motor Cars, Private Carriages, and Gents' Hacks on hire. Private Dinners, Wedding Receptions, Banquets, Theatre Suppers and Dinners, a Speciality. Read the "Brisbane Hotel Booklet," it tells you all about the Hotel.

**Cariff, 10/6 per day.**

WALTER READ,  
PROPRIETOR.

# One Day Excursion Trips.



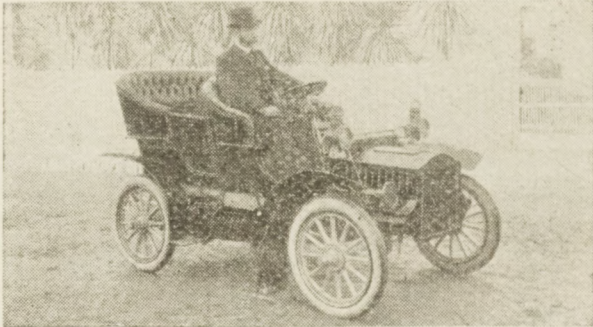
TOP OF MOUNT ARTHUR.  
TOP OF MOUNT BARROW.  
WATER WORKS.  
THIRD BASIN.  
WINKLEIGH CAVES.  
BRADY'S LOOK-OUT (ROSEVEARS).  
HADSPEN.  
TOP OF MOUNT DIRECTION.  
CORRA LINN.  
THE NILE.  
PERTH BRIDGE.  
LONGFORD.  
DILSTON.  
EVANDALE.  
DENISON GORGE.  
DELORAINÉ.  
MOUNT ARNON.

---

ALL INFORMATION OBTAINABLE AT  
TOURISTS' BUREAU.

# Saul's Motor Garage

and Engineering Works,



OPPOSITE  
LOONGANA  
WHARF.

MOTOR CARS,  
MOTOR CYCLES,  
ALL MOTOR  
ACCESSORIES.

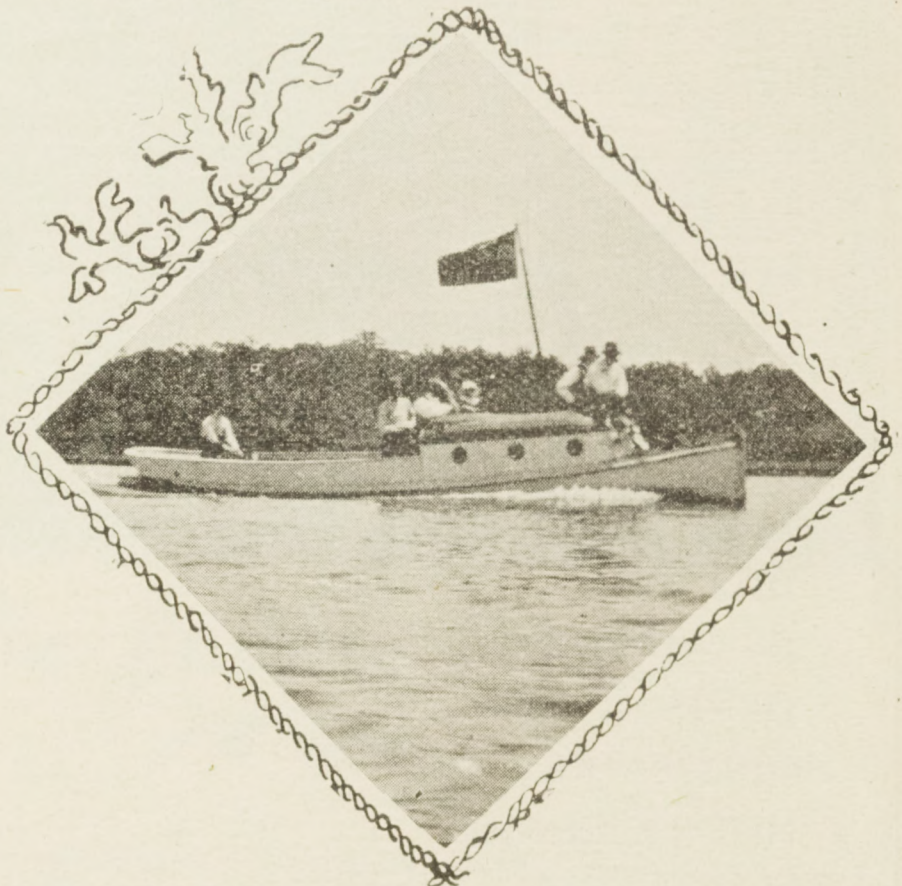
CARS ON HIRE.

Garage Open Daily.

Telephone 227.

Telegrams: "Saul," Launceston.

Representative of the Famous F.I.A.T., De Dion, Argyll and Rover  
Cars. Accommodation for Tourist Cars. Information re  
Roads and Petrol Depots.



ESTIMATES GIVEN for Steam or Oil Launches Complete, or for  
Machinery only. Portable or Stationary Engines.

Fullest Particulars from

**C. J. SAUL, Engineer,**  
Lower Charles Street, LAUNCESTON.

# Municipal Council.



The Municipal Council was established in 1853, and the City was incorporated as a Town in 1858, and declared a City by Act of Parliament in 1888. In 1907 portion of the suburban districts of Invermay and Trevallyn were incorporated in the City.

The Council consists of nine (9) Aldermen, one of whom annually is elected Mayor.

The franchise is given to owners and occupiers, and is as follows:—

Annual value of land or building  
given in the Assessment Roll.

	No. of Votes.
£8 and under £30 . . . . .	1
£30 and under £60 . . . . .	2
£60 and under £100 . . . . .	3
£100 and under £150 . . . . .	4
£150 and upwards . . . . .	5

There are 4,182 citizens on the Polling List, of these:

2,857 are entitled to 1 vote, equal to 2,857 votes.  
1,105 are entitled to 2 votes, equal to 2,210 votes.  
378 are entitled to 3 votes, equal to 1,134 votes.  
199 are entitled to 4 votes, equal to 796 votes.  
308 are entitled to 5 votes, equal to 1,540 votes.

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4,847 Citizens.

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8,537 Votes.

The rates must be paid before the franchise is exercised. Where a property is assessed at £20 or under, the rates are payable by the owner, but the occupier can vote on declaring his rent is paid up to within three (3) months of the day of election, though the rates be not paid.

Assessment of City for 1908. . . . . £166,000 0 0

Rates, 1908—General, 1s. 2d.; Special, 8d.; Water, 8d.; Health, 2d.; Electric Light, 4d.—Total, 3s.; Suburban Water Rate, 1s. 3d.; St. Leonards Water Rate, 1s. 6d.

Special Extra Water for Invermay and Trevallyn, 4d.

Special Sanitary Charge of 3d. and 6d. per pail per week respectively for the same Districts.

The City comprises about 3,460 acres, with 68 miles of streets. Thirty-three miles are made, 12 miles partly made, 23 miles in a state of nature.

Gravel Paths (both sides) . . . .	2½ miles.
Gravel Paths (one side) . . . . .	10½ miles.
Cemented Paths (one side) . . . .	¾ mile.
Asphalted Paths (both sides) . . .	9 miles.
Asphalted Paths (one side) . . . .	11 miles.

Sewers vary from 6ft. diameter down to 9in., and are in length about 32 miles.

There are over 5337 assessments, having a total annual value of £166,000.

Assessment of City for 1908. . . . . £166,000 0 0

Rates, 1908:—General, 1/2; Special, 8d.; Water, 8d.; Health, 2d.; Electric Light, 4d.; Total, 3s. Suburban Water Rate, 1s. 3d.; St. Leonards Water Rate, 1s. 6d.

Loans Oustanding—

Consolidated (net proceeds, £140,590 17s. 6d.), covering cost of Waterworks, £64,440; Sewerage Works, £36,656; Streets Construction and Buildings, £30,480; Town Hall, and towards alterations 1905-6 (£1014 17s. 6d.), £7014 17s. 6d.;

Victoria Baths, £2000 . . . . .	£150,000	0	0
(Rate of interest, 4 per cent.)			
Sewerage (covering cost of works since 1887) . . . . .	35,856	8	6
(Rate of interest, 3, 3½, and 4 per cent.)			
Electric Lighting — Including £35,000 at 5 per cent. (borrowed from Government, and rate of interest includes 1 per cent. for the Sinking Fund) . .	158,592	14	4
(Rate of interest, 3, 3½, and 4 per cent.)			
Private Streets Construction . . . . .	2,768	11	1
(Rate of interest, 3½ per cent.)			
Cataract Cliff Grounds . . . . .	3000	0	0
(Rate of interest, 3½ and 4 per cent.)			
Under Act 64 Victoria, No. 50 . . . . .	9,250	0	0
(Rate of interest, 3½ per cent.)			
Under Act 64, Victoria, No. 51 . . . . .	5,900	0	0
(Rate of interest, 3½ per cent.)			
Carr Villa Cemetery . . . . .	2,500	0	0
(Rate of interest, 5 per cent., but includes 1 per cent. to the Sinking Fund.)			
	<hr/>		
	£367,867	13	11

Sinking Funds—

Commissioners Launceston Loans Consolidation Sinking Fund . .	£40,763	13	8
Electric Light Sinking Fund (this includes £5134 17s. 6d. with Government) . . . . .	15,283	13	4
Private Streets . . . . .	542	17	0
Carr Villa Cemetery—with Government . . . . .	65	13	8
	<hr/>		
	£56,655	17	8

Reserve Funds—

Water . . . . .	£4,623	1	3
Electric Light . . . . .	8,234	8	11
	<hr/>		
	£12,857	10	2

## ELECTRIC LIGHT AND POWER.

Source of Power.—South Esk River.

System.—Alternating 3 Phase 50 Cycles.

Pressure.—5000, 190 and 110 volts.

### PRICES CHARGED.

LIGHTING.—6d. per unit for the first 10 units per half-year per 8 c.p. lamp, and 1½d. per unit for all over this quantity.

POWER AND HEATING.—2d. per unit for the first 200 units per quarter per brake horsepower or Kilowatt, ½d. per unit for all over this quantity.

LARGE POWER CONSUMERS UP TO 80 H.P.—Sliding scale from 2d. to ½d. for a consumption of 10,000 units up to 60,000 units per quarter, above 60,000 units per quarter a flat rate of ½d. is charged.

### POWER CONTRACTS.

The Council is empowered under its By-laws to enter into contracts, which shall not be less than Five Pounds and not more than Fifteen Pounds per annum per brake horse power for powers of over 80 brake horse-power.

### GENERAL DESCRIPTION.

The city was first lighted by electricity on the 10th December, 1905. There are over 30 miles of streets lighted by 131 Enclosed Arc Lamps and 501 incandescent lamps of 25 c.p. each. The total connections to the mains on the 31st August, 1908, were equivalent to 87,515 8-c.p. lamps; of these the motors total 1049 b.h.p., and the Electric heating apparatus 504 e.h.p.

The Council wires premises, and customers may pay for their wiring in cash or on the deferred payment system, the payments extending over a period not exceeding 10 years, with interest at the rate of 6 per cent. on the unpaid balance.

### TECHNICAL DATA.

The water of the South Esk River is diverted by dams through a tunnel 2762 feet long with a minimum diameter of 5 feet. From the outlet of this

tunnel the water is carried down the hill side by steel pipes to the water turbines in the Power Station, the nett available head being 110 feet. This tunnel is at present sufficient for three out of the four machines installed, the remaining machine being a spare one. To ensure a constant supply of water during a dry season, if such should occur, dams have been erected at Arthur's and Wood's Lakes.

At the Power Station, which is situate amidst picturesque surroundings, there are workshops and workmen's cottages, the Gorge at this point being spanned by a suspension foot bridge. In the station building there are at present erected four turbines of 450 h.p. each, coupled direct to three phase Generators of 300 Kilowatts, each manufactured by Messrs. Kolben and Co., of Prague, Austria; four exciter turbines of about 21 h.p. each, coupled to direct current dynamos. These are used for exciting the main generators.

From the Power Station two sets of three cables, each about  $2\frac{1}{2}$  miles long, transmit the power at 5000 volts pressure to a sub-station in the centre of the city.

At the Sub-Station the power received is distributed to various parts of the city and suburbs. In this building there are also located transformers for supplying the centre of the city by means of underground armoured cables connected to a net-work of cables erected on poles. Testing rooms are also located there.

Everything that is possible has been done to ensure a continuity of supply, total cessation of current being very rare.

The system as it now is was the outcome of a desire on the part of the Council to extend the field of operation, and it has been carried out on the lines of the larger power schemes in England and America, and in view of this they are now in a position, and offer, to supply current for power purposes at a rate that is comparable with any in the world. A 100 b.h.p. motor running at its full power for only 48 hours per week is enabled to obtain current at a flat rate of one halfpenny per unit, and there is no fixed charge per annum to be paid in addition.

The motors are simplicity themselves, are reliable, and fully capable of doing their work in exactly the same manner as a steam engine, can be started on full load if necessary, and are capable of considerable momentary overloads. They do not occupy any large space, and require no attention when once started. Further, they are automatic in their action, their speed being constant whatever the load may be, and they only take through the meter what is required for the work they are doing. It is this remarkable property of the motor that makes Electric driving so cheap, and is not often comprehended by intending power users, the average load, as shown by the meters, being in many cases only about 50 per cent. of that of the rated power of the motor, although at times the motor may be called upon for more than its rating.

This advantage is being recognised by the power consumers in Launceston, as in 1903 the motors connected only totalled 161 b.h.p., while there are now connected over 1000 b.h.p.

Motors are supplied on rental, 15 per cent. per annum being charged, or sold on very liberal terms. Payments may be extended over a period of three years, with interest at the rate of 10 per cent. per annum on the unpaid balances.

The Corporation, having the interest of the consumer to consider, are always on the spot, and ready to assist him in any difficulties that may arise.

As regards lighting and heating, every endeavour is made to obtain the latest and best article in this respect, and samples are always obtained and tested to see if their value and efficiency are as stated by the manufacturer. The department's testing room being fully equipped enables this to be done, and consumers are thereby protected and enabled to use apparatus which they know has been subject to careful inspection. This applies to all apparatus supplied by the department.

The Public Reserves consist of the City, York, Arbor, and Jubilee Parks, Prince's, Albert, St. George, Victoria, Cornwall, and Caledonian Squares,

Trevallyn Reserve, and the W. and E. Cliff Grounds; comprising an area of some 140 acres.

Reserves of 60 acres in Lawrence Paddock and 100 acres between the First Basin and the Power Station have been secured.

In some of these Reserves Bands, subsidised by the Corporation, frequently play for the entertainment of the Public, and during the summer season Band Concerts are given in the City Park and West Cliff Grounds.

Water supply is brought from St. Patrick's River, 15 miles eastward of the city, 1,150 above the sea level, to a dam at Distillery Creek,  $4\frac{1}{2}$  miles from the city, and 314ft. above the sea level. From there it is conveyed to the city by 15in. mains, capable of discharging at the city boundaries 6,000,000 gallons per diem. The reserve reservoirs hold over 3,000,000 gallons.

The Victoria Baths, one of the most perfectly appointed establishments in Australia, comprise covered swimming basin for males with water area of 80ft. by 30ft., and for females with an area of 60ft. x 25ft. The water in cold weather is warmed to about 70 degrees by steam heaters.

Dressing accommodation is provided for 80 persons, and the baths are furnished with the usual diving platforms, etc.

There are also private or slipper baths, furnished with hot and cold water, shower, etc., which are in great demand, especially on Saturdays.

The Turkish Baths are a special feature, and second to none in the States, being perfectly heated and ventilated. Ventilation is an adjunct which is conspicuously absent from most Turkish Baths; and it is in this direction—according to the opinion of every visitor from the mainland—that this establishment, though small, is so superior to others. There is an electric vigour and energy in hot, fresh air, which is entirely absent in baths not properly ventilated. The dressing and cooling rooms are well appointed, and warmed in cold weather by Electric Radiators. The entire building is lit by Electric Light, and was designed by the City Engineer, Mr. St. John David.

The Victoria Museum is situated in Wellington-street, and easily approached by either Cameron or Patterson-streets. The institution is open to the public upon week days from 10 a.m. to 5 p.m., and on Sundays from 2 p.m. to 4 p.m. During the winter months it is also open upon Friday evenings from 7.30 to 9.30; this applies to the six months commencing with April and ending with September.

The Art Gallery, which is immediately above the Museum proper, contains a number of pictures, which are supplemented from time to time by the addition of loan collections.

The whole institution is free. As the Meteorological Bureau is worked in conjunction with the Museum, travellers and others can have their aneroids adjusted to sea level (free of cost) during the hours that the institution is open to the public.

Notes upon the flora and fauna of the island will be gladly supplied by the Curator to collectors and naturalists.

Albert Hall.—This hall is 150ft. by 60ft., and, with the galleries, is capable of seating 3,000 persons. The stage is 70ft. by 30ft.; has an organ and some scenery.

There are supper and numerous retiring rooms, and kitchens. The whole building is lit by electricity, and the hall and stage are heated by hot water pipes.

Briefly, the Municipal Council, as executive of the Corporation, has charge of the Sewerage, Water, and Electric Light Works, undertaking not only the public work associated with these, but work for private individuals as well.

It instals premises with fittings for the electric light, either for cash, or on the hire system.

Its Electric Light and Water Supply are equal, if not superior, to any in the States.

It has charge of the thoroughfares, and from its quarries and works supplies stone and metal, and also executes private cementing and asphalt-ing work. It removes house refuse from private

premises free of charge, the expense being covered by the sanitary rate.

It possesses yards and stores second to no other municipal establishment in the States, keeps a large stock of electric light and waterworks fittings, etc., carries out its own cartage to such an extent as is economical, and is generally able, with its own carpenters, bricklayers, brassfitters, plumbers, etc., to meet any contingency that may arise.

Its Provident Fund Rules compel thrift on the part of its employees, and practically establish the old-age pension system. From this fund it advances money on Building Society principles to members to enable them to become property owners, so that even the lowest in position can early in his years of service have his own house to live in, and in his old age be the recipient of a small pension.

It is represented on the Fire Brigade and Hospital Boards, and seven of its members form the Local Board of Advice under the Education Act.

It administers the Public Health and Sale of Food and Drugs Acts, and owns the only Abattoirs in the city, whereat animals are inspected and slaughtered. It inspects all carcasses of animals slaughtered without and sold within the city.

It has secured for a Public Cemetery one hundred and fifty acres of land at Carr Villa, about three miles distant from the General Post Office, of which thirty are prepared for use; a mortuary chapel in red brick, and a sexton's residence, erected at an expenditure of £2500.

Until lately it had its own Police, but in 1899 a retrogressive Parliamentary policy centralised the Force of the Island.

“THE WILLOWS.”—This name has been given to a charming little spot reached by Patterson and Bourke streets, situated on the water's edge and under the race leading to the Cataract Mills. Seats are placed in the shade of the overhanging willows, so that the lovely river view opening to the front may be enjoyed. On the opposite shore is situate the Tamar Rowing

Club's shed, at the foot of Trevallyn, a hill terraced by numbers of picturesque villas. To the right the city, the harbour, and Inveresk are seen. To the left, the

ZIG-ZAG PATH leads from the city side of the bridge up over the Cataract Hill, down through the valley guarded by the Giant's Grave—a hill so named from its peculiar formation—to the

CATARACT CLIFF GROUNDS AND GORGE.—These should claim the attention of visitors. They are a triumph of man's remarkable skill in mastering some of the forces of nature. It is said man cannot satisfactorily imitate their work. He, no doubt, cannot, but he can often wonderfully improve natural beauty, and in this instance he has succeeded. For about a mile the pathway has been constructed along the face of the towering cliff. The work bears strong testimony to ingenuity, patience, and perseverance.

PUBLIC LIBRARY.—At the Mechanics' Institute, Cameron-street. Open from 9 a.m. to 10 p.m. daily, except Sundays. Newspapers from all the States, and several weekly and monthly journals from Great Britain, the United States, and other countries are available, and the public may obtain for reading in the Institute any book in the Library of over 24,000 books.

BENEVOLENT ASYLUM AND GROUNDS.—These are situated in Patterson-street, run down to the water's edge, and in them an enjoyable ramble may be taken. The buildings are on the high ground, near Patterson-street. In the same reserve, and below the Asylum buildings, are the headquarters of the Tamar Yacht Club, the courts of several Tennis Clubs, and the greens and pavilion of the Launceston Bowling Club, where visitors who are bowlers may enjoy a game, and those who are not may enjoy the enjoyment of those who are.

Other places of interest to the tourist are the Bischoff Smelting Works, tickets for which are obtainable at the Bischoff Office, St. John-street; Russen's Biscuit Factory, York-street; the Potteries, Wellington-road; and the Waverley Wool-len Mills, Distillery Creek.

# Our Ambition!

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*Our ambition ever was and ever is to keep right on breaking our records in Selling WEARABLES FOR MEN. We have gained on our Sales hand over fist month after month. There is only one reason—*

*The Best Goods at the Smallest Prices.*

## Chos. Bourke,

*Outfitter of Men,*

*82 Brisbane St., Launceston.*

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## Wm. C. Oldham

*39, 41 George Street,*

*Cable Address: "Oldham." Launceston.*



*WINE, SPIRIT, TEA, CIGAR AND GENERAL  
MERCHANT.*



*Sole Agent for B. Seppell's Famous South Australian Wines, Dunville's World-Renowned Royal Irish Distilleries, James Munro and Sons' "House of Lords" Whisky, Gormaru & Cie Charente-Tounay French Brandies.*

*YOUR PATRONAGE SOLICITED.*

# INTERNATIONAL

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Telephone 169. **Coffee Palace**

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Central Brisbane Street, Launceston  
TASMANIA.

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Excellent Accommodation for Tourists, Visitors,  
Boarders and Commercial Travellers

HOT AND COLD BATHS.

TERMS VERY MODERATE—BY DAY OR WEEK.

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C. E. ROBERTSON, Proprietress.

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## Every Tourist

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Should Carry a Box of

# Sprott's Wafers

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A QUICK, SAFE, HANDY REMEDY FOR

**SEA-SICKNESS** or NAUSEA, sometimes occasioned  
by long train journeys.

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These Wafers are most effective, and taking up so little space  
are convenient to carry in case of emergency.

They are worth their weight in gold to those who suffer  
mal-de-mer.

PREPARED BY

C. EBERHARD & CO., Chemists,  
Corner CHARLES and YORK STS.,  
LAUNCESTON.

# Tasmania.



HERE ARE A FEW INTERESTING  
FIGURES.

It contains 26,215 square miles.

Population, 180,203.

City of Hobart (with Suburbs) . . . . . 32,418  
City of Launceston (with Suburbs) . . . . . 23,000

## STATISTICS, 1904-5.

Agricultural Products . . . . . £1,499,085  
Pastoral Products . . . . . 1,452,989  
Mining Products . . . . . 1,411,192

## AVERAGE YIELD PER ACRE.

Wheat . . . . . 18 bushels  
Barley . . . . . 21 bushels  
Oats . . . . . 27 bushels  
Potatoes . . . . . 5 $\frac{3}{4}$  tons



## PRINCIPAL MINES.

MOUNT BISCHOFF TIN MINING CO. has produced 42,846 tons of tin, value £3,886,783. Dividends paid, £2,004,000, or £167 per share to August 31, 1905.

NEW GOLDEN GATE GOLD MINING CO. has produced 215,953 ounces of gold. Dividends paid, £355,200, or £11 2s. per share.

TASMANIA GOLD MINING CO. has produced 560,997 ounces of gold, value £2,110,581. Dividends paid, £772,071.

THE MOUNT LYELL MINING AND RAILWAY CO.—Ore treated, 2,168,854 tons. Blister copper made, 58,378 tons, containing 57,690 tons pure copper, 5,043,909 ounces of silver, and 180,741 ounces of gold. Total dividends paid, £1,146,574.

# Huddart-Parker

## New Zealand and Tasmanian Lines

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### MELBOURNE AND LAUNCESTON.

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An Express Service is maintained by the splendid Turbine Steamer, "LOONGANA," leaving Melbourne Mondays, Wednesdays, and Fridays, and Launceston Tuesdays, Thursdays, and Saturdays. Through Boat and Rail Tickets issued between Melbourne and Hobart *via* Launceston and *vice versa*.

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### MELBOURNE AND NEW ZEALAND.

---

(Via HOBART.)

The new T.S.S. "ULIMAROA," in conjunction with the Union Company's Steamers, maintains a regular Weekly Service to Hobart, Bluff, Dunedin, Lyttelton and Wellington, transhipping to other New Zealand ports, leaving Melbourne every Wednesday.

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### SYDNEY AND NEW ZEALAND.

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The S.S. "VICTORIA," and S.S. "WIMMERA," in conjunction with the Union Company's Steamers maintain a regular Weekly Service from Sydney to Auckland, Gisborne, Napier, Lyttelton and Dunedin, leaving Sydney every Wednesday, and Dunedin on return every Tuesday. The S.S. "WIMMERA," in conjunction with the Union Company's Steamers, maintains a regular Weekly Service from Sydney to Wellington, Lyttelton, Dunedin and Bluff, leaving Sydney every Saturday.

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### SYDNEY AND HOBART.

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The S.S. "WESTRALIA," in conjunction with the Union Company's S.S. "OONAH," maintains a Regular Service between Sydney and Hobart, leaving Sydney about every tenth day.

These Services are maintained as above (circumstances permitting), but subject to alteration without notice. New Zealand Tickets for stop-over and return, and Tasmanian Tickets for return are available by the Union Co.'s steamers, and *vice versa*.

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**The Tasmanian Woolgrowers' Agency Co.,  
Ltd.,** LAUNCESTON AGENTS.

# King Island.



(Reprinted from Crown Lands Guide.)

King Island is one of the most important dependencies of Tasmania. It is situated in Bass Strait, about midway between the northern extremity of the mainland and Victoria. It is intersected by the 40th parallel of latitude, and is about 30 miles long, north and south, by an average of ten miles in width, and comprises an estimated area of 272,000 acres, or 4258 square miles of country, of which 77,880 acres have been sold.

The island is undulating, with a few hills scarcely worthy of name. The greatest recorded height is 700 feet, which is designated on the old plans as Mt. Stanley, towards the southern end. It is by no means a prominent figure, and, except for the name, would be passed unnoticed.

The West Coast of King Island, which has, so far, proved most attractive to settlers, is open country, with patches of tea-tree scrub and comparatively young gum timber of the eucalyptus globulus species. There is, however, evidence in many places that large trees were plentiful at an earlier period, and that they have been destroyed by bush fires. The coast-line is bordered by sandy rises and hillocks (around which mangrove, boobyalla, and tea-tree are conspicuous), flattening out to almost level country half a mile inland. The flat, open country, when in its natural state, is generally covered with a thick growth of needle-rush, interspersed with tussocky white native grass and patches of tea-tree scrub and stunted bracken fern. It is moderately watered.

Travelling north from Currie Harbour for about eight miles, the settlement known as "Porky Lagoon" is reached. This is one of the very best, though not the largest, of the settlements on King Island.

King Island has afforded selectors (with a little capital) the best opportunity for investment that has been presented to them in this State for many years, and yet, strange to say, the bulk of all the picked spots has fallen to a class of Eng-

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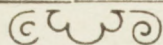
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Tasmanian  
Hops & Malt.

lish yeomanry, with in most cases no colonial experience whatever, whilst Tasmanians on the spot, and their enterprising cousins across the Straits, considered the project unworthy of their attention. Many have since, with commendable good sense, been content to follow the admirable example set by the Britishers. Selection may be said to have commenced on King Island in the year 1891; since that time 77,880 acres have been purchased up to 31st December, 1903.

MEANS OF COMMUNICATION.—The s.s. Yambacoona leaves Launceston weekly (as far as practicable). Fares: Return, 30s.; single, 20s. Meals, 1s. extra.



## Furneaux Group.



(STRAITS ISLANDS.)

(Reprinted from Government Crown Lands Guide.)

The Furneaux Group of islands, of which the largest are Flinders, containing about 513,000 acres; Cape Barren, 110,000 acres; and Clarke Island, 28,000 acres, is situated in Bass Strait, off the north-east corner of the mainland, from which it is separated by Banks Strait, about 15 miles across in the narrowest place. It lies in almost a direct line between Cape Portland and Wilson's Promontory, and forms one of the links that remain of the mountain system which undoubtedly at one time connected Tasmania with the continent of Australia. The formation of this group is almost exclusively granitic and tertiary, with metamorphic schists and sandstone in places. Tin has been discovered on each of these islands, but not in payable quantity.

Clarke Island is leased as a sheep run, for which it is best adapted. Cape Barren Island, as the name suggests, is broken, rough, and the soil of poor quality. Some 4000 acres across the

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western end have been set aside as a reserve for the use of half-caste inhabitants.

Selection under the Crown Lands Act has been practically confined to the western border of Flinders Island, where about 7016 acres have been taken up and are being improved. The area leased for pastoral purposes is 23,200 acres. There are some small patches of good soil still available for selection, but the best area consists of some 2000 acres facing Marshall Bay, which consists of grassy, sheoak hills and fair feeding land. The area remaining is perfectly worthless, even for a bush run; it consists of low-lying, open, healthy rises, with occasional belts of thick tea-tree scrub in the marshes which intervene, the exception being the Strzelecki Peaks, which stand up in bold relief near the south end of the island to a maximum height of 2550 feet above sea level. The island is badly watered in the summer, but during winter water is plentiful. There are numerous brackish or salt water lagoons along the east coast.

Some of the smaller islands are exceedingly fertile, notably Great Dog, Green, Kangaroo and Preservation Islands. The Sooty Petrels (*Puffinus tenuirostris*), better known as mutton birds, abound, and are the principal means of support to the native islanders. The young birds are captured in their holes by night in hundreds during the month of March. They yield up large quantities of pure oil, and are then pickled for the outside market. Wild ducks are plentiful, and swans and Cape Barren geese are obtainable. Chappell, Babel, Storehouse, Forsyth, or Penguin Islands, and part of Little Green Island, are reserved as "rookeries" or breeding-grounds for the mutton birds.

From the position of these islands, the richness of the soil, and the temperature of the climate—for which the latitude, the low elevation, and local salt water currents are responsible—they are peculiarly adapted to the production of vegetables of every description during the winter months, when they are unobtainable on the mainland, and would therefore command a high price. The question therefore suggests itself whether a profitable

trade in early vegetables could not be opened up in conjunction with the fishing industry. The distance from populous centres, of course, presents a difficulty that would have to be taken into account. It is of importance to note that these islands lie in the direct routes between Hobart and Melbourne, and between Launceston and Sydney; they are therefore conveniently situated for trading.

The timber consists of stunted gum, sheoak, and various scrubs, and is of such poor quality that it is difficult to obtain good fencing timber locally.

A dray track connects White Mark, Settlement Point, and Killiecrankie Bay. This, with one or two branch roads of little importance, constitute the road system of Flinders Island. The coastal roads are of little importance comparatively, on account of the facilities of water carriage, which is the usual method of transporting goods along the coast line, most of the settlers keeping sailing boats for the purpose.

Jetties have been built at Lillie's Bay (locally known as the "Settlement"), at White Mark, and at a point opposite Green Island. Apart from these jetties, landing may be effected in suitable weather at most of the bays and inlets around the coast.

The greatest defect in the Flinders coast line is the absence of moderately deep water, thus making the arrival and departure of even the smallest boats largely dependent upon the state of the tides, a factor which must account in no small degree for the backward condition of settlement in these parts.

MEANS OF COMMUNICATION.—Ketches trade to the islands at frequent intervals. During the mutton bird season the vessels leave at short intervals.



# Tasmanian Government Railways.

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Cheap week-end tickets are issued from Launceston all the year round by last train on Fridays, and all trains on Saturdays, to Western, Chudleigh, Scottsdale, and Fingal Lines, also to Main Line stations as far as Parattah.

In the summer season frequent cheap excursions are run to all parts. For particulars see daily press.

### Western Line.

DELORAINÉ.—A good starting point for many places of interest, such as Liffey Falls, Great Lake, Chudleigh Line Caves, Quambry Bluff, etc. Good fishing abounds. Week-end fares 5/10 and 4/5.

CHUDLEIGH and MOLE CREEK.—The famous caves are close at hand and excursions may be made to the Westmoreland Falls, Alum Rocks, Chudleigh Lakes, etc. Week-end fares to Mole Creek 8/6 and 6/5.

DEVONPORT.—Popular seaside resort. Week-end fares 12/2 and 9/2.

ULVERSTONE.—Popular seaside resort. Week-end fares 14/- and 10/6.

PENGUIN.—Popular seaside resort. Week-end fares 15/4 and 11/6.

BURNIE.—Terminus of the Western Line and of the Emu Bay Company's Line to Waratah and the West Coast. A charming seaside town. Coaches run daily to Wynyard and Stanley. Week-end fares 17/- and 12/9.

Tasmanian Government Railways.

# Beauty Spots

ON

# EVERY LINE.

## Scottsdale Line.

The line runs through magnificent fern country. Denison Gorge, to which frequent excursions are run in the summer months, is one of the finest picnicking spots in the Commonwealth.

Week-end fares to Scottsdale 7/10 and 5/11. Through fare Launceston to Scottsdale (rail), Scottsdale to St. Mary's (coach) and St. Mary's to Launceston (rail) £2 6s. 0d.

## Fingal Line.

AVOCA.—Centre of a mining and tourist district. Excursions may be made to St. Paul's Dome, "The Meeting of the Waters," Ben Lomond (5010 ft.), etc. Week-end fares 8/8 and 6/6.

FINGAL.—Coaches run to the Mangana and Mathinna Gold-fields. Week-end fares 11/6 and 8/8.

ST. MARY'S.—One of the prettiest spots in the State. The famous St. Mary's Pass is only two miles from the Township. Week-end fares 13/8 and 10/3. Coaches run to Scottsdale: round trip fares rail and coach £2 6s. 6d., Launceston to St. Mary's, Scottsdale, and Launceston.

JOHN M. McCORMICK,

*General Manager.*

# Railway Information.

## Main Line.—Fares from Launceston.

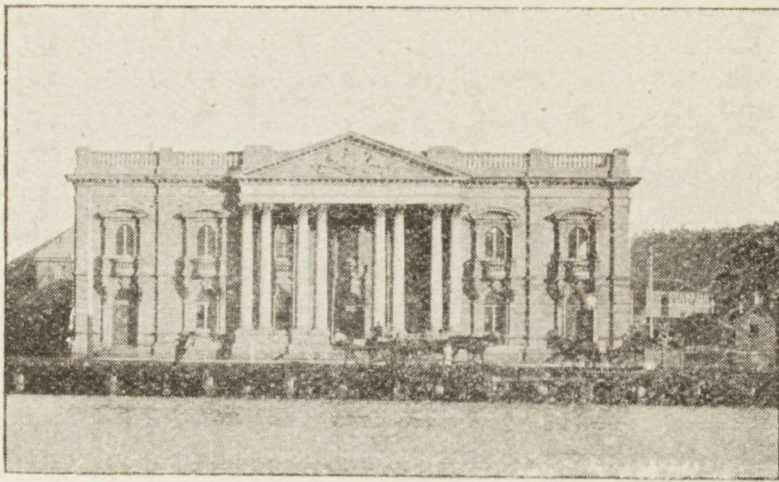
STATIONS.	SINGLE.		RETURN.		HOL. EXC.	
	1st Class	2nd Class	1st Class	2nd Class	1st Class	2nd Class
LAUNCESTON .....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
St. Leonards .....	0 6	0 5	1 0	0 10	1 0	0 10
Breadalbane.....	1 1	0 9	2 2	1 6	2 2	1 6
Evandale Junction	1 7	1 1	3 2	2 2	3 0	2 0
Evandale .....	1 9	1 2	3 6	2 4	3 0	2 0
Clarendon.....	2 6	1 9	5 0	3 6	3 0	2 3
Snake Banks .....	3 3	2 3	6 6	4 6	3 8	2 9
Epping Forest.....	4 2	2 10	8 4	5 8	4 8	3 6
Cleveland .....	4 9	3 2	9 6	6 4	5 4	4 0
Conara Junction...	5 2	3 6	10 4	7 0	5 10	4 5
Campbell Town ...	6 3	4 2	12 6	8 4	7 0	5 3
Ross .....	7 5	4 11	14 10	9 10	8 4	6 3
Tunbridge .....	8 8	5 10	17 4	11 8	9 10	7 5
Woodbury .....	9 3	6 3	18 6	12 6	10 6	7 11
Antill Ponds .....	9 7	6 5	19 2	12 10	10 10	8 2
York Plains .....	10 5	7 0	20 10	14 0	11 10	8 11
Andover .....	11 2	7 6	22 4	15 0	12 8	9 6
Oatlands .....	12 2	8 2	24 4	16 4	13 10	10 5
Parattah .....	11 6	7 8	23 0	15 4	13 0	9 9
Stonor .....	12 1	8 1	24 2	16 2	13 8	10 3
Tiberias.....	12 6	8 4	25 0	16 8	14 2	10 8
Rhyndaston .....	12 11	8 8	25 10	17 4	14 8	11 0
Colebrook.....	13 10	9 3	27 8	18 6	15 8	11 9
Woodlands .....	15 0	10 0	30 0	20 0	17 0	12 9
Campania .....	15 7	10 5	31 2	20 10	17 8	13 3
Richmond Road...	15 10	10 7	31 8	21 2	18 0	13 6
Tea Tree ... ..	16 5	11 0	32 10	22 0	18 8	14 0
Brighton Junction	17 0	11 4	34 0	22 8	19 4	14 6
Bridgewater Junc.	17 7	11 9	35 2	23 6	20 0	15 0
South Bridgewater	17 9	11 10	35 6	23 8	20 2	15 2
Austin's Ferry.....	18 2	12 2	36 4	24 4	20 8	15 6
Claremont.....	18 4	12 3	36 8	24 6	20 10	15 8
Berriedale Road ...	18 6	12 4	37 0	24 8	21 0	15 9
Rosetta .....	18 7	12 5	37 2	24 0	21 2	15 11
Glenorchy.....	18 9	12 6	37 6	25 0	21 4	16 0
Derwent Park ...	18 11	12 8	37 10	25 5	21 6	16 2
Moonah.....	18 11	12 8	37 10	25 4	21 6	16 2
New Town .....	19 1	12 9	38 2	25 6	21 8	16 3
Cornelian Bay.....	-	-	-	-	-	-
Botanical Gardens	-	-	-	-	-	-
HOBART ....	19 6	13 0	39 0	26 0	22 2	16 8

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## Western Line.—Fares from Launceston.

STATIONS. Λ	SINGLE		RETURN.		HOL. EXC.	
	1st Class	2nd Class	1st Class	2nd Class	1st Class	2nd Class
LAUNCESTON .....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
St. Leonards.....	0 6	0 5	1 0	0 10	1 0	0 10
Breadalbane .....	1 1	0 9	2 2	1 6	2 2	1 6
Evandale Junction	1 7	1 1	3 2	2 2	3 0	2 0
Perth .....	2 1	1 6	4 2	3 0	3 0	2 0
Longford .....	2 3	1 8	4 6	3 4	3 0	2 0
Wilmore's Lane ...	2 5	1 8	4 10	3 4	3 0	2 0
Little Hampton ...	2 7	1 9	5 2	3 6	3 0	2 2
Bishopsbourne.....	2 10	1 11	5 8	3 10	3 2	2 5
Oaks .....	3 0	2 0	6 0	4 0	3 4	2 6
Glenore .....	3 3	2 3	6 6	4 6	3 8	2 9
Hagley .....	3 6	2 5	7 0	4 10	4 0	3 0
Hogg's Lane.....	3 9	2 6	7 6	5 0	4 2	3 2
Westbury .....	3 9	2 6	7 6	5 0	4 2	3 2
Exton .....	4 7	3 1	9 2	6 2	5 2	3 11
Deloraine .....	5 2	3 6	10 4	7 0	5 10	4 5
Chudleigh Junct...	5 8	3 9	11 4	7 6	6 4	4 9
Needles .....	6 3	4 2	12 6	8 4	7 0	5 3
Chudleigh.. .....	6 11	4 8	13 10	9 4	7 10	5 11
Mole Creek .....	7 6	5 1	15 0	10 2	8 6	6 5
Dunorlan .....	6 6	4 4	13 0	8 8	7 4	5 6
Whitefoord Hills ..	6 8	4 6	13 4	9 0	7 6	5 8
Kimberley .....	7 6	5 1	15 0	10 2	8 6	6 5
Merseylea .....	8 0	5 4	16 0	10 8	9 0	6 9
Railton .....	8 5	5 8	16 10	11 4	9 6	7 2
Dulverton.....	8 10	5 11	17 8	11 10	10 0	7 6
Latrobe .....	9 7	6 5	19 2	12 10	10 10	8 2
Tarleton .....	9 10	6 7	19 8	13 2	11 2	8 5
Spreyton .....	10 2	6 10	20 4	13 8	11 6	8 8
West Devonport..	10 9	7 2	21 6	14 4	12 2	9 2
Lillico .....	11 6	7 8	23 0	15 4	13 0	9 9
Leith .....	11 7	7 9	23 2	15 6	13 2	9 11
Kindred.....	11 11	8 0	23 10	16 0	13 6	10 2
Ulverstone .....	12 4	8 3	24 8	16 6	14 0	10 6
Penguin.....	13 6	9 0	27 0	18 0	15 4	11 6
Sulphur Creek.....	13 11	9 4	27 10	18 8	15 10	11 11
Howth .....	14 1	9 5	28 2	18 10	16 0	12 0
Blythe .....	14 5	9 7	28 10	19 2	16 4	12 3
Wivenhoe .....	14 8	9 10	29 4	19 8	16 8	12 6
BURNIE .....	15 0	10 0	30 0	20 0	17 0	12 9

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STATIONS.	SINGLE.		RETURN.		HOL. EXC.	
	1st Class	2nd Class	1st Class	2nd Class	1st Class	2nd Class
LAUNCESTON .....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Stony Creek.....	6 4	4 3	12 8	8 6	7 2	5 5
Hanleth.....	6 10	4 7	13 8	9 2	7 8	5 9
Eastbourne .....	6 11	4 8	13 10	9 4	7 10	5 11
Avoca.....	7 8	5 2	15 4	10 4	8 8	6 6
Ormley .....	8 8	5 10	17 4	11 8	9 10	7 5
Tullochgorum .....	9 7	6 5	19 2	12 10	10 10	8 2
Fingal .....	10 2	6 10	20 4	13 8	11 6	8 8
Frodsley .....	10 11	7 4	21 10	14 8	12 4	9 3
Mount Nicholas ...	11 4	7 7	22 8	15 2	12 10	9 8
Cullenswood .....	11 7	7 9	23 2	15 6	13 2	9 11
St. Mary's.....	12 1	8 1	24 2	16 2	13 8	10 3

## SCOTTSDALE LINE — Fares to and from LAUNCESTON.

STATIONS.	SINGLE.		RETURN.		HOL. EXC.	
	1st Class	2nd Class	1st Class	2nd Class	1st Class	2nd Class
LAUNCESTON .....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Mowbray Junction	0 5	0 3	0 10	0 6	0 10	0 6
Rocher's Lane.....	0 10	0 7	1 8	1 2	1 8	1 2
Nelson's Creek ...	1 7	1 1	3 2	2 2	3 0	2 0
Turner's Marsh ...	2 2	1 5	4 4	2 10	3 0	2 0
Karoola .....	2 7	1 9	5 2	3 6	3 0	2 2
Lalla .....	2 9	1 10	5 6	3 8	3 0	2 3
Lilvale.....	3 2	2 2	6 4	4 4	3 6	2 8
Tunnel .....	3 11	2 7	7 10	5 1	4 4	3 3
Lebrina .....	4 2	2 10	8 4	5 8	4 8	3 6
Denison Gorge ...	4 6	3 0	9 0	6 0	5 0	3 9
Wyena .....	4 9	3 2	9 6	6 4	5 4	4 0
Golconda .....	5 1	3 5	10 2	6 10	5 8	4 3
Lisle Road .....	5 8	3 9	11 4	7 6	6 4	4 9
Timber Siding .....	6 1	4 1	12 2	8 2	6 10	5 2
Lietinna.....	6 6	4 4	13 0	8 8	7 4	5 6
Scottsdale .....	6 11	4 8	13 10	9 4	7 10	5 11

### Tasmanian Government Railways.

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On payment of a Fee of One Shilling per Passenger, First Class Seats will be reserved for Passengers joining the Main Line Express Trains at Hobart and Launceston. Application to be made at the Booking Office not less than One hour before the train starts, when ticket showing number of car and seat will be issued, and the seat will be reserved.

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# Fishing.



One, if not the principal, pastime of holiday-makers in Tasmania is fishing—from the boy with the willow stick and a bent pin for a hook to the sportsman with the most complete outfit.

Every holiday, every Saturday, and often Sunday, during the fishing season crowds leave the city to follow that king of sports along our beautiful rivers and lakes, where even the greatest novice cannot help catching something, provided he has the sportsman's necessary amount of perseverance, for, like all sports, angling requires learning, and the better the artist the greater the sport, particularly with the trout, in which our rivers and lakes abound. The South Esk, that comes through the beautiful Cataract Gorge, is one of the many well-stocked streams, and can be reached by rail at the following places, where accommodation is obtainable for the sportsman:—Longford, Perth, Evandale, Epping, Cleveland, Conara, Avoca, and Fingal. At all of these places first-class fishing can be had, and the river is a perfect angling stream, with shallow ripples and deep pools every few hundred yards, with a gravel bottom that makes it easy to wade in.

A local angler recently landed 34lb. weight of trout in the Longford district for eight hours' fishing, the heaviest trout weighing 8½lb. Another ideal angling stream is the St. Patrick's River; it is easy to fish, and can be reached by road, 12 miles from Launceston. It is from here the town is supplied with water. The river passes through a large tract of virgin forest, which makes angling on a hot day under the shade of the overhanging trees delightfully cool and enjoyable. The river is shallow, and passes over a hard gravel bottom. The trout are actually in shoals, and it is no uncommon thing for one sportsman to land 50 fish for one day's angling. The average size is about three to the lb., and although small they are very game, and give good sport.

Another nice river is the North Esk, that joins the Tamar on the east side of the city. This

stream is noted for its big trout. Last season a record of 113 fish were caught, ranging from 5 to 14 lb. Most of these were taken by spinning in the lower reaches of the river, between the city and St. Leonards, and no doubt many more were caught of which no record was taken. Above St. Leonards the river is better for fly fishing, and good sport is then obtainable upstream for some 40 miles. Many other rivers could be named in Northern Tasmania which are one and all well stocked with fish, and volumes could be written of their attractions both as an anglers' and tourists' holiday resort. A large number of sportsmen visit our shores every season. Besides trout fishing, our coastal rivers are well supplied with sea and estuary fish that give excellent sport with the rod and line. Foremost amongst these is the black bream. For these fine table and sporting fish the East Coast rivers of Tasmania are second to none in the Commonwealth. Swanport and river, the Scamander River, George's Bay and river, Anson's Bay and river, and a number of other small rivers and bays on the East Coast are capital bream fishing resorts; also quantities of other sea fish can be caught, but the bream ranks highest amongst anglers as a sporting estuary fish. A Victorian sportsman who spent 10 days fishing at Anson's Bay last season landed 257 bream, that weighed a total of 413lb. This was only one of the many good catches made during last season, which was not a good one from an angler's point of view on account of the unsettled weather.

Note.—The annual report of the Northern Tasmanian Fisheries Association may be had free on application at the Tourists' Bureau.

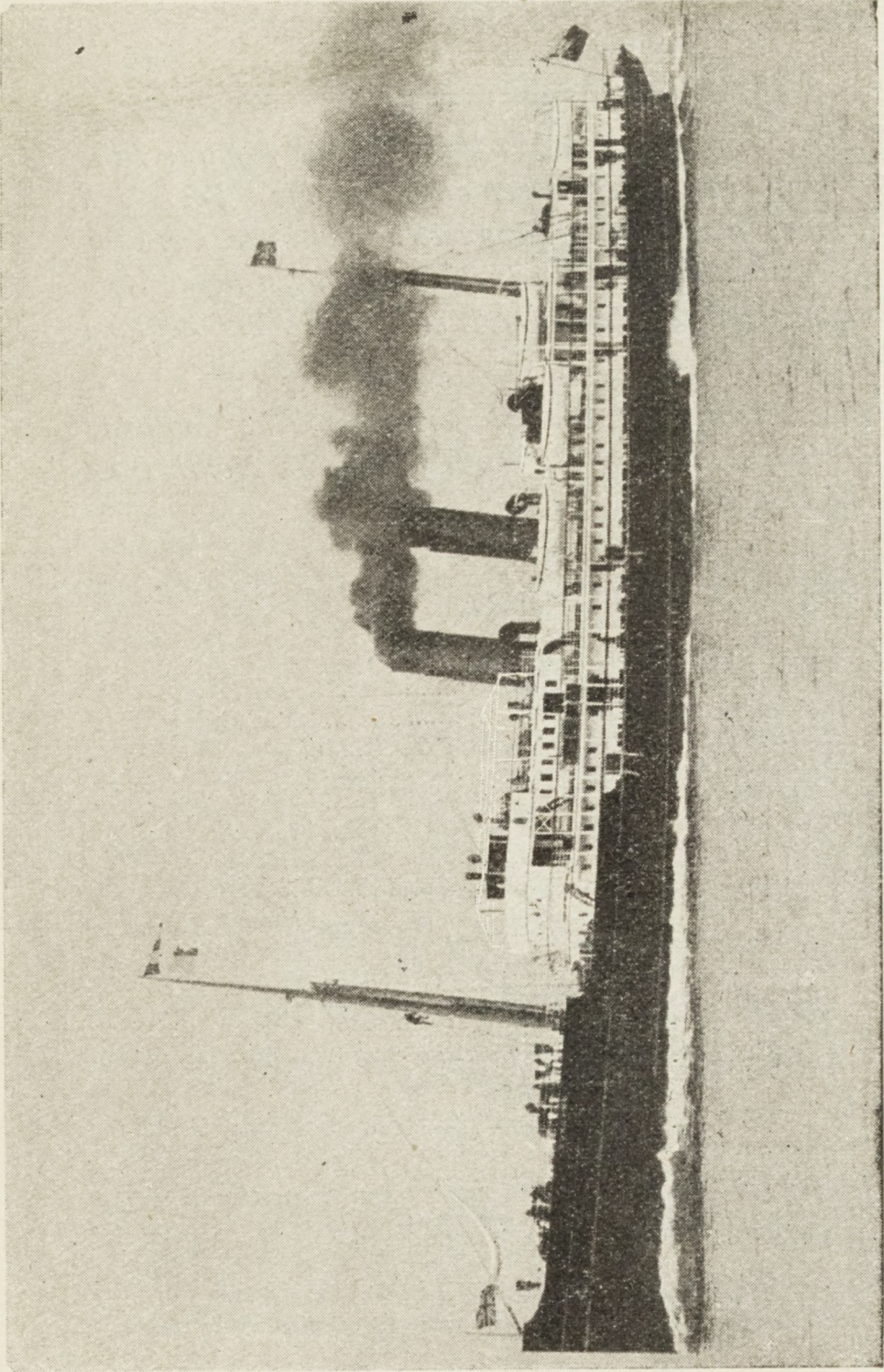
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## Consuls and Consular Agents, Launceston.

ITALY. — C. H. Smith and Co., Consular Agents, St. John-street.

SWEDEN AND NORWAY.—G. E. Harrap, Vice-Consul, Cameron-street.

UNITED STATES.—Lindsay Tulloch, Consular Agent, Cimitiere-street.



UNION COMPANY'S GRACEFUL TURBINE STEAMER 'LOONGANA.'  
LAUNCESTON-MELBOURNE EXPRESS.

# Union Steam Ship Co.'s Line of Steamers.

COMPOSED OF 65 UP-TO-DATE STEAMERS. TOTAL  
TONNAGE 155,378 TONS.

**T**HE Steamers of this well-known and popular Line run regularly between all Tasmanian Ports and Melbourne and Sydney; connecting with steamers for South Australia, West Australia, and Queensland. Also the direct service between Hobart and all New Zealand Ports.

The Tasmanian Coastal Services of the Company are frequent between all Ports along the North-West and West Coast.

## ITINERARY.

LAUNCESTON—MELBOURNE : Express Turbine Steamer "Loongana" .....	Tri-Weekly
LAUNCESTON—SYDNEY .....	Fortnightly
LAUNCESTON & NORTH-WEST COAST— STRAHAN .....	Weekly
NORTH-WEST COAST—MELBOURNE.....	Bi-Weekly
NORTH-WEST COAST—SYDNEY.....	Weekly
HOBART—MELBOURNE .....	Weekly
HOBART—SYDNEY.....	Weekly
HOBART—STRAHAN.....	Weekly
HOBART—NEW ZEALAND PORTS.....	Weekly
SOUTH SEA ISLANDS—First-class Passenger Steamers from Sydney to Fiji, Samoa, Tonga, Raratonga, Tahiti, to Auckland, and vice versa, every 4 weeks.	
SYDNEY TO LONDON, via Brisbane, Fiji, Honolulu, and Vancouver. The all Red Royal Mail Route.	

The Steamers of this Line leave Sydney for Brisbane, Honolulu, and Vancouver every 28 days.

Passengers have the choice of seven routes across the Canadian and American Continents, and are booked through at specially reduced fares.

This route is strongly recommended to those who desire uniform temperature, varied scenery, and all luxuries of modern travel.

Full Particulars of all services and fares obtainable at the Company's Offices throughout Tasmania.

# Things in General.



## USEFUL INFORMATION FOR THE TOURIST.

In the next few pages will be found a variety of information of value to the tourist.

### CAB FARES, CITY OF LAUNCESTON.

#### BY DISTANCE.

	s.	d.
Not exceeding a mile . . . . .	1	0
For every additional half-mile, not exceeding five miles . . . . .	0	6
Return fare, if the same party, and not having detained the cab more than five minutes for every mile, to be half the above.		

#### BY TIME.

	s.	d.
Not exceeding half-an-hour . . . . .	1	6
Exceeding half-an-hour, but not exceeding three-quarters of an hour . . . . .	3	0
Above three-quarters of an hour, but not exceeding one hour . . . . .	4	0
For any fractional part of any subsequent hour in the same proportion.		
Every package carried outside the cab . . . . .	0	3
One-half more of the above fare being payable for any period between the hours of ten o'clock at night and six o'clock in the morning.		

The hirer of any cab may elect to pay the fare by time or distance, but must do so at the time of hiring, or else the fare will be calculated by distance. Fares beyond the said five miles to be in the same proportion as within the distance, unless otherwise agreed upon; but no driver can be compelled to go beyond the said five miles unless he has agreed to do so.

# Distances from Certain Spots.

## FROM ST. JOHN STREET CABSTAND.

### Under Half a Mile.

Museum.  
City Park.  
Town Hall.  
Court House.  
Police Station.  
Steamer's Berth. Wharf.,  
Fountain, Elphin Road.

Corner of

Tamar and York Sts.  
Elizabeth and Welman Sts.  
George and Canning Sts.  
St. John and Canning Sts.  
Charles and Canning Sts.  
Wellington and Canning Sts.  
Frederick and Bathurst Sts.  
Elizabeth and Bathurst Sts.  
York and Margaret Sts.  
Brisbane and Margaret Sts.  
Patterson and Margaret Sts

### Under One Mile.

Railway Station.  
General Hospital.  
Launceston Cricket Ground.  
Corners of  
Erina St. and Elphin Road.  
Lyttleton and Abbott Sts.  
Abbott and Erina Sts.  
Arthur and High Sts.  
South and Garfield Sts.  
Wellington Rd. & Howick St.

### Under One and a Half Miles.

Corners of  
Landale St. and Invermay Rd.  
(City Boundary.)  
High and David Sts  
Mulgrave and Melbourne Sts.  
Westbury Rd.

### Under Two Miles.

Newstead Inn Hotel.

## FROM RAILWAY STATION.

### Under Half a Mile.

Steamer's Berth, Wharf  
Corners of  
Patterson and George Sts  
Cimitiere and St. John Sts.

### Under One Mile.

George and Union Sts.  
St. John and Canning Sts.  
Frederick and St. John Sts.  
Frederick and Charles Sts.  
Elizabeth and Wellington Sts.  
Bathurst and Brisbane Sts.  
Margaret and Patterson Sts.

### Under One and a Half Miles.

Corners of  
Lord and French Sts.  
Frankland St. and Hospital  
Cleveland St. & Wellington Rd.  
Margaret and Balfour Sts.  
Canning and Upton Sts  
Frederick and Bourke Sts.  
York and Bourke Sts.  
Brisbane and Bourke Sts.  
Cataract Bridge.

### Under Two Miles.

Melbourne St. & Wellington Rd.

### Under Three Miles.

Hobart Road Junction.

## FROM LANDING STEPS, WHARF.

### Under Half a Mile.

Town Hall. Criterion Hotel.  
Post Office. All the Banks  
Albert Hall. Examiner Office.  
Daily Telegraph Office.  
Launceston Hotel.  
Main Line Railway Station.

Corners of

Cimitiere and Tamar Sts.  
George and Brisbane Sts.  
Charles and Brisbane Sts.  
Wellington and Patterson Sts.

### Under One Mile.

Launceston Cricket Ground.  
The Metropole.  
Launceston Club.  
Esplanade Hotel.  
City Park. Brisbane Hotel.  
Park View. Central Hotel.

Corners of

Foster St and Invermay Rd.  
Elphin Road and High St.  
York and High Sts.  
George and Union Sts.

Corners of

Balfour and St. John Sts.  
Balfour and Charles Sts  
Balfour and Wellington Sts.  
Canning and Bathurst Sts.  
Margaret and Frederick Sts  
Bourke and York Sts.  
Bourke and Brisbane Sts.  
Cataract Bridge.

### Under One and a Half Miles.

Corners of  
Elphin Rd and Erina St.  
Abbott and Erina Sts.  
Lyttleton and Adelaide Sts.  
High and Arthur Sts.  
South and Garfield Sts.  
Wellington Rd. & Garfield Sts.

### Under Two Miles.

Corners of

Elphin Rd. and David St.  
Melville and High Sts.  
Mulgrave and Melbourne Sts.  
Wellington and Norwich Rds.

No return fee payable if the cab returns empty; but if the hirer return in the cab half fare only to be paid.

The proprietor or driver of every cab is bound to have the number thereof printed or written on a card and affixed in open view upon the back and also on the inside of such cab, under a penalty of Five Pounds.

A card of the above fares to be suspended, and to be continued suspended, in a conspicuous place in the cab.

Any driver or proprietor demanding a higher fare than is above stated is liable to a fine of Two Pounds; and the driver of any cab using insulting or abusive language, or in any way misconducting himself as such driver, is liable to a penalty of Five Pounds.

'BUSES run regularly to the undermentioned places:—Invermay, Newnham, Newstead, Sandhill, Trevallyn. Full Timetables may be obtained at the Tourists' Room.

STEAMERS run daily to and from Beaconsfield and George Town.

Circular Head and Intermediate Ports.—Steamers, run, as advertised, about once a week.

INTERSTATE.—The Union Company's steamers trade regularly between Hobart and Melbourne, Hobart and Sydney, Launceston and Melbourne, Launceston and Sydney, N.W. Coast ports and Melbourne, and N.W. Coast ports and Sydney. For Timetables see daily papers.

West Coast Steamers.—The Union Company's steamers leave Launceston for Strahan once a week. Full particulars advertised in daily papers.

Launceston to Hobart, via George's Bay and Bicheno.—S.S. Koonookarra leaves about every ten days. Holyman and Son, Agents.

COACHES. — Beaconsfield — Southerwood's coach leaves bus office daily at noon, returning from Beaconsfield at 9 a.m. Lefroy—Southerwood's mail coach runs daily, leaving Launceston at 9.5 a.m. Arrives at Lefroy 1.30 p.m.; returning from Lefroy at 9 a.m.; arrives Launceston 1 p.m.

**RIVER EXCURSIONS.**—All-day Excursions by steamers (usually with a band on board) are run to Beauty Point and George Town; afternoon and evening to Rosevears. These are frequent and popular during the season. Two new river steamers have just been launched, replete with every accommodation for tourists. The North Esk River is particularly adapted for boating parties. Boats always on hire at reasonable rates.

For all information go to Tourist Bureau.

#### POSTAL INFORMATION.

The Letter Delivery is open from 8.30 a.m. to 7.20 p.m. The Stamp Saleroom is open from 8.30 a.m. to midnight; Saturday to 10 p.m.; Sundays from 8.30 p.m. to 9.30 p.m. The Registered Letter Office is open from 9 a.m. to 6 p.m. The Parcel Post Office is open from 9 a.m. to 4 p.m., Saturday to 1 p.m. There are three Town and Suburban Deliveries leaving the Post Office at 8.15 a.m., 10 a.m., 1 p.m., and 4 p.m.; on Saturdays at 8.15 a.m., 10 a.m., and 1 p.m.

**PUBLIC HOLIDAYS.**—Christmas Day and Good Friday are observed as close holidays. For other gazetted Public Holidays special arrangements are made, which are duly advertised in the daily Press.

**MONEY ORDER OFFICE.**—Hours, 9.30 a.m. to 3.30 p.m.; Saturday, 9.30 a.m. to noon. Postal Notes may be obtained at the Stamp Counter after the hour for closing the Money Order Office.

**PARCEL POST.**—Limit of weight, 11lb. Limit of size (unless otherwise specified in Table of Rates), 3ft. 6in. in length, or 6ft. in length and girth combined. All postage must be fully prepaid by stamps affixed to the parcel.

**INSUFFICIENT PREPAYMENT.** — Unpaid or insufficiently paid letters are sent on to destination, and are charged on delivery with double the deficient postage due thereon. Newspapers unpaid or insufficiently paid are not sent on.

**LATE FEE LETTERS.**—For all letters for places within the Commonwealth the charge is 1d. each in addition to postage, and letters bearing a late fee may be posted up to a quarter of an hour before the time advertised for the departure of train or steamer.

POST OFFICE.  
LETTER RATES.  
TOWN AND INLAND.

	s.	d.
Town Letters, for each half-ounce or fraction of half-ounce . . . . .	0	1
Suburban Letters, ditto . . . . .	0	1
Inland Letters, ditto . . . . .	0	2
Post Cards, each . . . . .	0	1
Letter Cards, each . . . . .	0	2

INTERSTATE.

Australian States and New Zealand.

Letters, for each half-ounce or fraction . . .	0	2
Post Cards, each . . . . .	0	1
Letter Cards, each . . . . .	0	2

UNITED KINGDOM.

Letters, for every half-ounce or under . . .	0	2
Letter Cards, each . . . . .	0	2
Post Cards, each . . . . .	0	1
Reply Post Cards, each . . . . .	0	2
Foreign Letters, 2½d.; Letter Cards, 2½d.; Post Cards, 1½d.		

NEWSPAPER RATES.

TOWN, INLAND, AND INTERSTATE.

All Newspapers posted within the Commonwealth for delivery therein, for each newspaper ½d. per 100z. or fraction of 100z. avoirdupois weight.

Newspapers for despatch to all places must be posted half-an-hour before the closing of the mail.

UNITED KINGDOM AND FOREIGN COUNTRIES.

	s.	d.
Newspapers, each 40z. weight or under . . .	0	1
Each additional 20z. . . . .	0	0½

NEW ZEALAND.

Same rate as Interstate.

PACKET RATES.

INLAND AND INTERSTATE.

1d. for each packet of 20z. or under; 1d. for every additional 20z.

Books, etc., Inland, 1d. for each book of 8oz. or under,  $\frac{1}{2}$ d. for every additional 4oz. or portion thereof. Interstate, 1d. for each book of 4oz.,  $\frac{1}{2}$ d. for every additional 2oz.

#### UNITED KINGDOM AD FOREIGN COUNTRIES.

Packets, 1d. for each packet of 2oz. or under, 1d. for every additional 2oz.

Commercial papers, not exceeding 2oz., 3d.; every additional 2oz.,  $\frac{1}{2}$ d.

#### PARCEL POST. INLAND.

On a parcel not exceeding 1lb. in weight, 6d.; for every additional 1lb. up to the weight of 11lb., 3d.

#### INTERSTATE.

Not exceeding 1lb., 8d.; for every additional 1lb. up to 11lb., 6d.

#### UNITED KINGDOM AND FOREIGN COUNTRIES.

Various rates, as shown in Postal Guide.

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### TELEGRAPHIC INFORMATION.

OFFICE HOURS.—At Launceston, 9 a.m. to midnight; Saturday, 9.30 a.m. to 10 p.m.; Sundays, 8.30 p.m. to 9.30 p.m.; Christmas Day and Good Friday, as on Sundays. For other gazetted Public Holidays special arrangements are made, which are duly advertised in the daily Press.

RATES.—Including address and signature, within 15 miles from sending station, not exceeding 16 words, 6d.; each additional word, 1d. Other places within the State, except Town and Suburban, 16 words 9d.; each additional word, 1d.

INTERSTATE (i.e., from any one State to any other State).—16 words, 1s.; each additional word, 1d. Cable Charges ( $\frac{1}{2}$ d. per word) added on telegrams from and to Tasmania.

Double the above rates charged on Sunday, Christmas Day, and Good Friday, and for urgent telegrams. To New Zealand, 5d. per word.

THE  
**TASMA**

Tea and  
Luncheon  
Rooms.

90 St. John Street (NEAR BRISBANE STREET).

---

SPECIAL DINING AND RETIRING ROOMS  
FOR LADIES.

LIGHT REFRESHMENTS SERVED ON  
LAWN.

---

Tourists Especially Catered for.

---

MRS. A. CLARKE, Proprietress.

---

**WATCOMBE HOUSE**

PENGUIN.

Situated right on  
the Beach.

---

BOARD AND LODGING. HOT & COLD BATHS.

MEALS. STABLING, ETC.

ASPHALT TENNIS COURT.

Every convenience for Visitors and  
Travellers. — Terms Moderate.

**W. C. CALLOWAY & Co., Proprietors.**

N.B.—Conveyance meets all trains daily. Letters and wires promptly attended to.

**PENGUIN** (North-West Coast, Tasmania)—The chief features of attraction are its very mild winters. The town is beautifully situated and sheltered from south winds. Being also sunny, it becomes a sanatorium. Sea breezes are delightfully cooling in the summer. A good Library and Reading Room. Safe beaches for children. There are splendid roads through beautiful country. Sea bathing. Boating, Fishing, Riding, Driving, are to be had. This charming little town is only 6½ miles from Ulverstone, and 11½ miles from Burnie, and has been visited by very many from all parts of the Commonwealth.

## Game Laws, Shooting and Fishing Seasons, etc.



Imported game, viz., pheasants, partridges, grouse, and Wonga Wonga pigeons, must not be killed (under penalty of £10 for each head of game) except by person on his own land either by himself or by his permission. Eggs of imported game must not be taken out of the nest (under penalty of £5 for each egg) except by owner of any mew or breeding place.

Wild duck, teal, widgeon, plover, black swan, southern stone plover, ground dove, and Cape Barren goose shooting begins February 1, ends June 30.

Bronzewing pigeon shooting begins March 1, ends July 31.

Quail shooting begins May 1, ends June 30.

Wattlebird shooting begins May 24, ends July 31.

Eggs of native game must not be taken or destroyed, under penalty of £2 for every egg.

Mutton bird eggs are protected. No person may kill mutton birds without a license. Last day for issue of mutton bird licenses, March 1. Season begins March 20, ends May 20.

Native white magpies and nearly all native birds must not be killed, nor eggs destroyed; and they must not be bought nor sold under a penalty of twenty shillings. (For list of birds see 59 Vict., No. 26.)

Governor may authorise protected birds to be killed provided that the Curator of the Tasmanian Museum is satisfied they are required for scientific purposes.

Kangaroo hunting begins April 1, ends July 31. Forester kangaroo (*Macropus major*) is protected. Kangaroo are not protected on King Island.

Opossum hunting begins June 1, ends July 31.

Swivel or punt guns for duck shooting, etc., prohibited.

Salmon and trout fishing, with a single rod and line only, begins September 1, ends April 30. License, 10s. whole season, 5s. monthly, 2s. 6d. weekly; whole season for boys under 17 or for ladies, 5s.

Eel fishing with nets in inland waters begins October 1, ends December 31. License, 10s. per net.

Oyster fishing begins April 1, ends October 31. License, 10s.

Flounder fishing begins October 1, ends June 30.

Herring or cucumber mullet fishing begins September 1, ends March 14.

The taking of all kinds of fish in inland waters (above where the tide flows) is prohibited from May 1 to August 31.



## Great Lake House.



The Tasmanian Government, recognising the necessity of providing suitable accommodation for the ever-increasing number of visitors to the Great Lake, have erected an up-to-date

### ACCOMMODATION HOUSE

on the southern shores. The house is distant from Bothwell 38 miles, Tunbridge 48 miles, Interlaken 32 miles, Oatlands 52 miles, and Deloraine 40 miles. This house is under the control of the Northern Tasmanian Tourist Association. A competent lessee has charge, and all arrangements for

### THE COMFORT OF ANGLERS.

has been made. The house is in close proximity to the Fishing Ground and main road. The wonderfully bracing nature of the air at the Great Lake, which is situated.

IN THE TASMANIAN HIGHLANDS, makes it a splendid sanatorium. All particulars with regard to this house may be obtained by application to the Tourist Bureau.

# Tourists!

Be sure and call on us for

## Picture Post Cards.

We have a very large assortment of Tasmanian Views,  
both coloured and black and white.

## View Albums.

Some Splendid Lines—representative of the whole of  
Tasmania, or purely local; also coastal if required.

## The Latest Novelty is "Tasmania in a Nutshell."

Price, 6d. A Walnut, ready for post, containing twelve  
Tasmanian Views with a pretty suitable verse for each.

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# Hopwood & Co.,

'Phone 399.

123 Brisbane Street.

# The Camera.

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No State in the Commonwealth lends itself more to the study of Photography than does Tasmania. This is especially the case as regards Northern Tasmania, which teems with innumerable beauty spots within an easy distance of Launceston. But to describe them all here would be quite impossible. Tourists are referred to the "Bureau," Public Buildings, St. John-street, where all information can be obtained and a comprehensive Guide Book is distributed gratis.

Mr. F. Styant-Browne, of 112 Brisbane-street, is the Secretary of the Northern Tasmanian Camera Club, and will be most happy to give information and advice to visitors on all matters relating to photography.



# Sporting Clubs.

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Love of sport in all its branches is freely implanted in Tasmanian hearts, and visitors may be assured of a hearty welcome and the customary privileges of honorary membership during their stay in Launceston. Subjoined is a concise epitome of clubs, with their executive officers, through whom information should be sought.

**THE LAUNCESTON ANGLERS' CLUB.**—President, Mr. F. P. D. Murray; Secretary and Treasurer, Mr. R. Slater, 84 St. John-street, Launceston.

**ATHLETICS.**—Northern Tasmanian Athletic Association (established 1893) governs this branch of sport. Patron, Hon. Thomas Reibey; Secretary, Mr. W. Fletcher. Numerous affiliated clubs.

BOWLING.—Launceston Bowling Club, Benevolent Asylum Grounds. Secretary, Mr. E. A. Parker, N.T.C.A. Bowling Club, Association Cricket Ground. Secretary, Mr. W. J. Johnstone.

Launceston is frequently visited by bowlers from other States, and from the Capital, and her senior club is proud to hold an unbeaten record on its own green. The Launceston Bowling Club has two excellent greens in the Benevolent Asylum Grounds, between the Museum and the river. The Hon. G. T. Collins is President. A younger club, with a green on the Association Cricket Ground, also possesses many fine players.

### CRICKET.

#### NORTHERN TASMANIAN ASSOCIATION.

Patron, John Taylor; Pres., Hon. G. T. Collins; Sec., M. J. Turner. Sub., £1 is.

#### DISTRICT CLUBS.

Central Launceston Club—Pres., W. Martin; Secs., H. O. Smith and A. F. Tabart. East Launceston Club—Pres., the Mayor, Alderman P. Boland; Secs., T. M. Douglas and H. Reid. North Launceston Club—Pres., S. Sicklemore; Secs., H. A. Court and R. C. Moore. West Launceston Club—Pres., Thos. Bourke; Secs., P. Darby and W. Stephenson. South Launceston Club—Pres., C. L. Stewart; District Sec., V. M. Collins; A Grade Sec., C. G. Russen; B Grade Sec., H. Knight.

### COURSING.

N.T. Coursing Club Secretary, Mr. T. R. Arthur, Longford.

### CYCLING.

TASMANIAN CYCLISTS' UNION.—Sec. and Treas., H. B. J. Lewis.

CITY CLUB.—Captain, J. Edwards; Sec., L. Vince.

LAUNCESTON CYCLING CLUB.—Sec., B. T. Cartwright.

RAMBLERS' CLUB.—Sec., C. S. Campbell.

## LACROSSE.

THE NORTHERN TASMANIAN LACROSSE ASSOCIATION.—Pres., Dr. L. G. Thompson; Sec., J. A. Huston.

ESK CLUB.—Pres., E. M. Law; Sec., F. Green.

TAMAR CLUB.—Pres., P. O. Fysh, jun.; Sec., S. B. Hopwood.

LAUNCESTON CLUB.—Pres., W. Fordyce; Sec., H. Harvey.

## FOOTBALL.

NORTHERN TASMANIAN FOOTBALL ASSOCIATION.—Secretary, Mr. M. J. Turner. Three affiliated clubs, two of which are regularly engaged during the season on Saturday afternoons, except when visiting teams require the ground. Interstate matches are played.

## TENNIS.

NORTH TASMANIAN LAWN TENNIS ASSOCIATION.—L. E. Morgan, Hon. Sec. CLUBS: LAUNCESTON—Cricket Ground—Sec., C. Jackson. Three asphalt courts. BOWLING GREEN—Sec., E. A. Parker. Two Asphalt Courts. LAUNCESTON LADIES'—Cricket Ground—Sec., Miss N. Rock. TAMAR LADIES'—Bowling Green—Sec., Miss E. Bennell. SOUTH ESK LADIES'—Bowling Green—Sec., Miss E. Stackhouse. MIA MIA—George-st.—Sec., Miss E. Pepper.

## YACHTING.

Tamar Yacht Club, shed at foot of Benevolent Asylum Grounds. Secretary, Mr. H. Green.

## GUN CLUB.

Handicaps periodically at Newstead. Secretary, Mr. H. Taylor.

## HUNT CLUB.

Secretary, Mr. C. A. H. Youl.

## RACING.

Tasmanian Turf Club; secretary, Mr. W. Valentine. Carrick Racing Club; Secretary, Mr. W. Fletcher. Longford; Secretary, Mr. T. G. Hudson. Meander; Secretary, Mr. H. Lane. Latrobe; Secretary, Mr. A. Boatwright. Newnham Racing

Club; Secretary, Mr. H. Wilson. Nearly every township has its meets, which are duly advertised in the local press. The three days' summer meet of the T.T.C. is held at Mowbray in February.

#### ROWING.

Tamar Rowing Club; Secretary, Mr. E. Brown. Sheds at Trevallyn, near Cataract Bridge. The T.R.C. Sheds are second to none in the Commonwealth. North Esk Rowing Club; Secretary, Mr. W. Robinson. Sheds near Victoria Bridge.

#### TAMAR REGATTA ASSOCIATION.

Patron, —; President, the Mayor; Secretary, Mr. W. Fletcher. Annual Regatta in March.

#### TASMANIAN AUTOMOBILE CLUB.

Patron, His Excellency the Governor (Sir Gerald Strickland, K.C.M.G.); President, Dr. Haines; Treasurer, Mr. A. Hill; Secretary, Mr. Percy G. Harrison, Cameron-street. All visiting automobilists made hon. members.

#### GOLF.

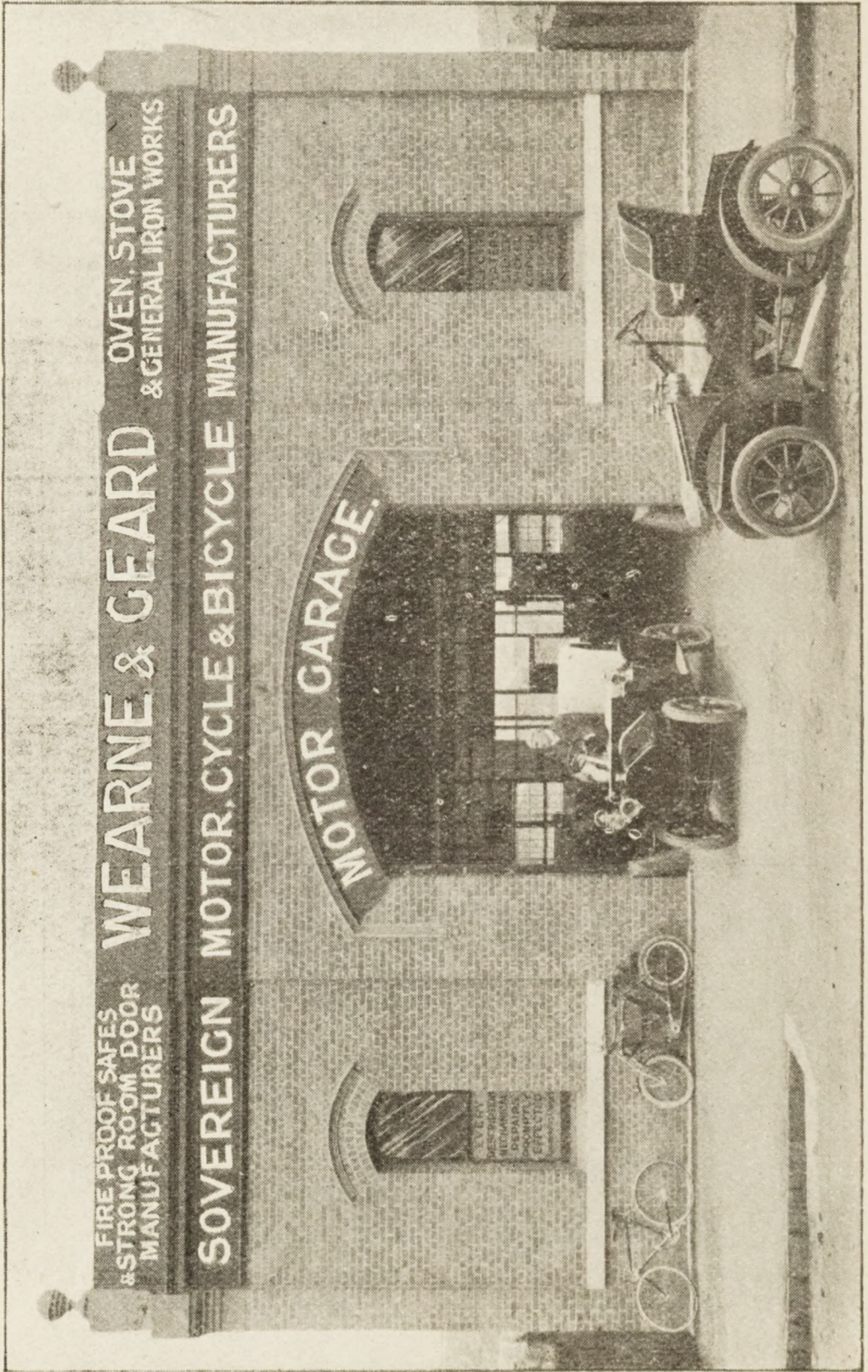
Golfing has quickly become one of the most popular sports in the North, and as the game will probably be much played during the mild Tasmanian summer, visiting golfers may depend on being heartily welcomed, and having opportunities of enjoying their favourite game. The Tasmanian Golf Association's Secretary is Mr. L. A. Cuff. The St. Leonards Club (formerly playing at St. Leonards) now have links of nine holes on the Mowbray Racecourse, about two miles from the city; Secretary, Mr. P. C. Smith. The Tasmanian Club links, also nine holes, are at King's Meadows, their clubhouse being on an excellent site close to the Devil's Punch Bowl—about three miles from the city. Cyclists may ride on to the links by taking a turn to the left immediately after passing the Swan Inn at King's Meadows. Mr. C. B. Grubb, the President of the Association, has private links at Strathroy, and Mr. T. C. Archer at Woolmers, on which visiting teams are frequently entertained. At Sheffield the oldest of the Tasmanian clubs is to be found, and clubs and links at both East and West Devonport, Campbell Town, Ross, and Longford, the last-named possessing the 1901 champion and a particularly strong ladies' team.

# Chief Mountains,

## NORTHERN TASMANIA.

CRADLE MOUNTAIN . . . . .	5,069 feet
BEN LOMOND . . . . .	5,010 feet
IRONSTONE MOUNTAIN . . . . .	4,736 feet
MOUNT BARROW . . . . .	4,644 feet
BRADY'S LOOK-OUT . . . . .	4,497 feet
BLACK BLUFF . . . . .	4,381 feet
DRY BLUFF . . . . .	4,257 feet
MOUNT ROLAND . . . . .	4,047 feet
MOUNT VICTORIA . . . . .	3,964 feet
BEN NEVIS . . . . .	3,910 feet
BARREN TIER . . . . .	3,899 feet
ROW TOR, or MOUNT ARTHUR . . . . .	3,895 feet
MOUNT PENNY . . . . .	3,782 feet
ST. PAUL'S DOME . . . . .	3,368 feet
MOUNT NICHOLAS . . . . .	2,812 feet
ST. PATRICK'S HEAD . . . . .	2,227 feet
MOUNT CAMERON . . . . .	1,808 feet

**CAR REPAIRS EFFECTED PROMPTLY.**



ADDRESS—

TELEPHONE 493.

**171 Brisbane St., Launceston.**

Tourists Should Visit

# Scott's Caves

## MOLE CREEK.

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This magnificent cave is beautifully illuminated by acetylene gas and is easily and conveniently explored under expert guidance.

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## LAKES AND MOUNTAINS

In the vicinity are easily accessible, and I am prepared to act as guide to parties visiting them.

### Accommodation

Good accommodation provided, 4s. per day—£1 per week. Distance from Mole Creek Railway Station, four miles. Visitors met at Station if advised—charge, 1s. each way per passenger.

### Cave Inspection Charges :

Of One or Two, 2/6. 1/- each for party of Four or more.

GEORGE SCOTT,  
PROPRIETOR.

# Mole Creek.



Mole Creek is the terminus of the Chudleigh branch line of railway, 16 miles from Deloraine. Train leaves Launceston at 3.20 p.m. daily, and passengers change trains at Lemana Junction. Fares from Launceston: 7s. 6d. first class, 5s. 1d. second class. Week-end fares: 8s. 6d. first class return, 6s. 5d. second class return. Other return fares double.

The Mole Creek district abounds with caves, and every tourist who can possibly do so should visit this most interesting district. The caves are of considerable extent, and contain some beautiful sights in the shape of limestone stalactites. To attempt to describe the many and varied beauties of these caves would be useless; they can be realised only by inspection. Even the photographers' art fails to convey more than a faint conception of the fantastic handiwork of nature here displayed.

The Alum Cliffs, four miles from Mole Creek, form a striking gorge, through which the River Mersey runs some 500 feet below. The district, however, presents such a variety of mountain, lake, river, cave and cliff scenery as to beggar description. Lovers of the rod, gun, or camera can arrange for a camping-out expedition—with reliable guides and packers—to what are known as the Chudleigh Lakes, between 30 and 40 in number, ranging from considerable sheets of water to mere tarns, connected by various streams, and ultimately draining into the Fisher River, one of the headwaters of the Mersey. Three lakes have been stocked of late years with brown trout and Loch Leven trout, which have thriven in their new surroundings. Wildfowl and kangaroo are also fairly plentiful. The track from Caveside to these lakes ascends the Great Western Tiers, and then descends to the plateau, some 500 feet lower, on which are the lakes, nestling mostly at the base of steep rocky hills. The Fisher River finds an outlet through the Western Tiers by a tremendous gulf of volcanic origin. It is so vast and rugged that

neither picture nor description can do justice to "The Gulf," but one large ledge of rock has a sheer drop of 600 feet, and it is about 1100 feet in its greatest depth. The Fisher River flows down the "Gulf" in a series of cascades and falls, one fall being some 70 feet.

### Trips from Mole Creek.

Mole Creek Caves . . . . .	4 miles
Chudleigh Caves . . . . .	4 miles
Westmorland Falls . . . . .	6 miles
Alum Rocks . . . . .	3 miles
Mersey River . . . . .	2 miles
Chudleigh Lakes . . . . .	12 miles



### RAILWAYS IN TASMANIA, 31st DECEMBER, 1906.

#### Government Lines.

	Miles.
Western Railway—Launceston to Burnie .....	112
Oatlands and Parattah Railway .....	4½
Fingal Railway.....	46¾
Derwent Valley Railway.....	24¼
Launceston and Scottsdale Railway.....	47
Main Line.....	122
Chudleigh Line.....	12½
Sorell Line.....	14½
Strahan-Zeehan Railway.....	29½
Apsley.....	26
North East Dundas Tramway.....	19
Comstock Tramway.....	4¼
Elwick Railway.....	1
Mowbray Railway.....	1

#### Private Lines.

Waratah.....	48
Emu Bay, Guilford Junction, Zeehan Railway (not guaranteed).....	50
Rayna Junction to Maestris .....	5½
Mount Lyell.....	22
North Mount Lyell.....	33
Mount Farrell Tramway.....	8½
<b>TOTAL ...</b>	<b>631¼</b>

# Deloraine

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VISITORS TO TASMANIA  
SHOULD NOT FAIL TO  
— VISIT DELORAINE —

An Unrivalled Tourist and Health  
Resort.

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MAGNIFICENT SCENERY.      FIRST-CLASS FISHING.  
EXCELLENT ACCOMMODATION.

THE DIRECT ROUTE TO THE GREAT LAKE.

---

TWO HOURS' DRIVE FROM THE FAMOUS  
CHUDLEIGH AND MOLE CREEK CAVES.

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DELORAINE is situated midway between Launceston and Devonport, on the Western Railway Line, and can well lay claim to be the most Picturesque Township in the state. Good Golf Links within ten minutes of the Post Office. Also Tennis, Croquet, and Cricket Grounds. Water laid on and the town lighted by electricity.

Full particulars regarding accommodation, trips, costs, etc., on application to

GEO. W. CAMERON,  
Secretary Deloraine and District  
Tourist Association,  
Deloraine.

# Trips from Deloraine.

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FALLS RIVER FALLS.—Six miles' drive or cycle to within 400 yards of Falls. Very nice afternoon outing.

LOBSTER FALLS.—En route to caves. A series of three in all; very charming; good fishing; eight miles' drive; 20 minutes' walk from road; well defined path. Hot water, etc., to be had farm house near vicinity.

ALUM CLIFFS.—En route to caves; 16 miles' drive. Should not be missed by visitors. Cliffs tower 700 feet, almost perpendicular, from the Mersey River flowing at their base; good fishing; 3d. toll demanded of visitors at caretaker's house; refreshments moderate charges.

SCOTT'S CAVES.—19 miles, good road, well lit with acetylene. Caves said to rival Jenolan for beauty. Guide fee: Minimum, 5s.; parties, 1s. per head. Refreshments moderate.

BALDOCK CAVES.—Near Scott's. Some magnificent stalactites formation. New and beautiful caverns being repeatedly discovered.

POCHIN'S CAVES.—Eight miles beyond Mole Creek by a route of unrivalled beauty for mountain hill and vale scenery. These caves were only recently discovered, and are being illuminated throughout, and are said to rival any of the other Mole Creek caves for underground wonders.

THE DEN.—A picturesque picnic spot on the banks of the Mersey, near Mole Creek; 18 miles' drive; excellent trout fishing.

CHUDLEIGH LAKES.—Well worthy of a prolonged visit by either the Mole Creek, Caveside, or Western Creek routes. An angler's paradise.

and for lovers of the camera art unsurpassed for its charming variety of scenic attractions to be had—notably Mt. Ironstone and vicinity, “The Gulf,” “Parson’s Falls,” “The Steeples,” and the 40 lakes.

WET CAVES, 16 miles.—These old favourites need very little further advertising, suffice to say that for years past they have annually attracted hundreds of visitors, and as a picnic resort claim precedence in this district. Apart from the caves—and some very choice caverns have only recently been discovered—the “Natural Arch” is well worthy of a visit, and half-an-hour’s walk from the caves are situated the picturesque Westmorland Falls, said to have the best fern gullies leading up to them of any such in the State.

QUAMBY BLUFF, 4000ft., 10 miles.—Beautiful driving or cycling road from Deloraine; commands a view second to none of Northern Tasmania. Near by is the Flinty Rock, a very easy trip for young or old. STELLA GLEN, 12 miles from Deloraine.—A charming sylvan retreat and favourite picnic resort. LIFFEY FALLS, 17 miles.—A series of four falls, each one vying hard to surpass its mate in holding forth attractions of various kinds to the artist or lover of the camera. They are situated, as well as Stella Glen, on the Lake Track.

PINE LAKE, 19 miles.—Especially a favourite resort in winter, when skating may be indulged in on its frozen surface. During fishing season many trout may be coaxed from its clear water.

GREAT LAKE, 28,000 acres, 23 miles from Deloraine.—The champion attraction of this district, where the invalid on visiting returns a new man. The run-down man from the busy city returns after a week or so’s visit with new energy for the struggles of life, while to the fisherman it is well termed the angler’s paradise.

There are numerous other trips—notably Warner’s Falls, 19 miles. Of the “round drives” for afternoon outings, the chief are via Dunorlan, Whiteford Hills, Red Hills, Osmaston, Quamby, Brook, and Reedy Marsh.

# Deloraine Hotel

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## Deloraine.

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Situated in the most picturesque portion of the town, two minutes' walk from the Railway Station and overlooking the beautiful Race Course, Golf Links, Tennis Court, etc.

This Hotel has been re-built and elaborately furnished throughout, and being under the management of MR. W. G. FITZPATRICK, it is one of the most popular and best appointed hostelries in Tasmania. Electric Light throughout. Hot and Cold Shower Baths. Telephone 15.

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TOURISTS' PARTIES ARRANGED.

LAUNCESTON  
**Mechanics' Institute**  
 AND  
**PUBLIC LIBRARY**

Over 27,000 Volumes.

**Terms of Membership :**

For	THREE Months	SIX Months	TWELVE Months
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
1 Book and 1 Magazine at a time	3 6	6 6	13 0
2 Books and 2 Magazines        "        "	5 0	10 0	20 0
3       "       2       "       "	7 6	15 0	30 0

**Country Rates :**

2 Books and 1 Magazine at a time ... ..	6 6	13 0
3       "       2 Magazines       "       ... ..	10 0	20 0

**Junior Tickets :**

1 Book and 1 Magazine ... ..	3 0	6 6
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VISITORS ADMITTED TO ALL PRIVILEGES  
 AT 2/6 PER MONTH.

A Free Reading Room is provided for the  
 General Public.

# Souvenirs of Tasmania

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IN GOLD AND SILVER. WE ESPECIALLY  
— CATER FOR THE REQUIREMENTS OF —

## TOURISTS

And have many original designs in Pendants,  
Spoons, Shells, Jewellery, etc.

---

Geo. W. Whitfield, 145 Charles St.,  
Launceston.

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HOBART: 60 LIVERPOOL STREET.

ZEEHAN: MAIN STREET.

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 **ANGLERS**

SHOULD VISIT

Interlaken House.

“The Tourists’ Paradise” situated on the shores of  
Lakes Crescent and Sorell, and enjoying a beautiful  
summer climate; 18 miles from Oatlands, vehicle runs  
every Tuesday (extra trips run if notice is given).  
Visitors taken to Wood’s Lake at reasonable charge.  
Picnics (land or water) arranged.

Boats kept, small charge per day.

Coach fare from Oatlands 7/6 each way, return 15/-

Tariff 8/- per day.

Tents erected for those that prefer them.

Stabling 4/- per day.

Piano for use of visitors.

R. ELLISTON,

Proprietor.

# Port of Launceston.

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Issued by the MARINE BOARD OF  
LAUNCESTON.

Compiled by Capt. J. J. BRADLEY, Harbour  
Master.

The time of high water given in the Table is liable to be influenced by the force and direction of the wind and atmospheric pressure, which cannot be predicted. Winds from east, round by south to south-west, with a high barometer, cause short tides. Winds from N.E., round north to north-west, with low barometer, cause the tides to run beyond the Table time. Except under very exceptional circumstances, the time of High Water given in the Table should agree with the actual time within 20 minutes.

It is High Water at Launceston, F. and Ch., at 1 hr. 20 min. Zone time. Springs rise from 12 to 14 feet; neaps from 9 to 11 feet.

For River Ports the times of High Water may be found as follows:—

For Rosevears subtract 40 minutes from the Table date.

For Blackwall subtract 48 minutes from the Table date.

For Sidmouth, subtract 1 hr. from the Table date.

For Beauty Point subtract 1 hr. 28 min. from the Table date.

For George Town subtract 1 hr. 35 min. from the Table date.

For Pilot Station subtract 1 hr. 48 min. from the Table date.

At Sidmouth the tidal stream runs 30 min. after High Water by the shore.

At George Town the tidal stream runs 40 min. after High Water by the shore.

At Low Head the tidal stream runs 50 min. after High Water by the shore.

At Launceston the rise per hour for a tide of 12 ft. is as follows:—1st hour, 3 ft.; 2nd hour, 2 ft. 6 in.; 3rd hour, 2ft 3in.; 4th hour, 2 ft. 2in.; 5th hour, 1 ft. 2in.; 6th hour, 11in.

The mean length of the flood and ebb stream is nearly six and seven hours respectively.

#### DEPTHS IN CHANNEL.

At Pig Island jetty the Clock-faced Tide Gauge is set to 11 ft. at Standard Low Water, corresponding to the minimum depth on the crossings at Barnard's Creek, and the north end of the Boat Channel at No. 13 Light Beacon. All depths given are reduced to Standard Low Water, and are as follow:—

Haystack Point Crossing . . . . .	12 ft. 6 in.
Newnham Bend ditto . . . . .	12 ft. 6 in.
South End Boat Channel ditto . . . . .	11 ft. 6 in.
North End Boat Channel ditto . . . . .	11 ft.
Britannia Beacon Crossing . . . . .	12 ft. 6 in.
Barnard's Creek ditto . . . . .	11 ft.
Rostella ditto . . . . .	12 ft 6 in.
Rosevears. . . . .	11 ft. 6 in.

#### DEPTHS AT WHARVES AT RIVER PORTS.

Pig Island Jetty . . . . .	Low Water Mark
Dilston Jetty . . . . .	8 ft. 6 in.
Rosevears Jetty . . . . .	8 ft.
Blackwall Jetty . . . . .	8 ft.
Sidmouth Jetty . . . . .	9 ft.
Middle Island Jetty. . . . .	9 ft. 6 in.
Beauty Point Pier . . . . .	26 ft. 6 in.
George Town Wharf . . . . .	9 ft.
Kelso Bay Jetty. . . . .	9 ft.
Pilot Station Jetty. . . . .	3 ft. above Low Water

#### TABLE OF DISTANCES.

Taken from Admiralty Chart of River Tamar, from Victoria Bridge to—

	Nautical Miles.
Regatta Ground . . . . .	2.39
Pig Island Jetty . . . . .	5.22
Dilston Jetty . . . . .	8.58
Rosevears Jetty. . . . .	12.5
Blackwall Jetty . . . . .	14.82
Gravelly Beach . . . . .	15.44

Elbow Buoy, Swan Bay . . . . .	18.21
Swan Point Beacon . . . . .	18.80
Craigburn . . . . .	20.375
Barrett's Point Beacon . . . . .	21.81
Sidmouth Jetty . . . . .	22.94
Point Rapid . . . . .	24.82
Middle Island Jetty . . . . .	28.69
Beauty Point Pier . . . . .	30.87
George Town Wharf . . . . .	32.31
Kelso Bay . . . . .	32.94
Pilot Station Low Head . . . . .	35.125
Middle Ground Buoy . . . . .	35.69
Hebe Reef Buoy . . . . .	37.94
From Beauty Point Pier to George Town Wharf, 3.06 Nautical Miles.	

For Statute Miles multiply by 1.15.

J. J. BRADLEY, Harbour Master.



## Fruit Growing.



(Reprinted from Crown Lands Guide.)

This industry is rapidly growing, and now ranks amongst the principal industries of the State. The export of fruit for the year 1903 amounted to 867,388 bushels, at a total value of £234,159. The apple and pear harvest for the year 1904 is estimated at about 1,000,000 bushels, of which 573,410 bushels have been shipped to Europe.

The soil and climate of many parts of Tasmania are admirably suited to the production of all kinds of English fruits, which attain perfection, and when well matured are admittedly superior in flavour to those grown on the mainland of Australia. It is found that the land best suited to apple growing in this State is a light loam, having a clay subsoil, which yields under a proper system of cultivation large crops of fine fruit, in many cases exceeding 500 bushels to the acre.

# Tasmania's North-West Coast.

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NO TOUR OF TASMANIA is complete without a visit to the North-West Coast, and, if time permits, to the West Coast—the Switzerland of the Southern Hemisphere. Train journey all the way. Splendid Hotel Accommodation right along the route, especially at Devonport, the Capital of the North-Western Province.

HOTEL TARIFFS, FROM 4s TO 8s.

Good Accommodation always, at 6s.



## Fishing, Boating, Motoring, Good Roads and Beautiful Scenery,

And Visitors who wish to see as much as possible of the Island in the shortest time and with a minimum of expense, should take Steamer to Melbourne from Devonport (or Burnie), as an alternative return route, to leaving from Launceston or Hobart.

The fast, commodious and splendidly-fitted Steamer

“OONAH,” 1,757 tons,

Leaves North-West Coast Ports WEDNESDAYS and SATURDAYS after arrival of Launceston night train, and Tickets are interchangeable.



Further Particulars from

J. DONOHUE, SECRETARY,

NORTH-WESTERN TOURIST ASSOCIATION,

DEVONPORT.

Write for Guide Book.

# Drives

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From

## Devonport.

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To MERSEY BLUFF,  $1\frac{1}{2}$  miles,  $1/6$  return; 6d. each for a number.

To DENNY'S GORGE, MELROSE, 8 miles, 10/- return for six or under.

To PARDOE BEACH, 5 miles, 10/- return for six or under.

To PORT SORELL, 14 miles, 15/- return for six or under.

To ULVERSTONE, 12 miles, 15/- return for six or under.

To LATROBE, 6 miles, 10/- return for six or under.

To SHEFFIELD, 20 miles, 20/- return for six or under.

To PALOONA, 15 miles, 20/- return for six or under.

To BALLAMACARGIE FALLS,  $7\frac{1}{2}$  miles, 15/- return for six or under.

To MOLE CREEK CAVES and ALUM CLIFFS (rail and coach), 10/- each Passenger for six.

To all places over four and under 20 miles,  $1/6$  each passenger for drag load of 20.

Sulky Hire: 8 miles and under, 6s.; 12 miles and under,  $7/6$ ; 14 miles and under, 10s.; 20 miles,  $12/6$ .

# Rainfall in Tasmania



*From October 1, 1906, to September 30, 1907, showing the number of Days Rain and Total Rainfall.*

STATIONS.		Height above sea Level.	Total Rainfall.	
			Rain- fall.	Wet Days
		Ft.	In.	No.
N.E. DIVISION.	Bellerive - - - -	47	21·33	141
	Bothwell - - - -	1128	20·41	141
	Brighton - - - -	—	20·58	159
	Glenorchy - - - -	173	26·70	104
	Hobart - - - -	160	26·52	165
	Mount Nelson - - - -	1191	25·65	126
	Mount Wellington (Gap) - - - -	4166	—	—
	New Norfolk - - - -	30	24·05	131
	Oatlands - - - -	1400	20·36	121
	Premaydena - - - -	—	28·17	124
	Richmond - - - -	30	19·52	114
	South Brunton - - - -	180	40·86	208
	Springs, Mount Wellington - - - -	2478	52·83	179
	Swansea - - - -	11	20·55	143
S.W. D.	Cape Sorell - - - -	40	53·94	243
	Mount Lyell - - - -	1230	117·23	256
	Queenstown - - - -	440	109·49	230
	Uxbridge - - - -	1200	39·63	164
	Campbell Town - - - -	635	22·31	141
	Cressy - - - -	—	25·47	192
	Fingal - - - -	766	21·63	76
	Gould's Country - - - -	850	57·93	108
	Launceston - - - -	31	28·96	139
	Low Head - - - -	92	26·25	178
N.E. DIVISION.	Scottsdale - - - -	644	47·25	155
	St. Helen's - - - -	20	32·10	144
	Burnie - - - -	14	53·31	173
	Great Lake - - - -	3338	32·52	89
	King Island - - - -	130	33·95	154
	Marrawah - - - -	—	47·49	141
	Mount Read - - - -	2867	126·95	263
	Stanley - - - -	65	38·49	225
	Waratah - - - -	2000	109·40	282
	Westbury - - - -	570	35·84	132
N.W. DIVISION.	Zeehan - - - -	535	100·33	234

# Burnie.



Burnie, which is one of the principal towns on the North-West Coast of Tasmania, and the fifth largest town in the State, is a charming Tourist Resort. It is ideally situated, with a background of undulating hills, from which a grand panoramic view of the surrounding country is obtained; along its shores ebb and flow the waters of Bass Strait, into which flow the clear placid streams of the Emu and Cam Rivers, which add their charm to the attractive scenic views of the lovely country adjacent. To Englishmen Burnie is "Scarborough Revisited." Burnie is the terminus of the Government railway line connecting with Hobart, Launceston, and the other important towns of the State, also of the West Coast Railway connecting with Mt. Bischoff, Zeehan, and Lyell, the world-famous mining districts. From Burnie all the principal parts of Tasmania can be reached on the same day, which cannot be said of any other town or city in the State, and in this important respect the position of Burnie is unique.

The Tourist in search of Health, or Rest from the busy turmoil of city life, will find in Burnie all that nature provides to ease the troubled mind and soothe the wearied nerves. Along the beautiful sandy shores the evergreen boobyalla affords its sheltering canopy to sit and rest amongst the rocks, and the tired visitor gains Nature's greatest invigorator from the health-giving breezes. The beaches for "the kiddies" afford all the advantages of a happy and healthy playground; the various drives inland will provide that bracing air which is so characteristic of this charming district, whilst at frequent intervals are met the well-kept farms and homesteads of the busy farmer, whose welcome to visitors is proverbial. Excellent roads abound, and driving along them is as enjoyable as it is instructive.

Every opportunity exists for the cyclist or the motorist. Good roads lead in every direction—to Somerset, 4 miles; to Wynyard, 12 miles; to Stanley, 48 miles; to Penguin, 10 miles; to Ulverstone,

18 miles; to Devonport, 30 miles; or right through to Launceston, 90 miles; or to Hobart, 200 miles. Road enthusiasts thus have ample scope for a sprint and coasting, or an easy-time run.

To Picnic Parties the district is full of attractive resorts. At Oldaker's Falls, just outside the town boundary, visitors will find a charming spot for spreading the cloth and enjoying an *al fresco* lunch. O'Callaghan's Falls, about three miles from Burnie, provides a delightful outing to spend the day, amidst Nature's greatest charm and health's best restorative. Along the banks of the Emu River, for about six miles, visitors will find unequalled opportunity for a day's outing; the air being bracing, the scenery of the loveliest description, whilst the river meandering along the base of rugged hills, alternating with gentle slopes, and amidst a wealth of ferns and wild flowers, provides a charm seldom met with.

#### BURNIE TO SOMERSET, WYNYARD, AND CIRCULAR HEAD.

Coaches leave Burnie at 2.45 p.m. and 9.30 p.m.; Somerset, 3.15 p.m. and 10.10 p.m. Arrive Wynyard 4 p.m. and 11 p.m. Leave Wynyard 4 p.m., arrive Stanley 9 p.m. Leave Stanley 7 a.m., arrive Wynyard 11.40 a.m. Leave Wynyard 12 noon and 7.30 p.m.; Somerset, 12.45 p.m. and 8.15 p.m.; arrive Burnie 1.30 p.m. and 9 p.m. Fares: To Wynyard, 2s. 6d. single, 5s. return; Stanley, 12s. 6d. single, 23s. return.

#### DRIVES FOR TOURISTS.

A week may be most enjoyably spent in the following drives from Burnie with most charming and exhilarating surroundings:—First Day—To Cam River, thence through Cam district, lunch at Yolla; thence along Mt. Hicks road to Wynyard and return to Burnie. Second Day—To Wynyard, thence to Table Cape Lighthouse, where the hamper will be sampled, and return to Burnie. Third Day—To Blythe, thence along Blythe-road to Pine-road, south of Penguin (inspecting en route the immense iron deposit at Blythe, and copper mines in the vicinity), return via Penguin to Burnie. Fourth Day—Along New Country road to

# Mount Lyell Tourist Association

QUEENSTOWN.

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## LIST OF TRIPS AND PLEASURE RESORTS.

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LAUNCESTON TO QUEENSTOWN, per Steamer, over Mt. Lyell Co.'s Railway, Return, £2 11s.

HOBART TO QUEENSTOWN, per Steamer, over Mt. Lyell Co.'s Railway, Return, £2 11s.

QUEENSTOWN TO KELLY BASIN, via Gormanston (by Coach and Rail), Return, 19/6.

QUEENSTOWN TO GORMANSTON (by Coach), Return, 3s.

QUEENSTOWN TO KING GORGE (Rail), Return, 7/2.

QUEENSTOWN TO PRINCESS FALLS (Lynchford), Return, 1s.

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Pack Horses may be obtained for trips to Collingwood River, and Lake Margaret, as follows:

1 Horse and Driver, per diem, £1; Two Horses and Driver, per diem, 15s. each; Three Horses and Driver, per diem, 13/6 each. Four Horses and Driver, per diem, 12/6 each.

Ladies and Gentlemen's Saddle Horses, 10s. per diem.

COACH FARES ONLY.—Queenstown to Gormanston or Linda Valley, 3s. return; 2s. single.

SPECIAL COACHES OBTAINABLE.—Four horses and driver, to return to Queenstown same day, £1 10s; Special Waggonette, 2 horses and driver, per day, £1 10s.; Special Waggonette, 2 horses and driver, per trip, £1. Luggage conveyed by arrangement to Gormanston or Linda Valley at reasonable rates. Good Accomodation (Hotel) obtainable at the rate 8s. per diem.

# Mount Lyell Tourist Association

QUEENSTOWN.

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## LIST OF CHARGES FOR CONVEYANCE OF LUGGAGE TO ANY HOTEL.

IN QUEENSTOWN, as follow: One load of luggage to one hotel, 2/6; Two loads of luggage to two or three hotels, 3/-; Single lots of luggage, each, 1s. Cabs to Lynchford (where Princess Falls are to be seen), each passenger, 3/-, return (not less than four passengers); an additional charge of 4/- per hour is made while waiting at Lynchford for passengers to return from Falls.

The great and interesting feature of the town of Queenstown are the Smelters and Converters, and the other important departments of the Mount Lyell Mining and Railway Company, while at Gormanston are to be seen this Company's great mines which are always of great interest to visitors.

### **The Famous Gordon River Trip.**

This magnificent trip can be made from Queenstown, via Gormanston and Kelly Basin. Arrangements can always be made for steamer to meet the Mount Lyell M. & R. Co.'s train at Kelly Basin and visitors conveyed 50 miles up this most beautiful river of Australia. On the return journey, the interesting spots such as Settlement Island, Entrance Island, Liberty Point, Swan Bay, Condemmed Island, Coal Head, Bald Head, Betsy Island, Macquarie Heads, etc., and many other places already described by Marcus Clarke in "His Natural Life."

Further particulars supplied on application to Secretary, Mount Lyell Tourist Association, Queenstown.

Under the Patronage of His Excellency Lord Northcote,  
Governor-General of Australia

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# Scamander House

## Family Hotel,



R. G. GRIEVE, Proprietor.

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FAMILY HOTEL, FISHING RESORT,  
AND HEALTH SANATORIUM.

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BOATS, FISHING TACKLE, AND BAIT FREE TO  
PATRONS,

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TERMS - - - £2 2s. per Week.

Ridgley, from whence a short walk brings one to the beautiful Guide Falls. The Darling Falls may be subsequently visited after returning to Ridgley, followed by a most pleasant drive to Burnie before sunset. Fifth Day—Along Mooreville-road to 8-Mile Post, thence along New County-road to 3-Mile Line, thence to West Mooreville-road and along Cam-road east to main coast road at Cam, and return to Burnie. Sixth Day—To Stowport, along East Chasm Creek-road to Upper Blythe River bridge; lunch on river banks. In this locality the disappearance and emergence of the Underground River and grand, wild and rugged scenery may be viewed, returning to Burnie about 6 p.m.



## The East Coast.



### THE EAST COAST.

Tasmania's East Coast is annually attracting more visitors, and the romantic nature of its road scenery, the wonders of its mining resources, its unparalleled bream and other fishing, together with its mild climate, make up a strong combination of attractions, and no tourist should return without visiting this magnificent district.

#### BRIDPORT

Is reached from Scottsdale. At Bridport there is excellent sea and river bathing, also fishing. The distance from Scottsdale to Bridport is 13 miles.

#### RINGAROOMA.

Is 16 miles from Scottsdale, and the centre of rich agricultural country. Mount Victoria is easy of access from Ringarooma, and a good track exists to the summit, from whence a magnificent view is obtainable.

#### DERBY AND BRANXHOLME.

From Scottsdale to Derby is 21 miles. Coaches run daily, leaving Scottsdale at noon. The coach passes Ringarooma turn-off at 1.30 p.m.; Branxholm, a tin-mining township, at 2.15 p.m.; and arrives at Derby at 3 p.m.

# Scamander

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SEASIDE FISHING  
AND  
TOURIST RESORT

SCAMANDER RIVER,  
EAST COAST,  
TASMANIA.


Hotel

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## Tourist and Anglers' Paradise.



THE PROPRIETOR begs to inform Visitors that he is always ready to personally conduct them by Boat or Carriage to the Best Fishing Places. His eleven years' experience here has made him so well acquainted with the haunts and habits of the fish that Visitors may safely rely upon having the very best sport obtainable.

Amongst the numerous Visitors who have made this Hotel their headquarters from time to time are their Excellencies Viscount and Viscountess Gormanston, Sir Arthur and Lady Havelock, Sir Gerald and Lady Strickland; and Sir George Jenkins, Sir John Dodds, Sir Elliott and Lady Lewis, Sir Phillip Fysh, Right Hon. G. H. Reid, Hon. W. B. Wade (Premier of N.S.W.), Hon. J. W. Evans, C.M.G. (Premier of Tas.), Hon. C. E. Davies, Hon. J. C. Watson, Hon. M. Scott, Hon. C. E. R. Littieton, Hon. G. Fairbairn, Hon. J. G. Davies, Hon. E. Miller, Hon. W. H. Irvine, their Lordships the Bishops of Adelaide and Tasmania, Revs. Atkinson, Roberts and Allen, Revs. Father Hays and Beechinor, Colonels Patterson, Hall, Eliston, Majors Merritt and Grimwade, Captains Buckley, Golan, R.N., Fisher and A. E. Parker, Professors Hogg, Harrison Moore, Smith, Haswell, M'Cauley, Drs. Eccells, Hogg, Blackwood, Haverson, Jackson, Nickell, Clendinnen, Campbell, Miller, Wolthagen, Marwood, Patterson, Leurs and Hayes.

Extensive additions just completed makes this the largest, most comfortable, up-to-date Hotel on the East Coast. Bream, Trout and other Fishing. Boats, Bait and Fishing Tackle FREE to Patrons. Visitors driven or boated free to Fishing Places. Two good Fruit Gardens. Dark Room. Shooting, all Game in Season. Baths, H. and C. Showers, Large Motor Garage; Oils, etc., supplied. Gas. Piano, Private Apartments. Cook's Tourist Agents.

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**STRICTLY MODERATE TERMS.**

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Letters, Telegrams, etc., Prompt Attention. Mails Daily.

**J. G. WALKER, Proprietor.**

## PIONEER, SOUTH MOUNT CAMERON, AND GLADSTONE.

About a mile on the Derby side from Moorina the road branches off to Pioneer, South Mount Cameron, and Gladstone. At Pioneer is situated the Pioneer Tin Mine, where some thousands of tons of tin have been won. On the way to Gladstone several prominent tin-mining ventures are passed; also the South Mount Cameron water race.

## WELDBOROUGH.

On leaving Moorina the next town reached is Weldborough, ascending nearly the whole way. The distance from Moorina to Weldborough is  $6\frac{1}{2}$  miles, through most picturesque road scenery.

## LOTTAH.

Nine miles from Weldborough we come to Lottah. The drive from Moorina to Lottah is through some of the best fern, myrtle, and mountain scenery to be met with in the Southern Hemisphere. When the visitor is midway between Weldborough and Lottah he has reached an elevation of 2080 feet above sea level. Too much cannot be said of the scenery and roads between Moorina and Lottah. In the vicinity of Lottah is situated the Anchor Tin Mine, which is well worth a visit, and which is distant a mile and a half from Lottah. To the top of the Blue Tier is four miles from Lottah, and it is 1000 feet above that place.

## ST. COLUMBA FALLS.

Between Gould's Country and St. Helen's is situated the beautiful St. Columba Falls, which are a truly magnificent sight, and horses and traps to visit this spot may be hired.

## ST. HELEN'S.

From Gould's Country to St. Helen's is 13 miles. At St. Helen's, or George's Bay, one is at sea level. Good fishing is always obtainable at St. Helen's, which has many beauty spots and good fishing places; where an enjoyable time may be spent. Good hauls of fish are made frequently with rod and line, and both hotels (Telegraph and Union) have boats for the use of visitors. There is also a commodious motor boat, seating 10 comfortably, to be hired at a small rate for a trip to

**SUCCESSION OF LIEUTENANT-GOVERNORS AND  
GOVERNORS OF TASMANIA.**

<i>Name.</i>	<i>From</i>	<i>To</i>	<i>Died.</i>
Col. David Collins, R.M., Lt.-Gov.....	Feb. 16, 1804	Mar. 24, 1810	Mar. 24, 1810
Lt. Ed. Lord, R.M., Com...	Mar. 24, 1810	July 8, 1810	Sep. 15, 1859
Capt. Murray, 73rd Rgt., Com.....	July 8, 1810	Feb 20, 1812	
Lt-Col. Geils, 73rd Regt., Com.....	Feb. 20, 1812	Feb. 4, 1813	
Col. Thos. Davey, R.M., Lt.-Gov.....	Feb. 4, 1813	April 9, 1817	May 2, 1823
Col. William Sorell, ditto.	Apr. 9, 1817	May 14, 1824	June 4, 1848
Col. George Arthur, ditto.	May 14, 1824	Oct. 30, 1836	Sep. 19, 1854
Lt. Gen. Sir R. Darling, Governor-in-Chief .....	Dec. 3, 1825	Dec. 6, 1825	
Lt-Col. K. Snodgrass, Acting Lieut. Governor..	Oct. 31, 1836	Jan. 5, 1837	
Sir John Franklin, Knt., R.N., K.C.H., K.R., Lieut.-Governor .....	Jan. 6, 1837	Aug. 21, 1843	June 11, 1847
Sir J. E. E. Wilmot, Bart., Lieut.-Governor.....	Aug. 21, 1843	Oct. 13, 1846	Feb. 3, 1847
C. J. LaTrobe, Esq, Ad.	Oct. 13, 1846	Jan. 25, 1847	Dec. 4, 1875
Sir W. T. Denison, Knt., Lt.-Gov.....	Jan. 26, 1847	Jan. 8, 1855	Jan. 19, 1871
Sir Henry E. Fox Young, Knt., C.B, Gov.-in-Chief	Jan. 8, 1855	Dec. 10, 1861	Sep. 18, 1870
Col. (afterwards Sir) T. Gore Browne, C.B., Gov- ernor-in-Chief.....	Dec. 10, 1861	Dec. 30, 1868	Apr. 17, 1887
Lt.-Col. W. C. Trevor, C.B., 14th Regt., Admin.....	Dec. 30, 1868	Jan. 15, 1869	Sept. 4, 1894
Chas.(after Sir C.) Du Cane Gov. and Com.-in-Chief..	Jan. 15, 1869	Nov. 28, 1874	Feb. 25, 1889
Sir F. Smith, Knt., C.J. Ad. F.A.(Sir Fredk.), G.C.M.G. Weld, Esq., Gov. and Com.-in-Chief .....	Nov 30, 1874	Jan 13, 1875	
	Jan. 13, 1875	April 5, 1880	July 20, 1891
Sir F. Smith, Knt., C.J., Ad.	Apr. 6, 1880	Oct. 21, 1880	
Lieut.-General Sir J. H. Lefroy, K.C.M.G. C.B., Administrator.....	Oct. 21, 1880	Dec. 7, 1881	Apr. 11, 1890
Major Sir G. C. Strahan, R.A., K.C.M.G., Gov. & Com.-in-Chief .....	Dec. 7, 1881	Oct. 28, 1886	Feb. 17, 1887
William Robert Giblin, Esq, Acting C.J. Admin	Oct. 29, 1886	Nov. 18, 1886	Jan. 17, 1887
Sir W. L. Dobson, C.J. Knt., Administrator.....	Nov. 18, 1886	Mar. 11, 1887	Mar. 17, 1898.
Sir R. G. C Hamilton, K.C.B., Governor and and Com-in Chief.....	Mar. 11, 1887	Nov. 30, 1892	Apr. 22, 1895
Sir W. L. Dobson, Kt., Administrator .....	Nov. 30, 1892	Aug 8, 1893	Mar. 17, 1898.
Viscount Gormanston, K.C.M.G.....	Aug. 8, 1893	Aug. 14, 1900	Oct. 29, 1907.
J. S. Dodds, Esq., C.M.G., C.J. (Sir John). Admin.	May 1, 1899	Nov. 8, 1899	
Sir John Dodds, K.C.M.G., Administrator .....	Aug. 14, 1900	Nov. 8, 1901	
Sir A.E. Havelock, G.C.S.I. G.C.M.G.....	Nov. 8, 1901	Apr. 16, 1904	
Sir J. Dodds, K.C.M.G., Lt-Gov.....	Apr. 16, 1904	Oct. 28, 1904	
Sir Gerald Strickland, K.C.M.G.....	Oct. 28, 1904		

the Heads, where, in the season, plenty of crayfish abound, and many kinds of deep sea fish. The Bay, in which roll the waters of the South Pacific Ocean, is very pretty.

#### SCAMANDER.

From St. Helen's to Scamander is 11½ miles along a perfect gravel road, the waters of the South Pacific Ocean at the side the whole distance. Scamander is a noted fishing resort. The Scamander River is known for its excellent bream and other fishing. In the upper reaches of Scamander River very good brown trout fishing is obtainable, and good sea and river bathing may be indulged in at any time of the day.

#### ST. MARY'S.

From Scamander to St. Mary's is 11½ miles. En route the coach passes along the far-famed St. Mary's Pass, which rises 1000 feet in the space of four miles. There are no fewer than 72 bends in the Pass, and from the top a magnificent view of the South Pacific is obtained. All along the coast the scenery met with whilst driving through the Pass ranks amongst the best in Tasmania. Two miles from the top of the Pass one is in St. Mary's township. Places worth visiting near St. Mary's are St. Patrick's Head, 2227 feet above sea level; the Gully; German and Dublin Towns.

#### ANSON'S BAY.

Anson's Bay and River (25 miles from St. Helen's) is an excellent bream and sea fishing ground. If Anson's Bay were made more accessible, it would no doubt become one of the most popular tourists' resorts of the State. Anson's Bay is a bold sheet of water, about one and a half miles wide, and two miles in length. There is excellent fishing all over the Bay, but the Channel provides perhaps the most sport. On the western side is Anson's River, and the stream is navigable for pleasure boats for a distance of about five miles, to what is known as the Ford, where the waters of the sea and the river meet.

Note.—A pamphlet dealing specially with the East Coast tour has been prepared by the Association, and a copy may be had free on application to the Tourists' Bureau, Launceston.

## FOLLOWING ARE PLACES OF INTEREST AROUND ZEEHAN

Which are accessible by Rail, with Fares, Single, Return and Excursion.

	SINGLE.		RETURN.		EXCURSION.					
	1st Class	2nd Class	1st Class	2nd Class	1st Class	2nd Class				
	s.	d.	s.	d.	s.	d.				
<b>WILLIAMSFORD</b> —18 Miles distant, mountain railway, lovely scenery, including Montezuma Falls (340 ft.), Herclues and other mines. One day trip. ... ..	6	0	4	6	9	0	6	0	4	6
<b>DUNDAS</b> —Six miles, mining township, fine mountain scenery. Rare mineralogical specimens found here. One day trip. ... ..	2	0	1	6	3	0	2	3	2	0
<b>SILVER BELL AND AUSTRAL</b> } From these stations the Zeehan Smelters and Mt. Zeehan are easily accessible, and an hour's climb will bring the Tourist to the summit of Mt. Zeehan, whence splendid panorama of land and sea scape can be seen. One day trip.	0	3	0	2	0	6	0	4	—	—
<b>COMSTACK</b> —Six miles, mining, fine views of mountain scenery. One day trip. ... ..	1	8	1	3	2	6	1	11	—	—
<b>HENTY</b> —Beautiful river-fishing and boating; ocean beach about one mile distant. One day trip. ... ..	2	9	1	10	5	6	3	8	3	0
<b>STRAHAN</b> —28½ Miles. Port for West Coast. Good boating in Macquarie Harbour. ... ..	4	4	2	11	8	8	5	10	4	10

Return Tickets at Holiday Excursion fares will be issued to *bona fide* pleasure parties of not less than Six (6) First or Ten (10) Second Class adult passengers travelling together, available for a fortnight, or Return Tickets at Single Fares will be issued available for the day of issue only, minimum charge, 3s. first class, 2s. second class. The journey may be broken at any station on the forward or return trip by the whole party together. Application for tickets with list of names of members of the party will be received at any station. Two (2) days' notice is required. In addition to these railway excursions there are numerous places of interest which the tourist can visit on foot or by saddle horse, the latter being always obtainable.

## General Characteristics of Tasmania.

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The geographical position of Tasmania is between the parallels of 40deg. 33min. and 40deg. 39min. south latitude, and between the meridians of 144deg. 39min. and 148deg. 23min. east longitude. It comprises an area of 26,215 miles, or 16,778,000 acres, including islands, of which about 5 millions of acres are alienated from the Crown. The general features of the country are hilly and broken. The central portion is occupied by an elevated plateau, containing the principal lakes in the island, and from which numerous strong and permanent rivers take their rise. One portion of this plateau rises abruptly from elevated land situated from 1500 to 1800 feet above sea level to a height of between 2000 and 3000 feet, from which the principal peaks rise to a maximum height of 5000 feet. These mountains comprise what is known as the Great Western Ranges, between which and the eastern mountain system—the general bearing of which is from north to south—lies the largest extent of cultivated land in the State, extending from the Upper Mersey on the west to Ben Lomond and St. Paul's Dome on the east. Nearly all this country is of basaltic formation, with occasional patches of sandstone and limestone intervening.

Along the North-West Coast the basaltic formation continues, and several extensive areas of rich agricultural land are to be found, separated from each other by rugged, and for the most part, barren ranges or chains of hills trending northwards. Owing to the numerous rivers intersecting it, and the heavy timber and dense scrub with which the fertile soil is always encumbered, this portion of the island has only been opened up during the last 48 years, but no part of Tasmania has made such rapid progress in population and production. Though less adapted to cereals than other districts in Tasmania, the North-West Coast is eminently suited to potato culture, and a large export trade has been established with the neighbouring States, of

which New South Wales is the principal customer. 171,298 tons of potatoes were grown in Tasmania during the season 1903-1904, being an average yield of  $5\frac{3}{4}$  tons per acre.

In the north-eastern portion of the State, where granite and tertiary formations predominate, the areas of agricultural land are limited, but this is more than compensated for by the valuable stanniferous deposits, which have now been profitably worked for the last 28 years. Gold deposits, both reef and alluvial, are also found in the Eastern districts; and on both banks of the River Tamar, a few miles inland from the North Coast, are situated two of the principal goldfields of the State. An important belt of mineral country also traverses the North-West Coast inland from the agricultural areas that fringe the coast line; and between the famous tin deposits of Mt. Bischoff and the silver-lead mines of Zechan and Dundas and Mount Lyell, deposits of copper, silver, gold, antimony, nickel and bismuth are known to exist, and are now in course of development.



## Tasmanian Forestry.



### A GENERAL ASPECT.

Probably in no other country in the world of a similar area, and certainly in no part of the temperate zone, is to be found the variety of forest trees that exist in the State of Tasmania.

In the north-western, western, and southern parts of the island are to be found the chief timber beds, where grow the giant eucalypti and smaller forest trees, which produce some of the finest timbers known, and greatly add to the natural wealth of this—the smallest—of the States of the Australian Commonwealth.

Although to the ordinary lover of nature, the botanist, and explorer, difficulty is often experienced in reaching the heart of the virgin forest, by reason of its density and the broken nature of the surrounding country, he will be amply rewarded (after a struggle with the thick undergrowth of

hemlock and vine, interlocked with the fallen brushwood, native pear, cutting grass, or horizon scrub), with the many beautiful scenes which meet his eye in a journey through the Tasmanian forest. At one stage he may enter a beautiful grove of fern trees, untouched by fire or the ruthless axe of the bushman, overshadowing a natural carpet of green velvet of varying shades, composed of mosses and innumerable small ferns, and forming, may be, a shroud of some "giant of the forest" fallen years ago, whilst towering above all the views the barrels of the magnificent blue gum, stringy bark, and swamp gum (similar to the ash of Victoria), which rise perpendicularly to a height of from 100 to 200 feet, with a diameter of from 4 to 10 feet at the butt, the whole presenting a panorama of exceptional beauty. A deep gully or ravine is probably next entered, where grow the musk, dogwood, sassafras, or silver wattle (possibly in full bloom), of comparatively small dimensions, beautiful to the eye, yet esteemed of little or no commercial value to the saw-miller, who will eventually carve his way through in his operations upon the large and more plentiful hardwoods.

In other parts will be met with the blackwood (an ornamental and valuable furniture wood), iron-bark, King William pine, Huon pine, celery-top, or myrtle, which, with numerous others of secondary value commercially, comprise a list of some 35 species of timber trees.

The family of eucalyptus are the trees on which the saw-miller is chiefly dependent to produce hardwood timber in quantity sufficient to meet his requirements and the demands of the industry generally; whilst the timbers of limited supply, such as blackwood, King William pine, and others above referred to, are valuable timbers, and fully recognised as such by those who have tested their uses in various ways.

Much could be written regarding the by-products obtainable from Tasmanian forest trees (the oil of the eucalyptus globulus has now a world-wide reputation for medical and other purposes), which it is not possible here to enlarge upon. Suffice it is to say, that in these days of scientific research the time is not far distant when much that is now destroyed as worthless in the Tasmanian forest will be utilised for many purposes now unthought of.

# Table of Distances.



	Miles.
Hobart to Fern Tree Bower—vehicle . . . .	5 <sup>1</sup> / <sub>4</sub>
Hobart to Longley—coach . . . . .	11
Hobart to Kingston (Brown's River)— coach . . . . .	10
Bellerive to Mount Rumney—rail or vehicle	4
Bellerive to Clarence Plains—vehicle . . . .	4
Bellerive to Sorell—rail or vehicle . . . . .	14
Bellerive to Richmond—coach . . . . .	14
Sorell to Forcett—coach . . . . .	4
Sorell to Coppington—coach . . . . .	15
Sorell to Kellevie—coach . . . . .	17
Kellevie to Bream Creek—vehicle . . . . .	7
Hobart to Franklin—coach . . . . .	28
Hobart to Franklin—steamer . . . . .	55
Franklin to Geeveston—coach . . . . .	10
Geeveston to Port Esperance—coach . . . .	16
Port Esperance to Southport—vehicle . . . .	15
Hobart to Southport—steamer . . . . .	45
Hobart to Port Cygnet—steamer . . . . .	45
Hobart to Port Cygnet—coach . . . . .	33
Port Cygnet to Huonville—vehicle . . . . .	12
Hobart to Oyster Cove—vehicle or steamer	22
Hobart to Peppermint Bay—steamer . . . .	27
Hobart to Three Hut Point—steamer . . . .	36
Hobart to New Norfolk—steamer or rail . .	21
New Norfolk to Salmon Ponds—vehicle . .	7
New Norfolk to Glenora—rail . . . . .	13
Glenora to Russell Falls—vehicle . . . . .	12 <sup>1</sup> / <sub>2</sub>
Glenora to Ellendale—vehicle . . . . .	13
Hobart to Taranna—steamer . . . . .	45
Hobart to Taranna—vehicle . . . . .	53
Taranna to Dunalley—steamer . . . . .	12
Taranna to Carnarvon—coach . . . . .	7
Carnarvon to Nubeena (Wedge Bay)— vehicle . . . . .	7
Nubeena to (Cascades) Koonya—vehicle . .	4
Koonya to Taranna—vehicle . . . . .	3
Taranna to Impression Bay—vehicle . . . .	5
Taranna to Eaglehawk Neck—vehicle . . . .	6
Eaglehawk Neck to Carnarvon—vehicle . .	11

	Miles.
Eaglehawk Neck to Dunalley—vehicle . . . . .	10
Dunalley to Bream Creek—vehicle . . . . .	6
Dunalley to Sorell—vehicle . . . . .	20
Hobart to St. Mary's—rail. . . . .	145
Avoca to Leipsic—coach . . . . .	14
Avoca to Roy's Hill—coach . . . . .	9
Avoca to Brookstead—coach . . . . .	11
Fingal to Mathinna—coach . . . . .	17
Fingal to Mangana—coach . . . . .	5
St. Mary's to Falmouth—coach . . . . .	12
St. Mary's to George's Bay—coach . . . . .	23
George's Bay to Gould's Country—coach. . . . .	14
Gould's Country to Columba Falls—vehicle . . . . .	12
Gould's Country to Weldborough—coach . . . . .	13
Weldborough to Moorina—coach . . . . .	6
Ringarooma to Alberton—vehicle . . . . .	5
Moorina to Scottsdale—coach . . . . .	28
Moorina to Gladstone—coach . . . . .	15
Scottsdale to Launceston—rail . . . . .	47
Hobart to Brighton Junction—rail . . . . .	17 <sup>1</sup> / <sub>2</sub>
Brighton Junction to Kempton—rail . . . . .	17 <sup>1</sup> / <sub>2</sub>
Hobart to Apsley—rail . . . . .	43 <sup>1</sup> / <sub>2</sub>
Hobart to Campania—rail . . . . .	27 <sup>1</sup> / <sub>2</sub>
Campania to Richmond—coach . . . . .	5
Campania to Buckland—coach . . . . .	25
Buckland to Spring Bay—coach . . . . .	15
Spring Bay to Maria Island—boat . . . . .	13
Spring Bay to Swansea—coach . . . . .	32
Campania to Swansea—coach . . . . .	72
Swansea to Bicheno—vehicle . . . . .	18
Swansea to Campbell Town—coach . . . . .	39
Apsley to Bothwell—coach . . . . .	9
Bothwell to Great Lake—vehicle . . . . .	39
Hobart to Macquarie Plains—rail . . . . .	35 <sup>3</sup> / <sub>4</sub>
Macquarie Plains to Ouse—coach. . . . .	24
Ouse to Dee Bridge—vehicle . . . . .	21
Dee Bridge to Lake St. Clair—vehicle . . . . .	34
Macquarie Plains to Hamilton—coach . . . . .	15
Hobart to Parattah—rail . . . . .	55
Parattah to Interlaken—vehicle . . . . .	20
Oatlands to Interlaken—vehicle . . . . .	16
Launceston to Tunbridge—rail . . . . .	59
Tunbridge to Interlaken—vehicle . . . . .	13 <sup>1</sup> / <sub>2</sub>
Interlaken to Great Lake—vehicle . . . . .	28
Launceston to Beaconsfield — coach or steamer . . . . .	30

	Miles.
Beaconsfield to George Town—steamer ..	7
George Town to Lefroy—coach .. . . . .	12
Lefroy to Launceston—coach .. . . . .	27
Launceston to Dilston—coach .. . . . .	9
Launceston to Exeter—coach .. . . . .	21
Launceston to Corra Linn—vehicle .. . . .	7
Launceston to Hadspen—vehicle .. . . . .	7
Hadspen to Hagley—vehicle .. . . . .	10
Launceston to Lower Piper—vehicle .. . .	30
Launceston to Myrtle Bank—vehicle.. . . .	21
Myrtle Bank to Scottsdale—vehicle .. . . .	19
Bridport to Scottsdale—vehicle .. . . . .	12
Boobyalla to Mount Cameron—vehicle.. . .	10
Boobyalla to Cape Portland—vehicle .. . .	30
Longford to Cressy—coach .. . . . .	7
Launceston to Oaks—rail.. . . . .	26½
Oaks to Bracknell—coach .. . . . .	5
Launceston to Bridgenorth—vehicle.. . . .	12
Bridgenorth to Winkleigh—vehicle .. . . .	13
Launceston to Deloraine—rail .. . . . .	45
Deloraine to Chudleigh Caves—vehicles ..	16
Deloraine to Elizabeth Town—vehicle .. . .	7
Railton to Sheffield—coach .. . . . .	8
Latrobe to Northdown—vehicle .. . . . .	6
Northdown to Port Sorell—vehicle .. . . .	5
Devonport to Barrington—vehicle .. . . .	12
Ulverstone to Burnie (Emu Bay)—coach ..	18
Ulverstone to Sprent—coach .. . . . .	9
Sprent to Castra—coach .. . . . .	7
Burnie to Waratah (Mount Bischoff)—rail	45
Waratah to Corinna—horseback .. . . . .	40
Corinna to Remine—horseback .. . . . .	30
Remine to Zeehan—horseback .. . . . .	12
Burnie to (Table Cape) Wynyard—coach ..	12
Wynyard to Stanley (Circular Head)—coach	37
Stanley to Smithton (Duck River)—vehicle	12
Smithton to Montagu—vehicle .. . . . .	12½
Hobart to Strahan (Macquarie Harbour)— steamer .. . . . .	250
Strahan to Zeehan—rail .. . . . .	28½
Strahan to Queen River—horseback.. . . .	22
Queen River to Mount Lyell—horseback ..	8
Mount Lyell to Mount Arrowsmith—horse- back .. . . . .	43
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## Alphabetical List of Advertisers.



- Allen and Slater, Ironmongers, Brisbane-street.  
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Clarke, Mrs., Tasma Tea Rooms, St. John-street.  
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guin.  
Cocker and Ockerby, Forwarding Agents, Customs  
House.  
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Whitfield, George, Jeweller, Charles-street.

# Ben Lomond.



## TRACK FROM MANGANA.

The track is cut out of the side of the spur for some distance, with a good grade, and serves well for horse traffic. After reaching the top of the spur, at an altitude above Mangana of approximately 1000ft., it descends slightly, and, turning towards the mountain, continues from a point a little over three miles from Mangana practically level till the sixth mile peg is nearly reached, this stretch being practically the old Stony Creek miners' track straightened and improved. It is a picturesque path at this part, running for distances of one quarter to half a mile in perfectly straight, avenue-like reaches through the tall forest, and is good trotting ground all the way, except that the roadmen have left the short stumps in the track here and there, which necessitates careful riding. These should be removed, the labour required being very little. The track at the sixth mile is again on a siding, and commences then to rise, gaining level ground soon, till the next rise occurs at the seventh mile; thence to a marshy spot called "Trotter's Camp" it is level. The elevation of this spot above Mangana is about 1480ft., and thus far, with the exception of the siding leading up from the Spey Valley, one could trot the whole way when the small stumps of saplings and young trees are removed from the portion along the level spur above mentioned. The track begins its first important rise at Trotter's Camp, and leads upwards in step-like lengths till the eighth mile, just above which the hut stands, at an elevation of about 1690ft. x 15ft. above Mangana, taking a fairly liberal average from many readings. Given the height of Mangana to be as between 890ft. and 900ft. above sea level, I take the mean of all my observations at the hut to be approximately 2580ft.

Leaving the hut, the track runs straight up a rather steep rise of 70ft. to 100ft. It is stony in

places up to about  $8\frac{3}{4}$  miles, rising in pinches, and passing over level stretches, till the spot chosen for the end of the pack-horse work is reached, 670ft. above the hut.

From this point the track immediately ascends the old talus slope, resting against the cliffs above, now covered with the uppermost limits of the gum forest for about a third of a mile, and then, passing up under the majestic precipices of the escarpment, reaches the summit by a zig-zag path between the lofty cliffs. From this gap to its termination at nine miles and 40 chains from Mangana it is mainly marked on the shrub-covered moor by stone piles on the rocks, placed during a day of thick cloud-mist in March, 1906, by Mr. Lyndhurst Giblin, a member of the writer's first expedition as a guide under similar conditions to our camping-place a little beyond.

The grade up from the packing ground is steep, and rises through above 1000ft., making the swagging of the baggage and provisions laborious. It is, however, a well-made zig-zag, and can be easily negotiated by those who are pedestrians.

In going up the siding from the Spey Valley the imposing precipices of the south-eastern corner of the plateau stand up at the head of a beautiful forest gorge, whose sides frame this noble picture, and afford one of the finest subjects for the photographer or the artist's brush that can be found in Tasmania.

This route forms an excellent means of reaching the great rocky and hill-and-valley moorland of 18,000 acres or thereabouts which constitutes the plateau of Ben Lomond, and which gives the tourist an almost perfect picture of the wildest of Scotch or Irish rivers after he has passed through the towering walls of the escarpment, and left all traces of Australian "bush" behind him. It would be specially useful to East Coast residents, or tourists, who may be motoring on the usual eastern route, and who, maybe, wish to see more of the interior of the moorland in a short space of time than can be visited from the "trig. station," on the Avoca track. The great "dividing valley," with its craggy sides and vast talus fields, and which separates the southern from the northern division of the plateau, can be reached via the upper lake

in a little over two hours from my camping-ground, and on a long summer's day the high "fells" beyond the valley could be reached by a hardy pedestrian and the cairn erected on the highest part of Tasmania at my second expedition visited.—From particulars kindly supplied by Colonel Legge, Cullenswood.



## Track to Ben Lomond from Avoca



The Northern Tasmanian Tourist Association have just completed the scrubbing out and re-marking of the track from the Mountain Hut (old Hotel) to the top of the Gap, a distance of nearly four miles.

The track begins at the Buffalo Creek, immediately behind the Hut, from where the first finger-board may be seen, and which has printed thereon, "To the Mount, Follow the Staked Line." The old track is followed as far as possible, and the course is well marked by the trees being blazed and stakes about 4 feet in length driven into the ground, these stakes being within view of each other.

The course of the track is about N.N.W., following a well-defined ridge. "No gullies or water-courses to cross" for about three miles to what is known as the camping ground, where the track turns abruptly to the right-hand, and then another finger-board here indicates the direction "To the Mount." From here to the top of the Gap there is a well-defined path scrubbed out, about half a mile long; but on account of this being so steep, it is considered longer.

On the table land, at head of the Gap, there are two finger-boards. One states "To the Pinnacle," Trig. Station, distant about  $1\frac{1}{2}$  miles; the other "To the Lakes," which are distant some three miles.

(From particulars kindly supplied by Mr. Harry White.)

# List of Tours from Launceston.

---

## TOUR 1.

Launceston.—First Day—Leave by 8 a.m. train for Deloraine; 11 a.m., drive to Alum Cliffs, 15 miles; 1.30, lunch, explore neighbourhood; 4 p.m., return to Deloraine, stay night.

Second Day—8 a.m., drive 10 miles to Golden Valley, walk five miles through fern country to Liffey Falls, picnic lunch, return to Deloraine, catch train for Launceston, arriving at 8.5 p.m.

## TOUR 2.

Launceston.—First Day—Same as Tour 1.

Second Day—Same as Tour 1, but stay night at Deloraine.

Third Day—8 a.m., drive to Scott's Caves, Mole Creek; inspect caves, lunch, drive to Baldock's Caves, inspect same, return to Deloraine, have tea, and take train to Launceston, arriving at 8.5 p.m.

## TOUR 3.

Launceston.—First Day—Same as Tour 2.

Second Day—Same as Tour 3.

Third Day—Same as Tour 2, but stay night at Deloraine.

Fourth Day—Drive to Westmorland Falls and fern gully, picnic lunch (if desired wet caves may be inspected, but change of clothing necessary), natural arch, return to Deloraine, tea, train to Launceston, arriving at 8.5 p.m.

#### TOUR 4.

Launceston.—First Day—3.20 p.m., train to Mole Creek, stay night at Accommodation House.

Second Day—Visit Scott's Caves, lunch, drive to Alum Cliffs.

Third Day—Visit Baldock's Caves, picnic lunch, Caveside and Westmorland Falls and fern gully.

Fourth Day—8 a.m., drive to Mersey Bridge, 14 miles, mountain scenery, zig-zag, visit King Solomon's Caves, picnic lunch, return to Mole Creek, afternoon tea, drive to Lemana Junction, train to Launceston, arriving at 8.5 p.m.

#### TOUR 5.

Launceston.—First Day—8 a.m., train to Deloraine; 10.30, drive to Golden Valley, 10 miles, lunch; 2 p.m., ride to Great Lake, 14 miles, stay night at Accommodation House.

Second Day—Return, arriving in Launceston 8.5 p.m.

#### TOUR 6.

Launceston.—First Day—Same as Tour 5.

Second Day—Ride to southern end of Great Lake via western shore, picnic lunch en route, and stay at new Accommodation House.

Third Day—Return to northern end via east shore.

Fourth Day—Return to Launceston via Deloraine, arriving at 8.5 p.m.

Arrangements can be made to continue trip to Lake St. Clair, but the accommodation is at present rather rough.

#### TOUR 7.

Launceston.—First Day—3.15 train to Chudleigh, drive to Caveside, stay night.

Second Day—Walk to top of Tiers, stay at accommodation hut Sandy Beach Lake, lunch, inspect Lakes Balmoral and Mackenzie.

Third Day—Walk to Devil's Gullet, picnic lunch, return visiting Parson's Falls.

Fourth Day—Return via Caveside and Deloraine to Launceston, arriving at 8.5 p.m.

To undertake this tour tourists should be in good walking trim, and be prepared to rough it.

#### TOUR 8.

Launceston.—First Day—8 a.m., train to Railton, coach to Sheffield, lunch, drive to Hell's Gates (River Forth), stay night at Sheffield.

Second Day—Drive to River Forth, picnic lunch, visit falls on Falls Creek, return to Sheffield.

Third Day—Drive out Mt. Claude-road (beautiful views of Mt. Roland), picnic lunch, walk to summit, return to Sheffield.

Fourth Day—Short drive, lunch, coach and rail to Launceston, arriving at 8.5 p.m.

For good walkers a great addition to the tour would be the ascent of Mt. Roland.

Extended trips may be made to the North-West Coast to Devonport, Ulverstone, and Burnie, from each of which many interesting tours may be made. See separate lists, specimens as below.

#### TOUR 9.

Launceston.—First Day—8 a.m., train to Devonport, lunch at hotel, drive to Waterworks (River Forth), return stay night at Devonport.

Second Day—Drive to Port Sorell, picnic lunch, return stay night at Devonport.

Third Day—Drive to Latrobe and return round trip, lunch, train to Launceston, arriving at 8.5 p.m.

#### TOUR 10.

Launceston.—First Day—Leave 8 a.m. train to Ulverstone, lunch at hotel, motor launch on River Leven to Lobster Creek, return stay night at hotel.

Second Day—Drive to Underground River, picnic lunch, return.

Third Day—Early start, drive to Gunn's Plains and return, lunch, train to Launceston, arriving at 8.5 p.m.

## TOUR II.

Launceston.—First Day—8 a.m. train to Burnie, lunch at hotel, drive to Wynyard and return, stay night at Burnie.

Second Day—To Blythe, thence along Blythe-road to Pine-road south of Penguin (inspecting en route the immense iron deposits at Blythe and copper mines in the vicinity, return via Penguin to Burnie).

Third Day—Along New Country-road to Ridgeley, walk to Guide Falls, returning from Ridgeley, Darling Falls may be visited, return to Burnie, return to Launceston.

## TOUR 12.

Launceston.—Three days' tour to Mt. Bischoff, and return.

## TOUR 13.

Launceston.—Four days' tour via North-West Coast to Circular Head and return.

## TOUR 14.

Launceston.—First Day—3.20 train to Burnie, stay night at hotel.

Second Day—Train to Zeehan, lunch at hotel, train to Strahan, stay night.

Third Day—Train to Queenstown, lunch, visit Mt. Lyell mine, visit smelters, stay night at hotel Queenstown.

Fourth Day—Train to Strahan, lunch, train to Zeehan, visit smelters, stay night at Zeehan.

Fifth Day—Train to Williamsford, lunch, coach to Rosebery, train to Burnie, stay night at Burnie.

Sixth Day—View beach and lunch, return Launceston in evening.

A splendid addition to this trip may be made by trips to the celebrated Gordon River, also Settlement Island, Macquarie Heads.

### TOUR 15.—NORTH-EAST COAST TOUR.

First Day—8.15 a.m., train to Scottsdale, lunch, coach to Derby, visit Briseis mine, spend night hotel Derby.

Second Day—Blue Tier and Weldborough to Lottah tin mines, Pyengana and Columba Falls, St. Helen's, Scamander, St. Mary's Pass, train to Launceston.

### TOUR 16.—BEN LOMOND TOUR.

Launceston.—First Day—3 p.m. train to Avoca on Monday, Wednesday or Friday; stay night at Avoca.

Second Day—Ride or drive to old accommodation hut, walk to top of Ben Lomond, and return and spend night at accommodation hut.

Third Day— a.m. return to Avoca and take train to Launceston.

### TOUR 17.—EAST COAST TOUR.

Launceston.—First Day—Train to Campbell Town, coach to Swansea via Lake Leake, coach to Triabunna (by special arrangement an extra day or so may be taken for trip to Maria Island), coach to train to Launceston.

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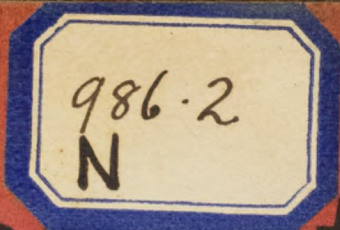
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