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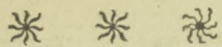
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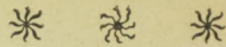
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# MAP OF TASMANIA.

Showing Railway, Coach, and Steamer Routes.

Scale 20 Miles to an Inch



**REFERENCE**

- Towns settled and partially so
- Town Reserves
- Railways constructed and being constructed
- Roads
- County boundaries
- Coach Routes
- Steamer Routes

- DELORAINÉ
- EBRINGTON
- 
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-

1895

# THOMAS COOK & SON'S



PUBLISHED BY AUTHORITY.



## *Railway Official Guide Book to Tasmania.*

THOMAS COOK & SON'S TASMANIAN AGENCY:

Lord's Buildings,

MACQUARIE STREET, HOBART.

SUB-AGENCIES AT

*Launceston and Devonport Railway Stations.*

Illustrated by



RAE BROS.

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Rae Bros., Polygraphic Printers, 547 & 549 Elizabeth Street North, Melbourne.

1895.








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## *Publishers' Notice.*

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*WHEN the idea was first mooted to publish a Railway Official Guide Book to Tasmania, it was considered that a few weeks would serve to issue the publication. As the work developed, it became manifest that to do each portion of the island justice, from a literary and illustrative point of view, it would take much longer than was originally contemplated. However, no effort has been spared to make the Official Guide Book thoroughly reliable, up-to-date, and possessing all the features essential both to residents and tourists, to whom it will, more particularly, be found a valuable aid in travelling.*

*The Publishers, here and now, desire to convey their sincere thanks to F. Back, Esq., the popular General Manager of the Tasmanian Railways, and his chief officers for the readiness with which official information has been supplied. The earnest hope is expressed that in return the publication may be the means of attracting travellers from all parts of the world to visit the beauties of the island which possesses merits that the most faultless guide book ever published could not do justice.*

*The Publishers trust to issue succeeding editions, each of which will contain information corrected up to date of issue, and additional illustrations, eventually making the Official Guide Book not only a volume of historical value and interest, but a perfect photo. album of the leading beauty spots of the picturesque island whose river, mountain, lake, general landscape and seascape scenery stands unrivalled, area for area, with any other portion of the world.*

*The illustrations are in the main reproduced from photographs kindly supplied by Mr. J. W. Beattie, of Hobart, who stands at the head of the profession, and other leading gentlemen amateurs of Tasmania, whose names are mentioned in the letterpress. All the illustrations in the chapter on Historical Tasmania are from copyright photographs, kindly lent by Mr. Beattie, from whom originals of all the finest views in Tasmania may be obtained. It must be very pleasing to these photo. artists to see their work permanently reproduced by a process which at once retains all the beauty of the original. The Publishers, in expressing their thanks, take the opportunity of congratulating Mr. Beattie and the gentlemen amateurs on the many excellent photographs furnished, each a work of art, full of character, and abounding in technique.*

*The labour so enthusiastically carried out by the officers already alluded to—the work of the Publishers for a time—are over—and the combined efforts of all parties concerned are concluded, the earnest hope of each being that instruction, information, and pleasure may be found within the covers of the Railway Official Guide, which is now placed in the friendly hands of an ever-discriminating public.*

*Copies of the Guide can be obtained at the offices of Messrs. Thomas Cook & Son, Australasia and London, the leading booksellers, railway bookstalls, and shipping companies' offices of the Australasian ports.*

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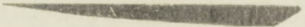
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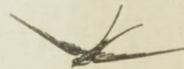


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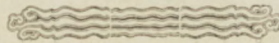
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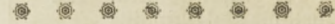
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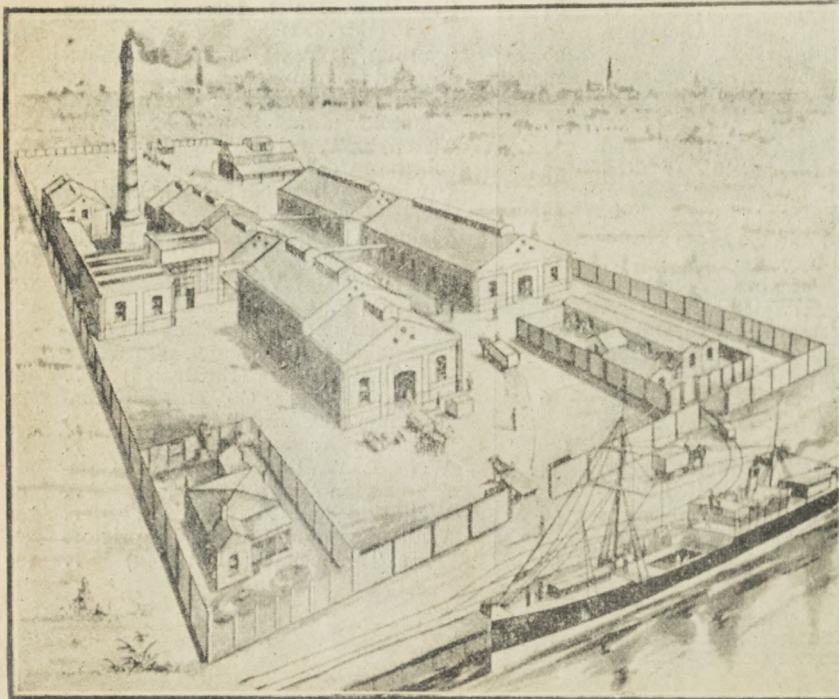


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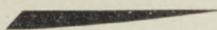
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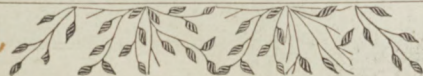
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- HISTORICAL SKETCH. -



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## TASMANIA.—Historical Sketch.

**T**ASMANIA—known as Van Diemen's Land from its discovery by Abel Janzoon Tasman in 1642 unto 1856, when the name was changed by Act of Parliament—was long believed to form portion of the Great Southland, as New Holland (now Australia) was originally designated. Not till 1798 was the problem solved by Lieutenant Matthew Flinders and Surgeon George Bass, of H.M.S. "Reliance," who in the sloop "Norfolk," of twenty-five tons, manned by eight volunteers, and placed at their disposal by Captain Philip G. King, then Governor of New South Wales, the only European settlement in the South Pacific Ocean.

Bass and Flinders proved Tasmania to be an island, discovered and explored Port Dalrymple, and examined the Derwent (discovered by French navigators in 1792) for some miles above Bridgewater, reporting Risdon Cove as the most suitable spot for settlement. Early in 1802 Flinders (then Captain) explored and favourably reported on Port Phillip, and the appearance of another French exploring expedition in these latitudes a month or so later, aroused suspicion and precipitated matters.

The discovery of Bass Straits, and the possible colour it might give to French claims to the island, were amongst the causes which prompted the hasty occupation of the Derwent, and it was owing to Governor King's urgent representations of the importance of forming settlements in the Straits, that Collins' expedition was despatched to Australia.

On 3rd June, 1803, Lieutenant John Bowen left Sydney in the "Albion" and "Lady Nelson" with a detachment of the New South Wales Corps and ten male and six female prisoners. Early in September he landed at Risdon, on the east bank of the Derwent (doubtless influenced in his selection of the site by the report of Flinders), and formed a settlement about two miles from the present landing place of the Risdon Ferry. About the same time the Ministry of Great Britain had determined upon a settlement at Port Phillip, and in April of the same year an expedition was forwarded from England, which consisted of the "Calcutta" and the "Ocean," under command of Lieutenant-Colonel David Collins. This expedition comprised in all 402 souls—sailors, marines, Government officials, a few free settlers and their wives and children. A settlement was made near Sorrento, in October, but after nearly three months' trial, for various reasons Colonel Collins considered the site inappropriate. In his garrison order he refers to it as "unpromising and unproductive." So, on January 30th, 1804, the first detachment of the party embarked for the Derwent where it arrived in two divisions on the 15th and 16th of February. Colonel Collins disapproved of Lieutenant Bowen's choice of Risdon as a settlement, and preferred the spot on which Hobart now stands. Its chief recommendation was the stream which runs through the centre of the city, falling into a bay which he named Sullivan's Cove, after his friend Mr. John Sullivan, Permanent Under-Secretary of the Colonial Office.

On February 19th Colonel Collins removed his expedition to Sullivan's Cove, and disembarked next day. In a despatch to Governor King, Collins gives a description of the Cove in its original state, of which we give an illustration, taken from an old oil painting. He says:—"In the centre of the Cove is a small island, connected with the mainland at low water, admirably adapted for the landing and reception of stores and provisions. Round this island is a channel for boats, at the head of which is a run of clear fresh water,



HOBART TOWN, VAN DIEMANS LAND. 1829.

W. BIRD & CO. PRINCE GEORGE

proceeding from a distance inland, and having its source in a rock in the vicinity of Table Mountain (Mount Wellington). The ground on each side of the run is of gradual ascent, and upon that next the Cove I have formed my camp. The 'Ocean' and 'Lady Nelson' are lying within half a cable length of the shore in nine fathoms water."

Mr. J. B. Walker, of Hobart, who has made a study of old colonial records, in his interesting account of "The Founding of Hobart," writes:--"The inhabitants of Hobart will hardly recognise their harbour in Collins' description. The filling up has been so considerable as to obliterate the original natural features. The creek has been diverted from its course, and the island which Collins named Hunter's Island, after his old patron, has been swallowed up in the Old Wharf. Originally, the Cove was much more extensive than it is at present. The island, which now forms the extremity of the Old Wharf, was then in the middle of the bay. This island was connected with the mainland by a long sandspit, covered at high water, and the site of which is now occupied by the long range of stores forming the Old Wharf. The bottom of the Cove was marked by a yellow sandstone bluff, since cut away, and now forming the cliff overhanging the creek at the back of the Hospital. A little below this was the original mouth of the creek, which issued out of a dense tangle of ti-tree scrub and fallen logs, surmounted by huge gum trees. It fell into the river just at the intersection of Campbell Street and Macquarie Street, at the lower angle of the New Market building. The land at the creek mouth was flat and marshy for some distance. On the side towards the town the beach curved round the site of the old Bonded Stores, thence along a slope covered with gum trees, by the back of the Town Hall, by Risby's Saw Mill and the Parliament Houses, past St. David's Churchyard, and thence along the line of stone stores on the New Wharf to the Ordnance Stores, and round the old Mulgrave Battery Point. On the side of the creek towards the Domain was a low swampy flat, extending over Wapping and Lower Collins and Macquarie Streets to the Park Street rivulet and the present bridge leading to the Domain. Thence the beach ran round the foot of a wooded slope by the present Gas Company's Office, along the course of the railway embankment, to Macquarie Point." The whole of the extensive area now occupied by the wharves, docks, Marine Board office, offices of the Custom House Officers, and Steamship Companies, as well as extensive business establishments, has been reclaimed from the shallow shores of Sullivan's Cove; and the cliffs at the back of Franklin Square and the Hospital indicate what an amount of excavation and filling up was required to carry out this enterprising project.

A census of the population at Sullivan's Cove, taken on the 26th of February, 1804, shows a total of 262 souls, including 15 women and 21 children. Amongst this total were certain free settlers, who had obtained permission to accompany the expedition, and whom Collins had located near New Town Bay as soon as



practicable. These comprised 13 men, 5 women, and 13 children, of whom eight were over ten years of age, and therefore able to make themselves useful. Though holding a commission as Lieutenant-Governor, Collins did not in any way interfere with Lieutenant Bowen's settlement at Risdon until after May 3rd, on which date a lamentable conflict occurred with a mob of some 200 natives, the soldiers being apparently panic stricken, and apprehensive of attack. Lieutenant-Governor Collins then took over full command, and broke up the Risdon settlement, subsequently sending most of its members back to Sydney. Under instructions from Governor King, Bowen had named his settlement "Hobart" (after Lord Hobart, Secretary of State for the Colonies), but when Risdon was abandoned, Collins appropriated the name, and called his new settlement at Sullivan's Cove "Hobart Town," though for years afterwards it was locally known as "The Camp." It was not until 1881 that the title of the capital of the colony, the "City of Hobart," was altered by the Legislature by dropping the useless adjunct of "Town." The application of Hobart Town to the settlement at Sullivan's Cove appears officially in June, 1804, but it was not till Governor Macquarie's visit in 1810 that the city was properly surveyed and laid out. In 1825 Tasmania was declared an independent colony, and another illustration, also from an old painting, shows the Government House in 1847, situated in what is now Franklin Square, and a glimpse of old St. David's, the first Anglican Church.

Unlike most Australian colonies, two distinct settlements under separate jurisdictions were made in Tasmania. In consequence of the despatches of Governor King, advising the desirability of anticipating French annexation and settlement, Lord Hobart replied on 24th June, 1803, recommending "That a part of the establishment now at Norfolk Island should be removed, together with a portion of the settlers and convicts, to Port Dalrymple, the advantageous position of which, upon the *southern* coast of Van Diemen's Land, and near the eastern entrance of Bass Straights, renders it, in a political view, peculiarly necessary that a settlement should be formed there, and as far as the reports of those who have visited that coast can be depended on, it is strongly recommended by the nature of the soil and the goodness of the climate."

This despatch proceeded to designate Lieutenant-Colonel Wm. Paterson, of the New South Wales Corps, as Lieutenant-Governor, under Governor King. It is needless to say this despatch perplexed Governor King. To designate the entrance to the Tamar as on the southern coast and near the eastern entrance of Bass Straits was a geographical puzzle. Was it possible that an error had been made, and that the occupation of the Derwent would satisfy requirements? Had Governor King been left to himself he might have considered the occupation of the Derwent sufficient safeguard against possible French aggression; but the apprehensions of the Home

Government had been aroused by the Governor's despatches, and the construction placed in the Colonial Office upon these reports had led to the instructions above quoted. Governor King consulted his principal officers, who differed from his views, and the result was that the occupation of Port Dalrymple (the Tamar) was decided upon. An exploring expedition in the "Lady Nelson," in January, 1804, had favourably reported on the Tamar up to the present site of Launceston, and the fertile lands beyond, now known as Breadalbane and White Hills. Of the Cataract Gorge, Wm. Collins, who was in charge of the expedition, reports:—"The beauty of the scene is probably not surpassed in the world. The great waterfall or cataract is most likely one of the greatest sources of this beautiful river, every part of which abounds with swans, ducks, and other sorts of waterfowl. On the whole, I think the River Dalrymple possesses a number of local advantages requisite for a settlement." The cutters "Integrity" and "Contest" were fitted out to take thirty-four soldiers and twenty convicts, and on June 10th, 1804, Lieutenant-Colonel Paterson embarked. It was the depth of winter, and baffling storms drove both vessels back to Port Jackson. The expedition was then delayed till the arrival of H.M.S. "Buffalo." In the meantime a question arose as to the standing of Lieutenant-Colonel Paterson, and Lieutenant-Colonel David Collins claimed that his appointment as Lieutenant-Governor extended to the whole of Van Diemen's Land, and that therefore Paterson was under his command. Paterson contended that he had received his appointment from the King as Lieutenant-Governor of Port Dalrymple when Collins was supposed to be at Port Phillip, and consequently his command was independent of Collins, and he refused to permit any interference by Collins at the Derwent with him or his settlement. His claim was admitted by Governor King, who issued a general order, dividing the island into two independent Governments, to be known as the Counties of Buckingham and Cornwall, divided by the 42nd parallel of south latitude, each Government to be subordinate only to himself as Governor-in-Chief of New South Wales and its dependencies. But this division was but temporary, though it survived in other ways.

By the end of September, 1804, H.M.S. "Buffalo" was ready for sea, and was accompanied by the armed tender "Lady Nelson," and the schooners "Francis" and "Integrity." On 3rd October there embarked 64 soldiers, 74 convicts, 1 settler, and several officers; 146 persons all told. Rough weather was encountered, and the "Buffalo" did not enter Tamar Heads until 4th November, and grounded on the eastern shoals, not reaching George Town Cove until November 10th, accompanied by the "Integrity," the two other vessels arriving on November 21st. The first settlement was made at George Town, four miles inside Tamar Heads, and explorations were soon instituted. Captain Kent, of H.M.S. "Buffalo," examined West Arm, and reported it as being a most eligible site for the new settlement. On November 28th Colonel Paterson started to explore the Tamar, and went up the North Esk for some miles, being delighted with the rich agricultural lands of the North Esk Valley and the

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beauty of the Cataract Gorge, in which were a number of black swan cygnets, unable to fly. Paterson named the Cataract River the "South Esk," and the "main river" the "North Esk," giving their conjoined affluence the title of the Tamar, in compliment to Governor King, whose birthplace was on the stream of that name, dividing the English counties of Cornwall and Devon. Upon his return in December, 1804, Paterson removed his settlement from George Town to West Arm, naming his headquarters York Town, of which few vestiges now remain, but the site can be visited from Beaconsfield by a six mile drive. On April 5th, 1805, the total population was 200 persons. In March, 1806, Paterson removed his headquarters to Launceston, and though for some years the supremacy fluctuated between Launceston and George Town, the question was finally decided in 1819 by Launceston being made headquarters for the northern division of the island. In 1816 the first overland post was established between Hobart and Launceston, though no vestige of a road existed, and the postman leisurely walked the distance.

The aborigines of Tasmania were never very numerous, and it has been estimated that they never exceeded 7000 souls. They were a primitive people, originally divided into four principal tribes, each speaking a different dialect. They hunted the opossum to its tree lair, and chased kangaroo, wallaby, and emu over the plains. The men carried spears and waddies wherewith to kill game or fight hostile tribes. The women wove grass baskets, dived in the rocky pools on the shore for crayfish, and, after the manner of primitive women, were the drudges of their lords. In summer the race went unclothed, in winter they covered themselves with skins. The women wore the added bravery of ruffles, but were denied the masculine finery of feathers, flowers and kangaroo teeth, inserted in the hair. Each family had its rude hut and hunted separately. They preserved fire by carrying a brand. Their practice in war had some of the elements of military science. At night they danced the emu dance round their fires, and sang in stanzas often repeated the doughty deeds in war or love of sable warriors past or present. Across the valleys or in the forests the tribal units cooeed to each other from a great distance. It was this vocal note which Tasman heard in 1642 and mistook for the sound of a trumpet. The Tasmanian aborigines used it in common with the natives of the great Australian mainland, of which they were probably a branch. Their intellect was low, but their powers of observation, as became a wandering race, extremely acute. Religious ideas were few and uncertain. These primitive people believed in a malignant power, and feared darkness. Their theory of the creation has at least the merit of humour. A benevolent being made them with tails and minus knee joints. Another good spirit came down and cut off the tail and with grease softened the knees. It was only when frenzied by the brutal treatment they received from convict servants and bushrangers that they became implacable enemies to the settlers, and within a few years their ultimate extermination became a certainty. What

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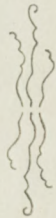


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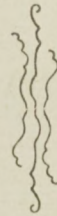


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3000 Europeans and an expenditure of £30,000 failed to effect in the famous "Black Line" of 1830, was within the next few years accomplished single-handed by George Augustus Robinson, who lived amongst the natives, and induced them to surrender. Between 1830 and 1833 he brought in 203; and in January, 1835, a party of seven, believed to be the last; but in 1842 a family of seven—father, mother, and five children—were found near Circular Head. Each party that surrendered was conveyed to Flinders Island (Bass Straits); but the mortality from pneumonia amongst the captive natives on Flinders was so great that the last handful was removed to Oyster Cove (D'Entrecasteaux Channel). In 1847 only 44 remained alive. The last male aborigine—William Lanné, youngest boy of the family captured of about 150,000. For 1894 the estimated public revenue is about £8,000,000, and expenditure about the same. The total public debt on January 31st, 1894, was £7,105,417.



near Circular Head in 1842—died in 1869, aged 34; and the last female aborigine—Truganini—in 1876, aged 73. She had been an energetic assistant to Robinson. Descendants of the aborigines by intercourse with white men still exist on the islands in Bass Straits. Our illustration, never before reproduced, of a group of natives at Oyster Cove in 1838, gives a good idea of their appearance and physique. For this and other copyright views we are indebted to Mr. J. W. Beattie, photographer, of Hobart.

To-day Tasmania, which occupies about the same area as Ceylon, and is not so large as Ireland, has a population



# Hints to Tourists.

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How "to do" Tasmania.

**T**ASMANIA, which may be justly termed the Switzerland of the South, presents an attractive succession of mountains and valleys, peaks and glens, and has many advantages of climate over any other part of Australasia. In the lowlands there is neither excessive heat nor cold; the days are bright, with a cool, refreshing breeze, and a hot night is absolutely unknown. However warm it may be in the sun at noonday, there is always a brisk coolness in the air as soon as the sun sets, owing to the proximity of the lofty mountains, and the cool Antarctic Ocean. By a change of elevation and aspect, almost every variety of temperate climate may be enjoyed, from the sheltered localities where the orange and lemon will grow in the open air to the brisk keenness of the Swiss Alps or the Highlands of Scotland, with snow on the ground for three months in the year. The exhilaration and sensation of pleasure in life experienced in the morning at an elevation of from 1000 to 2000 feet above sea level, and the delicious aromatic odour of the Tasmanian forest, are such as words utterly fail to convey—to be realised they must be experienced. The climate is more than healthful, it is invigorating and inspiring. The purity of the atmosphere, as indicated by the ozonemeter, is very great, and consequently zymotic diseases have but small share in the general mortality, while the invigorating breezes are considered to exercise wonderfully restorative powers on the enfeebled constitutions of visitors from hotter countries. Good roads, with comfortable hotels, will be found in all the older settled districts of the Colony. The principal rivers and several of the lakes are well stocked with salmonidæ in various forms and native fish; game and wild fowl are plentiful in many localities; and the bays and estuaries, besides forming a romantic cruising-ground, abound with many varieties of native fish.

Direct steam communication exists from Melbourne and Sydney, not only with the two cities of Hobart and Launceston, but with Devonport, Burnie, and Strahan, while the fine steamers of the Union Steamship Company's fleet link Hobart with New Zealand. Direct fortnightly communication between London and Hobart is maintained by the fine steamers of the Shaw, Savill and Albion and New Zealand Shipping Companies; while during the autumn, the magnificent steamers of the P. and O. and Orient Companies call at Hobart weekly to load up from 15,000 to 20,000 cases each of apples for the home market. The local agents for the Shaw, Savill and Albion line (and also for the Messageries Maritimes and Norddeutscher Lloyd lines) are Messrs. W. Crosby and Co., 45 Murray Street.

The Union S.S. Co., by absorption of the Tasmanian Steam Navigation Company in 1891, and the issue of shares for the purchase money, obtained a considerable local interest in Tasmania, and the Tasmanian trade is worked apart from the other branches of the Company with the assistance of a local board. The head office for Tasmania is in Hobart, and there are branches and agencies at Launceston, Devonport, Burnie and Stanley. The principal services carried out are Hobart to Sydney, Launceston to Melbourne, North-west coast ports to Sydney, and Hobart to Melbourne and to New Zealand. The Hobart-Melbourne connection is made by the intercolonial steamers *en route* from New Zealand, which also call at Hobart on their way from Melbourne to New Zealand. The Union Company's fleet encircle the coast line of New Zealand, and from Auckland the tourist may return to New South Wales, or proceed to England by the "A and A" route *via* Honolulu and San Francisco. During the present summer season this Company will maintain a bi-weekly service between Melbourne and Launceston, and a fortnightly service between Sydney and Launceston, with a special service for the North-west coast ports; a five-day service between Sydney and Hobart, and a weekly service between Hobart and New Zealand with ten-day trips by the s.s. "Rotomahana." It was not until 1889 that Messrs. Huddart, Parker and Co. extended their operations to Tasmania by placing a steamer in the Melbourne-Launceston trade and establishing a bi-weekly service. An order was given for a new steamer, the s.s. "Tasmania," and immediately on her arrival from England, she was placed in the trade between Hobart and Sydney. During 1893, the firm extended the run of the present Sydney boat to Macquarie Harbour (Strahan), and have since added a smaller steamer to meet the increasing trade between Hobart and Strahan. The head office for Tasmania is at Hobart, with branch agencies at Launceston, Strahan, Devonport, Burnie and Circular Head, as during the produce season Messrs. Huddart, Parker and Co. have a special service between the North-west coast and Sydney. Their operations will shortly be extended so as to place Tasmania in touch with their service between New Zealand and the mainland. During the approaching summer season it is intended to run the s.s. "Tasmania"

from Sydney *via* Melbourne, Hobart and New Zealand ports back to Sydney, while a recent addition to the fleet, the s.s. "Anglian," will run from Melbourne *via* Hobart and New Zealand ports back to Melbourne. This will give a fortnightly service between Hobart and New Zealand ports. At Sydney, connection is made with the Huddart, Parker and Co.'s Canadian-Australian Steamship line running monthly *via* Fiji and Honolulu to Vancouver, connecting with the Canadian Pacific Railway, though a choice of four routes across the American continent is offered the traveller. Both the Union and Huddart, Parker Steamship Companies work in harmony with the Australian and Tasmanian Railways, and the tourist has a choice of "round tour," trips at special summer excursion rates, which enable him to not only visit Hobart and Launceston, but traverse the island by rail, and break the journey at as many stations as desired, in one direction only, to visit localities lying off the main line of railway. This is a privilege that is not sufficiently understood, but since the organisation of "Tasmanian Tours" by Messrs. Thomas Cook and Son, it will be found of great assistance in visiting the Lakes district, points of interest on the East Coast, Derwent Valley, &c.

Intercolonial visitors can make a trip to Tasmania only, or include it in a more extended tour embracing New Zealand. A glance at the map of Tasmania will show that the famous Mt. Bischoff tin mine, and the charming scenery of the North-west Coast, the "Tasmania" gold mine at Beaconsfield, the Chudleigh Caves, St. Mary's Pass, Columba Falls, a portion of the Lakes district, and other points of interest are best visited from Launceston, while for Port Arthur, the Huon, Derwent Valley, Lake St. Clair, &c., Hobart must be the starting point. The intending visitor should therefore map out a route before leaving home, and in doing so can obtain assistance and information from any of Cook and Son's Tourist Agencies. During the summer season the Tasmanian Government Railway Department run frequent special trips at excursion fares on all lines, to many points of interest, and ample notice of these is afforded through the local press. A handy "Pocket Time Table," issued monthly by the Railway Department, and obtainable gratis at the principal railway stations, affords much useful information about trains, fares, regulations, &c., and under the latter head a liberal interpretation is given to "passengers' luggage" to include shooting and fishing equipment, photographic cameras, and such-like, when carried by *bona fide* tourists. A passenger can take his bicycle 100 miles for one shilling, and any distance for eighteen pence. The General Manager of the Tasmanian Government Railways is Messrs. Thos. Cook and Son's agent for Tasmania.

Those to whom time is an object, or who prefer that the sea journey shall be as short as possible, will find themselves best suited by the run across the Straits from Melbourne to Launceston and the overland journey to Hobart by rail, the through trip, by land and water, occupying less than thirty hours. The express train traverses the 133 miles between Launceston and Hobart in six hours; the railway officials are courteous and

attentive, and the carriages very comfortable, the first-class compartments seating eight persons—four a side—without crowding. The main line of railway traverses agricultural districts and townships that are typically English in appearance, and also open or lightly timbered pastoral areas, and long stretches of forest scenery, a good view being obtained of many prominent mountain peaks, lying east and west of the line. Half-way between Launceston and Hobart, a stay of twenty-five minutes is made at Parattah, 1513 feet above sea level, for refreshments. A few miles further the railway pierces the Flat-top Range by a tunnel fifty-four chains in length, and in the next five miles the train descends some 700 feet by a series of sinuous curves round the spurs of the range to Colebrook, the forest scenery on this portion of the line being very picturesque. The tourist must not be led into a false impression of the Tasmanian lakes by the view afforded of a reedy lagoon covering some 3000 acres, formerly known as the “Jericho Lagoon,” but to which the absurd appellation of “Lake Tiberias,” bestowed on it by some bygone wag, still clings. It is merely a water reserve, forming the source of the Jordan River, which is crossed by the railway at Brighton. The branch line to Fingal and the East Coast junctions with the Main Line at Conara. From Parattah there is a short branch line to Oatlands. Brighton is the junction of the Apsley line, the route to Bothwell, while at Bridgewater Junction the Derwent Valley line branches off to New Norfolk and Glenora.

The limits of space prevent us from going into details about many districts in Tasmania. Sufficient is given to afford the tourist an outline of the many attractions the island offers, and details can be obtained from other sources. A good idea of the beauty and variety of the scenery is afforded by our illustrations, and the principal districts in the island are now included in the list of “Tasmanian Tours” published monthly in Cook and Son’s *Australasian Travellers’ Gazette*, while tourists desirous of visiting districts for which tours are not yet completed—such as the Lakes and West Coast—can obtain full information as to distances, transport, accommodation, and cost from the principal agency in Hobart or the sub-agency at Launceston.



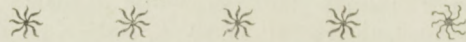
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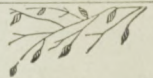


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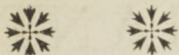
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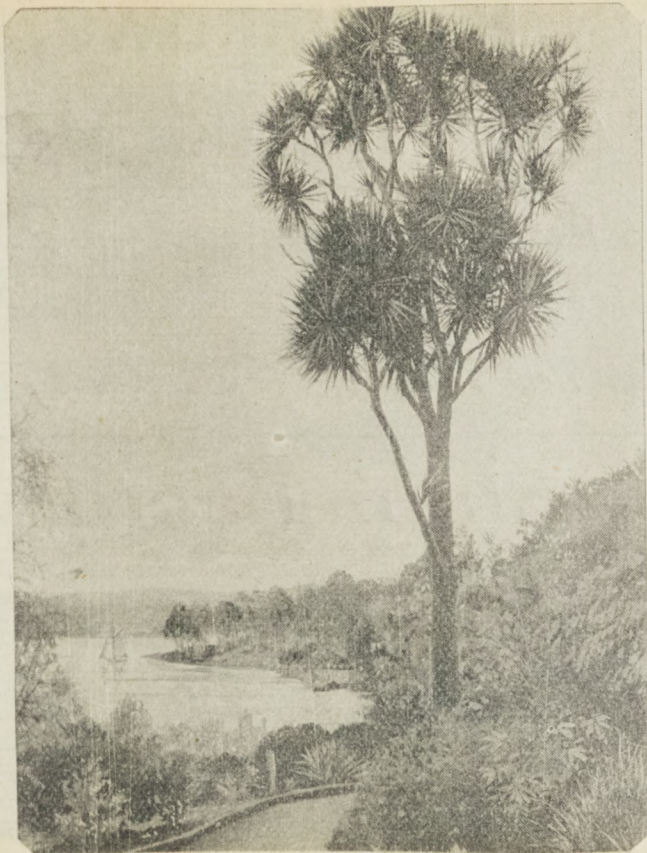
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## Hobart and its Environs.



**H**OBART, the capital of Tasmania, has been greatly favoured by nature in its surroundings. The city, which, including suburbs, has a population of over 30,000 souls, is situated on the western bank of the noble estuary of the Derwent (one of the finest harbours in the world), twelve miles from the mouth of the river as marked by the Derwent Lighthouse; but the "Heads" of the estuary may be termed Cape Pillar on the east and Cape Frederick Henry on the west.

Approaching Hobart from the sea, the view commands the admiration of the visitor. The river is fringed on either hand by wooded hills, and the city is seen undulating over the foot-hill of Mount Wellington, which towers majestically in the background. Northward, Mount Faulkner, Mount Direction, The Quoin, and Grass Tree Hill hem in the view, while minor peaks rise above the level of the encircling hills. The shore line is broken by a succession of bays, inlets, and headlands, some of the latter gently sloping to the water's edge, while others rise abruptly into cliffs. A beautifully clear atmosphere, a panorama of green fields, and sombre bush, of wooded slopes and orchards and shrubberies, a busy commercial centre within a stone's throw of nature's charms; ships, steamers and yachts studding an inland lake, and above all the mountain towering skywards in solitary grandeur. For natural beauty Hobart has few equals in the world.

By walking or driving round the Queen's Domain, the visitor will gain a good idea of Hobart and its surroundings. The Domain is a public reserve of some 500 acres, bounded on one side by the city, on another by the Derwent, and on a third by the pleasant suburb of New Town. The greater portion is in a state of nature, covered with eucalypti, native box, native cherry, &c.; but portions have been laid out with ornamental shrubs and trees, and there is a fine avenue of *Cedrus Deodara*, on one of the well-graded roads by which it is traversed—these roads amount to about eight miles in the aggregate. On the highest point a "look out" has been erected, from which a bird's eye view of the city and all its surroundings is obtained. The original boundaries of the Domain have been entrenched upon for various purposes. Whether the tourist enters it by way of Macquarie Street, or by Liverpool Street (between which lies the Railway Station), he will note on the left a fine Elizabethan building surmounting a sloping lawn and shrubberies, which is now occupied as the Tasmanian University, while on the right, the Tasmanian International Exhibition



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*Importers Drugs, Druggists' Sundries,*

And all recent Pharmaceutical Preparations. Manufacturers of the most popular **COUGH REMEDY**  
 . . . . . of the day, . . . . .

 "CARRAGHEEN" (or Irish Moss), 

For Coughs, Colds, Asthma, Bronchitis, Influenza, &c., which has the Largest Sale of any Proprietary  
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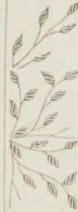
Special Care and Attention given to the Dispensing of Physicians' Prescriptions and Family Recipes.

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*DRAKE & CO., Pharmaceutical Chemists,*

Established 1834.

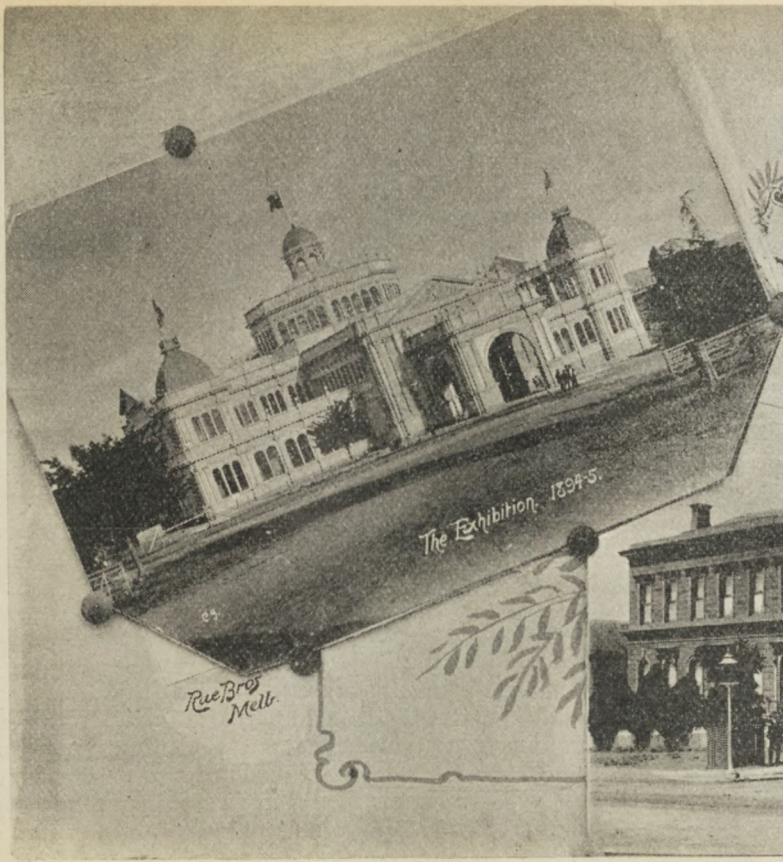
**CORNER MURRAY and COLLINS STS., HOBART.**



QUEEN'S DOMAIN AND GOVERNMENT HOUSE.

Buildings dominate the view; the Queen's Battery, from which the one o'clock time gun is daily fired, being in close proximity. Behind the University, on the slope of the Domain towards the city, is the suburb of Glebe Town, built on land originally granted as church endowments, and prominent amongst the buildings is Officer College (Principal, Mr. Geo. A. Macmillan, B.A.), which is one of the best grammar schools in the colony. It was founded in 1888, when the High School was closed, and named in memory of Sir Robert Officer, formerly Speaker of the House of Assembly. About half a mile past the Exhibition Buildings, on the lower Domain Road, stands Government House, built in 1858 at a cost of £70,000, and for beauty of site, architectural taste, and internal arrangement, it has no rival in Australasia. Adjoining the grounds of Government House are the Botanical Gardens, covering some thirty acres, and gently sloping to the water's edge. They are open free to the public all day on week days and from 2 p.m. on Sundays. The collection of pines from various parts of the world is very good; the grove of lemon trees laden with fruit is evidence of the mildness of the climate; and the rosery, the magnolia bed, or the *parterres* of flowers coming on in succession, added to the cool shrubberies and shaded seats, from which one can look over the broad expanse of the Derwent to the townships of Bellerive and Beltana on the eastern shore, all combine to make the Botanical Gardens a popular resort for townfolk as well as visitors. The Superintendent is Mr. F. Abbott. Hobart is a great place for boating, and a "mosquito fleet" of yachts will be noted moored near the sheds of the local rowing clubs, and close to a shipyard that gained a footing in the Domain in bygone days. Crowning a rise in the Upper Domain, and approached by a fine avenue of cedars, is the Cricket Ground, comprising eight acres, tastefully laid out, and surrounded by shade trees, with several pavilions for members and the public. There is also a lawn tennis court within the enclosure. It is controlled by the Southern Tasmanian Cricket Association. The Domain is bounded on the north by Cornelian Bay, and a pleasant stroll of a few hundred yards along its shelly shore brings the visitor to the beautiful public cemetery of Cornelian Bay, covering eighty acres, well laid out, and neatly kept.

The event of the year 1894, so far as Hobart is concerned, is the International Exhibition, the buildings of which, on a rise near the city entrance to the Domain, form a prominent figure in the view. It is under the immediate patronage of the Government, but the project has been carried out by the Tasmanian Exhibition Association, registered as a Joint Stock Company with a nominal capital of £20,000, and a share list of nearly a thousand members, principally residents of Hobart. The Exhibition Buildings enclose over eleven acres. The main building, designed by Mr. T. Searell, of Melbourne, has a length sweep over all of 298 feet, and is surmounted by an octagonal café, capable of accommodating 300 persons. There are open-air balconies at the angles, from which fine views of the surrounding scenery, mountain and river, are



PUBLIC BUILDINGS  
HOBART.

The Exhibition, 1894-5.

Ree Bros  
Melb.



The Museum.

obtainable. The main concert hall, 96 feet by 70 feet, with its gallery, is capable of seating 3000 persons. It contains a grand organ, constructed by Messrs. Fincham and Hobday, of Melbourne, at a cost of £1000, and has splendid acoustic properties. Flanking the Concert Hall are two spacious Art Galleries, each 160 feet by 40 feet. There is a main hall, vestibule and porch, also offices for the Post Office, Customs, and Police officials, and for the Exhibition staff. Provision has been made for the erection of 3220 running feet of annexes of uniform design. A 20 feet avenue runs down the centre of each annexe, and on either side of this avenue are the bays for exhibits, each 15 feet by 15 feet. The Exhibition Buildings have been proclaimed a bond, and duties will only be charged upon such articles as are not re-shipped. The President of the Tasmanian International Exhibition Association, and Chairman of the Board of Directors, is the Hon. William Moore, M.L.C.; General Manager, M. Jules Joubert; and Secretary, Mr. T. C. Just. The Exhibition was officially opened on November 15, and will close about the end of March, 1895.

It has often been remarked that not only the city but the people and their customs remind one of England, and the remark holds good of most Tasmanian townships. The streets of Hobart are wide and clean, the cabs generally two-horse carriages, and the electric tram service is most efficient. There are two cathedrals, and numerous well-built churches; several superior hotels, amongst which the "Orient," in Murray Street, holds a premier position, and a large number of minor licensed houses, while the boarding-houses and private accommodation is ample to meet all requirements. The principal "private family hotels," "Westella" and "Pressland House," are extensive establishments, centrally situated, handsomely furnished, and both having detached cottages conducted in connection with the main building.

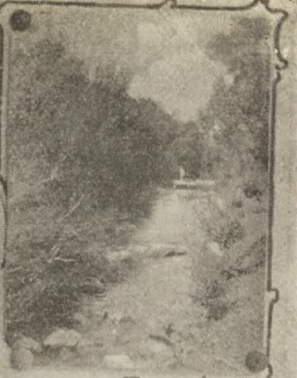
The architectural design of the Public Buildings, Banks, &c., is enhanced by the local freestone of which they are built. Two excellent examples may be cited at the intersection of Elizabeth and Collins Streets. On one corner stands the old Bank of Van Diemen's Land (now occupied by the Union Bank), a massive building of light freestone showing some good carving. At the opposite angle is a three-storied pile erected in 1884 by the Australian Mutual Provident Society, which occupies the foremost place amongst the Life Assurance Companies in Tasmania, to meet the requirements of increasing business. The building, a view of which appears elsewhere, is designed in the transitional Gothic style, and is built of Tasmanian freestone, the basement being of a dark brown freestone from the Knocklofty quarries. Above this the superstructure of three stories is of white stone. Polished grey granite columns have been introduced into the front elevation with good effect. The public buildings in Murray Street are a substantial block in freestone, and opposite them are the Masonic Hall, Savings Bank, St. David's Cathedral, and numerous offices, all in the same material. The Electric Tramway service, the plant of which was supplied by Messrs. Siemens Bros. and



RUSSELL BAY



LANDING PLACE  
(NEW SETTLEMENT)



THE HOBART  
RIVULET  
in the  
CASCADE



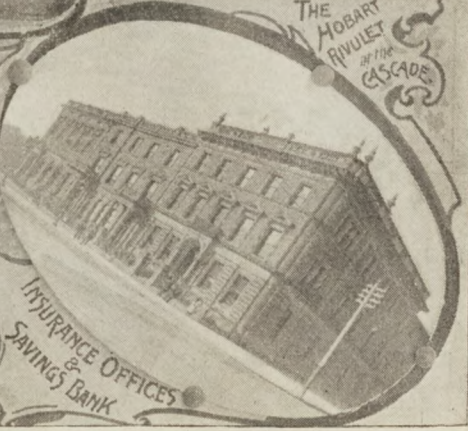
MUNICIPAL  
OFFICES



HOBART from the RAILWAY STATION

BAPTIST TABERNACLE.

Roe Bros. Melb.



INSURANCE OFFICES  
&  
SAVINGS BANK

The Photographer as an Artist

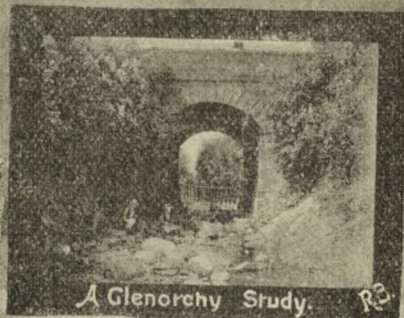


c.g.

Bellerive bay.



The Silver falls.  
MOBART  
SKETCHES



A Glenorchy Study. R.B.



E.A.

A Glimpse of the Derwent.  
Roe Bros. Melb.



The old mill at Newtown.

R.B.



c.g.

Bay at Beltana.

Company, under contract with the Hobart Electric Tramway Company, commenced running in September, 1893, and its success reflects credit on the Engineer in charge, Mr. A. C. Parker. There are about nine miles of rails on the three routes which traverse Hobart to the suburbs of New Town, Sandy Bay, and Wellington Hamlets (Cascades), the fare being 2d. to the city boundary (about half way) and 3d. to the terminus, children under ten, half price. The "top-deck" cars used are seated for forty-eight passengers, and run every fifteen minutes during the day time, and every half-hour during the evening up to 11 p.m. They can run up to thirteen and fourteen miles an hour on the level, and climb a gradient of one in seventeen at a speed of five or six miles an hour. The city terminus of the cars is at the intersection of Elizabeth and Macquarie Streets, the Cascade line maintaining connection with the Railway Station, and practically the Exhibition, without further charge. This corner is of interest to the visitor, as Cook and Son's Tourists' Agency is at one corner in the Electric Telegraph Office, the Post Office being but one block higher up Macquarie Street. The Public Library is at the end of the Town Hall, opposite Cook and Son's Agency, the Secretary and Librarian, Mr. A. J. Taylor, F.L.S., being well known in literary and scientific circles. The Library, which contains some 12,000 volumes, is open free from 10 a.m. to 9.30 p.m. on week days, and on Sundays from 2 p.m. to 9.30 p.m. A hundred yards lower down Macquarie Street is the Museum (founded in 1849) and Art Gallery (established in 1886), which is also the headquarters of the Royal Society of Tasmania, founded in 1838. Mr. Alexander Morton, Curator of the Museum, and Secretary to the Royal Society, is always accessible, and ever ready to afford information, not only on scientific but on social subjects connected with Tasmania. The collection of natural history specimens in the Museum is attractive, and the "Tasmanian room" contains a fine collection of minerals, some magnificent examples of salmonidæ taken in Tasmanian lakes and streams, ranging from 4 lbs. to 29 lbs. in weight, crabs from the East Coast that weighed 24 lbs., and a fine collection of animals and birds; while amongst the anthropological collection is the skull of Truganini, the last of the Tasmanian aborigines, who died in 1876. Amongst the paintings in the Art Gallery are some splendid specimens of artistic work, representing the Western Highlands of Tasmania, by Mr. W. C. Piquenit, the Tasmanian artist, who now ranks as the leading landscape painter of Australia. The Museum, &c., is open free to the public from 9.30 a.m. to 5 p.m. on week days, and on Sundays from 2.30 p.m. to 5 p.m. There is a small aquarium in connection with the Museum. The Royal Society possesses a very valuable library, and some very able papers are read at its meetings. On the walls of the library are to be seen portraits of Sir John and Lady Franklin, Captain Ross of H.M.S. "Erebus" and "Terror," which called at Hobart in 1841 on the way to the South Pole; and on the mantelpiece, still in good going order, is a clock, formerly the property of Sir John Franklin.

# Photographs of Tasmanian Scenery.



**T**HE **Largest** and most **Comprehensive Collection** in the Colony.

The Series comprises all **Places of Interest and Beauty Spots.**

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Price Lists and all information from

**J. W. BEATTIE, PORTRAIT & LANDSCAPE PHOTOGRAPHER,**  
Wellington Bridge, 52 Elizabeth St., Hobart.

The citizens of Hobart lay themselves out for the entertainment of their summer visitors. In addition to the regular railway, steamboat, and coach services, a perusal of the daily press (one morning and one evening paper) will acquaint the tourist with details of cheap railway trips to New Norfolk, Plenty and Glenora on the Derwent Valley Line; to various townships on the Main Line, and on the Apsley Line, and to Pittwater and Sorell on the Sorell Line. As opportunity offers the fine steamers of the intercolonial Steamship Companies run cheap one-day trips to Port Arthur, Port Cygnet and other Channel Ports. Then there are shilling excursion trips by steamer to Brown's River and South Arm; cheap trips to New Norfolk and back by steamer, four-horse brakes every afternoon to Fern Tree Bower or Brown's River and return for three shillings, to say nothing of the charming day and half-day drives that can be arranged through the agency of Cook and Son or the Tasmanian Tourists' Association, including either an *al fresco* picnic or lunch at some wayside hotel or farmhouse. To those who desire to take advantage of the charming drives referred to in this Guide Book, Mr. W. H. Ikin's extensive livery stables can be recommended, where any description of vehicle, from a pony cart to a four-horse brake, can be supplied at short notice, with or without driver. The amateur photographer has only to present his card to Mr. H. J. Buckland to be placed in touch with the Photographic, Science, and Art Association, while Mr. E. Ash, chemist, of Elizabeth Street, has a dark room specially devoted to the use of visitors who wish to develop their plates. To those who desire to obtain mementos of Tasmanian scenery is recommended the establishment of Mr. J. W. Beattie, where a stock of over 3000 views (in various sizes) may be inspected. Mr. Beattie has also a valuable collection of photographs of the Tasmanian aborigines, and illustrative of the penal discipline at Port Arthur, as it existed at a period that is best forgotten. His "Port Arthur" Album is more realistic than even Marcus Clarke's work "His Natural Life." The cyclist, who looks up Mr. Ernest Mayes, manager of the Austral Cycling Agency, can obtain all information about the two cycling clubs in Hobart. There is a charming Bowling Green in the Barracks Reserve, to which lovers of the game are welcomed, and a tennis court is equally open to the intercolonial visitor. The yachtsman or oarsman will soon get in touch with the local clubs, and will find that both sailing boats and steam launches can be hired at moderate terms for pleasure or fishing excursions. Tourists who desire to learn something of Tasmanian timbers will meet with courteous reception at the saw mills and workshops of Risby Bros., where samples may be inspected in every stage; from the log to the manufactured article. Messrs. Risby Bros. have secured the patent rights for Hobart of the "Rieser" process of seasoning timber, and results have justified their enterprise. An insight into the manufacture of Tasmanian jams may be gained by a visit to the establishments of Messrs. Peacock and Son, or Mr. F. Hickman, and an explanation of the commercial use of the osier willows which fringe so many rivers and streams in country districts, and lend

# THE HOBART GAS CO.

EVERY THRIFTY HOUSEWIFE SHOULD USE A GAS COOKING STOVE.

Cooking by gas is in every way preferable to coal, it being cleaner, less trouble, and more economical.

No flues to clean, ashes to remove, or dust and dirt created.



Can be obtained either by

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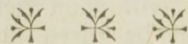
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Half the amount paid in rent will be deducted at any time from value if purchased.

Cooking Stoves are connected with the Gas Meter FREE of all cost.

an English aspect to the landscape, will be gained by a walk through the showroom of Mr. Wignall's Basket Arcade, which is always open to inspection. During the last few years the medicinal properties of the Blue Gum (*Eucalyptus Globuli*) have come into prominent notice, and Mr. H. T. Gould, manager of the Tasmanian Eucalyptus Oil Company, can furnish interesting details of the uses to which they are now put. The firm represented by Mr. Gould have also devoted attention to the valuable tonic qualities of the bark of the Sassafras tree, which have too long been neglected. An illustration of local enterprise holding its own against "Pears' Soap" is afforded by a visit to Miller and Co.'s Soap Works, where specimens of every variety from "common household" to "toilet" can be seen in process of manufacture. On the opposite side of Lower Macquarie Street are the extensive works of the Hobart Gas Company, which was established in 1854, with a capital of £60,000. The city was first lighted by gas 9th March, 1857. The works have during recent years been entirely remodelled and enlarged, whilst the street mains have been renewed and an adequate supply extended to all the suburbs. The present capital is £110,000, paid up to £97,632. The secretary is Mr. W. J. Campbell. The works and the out-door departments are under the supervision of Messrs. Thos. Scoles and G. H. Burton respectively.

It may be of interest to readers of this Guide to learn something more of a few of the vast undertakings which have, during the last thirty years, been carried to a successful issue by the justly celebrated house of Siemens, which, under its present style of Siemens Bros. and Co. Limited, is so well known in Hobart in connection with their splendid electrical plant for driving the tram cars. In the course of the next few months Tasmania will have, as soon as Messrs. Siemens have completed the work they have now in hand for the electric lighting of Launceston, the unique distinction of possessing the most complete systems of electric traction and city electric lights in the Southern Hemisphere. As far back as the year 1868, Siemens Bros., in conjunction with the house of Siemens and Halske, in Berlin, undertook, and successfully carried out a gigantic enterprise, viz., the construction of an overland telegraph line to India. Their tender for the line, 2750 miles long, was accepted in June of that year, and on its completion in December, 1869, England was for the first time put in direct telegraphic communication with India. At the present date all the telegraph administrations of the Australian colonies have in use Siemens' telegraph instruments of a similar pattern to those which have been established on the great Indo-European line and are at present in full work. In 1873 the firm undertook the construction and laying of Atlantic telegraph cables, and this year, 1894, they manufactured and laid their seventh cable across that ocean, this last cable, as well as all the others, having been submerged by means of their own cable steamer, the s.s. "Faraday." As regards the more modern developments of electrical science, viz., the electric light and electric

SIEMENS BROS. & CO. LIMITED,



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# ELECTRICAL ENGINEERS CONTRACTORS

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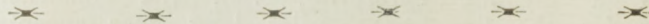
LAUNCESTON OFFICES - THE ESPLANADE.

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**AUSTRALIAN REPRESENTATIVE - - LEE L. MURRAY, M.C.E., M.I.E.E.**

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SCHEMES and ESTIMATES prepared for ELECTRIC LIGHTING and ELECTRIC TRANSMISSION OF POWER. INSTALLATIONS of any Size and Power, and on any system.

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traction, Siemens Bros. and Co. have in their extensive works at Woolwich, England, and Siemens and Halske, in their splendid factories in Berlin and Charlottenburg, the most complete modern machinery for turning out dynamos, alternators, motors for electrical trams and railways, transformers, arc lamps, incandescent lamps, lanterns, iron posts for lamps, cables of all kinds, switchboards and all accessories for large central stations, &c., same as supplied by them to the principal corporations, municipalities, and electric lighting companies in England and on the Continent. Messrs. Siemens have now a fully equipped branch of their business in Australia—their principal office being at 46 and 48 Market Street, Melbourne, where they keep large stocks of all kinds of fittings and accessories for electric light installations, as well as large quantities of batteries and material; telephones, insulated wires and cables, and all accessories required for the complete equipment of any kind of electrical installation.



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*German Sausages.*

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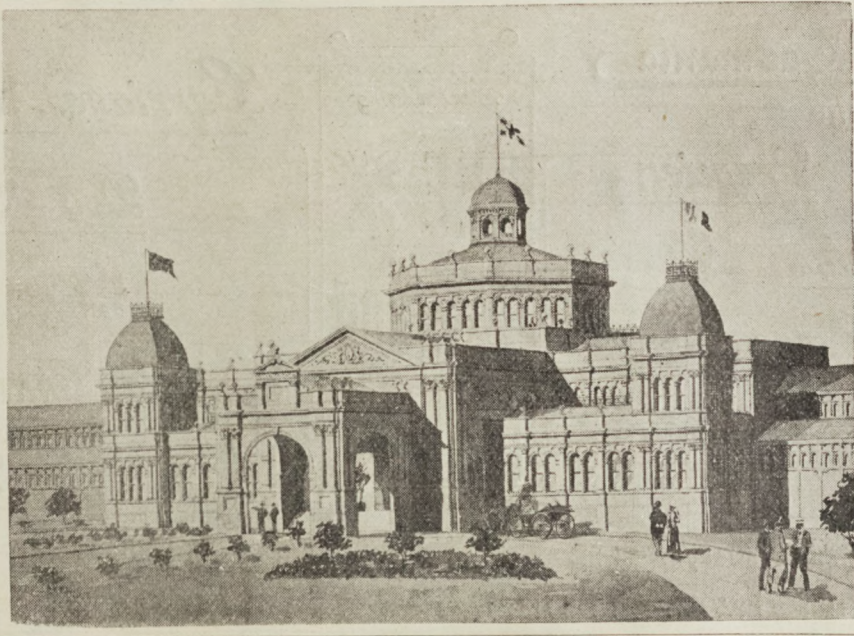
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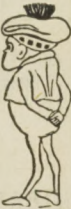


Buggies,

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TASMANIAN INTERNATIONAL EXHIBITION AND GROUNDS 1894-5.

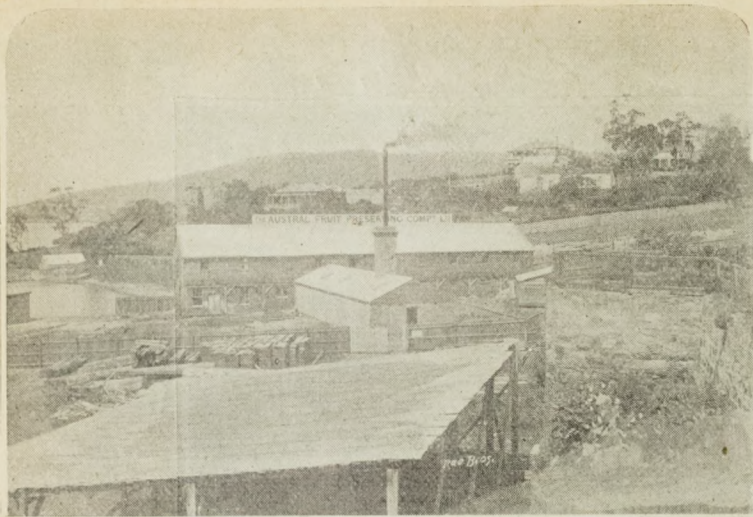
# THE AUSTRAL Fruit Preserving Co. Limited,

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The LARGEST ESTABLISHMENT in the Australasian Colonies  
FOR THE  
Evaporating & Preserving of Fruits and Vegetables.

Evaporated Apples, in rings and whole, Evaporated  
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Dried Herbs:— Parsley, Mint, Thyme, Sage, Savoury,  
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Artichokes, Potatoes, Rhubarb, &c.



**T**HE truly evaporated fruits and vegetables are far superior to the ordinary dried ones, whether sun or kiln dried, because of the chemical changes which belong to the former. In the truly evaporated fruit, the albumen, instead of being slowly dried, is coagulated precisely the same as in an egg when boiled.

The soluble starch existing in all fruit will, if the evaporation is done properly, combine with one equivalent of water, so that there is an entirely different compound, to wit, glucose, or fruit sugar, which will assist in the preservation of the fruit, instead of being liable to decomposition, as the dried starch is in sun-dried or slowly-dried products.

All the pectine, or fruit jelly, remains in the cells undecomposed, or is left upon the surface by the evaporation of the water in which it was dissolved, and may be seen condensed upon the surface, instead of being decomposed, and passing on with the starch and gluten into the acetic fermentation. The diastase or saccharine ferment contained in all fruit, and which is the primary cause of its decay, has been rendered inoperative, and all germs of animal or vegetable life have been destroyed by the true evaporation.

These truly evaporated products are thus rendered more wholesome, more digestible, more indestructible, and are thereby more valuable, not only as articles as food, but because they are not subject to deterioration and loss.

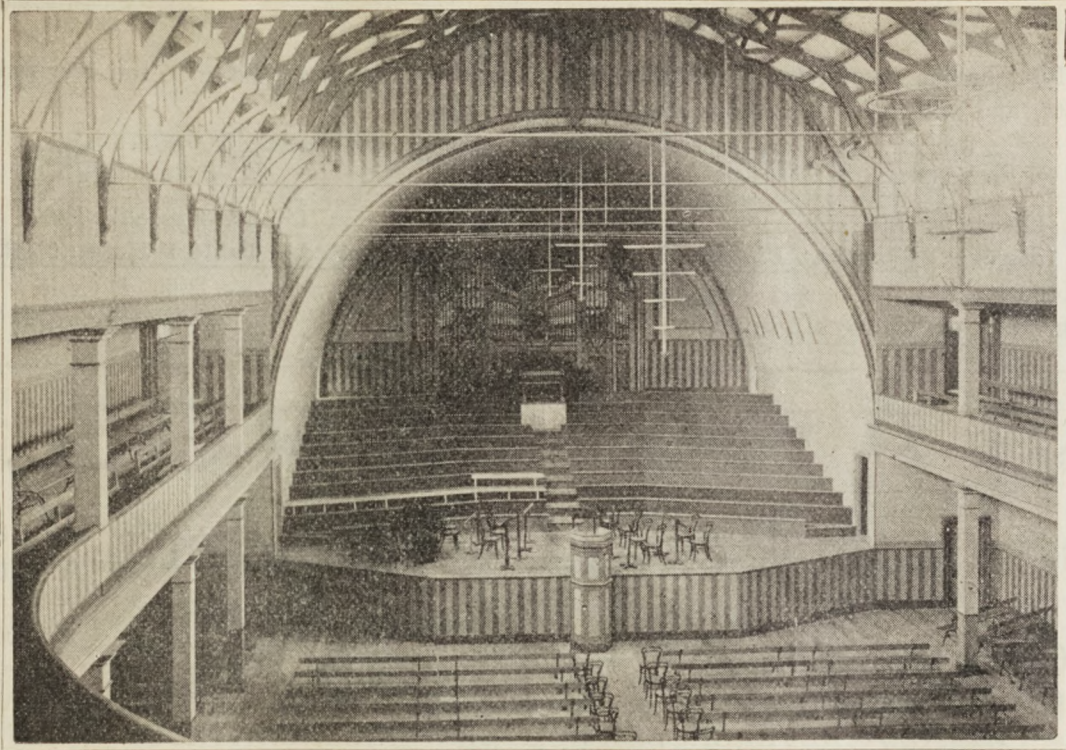
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The "Austral" Brand of Evaporated Fruits and Vegetables

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To any others produced in the Australasian Colonies.







ORGAN AND PLATFORM—CONCERT HALL, TASMANIAN INTERNATIONAL EXHIBITION.

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Telephone No. 215.



## Short Excursions.




**A**N excursion to New Norfolk, twenty-one miles from Hobart, by rail, river or road, is always enjoyable—weather permitting. It is a very old township, once possessing a Government cottage, and is now the site of a pleasantly situated and skilfully managed “Hospital for the Insane.” Its real attractions to the visitor, however, are the beautiful scenery, comfortable accommodation, and the fact that here good trout fishing can be enjoyed. A steamer runs daily during the summer season, leaving Hobart at 9.15 a.m. and returning about 6 p.m., but by taking rail one way, a longer stay at New Norfolk is obtained. The river scenery is delightful, and the hop gardens and orchards around New Norfolk, and the substantial old homesteads shaded with English trees and willows are alone worth the visit. There are several hotels, the Bush Hotel (W. Cowburn) and the Star and Garter Hotel (Jas. Byrne) being especially recommended. At both, arrangements exist for vehicles to the Salmon Ponds, seven miles distant, near the junction of the Plenty River with the Derwent. These ponds, which open by sluice-gates into the River Plenty, were made for hatching the first English salmon ova brought out to Tasmania, and since then not only salmon ova, but salmon trout, brown trout, Loch Leven trout, and Californian brook trout have been hatched out here, and consignments of young fry placed in the principal lakes and streams of the island. The visitor who desires to learn more of the useful work done by the Salmon Commissioners under many discouragements, will find in the Tasmanian room at the Hobart Museum, a concise and interesting “History of the Acclimatisation of the Salmonidæ in Tasmania,” by Mr. P. S. Seager, Deputy Sheriff, formerly Secretary to the Fisheries Board; also papers on the same subject read before the Royal Society by Mr. R. M. Johnston, F.L.S., and Mr. W. Saville-Kent, F.L.S. A fee of threepence is now charged to inspect the Salmon Ponds. Tasmanian shells and other marine curios can be obtained from Mr. W. L. Williamson, whose house is in close proximity to the Brown’s River Jetty, and as no charge is made for inspection, visitors are enabled to walk through the shell museum at leisure. Other excursions in the neighbourhood are to the Myrtle Falls, and Lachlan, and a pleasant picnic excursion is up the valley of the Back River, on the northern side of the Derwent, to its source in the Dromedary Marsh, from which less than an hour’s walk along the steep back of the range named “The Dromedary” to its

BROWN'S RIVER.



# KINGSTON HOTEL.



Ten Miles of Hobart by Road.

Within Ten Minutes' Walk of Beach.

BEAUTIFUL SCENERY AND VIEW  
OF  
RIVER DERWENT ALL THE WAY.

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summit will repay the traveller. A fine view can be obtained and many beautiful wild flowers and ferns can be gathered along the route. The Russell Falls, situate twelve and a half miles from Glenora, can be reached by vehicle from New Norfolk over a good road; or the visitor can leave Hobart by train at 8 a.m., arrange to have a vehicle waiting at Glenora, and be in Hobart again at 6.40 p.m. The upper and lower falls are

respectively 130 and 40 feet high, broad sheets of water falling over black basaltic terraces. Ferns and mountain berries abound in the vicinity. About five miles further west, near the township of Tyenna, where accommodation can be obtained, are the Marriot Falls, even more picturesquely situated.

The Signal station on Mt. Nelson, 1191 feet above sea level, afternoon. The winding road skirts the Derwent, affording charming views, and Moir's Shot Tower rises on the upper side of the road, about five miles from the city, to a height of 176 feet. Besides the Kingston Hotel on the township, there is one near the beach. There is a "blowhole" in a sandstone cliff about a mile from the beach. If the excursion be made by vehicle, the drive may be extended five miles further along a



is easily reached from the turn-off near the "Red Chapel" on the Sandy Bay tram line, and commands a fine bird's-eye view of the city and southward of the estuary and D'Entrecasteaux Channel. Coaches run twice daily between Hobart and Brown's River (Kingston), ten miles from the city, and in the summer season a four-horse brake makes a cheap excursion every

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Mt Wellington  
from the Hobart Rivulet



HAYMAKING



The Fern Bower

ROUND ABOUT  
 MT. WELLINGTON  
 Rae Bros.

good road to Margate (North-West Bay), and thence to the Snug River, on which, a few miles up, are some fine falls, accessible by a bush track only.

The New Town Falls, a beautiful series of falls or cascades on the New Town Rivulet, are reached by an easy track from Lady Franklin's Museum at the end of the Augusta Road, to which a good carriage road leads.

Bellerive and Beltana are two pleasant suburbs on the east bank of the Derwent, about two miles apart, connected by road. Ferry steamers run from Hobart every half-hour during the summer months to Bellerive, where there is an extensive sand beach, return fare 4d.; and every hour to Beltana, return fare 6d. From Bellerive a pleasant excursion is to Mount Runney (1236 feet), about four miles distant, along a good road. The view from the summit is magnificent, and so deep are the indentations of the coast that nearly 200 miles of varied coast-line can be seen, from Bruni to beyond Forestier Peninsula. There is rail communication between Bellerive and Sorell, a description of which will be found in the article on "Tasman Peninsula," Sorell being a stage on the overland route to Port Arthur.

Mount Wellington is the highest point in a range of mountains extending to the Huon in one direction, and in the other curving westward, parallel to the Derwent, nearly to New Norfolk. The ascent of Mount Wellington has been robbed of much of its former fatigue by the construction of a good road to the Springs, and thence to the saddle by which the summit is reached, guide posts marking the track across the plateau to the Pinnacle, which is immediately above the precipitous basaltic columns known as the "Organ Pipes." From the flat-topped summit, 4166 feet above sea level, a magnificent panorama is unfolded. At the Springs, half-way up the mountain, and 2872 feet above sea level, is the neat cottage of the constable in charge of this reserve, where refreshments or accommodation are obtainable at moderate charges. There is also a shelter shed, the use of which, together with a supply of hot water, is available gratis to picnic parties. Vehicles can be driven to this point, which is in telephonic communication with the city. The Huon coach, which leaves Hobart at 9 a.m., will drop visitors at the Finger Post, and visitors can return by the afternoon coach at 3 p.m., or during the summer season by the four-horse brake at 5 p.m., the return ticket being available by either conveyance; fares—2s. single, 3s. return. A carriage will cost £1 per day, or 15s. for half-day. The distance from Hobart to the Finger Post is four miles, and to the Fern Tree (from which also the Springs can be reached) just over five miles. From the Finger Post to the Springs is one mile 400 yards, and from the Springs to the Pinnacle about two miles. In all parts of the mountain, streams of water of crystal clearness and purity are to be found. Many beautiful mountain berries, white and red, the purple berried climber (*billiardera*),

and in the season the crimson waratah, flowering grass-tree, and a large variety of native heaths and other wild flowers, ferns, and mosses can be obtained on the slopes of Mount Wellington. The following are some of the most popular resorts on the mountain slopes:—Fern Tree Bower—a fine avenue of fern trees situated on the waterworks fluming, and within a few hundred yards of the main road. Silver Falls—about a quarter of a mile up the creek from the Bower. One of the most perfect pieces of scenery on a small scale imaginable. A deep gloomy fern tree gully with water of the most dazzling whiteness flowing over black rocks. St. Crispin's Well—one of the sources of the Hobart water supply, and a favourite picnic resort, reached by a charming level walk of about seven miles from the Fern Tree Bower through which the track runs. It is possible by leave of the Corporation to utilise the tram laid down by them for over half the distance. The track may also be picked up from the Huon Road at the eighth milestone. Snake Plains—so called, no doubt, from the fact that there are no snakes there, is a new and attractive picnic resort on the track to the Wellington Falls. From the eighth milestone on the Huon Road to the plains is only about half a mile, and a magnificent view is obtained, embracing all the South-Western mountains, as well as D'Entrecasteaux Channel and the Derwent. Wellington Falls—210 feet in height, over which a considerable stream known lower down as the North-West Bay River flows, are situated in a beautiful gorge about five miles to the westward of the Springs. A smooth and level track exists the whole of the way. The White Rock—is situated about half-way between the Springs and the foot of the Organ Pipes, over an old and overgrown path originally constructed under direction of Lady Franklin. An excellent view is obtained from here, less "bird's-eye" than from the mountain-top, and the caves beneath the rock will shelter visitors who may—as did in Sir John Franklin's time—camp there to view the sun rise. The Organ Pipes—the name given to the huge series of basaltic pillars which stand boldly out from the face of the mountain, are about 800 feet in height. Their top may be easily reached from the Pinnacle, below which they lie. From their foot, these rocks form a striking spectacle, and this point is easily reached by a level track in a northerly direction from the Springs. The distance is about a mile and a half. The return journey from the Pinnacle may be varied by coming down the face of the mountain near the Organ Pipes, and following a bush track to the Cascade Brewery and the electric tram terminus at the end of Macquarie Street; but for this deviation a guide would be advisable, as also for another deviation leading out towards New Town. The Cathedral Rocks, sometimes termed "The Thumbs," are towering basaltic precipices over 600 feet in height, about a mile south-west of St. Crispin's Well, and a guide is advisable. The view from the summit is one of the best around Hobart.

Within ten miles of Hobart are some picturesque scenes, their inspection forming but a pleasant half

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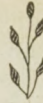
### Hose.



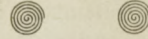
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C.G.

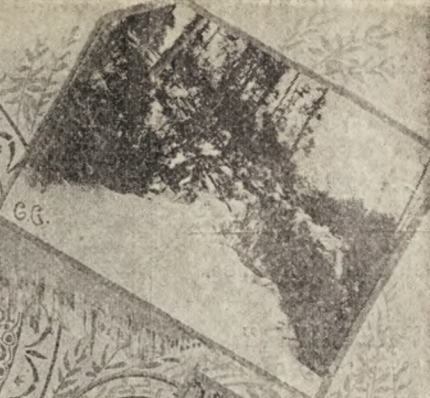
The rd from Hylon road.



To the Springs.

C.G.

C.G.



WINTER STUDIES MT WELLINGTON



Fern Bower.

E.A.



From Springs Hill.

C.G.



A glimpse of the Desert.

C.G.

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day's drive, or an interesting whole day excursion may be arranged at very moderate charge. Turning to the left off the main road at the Berriedale, seven miles from Hobart, a steep, but excellent branch road leads



up the range, dividing the valley of the Derwent from Sorell Creek. On its summit, about ten miles from the city, is the settlement of Glenlusk, the small farms of which extend down the valley. Here the road forks, that to the right winding down the steep pass of Sorell Creek to the settlement of Molesworth, and that to the left to Bismark, settled principally by German immigrants. From the summit, some charming pano-

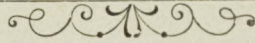


• ROCKS • & • ORGAN • PIPES • MT WELLINGTON • TASMANIA

ramic views of the valley of the Derwent on the one side, and Colin's Cap and peaks of the Western ranges on the other. Seemingly close at hand is Mt. Faulkner, bounding the settlement of Molesworth, which is about fourteen miles from Hobart. If it be desired to make the ascent, the vehicle may be put up at Mr. C. Brinckman's farm, "Carlsruhe," which is situated about 1000 feet below the summit, where many wild flowers

including the waratah, grow in profusion, and white, red, and blue mountain berries are plentiful. The spurs of the mountain are clothed with heavy timber and ferns. The road to Molesworth passes a small but most


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\* *Manufacturer of*  
*Colonial Tinware,*  
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picturesque lake. After leaving Molesworth the road joins the New Norfolk main road near the third milestone from that township. This road is frequently taken by tourists walking from New Norfolk to Hobart, and is shorter than the main road. Sorell Rivulet has been stocked with brown trout, and is attractive to the angler.

The following information as to fishing, shooting, &c., may be of service:— Wild duck, teal, widgeon, plover, black swan, ground dove, and Cape Barren goose shooting begins January 11th, ends July 31st. The use of swivel or punt guns is prohibited. Wild pigeon shooting begins February 11th, ends July 31st. Quail shooting begins May 1st, ends July 30th. Wattle-bird shooting begins May 24th, ends July 31st.

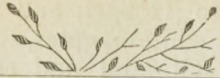
and line for *salmon* and *trout* (10s. season, 5s. for one month, and 2s. 6d. for one week) is given in "Walch's Red Book," which is a standard work of reference on matters concerning the island.



A SPORTSMAN'S DELIGHT.

Native white magpies, and nearly all land and sea birds not being game, are protected. Kangaroo and wallaby hunting begins April 1st, ends July 31st. Opossum hunting begins May 1st, ends July 31st. English salmon and trout fishing, with rod and line only, begins September 1st, ends April 30th. Freshwater herring or "cucumber mullet" fishing begins September 1st, ends February 28th. Flounders must not be taken of a size less than nine inches in length. List of parties from whom visitors may obtain licenses to fish with rod





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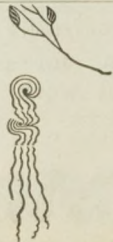
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**W. COWBURN, Proprietor.**

**T**HE subject of our illustration, Thomas D. Jennings, noted as the biggest man in Australia, was born at Stream Head, near Bradford, Yorkshire, on October 6, 1824. His father came to Tasmania in 1831, and subsequently established a business as a basket maker, which his only son, Tom, carried on till 1862, when he took the Derwent Hotel at Risdon and leased the Risdon Ferry. At this time "Tom" Jennings, as he was usually called, was a big man, but not unusually stout.

During the fifteen years spent at the ferry, however, he developed into the following dimensions:—Weight, 32 stone; height, 5 feet 10 inches; chest measurement, 62 inches; waist,



82 inches; calf, 20½ inches. In 1877 Mr. Jennings removed to the Harvest Home Hotel, New Town Road, where he died on April 1, 1890. His family had predeceased him, and his only surviving relatives are Mrs. B. Wignall, of Harrington Street, Hobart; and Mrs. W. Cowburn, of the Bush Inn, New Norfolk. Mr. D. West, of the Maypole Hotel, New Town, has a fine oil painting of Mr. Jennings, seated as usual on *two* chairs, which was on view at the Hobart Exhibition. The cheery and kind-hearted "Tom" Jennings will be long missed by many summer visitors to Tasmania, who never failed to pay him an annual visit and enjoy his "old-time reminiscences."

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# Wignall's Arcade,

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**N**O visitor to Hobart should leave without viewing the magnificent forest and fern gully scenery of the Huon, which is also the principal fruit growing as well as the principal timber producing district in the colony. One can drive for miles through well kept orchards. Visitors who have only a day to spare can obtain a good idea of the forest and mountain scenery by taking an outside seat on the down Huon coach at 9 a.m. and transferring to the up coach about fifteen miles from Hobart. On the return journey a stay is made at the Longley Hotel (eleven miles from the city) for lunch, and Hobart is reached about 4 p.m., the coach and hotel charges being very moderate. But to thoroughly enjoy the picturesque beauty of this portion of the colony the visitor should proceed to the Huon by steamer

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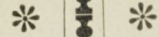
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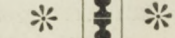
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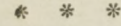
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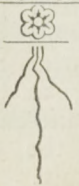
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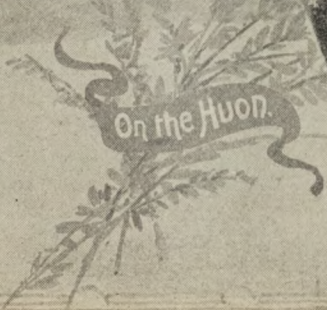
*A poor's corner.*



*"The Storey"*

*Rue Bros  
Melb.*

1903.



*On the Huon.*



Barnes' Bay Bruni Island.

Rae Bros.

C. 9.

and return overland by coach. Ten miles from Hobart the steamer turns aside from the waters of the Derwent through a narrow passage between Pearson's Point and Denne's Point (on Bruni) into D'Entrecasteaux Channel, formed by Bruni Island, over thirty miles in length, on the one side, and the mainland on the other. Though Bruni Island is only some thirty miles in extreme length from north to south, it is so irregular and indented with deep bays and coves that its shore line is nearer sixty miles in length. The Channel, varying in width from two to ten miles, dotted with islands and settlements, and backed by mountain ranges, presents a bewildering panorama of lochs, fiords, rugged mountain peaks and enticing coves. Its land-locked waters are a paradise for yachting and fishing—rod, hand line or net—while the islands and reefs at the southern end are the breeding places of many rare sea birds, and are well worth the attention of the ornithologist. At the principal townships there are sawmills, with tramways running back into the forest for miles, and affording charming bush excursions and opportunities for collecting ferns and other flora. The visitor can rely upon every facility for excursions being courteously afforded, and the charges for boats, vehicles, and either hotel or private accommodation are very reasonable. To those in search of rest and health the Channel ports can be unhesitatingly recommended; and fresh fruit, milk, home-made jams and other country luxuries may be enjoyed *ad lib.*

In the summer season there are four steamers a week to Port Cygnet *via* the Channel ports (Oyster Cove, Peppermint Bay, Long Bay, Gordon, Garden Island and Lymington); twice a week, *via* Channel ports to Huon, Shipwright's Point, Geeveston, South Franklin and Franklin, and once a week to Port Esperance, whence there is vehicle conveyance to Southport and Recherche. The visitor can proceed by steamer to either Port Cygnet, Shipwright's Point, Geeveston, South Franklin and Franklin, and return next day by Webster and Co.'s daily mail coaches, or the journey each way may be made by coach to any centre as far as Geeveston, thirty-eight miles from Hobart. Below Geeveston the overland communication is by mail cart, three times a week each way. To those who can spare a few days to examine Tasmanian scenery, these tours offer special attractions. From Huonville the Sandfly Falls are twelve miles distant, and are worth visiting. From a table land the Sandfly Rivulet pours down nearly 350 feet into a remarkable gorge of columnar basalt, the descent into which, though rugged, will repay the explorer. This waterfall can be more easily reached by a ten-mile journey from the Longley Hotel, as from there a vehicle can be driven within a mile of the Falls.

Little Oyster Cove and Woodbridge (Peppermint Bay) are favourite summer resorts, and from the latter a visitor can land by steamer and drive eight miles across country to Port Cygnet and pick up a return steamer, or *vice versa*. Although but eight miles apart by land from Peppermint Bay, the distance by



J.W.S.

Lovett, Port Cygnel.

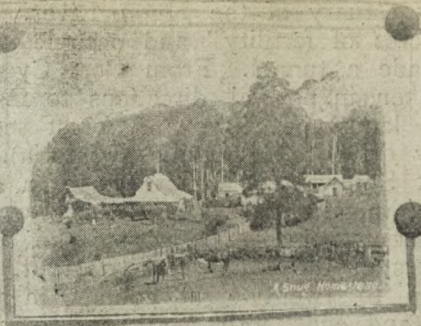
THE LITTLE  
MILL

water is thirty miles, Port Cygnet (Lovett) being situated at the head of a deep estuary which branches off the greater estuary of the Huon River. At the entrance to this estuary are Huon Island, aptly described as "105 acres of fertility" and occupied as a farm, and Arch Island, through the rocky crags of which the sea has made a tunnel. From Port Cygnet, where there is a superior hotel and an obliging host, drives may be taken in several directions to inspect the resources of this fruit-growing centre, as well as many picturesque landscape views and forest scenes. Connection with the Huon coach route is made by a twelve-mile buggy drive to Huonville (Victoria). Proceeding up the estuary of the Huon, the steamer lands the traveller at Shipwright's Point (where a coach connects for Geeveston, three miles distant), at South Franklin, or at Franklin, the two latter being two miles distant. From either excursions may be made through the orchard districts, or the sources of the timber supply for the sawmills. Good fishing can be enjoyed in the upper waters of the Huon, brown trout, salmon, and native herring being plentiful, the former having been captured up to twenty-eight pounds in weight. The fishing season for salmon and trout commences 1st September and ends 30th April, and reports from this and other resorts of anglers state that the fish have never been more numerous than during the present season.

Geeveston is another centre of the saw-milling industry, and is also the starting point for excursions to the Hartz Mountains, where there are seven small lakes, and good shooting in the vicinity. The township is named after its pioneers, Messrs. John, Stephen, and Osborne Geeves, who in 1850 took up selections in what was then the primeval forest, and gradually worked up an extensive timber and saw-milling industry. The three brothers are still hale and hearty, and their descendants now number about 140. There is no licensed house, but a comfortable temperance hotel, and also private accommodation. Owing to the almost impenetrable nature of the scrub westward, the magnificent scenery of the Hartz Mountains, though only twelve miles distant, remained *terra incognita* until 1878, when Mr. Osborne Geeves explored the range and discovered and named the Lakes Osborne and Perry, which form the source of the Arve River, and three smaller lakes—Eliza, Arthur and Emily, from which the Esperance River rises, on the eastern side of the range, and Lake Hartz, the largest—over half a mile long and a third of a mile wide—draining into the Picton River, on the western side. A track available for packhorses has this year been cut to a plain about 3000 feet above sea level, at the foot of the Pinnacles, and from this plain the lakes can be visited or the ascent made of Mt. Arve and Mt. Hartz without fatigue. From the summit of either mount a grand view is obtained, the Arthur Range and Mt. Picton, lying west, to the north-east Bruni and the valley of the Huon, northwards Mts. Anne, Weld, Wedge, Field, and other peaks; while to the south, a good view is obtained of Mt. Esperance, Adamson's Peak, and La Perouse. Kangaroo, wallaby, opossums, and wombat are plentiful, and



Faith, Hope & Charity



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Port Esperance

ADAMSON & CO.

the bush scenery is noted for the exceptionally large specimens of grass tree (*Richea*) rising to a height of thirty to forty feet, myrtle forest, laurel, and tree fern, while in the open country, waratah, and a profusion of flowering shrubs and berries add to the attractiveness of the trip. Around the Hartz Mountains is uninhabited and little known country, and further explorations will lead to the discovery of increased attractions to tourists. The "mountain plain," which stretches for about six miles along the base of the range, is covered with soft tufty grass, interspersed with belts of timber, and the camp would probably be pitched within a few chains of the falls on the Arve River, where the stream plunges down a gorge fringed with *richea*, myrtle and sassafras, by a series of cascades, the upper fall being about 100 feet, and the lower 140 feet in height. The trip to the Hartz Mountains and lakes fulfils three essential conditions—they are easily accessible, every mile of the journey from Hobart is full of interest and beauty; and the destination comprises almost every phase of enjoyment for tourists, and when the lakes are stocked with Loch Leven trout fry, which will shortly be done, the charm will be complete. Our views give an illustration of the scenery, and were taken by Mr. J. W. Beattie, who has furnished an interesting account of a trip to the Hartz Mountains in a paper read before the Royal Society of Tasmania at Hobart, on October 9th, 1894. From Geeveston there is a cart road for three miles, and a pack track thence to the "mountain plain," and Mr. W. G. Geeves will make arrangements for taking parties up, all found, or providing transport for those who prefer to make their own arrangements for camp equipment, provisions, &c. The latter can be cheaply obtained at Geeveston. The Kermandie Falls, about eighty feet in height, are about four miles from the township. The tramway trucks used for hauling the giants of the forest to the saw-mills run over three miles into the heart of the bush three times a day, and the visitor can enjoy a free ride through natural ferneries, witness tree felling, and the haulage of the great blue gum and stringy-bark logs by steam power out of the bush to the tramway. Another tramway runs from Mr. O. Geeves' sawmills to a shipping jetty at Hospital Bay.

The beautiful bay at Port Esperance, land-locked by three islands—named Faith, Hope and Charity—across its entrance, is a great place for yachting and boating, and there is also good rod, net and line fishing. Visitors who are not afraid of bush walking can enjoy a charming excursion to Adamson's Peak (4017 feet high), about seven miles from the township, of which four can be made by a vehicle. This peak is a portion of a range about ten miles in length, of which Mount Hartz forms the northern extremity. There are no less than five saw-mills with their attendant tramways in the vicinity of the township (Dover), but some are at present idle. The tourist can obtain any information about Esperance and neighbouring districts, facilities and cost of transport, &c., by applying to the courteous secretary of the Port Esperance Improvement Association.

❖ J. B. MATHER & SON, ❖

ESTABLISHED 1822.



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Southport is a long winding estuary, the township (Hythe) being about five miles from its entrance. There is one large saw-mill, and comfortable accommodation. The Ida Bay limestone caves are only five miles distant, three miles of which can be covered by boat, and a guide can always be obtained. On the other side of D'Entrecasteaux Channel, nearly opposite Southport, is Bruni Head, on which there is a lighthouse, and just beyond it can be seen Tasman Head, the most southerly point of Bruni.

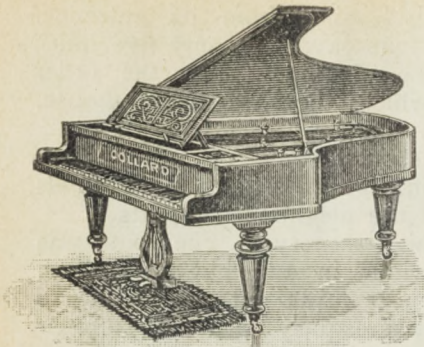
Between Southport and Recherche Bay are a number of reefs and rocky islands, some of which have been the scene of notable wrecks, and from October to December are the breeding grounds of various kinds of sea-fowl and birds, their eggs being taken in large quantities by the inhabitants of the neighbouring ports.

The coach road to the Huon discloses some of the most typical of Tasmanian scenery. The route was explored and marked out in 1855 by Thomas Walton and Joseph Wilson, and winds in and out of gullies, skirts hill-sides, affording charming landscape and marine views. By a rapid rise, it leads out of Hobart to the Fern Tree Inn, at the foot of Mount Wellington, and then on past the picturesquely situated summer "Chalet" of the Hon. Henry Dobson, and "High Peak," the more pretentious country retreat of the Hon. C. H. Grant. The bush scenery is varied and charming. If it be spring or early summer, the fern trees are all topped with new fronds, bright and green, sparkling with moisture from mountain-side streams; the ti-tree and musk are in full bloom, with here and there a wattle, fringes of briar roses, clematis climbing and growing and flowering in luxuriant wildness, with innumerable bush shrubs all in early verdancy, and a carpet of smaller undergrowth in all hues and tints. From the hill tops the Hartz mountains are seen rising into the clouds, and high up on the right rises the strangely shaped mountain peak known as the "Huon Belle." Views of the broad blue ocean receiving the Derwent, the Derwent lighthouse, and Cape Raoul to the right; North-West Bay and D'Entrecasteaux Channel to the left; with rocks and ravines and woodland intervening, all combine to interest and entrance the tourist. About ten miles out, a branch road to the left, leading to Brown's River is passed, at eleven miles the Longley Hotel, a short distance past which, on the left, is a road leading to the Sandfly coal deposits and the Sandfly Falls. Horses are changed at Longley, and four miles further, the up coach is met, and turns back with the transferred passengers, the down coach returning with the passengers from the Huon. The River Huon is crossed at Huonville, twenty-three miles out, and it is five miles further to Franklin, and ten beyond that to Geeveston. The fruit-growing industry is everywhere in evidence. Small fruits are a drug in the market, but the export of apples to London is a growing trade. On the road down and throughout the Huon district one sees miles and miles of apple trees with branches laden almost to straining point with fine healthy fruit, rapidly ripening. The question puzzling the Huonites is what they are going to do with this annually increasing wealth of fruit?

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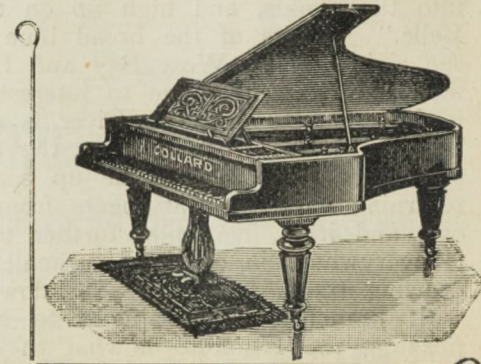
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Superior Accommodation for Visitors and Families.

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\* Charming Drives & Excursions.

Saddle Horses and Vehicles at Moderate Charges.

THE HARTZ MOUNTAINS AND LAKES are within twelve miles of Geeveston. All arrangements made for taking parties to the Lakes, or supplying Camping-out parties with transport, provisions, &c.

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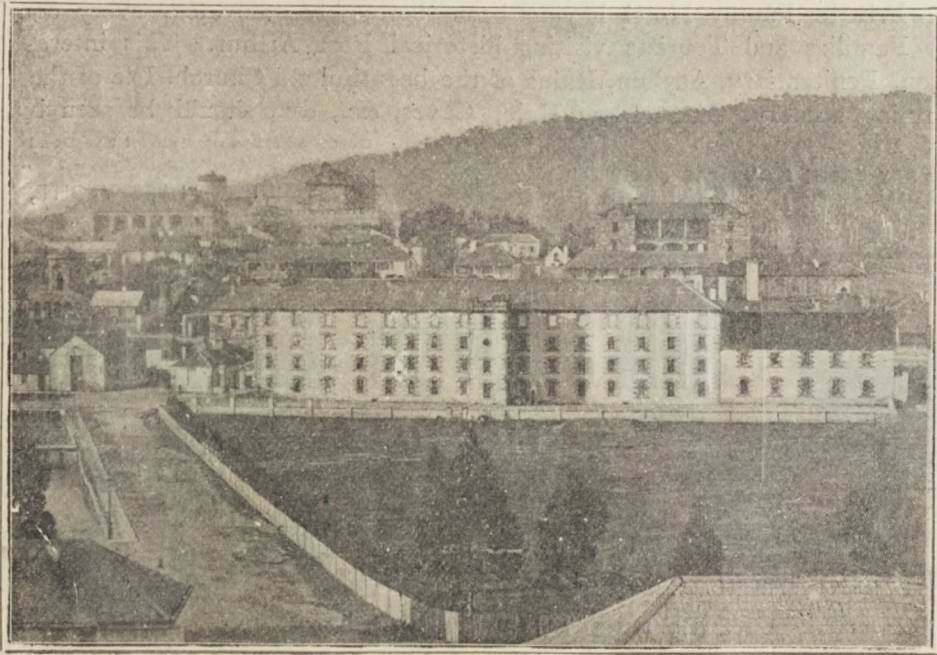
Fire Risks Accepted at Lowest Current Rates. Prompt Settlements.

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# Tasman and Forestier Peninsulas.



**T**ASMAN'S Peninsula is as lovely in its scenic attractions as its historic memories are gruesome. The old convict settlement of Port Arthur (established in 1832, after the abandonment of Macquarie Harbour), to which the worst class of prisoners were sent under the Imperial *regimé*, nestles, girt about by hills, at the head of a land-



THE PENITENTIARY.

locked bay, formed by a sweep of the long narrow inlet opening from the sea between those grand headlands, Cape Pillar and Cape Raoul, which never fail to attract the admiration of travellers taking the sea route from Melbourne or Sydney to Hobart. Off Cape Pillar lies Tasman Isle, rising precipitously out of the sea to a height of some 400 feet, but between it

PORT ARTHUR.



# "Trenville" Private Family Hotel.



**T**HIS well-known Private Family Hotel having been thoroughly renovated, every comfort and attention is now offered to Families and Tourists visiting historical Port Arthur. This interesting beauty spot, with its Model Prison, Penitentiary, Asylum, Ruins of the beautiful old Church, Isle of the Dead, and Point Puer, together with its charming scenery, Giant Blow Hole, Caves, &c., &c., should be seen by all travellers visiting these Colonies.

**TERMS, 8s. PER DAY EACH; 2 GUINEAS PER WEEK.**

Families staying a fortnight, Special.



Guide and Boat to Isle of the Dead - - - 1s. each.

" " Point Puer - - - 1s. 6d. each.

FIRST-CLASS YACHT, "VIXEN."

Proprietor - - - - - **S. H. TRENHAM.**



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Carriages, Buggies, Waggonettes, Drags, Saddle Horses

**ON HIRE AT REASONABLE TERMS.**

W. H. IKIN, Proprietor.

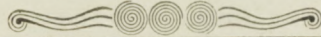
and the shore is deep water. Cape Raoul is a basaltic headland, ending in fluted columns, similar to those of the Giant's Causeway in Ireland, or of Staffa in Scotland, and produced by similar agency. These remarkable columns were sadly damaged some thirteen years ago by the commander of a British warship, who, being apparently devoid of any sense of the beautiful, or fear of public opinion, utilised Cape Raoul as a target for shell practice, with disastrous effects to its symmetry. The shattered columns of Cape Raoul are still an object of interest, but to this day that captain is cursed in Hobart as a Goth, the son of a Philistine. During the summer season opportunities are afforded for viewing Cape Raoul and the Pillar by excursions to Port Arthur direct, in intercolonial steamers, returning to Hobart the same day, the distance being only fifty miles, and the run there occupying about four hours and a half. The s.s. "Nubeena" runs twice a week to the Peninsula, leaving Hobart about 8.30 a.m., and calling at Saltwater River, Impression Bay, the Cascades, Norfolk Bay (Taranna), and Dunally, and her skipper is a veritable encyclopædia for information of interest to visitors. Taranna is reached at 2 p.m., and Mr. Geo. Wellard's coach lands the visitor at Port Arthur by 3.30 p.m. The overland route is, however, preferred by many, but the combination routes in Cook and Son's "Tasmanian Tours" afford the best opportunity of seeing as much as possible of both sea and land scenery in a limited time. By the overland route the tourist leaves Hobart by O'May's ferry steamer at 9.30 a.m., and Bellerive by train at 10 a.m., reaching Sorell at 11 a.m. He is driven thence to Dunally, and after lunch, proceeds in a fresh conveyance to Eaglehawk Neck, where a third vehicle meets him, and Port Arthur is reached about 7 p.m., the distance from Hobart being fifty-six miles. A better plan is to remain at Dunally for the night, drive next day to Eaglehawk Neck (ten miles), inspect the Tesselated Pavement, Arch, and Blowhole, and reach Carnarvon that evening, returning either overland or by steamer from Taranna to Hobart.

At Port Arthur, besides the hotel, comfortable quarters are to be found at "Trenville," a commodious private boarding establishment, and the proprietor will make all arrangements for boats, vehicles, or picnic baskets if desired. Throughout the Peninsula good accommodation can be obtained at from 6s. to 8s. per day, or less by the week; saddle horses are about 6s. per day, a one-horse vehicle, 8s., two-horse, 12s., and boats about 1s. per head per hour, with boatman, and of course, less by special arrangement. Everywhere the visitor will find a kindly desire to promote his convenience.

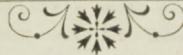
After the abandonment of Port Arthur as a convict station in 1877, almost all the buildings were sold, and many pulled down, and the materials, bricks and cut stone, transported to Hobart or otherwise utilised locally. An attempt was made to obliterate the convict reminiscences by re-naming some of the old settlements on Tasman's Peninsula. Port Arthur is now called Carnarvon, Wedge Bay is Nubeena, the

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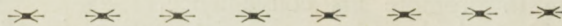
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And Importers of all kinds of Plumbers' Fittings and Tools, Room Papers, Paints, Oils and Colours, Window Glass, Brushware, Sheet Lead and Lead Pipe, and

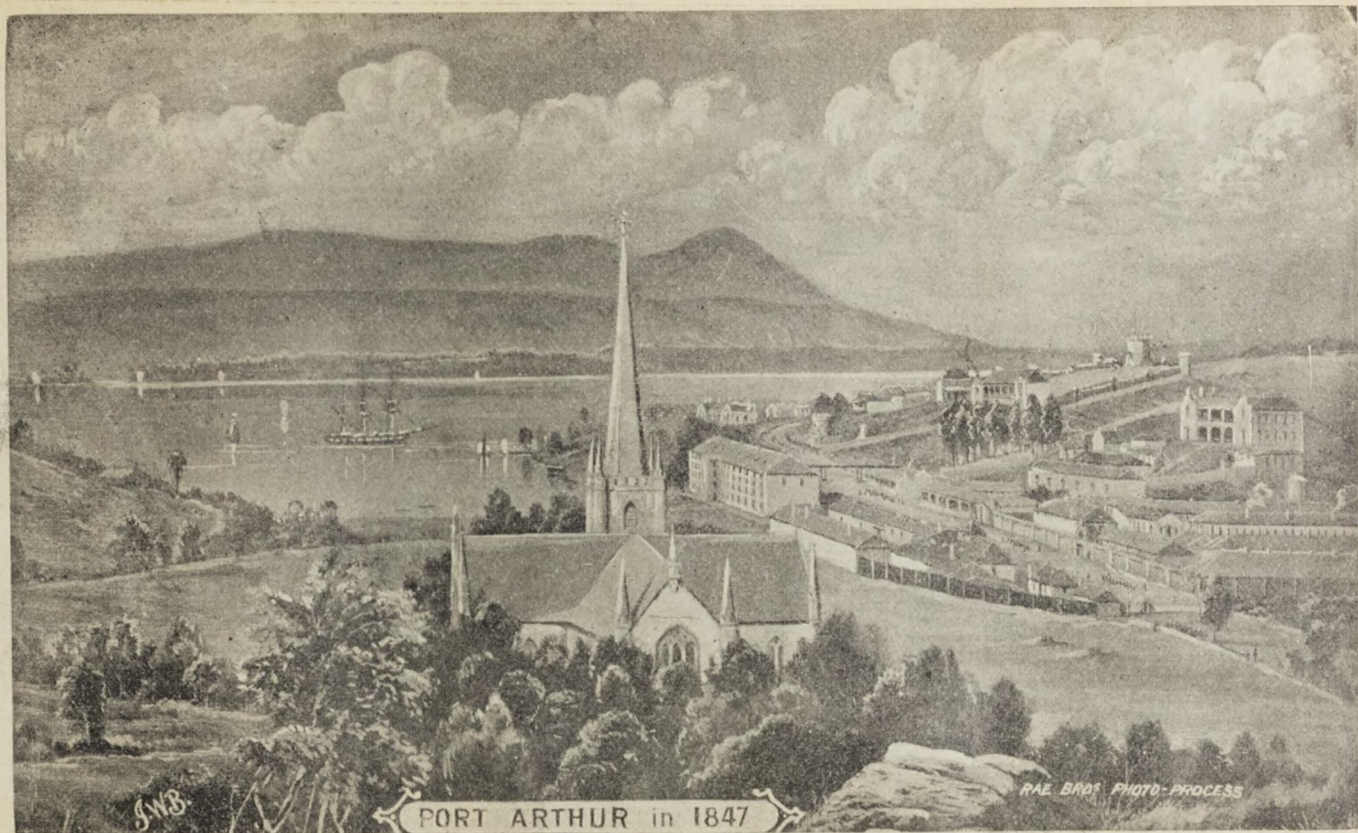
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S.W.B.

PORT ARTHUR in 1847

PAE BROS PHOTO-PROCESS



ISLE OF THE DEAD.

Rice Bros.

Cascades is Koonya, and Norfolk Bay is dubbed Taranna. The outstations at Safety Cove, Impression Bay, Saltwater River and the Coal Mines retain their old names. At Port Arthur the commandant's residence and pleasure grounds are now the Carnarvon Hotel; the Arsenal or Magazine and officers' quarters still stand, but are private property. The four-storied Penitentiary belongs to the Government, but is going to decay, and a number of the cell doors have been removed. The Lunatic Asylum is now the Public Buildings, the Hospital, on the top of the rise behind, has been purchased by the R.C. Archbishop of Hobart, but is not utilised. Near it is the cottage where Smith O'Brien lived for a time. The church, surrounded by grand old oaks and elms, was gutted by a bush fire in 1883, and is now but an ivy covered ruin. It is cruciform in shape, and its tower once held a peal of eight bells. The Model Prison, where the worst prisoners were confined, is surrounded by a circular stone wall twenty feet high. It is now private property, and a portion is being converted into a private residence for the owner (Rev. J. B. W. Woolnough, M.H.A.). The chapel is dismantled, and is intended to be the ballroom. Visitors are admitted to a portion of the building twice a week. The Esplanade that once bounded the reclaimed land between the Penitentiary and the present steamer jetty has been swept away by the sea, and one or two sentry boxes still standing on its edge are used as bathing boxes. The Isle of the Dead, out in the bay opposite the settlement, and close to the end of Point Puer, is neglected. Traces of paths and flower beds remain. There are headstones to the graves of free men, the convicts lie unnamed. It is said over 1600 bodies lie here. On the rocks below the headstones that mark the "free" side is a block erected by Captain Ross, of the "Erebus" and "Terror," on which is an inscription recording high water mark at the time of his visit. This small island bears a striking resemblance to the island on Loch Katrine, in the Scottish Highlands, known as "Rob Roy's Prison." The ruined buildings where the boy convicts were kept on Point Puer, are near the beach, and the underground cells still exist.

The coach road from Taranna to Carnarvon follows for four miles the route of the old tramway across the Peninsula, from Norfolk Bay to the head of Long Bay, upon which the only motive power was supplied by convicts, passengers being conveyed by boat from Long Bay to Port Arthur; this portion of the route is devoid of interest except for the bush flowers, but between Long Bay and Carnarvon there is a pretty view of East Head and other intervening points, and a charming piece of fern scenery.

Tasman's Peninsula has greater charms than the relics of convict days in its picturesque scenery, charming walks and drives, shell-strewn beaches, and opportunities for fishing and shooting. The Brown Mountain, about three miles from Port Arthur, is 2600 feet high, sloping to the sea, and near its base are some remarkable caves and "blowholes," and a natural "arch" under which the sea dashes and spumes. The tourist with a few days to spare at Carnarvon might advantageously adopt the following programme:—

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ISHES to notify that he is prepared for the reception of Visitors and Tourists, who may rely on comfort and attention. **CONVEYANCES** always on hire. **GOOD FISHING AND SHOOTING** available. Special arrangements for Tourist Conveyances from Tunbridge to Lakes Sorell, Crescent, Interlaken, and Great Lake. Parties can be driven to Interlaken and back from Tunbridge the same day if required, or through to Great Lake. Special arrangements can be made by letter or wire. **Best Brands of Wines and Spirits in Stock. Good Accommodation, and Charges Moderate.** From Tunbridge to Interlaken, 15 miles, good road. Visitors will find on this route some of the best scenery in Tasmania. On this route is the Ellenthorp Lagoons, Western Tier, Diamond Beach, Lakes Sorell, Crescent, and Interlaken, where the visitor can spend a few very enjoyable days boating, fishing, and shooting. Good accommodation at Interlaken on same route. From Interlaken to Great Lake is 33 miles. Good scenery along this route is Alma Pass, Wood's Lake, Lagoon of Islands, Steppes, and Arthur's Lake, arriving at Great Lake, where there is good accommodation and the best fishing waters in Tasmania; trout and salmon being in abundance, ducks, teal, swan, and all other kinds of game are plentiful. **HARRIS'S CONVEYANCES** will run from Tunbridge to any of the Lakes during the summer months.

(1) Scorpion Hill, the Model Prison, Church, Penitentiary, and Public Buildings. (2) Safety Cove, Brown Mountain, the Caves, and Blowhole. (3) Eaglehawk Neck, the Tesselated Pavement, Blowhole, and Tasman's Arch. (4) Isle of the Dead, Point Puer, the Hanging Rock, the Quarries, &c. Besides these there are many walks and drives to choose from. Scorpion Hill is but a few minutes' walk from the township, but commands a full view of the settlement, and the view therefrom gives a good idea of the surroundings. A road going southward from Carnarvon affords a pleasant walk or drive to Safety Cove, where was the old Government Farm. The beach at Safety Cove is a long stretch of fine sand worth visiting in a south-westerly gale, and at its further end a track leads across a tract of moorland to the base of the Brown Mountain. To the left of this track are two small bays well worth a visit for the bold rock scenery. Near one of these bays is one of the best of the three or four "blowholes" about this part of the coast. When there is a heavy sea the waves, rolling in through a long, narrow, covered fissure, rush forward with a roar up the sides of the deep opening inland, and throw a spume of foam high into the air. From the top of the mountain—which guards one of the heads of Port Arthur Channel, as Arthur's Peak does the other—there is a grand view seawards, with Tasman Island to the left, and Cape Raoul to the right. The caves and another blowhole can be reached on descending Brown Mountain, by keeping the coast line to the right. The road, after skirting Safety Cove Bay, becomes a track by which the blowhole is reached. The opening is wide, and so far inland that care is necessary in approaching it. A track to the right passes down through a belt of brush to a narrow natural causeway leading down on one side steeply to a beach, and on the other by a narrow gully to a large circular pit, from which an arch leads into the caves. This is the only approach save at low water. The caves are seen, however, to most advantage when the tide is out; then descend to the beach, pass round the right shoulder of the cove, and immediately on the right is a passage in the rock ending in an archway. The broad passage beyond the arch opens on a wide high chamber hollowed out of the basalt. From this chamber a passage runs into the opening inland, already referred to, while a third passage—the highest and widest—ends seawards in a bold rock archway, some forty feet in height and proportionately wide. Passing out by this arch, and turning to the right, some smaller fissures will be found. This cave is 300 feet long, and about sixty feet in width in the central chamber. The Hanging Rock, about a mile from the township, is a fern gully in the Arthur Range. A stream runs beneath a high rock bank, clothed with ferns, which at one point overarches the rivulet. The old Government Quarries are about an hour's walk, bush tracks leading to the foot of the five tiers of rock, now clothed with ferns and wax-cluster berries. Another pleasant excursion is along the track to the top of Mount Arthur, where once was a signal station and cottage, the view from this point being well worth the climb. An hour or two will pass quickly in an inspection of the Potteries, established in recent years to utilise a valuable deposit of white clay, and informa-

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*Is that called Otto of Roses, which, notwithstanding its enormous value, is still the principal article used for perfuming ROWLANDS' MACASSAR OIL and ODONTO.*

These articles have been known for many years as the best and purest toilet requisites, and as they are most beautifully perfumed, they form the most perfect luxuries for the toilet table of all ladies who value their own personal appearance.



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is a delightfully Fragrant and Transparent Preparation for the Hair, and as an invigorator and beautifier beyond all precedent. Price, **3s. 6d.**; **7s.**; family bottles (equal to four small) **10s. 6d.**; and double that size, **21s.** per bottle.

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FOR THE SKIN AND COMPLEXION, is unequalled for its rare and inestimable qualities,—the radiant bloom it imparts to the Cheek, the softness and delicacy which it induces of the Hands and Arms, its capability of soothing irritation, and removing cutaneous defects, discolourations, and all unsightly appearances, render it **Indispensable to Every Toilet.** Price, **2s. 3d.**, **4s. 6d.** & **8s. 6d.** per bot.

**ROWLANDS' ODONTO,** or PEARL DENTIFRICE, compounded of the choicest and inestimable value in Cleansing and Preserving the Teeth, imparting a Pearl-like Whiteness, Strengthening the Gums, and in giving a pleasing Fragrance to the Breath. Price, **2s. 9d.** per box.

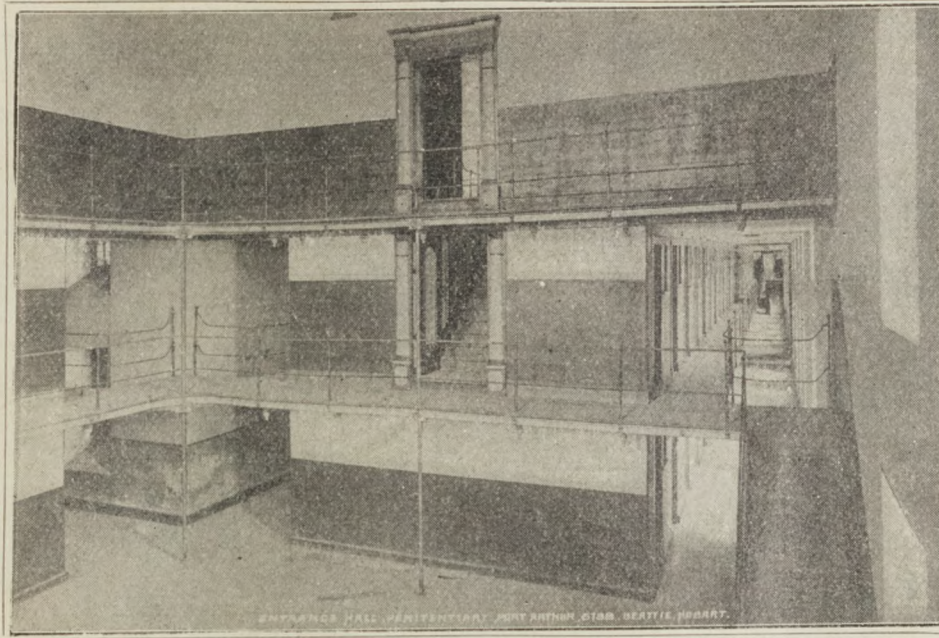
SOLD BY THE BEST DRUGGISTS AND STORES ALL OVER THE WORLD.

Ask for ROWLANDS' ARTICLES,

OF 20 HATTON GARDEN, LONDON, ENGLAND,  
AND AVOID CHEAP POISONOUS IMITATIONS.

tion can be obtained locally about many other points of interest. Wedge Bay is about seven miles distant, and as it is only a four hours' steamer journey between Nubeena and Hobart, this will be the shortest route to Port Arthur when local enterprise puts on a coach for the land portion of the trip. An excursion steamer will run from Hobart to Wedge Bay this summer. The Cascades is about four miles further, and the now abandoned coal mines at Salt-water River, once worked by convict labour, are twenty miles from Port Arthur. Next to Carnarvon the Coal Mines afford the most lasting evidences of the convict days, many of the old underground cells remaining almost in their original state. Fishing can be obtained almost everywhere about the Peninsula, and kangaroo hunting

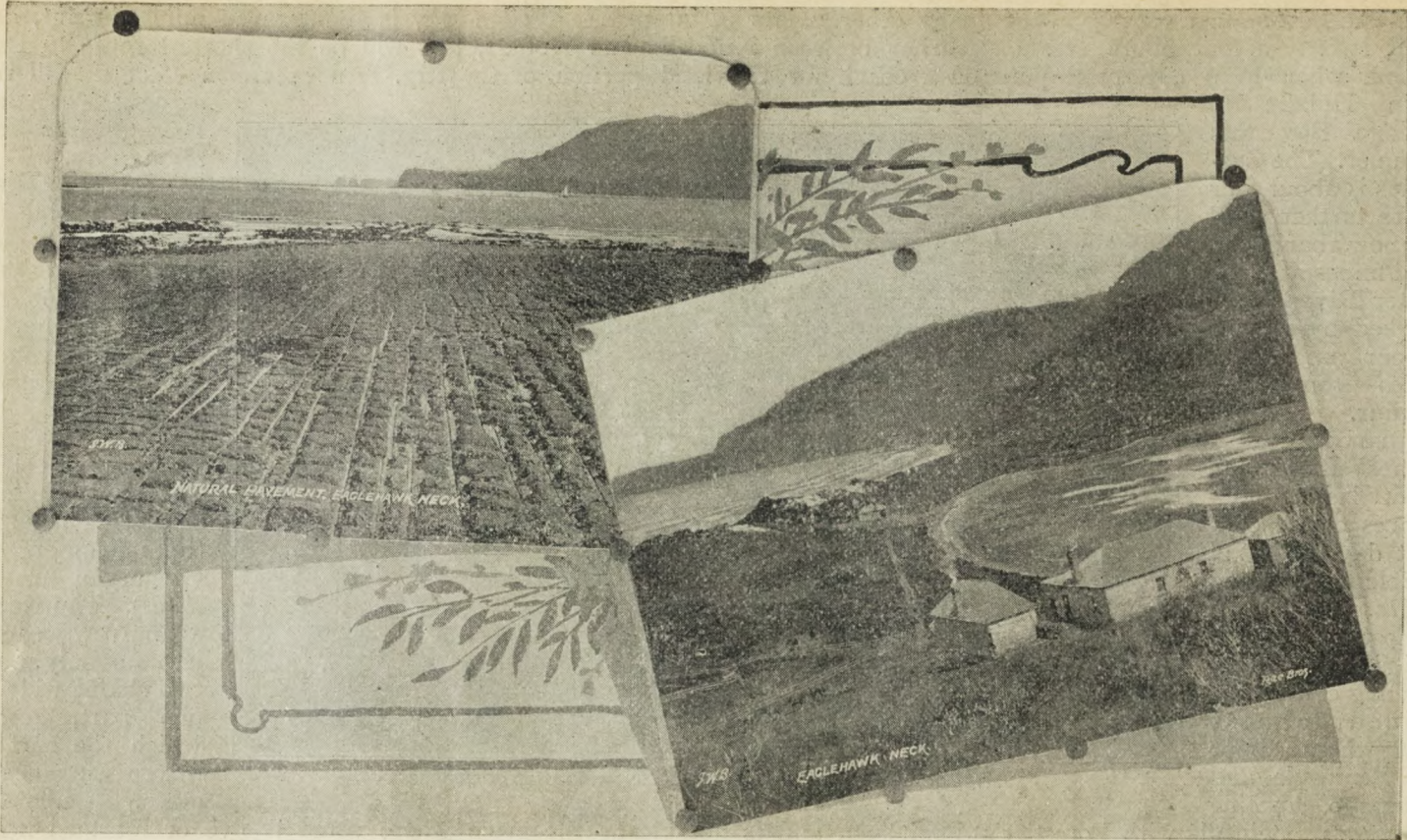
Tasman's Peninsula with Forestier's Peninsula, and is notable as the place where some twelve or fourteen fierce dogs were stationed, the outermost on platforms erected in the sea, as a barrier to escaping convicts. In



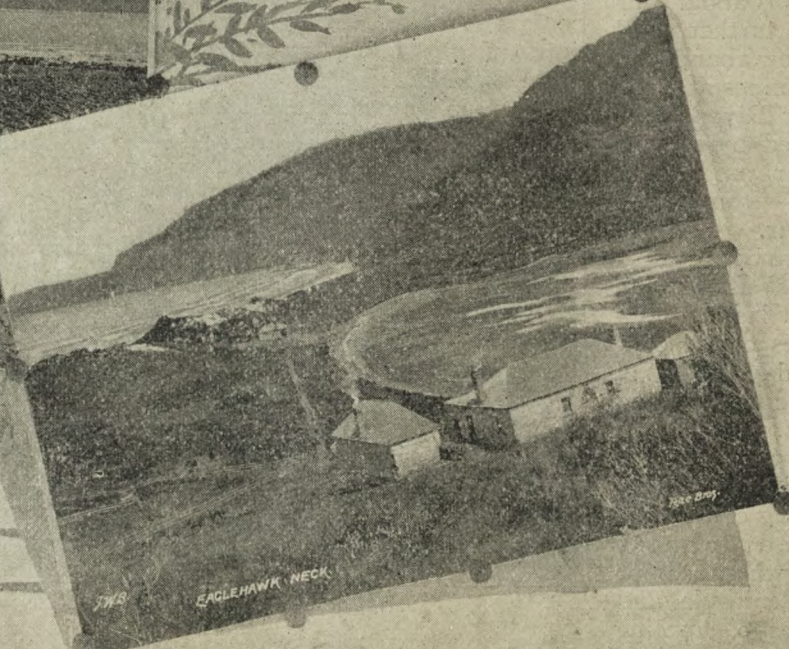
ENTRANCE HALL, PENITENTIARY, PORT ARTHUR, TASMANIA, HOBART.

INTERIOR OF PENITENTIARY—THE HALL, SHOWING CELL CORRIDORS.

Eaglehawk Neck and the scenic attractions in its vicinity—the Tesselated Pavement, Tasman's Arch, the Blowhole, the New Arch, the Fernery, &c.—may be reached by vehicle from the hotel at Taranna (six miles), or that at Dunally (ten miles), or from Carnarvon (eleven miles). The Neck, a narrow sandy isthmus, only about two chains wide in one part, across which the surf is driven in heavy gales, connects



D.K.R.  
NATURAL PAVEMENT, EAGLEHAWK NECK



J.W.S.  
EAGLEHAWK NECK

1898 B.P.

Eaglehawk Bay, which is shallow, sharks were encouraged by frequent feeding, and the soldiers' barracks were only about 500 yards distant. On the eastern side of the Neck is the Tesselated Pavement, a platform about two miles from the Neck, and is best seen when returning from the Arch. It can be entered from the rocks in calm weather, but should be also seen when, with a rough sea, the waves swirling along the tunnel, met on their return by a fresh inrush, create an unceasing roar of reverberating sound, and a confused play of waters, spray and foam that is impressive and awe-inspiring. The Isle of Fossils lies close to the shore. There is a fine beach about two and a half miles in length



THE COMMANDANT'S QUARTERS.

The Blowhole is with an almost ceaseless surf, which casts up many beautiful shells, and the bay and rock holes abound in varied seaweeds and curios.



J.K.B. BLOWHOLE, TASMAN PENINSULA

Rae Bros.



J.K.B. TASMAN ARCH

Rae Bros.



Tasman Peninsula. Ruins of Old Prison

Rae Bros.

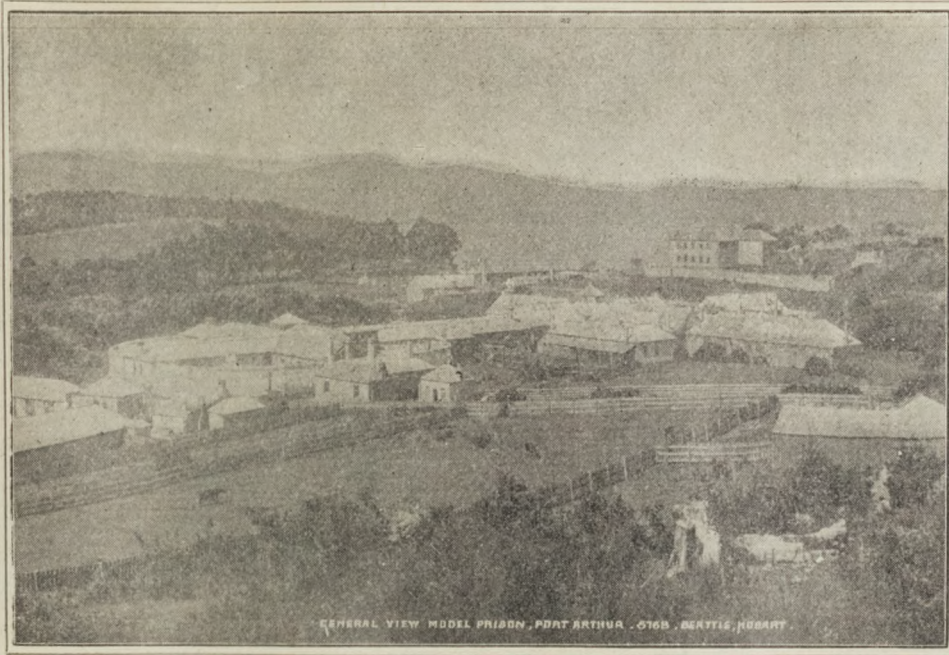


Rae Bros.

Tasman's Peninsula, the area of which is about 123,488 acres, is a pendent to Forestier's Peninsula, which is connected with the mainland by the narrow isthmus of East Bay Neck. Upon this isthmus is

Dunally, which is fast coming into prominence as a "rest resort," and which possesses many attractions to visitors. It is within easy distance from Hobart by either sea or land, possesses comfortable accommodation, and facilities for both fishing and shooting. Roaring Beach is a fine expanse of sand some six miles in length, strewn with shells, and on which an almost ceaseless surf rolls in from the Southern Ocean. Bream

Creek affords sport for either rod or gun, and Black-



THE MODEL PRISON BUILDINGS.

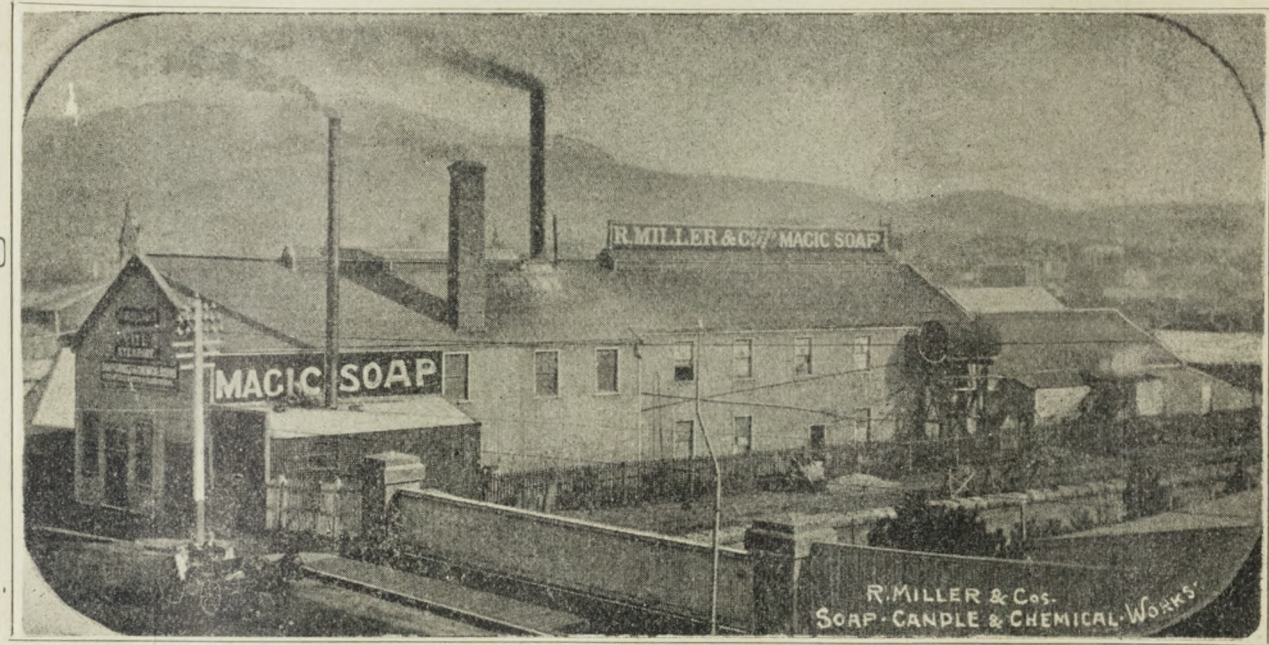
man's River or Lagoon Bay are also attractive to sportsmen for bream fishing, kangaroo and duck shooting. They are about six miles from Dunally. There are a few fallow deer on Forestier's Peninsula, which is for the most part bush land in a state of nature.

Sorell, one of the oldest townships in the colony, is not only a stage in the overland route to Port Arthur, but a centre from which some charming excursions can be made. It is situa-

ted on the shore of a long narrow estuary named Pittwater, across which a causeway, three miles in length, was completed at a cost of nearly £30,000, and opened in 1876, thus shortening the road journey to Hobart by some thirteen miles.

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SMB

PORT ARTHUR From N. E.

PALE PHOTO PROCESS



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in pulp.

NEW WHARF,  
HOBART.

Excursions can be made by vehicle to Forcett, Carlton, Kellevie, and Bream Creek, along good roads, with many picturesque landscape scenes. Between Sorell and Kellevie, seventeen miles, there is a coach; Bream Creek is seven miles from Kellevie and six from Dunally. The view from the summit of the Kellevie Tier is thus described by a recent visitor:—"Before me, as far as the eye can see is the great and mighty Pacific Ocean, looking so sweetly peaceful, lulled to sleep soothingly by gentle zephyrs—a little to the left lies the lovely, picturesque, mountainous Isle of Maria—here straight before me is a truly noble, bold, and soldierly headland, with precipitous cliffs, most vulgarly called 'Hell Fire Bluff.' To the left, on a small scale, a most truly alpine landscape, stretching from this bluff round to Mount Wellington and the mountains of the Huon. Immediately near is the conical Mount Carmel, to its left Flagstaff Hill, beyond this the Black Tier, beyond again the alpinic mountainous settlement of Nugent. The hills and mountains near at hand look lovely clothed with bright and varied green leafed timber, enlivened or relieved by patches of golden-hued acacia blossom, gradually turning as the distance increases to brown, and then to the blue and the grey of the far more distant and higher ranges. To the right a not over-broad strip or arm of land with a lovely sand glistening beach stretches out as it were a loving hand toward Forestier's Peninsula, enclosing a large and almost land-locked sheet of placid blue water with miniature bays, headlands, &c. Beyond this is Forestier's Peninsula with tiny, rocky Green Island, opposite or off Gardener's Point, beyond which I can see Yellow Bluff. Over beyond Forestier's Peninsula I behold mountainous Tasman Peninsula, so richly endowed with natural beauties. Turning my back to the Pacific I behold Frederick Henry and Storm Bays, Bruni Island, a glimpse of the Southern Ocean, and a wee peep over a low-lying portion of Bruni at D'Entrecasteaux Channel, with a grand background of tier upon tier of distant mountains shading from dark blue to light or silver grey. Below me to the right is the peaceful settlement of Kellevie Valley rising up the steep slopes of Kellevie Tier—in rich cultivation and varied shades of colouring—to the very spot I stand upon, its highest summit—with cosy homesteads nestling here and there, while over and below that far brow of tier lies Coppington, and the lovely estate of the Allanbys, 'Woodlands,' though not visible from just here. Facing the Pacific again, I trace the continuation of the Kellevie settlement, beyond and between which and the beach, washed by the ocean, I behold the extensive estate and homestead of Mr. Thomas Dunbabin, and to the right on the more level land the large settlement of Bream Creek." An enjoyable walking tour can be made through this district, and up the coast line to Spring Bay or Swansea, where the coach can be utilised for return, or still further northwards to Seymour, whence a mail cart will convey the traveller to the railway terminus at St. Mary's.

Late Thrower.



*George P. Mitsom*

Late Thrower.



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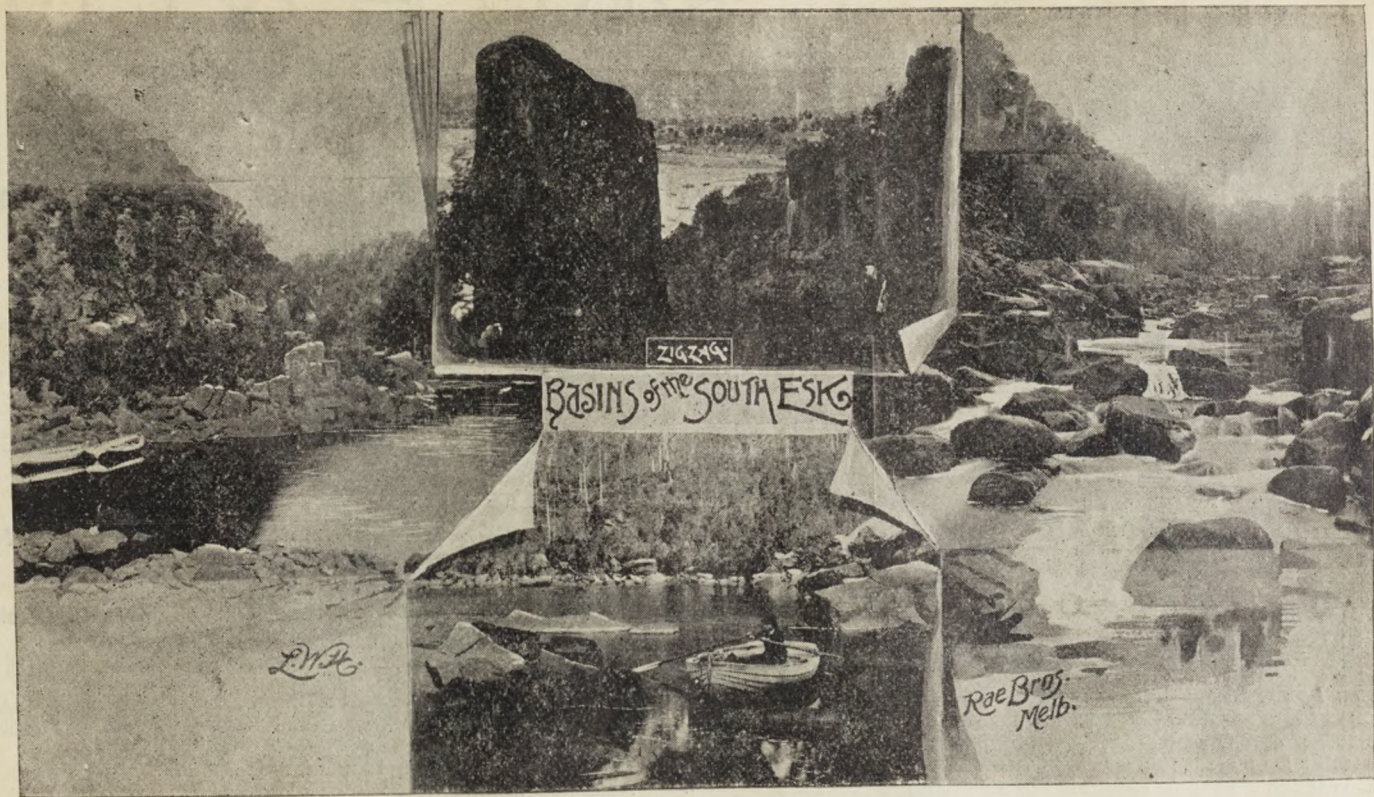
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**TERMS MODERATE.**

# Launceston AND ITS Surroundings.

**T**HE city of Launceston, population 20,000, is situated forty miles inland, at the junction of the North and South Esk Rivers, whose united streams form the Tamar River. It does not possess the natural attractions of Hobart, being built on and around a low ridge which rises out of the fertile valley of the North Esk River, the valley being bounded by wooded ranges running parallel to the river. It is a well-built, clean, and well-paved city. The fine freestone of the capital is here replaced by brick and cement, which, if less imposing, affords more scope for embellishment, and in all the principal streets fine blocks of buildings are seen far superior to those usually found in many Australian cities of even much greater wealth and importance. The citizens are justly proud of the cleanliness of their city; of the system of underground drainage, initiated nearly forty years ago; and of their splendid water supply, brought some fifteen miles from the St. Patrick's River, at the moderate cost of £65,000, and which is so ample that over two million gallons are daily used and wasted without putting any undue strain upon the supply. The area of the city is so great—3400 acres—that there is ample room for expansion, and the private residences are not crowded, but each is surrounded by a garden, while portions of the city area are still farm land. Viewed from the Windmill Hill, Laurence Vale, or the Cataract Hill—views recommended to visitors—it seems a city of gardens, and few cities have been more liberally endowed with parks and public reserves. Owing to its proximity to Melbourne, the run from Heads to Heads being made in about fifteen hours, a very large proportion of intercolonial visitors to Tasmania land first in Launceston. Viewed from the river approach, Launceston appears at its best. The flat ground on both sides of the North Esk is covered by houses and gardens, the latter becoming more numerous as the slopes and summit of the long ridge in the centre of the city come into view. The rocky hills on each side of the South Esk are dotted with villa residences and gardens; and above the wooded ranges on the eastern side of the city rise the rocky peaks of Mt. Arthur (3900 feet) and Mt. Barrow (4644 feet), and further south a glimpse is caught of the Ragged Tier and of grand old Ben Lomond (5010 feet).

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## ST. JOHN STREET.

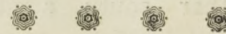


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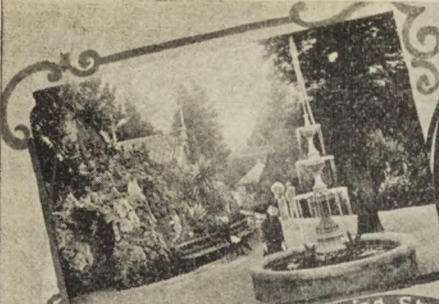
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*Nature's Fernery.*



*The Tamar at Windermere.*



*At the Regatta, Invermay.*

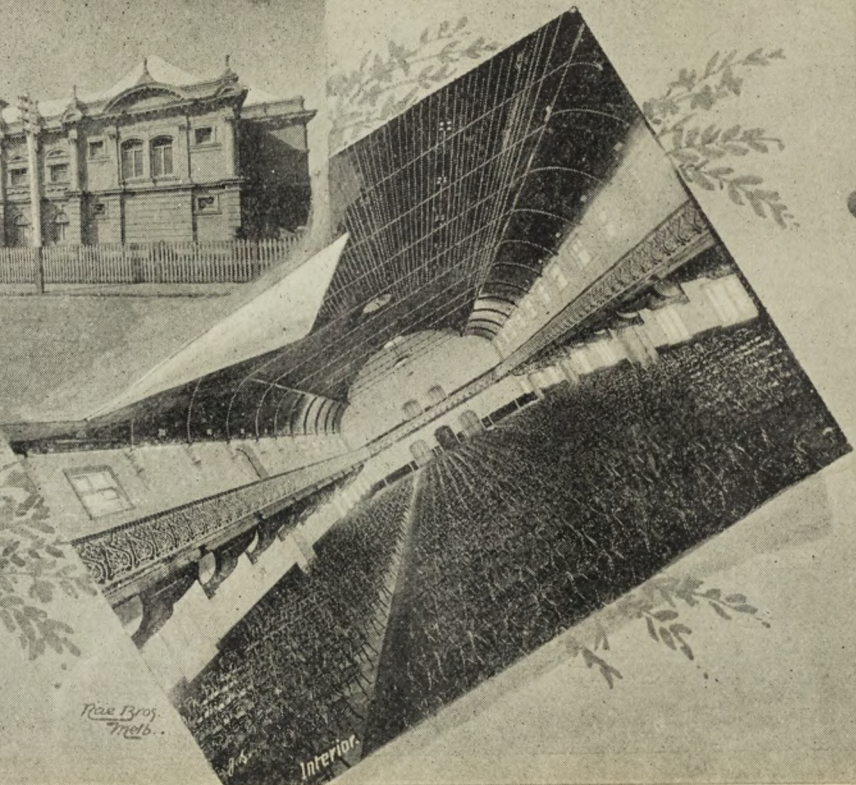
*The Start*



*Avenue, Princess Square*  
*See Page 102*



36. Exterior.



37. Interior.



Rose Bros.  
Melb.

The Tamar is a tidal river; and though the great rise and fall—nine feet to twelve feet—daily lays bare large expanses of shoals and unsightly flats, yet it is also the means of making this river navigable for vessels of 3000 tons burden from the sea to the Launceston wharves. As the tide ebbs and flows twice in every twenty-four hours, there is always a strong current up or down the river except at the brief intervals of slack water. The lower portions of the two rivers which form the Tamar are as unlike as can be imagined. The North Esk meanders for miles through fertile flats, its alluvial banks fringed with reeds, or bordered with osier willows; while the South Esk comes thundering down miles of rocky gorges in a series of cataracts, broken only by pools, locally termed “basins,” where a ledge of rocks has dammed the water back.

The run up the Tamar in the steamer occupies about three hours, and is full of interest. The channel is intricate, and the shore line very irregular and broken by deep inlets running far inland; here widening into bays some miles across, and there contracting between rocky hills to but a few hundred yards, and again running swiftly between fertile meadows stretching to the very edge of the fringe of graceful reeds that borders the last few miles of the river. On Low Head, at the entrance, stands a lighthouse, and four miles inland, on a small cove, is George Town, a quiet resort for those fond of boating and fishing or exploring the beaches on the North Coast. Rounding Garden Island the steamer's bow points for a moment at West Arm, the site of the first settlement under Capt. Paterson in 1804, and then heads towards Middle Arm, at the back of which part of the mining township of Beaconsfield can be seen, perched on the Cabbage Tree Range, but the vessel swings away, passes Middle Island (utilised as a quarantine station for imported stock), and subsequently Egg and Redwood Islands, and the curves of the river then become still more pronounced. From Swan Bay to Launceston the steamer is alternately pointing east and west, as bend after bend is passed, until the wharves, on the south bank of the North Esk River, are finally reached.

The hotels of Launceston are good, and the cabs—waggonettes and pair-horse open carriages—are well horsed and drivers civil. As at the capital, every licensed vehicle is required by law to carry a table of fares in a conspicuous position. A contract is now in progress for the necessary plant to light the city by electricity, and electric street trams are likely soon to follow; the undertaking is in the hands of the Municipal Corporation, and the motive power will be obtained from the splendid water supply in the South Esk River, at a point about four miles from the city.

The public buildings of Launceston do not call for any especial mention, except the post and telegraph office, where the public use a large hall, tastefully decorated, and lit from the roof. The Town Hall is an unpretentious structure, but contains portraits of all the mayors since the inception of municipal government in 1852, and the official gold chain worn by the mayor on state occasions is unique in that

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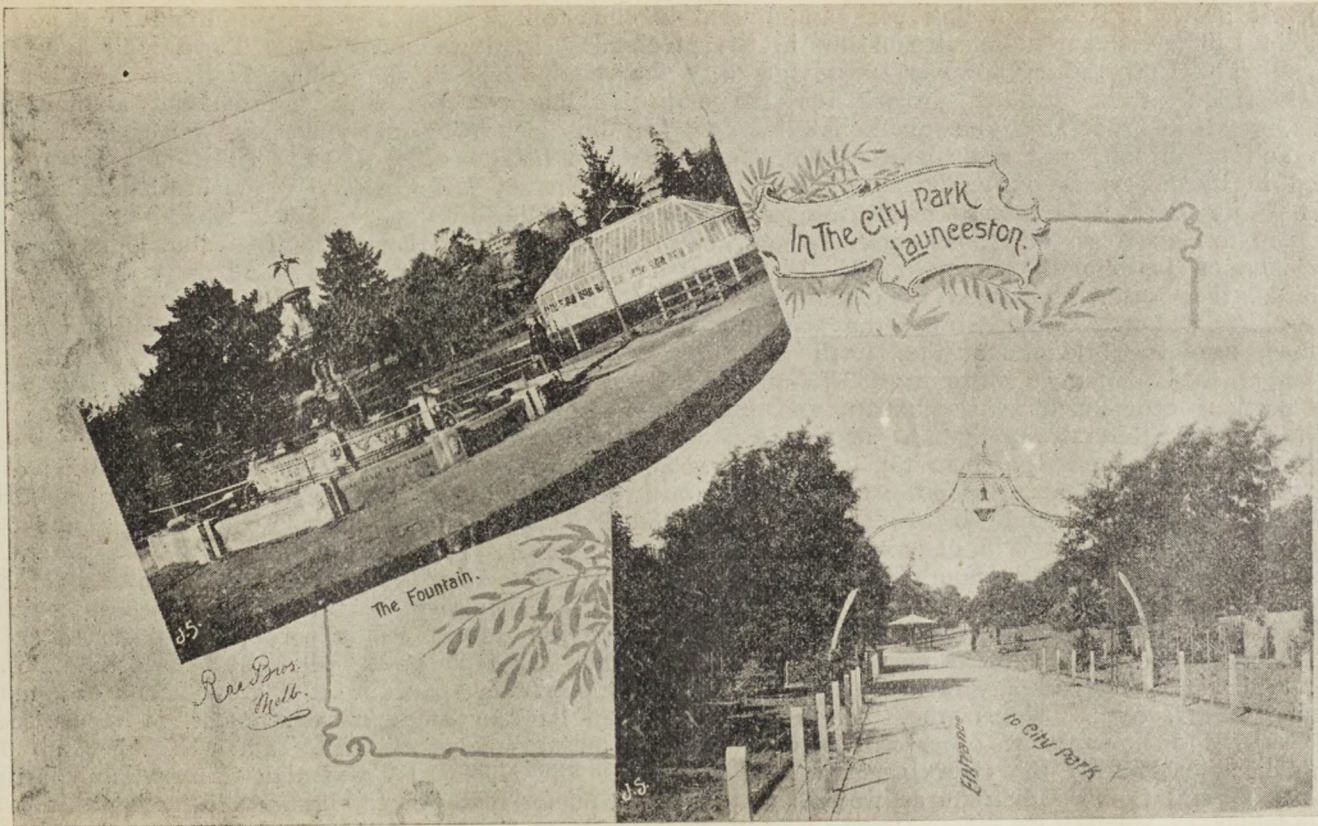
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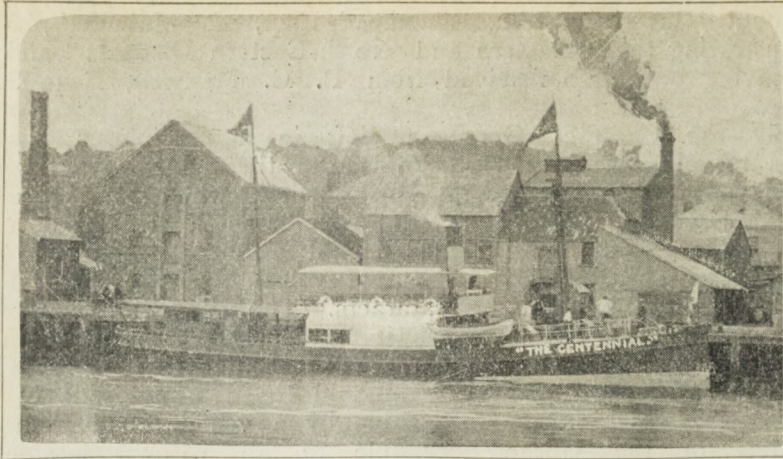


each link (or plate) has been furnished by the outgoing mayor, and is inscribed with his name and term of office. It grows in length a link per annum, and in time will become a weighty burden to the wearer. The Public Library and Reading Room are in the Mechanics' Institute opposite the Town Hall and Public Buildings. The Corporation, however, possess a very fine public hall in the Albert Hall, in the City Park, erected in 1890 at a cost of £10,000, as the main building for the first International Exhibition in Tasmania, held in 1891-2. The main hall is 150 feet in length by sixty feet in width, exclusive of platform and organ loft, and ranks eleventh amongst the large halls of the world. In it is a large organ, purchased in bygone years by public subscription by the citizens of Launceston for the Mechanics' Institute.

The City Park is a reserve of thirteen acres, laid out in beautiful grass lawns shadowed by stately English and foreign trees, and possessing the nucleus of a zoological gardens, chiefly valuable as affording a better idea of Tasmanian kangaroo, wallaby, tigers, devils, wombats, opossums, and several varieties of native birds, than can be obtained from the best stuffed specimens in a museum. Turning northward from the Albert Park, down Tamar Street, the smelting works of the Mount Bischoff Tin Mining Company are reached, near the bridge over the North Esk, and permission to inspect can always be obtained on application at the Company's office in St. John Street. Owing to the extensive area of the city, various outlying portions are named as if suburbs, and thus on crossing the Tamar Street Bridge the visitor is in Inveresk, where is the railway station, at the rear of which in the railway workshops may be witnessed the utilisation of Tasmanian timbers for trucks, waggons, and carriage stock. The Inveresk Park is a fine reserve of forty-seven acres, in process of being laid out with trees, shrubberies, and carriage drives. Inveresk and the adjoining suburb of Invermay were once a huge swamp, drained in 1849-50, under the direction of Governor Sir Wm. Denison. At the western side of the town, not far from where the beautiful iron bridge spans the South Esk River at the entrance to the Cataract, is the Victoria Museum and Art Gallery, situated in what in the Imperial days was the Military Barracks Reserve, but which is now utilised for various purposes. The grounds are open to the public. One portion is occupied by the Launceston Invalid Depôt, below which, near the river, is the well-kept green of the Launceston Bowling Club, to which intercolonial players are made welcome. In another part of the grounds is the modest observatory of Mr. A. B. Biggs, who, though claiming to be but an amateur astronomer, is recognised as a compeer by the Government observatories of the neighbouring colonies. The Tamar Yacht Club have also their headquarters by the river bank in these grounds. The Northern Tasmanian Camera Club is representative of several Country districts as well as of the City, and for many of the views illustrating this article we are indebted to Messrs. F. Styant Browne (Hon. Secretary), A. C. Bonner, R. L. Parker, Jno. Sparrow, and

F. C. Birchall, all of Launceston. Among the country members, Wm. Aikenhead, Esq., of "Malunnah," West Devonport, has rendered valuable assistance in illustrating the "Eastern and North-Eastern Districts" and the "North-West Coast," contributions to the latter having been also received from P. C. Maxwell, Esq., S.M., Latrobe.

The "lion" of Launceston is unquestionably the Cataract Gorge—a cleft in a precipitous basaltic range, through which the South Esk River flows to join its sister Esk, and form the noble River Tamar. The river is spanned at its mouth by a graceful iron bridge of a single span, below which is moored a "mosquito fleet" of yachts and steam launches. Above the bridge for half a mile is a stretch of clear deep water, at the head of which are a series of cataracts for another quarter of a mile, leading to the First Basin, a deep placid pool, supposed locally to be the crater of an extinct volcano. Above the First Basin are five other basins at irregular intervals, connected by foaming cataracts. The river runs for miles between precipitous cliffs of red, brown, and dark lichened basaltic rock as it tortuously pierces a chain of hills lying between the fertile lands of the back country and the Tamar. The Launceston Corporation have constructed a winding track, known as the "Zigzag," over the hill on the southern side of the Gorge from the South Esk Bridge to the First Basin, which is also accessible by a vehicle road from the city, but the credit of rendering the attractions of the Gorge accessible to all without fatigue is due to a private organisation—the Launceston City and Suburbs Improvement Association, which, since its inception in 1890, has been liberally supported by the inhabitants, who have raised no small proportion of the £5000 odd expended on the "Cataract Cliff Grounds." The proprietor of the land on the north bank of the Gorge—Mr. William Barnes, of "Trevallyn"—generously granted the strip required on a lease of 200 years at a peppercorn rent, and the Association have now formed a walk that for romantic beauty and varied scenery has few equals, added to which, it is within ten minutes' walk of the heart of the city. The task of the Committee has been a labour of love, and one of their number has been the engineer of an undertaking that required no little ingenuity to carry out. In places wooden bridges had to be constructed across clefts or round the face of a cliff; in other places thousands of tons of rock have been blasted away or thrown down, and the pathway is built upon walls of dry stone masonry, or carried on slender iron pillars, up which climbing shrubs have been trained. Nowhere is the edge of the path more than a few feet back from the side of the stream, and in some places the bridges overhang the water, but care has been taken to carry the track at sufficient elevation to be above the reach of floods. Every available gully and cleft has been planted with tree ferns; wherever practicable, the banks have been sloped and made up with earth and sown with grass seed, while little nooks and made terraces, and the



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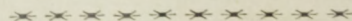
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Looking up Cataract Gorge.

hillside above, wherever there was soil enough, have been planted with native and European trees and shrubs. The simple grandeur of the scene is beyond description. The Association has rendered the beauties of nature accessible to all, and from the time the visitor pays a penny over the turnstile at the entrance, till he reaches the park at the First Basin, every turn of the path brings fresh attractions into notice. The busy city is out of sight, the sigh of the wind through the she-oak and wattle trees is drowned as the rapids are neared by the roar of the foaming waters. Here towers a basaltic column, "The Hanging Rock"; there lies a prostrate giant named "The Anvil"; while across the river at the Cataract is a rocky mound styled "The Giant's Grave." In nooks close to the path, or perched on rocky eminences, reached by rude stone steps, are quaint rustic retreats—"The Grotto," "The Crow's Nest," "The Crusoe Hut"—the last named a charming conceit of fern-tree trunks, thatched with river reeds. Then there are "The Dovecot," tenanted by ringdoves; and the "Pigeonhouse," from whence snowy fantails sail in graceful curves to and from the river. In the park (where the path at present ends) is "Robin," a tame fallow-deer, who follows visitors about for lollies or tobacco—the latter for preference. But if the Cataract Gorge is beautiful in its ordinary garb, the scene when the river is rolling down in flood is simply majestic, and at such times the Gorge Track is thronged by thousands to whom no number of repetitions can render monotonous the grandeur of the mighty torrent struggling to free itself from its rocky fetters, and tossing its creamy billows high in foam as they wrestle with the impassive black rocks that bar the passage seawards.

Launceston may strike a visitor from larger centres of population as being a somewhat quiet city, but there is an amount of public spirit and business energy among the citizens that, combined with the advantageous position it occupies as the shipping port of some of the finest agricultural districts in the colony, and as the base of supply for numerous mining centres, have caused the population to nearly double itself in the last twenty years. Its commercial enterprise is stimulated not only by the tin mining centres of Mt. Bischoff, and the north-eastern and eastern tin mines; the gold fields of Beaconsfield, Salisbury, Lefroy, Back Creek, Alberton, Warrentinna, and Northallerton; the coal mines of the Fingal, Longford and Mersey districts, but its residents are also largely interested in the gold fields of the Pieman, Mt. Read, and the argentiferous deposits of the West Coast. Nearer than these, however, the Tamar has "golden charms" to the good folks of the city, for in localities that are almost worthless for either agricultural or pastoral purposes, the hidden mineral wealth creates busy townships.

About twenty-eight miles from Launceston, on the west bank of the Tamar, within a few hundred yards of its waters at one point, is the mining town of Beaconsfield, where the Tasmania Gold Mine is the dominating Company, and has bought up the interests of no less than four other Companies around it.

Since its formation in October, 1887, the Company has produced 324,013 ozs. 3 dwts. 17 grs. of retorted gold up to 5th December last (£1,166,949 worth of gold), paid £574,625 in dividends, and though owing to the necessity of expending £50,000 in special machinery to enable the mine to be opened up at levels of 600 feet and upwards, dividends have ceased for the last three years, yet from 250,690 tons crushed, an average of 1 oz. 5 dwts. 2½ grs. to the ton has been obtained, giving promise of dividends at no distant date. An order to view the mine and works can be obtained from the Legal Manager, Mr. R. H. Price, Patterson Street, Launceston, and Beaconsfield may be visited by steamer and coach, there being a daily communication by water, and alternate days by road. The most enjoyable route is by the s.s. "Centennial," leaving at 11 a.m. to Beauty Point, Middle Arm, where a conveyance meets the steamer for Beaconsfield, a two-mile drive, arriving 3.30 p.m., and returning by coach. Fare by either coach or steamer, 5s. For information about the Tasmania mine and the mineralogical and geological formation of the auriferous district generally, the Mining Manager, Mr. Jos. Davies, is an encyclopædia. From Beaconsfield, vehicle excursions can be made to a deserted village at Port Lempriere (West Arm), and another at Leonardsburgh, four miles inland, both relics of the efforts of the Tasmanian Iron and Charcoal Company, formed in 1872 to work the extensive deposits of brown and red hematite iron ore near the Asbestos Ranges, but which failed commercially from the unforeseen circumstance that all the metal produced was more or less impregnated with chromium, a metal which had the effect of making the cast iron hard, and to a certain extent brittle, and after expending £80,000 the Company had to suspend operations. Subsequently it was discovered that the oxides of iron and other minerals around Leonardsburgh would make excellent pigments; samples of no less than 287 different colours were prepared and exhibited at the Melbourne Centennial Exhibition in 1889, and a company was formed in Melbourne to develop this industry, but it also has suspended operations.

The Asbestos Ranges, which have been mentioned, contain serpentine rock of varied colours, which can be worked up into tasteful ornaments, and which, in some places, is traversed by veins of asbestos varying from a thread to an inch in thickness, but no practical commercial use has yet been made of either. The numerous cottages at Port Lempriere have been purchased by the Government for use as a quarantine station, for which, happily, there has not yet been any need. From the deserted iron mines it is but a short drive (six miles from Beaconsfield) to the site of the first settlement in Tasmania by Captain Paterson, in 1804, at the head of West Arm, but apart from the historic reminiscences, there are few vestiges remaining of a township that once possessed a vice-regal cottage. There are extensive limestone deposits close to Beaconsfield, which led to the first settlement. Half a mile from the township are the abandoned "Blyth's Quarries," worked in the "forties," and now drained by the pumping operation of the Beaconsfield

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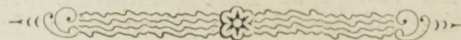
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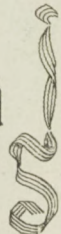
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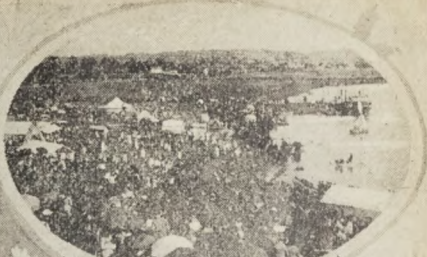
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Entrance to Cataract Gorge



Launceston from Trevallyn



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Looking up at Cataract Gorge

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"The roaring water, the solemn grandeur of the Gorge  
The seat beneath the shade  
For tall, ing age & whispering lovers made"



River Basin, Cataract Gorge



THE PULPIT ROCK.

3 Glimpses  
Cora Linn.

Geo. Fraz. Meib.

mines, and not far distant are the quarries still worked by Mr. W. Dally, where ordinary lime is burned from the "marble" quarries of the West Tamar. One mile from the township is "The Gorge," a pleasant promenade along a sideling cutting through the Cabbage-tree Range, which has been pierced in bygone days by Blyth's Creek on its way to join the Tamar at Middle Arm. Four miles from Beaconsfield is the Salisbury Goldfield, where hydraulic sluicing has been instituted to win the golden treasures of an otherwise barren range of hills. Another pleasant excursion is to the Flowery Gully Caves, six miles south-west of Beaconsfield, the route traversing the Gorge. These limestone caves are on private property, but permission is easily obtained to visit them. Some of the galleries are sixty to seventy feet in height, and when illuminated, approach the beauties of the Jenolan Caves in New South Wales. Beaconsfield is a township of some 1200 inhabitants, and the hotel accommodation is ample and good.

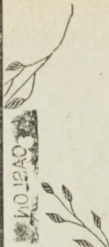
The mining township of Lefroy is on the east bank of the Tamar, but a few miles inland from the river, and is about the same distance from Launceston as Beaconsfield. It may be reached by a river trip to Georgetown, and a drive of ten miles by the Lefroy conveyance, which meets the steamer, or by the daily coach which plies between Launceston and Lefroy. The fare by either route is 5s. The history of Lefroy dates from 1869, and a large amount of gold has been won from its numerous reefs, and a large amount paid in dividends by several existing as well as by now defunct companies. The principal mines are the Volunteer and Pinafore. The deepest shaft in the colony, 812 feet, is here, on the old New Native Youth claim. Six miles north is the Back Creek Goldfield, which has yielded a large amount of alluvial gold, and there is a deep lead yet to be traced and developed. The auriferous area on this bank of the Tamar is extensive, extending eastward nearly to the Piper River and northward to the sea at the Fourteen-mile Bluff.

There are plenty of pleasant excursions around Launceston. For half-day trips the Waverley Woollen Mills and Distillery Creek; Clarke's Ford and St. Leonards; Devil's Punchbowl; Corra Lynn; *via* Mowbray and Ravenswood to Distillery Creek and return *via* Newstead; along the Scottsdale Road to the Waterworks Dam; the West Tamar Road; and along the East Tamar to Barnard's Creek or Dilson. To visit the source of the Waterworks Supply at St. Patrick's River, eleven miles from Launceston, a whole day should be devoted, and a picnic party arranged. The agricultural districts stretching from the valley of the North Esk to the foothills of the Western Hills beyond Cressy, and westwards to Deloraine, are unsurpassed in the island. Nowhere is there a more English appearance than in the older settled municipalities of Evandale, Longford, and Westbury. The eye ranges over miles of hawthorn hedges of gorse and sweet brier; the old homesteads nestle in shrubberies of European trees; the land is watered by permanent rivers and streams; there is a good stamp of live stock visible, and the estates of the principal stud sheep breeders,

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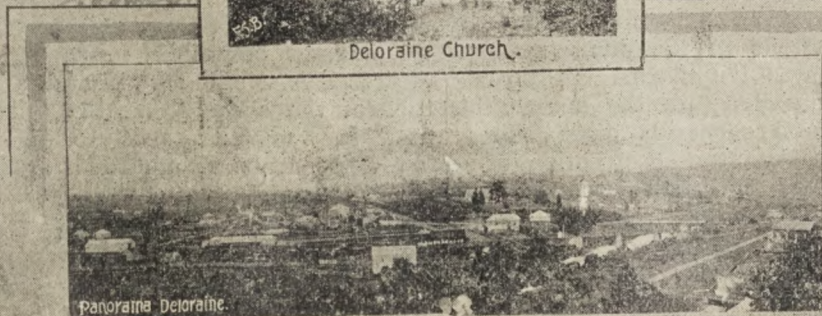
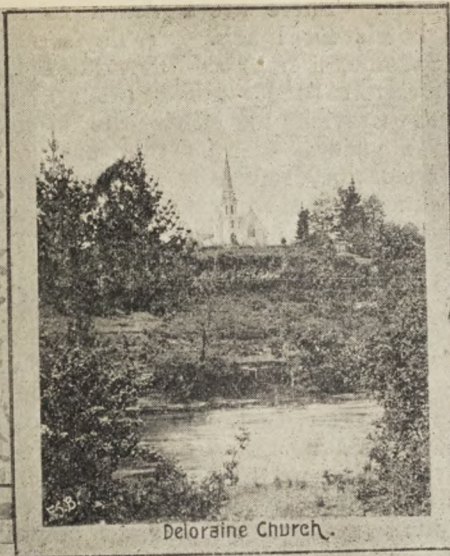
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whose names are household words in the Australian colonies, lie within the area described. Well kept farms are the rule, and also good roads. There are a dozen routes to select from, and at all the principal townships there is a choice of good hotels for lunch. A day's outing, covering from twenty to forty miles, can be laid out either through Breadalbane, Perth, and Longford (lunch), and return by Muddy Plains and Prospect; through Breadalbane and Everton to Evandale (lunch), and return *via* the White Hills and St. Leonards; or through Hadspen and Carrick to either the Glenore, Oaks, and Bishopsbourne districts, returning *via* Longford and Perth. A general idea of this part of the colony can be obtained by a rail journey along the Western Line to Deloraine, returning in the afternoon, or even an afternoon excursion to Longford and back. During the summer season, cheap excursions are made to Corra Lynn, seven miles distant, a deep "basin" in the North Esk, just above which an iron bridge spans the river, and below which the river escapes through precipitous basaltic columns in a series of foaming cataracts. Frequent opportunities are also given during the summer of visiting Rosevear's, Middle Arm (for Beaconsfield), George Town, and Tamar Heads by excursion steamers.

The Scottsdale railway penetrates the ranges of hills that bound the city on the eastern side, by a series of sidelings and cuttings through solid rock. It passes through several small agricultural districts; the station at Lilydale is but a few miles from the northern end of Mount Arthur, the ringed timber upon small agricultural selections seeming to reach far up its base. It is the first stage in the tour to the North-Eastern tin mines, but is also the route to the Denison Gorge, a most popular picnic resort thirty miles from the city, and to which excursion trains run weekly during the summer season. The Denison Gorge is merely a specimen of one of the numerous fern gullies and mountain streams amongst the spurs of the Denison Range, and owes its charms entirely to nature. A winding path and a few rustic bridges thrown across the stream do not disfigure the natural beauties of the scene. At the railway station is a pavilion and ladies' rooms, and on excursion days boiling water is supplied gratis to picnic parties, the lighting of fires being prohibited. Wanton destruction of ferns and shrubs is guarded against, but the visitor can gather wild flowers or dig up small ferns at pleasure.

Both the North and South Esk, and their tributaries—St. Patrick's, Nile, Lake, and Meander Rivers—are stocked with blackfish, eels, and native herring, and English brown trout. The visitor can make camping-out excursions to St. Patrick's, Corra Lynn, or points on the South Esk, or can avail himself of rail facilities and good hotel accommodation, and make Evandale, Perth, or Longford a base for the South Esk and Lake Rivers, and Westbury or Deloraine for the Meander. Near Chudleigh, beyond Deloraine,

there is not only good trout fishing in the Mersey, but Mole Creek and Sassafras Creek afford some capital sport with English trout.

Deloraine is a pleasantly situated township, forty-five miles from Launceston by rail and thirty by road. It is 700 feet above sea level, and the Meander River flows through the township. The rail journey traverses the rich agricultural districts above described, and affords a good view of the frowning ramparts of the Western Tiers (in reality the northern edge of the Lakes plateau), which seem to rise abruptly from the lowlands to a height of some 2000 feet, the peaks of Quamby Bluff and Dry's Bluff towering up to over 4000 feet. There are many pleasant excursions to be made around Deloraine. The Lakes plateau is easily accessible from this point, and the ascent of Dry's Bluff affords an excuse for a day's outing. There is some fine scenery at the Mersey, some twenty miles distant, a black gorge near the mountains Gog and Magog being chosen by Mr. W. C. Piquenit as the theme of one of his charming pictures of Tasmanian scenery. The Alum Rocks are precipitous cliffs from 400 to 600 feet in height. "Calstock," the estate of Mr. John Field, noted throughout Australia as a breeder of racing stock, is pleasantly situated on the Meander about half a mile from the township. The Chudleigh Caves are destined to become a popular attraction for visitors when greater facilities for exploration and accommodation are provided. How many caves there are, or how far those so far discovered extend, has yet to be proved. The limestone belt in which the caves are situated extends for many miles, and the "Circular Ponds" district, several miles west of Chudleigh, derives its name from the numerous depressions, of varying area, caused by the subsidence of the roofs of underground caves. Cook and Son's "Tasmanian Tours" include two of the series of caves, situated sixteen and twenty miles respectively from Deloraine, but there are four caves known. The Mole Creek Railway Station, on the Chudleigh railway line, is within half a mile of one cave and within three to three and a half miles of the others, but at present there is no accommodation for visitors at Mole Creek. Cheap railway excursions from Launceston to the caves, returning the same day, have been initiated this summer, when provision is made for vehicles and refreshments for the excursionists. Green's Cave, near the railway station, is a recent discovery, not yet explored, and Baldock's Caves are on private property. The "Wet Caves," so called because a stream of water flowing out of the entrance must be forded, are extensive and beautiful, but the "Dry Caves" are the most popular. These are situated on a reserve of 300 acres, vested in the Deloraine Municipal Council, and parties have wandered in them for four hours without reaching the end, the fact being that up to the present no steps have been taken to thoroughly explore them, or afford facilities for exploration, while vandalism has wrought great destruction amongst the stalactites. Their value, however, as an attraction to visitors, is now recognised, and during the coming summer a new order of things will be inaugurated. To attempt to describe the many

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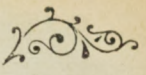
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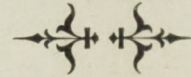
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Reforestation.



Rapids river.  
Meander, near Westbury.



A view glimpse.



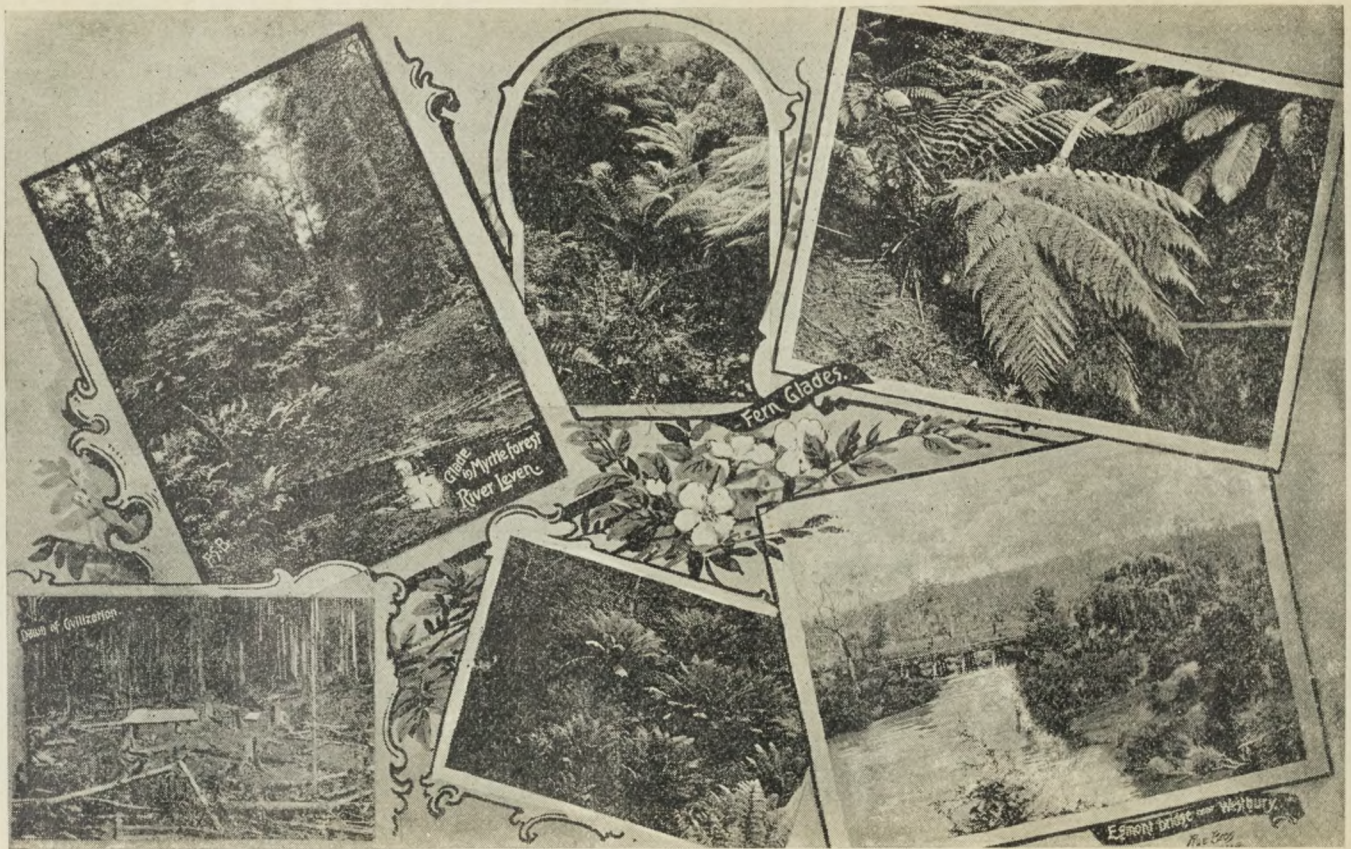
150  
Liberstone River Meander, Westbury.



River Tamar.  
Dillyton creek.

The  
Secrets  
UP NORTH

1910  
1911



View of Myrtle-forest  
River Levee

Fern Glades

Scene of civilization

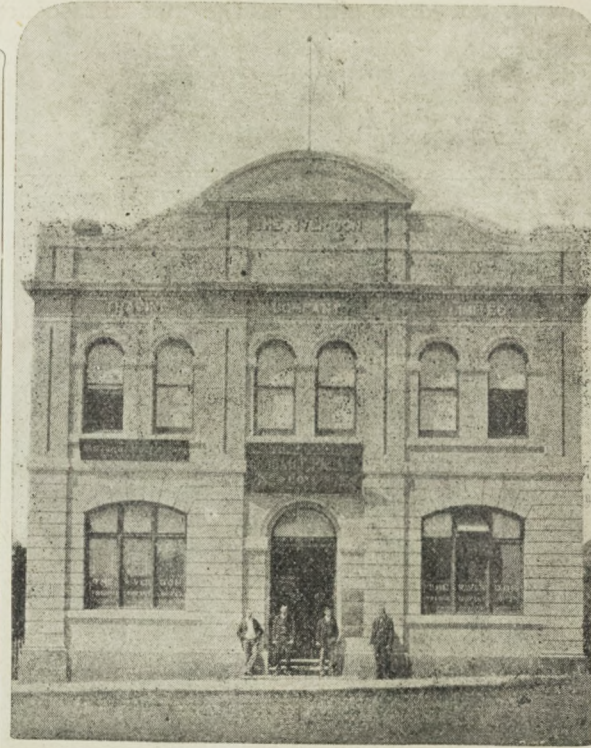
Esmond bridge near Westbury  
Nov. 1905

and varied beauties of these caves would be useless; they can be realised only by actual inspection, and even the photographer's art fails to convey more than a faint conception of fantastic handiwork of nature as here displayed. Deloraine possesses an Improvement Association, and the Secretary is always ready to afford visitors information and advice how to profitably dispose of a few days amongst the pleasant scenery and healthy atmosphere of the Deloraine municipality.



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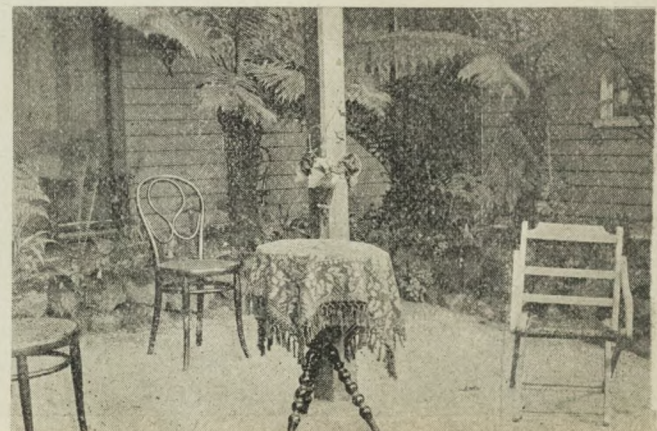


Visitors proclaim this Hotel  
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in Tasmania.

DRIVING.



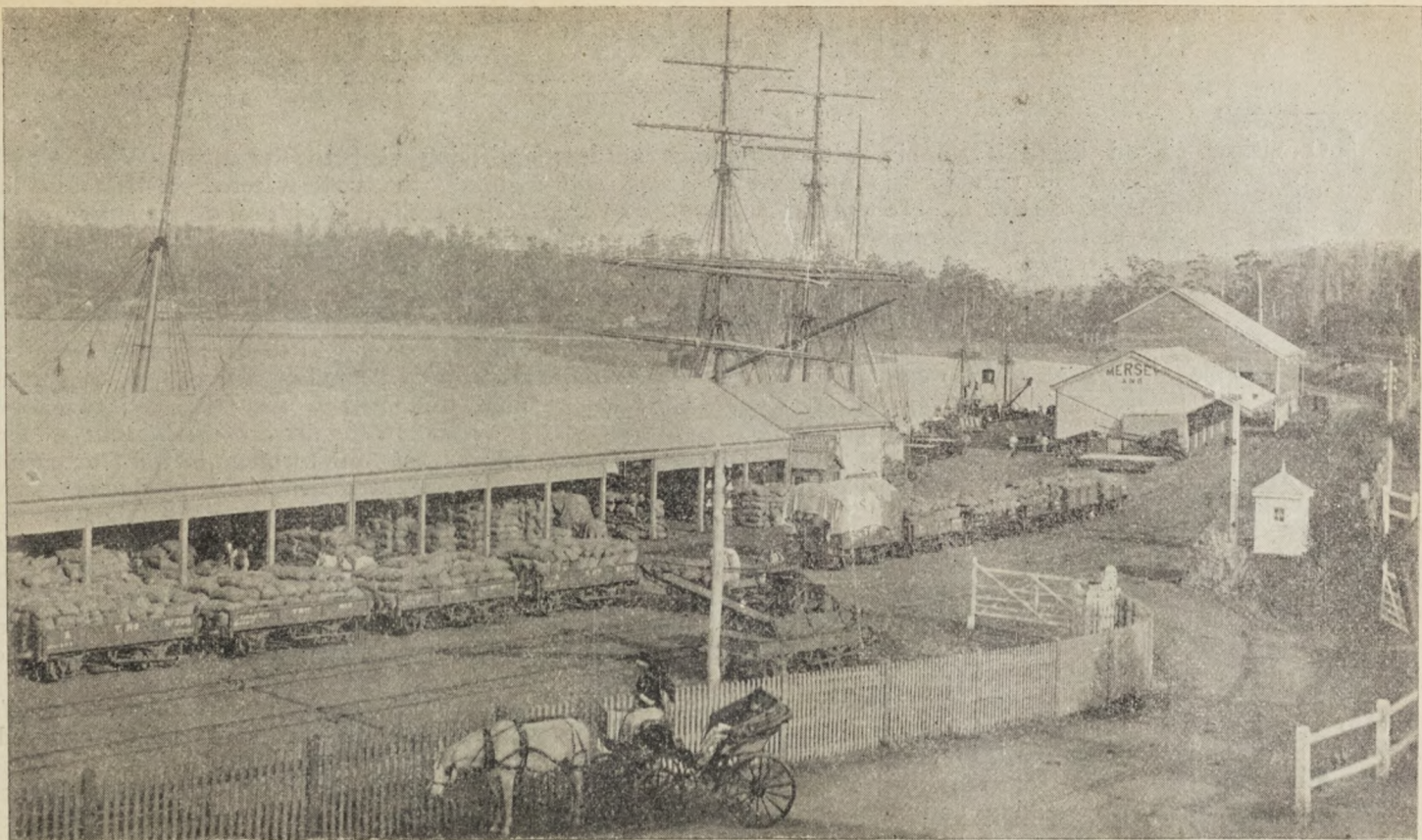
BOATING.



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SHOOTING.



## The North-West Coast.

**N**O visitor should leave Tasmania without paying at least a flying visit to the North-West Coast, where will be found perhaps the most fertile areas, and certainly the best watered districts in the island, and some of the most charming scenery. In addition, excellent facilities of transport exist, good accommodation at reasonable rates, and a general desire to promote the comfort and pleasure of the visitor. There are two trains daily each way between Launceston and Ulverstone, coaches twice a day between Ulverstone and Table Cape, and a daily service thence to Circular Head. Devonport and Emu Bay have a regular, and Circular Head an intermittent steam service with Melbourne and Sydney, and all the principal townships. Boats, vehicles or saddle horses can be hired at very moderate figures, with or without an attendant. Hotel tariffs range from 6s. to 8s. per day, private accommodation from 30s. to £2 2s. per week; saddle horses from 5s. to 7s. 6d. per day; one-horse vehicles from 10s. to 12s. 6d.; and two-horse conveyances from 12s. 6d. to 15s. per day, without a driver, or 5s. more with driver. Except in a few places, the road traverses a belt of inferior land bordering the sea shore, but on turning inland, extensive tracts of rich red basaltic soil are met with,—the “potato lands” of Tasmania, capable of producing from eight to twenty tons to the acre of the “succulent tuber,” which is the staple product of the North-West Coast. During the season the visitor will be surprised at the huge stacks of bagged potatoes awaiting shipment at the principal ports. From the coast line there is everywhere a gradual ascent towards the northern end of the elevated Lakes plateau occupying the centre of the island, and the principal headlands are precipitous bluffs formed by the molten lava that once flowed into the sea. The basaltic formation is traversed by metalliferous belts, and deposits of gold, tin, iron ore, galena, copper, and bismuth are found in various localities in the North-Western portion of the colony.

From Chudleigh the visitor can ride by the Van Diemen's Land Company's old road, over Gad's Hill to the Middlesex Plains cattle station, north and south of which gold deposits are being worked. From here there is a bush road to Sheffield, and it being open country, an excursion can be made to the Cradle Mountain (5060 feet), or the road followed through the Surrey Hills (another cattle station) to Mount Bischoff. Some attractive walking and hunting excursions may be planned from either Deloraine or Sheffield, the necessary outfit and transport being available at both places.

There is coach communication from Railton railway station to Sheffield and other parts of the fertile district of Kentishbury, where the precipitous sides of Mt. Roland form a prominent feature in the landscape. The thriving commercial centre of Latrobe may be made the base for excursions to Barrington, Sheffield, Moriarty, Northdown, and other fertile agricultural districts. Latrobe is the only country township with gas as well as water laid on. Brown trout and blackfish, as well as the native herring or "cucumber mullet" (the grayling (*Prototractes Muraena*), are plentiful in both the Mersey and Don Rivers. Devonport (as the now united townships of Formby and Torquay are named) lies at the entrance to the Mersey, and has also a good water supply, brought in eight and a half miles from the River Forth. In the vicinity are good sea beaches, and excursions may be made to Barrington, and on through Kindred, returning home through the Forth and Don, while the vicinity of Port Sorell, distant only twelve miles, affords good fishing and shooting,—swans, ducks, curlews, kangaroo. The beach on the eastern side of its entrance is a noted resort for shell gatherers. Besides boats, a steam launch may be hired for fishing or pleasure excursions inside or outside the river. "Wright's Island," or the "Horse-shoe Reef," three miles off the Mersey Heads, is a breeding ground for several varieties of sea birds. The salt water bathing houses are only available when the tide suits, there being a rise and fall of from nine to twelve feet in the Mersey, and indeed all along the North-West Coast. An excursion to the source of Devonport Water Supply will be found interesting. At the intake on the River Forth a pumping-house, headrace, turbine-wells, &c., and the caretaker's residence have been constructed. The powerful pumping machinery lifts the water to a reservoir 450 feet above the river level, from whence it is conveyed by gravitation in pipes to a large service reservoir on Keley's Tier (350 feet above sea level), about two and a half miles from Devonport. From the service reservoir the water gravitates through pipes to East and West Devonport. The supply is abundant, and pressure splendid. The total cost of the works, compensation for land, &c., was nearly £20,000, and the undertaking was carried out by the Devonport Town Board.

From Devonport the railway line runs near the sea shore, crossing the Forth at Leith, six miles from Hamilton-on-Forth—where Sir Edward Braddon, K.C.M.G., late Agent General, and now Premier of Tasmania, has his residence. Here also resides the veteran discoverer of tin in Tasmania, Mr. James Smith, of "Westwood." The line ends at Ulverstone, at the Leven Heads. This seaside resort combines splendid sea beaches of firm sand, beautiful carriage drives, river and forest scenery, and opportunities for bathing, boating or fishing—salt or fresh water. The river is navigable for boats for several miles, and charming fishing and picnic excursions can be enjoyed, ferns and bush flowers abounding on the banks. As the channel is intricate, a boatman is desirable as guide. In the Leven and its tributaries, the Gawler



Rae Bros  
Melb.

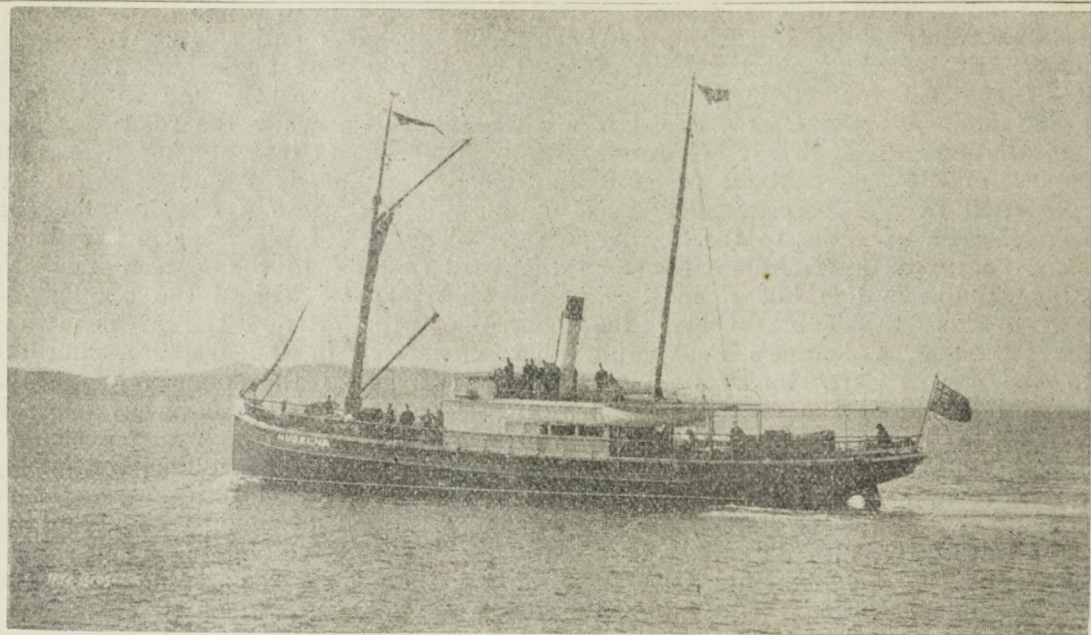
Mersey Bluff  
Entrance Devonport Harbor.

W.A.

and Wilmot, blackfish and fresh water herring are plentiful, and fresh water lobsters of large size can be captured with the simple apparatus of a piece of meat on a string and a landing net, in the upper waters of the Leven and Gawler. Mullet are caught with a rod and line from the banks or off the wharves, and the native salmon or salmon trout with a spinner towed behind the boat, while netting will produce large hauls of mullet, salmon trout, flathead, garfish, and occasional flounders and soles. Eel spearing on the mud-flats in the Gawler and Leven is another form of sport, and an expert angler may entice some of the English brown trout in the Clayton Rivulet, three miles from the Leven. Through to North Matton and the Gawler Rivulet and home *via* the Castra Road is a charming drive, while the road to Castra and Nietta affords evidence of the labours of hardy pioneers in converting forests into smiling fields, the huge trees evidencing the fertility of the soil. About seven miles from Ulverstone is a fine waterfall, where a sparkling stream discharges itself over a perpendicular mass of basaltic rock into a chasm some sixty feet in depth and thence over three lesser falls to the Gawler River. The best route is *via* Riversdale, but a guide should be obtained. About nine miles from Ulverstone the road runs on to the Barren Hill—elevation about 1500 feet. From the summit of this hill a most extensive view may be had of the sea for miles, the coast line from Tamar Heads to Table Cape, the course of the River Leven beneath Black Bluff, Mt. Roland, Cradle Mountain, Valentine's Peak, and other mountains in the distance, and the open country from Castra to the sea. Cart, buggy or coach can be driven to the summit. But the most charming drive is the seven miles along the main coast road from Ulverstone to Penguin, which skirts the shore for most of the distance, and consequently a bright, dull or windy day brings its own particular charm. The ever changeful sea, with its powerful attractions, the varied and picturesque coast line, the jutting rocks—so beautifully tinted and covered here and there with foliage—and an occasional residence, surrounded by well laid out grounds or nestling amid shady trees, unite in producing a picture of singular beauty of its kind. A pleasant continuation of this drive may be made to Emu Bay, a distance of eighteen miles, or to the dark gorge of the Blythe River, eleven miles from Ulverstone, where there is a remarkable deposit of grey hematite iron ore of high percentage, forming cliffs along the banks of the river, which in one place is lost to view beneath the great blocks, where a portion of the cliff has been undermined and fallen across the river, which can be heard running far below, only visible here and there through dark, deep apertures. The whole scene is most striking. The native herring is plentiful in this river, and rare and beautiful ferns abound.

From Ulverstone the route westward is by the coaches, which connect with the trains. Penguin, seven miles distant, is a seaside village on a fertile slope, but with good accommodation and facilities for

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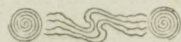


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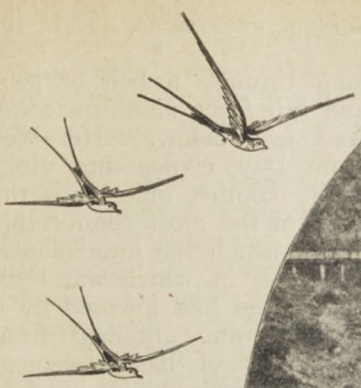
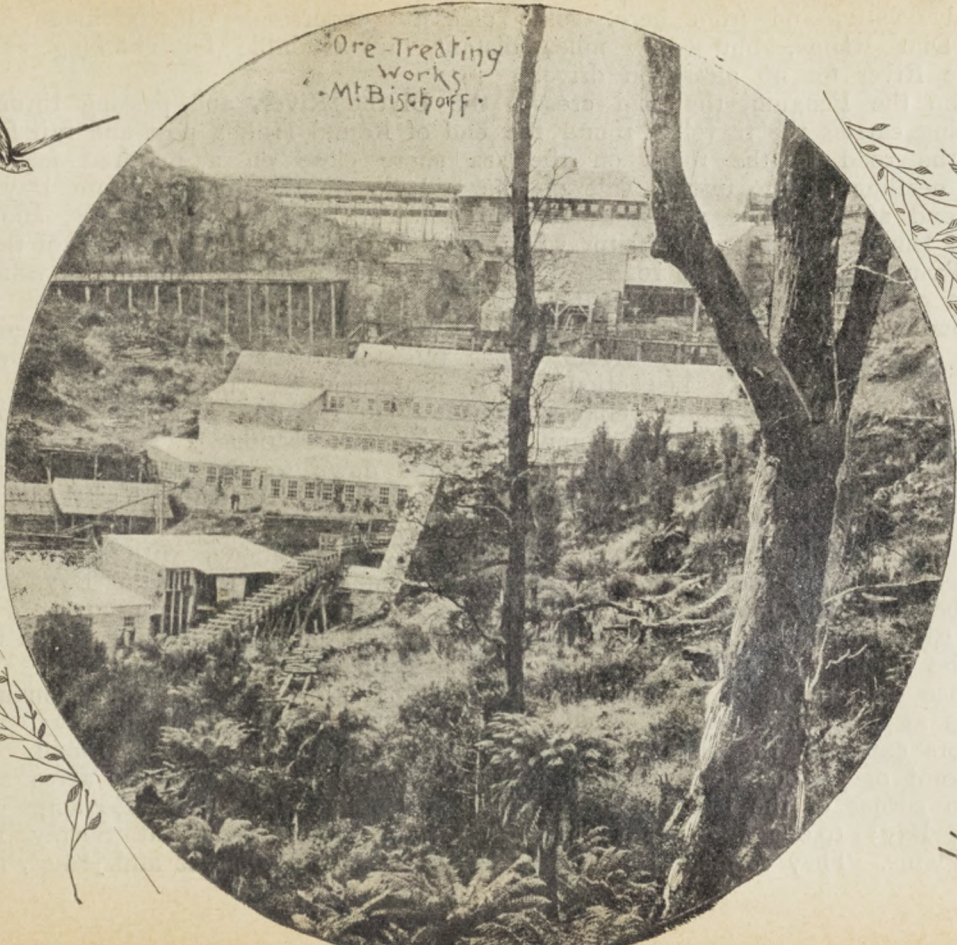
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bathing, boating and fishing, and from here, some pleasant excursions can be made inland or coastwise. The Iron Cliff and Dial Range, but a few miles distant, are available for climbing excursions, and the Pine Road or Blythe River for an afternoon drive.

Four miles from the Penguin, the road crosses the Blythe River, and passing through a belt of poor land, a sideling cutting carries the traveller round the end of Round Hill, a post and rail fence alone guarding the sheer fall from the road to the rocks on the sea shore close on a hundred feet below. Here the township of Burnie, nestling at the further side of the wide open roadstead of Emu Bay, comes into view, three miles distant, and after rattling across a substantial bridge over the Emu River, another mile lands the visitor in the heart of Burnie, which every visitor will recommend to his friends as one of the most comfortable pleasure resorts in Tasmania. The open roadstead has been made a secure harbour, at which the intercolonial steamers call, by the construction of a breakwater 600 feet in length, the bottom portion of which was built up by blocks of concrete 12 feet by 5 feet by 5 feet, weighing 25 tons each, transported and lowered by a travelling crane, and placed in position by divers. The bluestone used for the concrete was obtained from a quarry close by, which will repay inspection, as it is formed of polygonal columns of basalt wedged together after the fashion of the celebrated Giants' Causeway in Ireland. The lava in cooling has cracked horizontally as well as vertically, and each column is divided into sections. This singular formation extends far into the hillside in one direction, and in the other slopes down to the sea at Blackman's Point. All around Burnie are interesting walks or drives along the coast to the agricultural settlements at the Cam and Stowport, or inland from Burnie up the Mooreville and New Country roads, and capital wallaby shooting can be enjoyed a few miles inland. Two excursions that should be made, with a picnic basket, are the Darling Falls, 159 feet high, two miles west of the Ten-mile station on the Emu Bay, and Mount Bischoff Railway, the track being plainly marked, and to the Guide Falls, eighty feet high, about a mile east of the Nine-mile station. Either excursion will afford myrtle forest and fern gully scenery. The train leaves Burnie at 8 a.m. and can be rejoined at 4 p.m., reaching the township again at 5 p.m.

A brief reference may be made to the Van Diemen's Land Company, whose manager, Mr. J. W. Norton Smith, resides at Burnie. Formed under Royal Charter in England in 1825, with a capital of £300,000, its surveyors explored the then unknown north-western portion of the island, and the Company obtained a Crown grant of 350,000 acres of land in the following blocks:—150,000 acres at Woolnorth, the extreme north-western corner of the island; 10,000 acres at Robbins Island; 20,000 acres at Circular Head; 50,000 acres at Emu Bay; 10,000 acres at Hampshire Hills; 150,000 acres at Surrey Hills; and 10,000 acres at Middlesex Plains. They formed agricultural settlements, built wharves and jetties, imported pure bred

stock, and brought out many emigrants from home, but the result was a financial loss to the shareholders. Through inexperience, their surveyors avoided the fertile, heavily timbered lands as much as possible, and selected open country, the greater part of which proved worthless for agricultural purposes, and, as subsequent events have proved, they failed to secure any of the mineral deposits. Mount Bischoff is only two miles outside the western boundary of the Company's Surrey Hills block, and when tin mining commenced, a bush road opened by the Van Diemen's Land Company in the early days was the sole means of communication with Emu Bay, and this could be traversed only by pack horses in the winter time at heavy cost. The Directors of the Van Diemen's Land Company offered liberal concessions to any company or syndicate that would construct a tramway from the Coast to Mount Bischoff, but without avail, and in 1875 the Company decided to undertake the speculation themselves. In February, 1878, a wooden tramway, three-foot gauge, was opened for through traffic, and in the early part of 1884 was converted into a 3 feet 6 inch gauge railway. Of late years the Company has been able to pay small dividends, but it has spent more money in Tasmania than it has ever taken out of the colony.

The Mount Bischoff Company's Tin Mine—the richest tin mine in the world—only forty-eight miles distant inland, is the “lion” of the North-West Coast, and, if possible, two or three days should be devoted to Waratah and its picturesque surroundings. A flying visit can be made in one day, the 8 a.m. train from Burnie arriving at 11.30 a.m., and leaving Waratah again at 2 p.m. But this merely affords an opportunity of seeing the country, and not of inspecting the mammoth tin mine and the batteries and ore-dressing sheds that stud the valley of the Waratah River for three miles below the township. From the back of the township of Burnie the land rises steadily inland, and the engine pants up hill all the way to Bischoff, the elevation at ten miles being close on a thousand feet, at the Hampshire Hills (twenty miles) 1300 feet, at thirty-three miles 2300 feet, and the terminus at Waratah is 2000 feet above sea level, the summit of Mount Bischoff being 800 feet higher. When the tin deposits of Mount Bischoff were discovered by Mr. James Smith on December 4th, 1871, there were not a dozen settlers at Emu Bay, and the sole inhabitants between there and Bischoff were a couple of stock riders on the cattle station of the Messrs. Field, who occupy several hundred thousand acres of the extensive plains between the Hampshire Hills and the back of Chudleigh. To-day, Burnie has a population of about 800, and Waratah of about 1600 souls, and south of the latter are the silver fields of Heazlewood and Whyte River, and the gold-fields of Corinna, on the northern side of the Pieman, while fat cattle from the coast are now driven to the silver fields of Dundas and Zeehan by a recently opened direct route from Waratah. The railway line winds tortuously out of Burnie, round the shoulder of the high ground, and by sideling cuttings up the valley of the Emu River, till it emerges on the



Rae Bros  
Minn

Porphyry Face, Modiri Bischoff W.A.

tableland in about five miles. The scene is one of ever-changing beauty, past farms in all stages of transition between primeval forests and cultivated paddocks, luxuriant fern growths, deep gorges, rich with foliage, dense myrtle forests, grassy plains, and then long stretches of beautiful open park-like country, traversed by limpid streams, interspersed with belts of timber, the eucalypti becoming more numerous, open glades running into the bush, mountain peaks appearing to the right, to the left, and in front, as the increasing elevation brings fresh ranges into view. It is an excursion that well repays the time devoted to it. At the thirty-three-mile, the Wey River is crossed; at the forty-mile, the Hellyer River, which a few miles west descends into a terrific gorge on its voyage to join the Arthur River. Waratah is a cleanly township, and the visitor has the choice of two well-kept hotels. The summit of Mt. Bischoff can be gained without fatigue, and the panoramic view will well repay the ascent. Eastward and south the country is fairly open, but west and south-west it looks like a sea of mountains covered with sombre myrtle forest. Some thirteen distant peaks are in view, the most prominent being Valentine's Peak, Mt. Pierce, Black Bluff, Cradle Mountain (5069 feet), Mts. Murchison, Read, Cleveland, Ramsay; the Parson's Hood, the Campbell, Meredith, and Norfolk Ranges, and a faint glimpse can be obtained of Mt. Heemskirk. The township depends almost entirely on the Mt. Bischoff Tin Mining Company, whose leases secured nearly the whole of the singular stanniferous alluvial deposit. They have been working for the last twenty years, and have not got to the bottom yet. The mine is on the southern slope of Mt. Bischoff, a round topped hill situated between the Arthur and Waratah rivers, and outside the mine nothing payable has been found. Mr. H. W. F. Kayser, M.E., who graduated in the Royal Prussian School of Mines at Clausthal, Hartz Mountains, and who has held the position of mining manager to the Mt. Bischoff Company since November, 1875, has given the following sketch of the geology of Mt. Bischoff: The geological formation of Mt. Bischoff consists principally of old slate and sandstone—as far as yet proved, non-fossiliferous—and is intersected by numerous dykes of "eurite" or "quartz-porphry" and "topaz-porphry," which latter rock we may consider almost wholly accountable for the ore formation. The intrusion of these dykes has produced some alteration in the sedimentary rocks by converting them into a rock resembling hard chert. The dykes strike from the Mount (2650 feet above sea level) in all directions except northward, which is, so far, not proved as yet. One of the principal ones is that connected with the Brown Face, which forms a crescent of considerable sweep and length; others crop up only here and there, and show, therefore, interrupted lines. One remarkable feature is that none of these dykes keeps stanniferous after passing a certain line, beyond which the porphyry changes its whole character, both in hardness and its outside appearance. Within a certain zone all these dykes are more or less stanniferous, and must have played an important part in the drift formation of the district.

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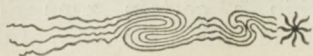


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**THOMAS WISEMAN, Proprietor.**



*Burnie, Emu Bay.*

On this account we may class the tin ore at the Mount in two distinct parts—the stanniferous drift and the lode tinstone formation. The former was principally worked in the early days of the Bischoff mine; in fact, for more than seven years nothing but wash dirt was worked, and only when by calculation it was found that the supply could not last above a certain time attention was directed to the latter. The drift formation started at the foot of the southern slope; its greatest thickness was over seventy feet, good tin-bearing dirt from top to bottom. This formation does not rest on a true bottom, but on what I consider is an older wash, which when properly prospected may lead to some valuable discoveries. This older wash was found accidentally when sinking a prospecting shaft at the foot of the hill, which at thirty-five feet was stopped by an influx of water. The sink stuff consisted of well-rounded boulders of carbonate of iron, iron and magnetic pyrites, zincblende, and other minerals of a similar class. This deposit extends over a considerable distance along the southern slope of the hill, but is not connected with the stanniferous wash in any place. The two drift formations are separated by a layer of micaceous clay, resting again on pyrites, but as pyritous minerals of any kind are objectionable to mix with tin ore nothing has been done to explore it. The Brown Face is a unique formation. A large ferruginous gossan formation rises about 108 feet above the floor of the crescent already alluded to, and is hemmed in east and west by porphyry wash. Prospecting has proved that thirty feet below the floor the formation is resting upon the slate on the north side, but is cased in on the other sides by a thick coating of iron pyrites and black clay, the latter separating the former from the gossan formation of the Brown Face. By all appearances it is not a lode, but whether it is a "geyser deposit," as some assert, I will not venture to say. I am rather of opinion it was originally a huge iron pyrites formation, impregnated with tin ore. So far as known, the formation is an inverted cone-shaped mass, getting smaller as it descends, and at the depth of 260 feet below the crown of the hill, in the main tunnel it breaks up into thin ore veins containing ferruginous tin ore, with iron pyrites intermixed. Another deposit of not less value is the Slaughter-yard Face, which is of great extent. Its full length at present known is about fifteen chains, and its width several hundred feet. It is similar in character to the Brown Face, only that it carries iron pyrites at a shallower depth, and is more silicious in places. Its value as an ore producer is at present unlimited, as it is fully 200 feet high from the lowest to the uppermost face. In addition to the Mt. Bischoff workings proper, there are the West Bischoff and the North Valley lodes. Both have been productive in the early days when only clean ore occurred, but as depth increased the admixture of iron and arsenical pyrites somewhat interfered with the success of these companies, as pyritous ore requires different treatment, and the companies had not the necessary appliances.

Both the North Valley (now owned by the Mt. Bischoff Co.) and the West Bischoff lodes traverse in slate, with clean walls, when productive, but in non-productive parts the lodestone is intermixed with the hanging wall or footwall or both. The Mount Bischoff Co. have driven a tunnel right through the Mount, 260 feet below the crown of the Brown Face, crossing in its course the different porphyry dykes, which carry tin ore in small quantities, associated with tourmaline, and, in places, iron pyrites. There is a probability of deep leads existing in the neighbourhood under the basalt, but the problem is as yet unsolved.

The Bischoff Company's mine is worked in terraces, and some portions have been very rich, £30,000 worth of tin ore having been taken out of one "pocket" in a few days. Even now in the Red Face thin seams of fine black oxide of tin can be seen with the naked eye. But everything as it comes is removed and sent to the batteries, and the average percentage of ore per ton of dirt is surprisingly small to pay such steady dividends from. The rock enclosing the stanniferous deposit is principally porphyritic granite. A railway a mile in length connects the mine with the batteries on the Waratah River, not far from the railway station, and below the battery the dressing sheds extend far down the valley. There are seventy-five head of stampers constantly at work, and the motive power in all the sheds is derived from huge water wheels. The rattle of machinery, the endless succession of jiggers, buddles, rotating tables, &c., are at first bewildering, but the visitor cannot fail to be impressed by the skill that designed the labour-saving appliances and automatic machinery which enable the Company to pay dividends from wash-dirt containing less than one per cent. of tin ore. Mr. Kayser has patented a portion of the machinery and appliances designed by him. The machinery works without intermission from midnight on Sunday to midnight on Saturday, year in year out, the works being lit by the electric light at night, and all parts being in telephonic communication with the manager's office. To inspect the works, a fee of five shillings is charged (and paid over to the funds of the local hospital), but the ticket issued permits the holder to visit the works as often as he chooses during his stay and obtain assistance and information from the mining captains in charge of various sections. Some 2500 tons of tin ore are produced annually, and it costs about £16 a ton to raise, crush, and dress for the Company's smelting furnaces in Launceston. As for each ton of ore about 100 tons of dirt have to be shifted, an idea can be formed of the vast mass of material annually taken out of the side of Mt. Bischoff. It took five years' work and the expenditure of £100,000 before the Mt. Bischoff Company, registered in August, 1873, could declare its first dividend (£1 per share) in February, 1878; but between that date and December, 1894, it has paid in dividends £1,350,000, equal to £112 17s. 6d. per share. The Company employs over 300 men and boys. Much of the country to the west and north-west of Bischoff is auriferous, and large quantities of alluvial gold have been obtained, but no payable reef has yet been found. Recently

companies have been formed for working the auriferous gravels on the northern side of the Pieman by hydraulic sluicing. At Mount Ramsay, fourteen miles south of Waratah, is a large formation containing bismuth, but it is not worked. The visitor can ride or drive from Waratah to the mining centres of Heazlewood and Whyte River, where a large amount of money has been expended in working argentiferous galena lodes, but up to date anticipations have not been realised. The West Coast silver fields can be visited on horseback by this route, accommodation being obtainable at Whyte River, Corinna, and Trial Harbour (Remine). From Waratah to Corinna is forty miles, thence to Zeehan thirty-six miles.

The vicinity of Waratah abounds in wild flowers and berries unknown in the agricultural areas on the coast, and an endless variety of small plants, ferns, and moss will be found in every gully and creek. The native laurel (*Anaptherus glandulosus*), waratah (*Telopea truncata*), and the beautiful Gordon Lily (*Blandfordia marginata*) grow in abundance in various parts of the district. The rainfall at Waratah is very great, and snow falls in the winter.

Returning to Emu Bay and resuming the journey westward along the coast, a drive of twelve miles over a capital road lands the visitor at Wynyard, on the Inglis River, overshadowed by the lofty basaltic headland of Table Cape. This township is the centre of extensive agricultural areas, and excursions can be made up the Mount Hicks road, the Flowerdale, to the Boat Harbour, Sisters Creek, and other places of interest. The Fossil Cliff on the sea shore close to the township is especially interesting to geologists. The formation is early tertiary (Eocene), and it comprises thick strata of small shells, &c., very good specimens of which are easily obtained. At the Sisters Plains, about twelve miles further along the coast, is a species of honeysuckle (*Banksia*) peculiar to this locality, the flowers and seed cones being six or eight times larger than those of the ordinary variety. A trip on horseback from Wynyard to Waratah *via* the Hellyer Gorge, distant forty-five miles, would repay the tourist, especially one interested in botanical researches. At the Gorge close to the Hellyer Bridge there are some good ferns, and the rare *Lomaria Vulcamii* occurs there in profusion. The lighthouse at Table Cape is three miles from the township, and the visitor can walk or drive, the view from the summit of the Cape well repaying the exertion.

From Table Cape to Circular Head is a drive of thirty-nine miles, and the barrenness of the Sisters Plains, where grass trees and bauera are the sole undergrowth, and the naked summit of Rocky Cape contrast vividly with the fertility of the Flowerdale and Boat Harbour districts. Eighteen miles out the limited but fertile area of Detention River is reached, and here accommodation is obtained at the homestead of Mr. Dallas. The road thence to Stanley is somewhat monotonous. Circular Head is a peninsula jutting out beyond the coast line, and rendered more isolated by shallow inlets of the sea that run inland on each side

of it for some miles. A prominent landmark for mariners is the singular flat-topped mass of greenstone facing the sea, 480 feet in height, and believed to be the crater of an extinct volcano. Bass and Flinders named it Circular Head, but locally it is known as the "Nut." It is precipitous on three sides, but on the fourth it is easy of ascent, and from the top, about eighty acres in area, well grassed, there is a magnificent view from West Head on the east nearly to Cape Grim westward, several islands being included in the panorama. The township of Stanley nestles round the southern side of the Nut, and the peninsula comprises some 3000 acres of fertile land, mostly occupied in small holdings by tenants who have in many cases succeeded their fathers, a fact that speaks volumes in praise of the Van Diemen's Land Company as landlords. Circular Head is within twelve hours' steaming of Melbourne, and possesses special attractions for visitors, but having been hitherto regarded as "out of the way," few find their way thither. Now, however, when a tourist can leave Launceston at 8 a.m. one day and sit down to dinner in Stanley at 2 p.m. next day, the objection does not exist. From its unique position jutting out beyond the coast line, surrounded on three sides by water, Stanley possesses in the heat of summer, a cooler climate than any portion of the mainland. One of its chief attractions is the extensive sea beaches on either side which abound with shells, especially after a gale. The Western or Seven-mile beach is famous for its shells, the rarer volutes being found there—*V. Mammilla* and *V. Papillaris*—as well as many other kinds, beautiful specimens of the *Nautilus* shell being often secured. Inland from Circular Head lie the rich agricultural areas of the Forest and Black River, where alone in Tasmania can be found the palm fern, *Cyathea medullaris*, one specimen of which, on Mr. Douglas Anderson's farm, Black River, eight miles from Stanley, is fifty-three feet in height and only eight inches in diameter. A fine series of Tasmanian plants may be collected in this district, including some of the rarer *Cryptogams*, the *Todea Africana*, with the three beautiful *Hymenophyllums*, being particularly luxuriant. Beyond the Forest, an excursion can be made to Gibson's Plains (fifteen miles) and the Arthur River, with opportunities for shooting and fishing. The Western Plains on the Peninsula abound with hares, but the permission of the lessee must be obtained for sport amongst them. Boats and boatmen can be secured for a cruise westward to the Hunters and other islands, where fishing, shooting, crayfish, and mutton birds can be secured, as well as attractive scenery, and by choosing the breeding season a variety of sea-birds' eggs. For reliable information on any point connected with this part of the coast, the visitor need only present his card to the Stipendiary Magistrate, or introduce himself to the ex-Superintendent of Police, and feel assured of every courtesy and assistance.

The charges for horses and vehicles are reasonable enough at Emu Bay, but they are still more reasonable at Circular Head, and the visitor should endeavour to make an excursion to Duck River (twelve

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"The Nut"  
Circular Head

miles) and the Montagu River (twelve and a half miles further), two agricultural oases in a desert of button grass plains and desolate marshes. The Duck River Settlement extends for several miles up the river, and beyond it are several thousands of acres of good land on the north bank of the Arthur River, while the Montagu Settlement comprises some 1300 acres of fertile ground rising out of a barren plain. So rich is this limited area that a few years ago twenty tons of potatoes to the acre was a common crop, and it is supposed to have been the site of an ancient "rookery," or nesting place for mutton birds (*Puffinus brevicaudis*). This is the last agricultural settlement along the coast, and the homestead of the Van Diemen's Land Co.'s establishment at Woolnorth, forty-four miles from Circular Head, is the last settlement of any kind till the ferryman's cottage near the mouth of the Arthur River, on the West Coast, is reached.

Adventurous tourists may make an attractive trip from the Montagu to the Pieman, which may be accomplished on horseback, with a packhorse to carry supplies. The Arthur can be reached in one stage, after crossing which the track follows for a great part sandy beaches, upon which break some of the heaviest seas in the world. This is the main route for travelling stock to the West Coast mines, and good hunting and shooting can be obtained amongst kangaroo and wallaby, black swans and wild ducks, while the native tigers, tiger-cats, and "devils" are only too numerous. The scenery is very wild and striking. At the Pieman Heads a boat can be arranged for, and the horses returned overland. The trip up the river to Corinna alone would repay the journey. The banks are high, and covered with vegetation almost tropical in appearance. The river cuts through a portion of Mt. Donaldson, and the stream narrows in width, but is about 200 feet deep. The scenery is wonderfully fine. Excepting a few eels there are no fish in the Pieman, but by halting at the Arthur, and obtaining a boat from the ferryman, excellent blackfishing is obtainable, especially at the junction of the Franklin River.





## Eastern and North-Eastern Districts.

THE districts in that portion of Tasmania known as the East Coast are occupied more for pastoral than agricultural purposes, though in the vicinity of Fingal and St. Mary's dairy farming is largely followed. It contains rugged and picturesque scenery, and the coach route to Swansea presents a succession of grand views. This trip is made by rail to Campania, where the Swansea coach meets the express train on three days a week. Five miles bring the traveller to the pleasantly situated township of Richmond, the centre of an agricultural district, and during the next twenty miles the road traverses a succession of mountain slopes and gullies till the village of Buckland, situated on the tableland of Prosser's Plains, is

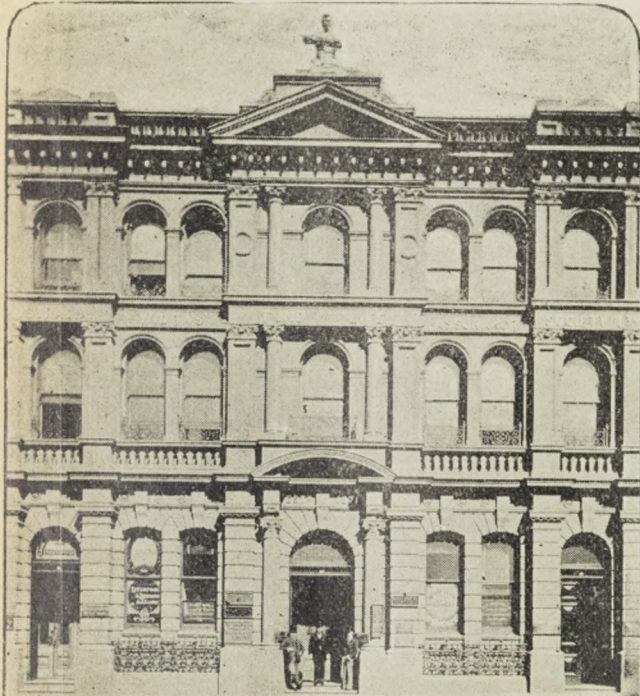
reached. The country then becomes more rugged, and after passing the terraced hill known as the Castle Rocks the road winds by sideling cuttings in solid rock down into a wild and picturesque gorge, sarcastically named "Paradise," through which the Prosser's River cleaves its way to the sea. The rocky grandeur of this portion of the drive can only be realised by inspection. The river widens after the range is passed, and the coach crosses it upon the Meredith bridge, near its entrance into Prosser's Bay, where is the village of Orford. Close by are some quarries of splendid freestone which was once largely exported to Melbourne for use in public buildings, but they are now idle. The bridge was named after the late Hon. Charles Meredith, whose widow, the accomplished authoress of many works illustrative of Tasmanian scenery and flora, resided here for several years. Orford is eleven miles from Buckland, and turning northward along the coast line, another four miles bring us to Triabunna or Spring Bay, where a boat can be obtained for a visit to Maria Island, thirteen miles distant. There is a good hotel on the island, which is now leased to Signor Bernacchi, who is endeavouring to utilise the abundant limestone deposits for making cement. From Spring Bay to Little Swanport, twelve miles, the scenery is not interesting, traversing sheep country, but after passing the Lisdillon Estate, the road is carried along the face of the cliffs bordering the sea, and at eight o'clock Swansea is reached, seventy-two miles from Campania. There is a second and shorter coach route to Swansea three days a week from Campbell Town, the distance being only thirty-nine miles, and the coach connects with the express train from Hobart and the morning train from Launceston. This road passes through a good deal of barren country, and the views cannot be compared with those on the longer route *via* Campania, but it is less fatiguing. Twenty miles from Campbell Town "Lake Leake" is passed, an artificial lake, made by throwing a dam across the mouth of an extensive swamp, hemmed in by hills on three sides, the result now being a reservoir some three miles across, from which the Elizabeth River is kept in permanent flow during the summer months. This work was carried out by the Campbell Town Water Trust.

Swansea possesses natural attractions that, were it more easy of access, must bring it into prominence as a popular seaside resort. It is charmingly situated near the head of the extensive sweep of Oyster Bay, the northern side of which is enclosed by the mountainous and indented peninsula of Freycinet, with Schouten Island as a pendant. There are splendid beaches of firm white sand, extensive flats and inlets abounding with wild fowl; fish are abundant, while kangaroo and wallaby hunting can be obtained. Excursions can be made up the coast to Bicheno and Seymour, and if the visitor desires to vary the return journey, he can arrange to be driven to Avoca, forty-five miles distant through some romantic scenery, and then take rail to either Hobart or Launceston. The Oyster Bay pine, which grows to a height of over a hundred feet, is peculiar to this part of Tasmania, being limited to a tract of about forty miles along the East Coast, and extending



Mary's Pass.

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ten or fifteen miles inland. Though not indigenous in any other part of the colony, it is readily raised from seed, and forms a handsome adjunct to a shrubbery.

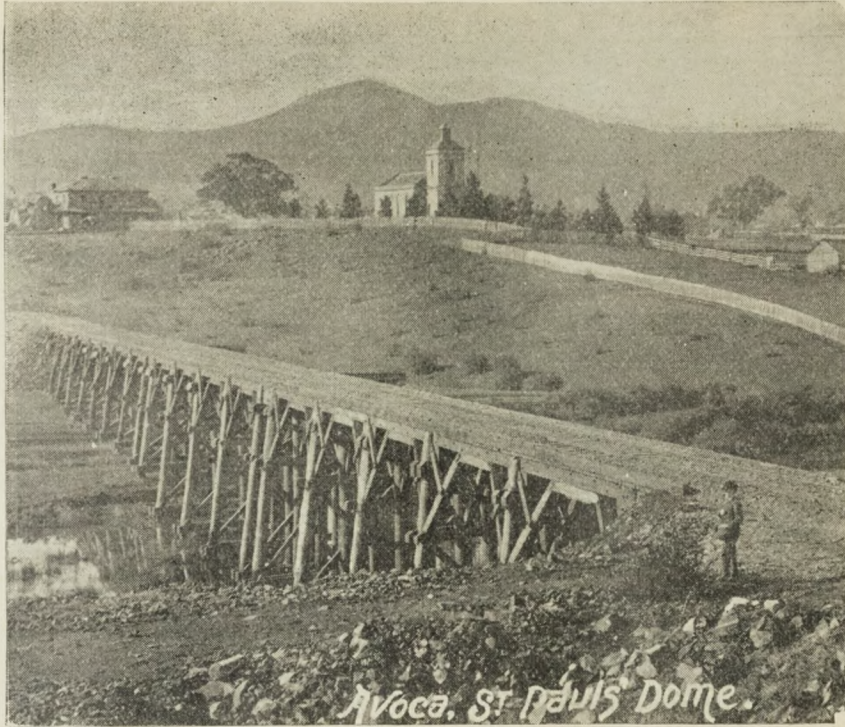
The George's Bay route has the advantage of railway transport for the greater portion of the distance. Starting from Conara Junction, on the Main Line railway, the Fingal line runs forty-seven miles eastward to St. Mary's, traversing for many miles the valley of the South Esk River. At Avoca the "meeting of the waters" is exemplified by the union of the St. Paul's Rivulet with the South Esk. Here tourists who desire to ascend Ben Lomond (5010 feet), the second highest mountain in the island, can be provided with all necessary equipment, and a guide. The distance is only sixteen miles, and River Nile. The view from the summit embraces a panorama from the East Coast to far beyond Launceston.

Southward from Avoca, some nine or ten miles down the valley of the St. Paul's Rivulet, above which looms up the



vehicles are taken over half-way up the mountain, to the scene of once extensive tin mining operations, but only one mine is now being worked. One can ride almost to the top, and the facilities of ascent and accommodation are such as to render the excursion a most enjoyable one, while the extent, variety, and grandeur of the views of this great mountain obtainable from the summit are unequalled. The entire trip from Avoca and back again can be done comfortably in two days. On the extensive rugged top of the mountain, from which several peaks rise, is a small lake, the source of the

rounded top of St. Paul's Dome, are the Brookstead and Roy's Hill tin mines. The next township along the railway line is Fingal, from which the Mathinna gold field is sixteen miles distant, northwards, with a daily coach running, and the Mangana gold field is only six miles from the township. Proceeding onward, the Mount Nicholas Range, 2800 feet above sea level, comes into view on the left, and the coal mines worked in it are about two miles from the station, but are best reached by vehicle from St. Mary's, from which they are distant seven miles. Some very pleasant drives can be taken around St. Mary's, and to anglers the bream and other fishing in the Scamander River, only twelve miles away, is a prominent attraction. The St. Mary's Pass, a lasting memorial to the engineering skill of Sir William Denison, a former governor, is mountain towers overhead, on the other the traveller looks down gorges filled with foliage, the tops of the highest trees seeming several hundred feet below.



famous for its picturesque scenery. Close to the road, near the entrance to the Pass, is St. Patrick's Head, a conical mountain which forms a conspicuous landmark for mariners when making the East Coast. It can be easily ascended. The Pass is some seven miles in length, and winds through a mountain range that forms the eastern boundary of the elevated plateau (about 1000 feet) on which St. Mary's stands, to the flat country on the seashore near Falmouth. It is a succession of sideling cuttings, winding round hill after hill, and crossing gully after gully by sinuous curves; on one side the

Between St. Mary's and George's Bay, twenty-three miles, there is a daily coach service each way. The scenery from Falmouth, where the Scamander River is crossed, is somewhat tame, the beautiful inlet called "Diana's Basin" being an exception. The township of St. Helen's is situated on the northern shore of George's Bay, about six miles from the sea, a bridge being thrown across at "Jason's Gates," where the

shores approach close together. This land-locked bay, opening to the sea by only a narrow channel, is a charming summer resort, and is noted for the variety and excellence of the fishing to be enjoyed, or wildfowl shooting in the season. It is also a capital place for boating and yachting. A traveller can leave Hobart or Launceston by the morning train and reach George's Bay that evening, or may transfer to another coach and sleep that night at Kunnara (Gould's Country), fourteen miles inland from St. Helen's.



long, flat top. At the other side of the Blue Tier, thirteen miles from Kunnara, lies Weldborough, situated on Thomas Plain, some 1500 feet above sea level, and Moorina, in these mining districts, is six miles distant, northwards from the Plain. There is a daily coach service between Gould's Country and Scottsdale, *via* Weldborough and Moorina.

At all the townships named there is good hotel accommodation, and charges for horses and vehicles are reasonable. There are some pleasant walks and drives about St. Helen's, while Gould's Country borders the north-eastern tin mines. From Kunnara, excursions can be made on foot or by vehicle to the Anchor, Lottah and other mines on the slopes of the Blue Tier, which rises to a height of 2500 feet above sea level, and some of the richest deposits of alluvial tin ore in the districts were found on its the mining township of the principal township

Twelve miles from Kunnara, on the north branch of the George River, is the St. Columba Falls, the most beautiful waterfall in Tasmania. The drive thither traverses rich agricultural land, with its usual wealth of fern and scrub vegetation, and the Falls have been aptly described as "Three hundred feet of tumbling water." It is a charming spot for a picnic in the bush. The river rushes foaming down a succession of rocky ledges, shaded by the luxuriant undergrowth of ferns, musk, and dogwood, while above these rise the graceful sassafras and the towering eucalypti. Our illustration conveys but a faint conception of the real beauty of the scene. From Launceston any portion of the north-eastern tin mines may be visited, *via* Scottsdale, where there is superior hotel accommodation, and good black fishing. The rail journey traverses some very hilly but monotonous country, followed by small agricultural settle-



MEREDITH PASS.

ments. The Denison Range is surmounted by a tunnel, and then the line plunges downward by a succession of curves. Thirty miles from Launceston is the Denison Gorge, a beautiful fern gully, traversed by a stream of pure clear water, and the visitor will not regret taking advantage of one of the frequent excursion trips during the summer months, to visit this popular picnic resort. There is a choice of several pleasant drives about Scottsdale, but the most enjoyable way to visit it is to take vehicle from Launceston, and drive forty miles *via* Pattersonia and St. Patrick's River, lunching at Myrtle Bank, twenty-three miles out, close to which Mount Arthur stands boldly up against the sky; then traversing the Meredith Range, 2000 feet above sea level, its crest being thirty-one miles from town, and Scottsdale being comfortably reached by tea time. For forest scenery this route has few equals in Australia.

From Scottsdale the tourist can traverse the mining districts to George's Bay by coach in one day, but to examine any mines, or gain information about the alluvial tin deposits, only discovered in 1875, a selection of a halting place must be made. At Branxholm the principal mines are the Arba and Ormuz, working what was an ancient river-bed, but there is more of interest at Derby (Brothers Home), where an enormous deposit is being worked, that in bygone ages was covered deeply by sand, clay, and boulders, and then had a capping of molten basalt spread over it. Here, in the angle of the junction between the Cascade and Ringarooma Rivers, the Krushka Brothers have carried a deep face into the lower part of the hill; the Briseis Company have driven a tunnel over 1100 feet in solid rock to get at the tin-wash further in the hill, and the Brothers Home No. 1 Company are lifting the wash-dirt from underground drives through a shaft. On the Blue Tier are extensive tin-bearing "dykes," necessitating the employment of batteries and ore-dressing appliances. No true tin "lodes" have yet been found. The Mount Victoria gold field is reached by vehicle from Ringarooma, which is nineteen miles from Scottsdale, and in coach communication. Hotel tariffs throughout this portion of the colony range from six shillings to eight shillings per day.



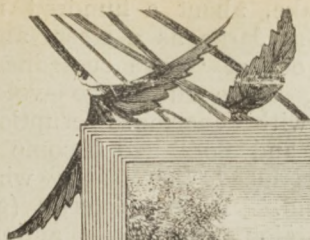
the opposite side of the Ringarooma the North Brothers Home Company have spent a lot of money in following the continuation of this deep lead. Round Moorina the tin deposits are in present or former beds of creeks. From Moorina excursions can be made to the mines about Mount Cameron, and *via* Bradshaw's Creek to the Garibaldi and Wyniford River mines. At the Garibaldi, and also at Thomas Plain are extensive Chinese camps, a large proportion of the alluvial mines being worked by Chinese under the



*Tin Mining  
at Brothers Home.  
No Mine.*

*W.A.*

# The Lakes District.



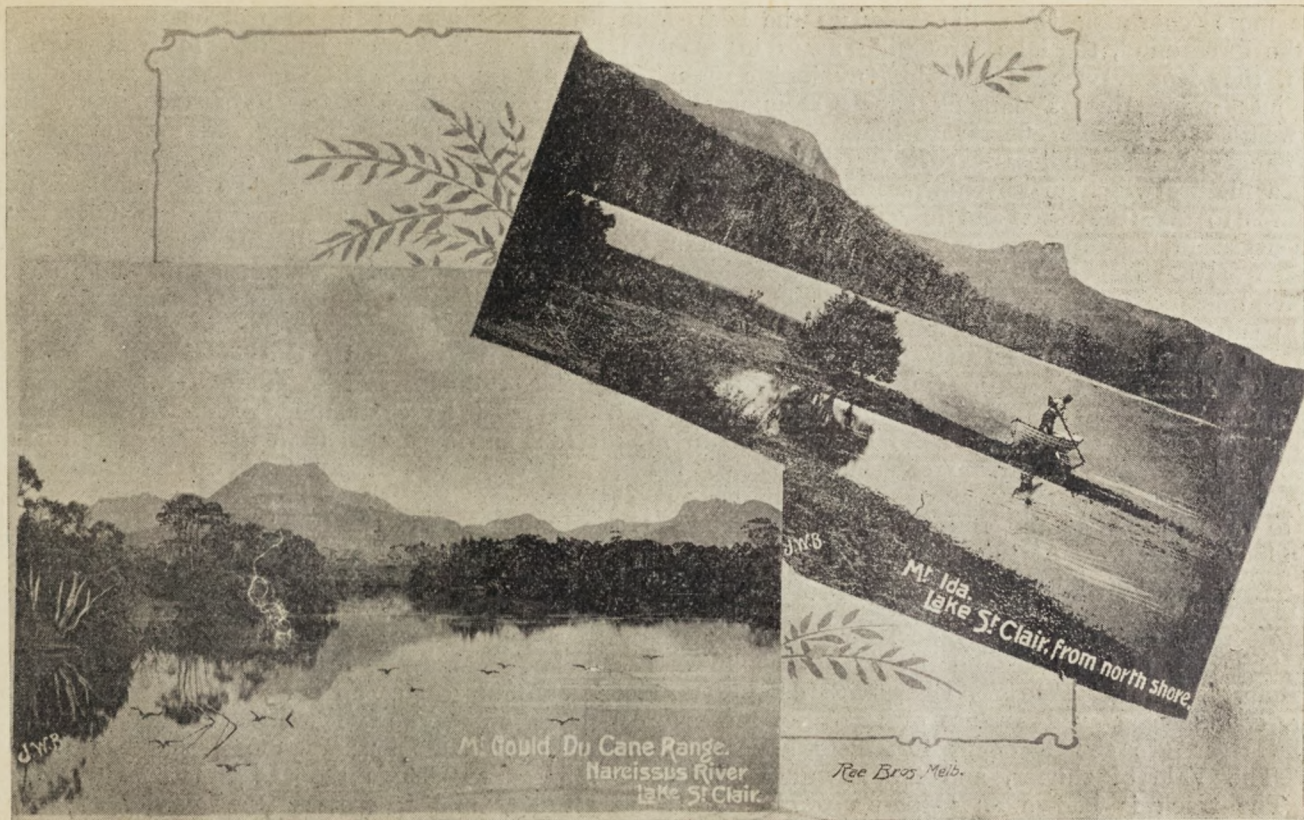
**T**HE elevated plateau occupying the central portion of Tasmania, known as the Lakes district, will at no distant date, when the colonists wake up to the pecuniary benefits of encouraging tourists' traffic, prove the greatest attraction, next to its climate, possessed by the colony.

The theory of Mr. R. M. Johnston and other scientists, of the formation of this plateau, where the lakes lie at an elevation of over 2000 feet above sea level, and the greenstone capped mountains tower above them for another two or three thousand feet, is interesting. A trifle of some three million years ago, when the

depressing eucalyptus and mournful sheoak were unknown in Tasmania, then forming part of what subsequently developed into Australia, the site of Hobart was at the bottom of a lake, about a hundred miles inland. The forests of oaks and araucarias were roamed by a kangaroo about as large as a steer, and a wombat that could give odds in weight to a prize Berkshire hog. Apparently out of "pure cussedness"—like the unexpected explosion of the Morris geyser, in the Yellowstone Park, some time ago—volcanoes broke out, upheaved and distorted existing strata, and covered the land with enormous eruptions of lava, which cooled into "greenstone" basalt. Subsequently, when a new fauna and flora had become acclimatised, say, half a million years ago, a second and more partial eruption produced the basalt which, through decomposition, now furnishes the richest agricultural districts in the island. In the interim (geologists are not particular to a few centuries) the Antarctic Pole wandered in this direction, and glacial action ground out basins in the elevated centre of volcanic disturbance, which filled up with water, and are now called the "Tasmanian Lakes."

These may be classed in two groups:—1. Lake St. Clair, and its surrounding satellites—Lakes Petrarch, Marion, Laura, Ina, Lemona, &c. 2. Lakes Crescent and Sorell, the Great Lake, Wood's Lake, Arthur's Lake, Lake Echo, and some fifty minor lakes.

For picturesque beauty and attractive surroundings, Lake St. Clair is "the queen." But it is 114 miles from Hobart, and the visitor must be prepared to devote a week to the trip, though a month might be pleasantly employed in exploring its surroundings. The journey thither breaks into the third day, sixty miles being done by rail and mail coach, the balance by vehicle. Cook and Son's Hobart Agency can arrange to take parties from Hobart to the lake and back, all found. At the lake the Government have recently erected a four-roomed cottage, with conveniences for ladies, and boatshed, in which are two boats. Lake St. Clair is 2409 feet above sea level, is, roughly speaking, ten miles long, by two miles wide, its depth being variously stated at from 600 to 900 feet, and is surrounded by ranges and peaks, rising to a height of from 3000 to 4700 feet above sea level, at the feet of which nestle miniature lakes and tarns, giving rise to streams filling into Lake St. Clair, or serving as tributaries to the noble Derwent, which has its source at the southern end of the lake. English brown trout are numerous in the lake, but, probably through good feeding, ignore the efforts of the angler. The area of the lake is 9400 acres, and its surroundings are uninhabited Crown land, the nearest settler residing eleven miles away. The following graphic account of Lake St. Clair (which is 2409 feet above sea level) is from the pen of a Victorian visitor who spent a week there in January, 1894:—"Lake St. Clair, the queen of Tasmanian lakes, lies in a long deep valley. The camping ground is at the south end, on the shores of Cynthia Bay, where the boat house is also situated. One requires to live by



McGould, Du Cane Range,  
Narcissus River,  
Lake St. Clair.

Mr. Ida,  
Lake St. Clair, from north shore.

Ree Bros. Meib.

the lake for some time in order to get a full appreciation of its beautiful scenery. On a fine day nothing could be more charming than the view up the lake from the boat house; a strip of beautiful silver strand lies in the foreground, the lake stretching away in front, its deep blue waters imaging, in well nigh perfect reflection, the densely wooded spurs of Olympus on the one hand, and the Traveller Range on the other, or perhaps just rippled into a dancing silvery shimmer by a gentle breeze playing over its surface. Or, again, in stormy weather the scenic effects are grand. A dull, leaden sky, a furious gale lashing the inky waters of the lake into angry, foaming billows, a driving shower, dark gloomy mountains half hidden by grey, cold fog-banks, and we have a picture which in its wild, stormy grandeur is strangely, weirdly, fascinating. To see the lake properly one requires to take the boat and row to the other end. On rounding a headland opposite the boat house, a magnificent scene bursts into view. On the left Mount Olympus raises his rugged crest for 2300 feet above the surface of the lake, his flanks clothed in a rich foliage of beech, sassafras, wattle, gum, and ferns, with marvellous tints of green and yellow and russet and red, in wonderful variety. Opposite Olympus is seen the graceful peak of Mount Ida, and the even-topped Traveller Range, while away to the north Mount Manfred and the Du Cane Ranges rear their impregnable, rocky ramparts. At the north end of the lake flows in the Narcissus or Hamilton River, up which a boat can be taken for a quarter of a mile. On the occasion of our visit, the Narcissus was full of large trout, some of which must have weighed nearly 20 lb. Visitors to the lake ought not to omit seeing Lake Laura, beneath Mount Ida, and separated from St. Clair only by a ridge some 300 yards across. A stream connects the two lakes, and this can be followed up till Lake Laura is reached, or else one may strike straight through the scrub that covers the ridge just referred to. It is not difficult to take this short and direct cut, and personally I should recommend this way in preference to following up the Laura Creek. At the south end of Lake St. Clair one of the principal features to see is the Cuvier River, flowing into Cynthia Bay. A boat can be taken up this stream for about 100 yards, when further progress is stopped by a great confused medley of logs brought down by the flood waters, and among which large trout can occasionally be seen. Further eastward along the shore is a long sandy beach, from which a fine view of the lake and the mountains beyond can be obtained. Further along still is the Lake Basin, almost separated from St. Clair, with densely wooded mountains rising up from it, and from which the Derwent, commencing as a swamp overgrown with ti-tree, starts on its course to the South. A mile or so down the river are the Derwent Cataracts, a rushing, seething, foaming tide of waters, that are well worth a visit. The Vale of Cuvier, and the ascent of Mount Olympus are things that ought to be 'done' at all costs. The track is known as 'Moore's track,' or 'Scott's route,' and it crosses the Cuvier about a mile from the camping ground, and for another mile or so goes through some pretty thick scrub, when it

emerges on to the broad, open Vale of Cuvier, which stretches away with a gentle, billowy ascent to its upper end, five or six miles distant. Clumps of fresh young gums here and there give it quite a park-like appearance. On the right is the majestic Mount Olympus, its imposing crest of huge greenstone columns rising out of a ruin of fallen pillars. To the left lies Mount Rufus, and further up the valley Hugel and Gell. At the upper end are seen the peaks of Byron and Cuvier, under which lies the beautiful little Lake Petrarch. Further round, bounding the head of the valley, is the flat-topped Coal Hill, and the tapering peak of Gould's Sugarloaf. To ascend Mount Olympus, one should follow up the Cuvier Valley for about five miles, and then strike up the mountain. It is at first pretty scrubby with an abundance of fallen logs, boulders, and other debris. Then one gets on to a mass of broken, fallen columns that are quite similar to the 'Ploughed Field' of Mount Wellington. In making the ascent climbers should keep to the ridges or spurs, avoiding the gullies as much as possible. We made the ascent in about three hours and a half from the camp. The view from the top of Mount Olympus is, it is needless to say, magnificent. To the eastward one looks over the blue waters of Lake St. Clair, 2000 feet below, on to Mount Ida, and the Traveller Range, which is now seen to be really the edge of the great plateau stretching away for miles beyond. The rough uneven surface of this plateau is studded all over with numerous lakes. To N. and N.W. the eye wanders over a magnificent sea of mountains whose jagged peaks and walls and buttresses stand up in every variety of light and shade. Westward one looks over the Vale of Cuvier, over Coal Hill, Gould's Sugarloaf, right away to Frenchman's Cap. More southward are Rufus, Hugel, and Gell, with Mount King William in the middle distance, and the Derwent Valley and purple-tinted Loddon Hills, and other heights beyond. The structure of the mountains in the lake district differs from that of the Western Highlands, where the rocks composing them are very ancient and highly inclined. In fact, they can be regarded as 'mountains of elevation,' formed by the shrinking of the earth's crust, and the consequent folding and puckering of the strata. In the Lake district we have to deal with much younger mountains. They will generally be seen to consist of two principal kinds of rock. The base is of sandstone, usually almost horizontally bedded, showing that since it was deposited in the far off carboniferous sea it has suffered little disturbance, but has been gradually elevated by secular movement into its present condition. On top of the sandstone lies the greenstone, one of the basaltic type of rocks, and which is the remnants of enormous and terrible floods of lava that overwhelmed the country, after the deposition of the sandstones. At Mount King William fossils in the sandstone are very abundant, including the large, fringed spirifers (a kind of shell) and Fenesteliadæ (a kind of Polyzoa), which are characteristic of the Permo-carboniferous formation. At Mount King William also it can be seen how the sandstone has been

baked and hardened to a large extent by the overflowing torrents of lava. Immediately after this took place the country probably presented a wide, desolate appearance with all the inequalities of surface filled up by the lava. After then the country continued to rise, and rain and frost and snow came, and streams began to form, and the once level surfaces gradually, through æons of time, became carved into mountain and valley, hill and dale. So it is that most of the mountains have a sandstone base and a crest or outlier of greenstone. They are 'Mountains of denudation.' Such are Olympus, Ida, Byron, Cuvier, King William, and many others. On Coal Hill the greenstone crest has been quite worn away, leaving only the sandstone."

The Derwent and its principal tributaries—the Clyde, Ouse, Shannon, Dee, and Nive—are well stocked, with salmon trout and brown trout, and the angler may obtain good sport by a few days' sojourn at Hamilton, the Ouse, or Dee Bridge, comfortable accommodation being obtainable at all. The traveller leaving Hobart at eight a.m., and taking the coach at Macquarie Plains station would reach the Ouse at two p.m., and Dee Bridge by seven p.m.

From Lake St. Clair there is a horse track, along which runs one overland telegraph wire to Mount Zeehan. Accommodation huts have been erected at Mount Arrowsmith and the Redan Hill; there are hotels at Mount Lyell and the Queen River, and the distances are:—

Lake St. Clair to Mount Arrowsmith	...	...	...	...	8	Miles.
Arrowsmith to Redan Hill	...	...	...	...	25	„
Redan Hill to Mount Lyell	...	...	...	...	18½	„
Lyell to Queen River	...	...	...	...	8	„
Queen River to Strahan	...	...	...	...	22	„
					<hr/>	
					81½	„

From Strahan there is a railway to Zeehan and Dundas silver fields, and weekly steamer communication with Hobart.

The "iron store" at Mount Arrowsmith is a two-roomed hut of galvanised iron, originally erected for the use of the men engaged in erecting the overland telegraph line, and Mount King William lies within a mile and a half of the hut, appearing as three main peaks of columnar greenstone rising from slopes clothed with gum-trees. The writer previously quoted, says:—"The ascent is very easy, being over open button grass nearly all the way to the top. From Mount King William, or 'King Billy' as he is disrespectfully called, a fine view can be obtained over the valley of the Derwent and Navarre Plains, which stretch away



SILVER RIVER FALLS.

for miles in front. Looking down on the plains, one would imagine that their surface was a beautiful, smooth, lawn-like turf, but a closer acquaintance causes this smooth surface to melt into rough, tussocky button grass, with numerous hidden bog-holes amongst it. From the slopes of this mountain is obtained a glimpse of Lake St. Clair, the south end of which can be seen round the end of Mount Olympus, with the Traveller Range on its further shore. Between us and the lake lay Bedlam Walls, an abrupt mass of greenstone covered with timber, and between which, and a spur of Mount Rufus, Sir John Franklin's party passed in 1842. Further round to the left could be seen the smooth, bare peak of Mount Rufus, together with Mount Hugel, and the wild and rugged Gell. The country hereabouts is very open, button-grass flats and timbered ridges, the trees on the latter generally somewhat scanty, being its chief characteristics. At the end of a deep gorge coming down from Mount King William lies Lake George, a simple placid sheet of water with a very irregular shore line. We walked, or rather scrambled, down the gorge to the lake. The rock here is sandstone, horizontally bedded, and the descent takes one over a series of terraces formed by these beds. A mountain torrent rushes over the terraces in silvery cascades, but is hidden for the most part by dense scrub amongst which we recognised the deciduous beech (*Fagus Gunnii*). This is the only native deciduous tree. The grass-tree (*Richea pandanifolia*) was also a conspicuous feature in the vegetation." The Gordon River, which falls into Macquarie Harbour, rises in the King William Range.

No. 2 group of Lakes is more easily accessible, the surrounding country being utilised as cattle runs and summer pastures for sheep, a large portion being in private hands. Lakes Sorell and Crescent, which are united by a small rivulet (now bridged), are only twenty miles from Parattah Railway Station, sixteen miles from Oatlands Station, and thirteen and a half miles from Tunbridge Station, and at all arrangements exist for the remainder of the journey. The visitor can leave Hobart or Launceston by the morning train and reach Interlaken (on the strip of land between the two lakes) by 2 p.m., without fatigue. These two lakes, which united represent some fifty miles of shore line, abound with picturesque nooks and bays. On the western side of Lake Sorell is Diamond Beach, so-called from the quantity of quartz, cornelian and agate pebbles found there, and on the eastern side, on a jutting point, called Dog's Head, are the ruins of the hut built by "Meagher of the Sword," of '48 fame, where John Mitchel, John Martin, Kevin O'Doherty, and McManus used to visit him. The description given by John Mitchel of the scenery around these lakes cannot be surpassed. Of his first ascent from the Tunbridge side he writes:—"The mimosa (wattle) soon disappeared, shortly after the blue and white gum, and at a thousand feet above the plain we found ourselves among lofty, straight, and gloomy 'stringybark' trees, a species which does not shed its bark like the other eucalypti. We still ascended, the mountain becoming wilder and steeper at every mile, until we

were full 2000 feet above the plain of Ross. Here an opening among the trees gave us a view over the low country we had left, wide, arid, and parched in aspect, with ridge after ridge of rugged-looking wooded hills stretching far towards the Pacific eastward. High and grim, to the north-east towered the vast Ben Lomond, and we could trace in the blue distance the valley of St. Paul's, where we had left O'Brien wandering on his lonely way. We continued our ascent, and soon knew—though the forest was thick all around us—that we had reached the mountain top by the fresh breeze that blew upon our brows from the other side. And now, how shall I describe the wondrous scene that breaks upon us here? After climbing full two thousand feet, we stand at one moment on the brink of the steep mountain, and behold the plain of Ross far below; the next minute, instead of commencing our descent into a valley on the other side, we are on the edge of a great lake, stretching at least seven miles to the opposite shore, and brimming to the very lips of the cup or crater that contains it. A cutting of twenty-five feet in depth would, at this point send its water plunging over the mountain to form a new river in the plains of Ross. At another part of its shore, to the north-west, a similar canal would drain it into the Lake River, which flows along the foot of the mountains on that side. As it is, the only outlet is through Lake Crescent and the Clyde; and so it comes to fertilise the vale of Bothwell, and bathe the roots of our trees at Nant Cottage. We pass the Dog's Head Promontory, and enter a rough winding path cut among the trees, which brings us to a quiet bay or curve of the lake, at the head of which, facing one of the most glorious scenes of fairy-land, with the clear waters rippling at its feet, and a dense forest around and behind it, stands our friend's quiet cottage. After dinner a sail is proposed, and we had a delightful sail to various points of the lake. The air up in these regions seems even purer and more elastic than in other parts of the island, the verdure brighter and the foliage richer; and as we float here at our ease we are willing to believe that no lake on earth is more beautiful than Lake Sorell. Not so berhymed as Windmere is this Antarctic lake; neither does the Cockney tourist infest its waters as he infests Loch Lomond or Killarney; not so famous in history as Regillus or Thrasymené, in literature as Como or Geneva, is our lake of the southern woods. It flows not into its sister lake, Crescent, with so grand a rush as Erie flings herself into Ontario; neither do its echoes ring with a weird minstrelsy, as ring and will ring for ever the mountain echoes of Loch Katrine and Loch Achray. But see the unbroken continent of mighty forest that clasps us round here. On the north frowns the peak called Cradle Mountain, with its grey precipices rising out of rich foliage—one peak merely of the Great Western Tier, rising not more than 1000 feet from the lake, but almost 4000 feet above the sea. Opposite and farther off beyond the Crescent Lake rises the grand Table Mountain. No signs of human life anywhere. All along that wild sweep of

the northern shore there is a savage and utterly trackless wood. One slender curl of smoke only we can see all round the shore—it is from a hut on the north-west, six miles off across the lake, where a solitary shepherd predominates over a flock that picks up its summer pasture in those parts. Why should not Sorell also be famous? Where gleams and ripples purer, glassier water, mirroring a brighter sky? Where does the wild duck find a securer nest than under thy ti-tree fringe, oh lake of the south! And the snow white swan, that ‘on St. Mary’s lake floats double, swan and shadow?’—does he float more placidly or fling on the waters a more graceful reflection from his stately neck than thou, jet black, proud crested swan of the Antarctic forest waters? Some sweet singer shall berhyme thee yet, beautiful lake of the woods. *Tu quoque fontium eris nobilium.*”

South of Lake Crescent, and close to the road Mitchel traversed in coming from and returning to his cottage on the Nant Estate, just outside Bothwell township, lie the Table Mountain (3596 feet) and Wood’s Quoin (3033), whose rugged grandeur inspired Mitchel’s pen. In the office of the Council Clerk at the Bothwell Municipal Council Chambers may still be seen the identical table on which Mitchel threw down his renunciation of parole. The historic cottage exists, but untenanted, and fast going to ruin. To the present day Irish sympathisers occasionally visit and take away relics from the ruined cottages at Lake Sorell and Nant.

From Interlaken excursions can be made to Wood’s Lake, Arthur’s Lake, and the Table Mountain. Lake Sorell has been supplied with Californian brook trout, and in 1889 with Loch Leven trout fry, introduced from New Zealand. A supply of the latter was also placed in Wood’s Lake, which is connected with Arthur’s Lakes (two in number) by the Upper Lake River, but up to date no fish of either sort have been caught. Native trout and eels are plentiful. That the stocking of these lakes with good food fish will become a source of wealth to Tasmania cannot be doubted, and for purposes of comparison we may state that Loch Leven, from which several tons of trout are annually taken with the rod, has an area of only about 3500 acres, a mere speck compared with the expanse of the Tasmanian Lakes—some 75,000 acres—or of the Great Lake. Lake Sorell is about five miles long, and between six and seven miles wide in its widest part, its area being 12,300 acres. Lake Crescent is about four miles long by two and a half wide, and has an area of 4400 acres. It is eighteen inches lower than Lake Sorell, and the two are connected by a channel cut through Interlaken. Wood’s Lake is a charming spot; it has an area of 2400 acres, and nestles pleasantly below a perfect amphitheatre of hills. The Lake River, running northward to the South Esk River, has its source in Wood’s Lake. Black swan, duck, teal, snipe, and wattle birds are plentiful, and there are a good many kangaroo, wallaby, and wombats, but permission must be obtained for hunting on properties of the large land owners in this district. The Tasmanian Tourists’ Association has published a useful map, showing all the routes to the Lakes, also the roads in the district, and arrangements for visiting

the Lakes can be made with the following hotel proprietors:—Mr. I. Harris, Tunbridge; Parattah Hotel Company; and Mr. Jas. Burrill, Oatlands. Existing accommodation is limited, but will probably be much improved during the coming year, and the charges for taking parties up or down are reasonable. Westward from Interlaken twenty-eight miles lies the Great Lake, the paradise of anglers. Twelve miles before reaching it is the Steppes, where resides Mr. John Wilson, Chief District Constable, who placed in the lake the first brown trout ova sent to the lake by the Salmon Commissioners, a quarter of a century ago, and which now swarm, and run up to 25 lbs. weight. Accommodation can be obtained here, and Mr. Wilson's tales of the bushranging days are worth hearing. At Swan Bay, at the southern end of the lake, accommodation can be obtained at Constable T. Early's, or at a shepherd's house not far distant. The road from Interlaken is rough in places, and the drive occupies nearly six hours. Parties of anglers from Hobart usually take the Bothwell route, leaving Hobart by train at 10.30 a.m., coach from Apsley, reaching Bothwell at 3 p.m. Nice trout fishing in the Clyde, flowing through the township. Leave by W. H. Sealy's well-appointed vehicles 6 a.m. next day, and reach Swan Bay 2.30 p.m., stopping an hour for lunch *en route*. The Great Lake lies 2880 feet above sea level, is about twenty-eight miles long, with a circumference, taking all its indentions into account, of nearly 100 miles. The area of this lake is over 28,000 acres. The River Shannon flows out of the southern end. Lake Echo is only about ten miles from Swan Bay, and a meal or bed can be obtained at a shepherd's house on its shore. The scenery about the Great Lake is poor, its shores being open flat country. It is heavily stocked with brown trout, which run up to 28 lbs., but anglers should not visit it till after the new year, the best time being from February to April, when the fish collect in shoals about the head of the Shannon. The following are a few recorded catches:—April, 1893, T. Carr and party (Launceston), 53 fish, total, 470 lbs., average  $9\frac{1}{2}$  lbs., largest  $17\frac{1}{2}$  lbs.; February, 1894, Viscount Gormanston and party, 153 lbs. weight, largest 14 lbs.; April, 1894, Mr. M. Seal and party, 35 fish, 297 lbs., ranging from  $4\frac{1}{2}$  to 15 lbs.

Westward of the Great Lake are numerous small lakes and tarns, and walking parties can descend to stations on the Western Railway at Chudleigh, Deloraine, or Longford. The following are routes by which walking parties can make enjoyable excursions:—Cressy route—Longford to Cressy, coach, eight miles; Cressy to Weston's, vehicle, ten miles; Weston's to Lake plateau, four miles; thence to Great Lake, eight miles. Bracknell route—Oaks Railway Station to Bracknell, coach, and vehicle on to Blackwood Creek, fourteen miles in all; Black Creek to Lake plateau, two and a quarter miles, and thence to Great Lake, seven miles. Deloraine route—Deloraine to Mr. Warner's farm, Jackey's Marsh, vehicle, seventeen miles; Warner's to Lake plateau, four miles, and thence to Great Lake, seven miles. Accommodation is obtainable at a shepherd's residence at the north-west end of the Great Lake. The numerous creeks that run into the northern end of the Great Lake are stocked with trout, fish up to 12 lbs. weight being often caught.

## . . . The West Coast. . .

**I**T is not so many years ago since this portion of Tasmania merited the appellation of the "Wild West," but the changes wrought since the discovery of its rich silver, gold, copper, and tin deposits are marvellous. The splendid inlet of Macquarie Harbour, which might appropriately be termed a saltwater lake, is now put to profitable use, and well-appointed steamers make the run from Hobart to Strahan Wharf in twenty hours, there being also steam communication between Strahan and Launceston and Melbourne. The visitor can travel by rail from Strahan to the silver fields of Zeehan and Dundas, and several of the principal mining companies have constructed tramways to connect the mines with the railway. The remarkable mineral deposits of Mount Lyell, one of the peaks of the West Coast range, which runs parallel to the coast line, but some distance inland—are thirty miles from Strahan, and a private railway line is now in course of construction by the Mount Lyell Company. At both Strahan and Zeehan are commodious and well-conducted hotels, with moderate tariffs.

The narrow entrance from the sea to Macquarie Harbour, which still bears the unharmonious name of "Hell's Gates," bestowed on it in the early part of the century when the harbour was a penal settlement, has now a lighthouse erected on the northern bank. The Harbour is twenty miles long, and about five miles wide, and the noble River Gordon, flowing into its upper end, is navigable for timber barges or coastal steamers for ten or fifteen miles, the scenery being magnificent. Settlement and Condemned Islands, the sites of the old convict stations, now bear but few remains of the extensive buildings erected in the olden time. They are fifteen miles from the Heads, close to the southern shore. The King River, navigable for boats for ten miles—further progress being barred by rapids—falls into the Harbour near Strahan, which is situated on Long Bay, on the northern side of the Harbour, about five miles from the Heads. Macquarie Harbour is now the principal source of the supply of Huon pine (*Dacrydium Franklinii*), the trees being felled far inland on the banks of the Gordon and King Rivers, cut into lengths, and squared into logs, which are dragged to the water's edge, and if necessary floated down when a "fresh" is in the river, to where the barges can ascend the stream to load. The Harbour abounds with fish and wild-fowl, and flounders of unusual size are plentiful. There are ample facilities for excursions by boat or steam launch, and the

landlord of the Palace Hotel will organise shooting, fishing, or hunting parties. Here the visitor will find hot and cold baths, private sitting rooms, and an excellent *cuisine*. There are several charming gullies and waterfalls that will repay a visit, and a wealth of wild flowers and berries on the hills. In short, the "Wild West" can now be recommended to tourists in search of health, rest, or recreation. We do not intend to give any sketch of the silver fields of Zeehan or Dundas, the tin mines of Mount Heemskirk (twelve miles from Zeehan, near the sea coast) or the gold fields of Mount Read. Those desirous of visiting all or any, can obtain the necessary information upon arrival at Strahan or Zeehan. The following sketches of the experience of other tourists may however be of service.

The copper (combined with silver and gold) mine of the Mount Lyell Company bids fair to become the "lion" of the West Coast as the Mount Bischoff tin mine is of the North-West Coast. The construction of a narrow gauge railway from Strahan has been commenced. But pending its completion the intending visitor will gain a reliable idea of the route and the surrounding country from an interesting account written by one of a party of five Victorian visitors, who in January, 1894, made a walking tour from Strahan *via* Mount Lyell to Lake St. Clair, proceeding thence by vehicle to Hobart, their baggage and impedimenta being carted to the Queen River, and taken on pack mules thence to Mount Lyell and to Lake St. Clair. From an interesting account of the trip published in a Hobart journal we extract the following:— "Leaving Strahan, the road to Mount Lyell at first crosses a sandy undulating plain, covered with button grass, heath, and wildflowers. This plain extends about a mile inland, with a gradual ascent to about 350 feet above sea level. It may be traced as a kind of terrace against the flanks of the coast range, almost right round the shores of Macquarie Harbour. It is composed of gravel, sand, and beds of clay, bearing fossil plants, &c., and probably was formed into a bay or lake during the Tertiary period. After crossing this plain we entered the timbered country, the principal trees being eucalypti, blackwood (*Acacia Melanoxylon*), myrtle, or beech (*Fagus Cunninghami*), sassafras (*Atherosperma Moschatum*), and smaller shrubs, such as the native laurel (*Anopterus glandulosus*), waratah (*Telopea truncata*), grasstree (*Richea pandanifolia*), &c. Cuttings on the road showed that we were passing over highly inclined rocks, probably of Silurian age. Timbered ridges and open button-grass flats continued till we arrived at the "fifteen-mile hut," from which we obtained a splendid view of Mount Owen and part of Mount Lyell, whose rugged summits were bathed in a flood of golden ruddy light that produced an exquisite effect in contrast to the dark green foliage round their bases, now deep in shadow save where the tops of the trees on some higher knoll caught the last rays of the fast sinking sun. We now began a steep descent to the valley of the Queen River, some six or seven miles distant—by the track. From this point onward we found the forest scenery superb. The

road winds along the sides of steep gorges cut into the almost vertical strata of the ancient Silurian rocks, and is shaded by a dense foliage of myrtle or beech, some of the trees being eight or ten feet in diameter at their bases, and attaining a height of 100 feet or more. Looking down the gorges here and there one sees their great gnarled, knotty trunks, covered with moss and lichen, rising out of a wild and splendid confusion of fallen logs, tree ferns, and tangled undergrowth, till they merge into dim obscurity in the gloom. It gives one a vivid picture of primeval forest that is not easily forgotten. Numerous little streams of cold sparkling water cross the track, but some are not as nice as they look, being highly charged with mineral matter. Notwithstanding all the wealth of scenery, some at least of us were not sorry when we saw the Queen River Hotel in front of us, situated in a wild romantic-looking glen a few yards from the stream of the same name. The valley of the Queen is strewn with immense waterworn boulders, which, with smaller material, form an alluvial 'wash' of considerable extent. Mining has been carried on here for years, and gold is still being obtained. From the Queen to Mount Lyell the track is almost a continual ascent, and is only passable for pack-horses, but a cart track is being constructed from Mount Lyell to the 'fifteen mile,' though not by the route we followed. About a mile from the Queen we passed the old workings of the King River Gold Mining Co., which are at present being tributed. About half-way to Mount Lyell, a distance of eight miles, as we make a winding ascent along the spurs of Mount Owen, the vegetation becoming more scanty, we get fine views of the mountains out towards Zeehan and Dundas, Mts. Heemskirk, Zeehan, Tyndall, and Read being all prominent features in the landscape. We also find the character of the rocks changing. In place of the highly-inclined slates and shales and quartzites of Silurian age we now have hard conglomerates and sandstones, much traversed by quartz veins and not lying at such high angles. These conglomerates form the crests of all the mountains in this district, and to them the scenery owes much of its bold and rugged aspect. At length we arrived at the top of the ridge that unites Mts. Lyell and Owen, and by a short cut made down to the main track that follows the Linda Valley down to the King. The Linda Valley is enclosed by Mt. Lyell on the one side and Mt. Owen on the other, being completely closed up at the western extremity by a ridge that stretches across between the two mountains, so that it has the form of a great amphitheatre, open to the eastward. The best view of it is obtained from the ridge referred to at the head of the valley. Standing here, one has on the left hand the rugged battered scarps of Mount Lyell, reaching an altitude of nearly 4000 feet, and on the right Mount Owen of similar structure, and attaining an even greater height. Just below lies the bare, insignificant-looking hill which is none other than the celebrated 'Iron Blow,' with a rent in its side where quarrying operations have been carried on in the mass of hematite of which the

'Blow' is composed. At the foot of this is the battery and engine house, and still further below can be seen the few scattered huts which constitute the Mount Lyell settlement at present. Away beyond this the valley stretches in bare billowy undulations, relieved here and there by a patch of ti-tree. The course of the Linda Creek can be traced by a dark green ribbon of vegetation to the end of the valley, beyond which are seen the blue forest clay hills towards the Raglans and Frenchman's Cap. Three miles from the mine we arrived on the banks of the King River, a splendid stream about fifty yards in breadth, and of a bright, clear coffee colour, from the button-grass swamps that drain into it. Its banks are clothed with a full, rich, green foliage, of myrtle and sassafras, with Huon pine (*Dacrydium Franklinii*) and King William pine (*Athrotaxis cupressoides*) in less abundance. Having arrived at the King the next thing to do was to cross it, and this was done in the following way:—A wire rope is stretched across the river between two stumps; another one is stretched across about four feet above the first, and the two are connected by cross-pieces and the whole structure steadied by wire stays. Mounting on to the lower wire by means of a primitive kind of ladder, we laid fast hold of the upper wire and then proceeded to walk crab-like across. To a nervous person the swaying of the ropes and the swirling current beneath might appear a somewhat unpleasant combination. However, as none of us were suffering from 'nerves' we got across speedily. Afterwards we had occasion to cross repeatedly, so that we were finally almost experts at tight-rope walking. We found our swags left for us on the other side of the King, and, as it was beginning to rain, we made haste to pitch a camp for the night, and found a suitable place, about 400 yards down the river, charmingly situated at a corner of a somewhat quadrilateral plain known as the 'Little Meadow.' On two sides we were sheltered by a thick foliage of beech, sassafras and wattle. In front we looked over the 'Meadow,' fringed with bracken and clothed with the native Iris, the graceful white flowers of which added considerable charm to the prospect. A dark background of forest and scrub, with the blue peaks of the Raglans just appearing above, completed the scene. A spur of Mount Owen rose abruptly just on the further side of the river, which was only about thirty yards from our camp, but it was hidden from us by the trees in our immediate vicinity. One of the first expeditions we made was to the famous Mount Lyell mine, to the able and courteous manager of which, Mr. Schlapp (of Broken Hill fame), we had an introduction. Under Mr. Schlapp's guidance we entered a tunnel, the walls of which consisted of highly inclined schistose rock, strongly impregnated with pyrites, and covered with green incrustations of copper sulphate in places. Further in the walls consist almost entirely of copper pyrites. After going along the tunnel for about 400 feet we descended a fifty-foot shaft and found ourselves in a chamber some twelve or fifteen feet square. The walls were glittering with ore which a number of men were engaged in picking down. This was the famous 'pocket' discovered since Dr. Peters wrote his

report, and which assays as much as 4000 and 5000 ounces of silver to the ton, besides copper and a little gold. A tramway runs through the tunnel, along which the ore is carried in trollies to the sorting and weighing room, where it is put up in bags of one cwt. each. It is then conveyed away from the mine on pack-horses or mules, each animal taking two cwt.

[In October, 1894, Mr. Wm. Orr reported after visiting the mine:—"The principal development since my last visit is the rich ore in what is known as the 175 feet level. That is 200 feet below the outcrop of the lode, and 75 feet from the engine shaft. The development at this level promises to be more permanent than that of the fifty feet level. During the last month we have taken out seventy-seven tons from the seventy-five feet level, which yielded 115,000 ounces of silver. As yet we cannot tell the length nor depth of the shoot, but at the fifty feet it was thirty feet in length. It lies alongside the main body of the pyrites. We are now extending another crosscut from the engine shaft twenty-five feet lower, and hope to strike the same body of ore. If we do it will be a most important development, indicating the probability of the ore living to a still greater depth. The rich ore is seven feet wide from wall to wall, and averages 1500 ounces of silver to the ton. The origin of this rich ore alongside the main body of pyrites is a much discussed question. Some authorities state that it has been leached out of the large body of hematite iron which lies overhead and adjoins the pyrites. Other authorities maintain that it has been leached out of the main body of pyrites and precipitated by being in contact with the hematite iron. Although not professing to be a mineralogist, I prefer to favour the latter idea. I have visited a large number of mines in America, particularly the pyrites mines at Butte, in Montana, as well as the Rio Tinto and Tharsis mines in Spain, and saw no such rich class of ore there. At the Rio Tinto they get about two feet carrying some 100 ounces of silver to the ton at the top just under the gossan. But the development at the seventy-five feet level is unquestionably promising to be the most permanent we have had at Mount Lyell. Up to the 30th September the Mount Lyell Company had raised 591 tons ore, yielding 681,977 ounces of silver, and 135 tons of copper, the net amount received being £81,443 after all London charges and freights had been deducted."—Ed.]

"Mount Lyell itself can be readily ascended, and the ascent well repays the trouble involved. We followed the track down the Linda Creek for half a mile, then turning off to the left we crossed the creek and ascended a bare spur of the mountain. The homely russet hue of the button-grass was relieved by various kinds of flowers, chief among which were the brilliant and graceful Gordon Lily (*Blandfordia*), various heaths, the bright little Hibbertia (*H. procumbens*), and others. Huge masses of conglomerate strewed the slopes. Fantastic pillars and altars sprang up like the ruins of some ancient Stonehenge, and here and

there was a great block of rock perched on a massive pillar, some of them looking as if very little would topple them over. Having attained the top of the ridge we followed it along till we reached the summit, where there is a 'trig.' station. From here the view is truly grand. The Linda Valley lay between us and the broken crags of Mount Owen. Away towards Strahan we looked over wave after wave of purple hills to Macquarie Harbour. The open ocean lay beyond, a shimmering blaze of golden splendour under the rays of the declining sun. To the south and east lay Mounts Huxley, Darwin, Thureau Hills, and other heights of the West Coast Range, while the mighty dome of the Frenchman's Cap stood up in massive grandeur behind the dark-wooded Raglans and other unnamed hills. Looking inland, the eye wandered in admiration over a wild succession of blue forest-clad ranges, from among which rose the bold rocky summits of Gell, King William, Olympus, Pelion, Barn Bluff, Eldon Bluff, Cradle and Table Mountains, and others. Closer at hand the rocky escarpments of Mount Sedgewick and Eldon Peak, springing from densely wooded slopes, frowned over the valley separating us from them, like the fortresses of some Olympic deity, while between them the picturesque little sheet of water known as Lake Beatrice could be seen nestling snugly in its valley. Further round to the left lay the plateau country leading to Mount Tyndall, Moore's Pimple, and Mount Read, where glaciers in former colder times flowed down the valleys. Still further round lay Mounts Dundas and Zeehan, with the lofty peak of Mount Heemskirk, standing in clear relief against sky and sea. The whole scene combined to give one a deep sense of Nature free and untamed. As one gazes at those great masses of conglomerate, rent, riven, one can read their story, in part only 'tis true. What was once the bed of the sea, now becomes the tops of the mountains, scarred and furrowed by time and weather. Such, in brief, is the story of these conglomerate hills, but they have probably been beneath the waves, partly at least, several times since their first elevation. They are the gravestones of a bygone land. We ascended Mount Owen a few days later. The ascent is somewhat more difficult than that of Mount Lyell, owing to scrub, which, however, is not so bad as to deter anyone from the attempt. The best way of making the ascent is to follow the track from Mount Lyell to the Queen for about a mile from the ridge overlooking the Linda Valley, then striking up to the left on a spur which should be followed up till the way to the top is seen clearly. Mount Owen is of similar structure to Mount Lyell, being more rough and rugged if anything. The view from the top is even better in some respects than that from Lyell. There is a tarn on the top at the bottom of a deep crateriform basin with steep precipitous sides. Seeing it, as we did, under a gloomy sky with weird, spectral folds of mist-wrack clinging to its overhanging crags, it might be a Lake Avernus. Another expedition we made was to Lake Beatrice. To get to the lake one should follow the King River up for five miles or so

till the Beatrice River is reached, which can then be followed up to the lake. The banks of the King are clothed with beech, extending back on either side for some little distance. So long as one keeps among the beeches travelling is pretty easy, as there is little or no undergrowth except a patch of ferns here and there, or a few fallen logs. The Beatrice Creek is choked with enormous boulders increasing in size towards the source. Some of these boulders must weigh many tons. They occur in abundance on the low ground around the creek. The question of their transport is an interesting one—has it resulted by glacier agency or simply by water? If the latter, then the rushes of water down the valley must have been far fiercer than they can be now. Perhaps this was provided by the flood of water from the melting glacier that once came down the valley from Mount Tyndall, and to which Lakes Dora, Rolleston, and Spicer, &c., are said to owe their origin. Lake Beatrice is right in the heart of the mountains, which darkly wooded to the top rise right up from the shores. The lake is surrounded to the water's edge by dense scrub, mainly 'horizontal' (*Anodopetalum biglandulosum*) bauera, or sword-grass in patches. For the next few days the geological members of our party occupied themselves in examining the various formations displayed in the Linda Valley, which promises to be of considerable geological interest. At present, however, there is a want of good sections, and until the country is more opened up the geologist will labour under considerable disadvantages. One of the most interesting points is the occurrence of striated stones and boulders in certain clay deposits existing at the upper end of the valley. These have been held, by some, to indicate the former existence of glaciers in the valley. Personally, I do not think the evidence is altogether satisfactory, and I should be inclined to attach the Scotch verdict, 'not proven,' to the theory. Of native animals we saw few. Tracks of wallaby and wombat were abundant on the meadow, but we never saw any, except one wallaby. A wombat came around the camp on several nights, but we could not see him. A family of 'possums lived in a gum tree close by, and tiger cats were very numerous. There were a few pigeons and parrots about, and black cockatoos were seen often. But the country is not one for a sportsman. In the river we saw several mountain trout (*Galaxias*). The cucumber mullet exists in large numbers lower down the stream, but it was apparently quite absent from the upper parts. The King would be an ideal stream for salmon and trout, but at the same time it seems a pity that the native fish such as the cucumber mullet and blackfish should be doomed to extermination, which will almost certainly be the case if all the Tasmanian streams are stocked with trout."

To those fond of exploration or of a scientific turn of mind, the following account of a tour through the West Coast Range will be of interest. The writer is Mr. Fitzgerald, a botanist, then resident at Zeehan, and the trip was made in the interests of science. He says:—On March 27th, 1894, I left Zeehan for Strahan,

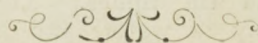
intending to take a trip along the West Coast Range, beginning with Mount Darwin, thence to Sedgewick and Read. After securing provisions a start was made for the Queen River, distant twenty-one miles. On reaching the fifteen-mile peg I took the right-hand track, and after a down-hill tramp for six miles I reached the hotel at dusk. I intended going the next day on to Mount Jukes, and then to Mount Darwin, but was informed there was no track from the Queen to reach Jukes, and I would have to carry a tomahawk and cut my way through twelve or fourteen miles of thick shrub; the best way to get on to Mount Jukes and Darwin (which is simply a spur of Jukes) would be across Flannigan's Flat. Owing to limited time these two mounts were out of the question, so I resolved on starting with Mount Huxley. Next morning a prospector accompanied me as far as Guilfoyle's Creek. From there the track crossed a spur locally known as "Gentle Annie," and then on to the old King River Company's head-race. This is followed some distance, then turns abruptly to the right, till it reaches a small stream. Situated a short distance above the stream, on the spur, is Tony and Fagan's claim. The route from here to Mount Huxley, which faces you, proceeds about twenty chains along their head-race, and then turning to the right, past a blazed pencil-cedar, one follows what can hardly be called a track. The only guides to be seen are a few branches at intervals that have been lopped off some time back. Half-an-hour brings you from the high scrub into cutting-grass, &c., and when this is through it is fairly good travelling. The sides of the saddle connecting Mount Huxley with Mount Owen are clothed principally with button-grass and a stunted form of peppermint. The ascent of the mount from the northern side is comparatively easy until near the summit. Apparently there is only one way of gaining the top, and that is by passing beneath an arch formed by a large conglomerate boulder lying in a cleft between two other rocks. On the edge of the rocks facing Mount Jukes, one discovers that he is on the brink of a precipice of great depth, and in the deep gorge between Mounts Huxley and Jukes the roaring of a large waterfall is heard. The depression on Mount Jukes, on which is situated one of the two lakes known to exist on that mountain, can easily be seen from here. Mount Huxley does not exceed 3300 feet in height, and presents nothing strange botanically. On descending to the saddle Mount Owen is directly in front, and is not so easy to climb as it looks. The saddle running from Huxley to Owen is about three miles long, and on this side of Owen are patches of low dense scrub hard to negotiate. Gaining the summit of the peak facing Huxley, one finds instead of being at the top of Mount Owen, that the trouble has only just begun. This peak seems to have been torn from the main one, forming a rocky gorge with, in nearly every instance, precipitous sides. To gain the main peak you follow a spur down to the scrub, then skirt the bottom of the division, and climb to the top of Mount Owen. Once there at an altitude of nearly 4000 feet, the sight well repays you, for the view obtained is one of the finest on the West Coast. To the north, among other mountains, lies Dundas, which appears like a huge pyramid; to the south lies Mount Jukes, Sorell, &c.; to the east

Mounts Pelion, Eldon, Cradle, and Barn Bluff, &c.; and to the west lies the ocean; while inland are to be seen numerous lakes. Directly below you, about 300 feet from the summit, is a pear-shaped lake some 250 yards across, the descent to which is rather rough. Its water is of a brownish colour, and swarms with tadpoles; the shores are fringed with two species of pines, the pencil-cedar and the chestnut. This lake appears to be of great depth. The best route to gain the low country is to follow a burnt spur until you reach the road running from Lynchford to Lyell, about a mile from Gormanston. The easiest way to ascend Mount Owen is to follow this road until you are at the base of the mount, which is about three miles from Lyell and a couple of hundred yard east of Boulder Creek. After passing through a little high scrub and a patch of the sublime bauera, it is easy travelling. The flora of Mount Owen is very varied. Following the Linda track, then striking across and climbing one of the spurs of Mount Lyell up to the summit, the traveller sees a plateau extending towards Mount Sedgewick. I eventually returned to the Queen crossing and struck the track leading across Howard's Plains, crossing on the way a large rapidly-running stream with steep rocky banks, which I afterwards found takes its rise from Lake Margaret, and forms a chief tributary of the Big Henty. The track thence goes to the right, crossing a rocky ridge until it reaches a basin-lake to the south of the Tyndall Range. Here I left and struck to the right on to one of the spurs of Mount Geikie, the north side of which is very steep. The south side of the spur falls gradually and is heavily timbered. On gaining the top of the ridge, you see on the highland directly underfoot, Lake Margaret, which lies between Geikie and Sedgewick, a good tramp over rocks, &c., and through thick scrub for a quarter of a mile, then pretty clear ground, brought me to the summit of Sedgewick. The flora there is of the usual alpine type as found on Mounts Tyndall, Read, &c. Being over 4000 feet up, and on top of the highest mount of the West Coast Range (excepting Mount Jukes, which is only a few feet higher), I had a splendid view of the surrounding country. The plateau just below the top of Mount Sedgewick is studded with small lakes, and I counted about forty. They run from several hundred yards to at least a mile in length, Lake Margaret being about a mile long. Many were perched on spurs of the mountain inland. The bluff headland termed by many Mount Sedgewick is not the highest point, which is really a pointed peak farther north. Here I found a welcome addition to my allowance of one meal of bread and butter per day in the shape of some "wild raspberries" as they are familiarly termed. This is probably the finest of our native fruits. After gathering a supply of the fruit, I retraced my steps, and reached the top of Mount Geikie with some trouble. Towards the south and south-west this mount is one unbroken line of precipices and chasms, making it seemingly impossible to ascend from that quarter. Here was obtained another grand view, the altitude being something like 3800 feet. A long stretch of broken country extends from this mount on the bluff headland known as Mount

Tyndall. In many places the conglomerate is in the shape of steps. A great part of this country is very marshy owing to the presence of numerous lakes, many of which are rock-bound, have wall-like shores and are perched in every conceivable spot; they thus differ from most of the lakes found in the region, which as a rule are surrounded by a sandy or pebbly beach devoid of vegetation and having the appearance of being formed by glacial action. There I found the Gentian, a very rare plant reputed to grow in alpine lakes. From the base of Mount Tyndall (which is fifty feet lower than Geikie) to the next range is a long stretch of uneven country covered with button-grass and traversed by numerous small streams fringed with scrub. After crossing this ground, and climbing the low saddle to the north, you are directly above Lake Selina, which is in a line with Lakes Westwood and Julia. From here to the base of Mount Read where the track from Dundas to Lake Dora is gained, it is almost clear ground, chiefly button-grass. A few native trout are to be found in some of the lakes, but I saw no wild fowl of any kind. The West Coast mountains are generally bare and steep on the northern and eastern sides, while the southern and western sides are as a rule of easy ascent and covered with vegetation.

A reference to the map will show that to the south of Macquarie Harbour lies Port Davey, a land-locked harbour, inside of which are a succession of inlets extending far inland. The surrounding country is barren and uninhabited, being only occasionally visited by "piners," but for scenery and sport it offers great attractions to tourists. It can be reached overland on foot from the Huon, but the transport of provisions and comforts is expensive, and the most enjoyable way to explore Port Davey is to hire a yacht and an experienced skipper. The following is an account of such a trip made last summer from Hobart:— A party of four in a twenty-eight feet yacht with three months' provisions, guns, dogs, picks, shovels, dishes, and all requisites for hunting, shooting, and prospecting started on November 1, and after a splendid trip of twenty-four hours, arrived at Port Davey just one hour before a north-westerly gale made its appearance. During the end of the first week the crew sailed up Bathurst Harbour. It is a beautiful place; grand in its wildness. The Big Bay is reached by a somewhat narrow and deep channel about ten or twelve miles long, and then opens out a grand sheet of water about ten miles long north and south and eight or nine miles wide, with a multitude of islands dotted here and there, making the place like fairyland to a yachtsman. The numerous bays and rivers and creeks must be seen to be appreciated. An anchorage was made in a bay stretching away towards the south-east, and its waters are within four miles of Cox's Bight, seven miles from the tin mines. The party visited the mines, which have some drawbacks, such as a not too plentiful supply of water, and a bad harbour. What brought that patch of tin country there and dumped it down close to the seashore, surrounded by miles and miles of apparently

barren quartzite, is a mystery. Up some of the rivers splendid Huon pines were seen, while the forests of celery-top pine are unequalled by any in Tasmania. Other timber there is practically none. After putting in nearly a month in Bathurst Harbour and Spring River, the quartette went up the Davey River, and called at Breaksea Island and got a supply of mutton bird eggs. They were very plentiful this year, and acres of ground were left untouched, with an egg to every square foot. These islands form the magnificent harbour. Captain Foulden, of the "Waterwitch," told them that his had been one of thirteen vessels anchored in Bramble Cove in the days of whaling. There are plenty of fish on this coast, but the westerly wind makes it a waiting game. One boat was lying in Bramble Cove, and had only been one day on the fishing grounds in ten weeks, and then so great was the sea that one broke on board and nearly did for them. It is a great pity the coast cannot be surveyed, there are plenty of small harbours, and were they charted they could be used, while there are plenty of reefs and rocks that are not on the charts, and which make navigation close in shore very dangerous. Till tin was found Cox's Bight was seldom used as a harbour, and now there is seldom a night but some fisherman is anchored in the quiet little bay. From Bathurst Harbour to the Davey River are to be seen the remains of two old whaling vessels—one lying on the beach and one on the reef. From the Port Davey bar a vessel can go up the river about nine miles to Hell's Gates. Rocks as white as alabaster—some as smooth as polished marble, others jagged and sharp—towering 300 feet. The river turns almost at right angles as one enters, and then what a picture! Sloping crevices ten feet to twenty feet wide, in which beautiful green foliage grows sheltered from every storm. Huon pine, myrtle, sassafras, grass tree, and celery-pine look as if one was growing on the other's branches, filling up the deep crevices in making a streak of green and white alternately for about 100 yards, and then out into the hot sun again. The first waterfall is about a quarter of a mile through the Gate. If anyone thinks of "doing" Port Davey during the holidays it is as well to get a chart, for a stranger would be lost without it. There is plenty of game, such as swans and ducks. Wallaby and kangaroo are plentiful, and one can get splendid sport during the open seasons; but there are tigers which worry a blanket and let the man go. One of them chased Captain Smith on Whaler's Point some time ago—luckily the skipper was close to his boat and jumped into it and put off to his ship, leaving the animal in undisputed possession of his territory. A splendid run home finished a pleasant trip.



## TASMANIAN TOURS.

	Miles.		Miles.		Miles.
Hobart to Fern Tree Bower—vehicle .. ..	5 $\frac{1}{2}$	Fingal to Mangana—coach .. ..	5	Launceston to Lower Piper—vehicle .. ..	30
Hobart to Longley—coach .. ..	11	St. Mary's to George's Bay—coach .. ..	23	Launceston to Myrtle Banks—vehicle .. ..	21
Hobart to Brown's River—coach .. ..	10	St. Mary's to Falmouth—coach .. ..	12	Launceston to Bridport—vehicle .. ..	30
Bellerive to Mount Rummy—vehicle .. ..	4	George's Bay to Gould's Country—coach .. ..	14	Bridport to Scottsdale—vehicle .. ..	12
Bellerive to Sorrell—rail or vehicle .. ..	14	Gould's Country to Columba Falls—vehicle .. ..	12	Bridport to Boobyalla—vehicle .. ..	29
Bellerive to Clarence Plains—vehicle .. ..	4	Gould's Country to Weldborough—coach .. ..	13	Boobyalla to Mount Cameron—vehicle .. ..	10
Bellerive to Richmond—coach .. ..	14	Weldborough to Moorina—coach .. ..	6	Boobyalla to Cape Portland—vehicle .. ..	30
Sorell to Forcett—coach .. ..	4	Ringarooma to Alberton—vehicle .. ..	5	Launceston to Oaks—rail .. ..	26 $\frac{1}{2}$
Sorell to Coppington—coach .. ..	15	Moorina to Scottsdale—coach .. ..	28	Oaks to Bracknell—coach .. ..	5
Sorell to Kellevie—coach .. ..	17	Moorina to Gladstone—coach .. ..	15	Launceston to Bridgenorth—vehicle .. ..	12
Kellevie to Bream Creek—rail or vehicle .. ..	7	Scottsdale to Launceston—rail .. ..	47	Bridgenorth to Winkleigh—vehicle .. ..	13
Hobart to Little Oyster Cove—road or steamer .. ..	22	Hobart to Brighton Junction—rail .. ..	17 $\frac{1}{2}$	Avoca to Leipzig—coach .. ..	14
Hobart to Peppermint Bay—road or steamer .. ..	27	Brighton Junction to (Green Ponds) Kempton—rail .. ..	12	Avoca to Roy's Hill—coach .. ..	9
Peppermint Bay to Three Hut Point—road or steamer .. ..	9	Hobart to Campania—rail .. ..	27	Avoca to Brookstead—coach .. ..	11
Hobart to Franklin—steamer .. ..	55	Campania to Richmond—coach .. ..	5	Launceston to Beaconsfield—coach or steamer .. ..	30
Hobart to Franklin—coach .. ..	28	Campania to Buckland—coach .. ..	25	Beaconsfield to George Town—steamer .. ..	7
Franklin to Geeveston—coach .. ..	10	Buckland to Spring Bay—coach .. ..	15	George Town to Lefroy—coach .. ..	12
Geeveston to Port Esperance—vehicle .. ..	16	Spring Bay to Maria Island—boat .. ..	13	Lefroy to Launceston—coach .. ..	27
Port Esperance to Southport—vehicle .. ..	15	Spring Bay to Swansea—coach .. ..	32	Launceston to Corra Lynn—vehicle .. ..	7
Hobart to Southport—steamer .. ..	45	Campania to Swansea—coach .. ..	72	Longford to Cressy—coach .. ..	7
Hobart to Port Cygnet—steamer .. ..	45	Swansea to Bicheno—vehicle .. ..	18	Launceston to Deloraine—rail .. ..	7
Hobart to Port Cygnet—coach .. ..	33	Campbell Town to Swansea—coach .. ..	39	Deloraine to Chudleigh Caves—vehicle .. ..	45
Port Cygnet to Huonville—vehicle .. ..	12	Hobart to Apsley—rail .. ..	43 $\frac{1}{2}$	Deloraine to Elizabeth Town—vehicle .. ..	16
Hobart to New Norfolk—steamer or rail .. ..	21	Apsley to Bothwell—coach .. ..	9	Railton to Sheffield—coach .. ..	7
New Norfolk to Salmon Ponds—vehicle .. ..	7	Bothwell to Great Lake—vehicle .. ..	39	Latrobe to Northdown—vehicle .. ..	6
New Norfolk to Glenora—rail .. ..	13	Hobart to Macquarie Plains—rail .. ..	35 $\frac{1}{2}$	Northdown to Port Sorrell—vehicle .. ..	5
Glenora to Russell Falls—vehicle .. ..	12 $\frac{1}{2}$	Macquarie Plains to Hamilton—coach .. ..	15	Devonport to Barrington—vehicle .. ..	9
Glenora to Ellendale—vehicle .. ..	13	Hamilton to Bothwell—vehicle .. ..	18	Ulverstone to Sprent—vehicle .. ..	0
Hobart to Taranna—steamer .. ..	45	Macquarie Plains to Ouse—coach .. ..	24	Sprent to Castra—vehicle .. ..	7
Taranna to Dunally—steamer .. ..	12	Ouse to Dee Bridge—vehicle .. ..	21	Ulverstone to Burnie (Emu Bay)—coach .. ..	18
Hobart to Taranna—vehicle .. ..	53	Dee Bridge to Lake St. Clair—vehicle .. ..	34	Burnie to Mount Bischoff (Waratah)—rail .. ..	45
Taranna to Carnarvon—coach .. ..	7	Hobart to Parattah—rail .. ..	55	Waratah to Corinna—horseback .. ..	40
Carnarvon to Nubeena (Wedge Bay)—vehicle .. ..	7	Parattah to Interlaken—vehicle .. ..	20	Corinna to Mt. Heemskirk (Remine)—horseback .. ..	30
Nubeena to Cascades—vehicle .. ..	4	Interlaken to Interlaken—vehicle .. ..	16	Remine to Zeehan—horseback .. ..	12
Taranna to Eaglehawk Neck—vehicle .. ..	6	Launceston to Interlaken—vehicle .. ..	59	Burnie to Table Cape (Wynyard)—coach .. ..	30
Taranna to Cascades—vehicle .. ..	3	Interlaken to Great Lake—vehicle .. ..	28	Wynyard to Circular Head (Stanley)—coach .. ..	12
Taranna to Impression Bay—vehicle .. ..	5	Evandale Junction to Lymington—coach .. ..	10	Wynyard to Detention River—coach .. ..	37
Eaglehawk Neck to Dunally—vehicle .. ..	10	Lymington to Deddington—vehicle .. ..	4	Stanley to Duck River (Smithton)—vehicle .. ..	18
Dunally to Bream Creek—vehicle .. ..	6	Launceston to Dilston—coach .. ..	9	Smithton to Montagu—vehicle .. ..	12 $\frac{1}{2}$
Dunally to North Bay—vehicle .. ..	6	Launceston to Rosevale—coach .. ..	10	Hobart to Strahan (Macquarie Harbour)—steamer .. ..	250
Eaglehawk Neck to Carnarvon vehicle .. ..	11	Rosevale to Exeter (Supply River)—coach .. ..	11	Strahan to Zeehan—rail .. ..	28 $\frac{1}{2}$
Dunally to Sorrell—vehicle .. ..	20	Launceston to Hadspen—vehicle .. ..	7	Strahan to Queen River—horseback .. ..	22
Hobart to St. Mary's—rail .. ..	145	Launceston to Carrick—vehicle .. ..	11	Queen River to Mt. Lyell—horseback .. ..	8
Fingal to Mathinna—coach .. ..	17			Mt. Lyell to Mt. Arrowsmith—horseback .. ..	43
				Mt. Arrowsmith to Lake St. Clair—horseback .. ..	8

# COACH SERVICES.

## Hobart to Brown's River.

Leaves Palace Hotel, daily, 9 a.m. and 4 p.m. Leaves Kingston, 8.30 a.m. and 4 p.m., arriving in Hobart at 10 a.m., and 5.30 p.m. Sunday: Coach leaves Hobart 10.30 a.m., returning at 6. Fares: Single, 2s, return, 3s.

## Hobart to Huon, Huonville, Franklin, and Geeveston.

Leaves British Hotel, Liverpool Street, daily, at 9 a.m. Leaves Geeveston, daily, 9 a.m.; Franklin, 10.20 a.m.; and Huonville, 11.10 a.m. A coach leaves the British Hotel, for Franklin at 4 p.m. daily, and Franklin for Hobart at 5.35 a.m., daily. Also, coach leaves Bird-in-Hand Hotel, Argyle Street, for Franklin, daily, 3.45 p.m.; leaves Franklin, daily, 5.45 a.m. Huonville, 6.15 a.m. Fares: To Huonville, single, 5s.; return, 8s.; to Franklin, single, 6s.; return, 9s.; to Geeveston, single, 7s.; return, 10s. Reduced rates by afternoon coach.

## Bellerive to Richmond.

Coach leaves Bellerive, daily, 4.30 p.m. Leaves Richmond, daily, 8 a.m., arrives Bellerive, 10 a.m. Fares: 3s. each way.

## Sorell to Coppington.

Coaches leave Sorell, daily, at 1 p.m., and Coppington at 9.15 a.m. Fares: Sorell to Forcett, 1s.; Sorell to Coppington, 3s. 6d.

## Campania to Richmond.

Leaves Campania, daily, 9.30 a.m. on arrival of 8 a.m. express train from Hobart, and at 7.45 p.m.; and leaves Richmond for Campania, at 8 a.m. and 6 p.m. daily. Fares: 1s. 6d. each way.

## Macquarie Plains and Ouse.

A coach meets the Derwent Valley train, Macquarie Plains, at 9.56 a.m., goes on to Hamilton and the Ouse, reaching the latter at 2.30 p.m. Leaves again next day 11.45 a.m. to catch the 4.20 p.m. train at Macquarie Plains. Fares each way: Hamilton, 3s 6d.; Ouse, 6s. 6d.

## Apsley to Bothwell.

Coach leaves Apsley at 2.10 p.m., reaching Bothwell at 3.40 p.m. Coach leaves Bothwell at 12.30 p.m., arriving at Apsley at 2 p.m. Fares: Single, 2s. 6d.; return, 5s.

## Campania to Swansea.

On Tuesdays, Thursdays, and Saturdays, leaves Campana Station, 9.30 a.m.; Buckland, 1 p.m.; Orford, 2.50; Spring Bay, 3.30; Little Swanport, 5.45; Lisdillon, 6.15; arrive Swansea, 8 p.m. On Mondays, Wednesdays, and Fridays, leaves Swansea at 8 a.m.; Lisdillon, 9.45; Little Swanport, 10.30; Spring Bay, 12.30 p.m.; Orford, 1.30; Buckland, 3; arrive Campana, 7 p.m. Fares: Single, 23s.; return, 36s.

## Campbell Town to Swansea.

Coach leaves Kean's Hotel, Campbell Town, at 12.20 p.m. on Mondays, Wednesdays, and Fridays. Leaves Swansea on Tuesdays, Thursdays, and Saturdays at 8.30 a.m., connecting with express from Hobart. Fare: 15s. each way.

## St. Mary's to George's Bay (St. Helen's)

On Mondays, Wednesdays, and Fridays, coaches leave St. Mary's at 9 a.m., arriving at George's Bay at 12.15 p.m. On the same days coaches leave George's Bay at 9 a.m., and reach St. Mary's at 12.30 p.m. On Tuesdays, Thursdays, and Saturdays, coaches leave St. Mary's at 4.15 p.m., arriving at George's Bay at 7.30 p.m. On same days a coach leaves George's Bay at 10 a.m., arriving at St. Mary's at 1.30 p.m. Fares: Single, 7s. 6d.; return, 12s.

## George's Bay to Moorina.

A coach leaves George's Bay daily for Gould's Country at 1 p.m. on Mondays, Wednesdays, and Fridays, and 7.45 p.m. on Tuesdays, Thursdays, and Saturdays. A daily coach leaves Gould's Country at 6 a.m. for Weldborough and Moorina, arriving at Moorina at 10 a.m., and connecting with the coach to Scottsdale. A coach leaves Moorina at 1.30 p.m., and Gould's Country at 5 p.m., daily, for George's Bay. Fares: Single, 12s. 6d. return, 20s.

## Scottsdale to Moorina.

Coach leaves Scottsdale, daily, at 8 a.m. for Ringarooma, Branhholm, Brothers' Home, and Moorina, connecting with the coach for George's Bay. Fare: 9s. each way.

## Fingal to Mathinna and Mangana.

Coach for Mathinna leaves Fingal on Mondays, Wednesdays, and Fridays at 10.15 a.m., and on Tuesdays, Thursdays, and Saturdays at 4 p.m., returning from Mathinna, daily, at 10 a.m. Coach leaves Mangana on Mondays, Wednesdays, and Fridays at 12 noon, arriving at Fingal at 1 p.m.; and on Tuesdays, Thursdays, and Saturdays at 12.45 p.m., arriving at Fingal at 1.45 p.m. Leaves Fingal on Mondays, Wednesdays, and Fridays at 1.30 p.m., arriving at Mangana, 2.30 p.m., and on Tuesdays, Thursdays, and Saturdays at 3.30 p.m., arriving at Mangana, 4.30 p.m. Fares: To Mathinna, 3s. 6d.; to Mangana, 2s.

## Avoca to Roy's Hill, Brookstead, and Leipzig.

On Tuesdays, Thursdays, and Saturdays, coach leaves Avoca at 12.30 p.m., arriving at Leipzig at 3 p.m.; Leaves Leipzig at 4.30 p.m., arriving at Avoca at 7 p.m. Fares: 2s. 6d., 3s., and 4s. each way.

## St. Leonards to Township.

A conveyance meets every train, carrying passengers to and from the Township; single journey, 4d.; return, 6d.

## Evandale Junction to Evandale, Lymington, and Deddington.

A conveyance meets every train, carrying passengers to and from Evandale; fare, 3d. each way. A conveyance also meets the 8.30 a.m. train from Launceston, and the 7.30 a.m. train from Deloraine, for Lymington and Deddington.

## Longford to Cressy.

A conveyance meets the morning and evening trains, carrying passengers to and from Cressy. Fare, 1s. 6d.

## COACH SERVICES—(Continued).

**Bishopsbourne to Carrick and Hadspen.**

A conveyance meets the morning and evening trains, carrying passengers to and from Carrick and Hadspen. Fare: 6d. each way. Also, to and from Bishopsbourne Township. Fare: 6d. each way.

**Oaks to Bracknell.**

A conveyance meets the morning and evening trains, carrying passengers to and from Bracknell. Fare: 1s. each way.

**Westbury to Township.**

A conveyance meets every train, carrying passengers to and from Post Office. Fare: 4d. each way.

**Railton to Sheffield.**

Coaches leave Sheffield at 6.45 a.m. and 10.15 a.m., and return from Railton at 8.10 and 11.45 a.m., connection being made at Railton with the 6.30 a.m. train from Ulverstone to Launceston, and with the 8 a.m. train from Launceston to Ulverstone. Fares: single, 2s. 6d.; return, 4s.

**Ulverstone to Circular Head.**

Coaches leave Ulverstone, daily, at 8.30 p.m. and 1.30 p.m., Burnie (Emu Bay) 11.20 p.m. and 4.20 p.m. Arrive Wynyard 12.45 a.m. and 5.30 p.m. Coach from Wynyard to Circular Head leaves, daily, at 8 a.m., arriving at 2 p.m. Coaches leave Circular Head, daily, at 8 a.m., and arrive at Wynyard at 2 p.m. Coaches leave Wynyard at 8.30 a.m. and 3.30 p.m. Arrive Burnie at 10 a.m. and 5 p.m., and Ulverstone 12.20 a.m. and 7.45 p.m. Fares from Ulverstone to Burnie, 5s.; to Wynyard, 8s.; to Stanley, 20s.

**Ulverstone to Castra.**

Coaches leave Ulverstone, daily, at 2 p.m., and Castra at 9 a.m. Fares; Single, 1s. 6d.; return, 2s. 6d.

**Launceston to Lefroy.**

Coach leaves bus stables, daily, at 10.40 a.m., arrives Lefroy, 3.30 p.m. Leaves Lefroy, daily, 9 a.m., arrives Launceston, 1 p.m. Fares: 5s. each way.

**Launceston to Beaconsfield.**

Coach leaves Launceston, Mondays, Wednesdays, and Fridays, at 1 p.m., arrives Beaconsfield, 5 p.m. Leaves Beaconsfield, Tuesdays, Thursdays, and Saturdays at 8 a.m., arrive Launceston at noon. Fares: 4s. each way.

**Hobart Tram Service.**

WEEK DAYS.

**Sandy Bay and New Town Routes.**

Cars start from Telegraph Office Corner, at 6.55, 7.30 and 8 a.m., and every quarter of an hour until 11 p.m., returning from either end at 7.25, 8, 8.30, and every quarter of an hour until 11.30 p.m.

**Cascade Route.**

Cars start from Liverpool and Park Street Corner (next to the Railway Station) at 6.50, 7.25, 7.55 a.m., and five minutes before every quarter of an hour, until 10.55 p.m., returning at 7.20, 7.55, and 8.25, and five minutes before every quarter of an hour until 11.25 p.m.

SUNDAYS.

The Cars run on each route at the usual times, but commence at 12.30 p.m., and the last car leaves town at 10 p.m.

The first Cars on week day mornings leave the outer termini in time to catch the 8 o'clock Express at the Railway Station.

**Hobart Cab Fares.****By Distance.**

For any distance not exceeding 1 mile	.. ..	s. d.
For every additional half mile, not exceeding five miles	.. ..	1 0
Return fare, if the same party (and not having detained the cab more than fifteen minutes), to be half the above.	.. ..	0 6

No cab can be compelled to go further than five miles from the stand.

**By Time.**

For any time within 30 minutes	.. ..	2 0
Above 30 minutes and not exceeding 45 minutes	.. ..	3 0
Above 45 minutes and not exceeding one hour	.. ..	3 6

For any further time after at the rate of 6d for every twenty minutes.

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

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

**Launceston Cab Fares.****By Distance.**

Under half a mile, for one passenger	.. ..	s. d.
Under half a mile, for two or more passengers	.. ..	0 6
Above half a mile, and not exceeding a mile, for the whole cab	.. ..	1 0
For every additional half mile for the whole cab, not exceeding five miles	.. ..	0 6
Return fare (same as in Hobart).	.. ..	0 6

**By Time.**

Not exceeding half an hour	.. ..	1 6
Exceeding half an hour, and not exceeding three quarters of an hour	.. ..	2 3
Above three-quarters of an hour, and not exceeding one hour	.. ..	3 0

For any further time after at the rate of 6d. for every twenty minutes.

Every package carried outside the cab .. .. 0 3  
One-half more than the above fares for any period during which such cab shall be employed between the hours of ten o'clock at night and six o'clock in the morning.

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

# TO PHOTOGRAPHERS.

# PERCY ASH,

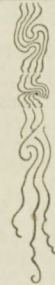
*Pharmaceutical Chemist,*

84 ELIZABETH STREET, HOBART,

## A DARK ROOM

Is available for visitors and others wishing to  
Change or Develop Plates, &c.

**PERCY ASH, Chemist,** 84 ELIZABETH STREET,  
HOBART.



KEEPS a supply of Photographic Chemicals,  
&c. The stock being constantly replenished  
by direct shipments from London per  
Mail Steamers.

**PRESCRIPTIONS DISPENSED.  
HOMŒOPATHIC MEDICINES.** \*

# Cooley's Suburban Hotel,

*South  
Glenorchy.*

THREE MILES FROM HOBART (TRAM TERMINUS).



# GOOD ACCOMMODATION FOR VISITORS.

Choicest Brands of Wines, Spirits, Ales, &c.

Good Fishing at easy distance. Vehicles Available. CHAS. M. COOLEY, Proprietor.

## Main Line—Hobart to Launceston.

H'g't above sea.	Miles.	Stations.	Week Days.			
			a. m.	p. m.	p. m.	p. m.
ft.						
22	—	HOBART ... .. Leave	8-0	...	5-0	8-10
	3	Risdon Road ... ..	8-7	...	5-12	8-22
	4	South Glenorchy* ... ..	...	...	5-18	8-28
44	5½	GLENORCHY ... ..	8-15	...	5-25	8-38
	6½	Rosetta* ... ..	...	...	5-29	8-42
	7½	Berriedale Road* ... ..	...	...	5-32	8-45
	8½	Claremont* ... ..	...	...	5-38	8-50
	9½	Austin's Ferry* ... ..	...	...	5-41	8 53
	12	South Bridgewater	...	...	5-55	9-3
	13½	BRIDGEWATER } Arrive	8-33	...	6-0	9-8
		JUNCTION. } Leave	8-34	...	6-10	9-13
101	17½	BRIGHTON JUNCTION ...	8-46	...	6-40	9-33
	21	Tea Tree* ... ..	...	...	6-55	9-48
	25	Richmond Road* ... ..	...	...	7-10	10-3
260	27½	CAMPANIA ... ..	9-10	...	7-41	10-20
	31	Woodlands* ... ..	...	...	7-55	10-35
694	39	COLEBROOK ... ..	9-40	...	8-30	11-15
1370	45½	Rhyndaston* ... ..	10-10	...	9-10	11-55
				a. m.		
	51½	Stonor* ... ..	...	...	9-30	12-15
1513	55	PARATTAH } Arrive	10-35	...	9-40	12-30
		JUNCTION } Leave	11-0	3-20	...	2-30
	57½	Andover* ... ..	...	...	3-30	2-40
1295	62½	York Plains* ... ..	...	...	3-50	3-0
1018	68	ANTILL PONDS ... ..	11-26	4-10	...	3-23
	70	Antill Ponds Post Office*	...	...	4-18	3-31
750	74	Tunbridge ... ..	11-40	4-30	...	3-43
680	83	Ross ... .. } Arrive	11-56	4-59	...	4-13
		} Leave	12-0	5-5	...	4-20
				p. m.		
758	91	CAMPBELL TOWN ... ..	12-16	5-26	...	4-44
701	98	CONARA ... .. } Arrive	12-32	5-46	...	5-9
		JUNCTION } Leave	12-33	6-5	...	5-25
	101	Cleveland* ... ..	...	...	6-15	5-35
	105	EPPING FOREST ... ..	12-48	6-26	...	5-50
637	111	Snake Banks* ... ..	...	...	6-46	6-15
	115	Clarendon* ... ..	...	...	6-56	6-25
511	120	EVANDALE ... ..	1-20	7-15	...	6-43
539	121½	EVANDALE JUNCTION ...	1-27	7-25	...	6-55
262	126	Breadalbane* ... ..	...	...	7-40	7-10
17	129	St. Leonards* ... ..	1-45	7-50	...	7-20
3	133	LAUNCESTON ... Arrive	1-53	8-0	...	7-30



Tasmanian  
Government  
Railways.



## Main Line—Fares from and to Hobart.

Stations.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
HOBART	..	..	..	..
Botanical Gardens .. ..	0 4	0 3	0 6	0 4
Risdon Road .. ..	0 4	0 3	0 6	0 4
South Glenorchy .. ..	0 4	0 3	0 6	0 4
GLENORCHY .. ..	0 6	0 4	0 9	0 6
Rosetta .. ..	1 0	0 9	1 6	1 0
Berriedale Road .. ..	1 2	0 10	1 9	1 3
Claremont .. ..	1 6	1 0	2 3	1 6
Austin's Ferry .. ..	1 8	1 2	2 6	1 8
South Bridgewater .. ..	2 2	1 8	3 3	2 6
BRIDGEWATER JUNCTION ..	2 4	1 9	3 6	2 8
BRIGHTON .. ..	3 0	2 3	4 6	3 4
Tea Tree .. ..	4 0	3 0	6 0	4 0
Richmond Road .. ..	5 0	3 6	7 3	5 0
CAMPANIA .. ..	5 3	4 0	8 0	5 3
Woodlands .. ..	6 3	4 3	9 6	6 3
COLEBROOK .. ..	8 3	5 9	12 6	8 3
Rhyndaston .. ..	10 0	6 9	15 0	10 0
Stonor .. ..	11 0	7 9	16 9	11 0
PARATTAH JUNCTION .. ..	12 0	8 0	18 3	12 0
Andover .. ..	12 6	8 6	19 0	12 6
York Plains .. ..	13 9	9 3	21 0	13 9
ANTILL PONDS .. ..	15 3	10 3	23 0	15 3
Antill Ponds Post Office ..	15 9	10 6	23 9	15 9
Tunbridge .. ..	16 9	11 3	25 0	16 9
Ross .. ..	19 0	12 9	28 3	19 0
CAMPBELL TOWN .. ..	20 9	13 9	31 0	20 9
CONARA JUNCTION .. ..	22 6	15 0	33 9	22 6
Cleveland .. ..	23 3	15 6	34 9	23 3
EPPING FOREST .. ..	24 3	16 0	36 3	24 3
Snake Banks .. ..	25 6	17 0	38 6	25 6
Clarendon .. ..	26 6	17 6	40 0	26 6
EVANDALE .. ..	28 0	18 6	42 0	28 0
EVANDALE JUNCTION .. ..	28 3	18 9	42 3	28 3
Breadalbane .. ..	28 9	19 0	43 0	28 9
St. Leonards .. ..	29 6	19 6	44 0	29 6
LAUNCESTON .. ..	30 0	20 0	45 0	30 0

Trains only stop at places marked \* when there are passengers to take up or put down.

# Hadley's Orient Hotel,

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## HOBART.



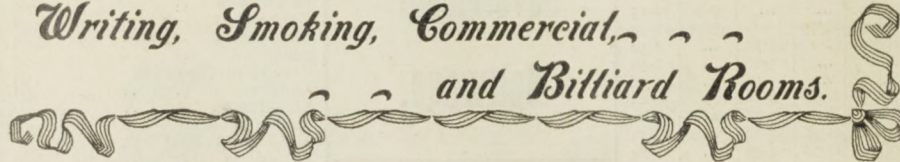
Most Complete and Elegantly-Furnished  
Public Drawing Room for Ladies, also  
Private Suites for Families.



THE LEADING AND LARGEST HOTEL  
IN TASMANIA.



*Writing, Smoking, Commercial,*  
*and Billiard Rooms.*



HOT AND  
COLD BATHS.

SPECIAL ATTENTION PAID TO ALL THE SANITARY ARRANGEMENTS.

The above Hotel stands in a high commanding position, and within a few minutes of Railway Station, Pier,  
Post Office, and all Public Buildings.

Communications by letter or telegram will receive immediate attention.

*Telephone No. 35.*

A. C. HADLEY, Proprietress.

## Main Line—Launceston to Hobart.

Miles	Stations.	Week Days.			
		a.m.	a.m.	p. m.	p. m.
—	LAUNCESTON ... Leave	..	8-30	3-0	8-30
4	St. Leonards* ... ..	..	8-40	3-9	8-40
7	Breadalbane* ... ..	..	8-50	..	8-50
11½	EVANDALE JUNCTION ... ..	..	9-13	3-28	9-15
15½	EVANDALE ... ..	..	9-24	3-32	9-24
18	Clarendon* ... ..	..	9-44	..	9-41
22	Snake Banks* ... ..	..	9-59	..	9-56
28	EPPING FOREST ... ..	..	10-21	4-2	10-23
32	Cleveland* ... ..	..	10-31	..	10-38
35	CONARA JUNC. } Arrive	..	10-40	4-17	10-48
	} Leave	..	10-55	4-23	11-5
42	CAMPBELL TOWN ... ..	..	11-20	4-38	11-27
50	Ross ... .. } Arrive	..	11-45	4-57	11-52
	} Leave	..	11-57	5-0	12-0
			p.m.	a.m.	
59	Tunbridge ... ..	..	12-27	5-18	12-30
63	Antill Ponds Post Office*	..	12-40	..	12-45
65	ANTILL PONDS ... ..	..	12-55	5-30	1-0
70½	York Plains* ... ..	..	1-20	..	1-25
75½	Andover* ... ..	..	1-45	..	1-50
78	PARATTAH ... .. } Arrive	..	1-55	6-0	2-0
	} Leave	..	7-0	6-25	3-0
81½	Stonor* ... ..	..	7-15	..	3-15
87½	Rhyndaston* ... ..	..	7-40	..	6-48
94	COLEBROOK ... ..	..	8-12	..	7-10
102	Woodlands* ... ..	..	8-37	..	4-36
105½	CAMPANIA ... ..	..	9-11	..	7-40
108	Richmond Road* ... ..	..	9-26	..	4-53
112	Tea Tree* ... ..	..	9-41	..	5-8
115½	BRIGHTON JUNCTION ... ..	..	9-55	..	5-23
	} Arrive	..	10-10	..	8-18
119½	} Leave	..	10-20	..	5-52
121	South Bridgewater ... ..	..	10-26	..	6-10
123½	Austin's Ferry* ... ..	..	10-36	..	6-20
124½	Claremont* ... ..	..	10-39	..	6-24
125½	Berriedale Road* ... ..	..	10-44	..	6-30
126½	Rosetta* ... ..	..	10-47	..	6-34
127½	GLENORCHY ... ..	..	10-54	..	8-39
129	South Glenorchy* ... ..	..	11-2	..	6-46
130	Risdon Road ... ..	..	11-8	..	8-50
133	HOBART ... .. Arrive	..	11-20	..	8-57

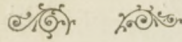
Trains only stop at places marked \* when there are passengers to take up or put down.

## Main Line—Fares from and to Launceston.

Stations.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
LAUNCESTON .. ..	..	..	..	..
St. Leonards .. ..	0 9	0 6	1 0	0 10
Breadalbane .. ..	1 6	1 3	2 3	2 0
EVANDALE JUNCTION .. ..	2 0	1 6	3 0	2 3
EVANDALE .. ..	2 2	1 8	3 3	2 6
Clarendon .. ..	3 3	2 6	5 0	3 6
Snake Banks .. ..	4 6	3 0	6 6	4 6
EPPING FOREST .. ..	5 9	4 0	8 9	5 9
Cleveland .. ..	6 9	4 6	10 3	6 9
CONARA JUNCTION .. ..	7 6	5 0	11 3	7 6
CAMPBELL TOWN .. ..	9 3	6 3	14 0	9 3
Ross .. ..	11 0	7 3	16 9	11 0
Tunbridge .. ..	13 3	8 9	20 0	13 3
Antill Ponds Post Office .. ..	14 3	9 6	21 3	14 3
ANTILL PONDS ... ..	14 9	9 9	22 0	14 9
York Plains .. ..	16 3	10 9	24 0	16 3
Andover .. ..	17 6	11 6	26 0	17 6
PARATTAH ... ..	18 0	12 0	26 9	18 0
Stonor .. ..	19 0	12 3	28 3	19 0
Rhyndaston .. ..	20 0	13 3	30 0	20 0
COLEBROOK .. ..	21 9	14 3	32 6	21 9
Woodlands .. ..	23 9	15 9	35 6	23 9
CAMPANIA ... ..	24 9	16 0	37 0	24 9
Richmond Road .. ..	25 0	16 6	37 9	25 0
Tea Tree .. ..	26 0	17 0	39 0	26 0
BRIGHTON ... ..	27 0	17 9	40 6	27 0
NORTH BRIDGEWATER .. ..	27 9	18 3	41 6	27 9
South Bridgewater .. ..	28 0	18 6	41 9	28 0
Austin's Ferry .. ..	28 6	19 0	42 6	28 6
Claremont .. ..	28 6	19 0	42 9	28 6
Berriedale Road .. ..	29 0	19 3	43 3	29 0
Rosetta .. ..	29 0	19 6	43 6	29 0
GLENORCHY ... ..	29 3	19 6	44 0	29 3
South Glenorchy .. ..	29 6	20 0	44 3	29 6
Risdon Road .. ..	30 0	20 0	44 6	30 0
Botanical Gardens .. ..	..	..	..	..
HOBART .. ..	30 0	20 0	45 0	30 0



# BURNIE COFFEE PALACE,



**EMU BAY.**

**MRS. J. W. SMITHIES, Proprietress.**

Visitors, Tourists, and Travellers to this charming Seaside Resort will find every home comfort at the above-named Coffee Palace.

**Airy and Comfortably Furnished Bedrooms, Sitting and Dining Rooms.**

EVERY CONVENIENCE. CLOSE PROXIMITY TO THE BEACH AND ROCKS. CHARGES STRICTLY MODERATE.

**ALL TELEGRAMS AND LETTERS PROMPTLY ATTENDED TO.**

## J. W. SMITHIES,

MARINE TERRACE,  
BURNIE.



**Customs, Shipping, Commission and Forwarding Agent,**

**PRODUCE MERCHANT.**

Produce received and held for Shipment to the best Sydney or Melbourne Markets for Sale or Storage. A/c Sales Remitted Promptly.  
AGENT FOR United Steamship Company Limited; Huddart, Parker & Co. Limited; Canadian Pacific S.S. Company; Waddell & Co.'s  
Unrivalled Super Bone-Dust; Mutual Life Assurance of Victoria; South British Fire and Marine Insurance Company.

Parcels or Luggage taken for Delivery to any part of the Colony.

**OFFICES: MARINE TERRACE, BURNIE, EMU BAY.**

## EMU BAY LIVERY AND BAIT STABLES,

NEXT DOOR TO BURNIE COFFEE PALACE.

Traps, Carriages, Buggies For Hire to Parties, &c., and Commercial Travellers.

Careful Driver and Guide Provided if required.



Visitors and Commercial Travellers met at  
Ulverstone Railway Station on shortest notice.

**ORDERS ADDRESSED** ... ..

**J. W. SMITHIES, MARINE TERRACE.**

## Western Line—Ulverstone to Launceston.

H'g't above sea. ft.	Miles.	Stations.	Week Days.							
			am	am	a m	p m	p m	p m	p m	
39	...	Ulverstone ...	...	...	6 30	...	...	1 35	...	
	3	Kindred Road*	...	...	6 40	...	...	1 45	...	
29	4	Leith ...	...	...	6 44	...	...	1 49	...	
20	6	Lillico*	...	...	6 48	...	...	1 53	...	
5	11	W. Devonport	...	...	7 4	...	...	2 9	...	
	...	" Dep.	...	...	7 10	...	...	2 19	...	
15	15	Spreyton*	...	...	7 21	...	...	2 30	...	
16	16	Tarleton*	...	...	7 28	...	...	2 36	...	
13	18	Latrobe ... Arr.	...	...	7 35	...	...	2 43	...	
	...	" Dep.	...	...	7 37	...	...	2 45	...	
21	21	Dulverton*	...	...	7 53	...	...	3 1	...	
200	26	Railton	...	...	8 0	...	...	3 8	...	
171	32	Kimberley*	...	...	8 17	...	...	3 25	...	
595	38	Whitefoord H*	...	...	8 41	...	...	3 49	...	
825	40	Dunorlan	...	...	8 48	...	...	3 56	...	
783	45	Chudleigh Jun.	...	...	9 3	...	...	4 11	...	
785	58 1/2	Mole Creek D.	...	...	8 0	...	...	...	...	
859	54	Chudleigh*	...	...	8 14	...	...	...	...	
983	49	Needles*	...	...	8 28	...	...	...	...	
	45	Chudleigh Jun.	...	...	8 42	...	...	...	...	
	48	Deloraine Arr.	...	...	8 55	...	...	...	...	
756	48 3/4	Deloraine Arr.	...	...	9 12	...	...	4 20	...	
	...	" Dep.	...	...	7 30	9 22	12 0	4 30	...	
716	52 1/2	Exton ...	...	...	7 40	9 32	12 14	4 40	...	
586	58 1/2	Westbury Arr.	...	...	9 47	9 47	12 32	4 54	...	
	...	" Dep.	...	...	7 55	9 49	12 36	4 56	...	
	61	Hogg's Lane ...	...	...	8 1	...	...	...	...	
506	62 1/2	Hagley ...	...	...	8 5	10 0	12 47	5 6	...	
537	65	Glenore*	...	...	8 14	10 9	12 58	5 15	...	
578	67 1/2	Oaks*	...	...	8 22	10 17	1 7	5 23	...	
543	69	Bishopsbourne	...	...	8 27	10 22	1 14	5 28	...	
599	71	L. Hampton*	...	...	8 32	10 27	1 20	5 33	...	
594	72 1/2	Wilmore's L.*	...	...	8 35	10 30	1 25	5 36	...	
448	76	Longford Arr.	...	...	8 45	10 40	1 37	5 46	...	
	...	" Dep.	...	...	8 51	10 42	1 47	5 49	...	
533	79	Perth ...	...	...	8 58	10 50	1 56	5 59	...	
539	82 1/2	Evandale Jun.	6 55	9 9	11 0	1 27	2 13	6 10	7 25	
262	86 1/2	Breadalbane*	7 10	9 21	11 12	..	2 26	6 22	7 40	
17	89 1/2	St. Leonards*	7 20	9 31	11 21	1 45	2 35	6 31	7 50	
	92	Newstead*	...	...	11 26	...	...	...	...	
3	93 1/2	Launceston A.	7 30	9 40	11 30	1 53	2 45	6 40	8 0	

Trains only stop at places marked \* when there are passengers to take up or put down.

The 6:55 a.m. train from Evandale Junction does not run on Mondays.

## Western Line—Fares from and to Ulverstone.

Stations.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
Ulverstone .. .. .	..	..	..	..
Kindred .. .. .	1 0	0 8	1 6	1 0
Leith .. .. .	1 3	0 10	1 11	1 3
Lillico .. .. .	1 7	1 0	2 5	1 6
West Devonport .. .. .	3 0	2 0	4 6	3 0
Spreyton .. .. .	3 9	2 6	5 7	3 9
Tarleton .. .. .	4 3	2 10	6 5	4 3
Latrobe .. .. .	4 9	3 2	7 2	4 9
Railton .. .. .	6 9	4 6	10 2	6 9
Kimberley .. .. .	8 2	5 5	12 3	8 2
Whitefoord Hills .. .. .	9 9	6 6	14 8	9 9
Dunorlan .. .. .	10 3	6 9	15 4	10 2
Mole Creek .. .. .	14 9	9 10	22 2	14 9
Chudleigh .. .. .	13 9	9 2	20 8	13 9
Needles .. .. .	12 6	8 4	18 9	12 6
Chudleigh Junction .. .. .	11 6	7 8	17 3	11 6
Deloraine .. .. .	12 3	8 3	18 5	12 6
Exton .. .. .	13 2	8 9	19 9	13 2
Westbury .. .. .	14 9	9 10	22 2	14 9
Hogg's Lane .. .. .	14 9	9 10	22 2	14 9
Hagley .. .. .	15 8	10 5	23 6	15 8
Glenore .. .. .	16 4	10 11	24 6	16 4
Oaks .. .. .	16 10	11 3	25 3	16 10
Bishopsbourne .. .. .	17 3	11 6	25 11	17 3
Little Hampton .. .. .	17 9	11 9	26 8	17 1
Wilmore's Lane .. .. .	18 0	11 9	27 0	17 8
Longford .. .. .	18 9	12 0	28 2	18 0
Perth .. .. .	19 3	12 9	28 11	19 2
Evandale Junction .. .. .	19 3	13 3	28 11	19 11
Breadalbane .. .. .	19 3	13 6	28 11	20 3
St. Leonards .. .. .	19 3	13 8	28 11	20 6
Newstead .. .. .	19 3	13 8	28 11	20 6
Launceston .. .. .	19 3	13 8	28 11	20 6

# G. A. ELLIS,



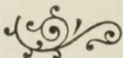
## Importers and General Merchants,

### LEVEN STORES, ULVERSTONE.

DRAPERS, GROCERS, IRONMONGERS, &c., &c.

The Largest and Best Assortment of Goods on the North-West Coast of Tasmania.



Timber and Grain Merchants. 

*All Kinds of Produce Purchased.*

AGENCIES:—

- The United Insurance Coy. Limited.
- The Colonial Mutual Life Assurance Society.
- The United S.S. Company, Launceston.
- The Union S.S. Coy.



**Western Line—Launceston to Ulverstone.**

Miles.	Stations.	Week Days.													
		a	m	a	m	p	m	p	m	p	m	p	m		
..	Launceston ..	8	0	8	30	12	40	3	0	3	15	5	0	8	30
4	St. Leonards* ..	8	10	8	40	12	50	3	9	3	25	5	10	8	40
7	Breadalbane* ..	8	20	8	50	1	0	3	35	5	20	8	50		
11	Evandale Junc. Dep.	8	31	9	5	1	15	3	27	3	46	5	1	9	5
14	Perth " ..	8	42	1	28	3	47	5	32						
17	Longford .. Arr. Dep.	8	51	1	46	4	5	5	42	4	7	5	55		
21	Wilmore's L.* ..	9	6	2	7	4	18	6	55						
22	L. Hampton* ..	9	9	2	11	4	21	6	9						
24	Bishopsbourne ..	9	14	2	17	4	25	6	14						
26	Oaks* ..	9	19	2	23	4	30	6	19						
28	Glenore* ..	9	25	2	31	4	35	6	25						
31	Hagley ..	9	34	2	40	4	44	6	34						
33	Hogg's Lane* ..					4	5	0	39						
35	Westbury Arr. Dep.	9	45	2	50	4	55	6	45						
41	Exton ..	10	5	3	9	5	15	7	0						
45	Deloraine Arr. Dep.	10	15	3	20	5	25	7	10						
..	Deloraine Dep. Chudleigh Jun.								7 25						
48	Needles* ..								7 51						
56	Chudleigh* ..								8 7						
60	Mole Creek ..								8 20						
48	Chudleigh Jun. ..	10	34					5 44							
53	Dunorlan ..	10	51					6 0							
55	Whitefoord H.* ..	10	56					6 7							
61	Kimberley* ..	11	15					6 27							
67	Railton ..	11	30					6 42							
69	Dulverton* ..	11	37					6 49							
75	Latrobe .. Arr. Dep.	11	53					7 4							
77	Tarleton* ..	12	2					7 14							
78	Spreyton* ..	12	8					7 20							
82	W. Devonport ..	12	19					7 32							
87	Lillico* ..	12	42					7 40							
89	Leith ..	12	47					7 59							
90	Kindred Road* ..	12	51					8 6							
93	Ulverstone Arr.	1	0					8 15							

Trains only stop at places marked \* when there are passengers to take up or put down.

**Main Line—Suburban Service from Hobart.**

Stations.	Week Days.												Sundays.				
	a	m	a	m	p	m	p	m	a	u	n	a	u	n	a	u	n
Hobart... Leave	6	20	7	30	8	0	10	30	1	0	3	0	5	5	30	6	20
Botel Gardens*	6	28	7	38	8	10	38	1	8	5	35	6	25	1	0	2	45
Cornelian Bay*	6	30	7	40	8	10	42	2	0	3	38	6	28	1	8	9	55
Risdon Road ..	6	37	7	48	8	15	48	2	15	5	40	6	32	2	10	10	58
S. Glenorchy* ..	6	34	7	44	8	15	48	2	15	5	44	6	35	2	10	10	57
Glenorchy ..	6	40	7	50	8	15	51	3	0	2	50	6	40	2	10	10	56
Rosetta* ..	6	44	8	0	8	15	55	3	4	2	54	6	44	2	10	10	55
Berridale Rd.*	6	47	8	1	8	15	58	3	7	2	57	6	47	2	10	10	54
Claremont* ..	6	52	8	1	8	15	62	3	8	2	60	6	52	2	10	10	53
Austin's Ferry*	6	55	8	1	8	15	65	3	11	4	63	6	55	2	10	10	52
S. Bridgewater	7	4	8	1	8	15	68	3	14	5	66	7	4	2	10	10	51
Bridgewater Jun.	7	18	8	34	11	30	10	30	10	10	10	10	10	10	10	10	10
Brighton Jn. Ar.	7	33	8	44	11	45	11	45	11	45	11	45	11	45	11	45	11

Trains stop at places marked \* only when there are passengers to take up or put down.  
† Runs beyond South Bridgewater on Wednesdays and Saturdays only.

**Main Line—Suburban Trains to Hobart.**

Stations.	Week Days.												Sundays.				
	a	m	a	m	p	m	p	m	a	u	n	a	u	n	a	u	n
Brighton Jn. Lv.	5	37	7	50	9	55	10	30	1	0	3	0	5	5	30	6	20
Bridgewater Jn.	6	0	8	22	10	20	1	53	4	0	5	10	8	7	1	0	2
S. Bridgewater	6	10	8	30	10	26	2	5	4	5	5	35	8	19	4	20	3
Austin's Ferry*	6	20	8	40	10	36	2	15	4	15	6	3	3	3	4	35	4
Claremont*	6	24	8	43	10	39	2	18	4	18	6	3	3	3	4	55	5
Berridale Rd.* ..	6	30	8	48	10	44	2	23	4	23	6	6	6	6	5	58	6
Rosetta* ..	6	34	8	51	10	47	2	26	4	26	6	14	6	14	5	3	3
Glenorchy ..	6	40	8	55	10	52	2	30	4	30	5	18	7	8	39	10	20
S. Glenorchy* ..	6	46	8	26	9	21	2	36	4	36	5	26	7	6	10	31	9
Risdon Road ..	6	51	8	30	9	26	4	40	4	40	6	26	30	7	10	31	17
Cornelian Bay*	6	53	8	33	9	11	12	42	4	42	6	33	12	10	37	9	23
Botel Gardens*	7	0	8	40	9	14	14	45	4	45	6	7	10	10	37	9	26
Hobart ... Ar.	7	0	8	40	9	14	14	45	4	45	6	7	10	10	37	9	26

Trains only stop at places marked \* when there are passengers to take up or put down.  
† Runs from Bridgewater Junction on Wednesdays and Saturdays only; on other days from South Bridgewater.  
The 5:37 a.m. train from Brighton Junction runs on Sundays, but not on Mondays.

### Derwent Valley Line—Bridgewater Junction to Glenora.

H'g't above sea.	Miles.	Stations.	Week Days.			Weds.
			a.m.	p.m.	p.m.	Satys.
22	—	Hobart .. .. .	8 0	5 0	1 10	
12	13 $\frac{1}{2}$	Bridgewater Junct. .. Dep.	8 40	6 5	12 15	
	17 $\frac{1}{2}$	Dromedary* .. .. .	8 52	6 17	2 27	
	19 $\frac{1}{2}$	Riverton* .. .. .	8 59	6 24	2 34	
	23 $\frac{1}{2}$	Rocks* .. .. .	9 9	6 34	2 44	
16	25	New Norfolk .. .. .	9 15	6 40	2 50	
	—	Dep.	9 18	6 42	2 52	
	26 $\frac{1}{2}$	Falls* .. .. .	9 24	6 49	2 59	
	28 $\frac{1}{2}$	Hamilton Road* .. .. .	9 28	6 52	3 2	
45	31 $\frac{1}{2}$	Plenty .. .. .	9 40	7 2	3 12	
108	35 $\frac{1}{2}$	Macquarie Plains .. .. .	9 58	7 18	3 28	
213	37 $\frac{1}{2}$	Glenora .. .. .	10 5	7 25	3 35	

The 8 a.m. train from Hobart connects with 8:40 a.m. train from Bridgewater Junction. 5 p.m. train from Hobart connects with 6:5 p.m. train from Bridgewater Junction. † This train starts from South Bridgewater at 2:5 p.m. after the arrival of the 1:10 p.m. train from Hobart.

### Glenora to Bridgewater Junction.

Miles.	Stations.	Week Days.			Weds.
		a.m.	p.m.	p.m.	Satys.
—	Glenora .. .. .	6 45	4 0	12 25	
2	Macquarie Plains .. .. .	6 55	4 10	12 35	
6 $\frac{1}{2}$	Plenty .. .. .	7 12	4 27	12 52	
9 $\frac{1}{2}$	Hamilton Road* .. .. .	7 22	4 37	1 2	
11	Falls* .. .. .	7 26	4 41	1 6	
12 $\frac{1}{2}$	New Norfolk .. .. .	7 32	4 47	1 12	
—	Dep.	7 35	4 50	1 15	
14 $\frac{1}{2}$	Rocks* .. .. .	7 40	4 55	1 20	
18 $\frac{1}{2}$	Riverton* .. .. .	7 51	5 6	1 31	
20 $\frac{1}{2}$	Dromedary* .. .. .	7 58	5 13	1 38	
24 $\frac{1}{2}$	Bridgewater Junction Ar	8 10	5 25	1 50	
37 $\frac{1}{2}$	Hobart .. .. .	9 20	6 40	2 50	

The 6:45 a.m. train from Glenora connects at Bridgewater Junction with Main Line trains reaching Hobart at 9:20 a.m. and Launceston at 1:53 p.m. The 4 p.m. train from Glenora connects with trains reaching Hobart at 6:40 p.m., and also with 5 p.m. train from Hobart to Parattah.

‡ Runs to South Bridgewater, where passengers are transferred to the Main Line train.

Trains stop at places marked \* only when there are passengers to take up or put down.

### Apsley Line—Brighton to Apsley.

H'g't above sea.	Miles.	Stations.	Week Days.	
			a.m.	p.m.
22	—	Hobart .. .. .	10 30	
101	17 $\frac{1}{2}$	Brighton Junction .. .. .	12 0	Dep.
	—	Dep.	p.m.	
222	20 $\frac{1}{2}$	Pontville* .. .. .	12 10	
	22	Blackbrush Road* .. .. .	12 16	
401	24	Bagdad* .. .. .	12 25	
1109	30 $\frac{1}{2}$	Dysart* .. .. .	1 0	
702	35	Kempton .. .. .	1 20	Arr.
	—	Dep.	1 25	
658	39 $\frac{1}{2}$	Melton* .. .. .	1 40	
762	43 $\frac{1}{2}$	Apsley .. .. .	1 55	Arr.

Trains stop at places marked \* only when there are passengers to take up or put down.

\* Train leaving Launceston at 8:30 p.m., connects with train running from Brighton at 12 noon.

### Apsley to Brighton Junction.

Miles.	Stations.	Week Days.	
		a.m.	p.m.
—	Apsley .. .. .	3 5	Dep.
4	Melton* .. .. .	3 19	
8 $\frac{1}{2}$	Kempton .. .. .	3 34	Arr.
—	Dep.	3 40	
13	Dysart* .. .. .	4 5	
19 $\frac{1}{2}$	Bagdad* .. .. .	4 27	
21 $\frac{1}{2}$	Blackbrush Road* .. .. .	4 37	
23	Pontville* .. .. .	4 47	
26	Brighton Junction .. .. .	4 57	
43 $\frac{1}{2}$	Hobart .. .. .	6 40	

The 3:5 p.m. train from Apsley connects with trains reaching Parattah at 9:40 p.m., and Launceston at 7:30 next morning.

At places marked \* trains stop only when there are passengers to take up or put down.

### Bellerive-Sorell Line—Bellerive to Sorell.

H'g't above sea.	Miles.	Stations.	Week Days.	
			a.m.	p.m.
5	—	Bellerive .. .. .	10 0	5 30
474	4 $\frac{1}{2}$	Red Gate* (for Mount Rumney) ..	10 25	5 55
160	6 $\frac{1}{2}$	Cambridge* .. .. .	*	*
	10	Shark Point* .. .. .	*	*
	12 $\frac{1}{2}$	Frogmore* .. .. .	*	*
46	14 $\frac{1}{2}$	Sorell .. .. .	11 0	6 30

### Sorell to Bellerive.

Miles.	Stations.	Week Days.	
		a.m.	p.m.
—	Sorell† .. .. .	7 50	3 20
2	Frogmore* .. .. .	*	*
4	Shark Point* .. .. .	8 25	3 55
8	Cambridge* .. .. .	*	*
10	Red Gate* (for Mount Rumney) ..	8 50	4 20
14 $\frac{1}{2}$	Bellerive .. .. .		Arrive

\* Trains stop only when there are passengers to take up or put down.

The steamers of Messrs. O'May Bros. leaving New Wharf, Hobart, daily, at 9:30 a.m. and 5 p.m., connect with the 10 a.m. and 5:30 p.m. trains from Bellerive to Sorell. Steamers leave the Railway Wharf, Bellerive, for Hobart, at 9 a.m. and 4:30 p.m. on arrival of the 7:50 a.m. and 3:20 p.m. trains from Sorell.

## Fingal Line.

## St. Mary's - Conara Junction.

ON MONDAYS, WEDNESDAYS AND FRIDAYS.

Miles.	Stations.	Week Days.		Miles.	Stations.	Week Days.	
		a m	p m			a m	p m
	St. Mary's Dep.	9 5	1 10		Hobart Dep.	8 0	
2½	Cullenswood*	9 15	1 20		Launceston "	8 30	
4½	Mt. Nicholas*	9 27	1 32		Conara Junc	5 45	4 30
6½	Break o'Day*	9 39	1 44	8	Stony Creek*	6 13	4 55
13	Fingal ..	10 0	2 5	11	Hanleth*	6 23	5 4
17	Tull'chgorum*	10 15	2 20	12½	Eastbourne*	6 30	5 10
22½	Ormley* .. Arr.	10 35	2 40	17	Avoca ...	6 50	5 27
30	" .. Dep.	10 40	2 45	24	Ormley* Arr.	7 15	5 50
34½	Avoca ..	11 8	3 13		" .. Dep.	7 20	5 55
35½	Eastbourne*	11 25	3 30	30	Tull'chgorum*	7 40	6 12
35½	Hanleth* ..	11 32	3 37	34	Fingal ..	8 0	6 30
38½	Stony Creek*	11 42	3 47	40	Break o'Day*	8 21	6 49
		p.m.		42½	Mt. Nicholas*	8 33	7 0
46½	Conara Junc...	12 10	4 15	44½	Cullenswood*	8 43	7 9
82	Launceston Arr.	1 53	8 0	46½	St. Mary's ..	8 50	7 15
145	Hobart .. Arr.	.. 8 57					

The 8:10 p.m. train from Hobart and the 8:30 p.m. train from Launceston on Tuesdays and Thursdays connect with the 5:45 a.m. train for Conara Junction to St. Mary's on the following morning.

At places marked \* trains only stop when there are passengers to take up or put down.

Particular attention is directed to the fact that the above services run on alternate days.

## Parattah and Oatlands Line - Parattah Junction to Oatlands.

H'g't above sea.	Miles.	Stations.		Week Days.	
		ft.		a.m.	p.m.
22	..	Hobart ..	..	Dep.	5 0
		Launceston ..	..	Dep.	8 30
					p.m.
1513	..	Parattah Junction ..	..	Dep.	2 15
	56	Eastern Marshes Road*	..	..	.. 0
	58½	Bacon's Crossing*	..	..	.. 0
1418	59½	Oatlands ..	..	Arr.	2 35
					10 20

## Oatlands to Parattah Junction.

Miles.	Stations.		Week Days.	
	a.m.	p.m.		
..	Oatlands ..	..	Dep.	6 20
1½	Bacon's Crossings*	..	..	2 40
3½	Eastern Marshes Road*	..	..	..
4½	Parattah Junction ..	..	Arr.	6 40
				3 0
59½	Hobart ..	..	Arr.	11 20
	Launceston ..	..	Arr.	.. 8 0

## Fares to and from Parattah Junction.

Stations.	Single.	
	1st	2nd
	s. d.	s. d.
Parattah Junction ..	..	..
Eastern Marshes Road ..	0 4	0 3
Bacon's Crossing ..	0 6	0 4
Oatlands ..	1 0	0 8

## Fares to and from Oatlands.

Stations.	Single.	
	1st	2nd
	s. d.	s. d.
Oatlands ..	..	..
Bacon's Crossing ..	0 6	0 4
Eastern Marshes Road ..	0 9	0 6
Parattah Junction ..	1 0	0 8

Return Tickets are not issued on the Parattah and Oatlands Line.

## Fingal Line.

## St. Mary's - Conara Junction.

ON TUESDAYS, THURSDAYS AND SATURDAYS.

H'g't above sea.	Stations.	Week Days.		Miles.	Stations.	Week Days.	
		a m	p m			a m	p m
ft.	St. Mary's Dep.	7 30	2 25		Hobart .. Dep.	8 0	
857	Cullenswood*	7 40	2 35		Launceston ..	8 30	p m
828	Mt. Nicholas*	7 52	2 47		Conara Junc ..	10 55	1 0
830	Break o'Day*	8 4	2 59	8	Stony Creek*	11 21	1 28
825	Fingal .. Arr.	.. 3 18	11	11	Hanleth*	.. 11 30	1 38
766	" .. Dep.	8 25	3 20	12½	Eastbourne*	.. 11 35	1 45
	Tull'chgorum*	8 40	3 35	16½	Avoca ..	.. 11 57	2 5
							p m
793	Ormley* Arr.	9 0	3 55	24	Ormley* Arr.	12 19	2 30
	" .. Dep.	9 5	4 0		" .. Dep.	12 24	2 35
665	Avoca ..	9 33	4 28	29½	Tull'chgorum*	12 42	2 55
695	Eastbourne*	9 50	4 45	33½	Fingal .. Arr.	12 54	3 15
730	Hanleth*	9 57	4 52		" .. Dep.	12 59	3 19
710	Stony Creek*	10 7	5 2	40	Break o'Day*	1 18	3 38
701	Conara Junc ..	10 35	5 30	42½	Mt. Nicholas*	1 33	3 48
		p m					
3	Launceston Ar.	1 53	8 0	44½	Cullenswood*	1 43	3 58
		a m					
22	Hobart ..	8 57	7 0	46½	St. Mary's Arr.	1 50	4 5

The 8:10 p.m. train from Hobart on Mondays, Wednesdays and Fridays, connects with the 10:55 a.m. train from Conara Junction on the following morning.

At places marked \* trains only stop when there are passengers to take up or put down.

Particular attention is directed to the fact that the above services run on alternate days.





### Western Line—Fares from and to Launceston.

Stations.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
Launceston .. .. .				
Leonards .. .. .	0 9	0 6	1 0	0 10
Madalbane .. .. .	1 6	1 3	2 3	2 0
Midvale Junction .. .. .	2 0	1 6	3 0	2 3
North .. .. .	2 9	2 0	4 3	3 0
Northford .. .. .	3 0	2 3	4 6	3 6
More's Lane .. .. .	3 4	2 6	5 0	3 8
North Hampton .. .. .	3 6	2 9	5 3	3 11
Northbourne .. .. .	3 9	3 0	5 9	4 0
North .. .. .	4 0	3 6	6 0	4 3
North .. .. .	4 3	3 6	6 6	5 0
North .. .. .	4 9	3 9	7 0	5 0
North .. .. .	5 0	4 0	7 6	5 0
North .. .. .	6 6	5 3	9 9	7 9
North .. .. .	7 0	5 6	10 6	8 3
North .. .. .	7 9	6 0	11 8	9 0
North .. .. .	8 9	6 8	13 2	10 0
North .. .. .	10 0	7 6	15 1	11 3
North .. .. .	11 0	8 2	16 7	12 3
North .. .. .	9 0	6 11	13 6	10 5
North .. .. .	9 6	7 2	14 3	10 9
North .. .. .	11 2	8 3	16 9	12 4
North .. .. .	12 6	9 2	18 0	13 9
North .. .. .	12 6	9 2	18 0	13 9
North .. .. .	14 6	10 6	21 9	15 9
North .. .. .	15 0	10 10	22 6	16 3
North .. .. .	15 6	11 2	23 3	16 9
North .. .. .	16 3	11 8	24 5	17 6
North .. .. .	17 8	12 8	26 6	19 0
North .. .. .	18 0	12 10	27 1	19 3
North .. .. .	18 3	13 0	27 5	19 6
North .. .. .	19 3	13 8	28 11	20 6

### Derwent Valley Line—Fares from and to Hobart.

Stations.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
Hobart .. .. .				
Dromedary .. .. .	3 4	2 5	5 0	3 8
Riverton .. .. .	4 0	2 11	6 2	4 5
Rocks .. .. .	4 0	3 0	7 0	5 0
New Norfolk .. .. .	4 6	3 0	7 0	5 0
Falls .. .. .	4 6	3 4	7 3	5 6
Hamilton Road .. .. .	5 0	4 0	7 6	6 0
Plenty .. .. .	6 0	4 6	9 0	6 9
Macquarie Plains .. .. .	7 0	5 2	10 6	7 9
Glenora .. .. .	7 6	5 8	11 3	8 6

### Fares from and to Glenora.

Stations.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
Glenora .. .. .				
Macquarie Plains .. .. .	0 6	0 4	0 9	0 6
Plenty .. .. .	1 9	1 2	2 8	1 9
Hamilton Road .. .. .	2 6	1 8	3 9	2 6
Falls .. .. .	2 9	1 10	4 3	2 9
New Norfolk .. .. .	3 3	2 2	4 11	3 3
Rocks .. .. .	3 3	2 2	4 11	3 3
Riverton .. .. .	4 6	3 0	6 9	4 6
Dromedary .. .. .	5 3	3 6	7 11	5 3
Bridgewater Junction .. .. .	6 3	4 2	9 5	6 3
Hobart .. .. .	7 6	5 8	11 3	8 6

### Apsley Line—Fares to and from Hobart.

Stations.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
Hobart .. .. .				
Pontville .. .. .	3 9	2 9	5 8	4 1
Blackbrush Road .. .. .	4 3	3 1	6 5	4 7
Bagdad .. .. .	4 9	3 5	7 2	5 1
Dysart .. .. .	6 6	4 7	9 9	6 10
Kempton .. .. .	7 6	5 3	11 3	7 10
Melton .. .. .	8 9	6 1	13 2	9 1
Apsley .. .. .	9 6	6 7	14 3	9 10

### Fares to and from Apsley.

Stations.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
Apsley .. .. .				
Melton .. .. .	1 0	0 8	1 6	1 0
Kempton .. .. .	2 3	1 6	3 5	2 3
Dysart .. .. .	3 3	2 2	4 11	3 3
Bagdad .. .. .	5 0	3 4	7 6	5 0
Blackbrush Road .. .. .	5 6	3 8	8 3	5 6
Pontville .. .. .	5 9	3 10	8 8	5 9
Brighton Junction .. .. .	6 6	4 4	9 9	6 6
Hobart .. .. .	9 6	6 7	14 3	9 10

**Fingal Line—Fares to and from Launceston.**

Stations.	First Class.		Second Class	
	Sgls.	Ret.	Sgls.	Ret.
	s. d.	s. d.	s. d.	s. d.
Launceston .. .. .	..	..	..	..
Stony Creek .. .. .	9 6	14 3	6 4	9 6
Hanleth .. .. .	10 3	15 5	6 10	10 3
Eastbourne .. .. .	10 6	15 9	7 0	10 6
Avoca .. .. .	11 9	17 8	7 10	11 9
Ormsley .. .. .	13 6	20 3	9 0	13 6
Tullochgorum .. .. .	15 0	22 6	10 0	15 0
Fingal .. .. .	16 0	24 0	10 8	16 0
Break o' Day .. .. .	17 6	26 3	11 8	17 6
Mount Nicholas .. .. .	18 0	27 0	12 0	18 0
Cullenswood .. .. .	18 6	27 9	12 4	18 6
St. Mary's .. .. .	19 3	28 11	12 10	19 3

**Fares to and from St. Mary's.**

Stations.	First Class.		Second Class	
	Sgls.	Ret.	Sgls.	Ret.
	s. d.	s. d.	s. d.	s. d.
St. Mary's .. .. .	..	..	..	..
Cullenswood .. .. .	0 9	1 2	0 6	0 9
Mount Nicholas .. .. .	1 3	1 11	0 10	1 3
Break o' Day .. .. .	1 9	2 8	1 2	1 9
Fingal .. .. .	3 3	4 11	2 2	3 3
Tullochgorum .. .. .	4 3	6 5	2 10	4 3
Ormsley .. .. .	5 9	8 8	3 10	5 9
Avoca .. .. .	7 6	11 3	5 0	7 6
Eastbourne .. .. .	8 9	13 2	5 10	8 9
Hanleth .. .. .	9 0	13 6	6 0	9 0
Stony Creek .. .. .	9 9	14 8	6 6	9 9
Conara .. .. .	11 9	17 8	7 10	11 9
Hobart .. .. .	34 3	51 5	22 10	34 3
Launceston .. .. .	19 3	28 11	12 10	19 3

**Scottsdale Line—Fares to and from Launceston.**

Stations.	First Class.		Second Class	
	Sgls.	Ret.	Sgls.	Ret.
	s. d.	s. d.	s. d.	s. d.
Launceston .. .. .	..	..	..	..
Mowbray .. .. .	0 6	0 9	0 4	0 6
Rocher's Lane .. .. .	1 3	1 11	0 10	1 3
Turner's Marsh .. .. .	3 0	5 3	2 4	3 6
Karoola .. .. .	4 3	6 5	2 10	4 3
Lilydale .. .. .	5 3	7 11	3 6	5 3
Tunnel .. .. .	6 6	9 9	4 4	6 6
Lebrina .. .. .	7 0	10 6	4 8	7 0
Denison Gorge .. .. .	7 6	11 3	5 0	7 6
Wyena .. .. .	8 6	12 9	5 8	8 6
Golconda .. .. .	8 6	12 9	5 8	8 6
Lisle Road .. .. .	9 6	14 3	6 4	9 6
Lietinna .. .. .	11 0	16 0	7 4	11 0
Scottsdale .. .. .	11 9	17 8	7 10	11 9

**Fares to and from Scottsdale.**

Stations.	First Class.		Second Class	
	Sgls.	Ret.	Ret.	Sgls.
	s. d.	s. d.	s. d.	s. d.
Scottsdale .. .. .	..	..	..	..
Lietinna .. .. .	1 0	1 6	0 8	1 0
Lisle Road .. .. .	2 3	3 5	1 6	2 3
Golconda .. .. .	3 3	4 11	2 2	3 3
Wyena .. .. .	4 6	6 9	3 0	4 6
Denison Gorge .. .. .	4 9	7 2	3 2	4 9
Lebrina .. .. .	5 6	8 3	3 8	5 6
Tunnel .. .. .	6 6	9 9	4 4	6 6
Lilydale .. .. .	7 9	11 8	5 2	7 9
Karoola .. .. .	8 6	12 9	5 8	8 6
Turner's Marsh .. .. .	10 9	16 2	7 2	10 9
Rocher's Lane .. .. .	11 3	16 11	7 6	11 3
Mowbray .. .. .	11 9	17 8	7 10	11 9

**Strahan-Zeehan and Mt. Dundas Line—Fares to and from Strahan Wharf.**

Stations.	Single.		Return.	
	1st	2nd	1st	2nd
	s. d.	s. d.	s. d.	s. d.
Strahan Wharf .. .. .	..	..	..	..
West Strahan .. .. .	0 6	0 4	0 0	0 6
Henty .. .. .	4 0	3 0	6 0	4 6
Mallana .. .. .	4 4	3 3	6 6	4 11
Eden .. .. .	6 0	4 6	9 0	6 9
Oceana Junction .. .. .	8 4	6 3	12 6	9 5
Zeehan .. .. .	9 8	7 3	14 6	10 11
Leslie .. .. .	11 0	8 3	16 6	12 5
Brewery Junction .. .. .	11 4	8 6	17 0	12 9
Mt. Dundas .. .. .	11 8	8 9	17 6	13 2
Maestris .. .. .	12 0	9 0	18 0	13 6

**Fares to and from Maestris.**

Stations.	Single.		Return.	
	1st	2nd	1st	2nd
	s. d.	s. d.	s. d.	s. d.
Maestris .. .. .	..	..	..	..
Mt. Dundas .. .. .	0 8	0 6	1 0	0 9
Brewery Junction .. .. .	0 8	0 6	1 0	0 9
Leslie .. .. .	1 4	1 0	2 0	1 6
Zeehan .. .. .	2 8	2 0	4 0	3 0
Oceana Junction .. .. .	3 8	2 9	5 0	4 2
Eden .. .. .	6 0	4 6	9 0	6 9
Mallana .. .. .	7 8	5 9	11 6	8 8
Henty .. .. .	8 4	6 3	12 6	9 5
West Strahan .. .. .	11 8	8 9	17 6	13 2
Strahan Wharf .. .. .	12 0	9 0	18 0	13 6

**Bellerive-Sorell Line Fares to and from Bellerive.**

Stations.	Single.		Return.	
	1st	2nd	1st	2nd
	s. d.	s. d.	s. d.	s. d.
Bellerive .. .. .	..	..	..	..
Red Gate (for Mount Rumney) .. .. .	1 3	0 10	1 11	1 5
Cambridge .. .. .	1 9	1 2	2 8	1 9
Shark Point .. .. .	2 0	1 8	3 9	2 0
Frogmore .. .. .	3 3	2 2	4 11	3 3
Sorell .. .. .	3 9	2 6	5 8	3 9

**Fares to and from Sorell.**

Stations.	Single.		Return.	
	1st	2nd	1st	2nd
	s. d.	s. d.	s. d.	s. d.
Sorell .. .. .	..	..	..	..
Frogmore .. .. .	0 9	0 6	1 2	0 9
Shark Point .. .. .	1 3	0 10	1 11	1 3
Cambridge .. .. .	2 3	1 6	3 5	2 3
Red Gate (for Mount Rumney) .. .. .	2 9	1 10	4 2	2 9
Bellerive .. .. .	3 9	2 6	5 8	3 6

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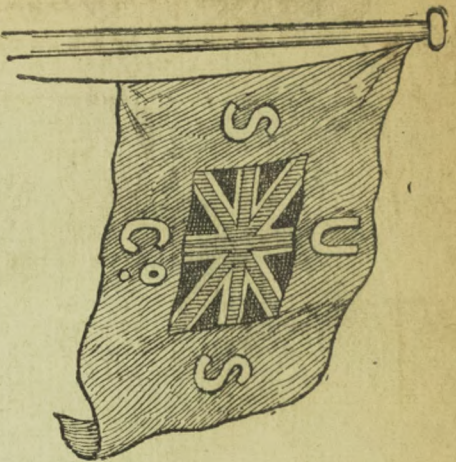


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