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David Scott Mitchell.

AND THROUGH THE STRETCH OF THAT CAMPAIGN
A NOBLE RIVER WOUND ITS WAY.



WASTEVENSON
GRAFTON

PICTURESQUE CLARENCE.

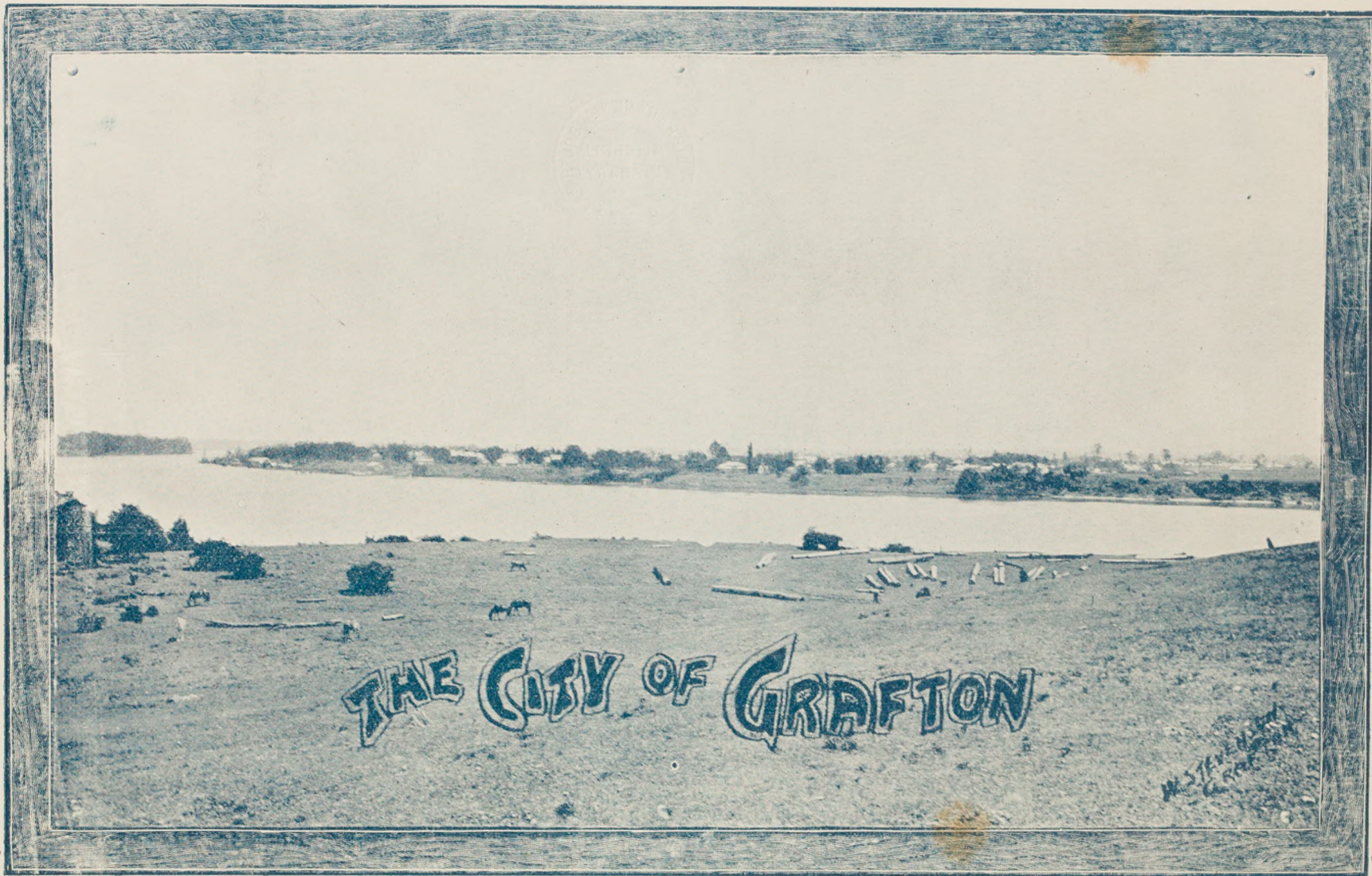
Picturesque * Clarence *



PUBLISHED BY
W. STEVENSON
AND
J. A. MCINTYRE,
GRAFTON,
N.S.W.

PRICE - 1/6

Containing History and Descriptive Letterpress of the
Clarence River, with over 200 Beautiful Views
of the River and Hill and Fern-clad Dell . . .
Views of Grafton Public Buildings, Streets, and
Gardens
Ulmarra, Cowper, Brushgrove, Lawrence, Maclean,
Coldstream, Harwood, Yamba, etc.
Views and Letterpress of the various resources of
the District



THE CITY OF GRAFTON

PUBLISHERS' NOTE.



IN presenting this *brochure* of the Clarence River to the public, we would like to give them some idea of the nature of the work upon which we have been engaged, the time and trouble involved in its compilation, and the obtaining and arranging of the views; and also as to the costliness of the work. With the advice of those who take an interest and a pride in the Clarence, we decided that we would bring out a work which would not only show the beauties of this noble River, but would also give Australia at large a knowledge of the wonderful and varied resources of this part of the colony; and would at the same time be a source of pride to ourselves, the printers and engravers, and to the Clarence people. With this end in view, arrangements were made with the best printers and engravers in Sydney—Messrs. Batson and Co., Ltd., and Mr. E. R. Morris.

Then, for the past couple of months, Mr. Stevenson, Grafton's well-known photographer, has been from one end of the river to the other taking views, which include a bird's-eye view of Grafton, the streets and public buildings of North and South Grafton, the parks and gardens, pretty spots on the River, some Grafton homes, charming views of the Upper Clarence, the Lower Clarence, including special pages of Ulmarra and Maclean, Palmer's Island, and Yamba Heads; and, in addition, special pages of the Sugar, Farming, Dairying, Timber, and Mining Industries.

All these views had then to be tastefully arranged and forwarded to Sydney, so that blocks could be produced by the photo-zinco process.

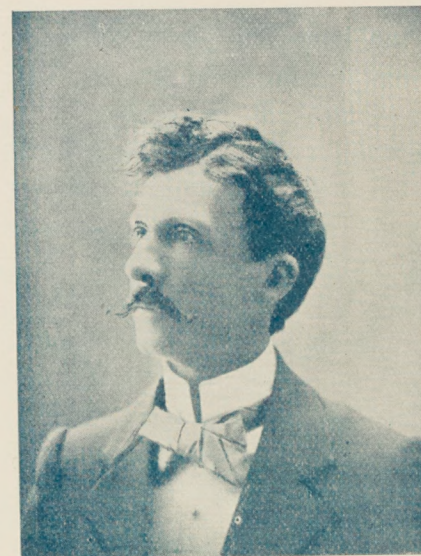
Then with regard to the literary work: Mr. J. A. McIntyre, whose descriptive articles of North Queensland scenery, Kosciusko, and the Limestone Caves of this colony under the pen name of "Killeevy," were pronounced by competent judges to be the finest and most complete which have yet appeared, has been engaged in going over the Clarence, collating material on the early history, its progress, its pleasure resorts, and its beauty spots. All this has been written up in "Killeevy's" best style.

Mr. Stevenson and Mr. McIntyre have done their work, the cost of which to them of printing and engraving alone, without including their own time and trouble and incidental expenses, was over £120. They feel satisfied the work is well done, as far as human power could have it so. It is not intended to be a Guide Book; the *brochure* is simply issued to show the beauties and the importance of the Clarence. Wherefore we make no apology. We give to the Clarence people a work which should be issued at a considerably higher figure for the sum of 1s. 6d., and we hope our efforts will be appreciated.

THE PUBLISHERS.



WRITER.



ARTIST.



PREFATORY NOTE.

WHILST gazing enraptured from Wilson's Hill, the first evening of my arrival in Grafton, on the beautiful River below, the thought occurred to me as I watched the changing effects of light and shade on the mirror-like surface of the water, the fluctuations of colour and beauty of outline of banks and hill, and the charm and the wealth of foliage, the darker and more sombre colours brightened up with the vivid green of cane fields and pasture lands, with the blue hills in the distance, and soft cloud shadows flitting by—the thought, I say, entered my mind: Do the Clarence River people really know and appreciate the charms of their noble River, or have they been too modest to extol its beauties? Why, then, has not the Clarence been placed upon the Tourists' Route, and its lovely landscape views brought more prominently before the Australian public.

That the beauties and resources of the Clarence are but vaguely known, I had evidence myself, on returning here a few days ago. "Where are you going?" said a friend. "I'm going to the Clarence," I replied. "Where's that? are you coming back to-night?" Now, this is humiliating, but it is nevertheless a fact. And the same thing applies to a community as to an individual: If you do not assert yourselves and make yourselves known, you will remain incognito.

Subsequent peregrinations confirmed and intensified the impressions first formed, and not alone showed me that the Clarence people possessed a magnificent River, but that Nature has been most beneficent to this part of the colony, giving her great areas of rich arable land and extensive pasturages, and forests of the finest cedar, and pine, and yellow-wood, and other timbers; and that far away and back into the lapse of centuries—back, perhaps, into the cryptic dimness of antiquity—geology has been gradually turning the forests beneath into coal measures which in the very near future will be turned to account in the Clarence district.

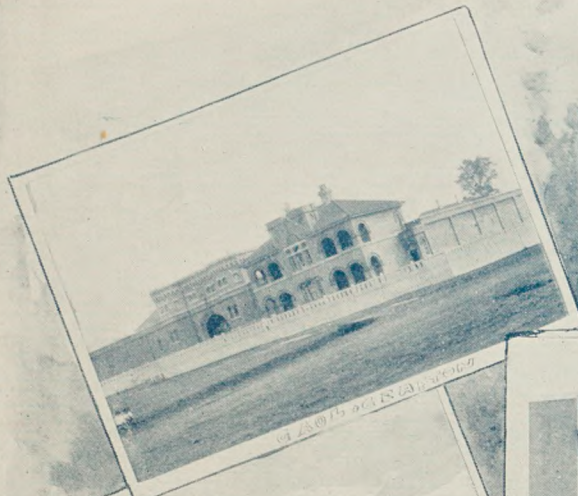
I have, therefore, carefully gathered a bouquet of observations, culled from the choicest sources, and garnished them with quotations from some of our best English and Australian poets—poor Henry Kendall chiefly, for it was by [the river banks and amongst the lovely scenes on the Clarence that he imbibed the inspiration which called forth the Poetic Muse.

For the information on the resources of the district, I am greatly indebted to Mr. G. H. Varley, and to Mr. A. Gray, for notes of the late Mr. Bawden's records of the early history. I have carefully avoided giving personal character sketches, except of the district members, for even if it were not injudicious to do so, my whole space will be taken up with description, and information, and views. We have refrained also from putting in photos, with the exception of the gentlemen named, and those of the writer and artist, the latter being included because custom says they must go in; and our modesty has been overruled, for, unlike Plazo-toro, we must bow to Fashion.

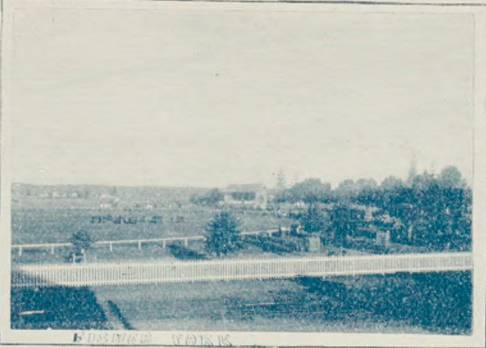
However, I trust that the accompanying pages will be read, that the people will be pleased, and that the Clarence River will benefit thereby.

“ KILLEEVY.”

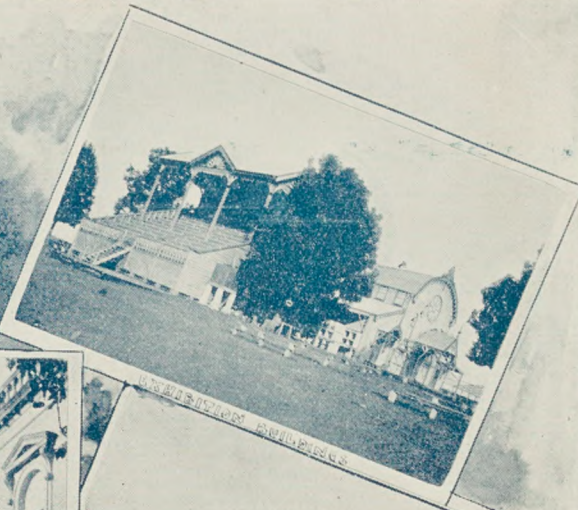




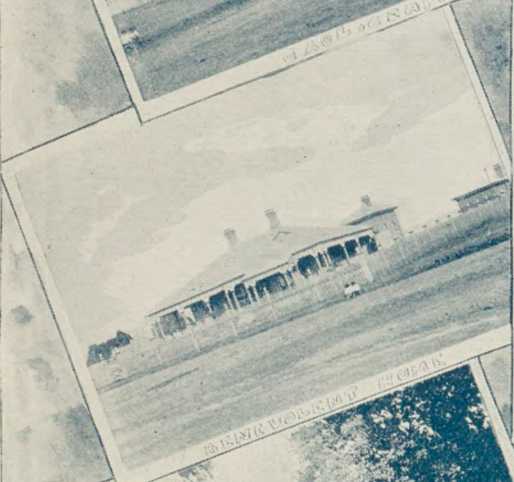
MAJOR GENERAL'S OFFICE



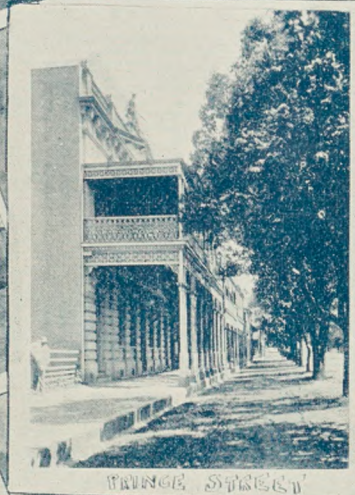
FRANCE STREET



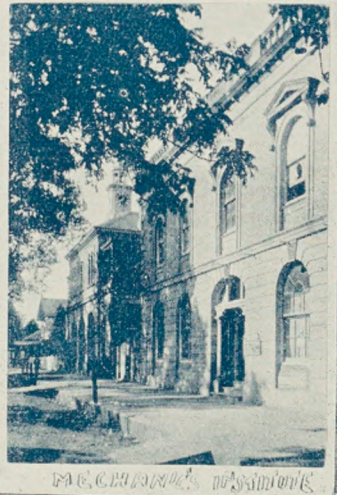
MAJESTIC BUILDING



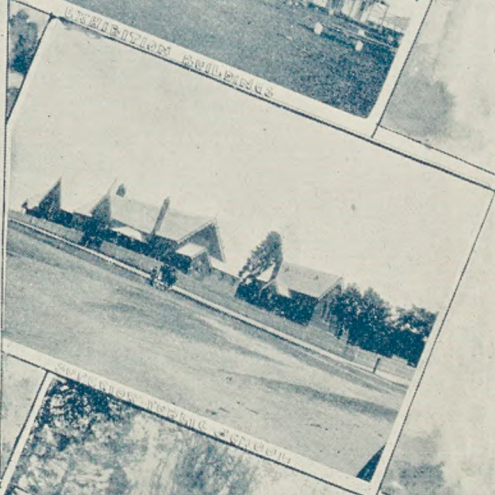
ARMY VOLUNTEER HEADQUARTERS



FRANCE STREET



MAJESTIC BUILDING



ARMY VOLUNTEER HEADQUARTERS



COURT HOUSE
AND GRAFTON'S



FRANCE STREET



ARMY VOLUNTEER HEADQUARTERS

CHARMING STREETS

AND GARDENS



© A ROMANCE OF HISTORY. ©



THE early history of settlement on the Clarence is unfortunately wrapped up in the mists and shadows of the past. No accurate record has been kept; but nevertheless there are still amongst us to-day men who loomed large on the history of those troublous times, who though now standing upon the Shores of Time, have a vivid recollection of the events which led up to the discovery and settlement of the Clarence. Some, alas, of those who figured in the history of the past have gone over the Great Divide, and some, such as poor old Lardner, now hover on the borders of the Shadowland, and may pass away even while this scrap of history is being written.

Differences of opinion will exist as to some of the events of the pre-historic days. All that I can do is simply to get the most reliable information available, have this confirmed as far as possible by living authorities, and then present it to the public, not as an authentic record, but to show the rising generation what their forefathers had to go through, and on the part of the old people themselves to touch the chord of memory, so that scenes perhaps long forgotten may be recalled and talked over.

This brief retrospect will also serve to indicate, by comparison, the great progress which the Clarence has made in a decade.

THE DISCOVERY OF THE CLARENCE.

THE discovery of the Clarence River is said to be due to a man named Craig, who made his escape from Moreton Bay

Penal Settlement, in about the year 1827. For seven years he resided with the blacks, but in 1834 or 1835 he fell in with some Government stockmen from Port Macquarie; to these he communicated the whereabouts of three Government bullocks, and for his knowledge was awarded a conditional pardon. He first told the authorities of the existence of the "Big River," and in consequence of his information the revenue cutter "Prince George" was despatched to make enquiries. The cutter only travelled as far as the Heads, and seeing a long line of foam with no apparent break across the entrance, turned back to Sydney again.

RICH FORESTS OF CEDAR.

CRAIG, after receiving his pardon, told of the existence of the river to several persons in Sydney, notably Mr. Francis Girard and Mr. Thomas Small. Each of these gentlemen, after some hesitation and persuaded by Craig's glowing account of the cedar on the banks of the river, determined to despatch a vessel to verify the story. The "Susan," owned by Mr. Small, was first to arrive, and safely negotiating the bar, proceeded as far as what is now known as Maclean, and the party disembarked.

Ultimately the Small family removed to Woodford Island. Mr. Girard's schooner "Taree" arrived on the river some time subsequent to the "Susan," and her destination was Tynedale. The arrival of the "Susan" is given as in the year 1837, and from this period must be dated the settlement of the Clarence.



N.S.W. BANK



A.J.S. BANK



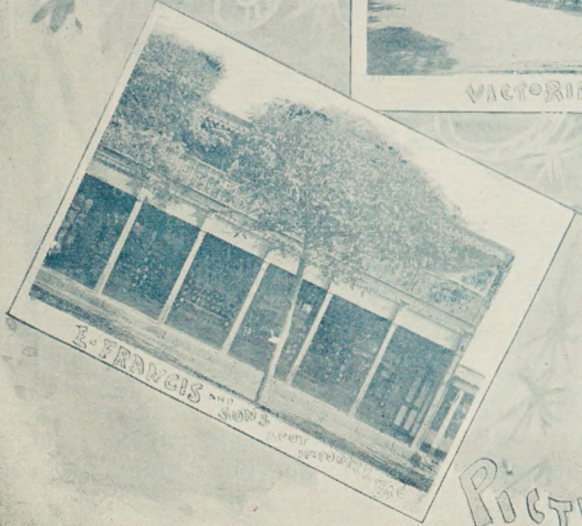
COMMERCIAL BANK



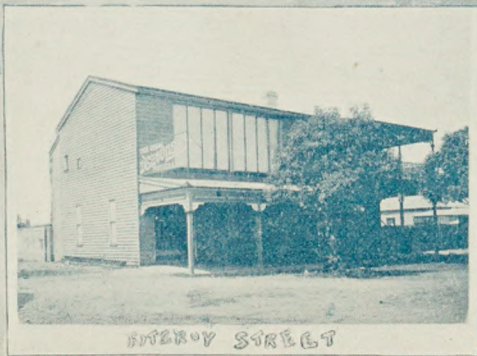
VICTORIA STREET



PRINCE STREET



E. FRANCIS SHOP



ERROY STREET



PRINCE STREET
W. STEVENSON
GRAFTON

PICTURESQUE STREET VIEWS

1870-1871



PICTURESQUE CLARENCE.

CRAIG'S STORY VERIFIED.

CRAIG's story as to the wealth of timber was found fully verified, and the success of the two parties on the river created considerable interest in Sydney, with the result that a party of gentlemen under the leadership of Captain Percy, chartered the steamer "King William," and visited the river in August, 1839. Included in this party were representatives of the Mylne family, the Ogilvies, Dr. Dobie, and Grose's, all names associated with the early history of the Clarence, and standing out prominently as pioneers of the district. So impressed were they with its productiveness that after completing their arrangements in Sydney each of these families settled in the district.

Prior to this, in 1836, Mr. Small brought a few head of cattle to the river, and subsequently Mr. Girard took up an area of land at Waterview, this being the first land legally occupied on the river, other than that held under timber licences.

THE PRESENT SITE OF GRAFTON.

THE present site of Grafton was fixed upon as "The Settlement," and known by that name for a long period. The only store was erected on the site of the present Steam Ferry Hotel, but as knowledge of the river spread other settlers visited the district, and before many years the settlement was on a firm basis.

HOW THE RIVER GOT ITS NAME.

THE naming of the Clarence is veiled in considerable doubt. By some it is held that Captain Perry named the river on the occasion of his visit, while others contend that it was Captain Rous who gave the river its name. It is more than probable that the latter version is correct. Governor Fitzroy gave the name of Grafton to the settlement.

Originally the district was considered a sheep-grazing country, and Captain Grose selected what is known as Copmanhurst, to which, on January 1st, 1840, he brought

THE FIRST MOB OF 8000 SHEEP.

After some years it was found that the district was more adapted for cattle raising, and to this end the settlers devoted their attention. The descriptive accounts of the various stations will give a very fair knowledge of the early settlement of the district.

A SKETCH IN BLACK AND WHITE.

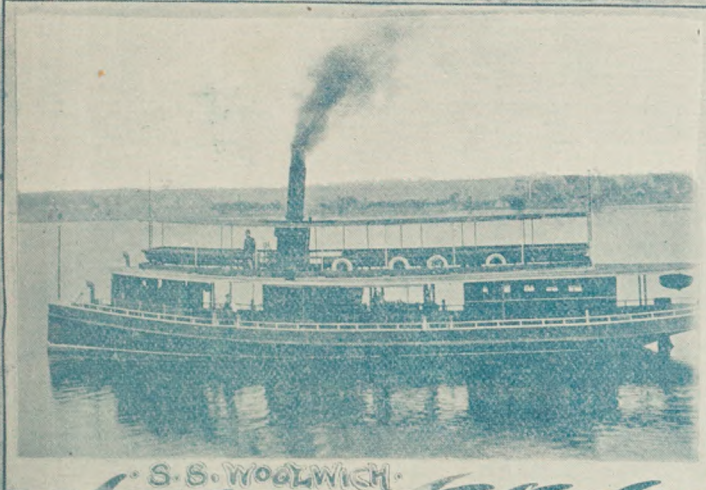
DIFFERENT versions are given as to relations existing between the aboriginals and the white population in the early settlement of the river. Grim stories are told of desperate fighting between the whites and their dusky opponents, and if some of the stories are true the facts do not redound to the credit of a great many of the early settlers, and form a dark spot in the history of the Past

COULD GET A DEAD BLACK FOR THE CARRYING AWAY.

As far as I could glean very little value was placed upon the life of an aboriginal, and I was informed that parties were sometimes formed, and under the pretence that the aboriginals were guilty of treachery or the robbery of provisions, shot them for sport.

MEN, WOMEN, AND CHILDREN SHOT.

As an instance of how the blacks were summarily dealt with for what would hardly now be deemed ample justification, let the following speak for itself:—In the "forties," flour was a very valuable commodity, prices ranging from £70 to £100 per ton, so that in the minds of the whites to steal flour was considered a very grievous offence; and it is said that the blacks being taught its uses, were ever on the alert to secure some of it. A shepherd's hut had been robbed and it was resolved, so the story goes, to teach the blacks a lesson, and a large party was made up to punish them. They were found on the banks of the Clarence in great numbers, and during the night the whites formed a cordon around the camp. At a given signal at daybreak the camp was rushed, and to the shame of those concerned, men, women, and children were



S.S. WOOLWICH



GROCERY AND GLASSWARE DEPARTMENT



NEW PREMISES



CORNER VIEW OLD STORE



END VIEW OLD STORE



PICTURESQUE CLARENCE.

shot down indiscriminately. The result was that almost the whole tribe was exterminated. Ultimately it was found that the robbery had not been committed by the blacks at all, but by a hut-keeper.

On another occasion, in a different locality, flour dosed with arsenic was left in a convenient place for the blacks to obtain; this they did and many were poisoned.

Thus the stories run; as to the truth or otherwise of the yarns I will not pass an opinion. But if true, then it is to be hoped that the brutality, and ghastliness, and horror of their diabolical work came home in after years to those who committed such deeds.

PAST PARLIAMENTARY REPRESENTATIVES.

POLITICALLY the Clarence was first associated with the district of the Darling Downs, and in 1851 the district returned its first member to the Legislative Assembly, in conjunction with the Darling Downs. Mr. Arthur Hodgson was the first member, then Mr. T. H. Hood. Mr. Hood was succeeded by Clark Irving, who was also elected for the Clarence and Richmond district in 1858, when the old electorate was divided, and was the first member elected under responsible government.

Since that date the Clarence has had among its representatives the late Sir John Robertson, the late Thomas Bawden (to whom the district is indebted for leaving a concise history of its settlement, and from which these notes are principally culled), the late Mr. J. C. Laycock, and its present member, the Hon. John See. Of Sir John Robertson a characteristic incident is told. He was contesting the election at Grafton, and based his claim to the electors' votes on his superior skill over "Jimmy Martin" in running in a wild bullock, riding a buckjumper, driving a team of bullocks, and milking a cow.

THOSE WHO GO DOWN TO THE SEA IN SHIPS.

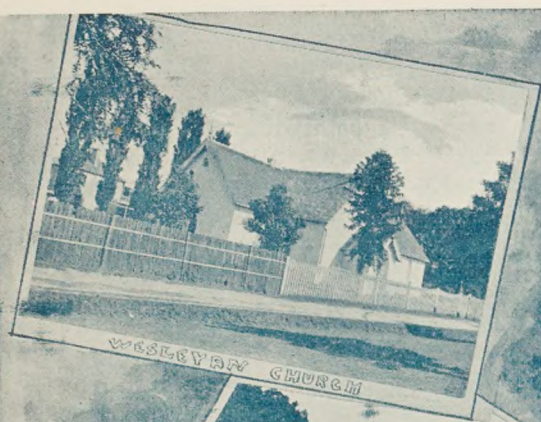
THE maritime history of the Clarence dates back to the year 1849 or 1850, when, it is stated, the "Phoenix" was the first

steamer to occupy a berth at the present I.S.N. wharf. But a good deal of the early history is vague, and the correctness or otherwise of this assertion is not definitely settled. We might, however, here furnish a little glimpse of the past, and could not do better than give an extract from an article which appeared in the *Australian Star*, from the pen of "J. M'C.," some time ago:—"The river steamer, the "Sophia Jane," was condemned in 1845, and the late Mr. Edey Manning gave the order to Mr. Chowne, of Pymont, to build the "Phoenix," in which the "Sophia Jane's" engines were to be placed. It was intended to run the new steamer in opposition to the H.R.S.N. Co.'s boats, in the Hunter River trade. The career of the Phoenix on the Hunter was a short one, and she was placed in the Clarence River trade. The Phoenix was afterwards wrecked, as stated, on the Clarence Bar about 1850, and Captain Wiseman was empowered to go to Sydney to have a ship specially built, to be named the "Clarence," for the Clarence River trade. The cost of the vessel was £12,000. For a short time she ran to the Hunter, but as an enticing offer was made for her, she was sold to Tasmanian people for £29,000."

Certain it is, however, that a company was formed in 1865 to establish steam communication between the Clarence River and the metropolis. This was after the rush of farmers from the Hunter river and the South Coast, and agriculture becoming the chief industry, trade increased by leaps and bounds, with the result that a company was formed to cope with the volume of business. The Grafton Steamship Co. was therefore formed, with the following board of directors:—Messrs. F. Mitchell (chairman), Clark Irving, Joseph Sharp, and R. Kirchner.

The "Grafton," a paddle steamer of 297 tons register, and 548 tons gross, was the first to fly the Company's flag. The "Grafton" has since been wrecked. The "Fernella," of 200 tons, was the second of the fleet. The trade increasing, an iron paddle steamer, the "Urara," of 350 tons register, was purchased. She was a ten-knot boat, and one of the best boats trading to Sydney at the time. She was lost at the Clarence Heads.

The "Urara" was followed by the "Agnes Irving" of the



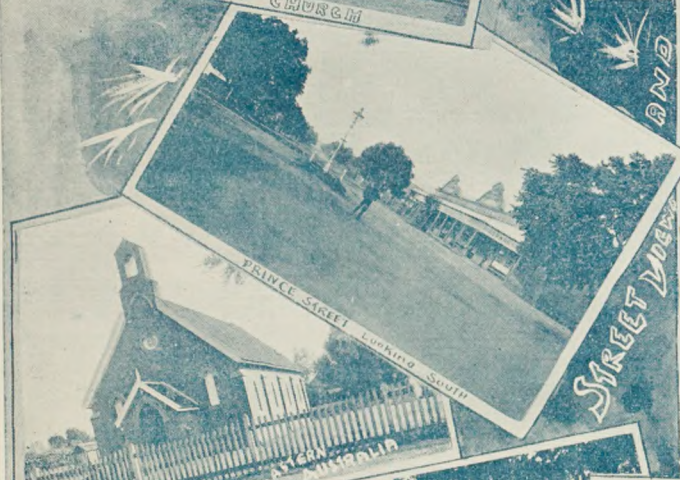
WESLEYAN CHURCH



LAND SURVEY OFFICES

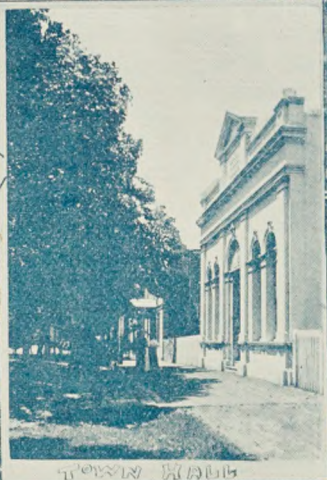


BAPTIST CHURCH



PRINCE STREET Looking South

AND STREET VIEW

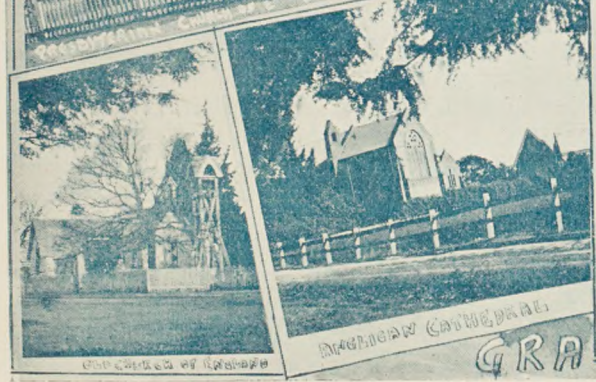


TOWN HALL

ECCLESIASTICAL BUILDINGS



VICTORIA STREET Looking West



ANGLICAN CATHEDRAL

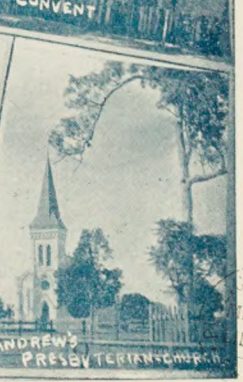
GRA



POST AND TELEGRAPH OFFICE



ROMAN CATHOLIC CHURCH



ST. ANDREW'S PRESBYTERIAN CHURCH



PICTURESQUE CLARENCE.

sameregister. Captain H. Creer, then well-known in the service of the H. R. N. S. H. Co., joined the new company, and was sent home to get a steamer built to eclipse anything on the Australian coast. The "City of Grafton" was the result. She is a handsome iron for-and-aft schooner-rigged paddle steamer, of 555 tons register, and 825 tons gross. Steamship communication was opened up on the Richmond and Macleay, but I will not deal with this at the present juncture. We now come to the "Kallatina," the commodore ship of the line, Captain Creer having been again despatched home to get a ship built which would be able to compete with anything going. The "Kallatina" was built under the orders of Captain Creer, and a magnificently appointed steamer was the outcome of his trip. When His Excellency Lord Jersey and suite paid their vice-regal visit to Grafton they were loud in their praises of the comforts on board, and the handsome appointments and furnishings which make her the gem of the north. The dimensions of the steamer are:—Length, between perpendiculars, 179 feet; beam, moulded, 28 feet; depth of hold from main deck, 11 feet 6 inches. She has a long full poop extending to the forward hatch, with a forecabin in which the crew are housed. The saloon, in which there are berths for 40 passengers, is situated amidships. The dining saloon and state berths are on the main deck, and are beautifully finished in polished woods, which are set off to advantage with velvet furnishings. All the modern folding lavatories and conveniences for passengers are there, and the ship is thoroughly ventilated. The vessel is installed throughout with electric light. An awning and promenade deck are fitted over the 'midships' deck-house.

NIPPER & SEE'S LINE OF STEAMERS.

This company having, on account of the increased trade in produce, entered into the steam navigation business, we find their first vessel was a ketch, named the "Comet," which traded in the sixties to Wollongong and Shoalhaven. They afterwards purchased the "Alpha" for the Macleay and other rivers. Then they obtained the "Adieu," the barque "Adelhid," and the brig "Fairy Queen." The latter vessel conveyed the

first cargo of wheat from Port Pirie to Sydney. This brig was afterwards wrecked at Timaru Bay. The "Adelhid" capsized off Sydney Heads *en route* from Melbourne to Newcastle, and all hands were drowned.

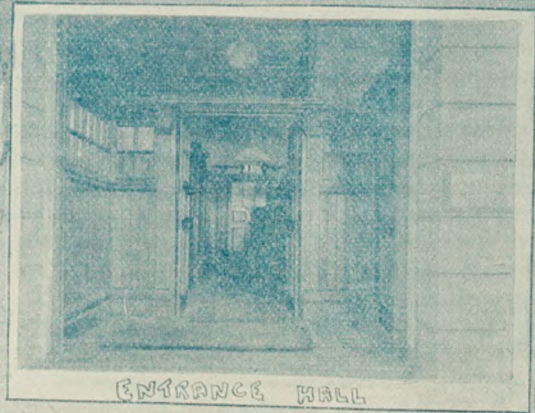
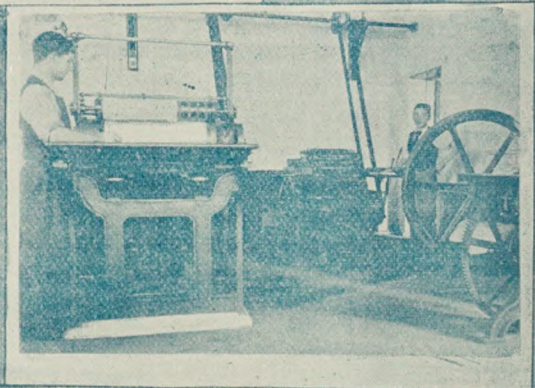
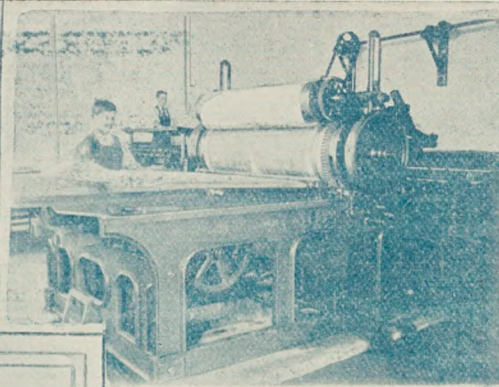
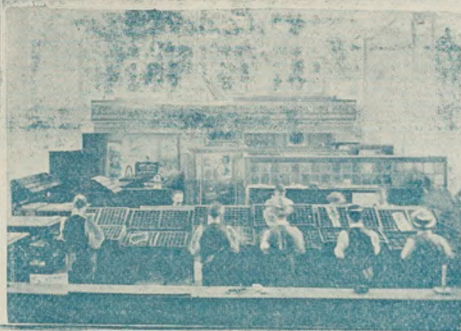
Nipper & See commenced business in Sydney in 1865, and in 1870 opened a branch in Melbourne. They also had branches or agencies in all parts of the colonies, and to show the extent of business transacted, we might state that their operations in Sydney in one year alone amounted to £500,000.

The partnership of Nipper & See was dissolved in 1884, and John See & Co.'s line then comprised the steamers "Australian," "Helen Nicholl," "Rosedale," and "Murray," and the barque "Zohrab." The business of John See & Co. increased, and embraced lines of steamers from Sydney to the Clarence, Hastings, Bellinger, Nambucca, Port Macquarie, Woolgoolga, and Coff's Harbour. In addition were numerous droghers and tugs as feeders to the ocean steamers.

THE NORTH COAST STEAM NAVIGATION CO.

I now come to the point when the amalgamation was effected between the Clarence, Macleay, and Richmond River Co. and John See & Co., under the above title. The following steamers are employed by this company:—"Kallatina," "City of Grafton," "Tomki," "Macleay," "Coraki," "Burrawong," "Electra," "Helen Nicoll," "Rosedale," "Australian," "Wellington," "Wyrallah," besides numerous droghers. It is certainly a fine sight to see these noble steamers careering along the placid waters of the Clarence, and taken in conjunction with the river boats, the waterway at Grafton presents a most animated appearance. I forget how many miles of navigable stream there are on the Clarence, but there are 99 islands; they have not yet found the hundredth. I would have made it a hundred, but I do not believe in imperilling my immortal soul for one island.

There is, therefore, every facility provided for tourists and others to proceed to the northern rivers, and as we are dealing with the Clarence from a picturesque standpoint, we can assure visitors that not only will they find every comfort on board the North Coast steamers, the officers and assistants attentive



PICTURESQUE CLARENCE.

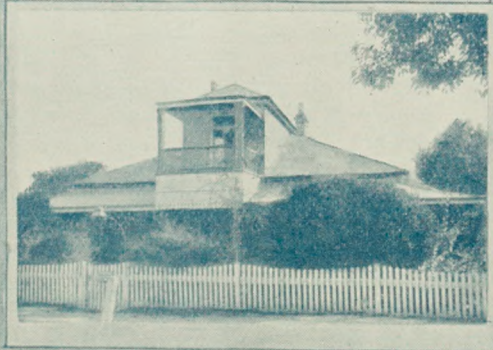
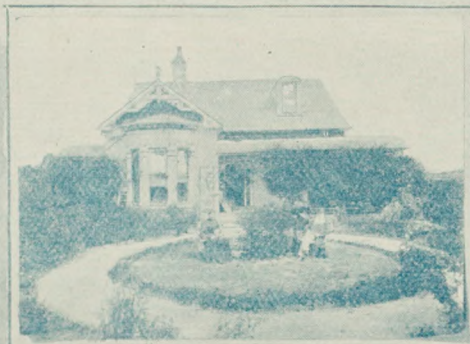
and obliging, the catering excellent, and the fares are very reasonable, being only 30/- saloon single, and £2 10s. return. I may state that I came down through the Richmond and Clarence, and after spending six weeks on the Clarence took steamer to Sydney by the "City of Grafton." This is probably the most successful vessel on the rivers. The same engines and boilers are still used, having never been replaced, and the steamer has only had one little mishap. Captain Slater is the skipper, and all the officers were most obliging. The "City" has a fine deck promenade.

Mr. T. R. Allt is the chairman of Directors, having first been incorporated with the North Coast shipping in 1862

Messrs. Allt and J. See are managing directors, assisted by Messrs. G. Elliott, W. Watt, Samuel Dickenson, and Captain Lyons; the capital of the Company now being £150,000, in 150,000 shares of £1 each. Mr. R. Cook, who has been connected with the company from a youth, and consequently has the interests of the company at heart, besides being a most capable and enthusiastic worker, is well known by travellers and traders, and receives high encomiums from them for his attention to their comforts, and his personal courtesy and geniality; and he is ably assisted by Mr. A. Allen, who for some years was manager for John See & Co. The Grafton branch is successfully managed by Mr. S. See.



FISHER PARK AND RECREATION GROUND.




SOME GRAFTON HOMES

"His home, the spot of earth supremely blest,
A dearer, sweeter spot than all the rest."—Montgomery.



PICTURESQUE CLARENCE.

The Noblest Waterway in Australia.



IN his sojourn over the Australia's the writer has happened upon some beautiful and sublime river scenery; has bathed in the icy waters of the Snowy River, on Kosciusko's rugged heights, and steamed up and down the picturesque Hawkesbury, fished in the Murray and Murrumbidgee's snaggy and narrow streams, scanned the waters of Victoria's Upper Yarra, sought out the charming nooks in the romantic Derwent and Tamar in the "tight little island," watched the festive alligators peering from the mangrove-lined banks of Northern Queensland streams, and beheld the sun setting on the enchanting Johnstone. All have their special beauties but, as a waterway, the Clarence eclipses them all.

Sometimes, when enthusiasts wax eloquent over the beauties of land or sea scape they are prone to exaggeration, and when one sees them he is apt to be disappointed. Well, this is not the case in regard to the Clarence River, which far exceeds all that has been said about it. It has not been praised half enough. Of course the Clarence people, like the Sydneyites with regard to their "beautiful harbour," will meet you with the interrogation: "what do you think of our river?" But, after listening to the encomiums on its majestic beauty, they stop there; little or no attempt is made to have it brought within the track of the tourists.

It was, therefore, with no little surprise I gazed on the broad stream, with its green mossy banks and bright hued foliage, its handsome villas and cottages reposing on its banks, the pretty town of Maclean, the long stretch of placid water at Ulmarra, the first glimpses of Grafton as you approach at evening, with Elizabeth Island and Alipou Creek on your left

and Susan Island in front, with hundreds of beautiful tints and demi-tints from foliage and pasture lands and sylvan glades, and as the poet has put it:

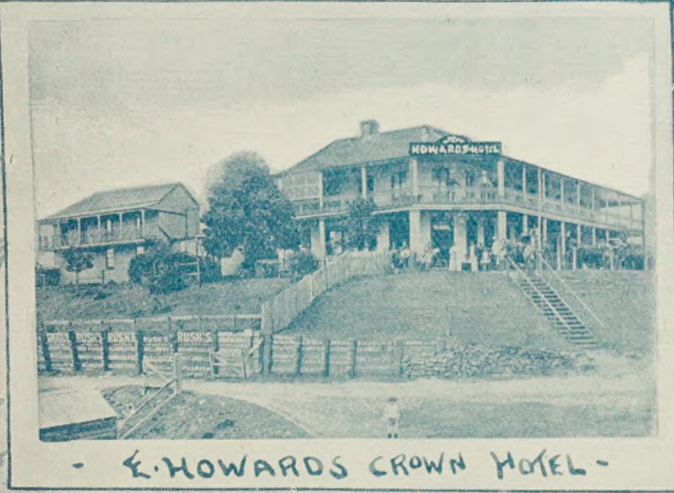
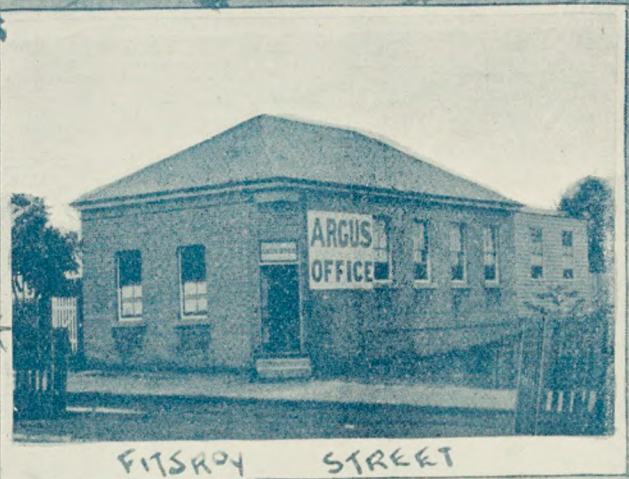
"Its patches rich shaded with fern as it grew,
And mantled the hills with its Tyrian hue."

How Wordsworth, too, would have revelled in the scene had he accompanied the writer to the top of Wilson's Hill when the sun was sinking to rest. His own words would, doubtless, have recurred to him:—

"And now on every side the surface breaks,
Into blue spots and slowly lengthening streaks,
Here plots of sparkling water tremble bright
With thousand thousand points of light."

It was truly a sight to be remembered, and yet it is repeated almost every evening.

As the golden orb of light was preparing to depart behind the hills its ambient rays shot across the calm surface of the broad stream which a second before presented the appearance of a lake of quicksilver, and was now overspread with a purple glow, the snow-white clouds were also tinged with gold at the same time reflecting in the window of the villas along the banks, the foliage, too, bathed in ruby splendor, seemed to bend trembling down as it were to kiss the slumbering and peaceful stream. The green patches of cultivation on Carr's Island stood out like opalite gems relieved by the white farm houses rising out of the foliage, not the sombre shade of green usually seen, but that "glad bright green" of which Chaucer speaks. Then behind this, the long blue line of the New England Ranges formed a background. To the left, South Grafton, the valley or river flat stretched out in one wide wave of green pasturage. To the right of us, the river could be



PICTURESQUE CLARENCE.

traced for miles with farm houses and valleys covered with the golden corn. In front, the city, which completed a picture it would indeed be difficult to excel.

And this was only one aspect, for as soon as the great Sun-god gave his parting salute, we saw the river again under the mellow effects of twilight.

And, again, at night,

“When evening’s dusky car,
Crowned with her dewy star,
Steals o’er the fading sky in shadowy flight.”

the scene is a peaceful one. Then the lights dance upon the river, the ferry boat “Una,” crowded with passengers, plies across the stream. The song of oarsmen out for an evening’s spin, steals upon the ear, and for the nonce one might easily imagine himself in beautiful Venice.

But before going any further let me give you a brief description of

THE QUEEN CITY OF THE NORTH.

To begin with Grafton, that is north and south, has the finest growth of trees in streets and gardens, public and private, than that possessed by any other town in Australia. The reason of this is not far to seek. The town has been built on the rich alluvial river flats, thousands of acres being taken up in this wise, by buildings alone which, although the trees provide refreshing shade, is somewhat of a pity, for the town might have been built further up the river out of flood reach, and the thousands of acres mentioned would have been utilised for farms and thus add to the wealth of the place. However, be that as it may, the visitor reaps the advantage of this want of foresight, for the streets and houses are fairly embowered in foliage, Victoria Street especially being a veritable avenue, and in October and November especially, when the jacaranda, or to give the proper botanical name (the *jacaranda mimosæfolia*) is in full bloom, the purple clusters alternating and mingling with the various shades of green of the camphor laurels, silky oaks, cedars, palm trees, the bunya-bunyas, Moreton Bay Figs and

several other beautiful shade trees, give the town a bright and glorious appearance.

THE STREETS AND PUBLIC BUILDINGS.

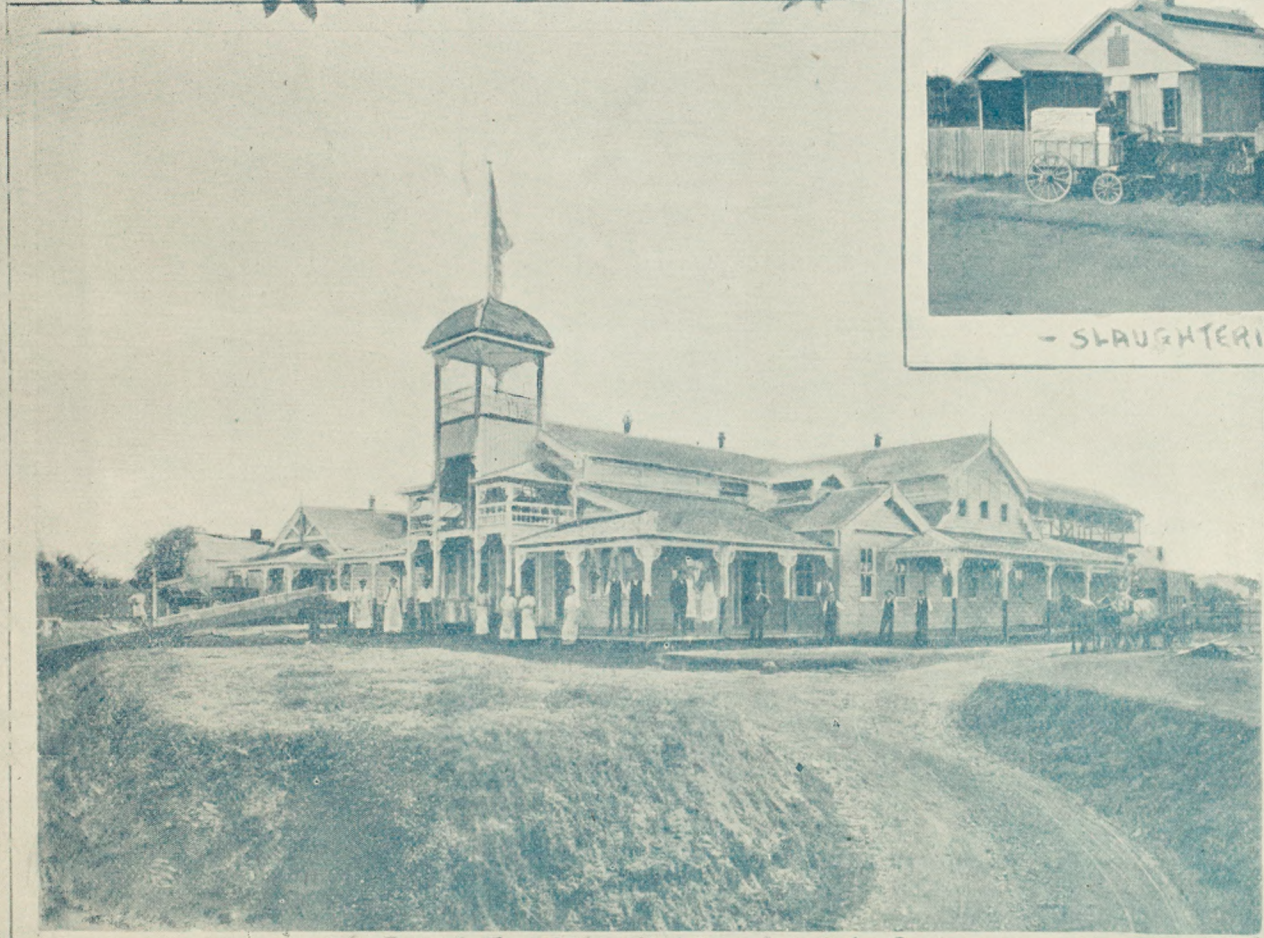
COMMENCING with Howard’s Crown Hotel, one of the best hotels in Grafton, and proceeding down Prince-street, you have the Town Hall and the *Examiner* Office on your right, with the School of Arts on the corner. Then come the Banks of New South Wales and A J.S., occupying corners. Further down, too, is the Commercial Bank. All these are very fine structures, our illustrations of which are presentation pictures by the respective bank managers, Mr. E. Elworthy (A J.S.), Mr. E. C. Lewington (N.S.W.), and Mr. E. T. Blaxland (Commercial). Then, on the opposite side of the street is Mrs. B. Duggan’s Lion Hotel and *The Grip* newspaper office. Illustration shows Schaeffer’s extensive business premises. Continuing down the street, you come to F. Dean’s, who is keeping pace with the progress of the town by building new premises. Then further down is Gerard & Co’s great new stores, and a little further on Fisher Park, besides which in the main street is a double row of bunyas.

The cross streets, too, are graced with some very fine structures, illustrations of which are given, but it is from the prolific growth of the tree and plant and flower that these streets derive their chief beauty. I have certainly never seen anything finer. Sturt-street, of Ballarat, has double rows of trees in the centre of the street, with seats underneath, but they do not afford anything like the shade of the Grafton trees. As in Ballarat, so it is here in regard to the private gardens. Nearly every house has a garden in front or back; in fact, it is a chain of unconnected gardens.

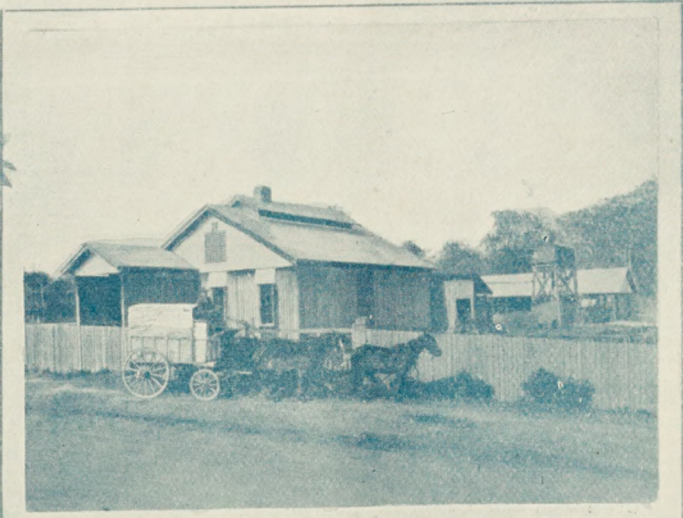
A RAMBLE AROUND.

Sometimes I drove, and sometimes I strolled around, and the fact just mentioned is borne out on every side.

Proceed up Victoria-street; even the public buildings are almost lost in foliage. Further up a calm and peaceful appearance is given to the ecclesiastical structures. Proceed down



- N. S. Y. FRESH FOOD AND ICE COY WORKS -



- SLAUGHTERING YARDS -



PICTURESQUE CLARENCE.

the other end of the street, and you find very handsome residences, while beautiful glimpses of the river are got at every opening. Even the Grafton Hospital is erected in a beautiful spot, and has very fine gardens and grounds attached.

Go where you will, there is a rural charm about Grafton which is unsurpassed.

In the spring time, when the annual blossoming of Aaron's Rod (as Longfellow puts it) comes around, all is a glow of colour in the gardens. The gorse hedges are a blaze of Persian yellow, the verandahs of the houses are embroidered with cloth of gold, yellow Banksias, and other beautiful varieties of roses.

As you drive or walk about the air is redolent with the subtle fragrance of lilac and wallflower, reminding one, indeed, of the rural homes of England. A little later on and the orchards are a mass of white blossoms.

THE HUM OF BUSY LIFE IN THE STREETS.

I have endeavoured to show that the prosperity of the Clarence has brought about competition, and the exigencies of the times require everything up-to-date. In consequence, you see Grafton's streets graced with well-dressed people. This fact is noticeable everywhere. At the Public school I found 700 well and cleanly dressed and merry-looking children, with no trace of trouble on their happy faces.

The ladies are fashionably dressed, and trip along smilingly, and although, as St. Evremond says: "*Ce n'est pas être bien aise que de rire*" (laughing is not always a proof that the mind is at ease), still I think the smile of the Grafton ladies does not lead to breaking hearts. They are a prosperous and a happy people, and as the climate, too, has something to do with this, you will find the girls here able to hold their own in good looks with any part of the colony.

On Saturday nights the streets are thronged, the shops are well lighted, and thus you see in the establishments of J. T. McKittrick, South Grafton, Gerard & Co., F. Dean, and E. Francis crowded with people, making purchases, and on all sides are signs of activity.

THE PUBLIC INSTITUTIONS.

As I am dealing with South Grafton under a separate heading, I will now confine myself to the North side. First and foremost you have the Hospital, an extensive establishment, beautifully situated on the outskirts of the town, which is almost enveloped in trees, a necessary adjunct to an institution of this kind as well as to a town itself, which accounts for the Grafton people being so healthy looking, the trees taking in and giving off the oxygen requisite for health. Last year 649 patients were treated—252 in-patients and 379 out-patients. There are 22 beds. Mr. G. H. Varley is the Chairman of the Committee, Mr. F. Doberer, Treasurer, and Mr. T. Page, Secretary. Miss Coughlan is the matron, and has five nurses assisting her. Most of the patients come from outside the district.

Her Majesty's District Gaol, a great square pile which can be seen from any eminence outside the city, is not far from the hospital. Mr. Jay is the governor.

The Benevolent Asylum, which is doing splendid work, is also adjacent, and is a nice-looking structure and well appointed. Mr. See is President, and Mr. A. Lipman, Secretary, of this Institution.

Amongst the institutions none is more important than an Agricultural Society in a farming district. The C. P. and A. Society, through the medium of their Annual Exhibition, which is one of the great events of the year, has done a good deal in increasing and perfecting the number of products in the district, and in developing agricultural, pastoral, and horticultural pursuits, and in enlightening the producers generally. Mr. A. Eggins is the president and Mr. J. C. Wilcox secretary. Amongst our illustrations is one of the Exhibition Buildings.

The Chamber of Commerce, too, is an institution which does the most useful work, and is a *sine qua non* in forwarding the interests of a town. The Grafton Chamber of Commerce is no exception to the rule, and is a live body. As I have shown, the importance of the Clarence has not been in the past brought prominently before the people of the colony.



GARRS ISLAND



N.C.S.N CO'S WHARF SOUTH GRAFTON



GRAFTON ROWING CLUB

BY GRAFTON'S NOBLE RIVER



BEADNEP



N.C.S.N CO'S OFFICE



NORTH GRAFTON WHARF



BERRY



RIVER STEAMERS



DROGHERS



GOLDSTREAM

W. STEVENSON
GRAFTON

"By the sun-kissed, the beautiful river,
Where I roamed in the glad days of old."—Marion Miller.



PICTURESQUE CLARENCE.

Things have now changed, and the members of this body, as shown in the recent railway enquiry, are determined that no stone shall be left unturned to advance the interests of the district. Mr. G. H. Varley is the President, and Mr. T. Page Vice-President.

An institution which deserves mention is the Water Brigade, which useful body is in existence in North and South Grafton, and at times of flood they do splendid work, being a picked lot, and physically and otherwise reflecting the greatest credit on the Clarence

MUNICIPAL MATTERS.

Grafton was incorporated in 1859, the first Mayor being Mr. J. E. Chapman, and he had with him as Aldermen—Messrs. J. Ives, K. Payne, S. Avery, and A. Lardner, to the latter of whom I have made reference in speaking of the past history of Grafton. Mr. Jas. Page, father of Mr. Thomas Page, was the first Council Clerk.

Now the Borough of Grafton consists of 11 Aldermen and Mayor, Mr. Samuel See being recently elected to the chair, in succession to Mr. D. Beatson. The Aldermen are—Messrs. A. W. Selmans, J. Carson, T. Shore, T. T. Bawden, C. Page, D. Beatson, P. Kritsch, E. Johnson, H. Maxted, D. M'Farlane, and A. Eggims, with Mr. W. Small, jun., as Council Clerk. The value of the rateable property in the borough is £390,000; number of houses, 900; and 56 miles of streets.

GRAFTON'S NEWSPAPERS.

Newspapers, it cannot be gainsaid, exert a wonderful influence on a community, and are powerful instruments for the well-being of a people, and it is a good augury for the prosperity of a town when it can support four newspapers. The *Clarence and Richmond Examiner*, however, is the leading paper, and circulates extensively over the whole of the Clarence, and even on the Richmond and other rivers. The quality and size of the paper are so well known that it is unnecessary to say anything

more, except that the office is the best I have seen in any country town. But I might mention that Mr. G. H. Varley, the proprietor, is one of the best townsmen I have come across. He takes the keenest interest in the progress of the Clarence, and a justifiable pride in its future. This is backed up by a most extensive knowledge of the resources of the district, and his evidence at the inquiry into the proposed Grafton-Casino Railway was the most valuable given. Mr. Varley has succeeded in the newspaper business, and is on the road to be amongst Grafton's wealthiest citizens.

The *Grafton Argus*, published twice a week, and sold at 2d. a copy, was established in 1874, and has a good circulation, being well got up, and smartly edited by its proprietor, Mr. Alex. Grey.

The *Grip*, the office of which we show in our illustration, is a very popular and up-to-date paper, and is issued twice a week. It was established in 1888. Miss S. Penrose is the proprietress, and the paper is well edited; it has a wide circulation; and the same may be said of the *Clarion*, whose proprietor, Mr. W. G. Hawthorne, is one of the most popular men on the river.

EDUCATIONAL AND OTHERWISE.

Grafton is well provided with schools. The Public School, at North Grafton, has an attendance of over 700, the South new school is also largely attended; and the same may be said of the Convent schools.

There is a fine School of Arts, or Mechanics' Institute, as it is called. The Ven. Archdeacon Moxon, a gentleman of a wide range of reading, is President; and Mr. H. Harding, who works hard for the institution, is Treasurer. They have spacious and comfortable reading rooms, and an extensive library to select from, with chess and other rooms.

The Debating Club is also a great auxiliary in the matter of education, and has a large number of members, who take a lively interest in the debates and proceedings generally, and the public also manifest the greatest interest in the affair. Dr. Henry is the President, and Mr. Johnson Secretary.



- W. SMALLS - SALE-YARDS -



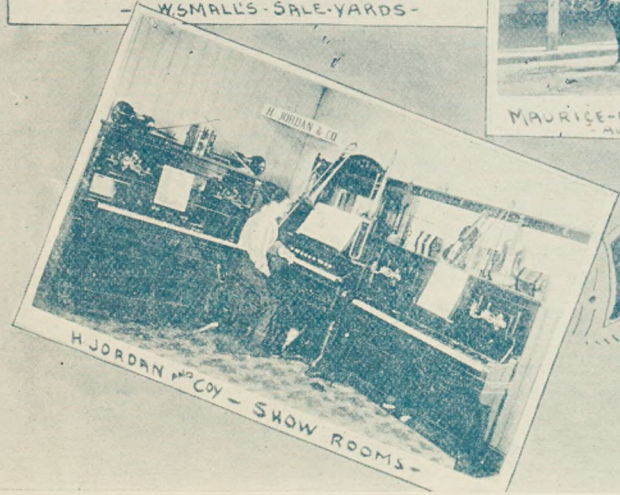
MAURICE-BERTSON-JOHNSON
- MULTIGNER-ETC -



W. ZIETSCH
TAILOR-ETC -

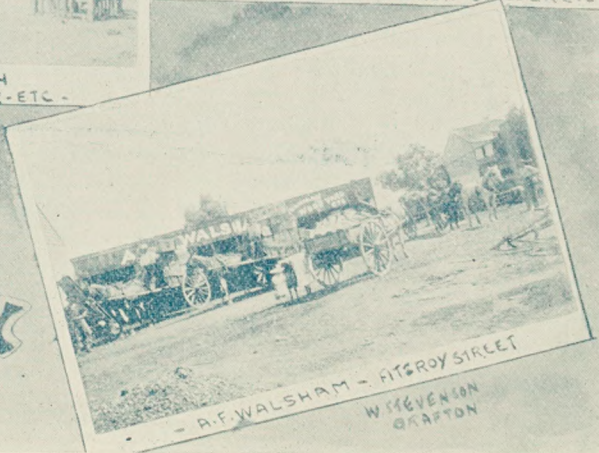


P. KRITSCH
CORCH-BULDER-ETC



H. JORDAN & CO - SHOW ROOMS -

BUSINESS AND PROFESSIONAL



- W. F. WALSHAM - HIGHWAY STREET
W. F. WALSHAM
GRAFTON



PICTURESQUE CLARENCE.

THE LUNGS OF THE CITY.

RECREATION GROUNDS AND PICNIC RESORTS.

It is said that the surroundings of a people re-act on their nature and form their characters accordingly. If such be the case, and in my experience it is so, then the Clarencites should be an artistic and a pleasure-loving people—and indeed they are; and consequently they have numerous parks and pleasure resorts

First of all comes Fisher Park, the pride of the Grafton people. The park, which is most conveniently situated, is entered by pillar gates of massive proportions, is beautifully appointed and laid out, and is most compact. The cricket oval with a neat white fence, the pavilion and band rotunda, make this part most attractive, and on Wednesday and Saturday afternoons in the cricket season, presents a most animated appearance. Then further on is the enclosed portion devoted to the flowers and landscape gardening, and although not long in existence, the parterres tapestried with flowers, the velvet lawns, the caretaker's pretty residence, all combine to make this portion a favorite resort.

Then there is Susan Island, one of the favorite resorts. The ferry boat "Una" goes over every hour bearing crowds of old and young. For fourpence a week you can go backward and forward all day long. It is not only delightfully cool over here in the summer time, but there are hundreds of the most charming little spots here, for the utilitarian philosopher has not yet laid his destroying hand on nature's gifts to a grateful people who avail themselves very much of this sylvan nook.

Numerous picnic parties assemble on the south side to go out to the various resorts. In fact, for an inland town I do not think there is another place in Australia where so much picnicking is done. The people here love the open air and the outdoor life, and they have all the means at hand of reaching the most beautiful spots at a very small outlay.

Bawden Bridge is perhaps the favorite resort, for here is everything that the heart of the picnicker can desire. Lovely scenery and delightful and secluded little nooks, where sweet-

hearts may get away secure from the rule gaze of the heartless crowd.

"But the river never minding,
Still is winding, still is winding."

Then there is Coutts' Crossing, about nine miles away on the Armidale Road, which is an ideal place for a picnic—velvet lawns, great shade trees, and enchanting river scenery.

Chambigne is another delightful place which is visited a good deal. This is about 14 miles out on the Glen Innes road, and although a fair distance out, the visitor is well repaid for his trouble, for here he will find quite an avenue of palms, and the bangalows are really very beautiful. Indeed, there is no end to the charms of this place. Here you can not only contemplate the beauties of nature, but can sit and listen to the song of birds mingled with the murmur of the brook, or hear—to quote Marion Miller—

"Far away the lyre bird's call,
Splash of a distant waterfall."

Another resort is Glenugie Peak, out Woolgoolga way. Although it is a task to ascend it, still when you reach the top you get the finest panorama of the district which it is possible to obtain. The hill rises out up above the smaller ridges and we get an uninterrupted view of the surroundings.

"Hills peep o'er hills,
And Alps o'er Alps arise."

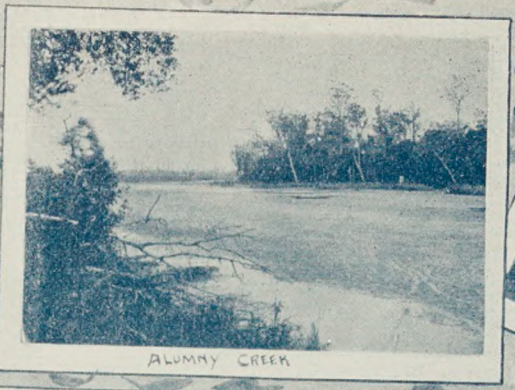
The Clarence and Glenugie Peaks, I may mention, can be seen from almost any part of the Clarence River.

Moleville is still another place of resort.

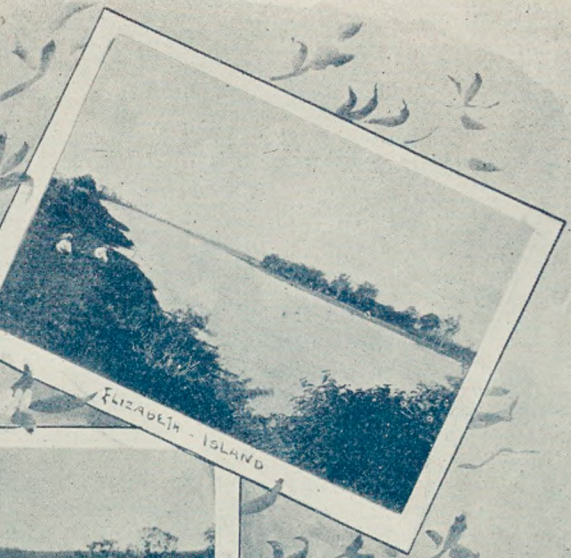
Elizabeth Island, too, within a stone's throw of the city, where sports are usually held, is without a doubt (surrounded as it is by the river) one of the loveliest recreation grounds I have come across. It almost seems a pity to have erected pavilions here, and to have large crowds apparently tramping everything down. At least it would seem so, but there is no need of fear on that score, the growth of tree and flower is so prolific here that nothing can keep it down, and bananas wave their fan-like leaves amongst the bush, while the "reed beds



ROAD THROUGH COMMON



ALUMMY CREEK



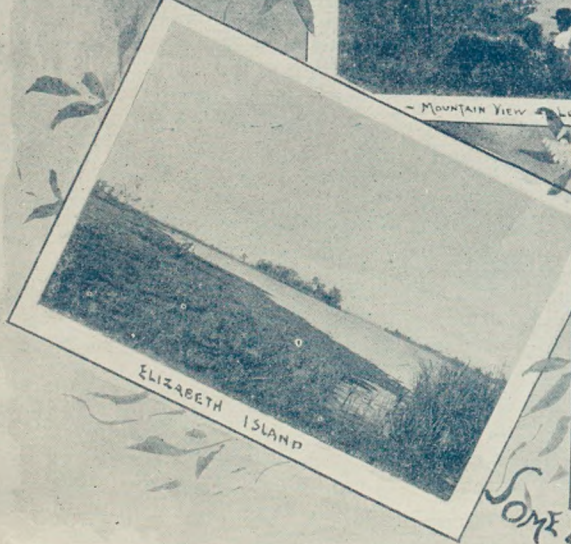
ELIZABETH ISLAND



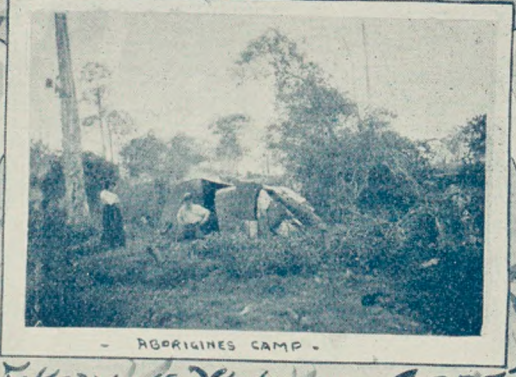
- MOUNTAIN VIEW - LOOKING DOWN RIVER -



- MOUNTAIN VIEW - LOOKING UP RIVER -



ELIZABETH ISLAND



- ABORIGINES CAMP -



RIVER FROM VERONA LOOKING UP

W. SIMMONS - GRAFTON -

SOME ENRANCING VIEWS NEAR GRAFTON

"Sweet views that in the world above
Can never well be seen."—Shelley.

PICTURESQUE CLARENCE.

sweep and sway," and the lawns are covered with the greenest of mantles.

THE DOMAIN OF SPORT.

The Clarence River Jockey Club is the principal racing club. They give £500 in prize money at the next annual meeting. The Hon. T. H. Smith is the president. There are two or three other Clubs on the Clarence, and there are a number of Pony Clubs.

Grafton has two splendid rowing clubs, namely, North Grafton and South Grafton. Each club has its own sheds, and have splendid fleets.

McLean has also a good rowing club, and it may be mentioned that the Clarence has produced some of the best oarsmen in the colony namely, H. Searle (alluded to elsewhere), M. Rush, Elias Laycock, and others. Grafton holds an annual regatta, in which the leading rowers of the colony compete, and the river certainly presents a gay appearance on such occasions.

Cricket is one of the chief amusements of the Clarence, young and old being very keen on this pastime. There are numerous clubs, and they can produce a combination here which can hold its own against most of the metropolitan teams. There are also a number of football clubs in the season.

ON SUMMER NIGHTS.

On the hot summer nights the Graftonites take the fullest advantage of their river, and the fine steam ferry "Una" is well taxed for space, although she holds 500 passengers. But there is always a delightful breeze on the water, and when the close atmosphere drives the people out of their houses they can always take a trip to and fro.

MUSIC IN GRAFTON.

The bands in Grafton frequently come out to enliven the town with their strains. They have two bands, the City and the Grafton Brass Band, and they come out on to the Boulevards

and other places in the evening and discourse the sweetest of music which is carried over the water, and floats on the perfume-laden air.

There is also a Philharmonic Society, numbering about 100 members, who give the people a treat at various times during the year.

THE MATERIAL PROGRESS OF THE CLARENCE.

Those of the old pioneers who are still alive must rub their eyes as if waking from a dream, when they behold the vast change which has taken place in such a short period of their lives. What a transition from that misty past when the swaithy aborigine had full possession of the river and its lands, "a monarch of all he surveyed." And to what is this change due? To the beneficence of Nature in the first place. After Craig, the convict, had discovered that there were rich tracts of land, and settlement had begun, the discovery brought enterprising farmers and graziers up from the Hunter and other places. The rich forests of cedar were also made use of by adventurous men, and as a pound, and sometimes two pounds a hundred was paid for the cedar, thousands of pounds were in circulation. Nothing succeeds like success, industrial activity is stimulated thereby, and new enterprises are engaged in; the development of a place which in older lands took centuries to accomplish, proceeds here with rapid footsteps.

SQUATTING. MINING, & SUGAR-GROWING.

Squattages were taken up, gold was discovered, and mines developed, and soon the rich lands of the river were put under cane, and commerce increasing, wealth-making went on apace. Then as competition increased, the weak went to the wall, and the strong forged ahead.

The prosperity of a place depends largely upon its public men, and these are the business men. The possession of wealth is the criterion by which we judge men of business, and when this is won by perseverance and energy and indomitable pluck, the men who accomplish this exert great influence

PICTURESQUE CLARENCE.

over others by their force of character, and in building up their own prosperity help to build up that of a whole community. Such a man as J. T. McKittrick, for instance, who has done all this, and has now one of the most successful and colossal businesses on the northern rivers. His business extends over a hundred miles radius; boats carry away his merchandise on the water, with carriers going out in all directions on the land. In the same manner there is the enterprising firm of Henry Gerard & Co, who have a river boat, and in our illustration we show that from small beginnings great things grow. Any one strolling into the Clarence River stores on a Saturday night would be astounded at the volume of business done, the crowds of people, and the expedition with which the numerous assistants get through with their work. I say it is the enterprise and business acumen of men such as these who create a healthy emulation and make a place progress.

THE BUSINESS DONE IN REAL ESTATE.

Another important factor in the progress of a town and district is the great business done in real estate. When we see men becoming successful and prosperous such as J. H.

Munro, the firm of Maurice, Beatson & Johnson, W. Small, T. T. Bawden, and W. J. Hawthorne—all auctioneers—we feel that a district is also prospering, for we know that when a large number of freeholds are put into their hands to look after, that there is wealth behind them.

In a community like the Clarence wealth does not consist of bullion in the banks as would obtain in all settled countries, but thousands, aye millions of pounds, go into property and the improvement of property, and is represented by magnificent piles of buildings, in the acquirement and improvement of farms.

And to keep pace with the high degree of civilization attained, the smartest men come to the fore; the people demand the best of everything, the highest perfection in dentistry, the highest musical talent, and thus we have Sydney's leading music warehouse, establishing a branch in the main street, where the £500 grand pianos, down to the humble mouth organ can be obtained. The inimitable Mr. Gooch is in charge of the branch. Further down, too, is Mr. Henry Jordan's musical establishment, replete with all kinds of musical instruments, pianos, organs, &c.



SOME PLEASURES

RESORTS



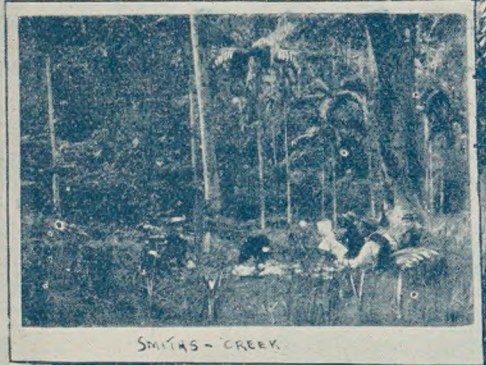
CHAMBIENE



ELIZABETH ISLAND



MILLERS-WATERHOLES



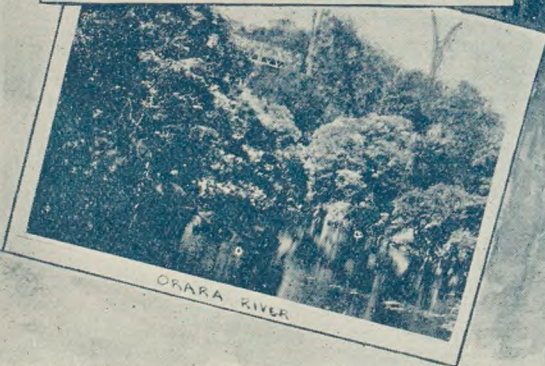
SMITHS-CREEK



BANGALOW



CHAMBIENE



ORARA RIVER



LARRS CREEK



COLDSTREAM

W. STEVENSON - GRAFTON

"By sports like these are all their cares beguiled,
The sports of children satisfy the child." - Goldsmith.





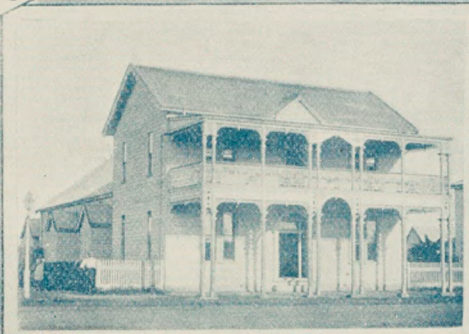
THROUGH STREET



R.N. COWAN'S HOTEL



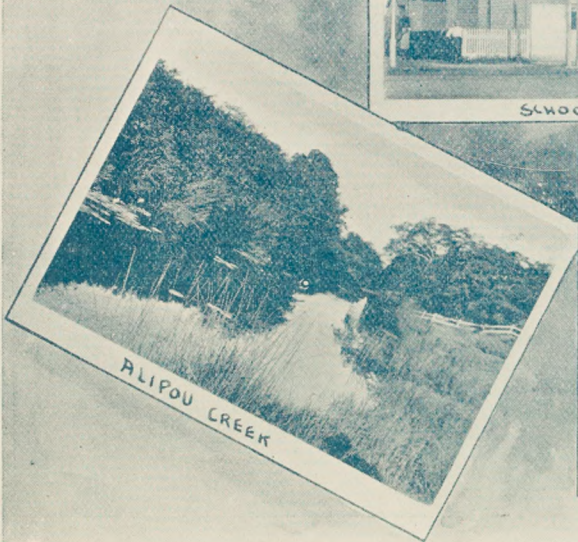
SKINNER STREET



SCHOOL OF ARTS



POST & TELEGRAPH OFFICE



ALIPOU CREEK



MRS WALKERS HOTEL

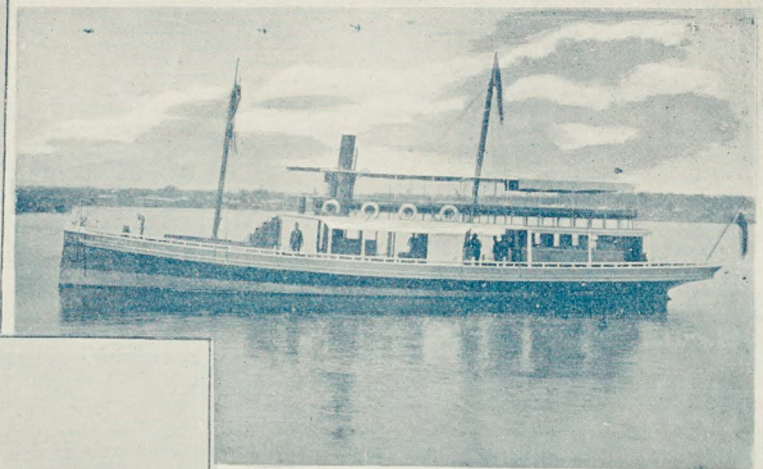


ALIPOU CREEK

SOUTH CRAFTON



GRAFTON BRANCH



S. S. JOLANTHE -



WHARF STORES



H. STEVENSON
GRAFTON

PLUMMER'S
LIBRARY

PICTURESQUE CLARENCE.

South Grafton.



Of course, there is a little friendly rivalry between the North and South Graftonites. The latter claim that if it was not for the rich lands and farmers on their side the North Graftonites would not be able to live, but they also look forward to the time when South Grafton is going to be *the* town—meaning, of course, when the railway is extended from Glen Innes to the Clarence. But there is, in fact, no division between the North and South. The people, I think, should simply regard the river as a thoroughfare, indeed as the main street—occupying the same position as the water does in Venice for, I can assure readers, the river presents a busy appearance all day long and well into the night, the ferry boat, the “Una” conveying passengers at intervals of ten minutes.

THE STREETS AND BUILDINGS.

The principal thoroughfare on the south side was originally Wharf Street, but the business has now shifted into Skinner Street, where Mr. J. T. McKittrick's magnificent new two-storey premises just completed, present a grand appearance. This is certainly a mammoth establishment, but of course I cannot enter into a description here, suffice it to say, that our illustration shows the outside of the building and the interior is most elaborately appointed. The whole place, too, is installed with electric light and the cash railway system. In fact everything is up-to-date and in metropolitan style.

THE OTHER BUILDINGS.

The Post Office and School of Arts, of which illustrations are given, are good buildings, and South Grafton is rapidly growing. On the outskirts, private residences are going up

in all directions. The two hotels represented by our illustrations, Mr. Cowan's and Mrs. Walker's, do an excellent business and are very comfortable places to stay at, and South Grafton is not going to be behind in fashion for she has one of the leading tailoring establishments in Mr. Zietsch's, an illustration of whose fine place we gave in North Grafton sketches.

A STROLL AROUND.

I have, of course, already mentioned the magnificent view which can be obtained from Wilson's Hill, and a stroll around reveals the fact that the South Side is not lacking in picturesqueness. Two of our illustrations are of Alipou Creek and one could hardly believe that such enchanting spots existed so close to the town and yet are so rarely visited. Here, as Fletcher sings, you have

“Fountain heads and pathless groves
Places which pale passion loves.”

So close to the town and yet far away from the haunts of men, there you can sit in “cool grot” and listen to the murmur of the trickling water, and be at peace with all the world.

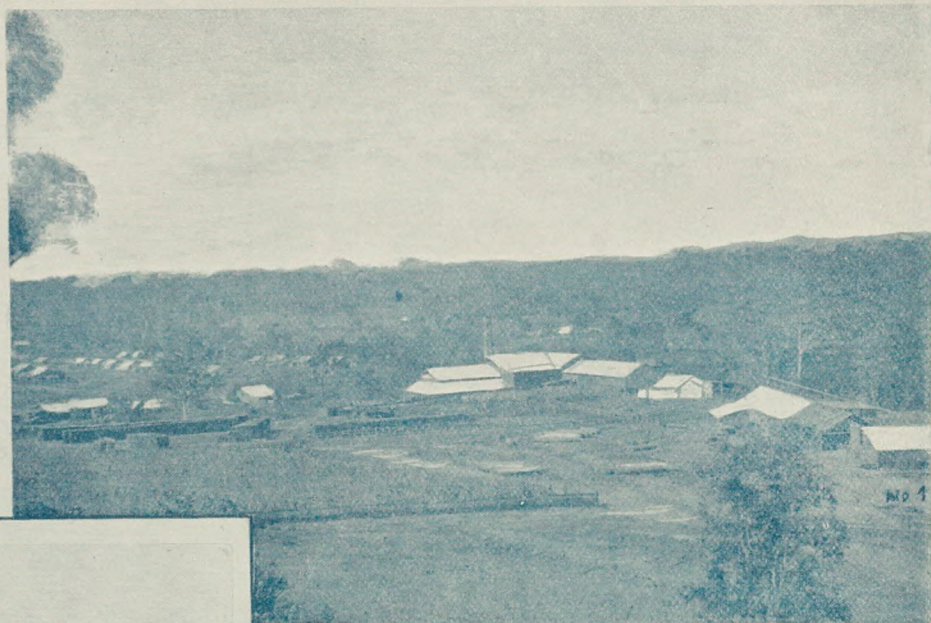
Old Wharf Street, which I mentioned, is more like an avenue in a park than a street. There are two rows of beautiful camphor laurels, so thick and umbrageous that they almost meet.

The Recreation Grounds here are also well appointed and from this side nearly all the pleasure resorts are approached. At the back of the town is the Public School, to the private portion of which the head teacher has made a beautiful garden. Further out Mr. J. T. McKittrick has a delightful residence with a nice garden attached.

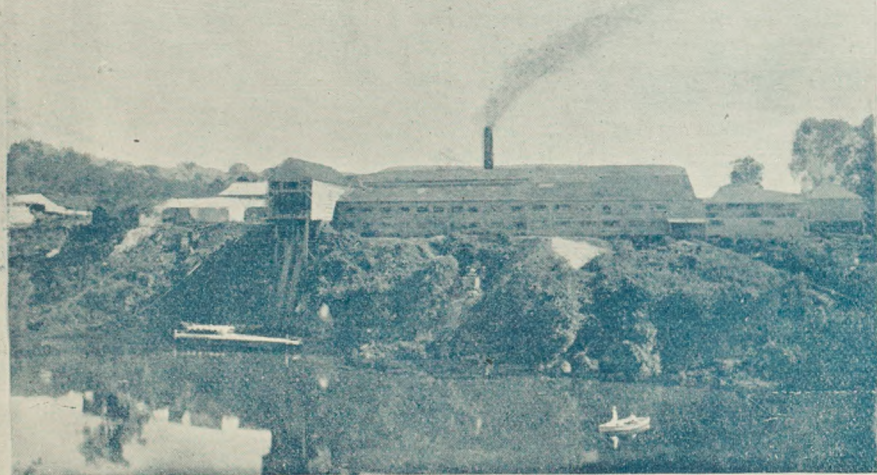
Altogether the South Side, even taken as a town itself, can hold its own with most places.



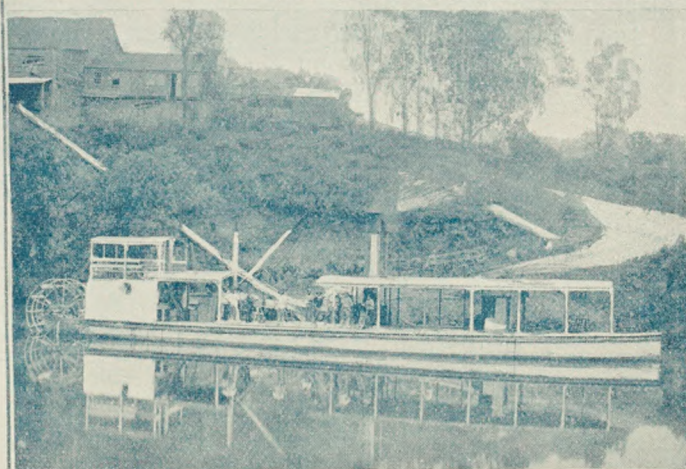
ORARA RIVER



- RAMORNIE WORKS -



RAMORNIE MEAT WORKS



DROGHER LOADING BOXES

EMERALD
LITHO
1914

PICTURESQUE CLARENCE.

THE INDUSTRIES OF THE CLARENCE.

RAPID STRIDES IN DAIRYING.

THE FRESH FOOD AND ICE COMPANY.

No other industry on the Clarence shows such rapid and remarkable progress as that of dairying, nor one which will be such a potent factor in building up the prosperity of the future. This was conclusively shown in Mr. Varley's evidence during the recent inquiry into the merits of the proposed Grafton-Casino railway.

In going back a few years I find in 1896 152 $\frac{3}{4}$ tons of butter were manufactured, and the following year this had increased to 476 tons; in 1898 to 649 tons; and last year the output was 755 $\frac{3}{4}$ tons, which at £93 4s. per ton gives a value of £70,536, this being an increase of about £20,000 on the preceding year.

SOME MORE COMPARISONS.

In 1892 Ulmarra started the first butter factory on the Clarence with only 40 suppliers, and the output was small. In 1893 they treated 194,000 gallons and made 64,800 lbs. of butter. In 1899 there were 150 suppliers, about 5000 cows, and they made 222 tons of butter, an increase of over £20,000 worth.

The Grafton Dairy Co. was the next to start, and just after a flood, with very small supply in 1895 they made 55,898 lbs. of butter; in 1899 it had increased to 182,302 lbs.

In the district there are 2 central factories, the Fresh Food and Ice Co. and Ulmarra, 7 co-operative dairies, 14 creameries, and between 35 and 40 private suppliers.

Ulmarra Company has recently erected three creameries, one each at Cowper, Coldstream, and Swan Creek.

There are co-operative factories at Ulmarra, Grafton, Southampton, Brushgrove, Palmer's Island, Southgate, and Lower Southgate.

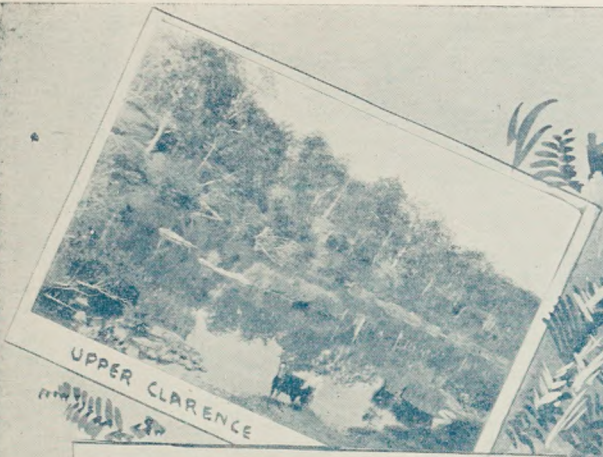
The Fresh Food and Ice Co. have creameries at Lawrence, Whiteman, Coutts' Crossing, Chatsworth, Lavadia, Copmanhurst, South Arm, Coldstream, and Swan Creek. About 30

private separators supply them with cream, and about 10 others. Milk and cream supplied the Fresh Food and Ice Co. come from a radius of over 40 miles to the S.W., 30 miles to the N.E., 25 miles West, and 35 miles East.

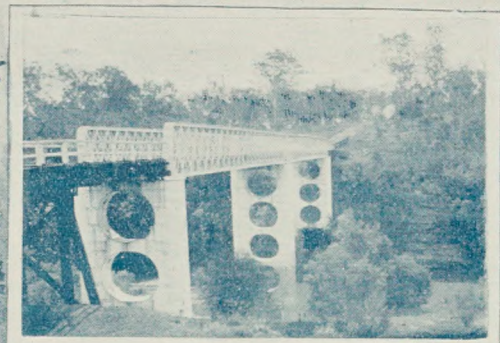
THE N.S.W. FRESH FOOD AND ICE CO., LTD.,

A photo. of whose extensive establishment we give in this *Brochure*.

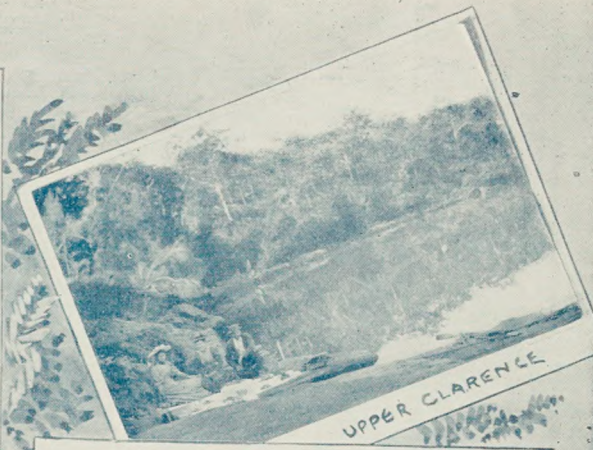
Here everything is most interesting and instructive, and outsiders—and even Grafton people—have little idea of the magnitude of the work going on. The factory itself goes back about 120 feet, and is 40 feet high. Most of the cream from 5 co-operative creameries is hauled by an endless chain up the cream-room at the rate of 80 cans per hour. Everything in the manipulation is as near automatic as possible. The churn-room itself is fitted up with 4 of Evenden's lightning churns with cold water connections into each. When churned, the butter is run into an iron pot and lifted by means of an IXL ejector to a receiving tank outside the building. The water for churning purposes is cooled by a Lawrence cooler at the rate of 800 gallons per hour. The output of butter is now about 18 tons per week. The factory is installed throughout with electric light, which was fitted up at the opening three years ago. All the Company's creameries on the Clarence are fitted up with Pasteurising plants and Alpha separators. As it may be of interest to our readers to know how the pigs are fixed up, I will give a brief description of what they are doing at Musk Valley. Here 8 or 9 pigs are run into a race, a chain is hitched on to the hind leg of a pig, he is hauled up by a pulley, two men catch hold of each leg, the slaughterman pops on the knife, and the pig is run on gambrels to the scalding trough. The dead pig quickly bleeds, and is then lowered into the water and hauled out on to a table and then scraped, hauled up again, run into a furnace for about 20 seconds run out again and shot into a cooling tank; hauled up again, skin scraped off, and finally sent on gambrels to the cooling-rooms, then put into cloths and sent to the curing



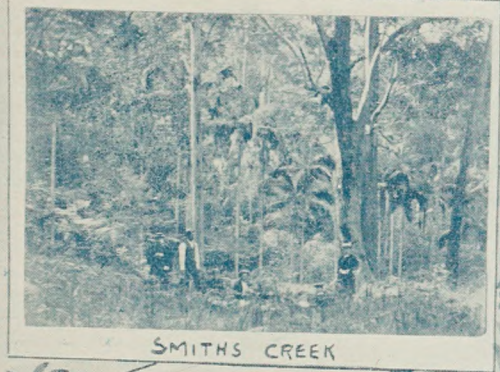
UPPER CLARENCE



BARDEN BRIDGE



UPPER CLARENCE



SMITHS CREEK



CLARENCE RIVER OF THE HURST



FERNS ON THE ORARA



ORARA RIVER
SOME CHARMING SPOTS



WHITEMAN CREEK



UPPER CLARENCE
ON THE CLARENCE

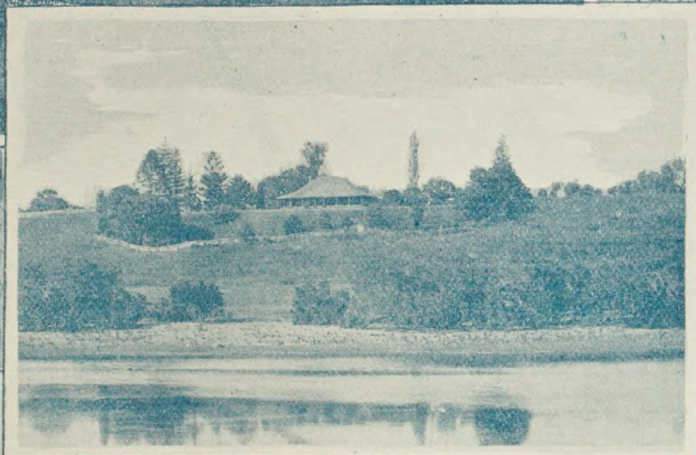
W. STEVENSON
GRAFTON

"Where black Orara nightly chafes his brink
Midway between lamenting lines of oak."—Kendall.





"After being for a time in a great city,
One feels a liking for the country."—Gray.



GORDON BROOK
STATION

MOLIGBAR
STATION



W. STEVENSON
GRAFTON

PUBLIC LIBRARY
MITCHELL
LIBRARY
N.S.W.

"Home of our childhood, how affection clings
And hovers round thee with her seraph wings."

PICTURESQUE CLARENCE.

factory; the whole process of putting through a dozen pigs not taking more than an hour.

Altogether it is astonishing the strides this Company has made since it was opened by Lord Hampden on the 26th April, 1896. To show the operations of the Company, and the good it is doing to the district, I might state that £20,000 of capital has been invested on the river, and about £65,000 is annually distributed.

Mr. Geo. S. Stening, a young man of exceptional ability and business acumen, manages the whole affair. Mr Stening is a colonial, and it is pleasing to see a young Australian placed at the head of such a big company.

RAMORNIE MEAT WORKS.

The Ramornie Meat Works were originally owned by the Australian Meat Co., Ltd., and commenced operations in 1864, being at the present day the oldest works in the colonies. The making of extract of beef was begun in 1866 (within a few months of the starting of the Liebig Co.'s Works in South America). In 1879, Mr. C. G. Tindal, who was the founder and principal shareholder in the original company, became sole owner. During the years '93, '94, '95, and '96 the capacity of the works was much increased, and electric light added. Up to 180 cattle per diem can now be canned. Nearly 20,000 head of cattle have been killed in one year. The killing season is usually confined to the autumn and winter months, when cattle are cheapest and most plentiful.

Mr. Tindal, I might add, owns a wharf and extensive premises in London, where he acts as his own agent; his sons, Mr. C. F. Tindal and Mr. J. T. Tindal, carrying on the manufacturing in Australia under his instructions from London, the headquarters of the business.

Whilst on industries, I must not omit to mention Mr. P. Kritsch's great coachbuilding establishment, who keeps up-to-date and makes everything, from the humble but useful dray to the elaborate brougham, and at a moderate cost.

WHAT THE LAND PRODUCES.

SOME REMARKABLE FIGURES.

The real value of land is gauged by the value of its products, or, rather, by the amount of money which can be made off a given area. With regard to the land on the Clarence, the following figures speak for themselves.

Beginning with maize, the oldest and chief agricultural product, I find the export for last year was 540,720 bushels; this, with the local consumption, would amount to 700,000 bushels, which, at an average price of 2s. 9d. per bushel, gives a return of £82,500. Dairy produce totalled up to £70,536, being an increase of £20,000 (approximately) on the previous year. Potatoes, 2,100 tons exported, which, with local consumption, would bring the yield to 3,000 tons; this, at £2 10s. a ton, would be £7,500. In 1898, however, there was a better crop and better price, and this amount totalled £25,000.

Now comes sugar-cane. The C.S.R. Co. last year paid away £42,500 for cane and wages, which, with other smaller mills, brings the amount to £50,000, distributed to cane-growers and wage-earners on the Clarence. The coming season they expect to pay £60,000. This does not represent the value of the sugar manufactured, which amounts in itself to nearly £70,000.

Then there is the stock. The Stock Inspector gives the following returns:—91,000 head of cattle in the district, an increase of 4,000 on previous year; and it may be as well to mention that it is calculated 60,000 of them are dairy cattle, milking and dry. 17,432 horses, an increase of 952; 11,836 pigs, an increase of 298. About 12,000 cattle were slaughtered, and 9,000 shipped to Sydney. At £5 per head, this would represent about £66,755. Ramornie Meat Works output of tinned meats is valued at about £36,000, and for tallow, hides, etc., about the same.

The timber industry is estimated to be worth at least £40,000; pigs, £15,000; poultry and eggs, £45,000; vegetables, £5,000; fish, £5,000; horses (324 exported), £2,000; bark, £400; or a grand total of £421,100.

There are, of course, some smaller industries; but the above



BY MOUNT AND STREAM.

" And through the softening vale below Rolled her bright waves in rosy flow."—Scott.



PICTURESQUE CLARENCE.

will suffice to show the development and wealth of the district, and the giant strides which she has been making, especially in butter-making, and, as this industry is going to play a big part in the future prosperity of the Clarence, I will devote a special chapter to it.

ALIENATED AND UNALIENATED LANDS.

The following will give some idea of the amount of freehold and rented land and that still held by the Crown, and the amount under cultivation:—

	Freehold. Acres.	Rented Land. Acres.	Crown Land. Acres.	Under cul- tivation. Acres.
Grafton	13,331	6,933½	5,472½	5,988½
South Grafton ...	7,004	1,413	32,815	694
Ulmarra	25,758¾	11,265	130,485	4,619
Brushgrove ...	15,279¼	5,026½	23,672½	5,183¾
Lawrence	17,122	6,498¼	65,924¾	4,060
Harwood	2,583	1,825	461	1,150½
Maclean	11,124½	3,526½	11,333¾	2,499½
Chatsworth ...	9,660	2,368	889	2,189
Palmer's Island ...	6,199	5,150	...	2,388
Yamba	1,440	295	236½	194½
Coramba	17,665½	3,384	7,442	1,982
Nymboida	33,510½	4,513	259,076	1,759
Dalmorton	8,042½	849	126,573	495½
Woolgoolga ...	14,703	2,927	6,133	684
Copmanhurst ...	21,056	6,909½	72,307½	2,476½
Guy Fawkes ...	9,086	166	643,943½	301
Total	213,564¾	63,049¼	1,386,764¾	34,881¼

I may mention that Grafton is the headquarters of the Land and Survey Offices of the coast districts from the Tweed to Port Macquarie. Mr. Ebsworth is the District Surveyor, and Mr. A. J. Park the Chairman of the Land Board.

OUT AMONGST THE FARMERS.

One of the surest methods of gauging the permanent prosperity of a town is to find out, in the first place, if the land is good, and in the next—although one is a corollary on the other—if the farmers are prosperous. That the land about Grafton is good I have sufficiently shown; and even in the town itself, one hundred yards from the Commercial Bank, and beside the *Argus* office, is a splendid crop of corn, and everywhere you go you will see paddocks containing magnificent crops of maize on every side, before getting out of the town proper.

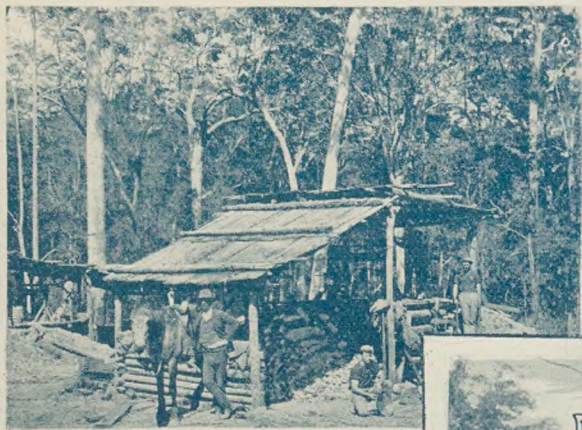
There are some beautiful farms along the river out to Southgate, a great many Scotchmen being here. All have got good farms and handsome, well-built homesteads. There is not the slightest trace of poverty amongst them. All look happy and contented—no banks to trouble them, except when the banks of the river overflow. Before the embankment was erected, a farmer sometimes woke up in the morning and found his farm had vanished. Another farmer gets up and finds himself in possession of a neighbour's, and some of the floods actually carried away the land, depositing it in another place. It appears to be fair rich, sand loam. I was thinking I would like to have about 100 acres for onion-growing.

But, anyhow, despite floods and everything else, the farmers are rich, and have as sound a town as any place I have been at. I had a drive all around out to Southgate—out by the Junction and Carr's Island, and out by South Grafton. Indeed, there was not a place I did not visit; and there was an air of prosperity everywhere, and happiness, too, and no mortgages, no hostile tribes, as in other countries. Here the farmer

“Can eat in safety
Under his own vine what he plants,
And sing the merry song of peace
To all his neighbours.”

MINING ON THE CLARENCE.

So far the Clarence has not proved itself a Bendigo or a Ballarat in regard to mining, and whether it is going to do so in



BUCCA BUCCA



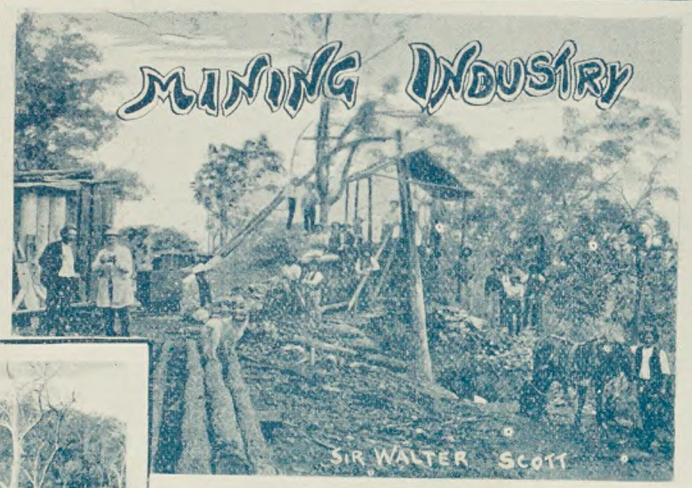
MANN RIVER



MT REA

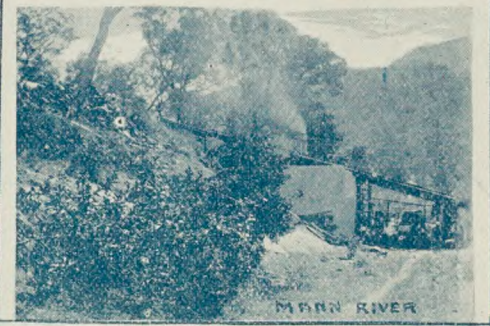


MINER'S HUT



MINING INDUSTRY

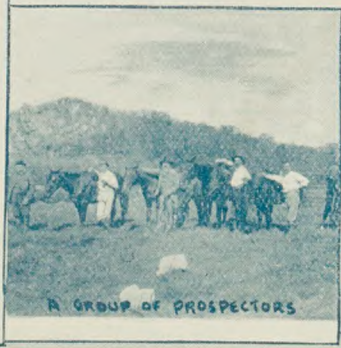
SIR WALTER SCOTT



MANN RIVER



CANGI



A GROUP OF PROSPECTORS



SIR WALTER SCOTT



"Mined peaceful gorge and gusty hill
With pan, and pick, and gad, and drill."—Dyson.

PICTURESQUE CLARENCE.

the future is a matter of speculation. Up to the present there has been no deep sinking, 210 feet being the deepest yet sunk, so that, so to speak, there has been nothing but surface scratching. Rich gold, however, has been obtained to that depth, and has then petered out. But to my mind this country has not been properly tested. The probability is that by volcanic action the reefs have been disturbed, and if capital was available, the reefs could be picked up again, and would, no doubt, be richer.

The number of men employed at present is 74 alluvial, and 181 on quartz 3034 oz. of gold have been won for the year, valued at £15,191. The principal field in the district is Dalmorton, on the Glen Innes road, where there is a ten-head crushing plant

About half-a-dozen dredging leases have been taken up, principally out Mann River way, which part of the country is shown in our illustration.

There has been a bit of a stir in cinnabar mining, and a Company called the "Great Australian Quicksilver Mining Co." has been formed to develop this property. They are commencing with excellent prospects, as the parcel sent down to the School of Mines, Ballarat, assayed 60 per cent. If this company is successful, and there appears to be little doubt but that it will be, it will give an impetus to the development of other minerals, and the gold mines will be tested at a depth where there is a possibility of big things being done. Capital is the only thing needed to unearth the riches of this gold-bearing area.

RAILWAY COMMUNICATION WITH THE CLARENCE.

In dealing with the opening-up of communication by rail with the Clarence district, one has by necessity to go into dry facts and figures which are not at all romantic, but in this *brochure* we are bringing out not only letterpress, but illustrations, to show, in the Upper Clarence portion particularly, that the

GRAFTON-GLEN INNES ROUTE

will pass through not only a most picturesque and delightful country, but will tap extensive areas of the richest pastoral,

agricultural, and mining lands in the Colony when the North Coast Line is entered upon and completed, which will only be a matter of a few years at most. By this time the beauties of Grafton's noble river and its pleasing resorts will be known and appreciated, tourists not wishing to come by steamer will avail themselves of the rail, and I venture to assert that it will be one of the most popular routes in the Colony, but to

FACTS AND FIGURES

to support the contention that the Glen Innes-Grafton proposal is the shortest and cheapest route to navigable water for the New England coastal railway, I need only quote the approximate estimate at the time of writing given by Mr. T. Kennedy, surveyor.

From Guyra to Coff's Harbour, *via* Don Dorrigo, 120 miles, cost £664,500; Guyra to South Grafton, *via* Don Dorrigo, 171 miles, cost £1,021,500; Tenterfield to Lismore, *via* Casino, 103½ or 105¼ miles, £1,094,500; Tenterfield to Casino, 86 miles, £979,000.

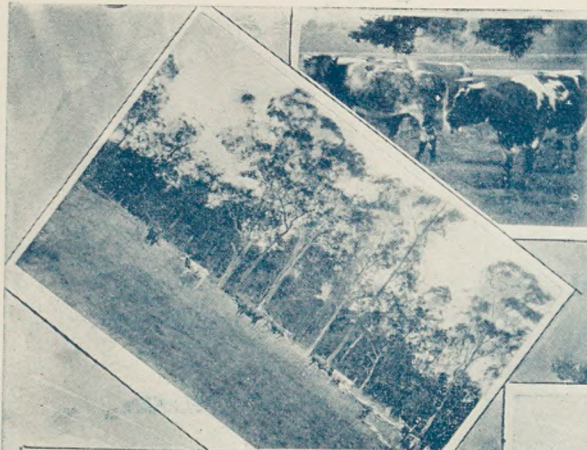
Glen Innes to South Grafton, *via* Mann River, 93½ miles, cost £478,000.

These figures show the average of the respective lines to be as follows:—

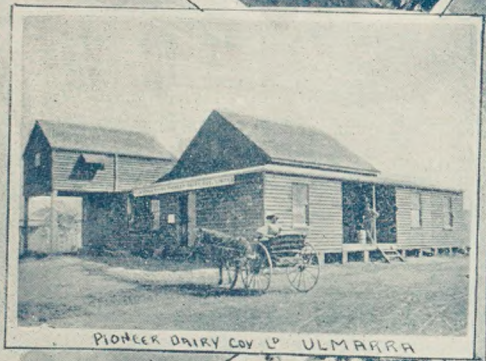
Tenterfield to Casino, £11,383 per mile; Tenterfield to Lismore, £10,399; Guyra to South Grafton, £5,973; Guyra to Coff's Harbour, £5,537; and Glen Innes to South Grafton, £5,112 per mile.

Of the above proposals, the Casino-Lismore section (19¼ miles) was approved of by the Public Works Committee, whilst in 1884 a Loan Act providing for a Grafton-Glen Innes line passed both Houses of Legislature, and received Royal assent in November of the same year.

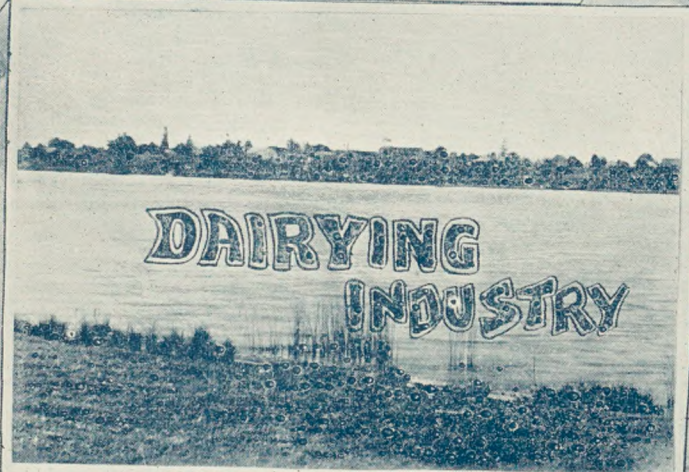
In connection with the Don Dorrigo route, I may mention that a wealthy syndicate has visited this timber country, which, I might add, is one of the finest I have seen—forests of great cedar and other timbers, which will not give out for many years to come. This syndicate is going to start operations in earnest at the head of Nymboi, and will work round Don Dorrigo



OPMANHURST CREAMERY



PIONEER DAIRY COY L^d ULMARAH



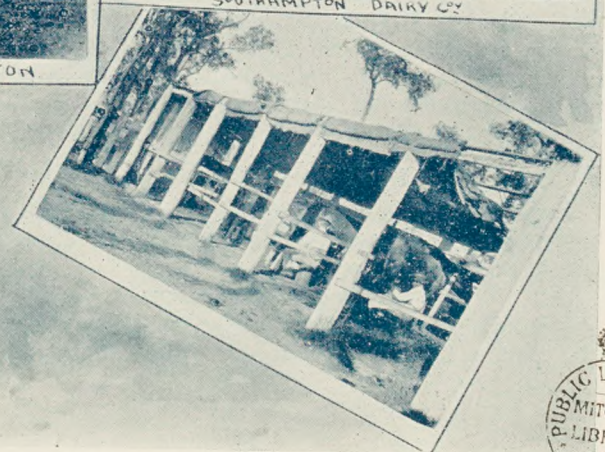
N.S.W. FRESHFOOD AND ICE COY GRAFTON



SOUTHAMPTON DAIRY COY



GRAFTON DAIRY COY L^d



"In every rank, both great and small,
'Tis industry supports us all."—Gay.



PICTURESQUE CLARENCE.

THE HON. JOHN SEE.

An article on the Clarence River would be incomplete without a reference to the member for the district, who has faithfully represented the district since 1880, having been returned ten times. Born in Huntingdonshire, England, in 1845. Mr. See came to Australia with his parents in 1853, just about the time when the gold fever was at an acute stage, but the family engaged in farming pursuits. Mr. See, however, not content with the *vis inertia* of rural pursuits, launched out, even as a young man of twenty, and entered into partnership with Mr. George Nipper, of Sydney, as produce merchants. The partnership lasted for eighteen years, during which period the business expanded until branches had to be opened in Tasmania, Victoria, and all parts of New South Wales, including Grafton and other towns on the Northern rivers. Mr. See having now assumed sole control of the business through Mr. Nipper retiring, the shipping business grew so great that the North Coast Steam Navigation Company, Limited, was floated to undertake this branch, Mr. See being the chairman of directors. In regard to Mr. See's Parliamentary career, he has been three times a Minister of the Crown, namely, as Postmaster-General in the Dibbs' short-lived Ministry of 1885, in 1891 as Colonial Treasurer, again in the Dibbs Ministry, and now Chief Secretary and Minister for Defence in the Lyne Administration. As Colonial Treasurer Mr. See filled the position with conspicuous ability, his great business proclivities and grasp of finance making him a strong man, not only in his department, but in the Ministry. In character Mr. See shows cool determination and doggedness in face and figure, his broad forehead indicating great mental capacity, while

shrewdness is written in every lineament of his features. Possessing wealth and power, the outcome of his own efforts and ability, Mr. See has infinite confidence in himself, and feels his power, which may give rise to the feeling that he is at times almighty and ambitious in his bearing. But Mr. See is not a man who would sacrifice everything for ambition, and his entrance into the political arena has not been self-seeking and egotistic, but having once put his hand to the plough his motto is "Onward," and Mr. See, in his upward career, has never been known to stoop to anything petty or mean, for his character for uprightness and strict commercial integrity is undeniable. He is a man of action, and the same may be said of him in the commercial and political world as was said of Scott by Byron in a literary sense—"Not living upon the resource of past reputation, his foot is always in the arena, his shield hung always in the lists."

JOHN M'FARLANE, M.P.

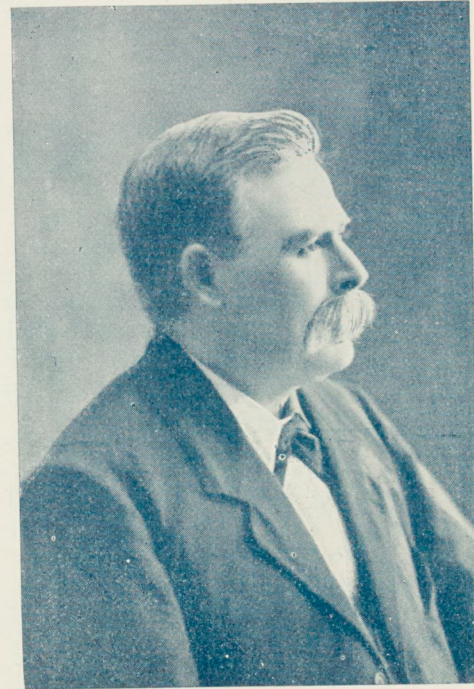
Mr. John M'Farlane, Member for the Clarence, was born on the Hunter, and is a splendid stamp of a native—burly and brusque, and big-hearted, and with a jovial manner, which wins over many friends to his side. Although not likely to set the House on fire with his rhetoric, John M'Farlane is a practical man, and has stored up a great amount of useful knowledge, which will stand to him in his position as member of the Works Committee. Beside his many admirable social qualities, the subject of this sketch is a man of integrity and honor, and it is unnecessary to say more. The Member for the Clarence has been elected five times, and so far his constituents do not want to replace him.



PICTURESQUE CLARENCE.



THE HON. JOHN SEE.



JOHN MCFARLANE, M.P.



PICTURESQUE CLARENCE.

The Upper Clarence.



PROBABLY one of the most delightful trips the tourist can take is up to Copmanhurst. Here the lover of the beautiful, the sublime and the picturesque has everything to satisfy him. If in search of the grand and the terrible, just before arriving at Copmanhurst the steamer glides along beneath overarching precipices, the frowning rocks themselves seem as if thrown up by some Titanic battle of the gods of old, and fling their shadows across the silent stream, which anon is bathed in opalite splendour as the declining sun shoots her rainbow-tinted rays athwart the rock and stream and foliage.

Then, again, when the red of the light has faded, and the shadows lengthen and twilight steals o'er the scene, a calm feeling takes possession of the lover of quiet and subdued effects, and he can drink in each scene to his heart's content. The lovely little islets which Nature has formed, bordered and covered with every conceivable form of bough and brush and fern, give ample material for the artist to produce some lovely pictures.

Leaving Copmanhurst, which in itself is a difficult matter, for the people are so good and hospitable, we again pass through those walls of granite, and are reminded of the lines—

“ Peak over peak, fantastic ever,
The lofty crags deep chasms sever;
And on its side the cliffs between
Were mazy forests ever seen.”

Take then a turn up the black Orara, which inspired the poet, Henry Kendall, to dedicate a poem to this tributary of the Clarence.

Sailing out amongst the creeks and watercourses, the tourist finds himself unexpectedly in a gorge, and hears the roar of Gordon Brook Waterfall. Exploring these places, he strikes some lovely fern-clad dells,—

“ Whose tangled alleys fair invade
The depth of the brown forest shade.”

Glimpses of this scenery we give in our views of the Upper Clarence, with sketches of the beautiful Gordon Brook and Yugilbar homesteads and surroundings, which I might mention will come within the area of the proposed Grafton-Glen Innes railway route.

NEWBOLD GRANGE.

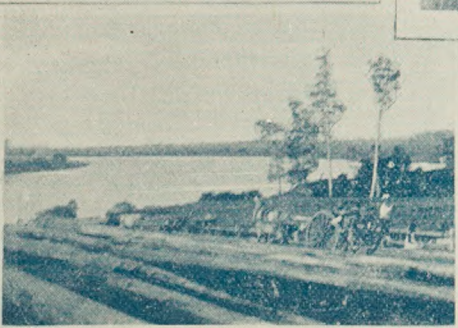
In describing the station life on the Clarence those who have visited Newbold Grange, the head station of Mr. W. A. B. Greaves, J.P., will concede that no place could be more typically representative of a gentleman's country residence.

Located on the western bank of the Clarence River, 30 miles from Grafton, amidst scenery of surpassing loveliness, and replete with every requisite for comfort, not to say luxury and elegance. Newbold can be said to be an ideal home, and in contemplating all these accessories to human happiness one's mind naturally reverts back to that period in the history of the Clarence, when the creature comforts of station life were few, and existence on a station almost unendurable, and besides the discomforts and hardships, one can imagine, too, the utter loneliness of that bygone life, with no sound to break the stillness of the summer evening, save the sibilant voice of insects or the crackling

TIMBER INDUSTRY



H. MEYERSON
GRAFTON



"And here were forests, ancient as the hills,
Enfolding sunny spots of greenery."—Coleridge.



PICTURESQUE CLARENCE.

of leaves and brake as the dusky aboriginal moves around his camp fire.

What thoughts indeed, are engendered by musing on the past! What comparisons suggested of the vast and rapid evolution from barbaric rudeness to the highest perfection of culture and art and science! And the highest degree of home comfort as can now be seen and realised by a visit to Newbold, and placing oneself in the hands of the most genial and hospitable of men, Mr. Percy Clarence, the manager of the station.

It is the history and associations and traditions of these places which serve to give these homes a distinctive character of their own. Hallowed by such associations, what romances, if the mind is in a reflective mood, could be weaved out of the history and inner life of these homesteads, of the changes which have taken place, when sometimes the owner himself had only a saddle for a pillow, and the blue canopy of Heaven overhead.

But to come back to the present.

THE BUILDING AND SURROUNDINGS

I have stated that Newbold Grange as a country residence approaches as near perfection as possible. The building is of pisé work, the walls 18 inches thick, and the rooms lofty, so that the place is delightfully cool in the summer and warm in the winter time. The outbuildings and appointments are also in keeping with the homestead.

HISTORY AND FORMATION OF THE STATION.

It was in 1839 that Messrs. C. J. and R. C. Walker first brought overland by Craig's line, in charge of Mr. James Johnson, 500 shorthorn heifers from Mrs. Reynolds' noted Camden herd. In 1854 Newbold was greatly extended by the purchase and addition of Mr. Briscoe Ray's *Cangai* Run, with its valuable stud of horses; the two being now combined in one holding. In those early days squatting was carried on under much harder conditions than are now usually known, for the Walkers did their own mustering and fencing. Fortunately, however, they received needed help from the old country, together with timely relays of shorthorns from their well known War-

wickshire stock, which is the foundation of the fine herd now sustained by Mr. Greaves, and improved by frequent pure strains from other herds in this colony and Victoria.

An incident is worth relating in Mr. Walker's explorations on the southern side of the river above Grafton, unsuccessfully, the country having been all applied for as far as Ramornie. Next inspected the northern side, where, finding country at the first falls, he hastened to Mr. Commissioner Oakes' camp at Port Macquarie, intending to take up "Eatonswill," only, however, to find that he was too late, Mr. Thos. Mylne having preceded him by a day! Foiled, but not disheartened, Mr. Walker applied for the next highest country above Ramornie, naming it "Newbold Grange." When "The Commissioner," as that august functionary was universally styled, visited the locality his permission to occupy was laconically couched: "I hereby authorise you, Jas. Johnson, Supt. for Mr. Walker, to possess and occupy a cattle run on the Clarence, the boundaries of the said run to be mutually agreed upon between you and Mr. Shannon, the Supt. of Dr. Dobie. (Sd.) HOAKES, Commr. of Crown Lands."

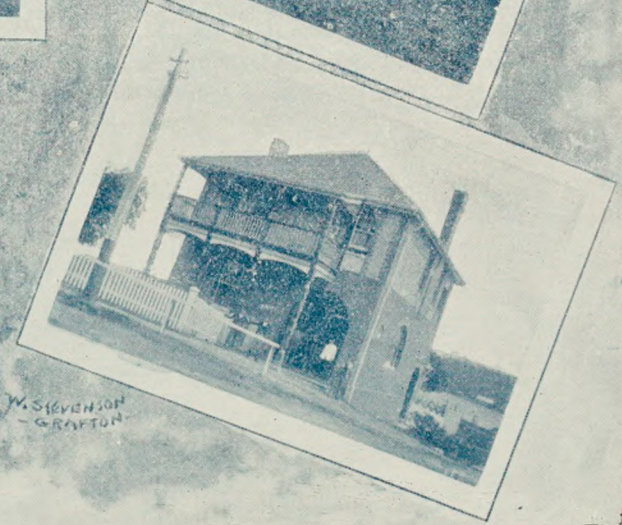
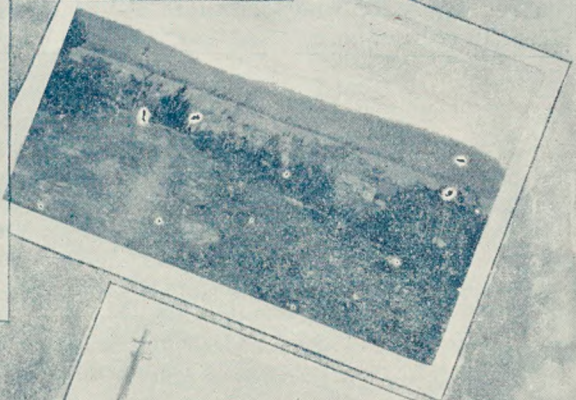
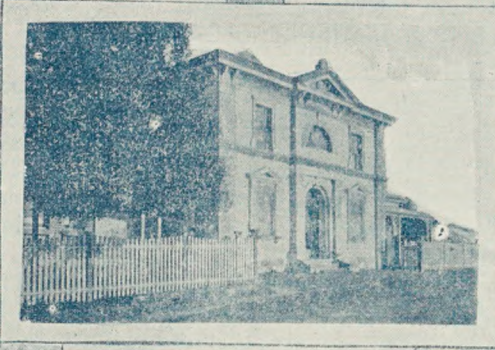
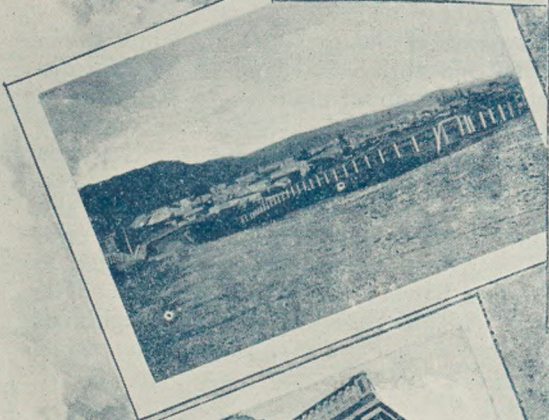
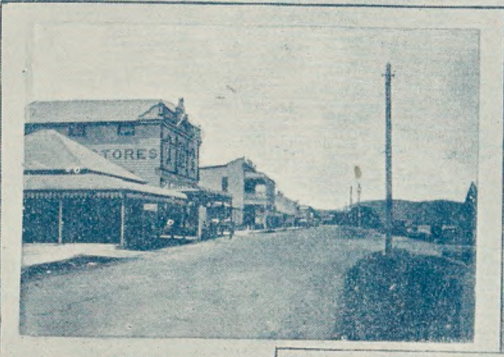
Could any original title be more charmingly elastic and primitive than this? And how delightfully suggestive of future litigation and costs! If the ashes of the Garden Palace, amidst which, fortunately, repose almost, if not quite all, similar "licenses" and descriptions (records of the Old Crown Lands Occupation Branch), could speak some, even more vaguely indefinite than that of Newbold, would amaze and amuse us.

GORDON BROOK.

Gordon Brook was first taken up in 1840 by Captain Crozier, and included all the country lying between what was then the Copmanhurst run and Yugalbar. Afterwards it passed into the hands of Dr. Dobie, and from the latter to Messrs. Bundock and Barnes, who purchased it in 1853. Afterwards Mr. Thomas Hawkins Smith joined the partnership, and ultimately the station passed into his hands, and he still retains the proprietorship.

Gordon Brook was one of the first stations to boil down cattle and sheep for their tallow. The station has always been

McLean
THE PRETTIEST
TOWN IN THE
COLONY.



W. STEVENSON
- GRAYTON



PICTURESQUE CLARENCE.

famous for its stud, and Mr. Smith takes a keen interest in the breeding of first-class horses and cattle. The Gordon Brook thoroughbred horses have been noted in their time, and as the best strains are being added to the stud the station will no doubt maintain its reputation in the future.

An area of about 120,000 acres are comprised in the station holding, and the herd is upwards of 7,000 cattle. An interesting fact in connection with the station is that at one time the poet Kendall was employed there as a shepherd.

YUGILBAR.

Yugilbar has always been in the possession of the Ogilvie family, and was taken up in 1840 by Captain Ogilvie, father of the late Hon. E. D. S. Ogilvie, into whose hands the property passed at his death. Yugilbar was always noted for the large number of colonial experience hands employed there, and it was on this station that Hon. T. H. Smith and Mr. C. F. Tindal first gained an insight into colonial life.

In the early days the Ogilvies were famed for their untiring industry and enterprise, and throughout the district they were

known as the "Dukes of Yugilbar." The late Hon. E. D. S. Ogilvie at great expense erected a very fine castle upon the station, commanding a magnificent view, and to-day it is regarded as one of the sights of the district. Yugilbar Station comprises nearly 400 square miles, and is capable of carrying 25,000 head of cattle.

RAMORNIE.

Ramornie Station was one of the earliest runs taken up in the district, Dr. Dobie first selecting it in 1839. In 1845 he disposed of the property to the Manning family, who, in turn, sold it to three French gentlemen, and after a brief experience they sold to Mr. C. G. Tindal, to whom it still belongs. The first meat-preserving business in the colony was established by Mr. Tindal at Ramornie. The reputation which the product has obtained has made Ramornie a by-word throughout the world. The first brood mares brought to the district were imported to Ramornie, and also a thoroughbred sire—Young Beverley. The station at one time had a great reputation for the thoroughbreds it produced. The holding comprises about 120,000 acres, and carries upwards of 5,000 head of cattle.





- GROCERY - DEPARTMENT -



- DRAPERY - DEPARTMENT -

W. STEVENSON
GRAFTON



PICTURESQUE CLARENCE.

From Grafton to Ulmarra.

RICH LANDS AND PROSPEROUS FARMERS.



YOU will meet with a novel sight about four miles from Grafton if you proceed by road to Ulmarra. There is a stream

CHOKED UP WITH HYACINTHS.

Everyone will remember of a similar thing happening to St. John's River, Florida, in America, and some anxiety is felt with regard to the river here, but I do not think there need be any fear, as it is said that salt water kills the plant, and at times the water is salty right up to Grafton.

Anyhow, Swan Creek certainly presents a beautiful sight when the hyacinths, which have choked up the stream for miles, are in full bloom. It is simply a mass of heliotrope for miles, and so closely matted together that if a plank was laid on top you could walk across. Mr. Small, senr., says he remembers when the first couple of plants were brought in a jam pot. Of course, as I say, from an artistic point of view the hyacinth looks beautiful, but those who have land on the creeks will probably not derive much consolation from the poetic point, as disclosed in the lines :

“There the proud tulip lights her beacon blaze,
Her clustering curls the hyacinth displays.”

I see the hyacinth in its heliotrope splendour in Alumny Creek, and I also saw a piece floating up the Clarence. It is astonishing what enterprising people there are about. The lantana and sweetbriar were introduced as ornaments in other

parts of the colony, and now they have become frightful pests. The sparrows and hares and rabbits were brought out in the same way, and it is a wonder some enterprising individual does not import some rattlesnakes from America out here.

SOME OF THE RICHEST LAND IN THE COLONY.

From Swan Creek to Coldstream there are ten miles by five of as rich land as you could find anywhere. They don't know what it is to be short of grass on this area. I had seen it just prior to being called away to Melbourne in November last, having previously been driven over it, and truly it was a great sight to see on all sides paddock upon paddock of rich clover, with the herds of cattle sleek and fat. Indeed they had to watch them in case they got “blown.”

But what a change there was in going across to Victoria. I never saw such a scene of desolation; there was hardly a blade of green grass to be seen on either side of the line all the way over after passing Moss Vale, everything being parched and dried up.

And how the drought-stricken people out West must envy the people of the Clarence. Out Ulmarra way and on to Cowper the same state of things obtained, and where there were no clover fields the land nearer the river was taken up with lucerne and cane.

At Ulmarra itself, an illustration of which is given, there seems to be a good deal of business activity. Mr. Retallick, a picture of whose store is shown, appears to be a live man, and takes an active interest in everything which has for its object the advancement of the district.

The butter factory at Ulmarra has the unique honour of



SOUTH ARM FROM LOOK OUT -



MACLEAN PARK -



NORTH ARM FROM HOSPITAL HILL



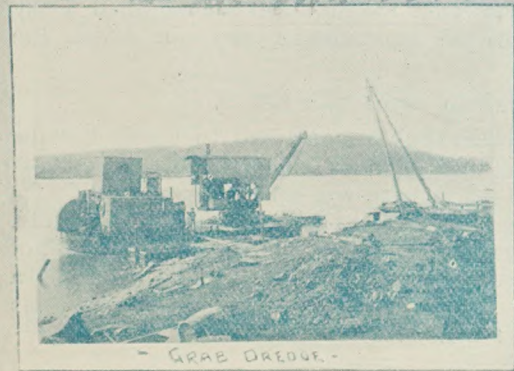
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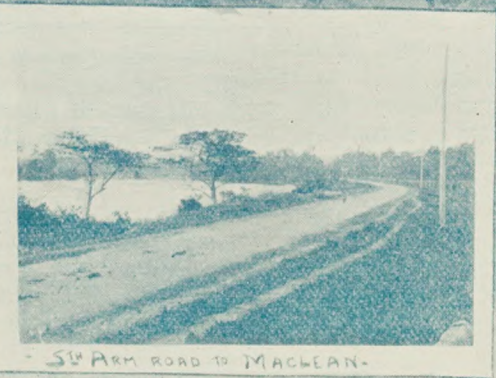
- MACLEAN PARK -



MACLEAN PARK -



- GRAB DREDGE -



- SW ARM ROAD TO MACLEAN -



SW ARM AND MAIN RIVER FROM MACLEAN

Lovely Spots Around Maclean

Y. STEVENSON, GRAFTON



"'Tis often now the pilgrim turns
A faded face towards the seat,

And cools his brow among the ferns,
And runnel dabbling at his feet."—Kendall,

PICTURESQUE CLARENCE.

separating more milk daily than any other factory in the colony. They have now established creameries at Swan Creek, Cowper, and Coldstream.

Ulmarra, with her rich district, should shoot ahead fast. The beautiful long stretch of river at Ulmarra is a sight worth seeing, with the handsome villas and gardens lining the banks. Most of the residents around here and on the Southgate side hail from Scotland. "Who owns that place?" I asked, pointing to a pretty house on the bank. "Oh, that's Mac——." "And that other one?" "That's Mac——." In fact they are nearly all "Macs," and all appear to be doing splendidly on the rich lands of the river. Their houses, surrounded almost by trees, possibly reminding them of home and their own Bobbie Burns.

"Where hanging beech and spreading elm,
Shaded by stream sae dear and cool."

It would, however, be superfluous to dwell upon the beauteous effect disclosed at every turn along the banks, or to name the places. All are well-known to the *habitués* of the river, but there is such a rural and reposeful look about this part that I cannot help mentioning it. As the poet puts it,

"The farmhouse stands upon the hill,
Around the ripening corn"

And here, indeed, corn and cane and green pasture lands are lighted up with the jacaranda, now giving place to the bougainvillea, and imparting a beauteous aspect to everything.

The scene is repeated all along the banks on to Cowper and Brushgrove.

That which I have said of Ulmarra applies to Cowper; the rich pasture lands stretch right back to the Coldstream, and my trip around, skirting the river, through the cane farms for about 10 miles, was most interesting. The land is exceedingly rich, and will grow almost anything.

A LARGE ISLAND.

Woodforde Island is about 13 miles long and seven across, and certainly in that area carries a large agricultural and dairying population. I was, indeed, surprised in going over this island to

find the people so well off on small areas. There are wealthy men here on 50 acres of land—men, too, who started on very little.

There are altogether 99 islands of various dimensions, and some idea of the extent of arable land may be gauged when I say that these islands, without exception, are crowded with farms of from 30 acres up to 200 acres, and by describing one island I have described the lot.

All, however, have their picturesque features, and one never tires of them, there is such infinite variety.

The town of Lawrence itself, with its bridge and fairy-like-looking residences; Broadwater, opening out into a beautiful lake, and presenting something of the appearance of the head of Middle Harbour, Sydney, by reason of its foliated blending of greenery; Tynedale Park, on the South Arm, the approach to Maclean—all, indeed, present enchanting views.

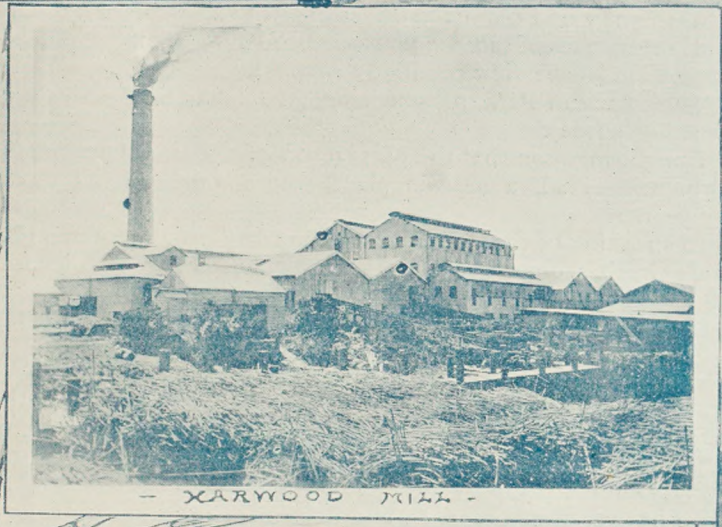
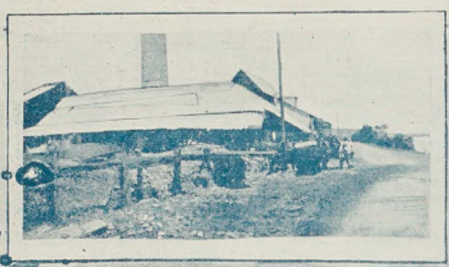
MACLEAN, THE PRETTIEST TOWN IN THE COLONY.

PICTURESQUE SURROUNDINGS.

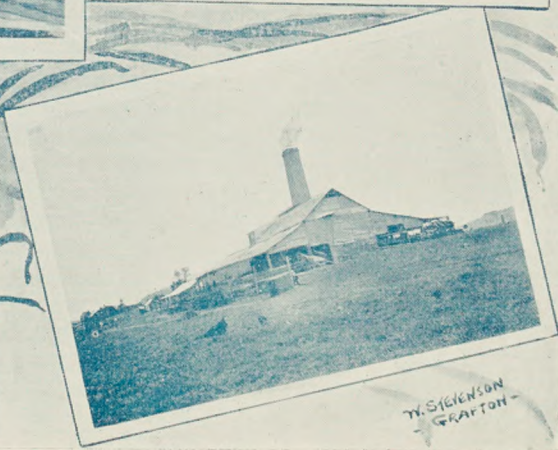
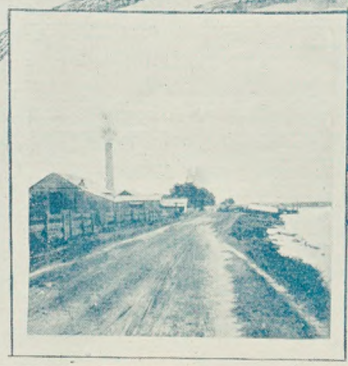
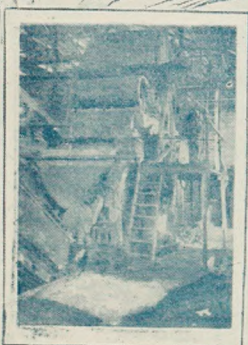
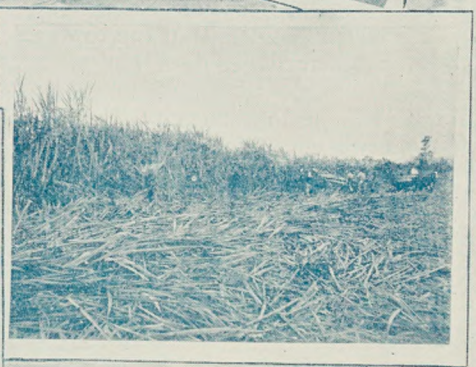
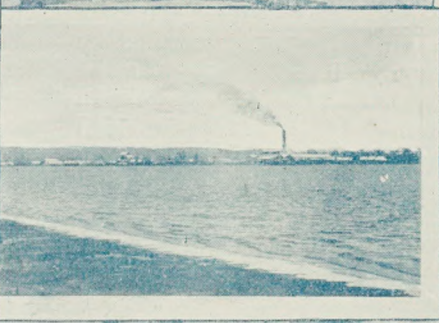
Until I saw Maclean I had described Bega and Tumut as being the two prettiest towns in the Colony, and thought there was nothing to surpass them; but I do not think that anyone who has travelled over the Colony will withhold from Maclean the honour which I have conferred upon it. Of course, when I say the prettiest town, it must be understood I mean by taking the surroundings in.

AS VIEWED FROM THE HILLS.

The visitor to Maclean is always required to repair to "the Lookout." It was to this point of vantage that Mr. C. T. Wragge, the famous Meteorologist, was taken, and it is said he pronounced the view one of the best that he has seen, and as Mr. Wragge has been through the South Sea Islands and the north of Queensland—in fact, nearly all over the world—that is saying a great deal. However, to get a good view of the town itself, one does not need to go to the Lookout.



- XARWOOD MILL -



W. STEVENSON
WRAFTON

- SUGAR INDUSTRY -

"Long red reaches of the cane,
Yellow winding water lane,

Verdant isle and amber sea,
Lash, and murmur back again."—Shelley.



PICTURESQUE CLARENCE.

Turn around when half way up, and a glorious view meets your vision. It is not, as I say, the town itself, but the *tout ensemble*. Portion of Maclean is built upon a hill, and portion lies bosomed at the foot. Handsome residences, set in pretty gardens, surmount the eminences. The public buildings, mostly two-storied and modernly-built, rise up beyond the smaller edifices, and relieving the commercial aspect of the view of bricks and mortar, numerous gardens, umbrageous copse, and green lawns, with patches here and there of the beautiful purple jacaranda intervene.

This is nice, but the town itself only forms the background for a charming set of sea pictures, such as the eye delights to rest upon.

You do not seem to be looking upon a river, but really upon a succession of lakes. Lake Leman, so beautifully described by Byron, with the dark Jura frowning over it; Lucerne, with the Swiss Alps, in proximity, are said to be unequalled; but, while in the places mentioned you have sublimity and grandeur, here you have the quiet beauty and the richness of colour, reminding you of Marion Miller's poetic lines—

“ In opal seas fair islets lie,
Or drift like Fancy's visions by.”

The hills immediately in front clothed in their mantle of dark green, the bush coming right down to the water's edge, the lake-like surface of the water itself only moved into ripples by the aggressive steamboats passing by, the shadow and shine chasing each other over foliage and stream, leaves an imperishable impression upon the mind of the tourist.

A little still to the right is Green Point, a hill of vivid green, set like a gem in a beautiful necklet. The new dock is being constructed below. Looking up the North Arm, the view stretches out, taking in Warrego and Stingeree Islands. Ashby Island, too, looks very pretty, here and there being patches of cultivation of various shades of green, the whole of these islands being simply a network of farms.

On ascending to the Lookout, and gazing up the South Arm of the river, the scene is surprisingly beautiful. The river itself,

glowing with sunlight effects, is like a silver ribbon winding along, the dark green brush edging the banks marking the course of the stream more distinctly, while along the banks on either side at short distances, the land being so rich, are to be seen farm upon farm, the cultivation disclosing various hues, the green and gold of the new and old cane mingling with the alternate dark and bright patches of lucerne and pasture land. This is, indeed, the finest landscape view of all, to my mind.

The Maclean Park, of which we give illustrations, is full of enchanting scenes.

I might mention that the chief resort of the Maclean people is Broome's Head, a seaside place, where the residents repair every year.

In speaking of the South Arm, I must not omit to mention Shark's Creek, where it is said the most hospitable people and the finest girls and boys are grown.

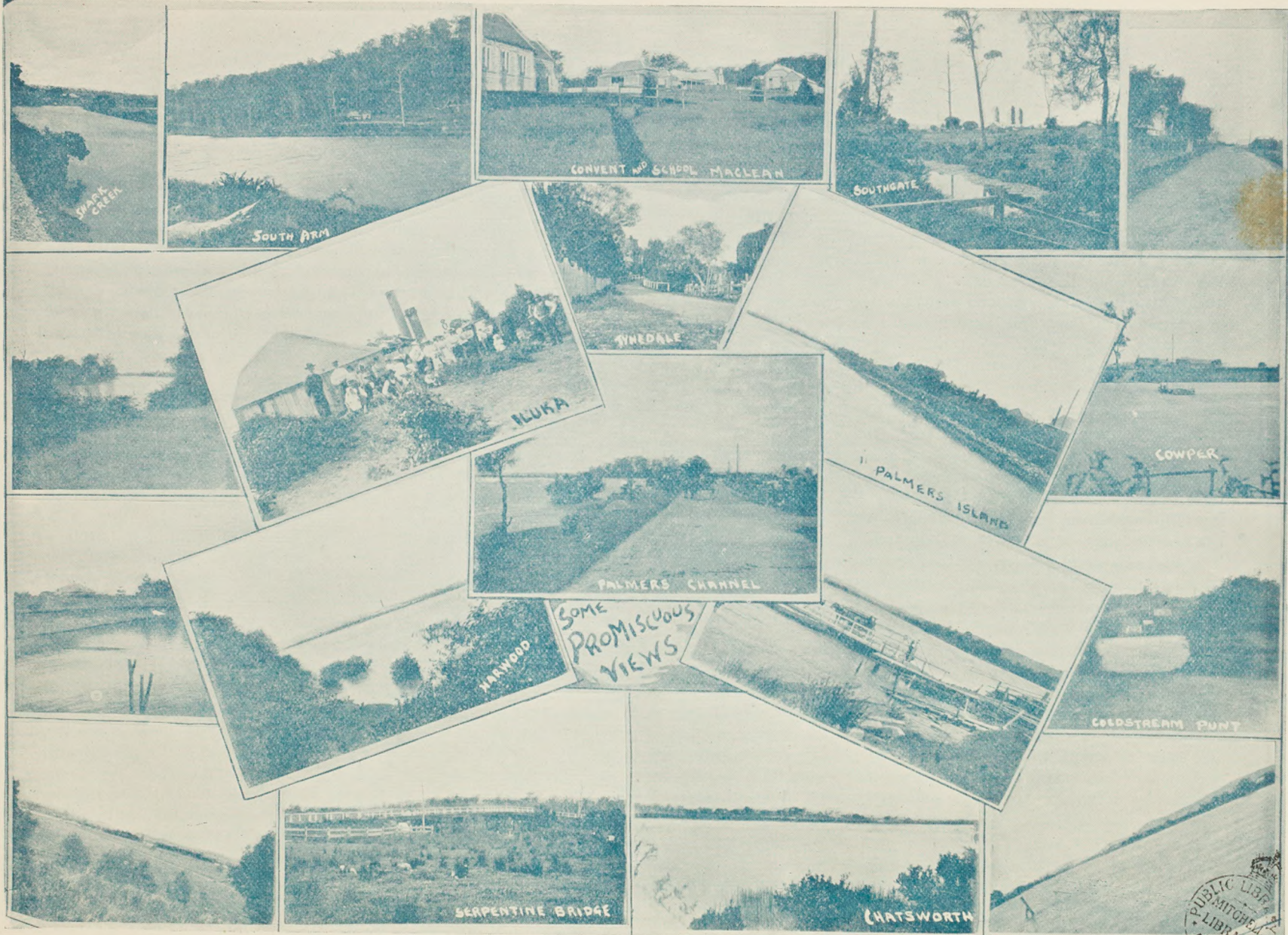
FROM A BUSINESS STANDPOINT.

A stranger entering the town of Maclean might think the place somewhat dull. It is astonishing, however, the amount of business transacted there, and there are some fine stores and hotels. Our illustrations show portions of the town. Mr. P. Conlon has very fine premises, and does a splendid business.

The firm of Cameron and Co. (S. Macnaughtan) is associated with the history of Maclean. The late Mr. Cameron came to the river, and opened a store at Ulmarra, first in 1859, and in 1862 started business in Maclean, which was then a dense scrub, with only a few sawyers' huts about. Mr. Cameron also erected a hotel alongside the store. Mr. Macnaughtan came from Scotland to take charge of the Maclean business, and is now the King of Maclean, so to speak, and has been Mayor of the town. Mr. D. See is the present Mayor.

FROM MACLEAN TO THE HEADS.

I have described in the preceding chapters the panoramic aspect of the islands out to the Heads, and now a word about



" Skirting the watery path, lo ; frequent stand
 The cheerful villas and the well-cropped land."—Wentworth.



PICTURESQUE CLARENCE.

THE SUGAR INDUSTRY ON THE CLARENCE.

Although dairying has made such remarkable progress on the Clarence, the sugar industry is still to the fore as the staple product of the river. It is unnecessary to go into the history of the sugar-growing on the river, but to show the importance of the industry in the colony I will give an approximate estimate of the area under cane, the number of people employed, etc. The area under cane is between 26,000 acres and 30,000 acres, the number of farmers who grow the cane about 1,600, and the number of men employed in cultivating and cutting the cane, in addition to the farmers, is about 2,500. The capital value of the land under cane is somewhere near £600,000. In the manufacture of sugar the capital actually invested in plant, etc., amounts to about £750,000.

The history of sugar-growing on the Clarence has been a sad one for many who at the start made money by planting, and then, thinking there were fortunes to be made in the business, launched out and erected mills themselves. No need to go into the reason why, but nearly all the small mills are now silent. The huge chimney stacks, weatherbeaten and crumbling to decay, now stand like the druidical monuments of old, the "solemn silent spectres of bygone days," or, at least, memorials of the folly or misfortune of their former owners.

Strange to say, most of those who went down were Scotchmen—good men, who did not deserve such bad luck. However, those who stuck to the cane-growing industry alone on the Lower Clarence have prospered, and in my tour around Harwood, Serpentine, Chatsworth and Palmer's Island, I was astonished at the outward appearance of wealth on all sides, of beautiful and well-built houses, and I know a great many, with their 50 to 100 acres, who now have big bank balances. Our illustrations show the cane growing and being brought to the Colonial Sugar Co.'s mill.

And now that I have mentioned the Company I may state that they commenced operations here in 1869, and for some time three mills were worked, namely, at Southgate, Chatsworth and

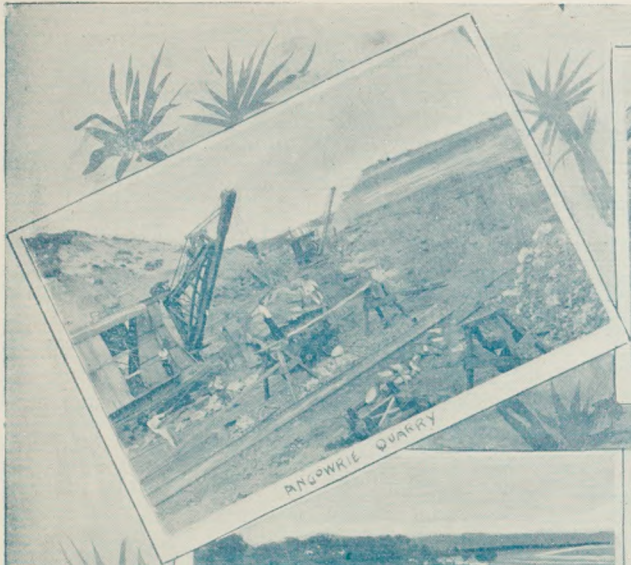
Harwood, but subsequently the directors found it advisable to concentrate the plant in one factory at Harwood, where operations are now being carried on with machinery capable of producing from 400 to 500 tons of sugar per week.

All the cane is purchased from the farmers, the Company having no plantations of their own on the river. With the exception of a few farms adjacent to the mill, where the cane is cut and carted to the carriers by the farmers, the cane is cut by the Company, who engage and supervise gangs of men for that purpose. The cane is brought to the mill in punts, each capable of carrying from 50 to 65 tons.

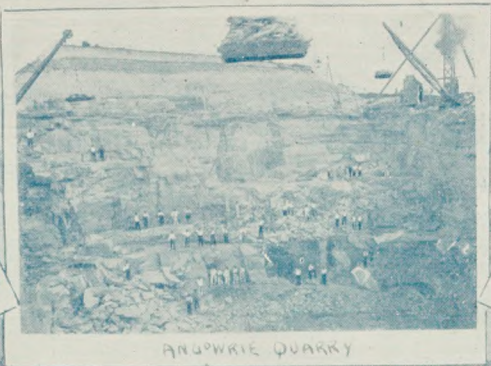
The manipulation of the cane in the making of the sugar is also a very interesting process, but want of space precludes my giving a description.

Frost and a disease called "gumming" are the greatest enemies that the cane growers have to contend against, and the "gumming" can only be combatted by the careful selection of cane plants, or "sets" as they are usually called. The most favoured plants of the species, least liable to "gumming," are the Rappoi, Mauritius Ribbon, Grey Fiji, and Tanna, the last named being (owing to its immunity from gum) grown almost exclusively on the lower part of the river.

In the selection of cane the most important consideration is that of "sweetness," many varieties growing heavy and healthy crops almost valueless by reason of their poor quality. China cane is now receiving more attention on account of its hardy character, being almost if not quite frost-proof, but on rank soil it must be classed among the failures because of its low quality, although on soil where the crops are light it may be grown with profit to grower and manufacturer. One of the sweetest varieties, and one which is therefore largely grown, is Moore's Purple, also Light Purple. There are between 5,000 and 6,000 acres grown for the Company, and it is anticipated that there will be fully 2,000 acres more if the conditions are propitious. The outlook, therefore, for the sugar-growing industry in the Clarence is very good.



ANGOWRIE QUARRY



ANGOWRIE QUARRY



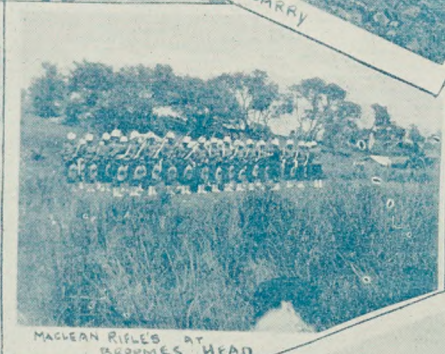
ANGOWRIE QUARRY



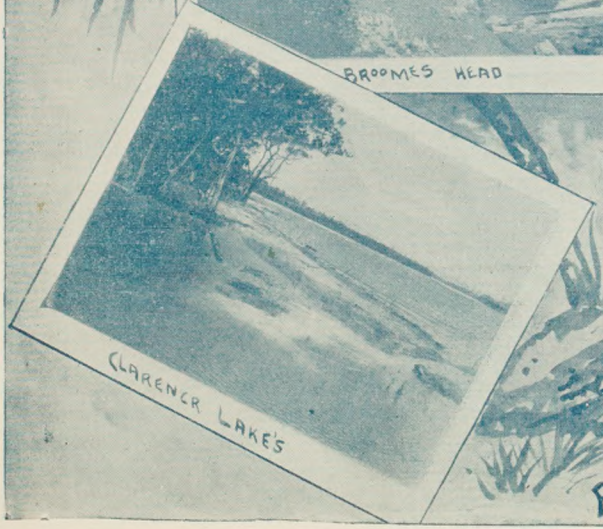
BROOMES HEAD



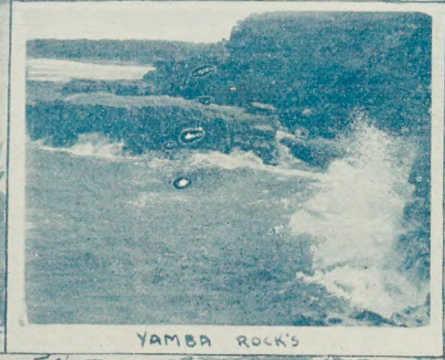
RAILWAY LINE TO ANGOWRIE



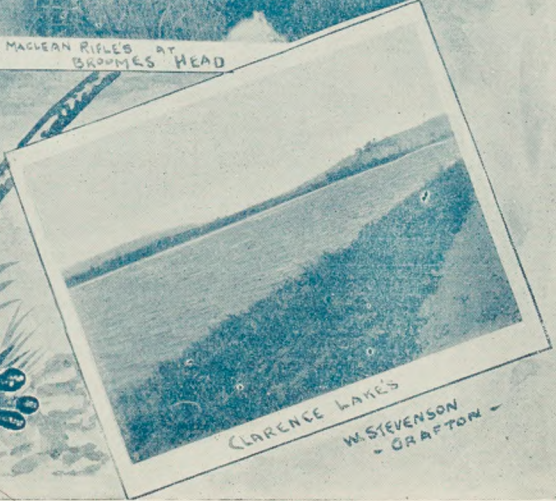
MACLEAN RIFLES AT BROOMES HEAD



CLARENCE LAKES



YAMBA ROCK'S



CLARENCE LAKES
W. STEVENSON - GRAFTON -

BY LAKE AND SEA

"For changing still, and still as fair,
Rock, wave and wood were mingled there."—Ruskin.



PICTURESQUE CLARENCE.

COFFEE GROWING ON THE CLARENCE.

A couple of miles down from Chatsworth is the coffee plantation of Mr. Bale, which is so interesting that I must at least say a little about it. Mr. Bale has nearly 3,000 trees planted, the Government having given him land for the purpose. The plantation looks beautiful just as the berries are ripening, and Mr. Bale thinks that he can also make coffee-growing profitable, although he had a lot of dead work at the start.

Mr. Bale makes a very good coffee, for which he gets a ready sale; and as far as I can see the future of coffee-growing on the Clarence is very promising.

A short distance down from Mr. Bale's live the parents of the late Henry Searle, champion sculler of the world, and it was on this portion of the river that poor Searle going to school piled up the muscle and the powers of endurance, which, combined with expertness, afterwards made him champion of the world. I never saw a man who could get pace out of a boat like him. A few years ago the writer asked Bill Beach what he thought of Searle as an oarsman. The reply was: "He is the best oarsman I have ever seen." A very nice monument has been erected to the memory of Searle in the Maclean Cemetery. I don't think we will see his equal again.

After leaving here we come to Palmer's Island, where sugar and the usual other products are grown.

AT THE HEADS.

I have now arrived at the heads, and with the limits of space fairly exhausted suffice it to say, therefore, that this is the popular seaside resort of the Clarence people, who come down here from all parts to recruit themselves and to get a sniff of the ozone, and with the arrangements for bathing made a little better, this place should be availed by even more than it is.

With regard to the Clarence as a port and the "bar" question, I cannot do better than quote the words of Sir John Coode. In speaking of the proposed works to make a good harbour of the Clarence, the eminent engineer says:—"These works, if completely carried out, would, I am confident, result in the formation and maintenance of a minimum depth in the entrance of at least 18 feet at low water. With this depth vessels could always enter and leave with safety, regardless of the state of the sea. The only times in which they might be delayed would be on the occasion of exceptionally heavy freshes."

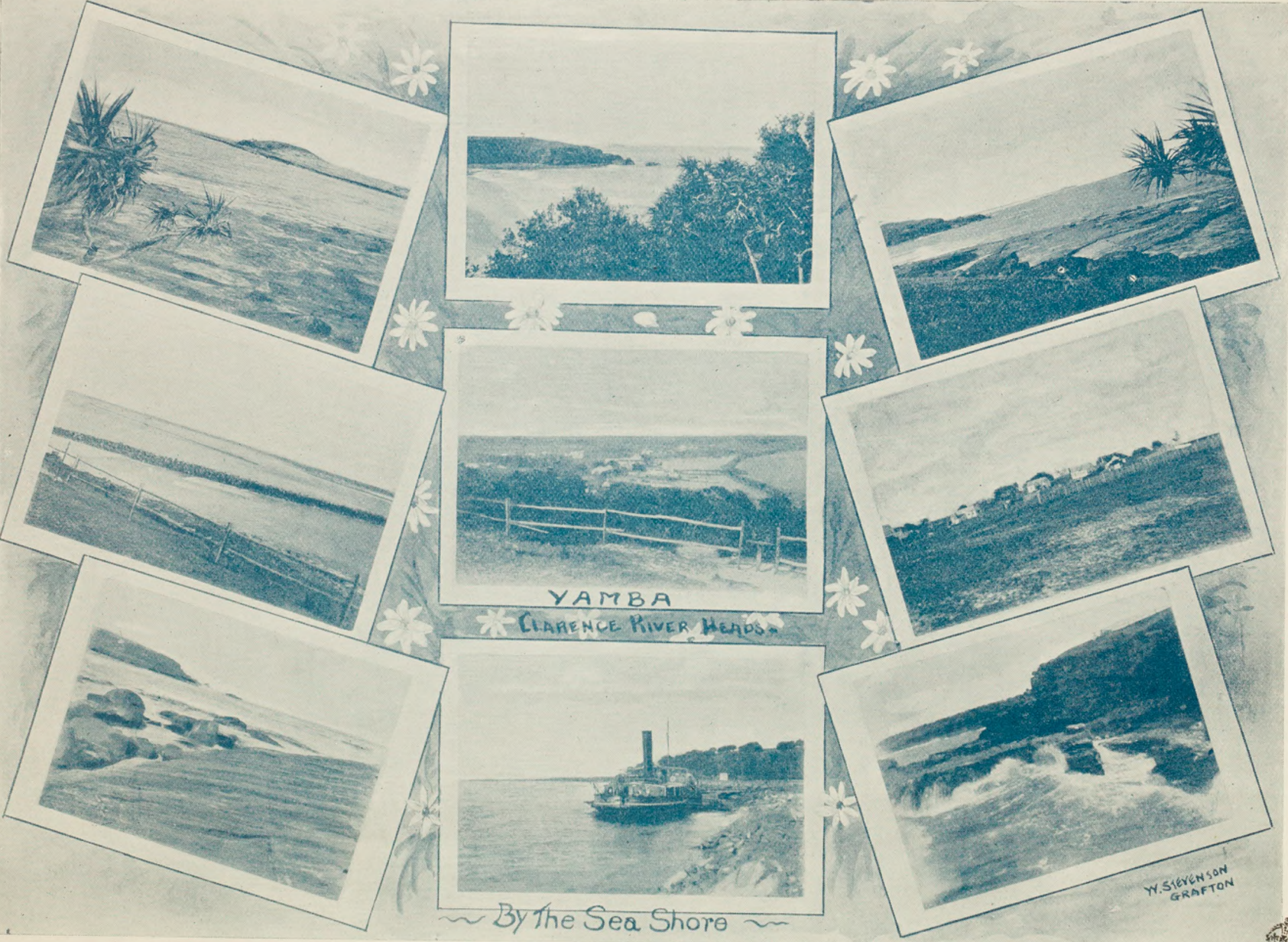
Yamba has a pretty sound about it, and prettiness is not lacking. You get here landscape beauty and rugged grandeur combined, reminding us of Byron's poetic words—

"Yet are thy skies as blue, thy crags as wild;
Sweet are thy groves, and verdant are thy fields."

It lends variety, after contemplating the placid waters of the river, and the lovely and peaceful surroundings, to repair to the seaside to watch the "white horses" careering in—to listen to the Ocean's roar, as the angry waves lash and buffet against the rock-bound shore, feel the spray in your face as the white foam is sent flying up, and then falling like a shower of silver back again. Man feels his own impotency, as does also the writer, the thought forcing itself upon me that, although I have brought to my aid all our best known poets, I have been unable to do this noble river justice.

IMPRESSIONS OF THE CLARENCE PEOPLE.

Vale! I cannot take leave of my readers without placing on record a fact which should be known to all the Colony. The foregoing pages will show that the Clarence River should make a magnificent route for tourists, and I make bold to state that when visitors do arrive on the Clarence they will meet with the kindest of treatment at the hands of the residents.



YAMBA
CLARENCE RIVER HEADS

By The Sea Shore

W. STEVENSON
GRAFTON

"Many things lie between us, the shadowy
Mountains, and the resounding sea"—Homer.

S.C.
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