

STATE LIBRARY OF N.S.W.  
MITCHELL LIBRARY

DSM/  
980/  
B

Digitised under the State Library of  
NSW's Digital Excellence Program.  
Due to the nature of the original  
material or digitisation process there  
may be instances where the digital  
copies are not exact matches of the  
originals. If you have any questions or  
would like to provide feedback,  
please email  
[collections.library@sl.nsw.gov.au](mailto:collections.library@sl.nsw.gov.au)



David Scott Mitchell.

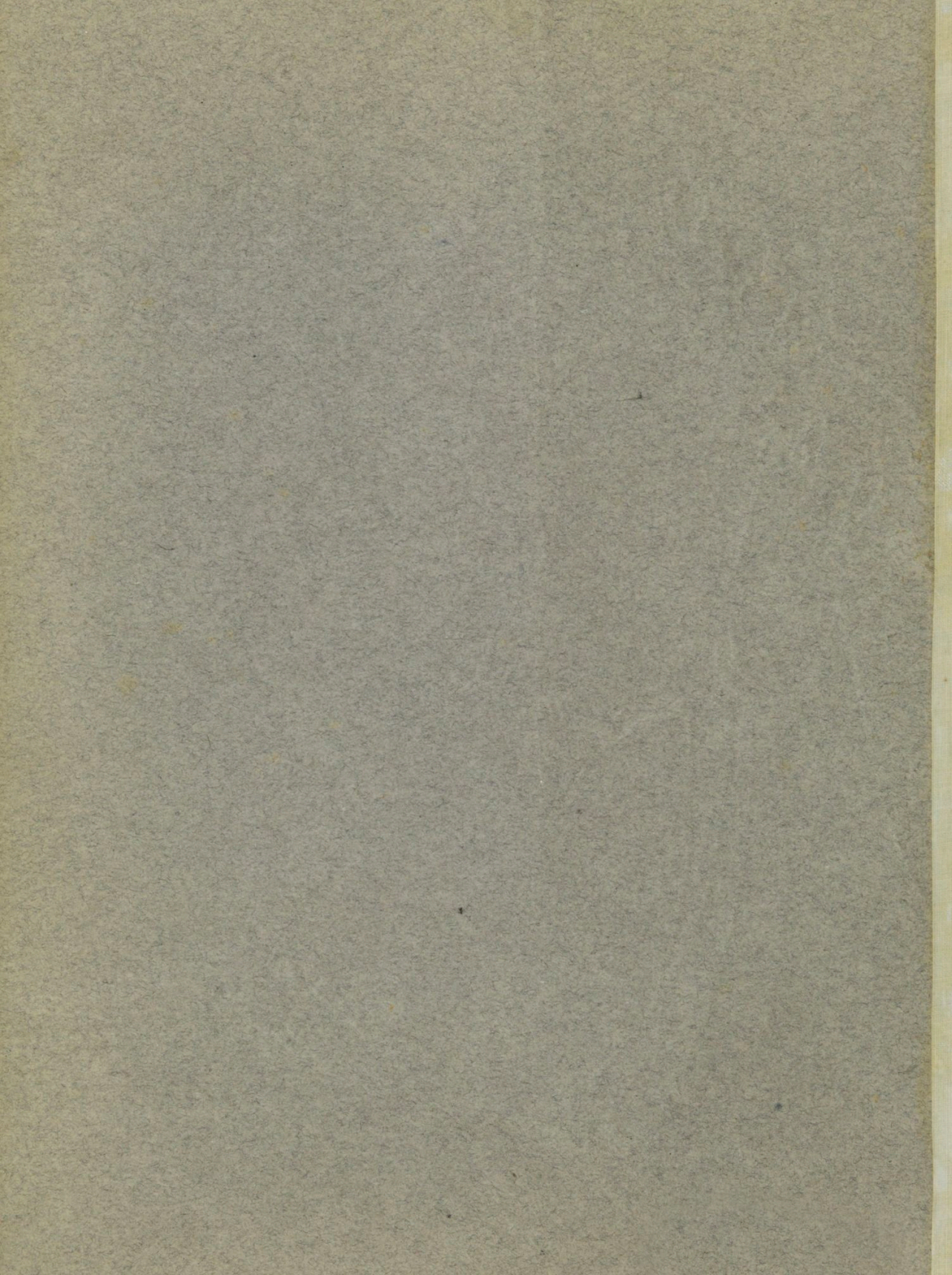
















Rubiana Lagoon, Solomon Islands.

HEAD OFFICE:

SYDNEY, N.S.W.

LONDON OFFICE:

61 & 62 GRACECHURCH  
STREET, E.C.



BRANCHES.

QUEENSLAND:

BOWEN  
BRISBANE  
CAIRNS  
CHARTERS TOWERS  
COOKTOWN  
CROYDON  
NORMANTON  
THURSDAY ISLAND  
TOWNSVILLE

WESTERN AUSTRALIA:

FREMANTLE  
GERALDTON

NEW GUINEA:

PORT MORESBY  
SAMARAI  
MERAUKE

PACIFIC:

NUKUALOFA  
VILA

All about

BURNS,

Philp  
& Company,  
Limited,

Their

Shipping

Agencies,

Branches  
& Steamers.



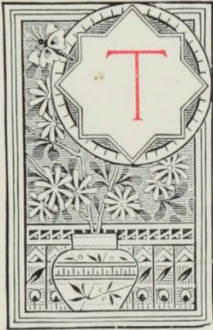
JANUARY, 1903.

ANDREW & CO.





## HISTORICAL SKETCH.



THE history of the inception and growth of any enterprise that has become eminently successful is usually of interest to the general public. The percentage of vigorous organizations ultimately attaining distinction is so extremely small, compared with the multitude which fail to attain full growth, that many enquirers are desirous to learn something about the process or supposed secret of those who, with merit, actually reach the front.

As will be seen from the following sketch, the rise and progress of BURNS, PHILP & COMPANY, LIMITED, is more a matter of evolution than of mystery. Just 30 years ago, in 1873, Mr. James Burns inaugurated the foundation of the Company at Townsville, in North Queensland. Returning to Australia from an eighteen months' holiday at home in Scotland, after a term of some eight years in the colonies, of which several were spent by him at Gympie, in Queensland, Mr. Burns, in passing through Townsville—then commonly known as Cleveland Bay—became greatly impressed with the potentialities of the settlement favored with such promising surroundings. Mr. Burns decided to there establish himself in business. A suitable building site was soon acquired, the land cleared of undergrowth and timber, and, ere long, what were then considered large premises, were erected, and business started in the name of "James Burns." Procuring supplies, however, proved a more refractory matter. In those good old days the Australian Steam Navigation Company (since long defunct, and peace be to its memory) ran but a fortnightly, and anything but fast, steamer to North Queensland, a call at the comparatively new settlement in Cleveland Bay being included in the trip.

It was then the most commonplace occurrence for storekeepers and others ordering goods from Brisbane or Sydney to have them "shut out," involving the delay of a month, and even more—in fact, till the A. S. N. Coy. chose to transport such supplies. As a consequence, sailing vessels were quite the fashion, and did a brisk business. Mr. Burns patronized sail on this occasion, chartered the schooner *Isabelle*, Captain Mackenzie, and freighted her with his first shipment of supplies

from the South. On her way north the *Isabelle* had an entanglement with the shore, and refused to come off ere a good portion of her cargo had been jettisoned.

**Historical Sketch.** In the meanwhile the large but empty stores at Townsville were gazed at askance by many a passer-by ; it also furnished the settlers with much subject matter for mental speculation and wonderment as to the ultimate purpose the proprietor had in view for the structure. However, in a short time all serious doubts and grave misgivings were dispelled, the supplies arrived, operations commenced, and within a few months Mr. Burns' business was in fullest swing, when it soon became an every-day sight to find from 10 to 20 bullock drays, and as many horse waggons, loading daily at the " new store " for the Charters Towers, Ravenswood, or Etheridge Goldfields.

Mr. Burns took an active leading part in everything appertaining to the initiation, extension, fostering and support of commerce, and also in the opening up of communication by land and sea, with the now rapidly progressing Palmer and Hodgkinson Goldfields, and the numerous, varied, new mining, pastoral and agricultural centres that continued to spring up on all sides within the sphere of influence of Townsville. Such was the progress of his business that from the day he commenced operations at Townsville until he left, a little over four years later, he was doing more business than could be conveniently attended to, the efforts of his staff having continually to be requisitioned to the utmost. It was in these four years that the solid and comprehensive foundation was accomplished that contributed so largely to the subsequent progress and expansion of BURNS, PHILP & CO., LTD., in North Queensland. Townsville, at this early period, was not by any means the salubrious and luxurious Queen City of the North it is to-day, but suffered considerably, in common with most other North Queensland towns, from malaria and kindred ailments. The prevailing fever having seriously affected Mr. Burns, he was advised to proceed South, which he did, after concluding suitable arrangements with Mr. Robert Philp (now the Hon. R. Philp, Premier of Queensland), whereby the latter acquired a partnership in the business, and assumed control of same.

From Townsville Mr. Burns proceeded to Sydney, where he established himself afresh just a quarter of a century ago.

Mr. Philp followed the course of progress at Townsville. Under his leadership the business there was further extended in all directions. Extensive freehold frontages to Ross Creek were acquired by the firm, wharves and warehouses being erected thereon ; important shipping agencies were taken up, and a large fleet of steam and sailing lighters was introduced to the port to cope with the transport requirements of Cleveland Bay.

Whilst Mr. Philp was forging ahead at Townsville, Mr. Burns inaugurated an era of progressive development and expansion from his new base in Sydney.

First of all he started a line of regular sailing vessels between Sydney and Townsville, besides other North Queensland ports; these ere long were either supplemented or supplanted by an irregular steam service, which, in its turn, led to the formation of the Queensland Steam Shipping Company, Limited. More development followed. The Q. S. S. Coy., Ltd., to cope with the ever increasing traffic, had the steamers *Barcoo*, *Maranoa*, and *Warrego* built to their order. Soon after, a very animated competition ensued with the old Australian Steam Navigation Company, which latter, heedless of the requirements of the times, and as a result of monopoly, had become not only somewhat dictatorial and arbitrary, but also indifferent to the progressive demands of the period.

The Q. S. S. Coy., Ltd., was an English Corporation, in which Mr. Burns acquired a considerable interest, besides the representation of the Agency at Sydney.

A few years' keen rivalry on the coast secured to the Q. S. S. Coy., Ltd., a signal victory over the Australian Steam Navigation Company, Mr. Burns being accorded the privilege of negotiating the terms and conditions upon which the Q. S. S. Coy., Ltd., became the purchasers of the whole of the A. S. N. Co.'s fleet. A new amalgamation was thereupon formed in London, known as the Australasian United Steam Navigation Company, Limited, which has since, at Sydney and various North Queensland Ports, also been controlled by BURNS, PHILP & CO., LTD., the head office of the A. U. S. N. Co., Ltd., being situated at Brisbane. Whilst on the subject, it may be mentioned that, under the able guidance of its popular General Manager, Mr. B. W. Macdonald, the A. U. S. N. Co., Ltd., has achieved signal success, its largely-extended and considerably-augmented coastal services having become the most favorite in Australian waters.

Following the first shipping agency at Sydney—that of the Q. S. S. Coy., Ltd.,—Mr. Burns in rapid succession secured the representation of numerous important oversea lines to nearly all parts of the globe, thus at an early date identifying and associating BURNS, PHILP & CO., LTD., with the administration or management of a world-wide marine traffic. A fuller account of the various steamship agencies will be found at a later stage.

Mr. Burns did not confine his energies to "Shipping" alone, but as much with the object of providing tonnage for the agencies and enlarging the scope of his business generally, became largely interested in many other directions, with the gratifying result that to-day the repertoire of BURNS, PHILP & CO., LTD., is more varied than that probably of any other firm in Australia, a steady expansion of operations, attaining enormous proportions, being achieved under all headings during the past quarter of a century.

Following the establishment of the Sydney business, Normanton, at the head of the far-away Gulf of Carpentaria, next claimed Mr. Burns' enterprising attention.

### **Historical Sketch.**

Messrs. Clifton & Aplin Brothers had located themselves at Normanton in the early seventies, there erecting commodious stores and wharves for the supply of the Gulf district that was then rapidly advancing in importance. This firm offered to sell out to Mr. Burns, who, considering the suggestion favorably, promptly despatched his right-hand man, Mr. Adam Forsyth, to investigate and negotiate. In due course, the acquisition of Clifton & Aplin Brothers' business was completed for some £20,000.

To illustrate the remoteness of Normanton in those days, Mr. Forsyth had to voyage in a sailing ketch from Thursday Island down the Gulf, which took just three weeks to cover the distance, traversed by the mail steamer of to-day in about 48 hours ; in fact, at that period, a trip from Sydney to Normanton took longer than a trip to London does now.

For quite a number of years marked and rapid progress was made at Normanton, the Company's sales of merchandise at one time rising to a quarter of a million a year. Then came a relapse ; various causes militated against the place, persistent drought, ticks, low price of cattle, and general unsuitability of the district for sheep, all forced the Gulf country into a state of decay. The development and good yields of the Croydon Goldfield, and, more recently, the augmented value of cattle, however, again resuscitated Normanton, and a large business is still being done.

The early development in the Gulf bringing about a demand for tonnage induced Mr. Burns to run the first steam service to Normanton. When the pioneer steamer, the *Truganini*, reached there, twenty odd years ago, she proved of as great interest to many of the juvenile residents as to the large aboriginal population, neither of whom had previously set eyes on a " fire ship."

With bases at Townsville and Normanton, the establishment of a third business in Queensland, at Thursday Island, was but the addition of a link to the chain.

Thursday Island, a Queensland Dependency in Torres Straits, about that time replaced the settlement at Somerset, owing to the discovery of extensive Mother of Pearl Shell beds all through and around Torres Straits. Thursday Island received a great impetus from this valuable industry. In addition to opening up an introductory business with New Guinea, Mr. Burns' business soon became closely and increasingly identified with the working and trading of the

TRAVEL HOMEWARDS  
THROUGH  
THE **RED MAN'S** COUNTRY



Via SAN FRANCISCO.



With the Compliments of the A. and A. Line.—BURNS, PHILP & CO., Managing Agents.

AN AMERICAN RED MAN.

Buckskin Charlie is a Sub-Chief of the "UTES." As this tribe is rapidly becoming extinct, the above true and characteristic likeness will be of increasing interest.

**BURNS,  
PHILP & CO.,  
LIMITED.**

**GENERAL SHIPPING  
AGENCIES.**

**SINGLE  
AND...  
RETURN  
TICKETS  
ISSUED**

OCEANIC S.S. CO., to England via N.Z. and America.  
NIPPON YUSEN KAISHA, to Manila, China, Japan, etc.  
A.U.S.N. CO., Royal Mail Inter-State Service, and to Fiji.  
PACIFIC MAIL S.S. CO., from China, Japan, etc.  
OCCIDENTAL & ORIENTAL S.S. CO., ditto.  
M'ILWRAITH, M'EACHARN'S West Australian Line.  
BRITISH INDIA S.N. CO., to all Indian Ports.  
QUEENSLAND LINE, to Europe *via* Torres Straits.  
ISLAND LINE OF MAIL STEAMERS, to Norfolk, Lord Howe, New Hebrides, Gilbert, Ellice Islands, also Solomons, New Britain, New Guinea.  
NETHERLANDS-INDIA S.S. CO., to Java, Singapore, etc.

**ROUND  
THE WORLD  
TOURS**

BOOKING BY...

P. & O., Orient-Pacific,  
N.D.L., Messageries,  
N.Y.K., E. & A., and  
China N. Co., &c., &c., &c.

OFFICES :

10 BRIDGE STREET,  
SYDNEY.

AND AT...  
Corner PITT & BRIDGE STREETS  
(OPP. ROYAL EXCHANGE),  
SYDNEY.

AND BRANCHES THROUGHOUT AUSTRALASIA.

Torres Straits fisheries, BURNS, PHILP & CO., LTD., to-day holding very considerable interests in this important industry.

**Historical Sketch.** To revert to Mr. Robert Philp at Townsville. While Mr. Burns had set his establishments at Sydney, Normanton and Thursday Island in motion, Mr. Robert Philp had followed the same policy of expansion by extending his operations to Cairns, about 200 miles north of Townsville, and also by acquiring an interest in a business at Charters Towers.

The vast natural resources of the bountifully-watered Cairns District—probably the richest and finest in Australia—were then commencing to be operated on in manifold directions, thus facilitating the building up of a business that has since become one of the principal establishments of BURNS, PHILP & CO., LTD.

The following incident associated with the earliest exploration of Cairns merits narrating :

Upon the discovery of the Hodgkinson Goldfield in 1876, the available track across country from Townsville was very rough for carriers, and the distance great. The suggestion was advanced that if a track could be opened from somewhere near Trinity Inlet, in Trinity Bay, land carriage and time of transit would both be lessened by at least one half. Volunteer explorers promptly formed a party at Townsville, comprising the late Hon. W. Aplin, the late Messrs. Andrew Ball and Johnson, Mr. L. F. Sachs, and Mr. James Burns. The little steamer *Porpoise* was chartered ; a number of horses, together with a few native boys, were embarked, and a landing effected at Trinity Inlet a couple of days later. Volumes might be written of the adventures and vicissitudes that befell this small party in what is to-day the "Cairns District." Every effort to penetrate the high ranges hemming in the Mulgrave River was as much frustrated by their precipitous character and their covering of dense scrub as by the many bodies of numerous hostile blacks, who infested the country and repeatedly attacked the party. Fortunately, arrangements had been made for the s.s. *Porpoise* to return in a fortnight for a progress report, and the party was by no means sorry to fall back upon its landing place and re-embark for Townsville.

It was, however, only a few months later when the ranges were penetrated, a track blazed to the Hodgkinson, and the nucleus of the future "Cairns" formed. Cairns, to-day, is a flourishing, up-to-date town, possessing a railway running across the same steep ranges away to the far-back country.

The point is now approached at which it was deemed desirable to amalgamate the five businesses, viz.: Sydney, Normanton, and Thursday Island, hitherto carried on in the name of James Burns, and Townsville (comprising a subsidiary

business at Charters Towers) and Cairns, carried on in the name of Robert Philp & Co. The necessary amalgamation arrangements were duly completed, and as the result, BURNS, PHILP & COMPANY, LIMITED, evolved as a registered limited liability Company, under the Act, from the first day of April, 1883. From this date the rise and progress of the business, with Mr. James Burns as Chairman of Directors, became even more rapid.

**Historical Sketch.** It may here also be recorded that, upon the formation of BURNS, PHILP & Co., LTD., every opportunity on advantageous terms was afforded to the whole of the Branch Managers, Chief Clerks, and Heads of Departments to become shareholders in the Company. Shares were also allotted to most of the members of the original staff, with the view of constituting the concern as much of a co-operative corporation as possible, thus assuring the very best efforts of all concerned.

Since 1883, under the auspices of the Company, the number of Branches has trebled, and bids fair to become further augmented. The additional Branches established since 1883 are at Brisbane, Bowen, Cooktown and Croydon, in Queensland; Port Moresby, Samarai and Merauke, in New Guinea; Fremantle and Geraldton in Western Australia; Vila in the New Hebrides; Nukualofa, in Tonga; and lastly, but really not least, at London (61 and 62 Gracechurch-street, E.C.).

During several years the Company also maintained Branches at Vancouver, British Columbia, Esperance (Western Australia), and Daru (New Guinea).

In addition, the Company has established extensive trading operations, controlled from Sydney, with the whole of the Western Pacific Islands. Altogether, BURNS, PHILP & Co., LTD., have from the earliest point of commencement participated most prominently and actively in the pioneering, fostering, establishing and building up of commerce and kindred enterprises in North Queensland, New Guinea, and throughout the Western Pacific; directly and indirectly they have also been equally prominently identified and associated with the initiation, development and extension of progressive shipping communication to and from and around Australia and the South Sea Islands.

With a view to furnishing an outline of the Company's origin, rise and progress, and supplying a somewhat more comprehensive idea of the interests owned and agencies managed or represented by BURNS, PHILP & COMPANY, LIMITED, this booklet is issued, with the hope that it may also prove serviceable as well as interesting to the Company's friends and clients, as well as to the staff.

SYDNEY, N. S. W.,  
*January, 1903.*



Burns, Philp & Company's New Building, Bridge Street, Sydney.



THE foundation, rise and progress of Burns, Philp & Co., Ltd., whose name has become an established household word throughout the States of the Commonwealth, illustrates in a striking manner the old but trite adage, **Sydney.** "small beginnings, big endings." From the time its founder, Mr. James Burns, entered the commercial arena in the early seventies at Townsville, success upon success has marked the career of this purely Australian enterprise, until, at the present day, the phenomenal progress that has attended its growth and its now far-reaching operations, with ramifications embracing the whole continent of Australia, may, without ostentation, be described as the premier commercial organization of the period. From this standpoint, it is but in the fitness of things that Sydney, the capital city of the mother State, should have been selected as the Company's headquarters since it became a registered company, on the 1st of April, 1883.

The brief sketches of the Company's branches given in these pages furnish some idea of the volume of varied business they transact and the important agencies they conduct. The pre-eminent natural facilities afforded by Sydney, whose harbor is justly extolled as one of the finest in the world, offered an exceptionally advantageous base wherefrom to direct a business so intimately associated with shipping, and to cater for the commercial and transport requirements of the population of Australia. In passing, it may be mentioned that during the last ten years the population of Sydney has increased by 104,000. The entire inhabitants of the State of New South Wales, at the 31st of December, 1901, was recorded as 1,379,890, showing an amazing increase since 1830, when it was set down at 46,302, at that time also including the population of Queensland, which latter State was not separated from New South Wales until 1860.



While on the subject of statistics, it may prove of interest to readers to note that in New South Wales, land cultivation, which in 1830 totalled only 71,000 acres, increased to 2,445,564 acres in 1900. In the matter of cereals, wheat production, which in 1850 (the earliest record available) was 365,415 bushels, had expanded

*Burns, Philp & Company's General Office,  
Bridge Street, Sydney.*



to 16,173,771 bushels in 1900. These few figures help to indicate the wonderful progress of New South Wales, but its most startling advancement is

to be found in the archives of its shipping. Brother Jonathan was the first foreign trader to enter Port Jackson, in the *Philadelphia*, in 1792, Sydney Harbor being then the only one in use.

In 1830, vessels aggregating a tonnage of 31,225 entered into New South Wales, and in 1900 had increased to the startling total of 4,094,088 tons. Facilities for rapid transit by land have made equal progress. The railway mileage open in 1870, of 235 miles only, extending to 3,173 miles in 1900. The gross tonnage of shipping for which the whole of Burns, Philp & Co., Ltd., act as agents amounts to close upon two and a half millions per annum. the cargo tonnage actually handled exceeding 400,000 tons per annum.

It is hardly necessary to enter into a close description of the magnificence of the public and many of the private buildings of the city, there being so many publications on the subject, but it may be truthfully stated that they are the finest of any city in the Commonwealth, their facades of Sydney freestone facilitating, by its easily-worked nature, an artistic and ornamental design difficult of attainment with other stone. Volumes might be written about the charming surroundings of Sydney, and of the unsurpassed attractions as a pleasure resort of both city and environs. Suffice it to say that no visitor can be deemed to have seen Australia who has not paid a visit to its mother Capital.

Burns, Philp & Co., Ltd., have their Head Office in that finest of Sydney thoroughfares, Bridge-street, where, or in close vicinity thereto, most of the principal companies are located.

In Bridge-street, Burns, Philp & Co., Ltd., occupy no less than three distinct premises. The Merchandise Department is conducted in the basement of the great and ornate buildings recently erected at a cost of about £50,000 ; the

other manifold departments of the large business are situated on the several floors of the tall edifice opposite, that has now been in the occupation of the Company some eighteen years. The oversea bureau is situated at the corner of Bridge and



*North Head, Sydney.*



*Government House, Sydney.*



Burns, Philp & Company's Passenger Bureau,  
 Corner Bridge and Pitt Streets, Sydney.



Pitt Streets, opposite the Royal Exchange. Burns, Philp & Co., Ltd., are also the lessees from the New South Wales Government of a commodious wharf at Circular Quay, where the splendid steamers of the Oceanic and **Sydney.** Nippon Yusen Kaisha Mail Lines, for both of whom the Company are the Managing Agents in Australia, are berthed. The position of this wharf is most central, being opposite to the Custom House, adjacent to the City and Suburban Electric Tram Service, and in close proximity to the Ferries and the Orient and P. & O. Lines Wharves.

The following synopsis of the leading agencies represented by Burns, Philp & Co., Ltd., with additional details furnished regarding same, will, apart from proving of interest and service to the Company's supporters as well as the public generally, illustrate more effectively than a long-winded article, the importance and useful position filled by Burns, Philp & Co., Ltd., in Interstate as well as International shipping and commerce, viz. :—

#### AUSTRALIAN INTERSTATE COASTAL LINES :

AUSTRALASIAN UNITED STEAM NAVIGATION Co., LTD., to Queensland, Victoria, South Australia and Western Australia.

McILWRAITH, McEACHARN & Co. PROPRIETARY, LTD., to Victoria, South Australia and Western Australia.

#### PACIFIC ISLAND LINES :

AUSTRALASIAN UNITED STEAM NAVIGATION Co., LTD., to New Caledonia and Fiji.

OCEANIC STEAMSHIP COMPANY, to Auckland, Samoa, Hawaii and Tahiti.

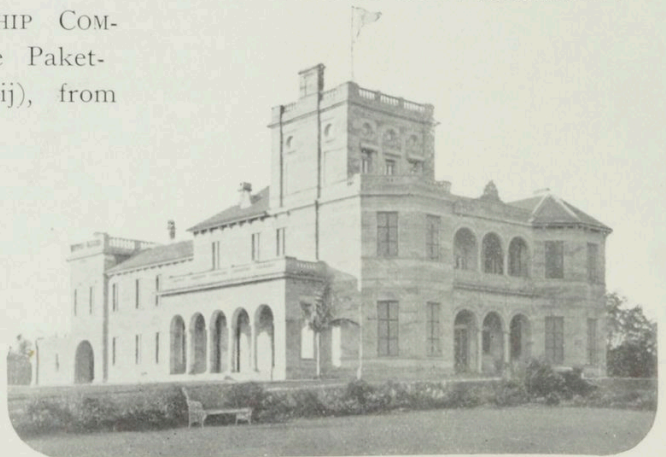
BURNS, PHILP & Co., LTD., Island Line of Mail Steamers to Lord Howe and Norfolk Islands, New Hebrides and Banks Groups, Santa Cruz and Solomon Islands, Ellice and Gilbert Groups.

#### BRITISH, GERMAN, AND DUTCH NEW GUINEA AND NEW BRITAIN :

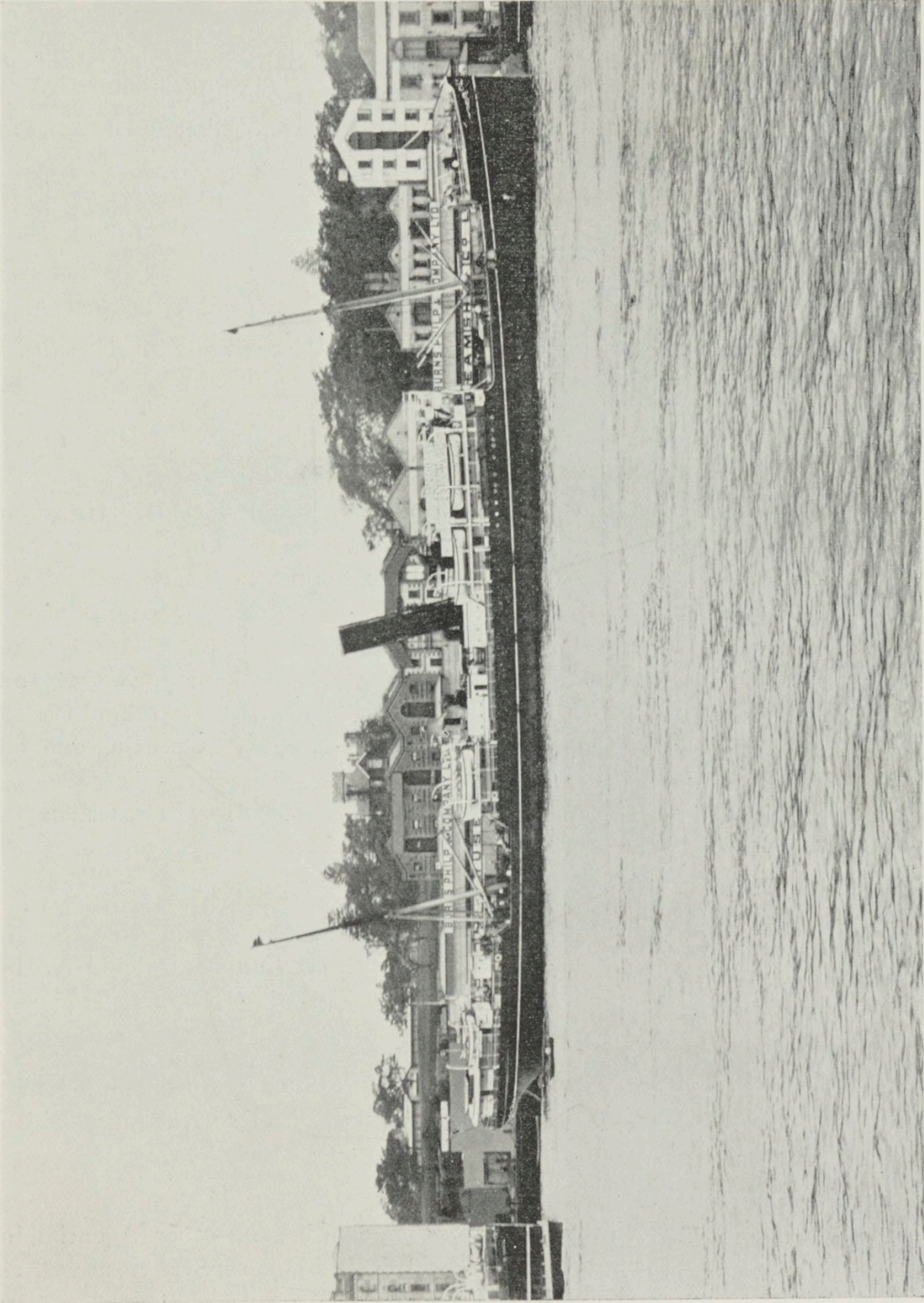
NETHERLANDS STEAMSHIP COMPANY (Koninklijke Paketvaart Maatschappij), from Thursday Island to Dutch New Guinea

BURNS, PHILP & Co., LTD., Island Line of Mail Steamers.

BURNS, PHILP & Co., LTD., New Guinea Coastal Services.



*"Gowan Brae," Parramatta.*



Burns, Philp & Company's Circular Quay Wharf, Sydney.



## TO AMERICA AND EUROPE :

OCEANIC STEAMSHIP COMPANY, to the United States, *via* New Zealand, Samoa and Hawaii, and from San Francisco to Tahiti.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY, from China and Japan, *via* Hawaii, to the United States.

PACIFIC MAIL STEAMSHIP COMPANY, from China and Japan, *via* Hawaii, to San Francisco, and thence to all Central and South American Ports.

## TO LONDON :

QUEENSLAND LINE, *via* Torres Straits, Java, Colombo, Suez, and Mediterranean Ports.

## TO CHINA, JAPAN, INDIA, THE EAST, &amp;c. :

NIPPON YUSEN KAISHA (Imperial Japanese Mail Line), to Manila, Hong Kong, and Japan.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LTD., to Port Darwin, Timor, Manila, Hong Kong, and

Japan. (Burns, Philp & Co., Ltd., Agents at North Queensland Ports).

BRITISH INDIA STEAM NAVIGATION Co., to Bombay, Calcutta, and all East Indian Ports.

NETHERLANDS STEAMSHIP COMPANY (Koninklijke Paketvaart Maatschappij), from Thursday Island to Timor, Dutch Indies, and Singapore.

## THE "SHELL" TRANSPORT AND TRADING CO., LTD. :

LINE OF TANK STEAMERS TO BORNEO, and installations in New South Wales and Queensland for the supply of petroleum and liquid fuel in bulk.

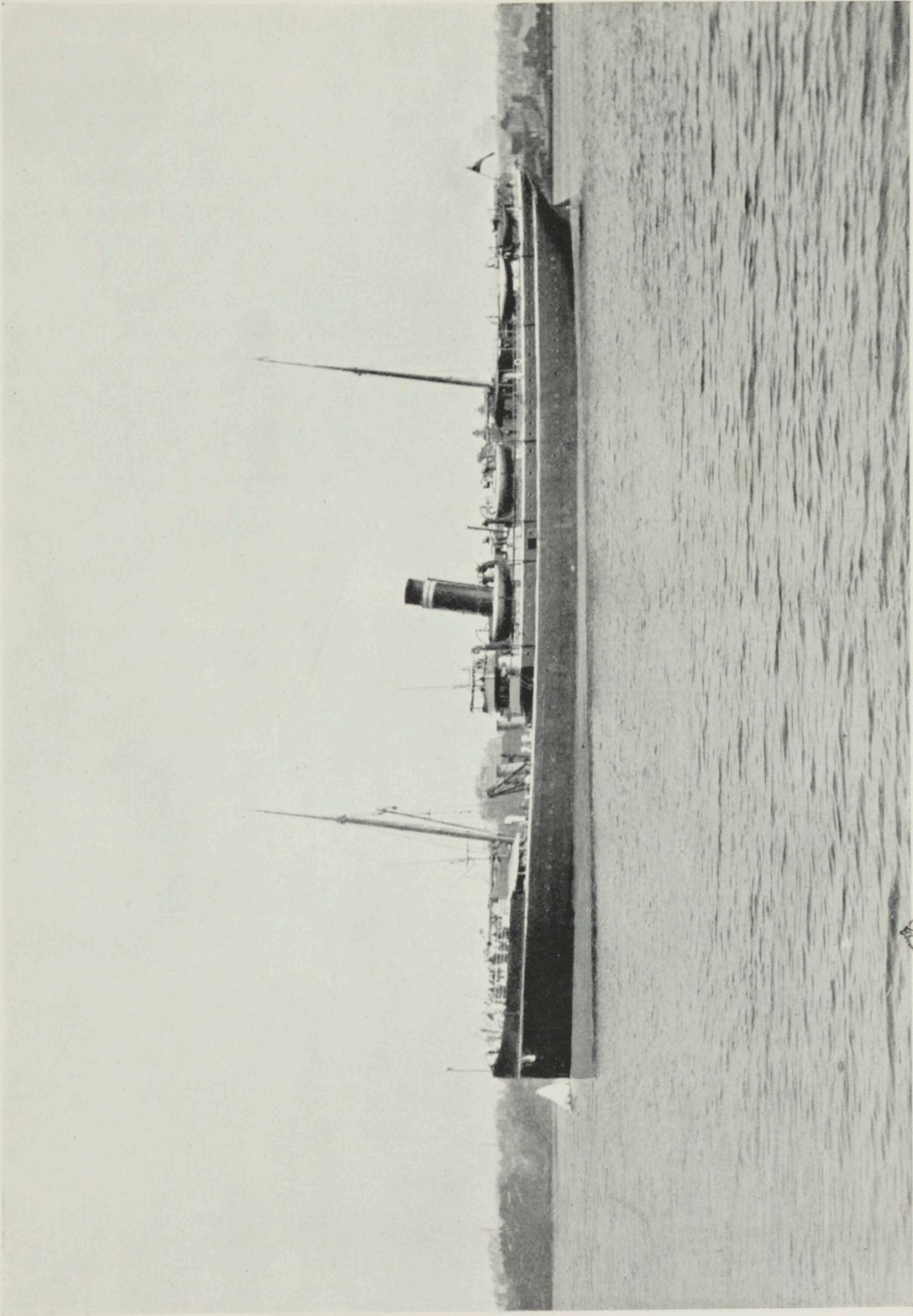
## NORTH QUEENSLAND INSURANCE CO., LTD. :

MARINE & FIRE : Head Office, Sydney. Represented by Burns, Philp & Co., Ltd., as Managing Agents in Queensland, Western Australia, British New Guinea, etc.

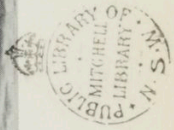
VARIOUS : Shipping, Railway, Insurance, Mercantile, and other Agencies, in addition to the foregoing, are held at Head Office, Sydney, as well as throughout the Branches.



*Mosman's Bay, Sydney*



A. U. S. N. Co.'s S.S. "Arawatta."



AMONG Australian Shipping Companies, the well and widely known "A.U.S.N. Co." undoubtedly occupies the leading position. To give even an abridged account of

**Australasian United Steam  
Navigation Company, Limited**

(See Map on pages 52 and 53.)

this old-established institution would be impossible within the limited space of this booklet. Their efficient services embrace the five States of the Commonwealth, reaching from Burketown, in the Gulf of Carpentaria, to Fremantle, in Western Australia, a run of over 5,000 miles, and extending from Sydney to New Caledonia and Fiji (1733 miles). The fleet numbers about 30 vessels, aggregating some 40,000 tons, and comprises many of the most famous "flyers" in Australian waters, amongst which the *Aramac*, *Arawatta*, *Wodonga*, and *Wyandra* merit special mention. Several very fine, speedy and large new steamers are now building, and will shortly be placed in commission, thus maintaining the reputation of the A. U. S. N. Co. as the Premier Coasting Company of the Commonwealth, and keeping full pace with their continually increasing traffic.

An illustration is given showing the A. U. S. N. Co.'s large wharf in Darling Harbor, Sydney, which, with the city in the high background, forms a striking picture, and conveys an idea of the extensive operations of the Company.

In the carefully-studied attention of the wants, wishes, requirements, and comfort of passengers, of attendance, and of cuisine, the steamers of the A. U. S. N. Co. enjoy an unrivalled renown. The Company's winter excursion trips along the placid inter-Barrier seas to scenic North Queensland, embracing Whitsunday and Hinchinbrook Passages, the sugar regions of the Herbert and Johnstone



Rivers, and the Cairns District, with its superb Barron Falls, have become famous as THE EXCURSION of the Commonwealth.

The following are the A. U. S. N. Co.'s principal Services :

1. Weekly, Express Mail Contract Steamer, *Barcoo*, from Brisbane to Townsville and *vice versa*, connecting at Gladstone and Townsville with the "through" express trains, thus enabling passengers from the Southern States to proceed to Townsville, Charters Towers, and the interior of North Queensland in the shortest possible time.
2. Weekly, through from Melbourne to Cooktown and *vice versa*, *via* Sydney, Brisbane, and principal Queensland ports.
3. Weekly from Townsville to Cairns and *vice versa*, *via* Lucinda Point (Herbert River), Cardwell, Mourilyan Harbor, and Geraldton (Johnstone River).
4. Bi-Weekly from Brisbane to Rockhampton and *vice versa*, *via* Maryborough, Bundaberg, and Gladstone.
5. Three weekly from Brisbane to Townsville, Cooktown, and Thursday Island, Normanton and Burketown, and *vice versa*.
6. Fortnightly from Sydney to Fremantle, and *vice versa*, *via* Melbourne, Port Adelaide, and Albany.
7. Four weekly from Sydney to Noumea (New Caledonia), Suva, Levuka and Lautoka (Fiji), and *vice versa*.

For full particulars apply to :

BURNS, PHILP & COMPANY, LIMITED, AGENTS,  
Sydney, Townsville, Cairns, Thursday Island, and Normanton.



Darling Harbor, Sydney.

THE Steamers of this Line are mainly engaged in the Interstate coastal traffic between Newcastle and Fremantle, *via* Sydney, Melbourne, Adelaide, and, occasionally, intermediate ports. A regular

**McIlwraith, McEacharn & Co.,**  
**Proprietary Limited,**  
**Line of Steamers.**

(See Map on pages 52 and 53.)

swift Passenger Service is maintained between Sydney and Fremantle, *via* ports, by the commodious steamers *Kalgoorlie* and *Coolgardie*, both enjoying a deservedly high reputation for their excellent arrangements

for the thorough comfort, safety and convenience of passengers, the accommodation on these vessels being in advance of existing requirements. The cuisine, too, is particularly good. Electric light is installed throughout. The vessels are of the highest class, being fitted with every appliance necessary for their efficient working.

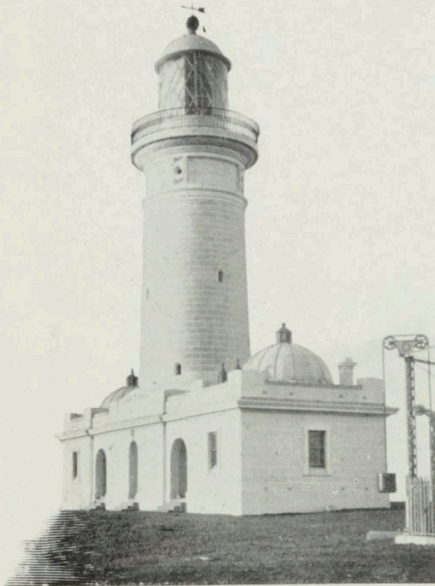
The fleet consists of 9 vessels, with an aggregate tonnage of nearly 35,000; the very latest additions, the *Coocyanna* and *Kooringa*, being vessels of 5,000 tons. It is intended to add extensively to the fleet in the near future. The itinerary is as follows:—

Steamers leave Sydney on Tuesday, Melbourne on Saturday, Adelaide on Tuesday, Albany on Saturday, arriving at Fremantle on following Monday; on their return they leave Fremantle on Thursday, Adelaide on Tuesday, Melbourne on Friday, arriving at Sydney on Sunday.

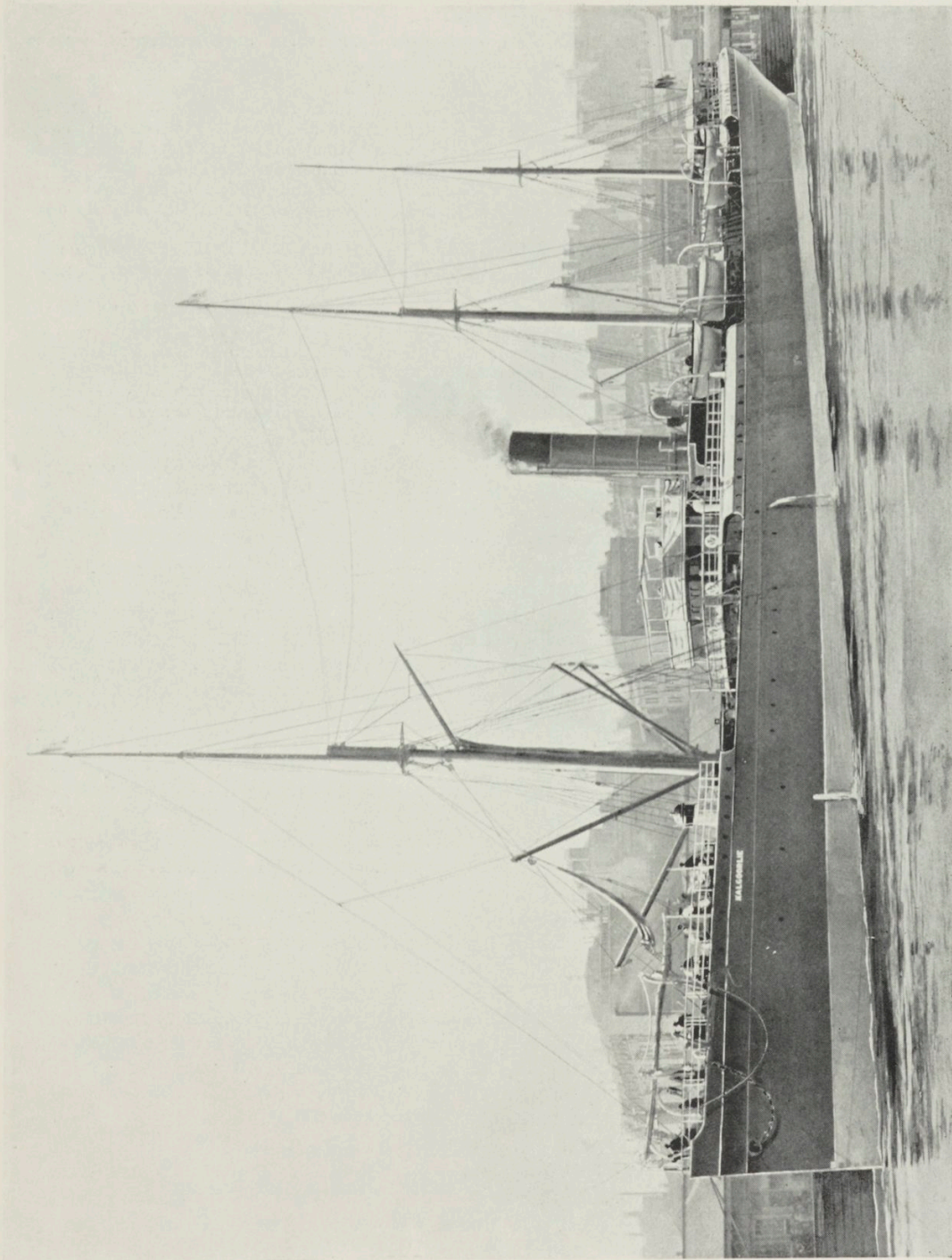
In addition to the running of the regular passenger service, a very comprehensive cargo transportation is served by the steamers of this Company.

For full particulars apply to:

BURNS, PHILP & COMPANY, LIMITED,  
 Agents, Sydney.



*Electric Lighthouse, South Head, Sydney*



McE. McE. & Co.'s S.S. "Kalgoorlie."



PACIFIC ISLAND SERVICES: (See Map on pages 88 and 89.)

No. 1. To New Hebrides and Banks, *via* Lord Howe and Norfolk Islands, leaving Sydney on 1st February, April, June, August, October, and December.

No. 2. New Hebrides Inter-Island Service, Monthly from Vila.

**Burns, Philp & Company's  
Island Line of Mail Steamers.**

(Under Contract with the Government  
of the Commonwealth of Australia).

No. 3. To Santa Cruz and Solomon Islands, *via* Lord Howe and Norfolk Islands and Vila, leaving Sydney on 1st January, March, May, July, September, and November.

No. 4. To Ellice and Gilbert Groups, *via* Vila, leaving Sydney on 1st April, August, and December.

B. P. & Co., Ltd., also Maintain an Inter-Island Service from Nukualofa, Tonga (Friendly Islands), to neighboring Islands in the group, and extending to Niue (Savage Island).

NEW GUINEA SERVICES: (See Map on pages 88 and 89.)

From Sydney, *via* Cooktown, to Port Moresby and Samarai, with extension to New Britain and (or) Singapore, with the option of deviation. Quarterly service.

Local Steam and (or) Sail Service between Cooktown, Samarai, various intermediate B. N. G. Ports, and Port Moresby, periodically extending to Western B. N. G. Ports, and *vice versa*. Sailings from Cooktown approximately monthly.

The history of the "Island Line" of steamers is a counterpart to the history of the development and expansion of Australian enterprise and commerce in the Western Pacific. Commencing operations in that direction some twenty years ago, when the trade between Australia and the Pacific was confined to whalers and the ancient type of schooners, Burns, Philp & Co., Ltd., inaugurated and steadily extended their steam services to the whole of the Western Pacific Islands and New Guinea, advancing Australian commerce, acting as pioneers of British interests, and holding their own against all the organized opposition of foreign competitors, many of them heavily subsidised by their Governments with a view to the furtherance of the propaganda of their respective nations. The service thus rendered to the Australian nation in combating its commercial and political opponents will probably not be clearly realized and appreciated until, in the course of time, the aspirations of the various powers interested in the Pacific become adjusted, and the magnitude of their efforts to consummate their ambitions has been fully demonstrated.

To the tourist, scientist and collector, these Western Pacific Island and New Guinea trips offer attractions that scarcely any other service does. Trading upon the very utmost fringe of civilization, the "Island Line" conveniently brings the visitor in contact with races still existing in their savage state, many of them as yet untouched by the effacing hand of civilization, and affording to the observant mind charms far outrivalling the attractions along the beaten tracks. The rates charged (£25, Saloon, for 7 weeks' round trip to the New Hebrides, or to Santa Cruz and the Solomons) place these tours within the reach of thousands to whom either the more expensive or extensive world tours may present obstacles. Where only a month's time is available, the excursions to Lord Howe and Norfolk Islands, leaving Sydney on the first of each month, offer an excellent opportunity for complete change of air and environment. Norfolk Island, besides enjoying the sobriquet "Gem of the Pacific," is also justly termed the "Madeira of the South." The regularity of communication enables the round voyage from Sydney to be made in about twenty-three days, allowing about twelve days on Norfolk Island, the Saloon return fare being £10.

For full particulars apply to: BURNS, PHILP & CO., LTD.,  
Managing Owners, Sydney, and at all their Branches.

SOME forty years ago the question of a steamship service across the Pacific to connect Australia and New Zealand with San Francisco, began to receive practical consideration. The results of the development in Trans-Pacific Steam communication since then stand amongst the most telling evidences of Australasian progress.

**Oceanic Steamship Company**  
**(A. & A. Line).**

**"Home" Across the Pacific, via America.**  
 (See Map on pages 118 and 119.)

The march of modern improvement, which has shortened the world's distance everywhere, has, relatively speaking, brought the two continents many thousands of miles closer together. Whereas the first steamers occupied 36 days in making the voyage from Sydney to San Francisco, the fine vessels of the "Oceanic Steamship Company's" A. & A. Line have reduced the passage to 20 days. The shortening of time across the Pacific, together with the no less marvellous improvements in overland transit by the "Iron Horse" of modern times across the great Continent of America, has enabled the Oceanic Company to perfect a system of through Passenger traffic to America, Great Britain, and European centres undreamed of even a few years ago. Jules Verne's immortal "Round the World in 80 Days" is outdone by the system of Round the World tours inaugurated by the A. & A. Line and its connections. Starting out from Australia by one of the steamers of this line, leaving Sydney every three weeks, it is possible to reach London in about 31 days, and to return to Sydney by way of the Suez Canal in about the same length of time, thus completing the circuit of the globe in little more than 60 days. It is interesting to follow the steps in the opening up of this great ocean highway between two neighbor continents, and to note the large part which the owners (Messrs. J. D. Spreckels & Bros. Co.) have played in its development, in ensuring its continuity, in increasing its trade, and in providing such high-class passenger steam vessels as the *Ventura*, *Sonoma*, and *Sierra*, which now run with fixed regularity from port to port, and have become such first favorites with tourists and the travelling public in general. They are popularly known as the three sister ships, each having a capacity of over 6,000 tons, length 425 feet, horse power 8,000; are the only steamers engaged in the Australian-Pacific Passenger Service fitted with twin screws and two sets of independent engines, thus ensuring safety of passengers in the event of any breakdown of machinery in mid-ocean: a distinct advantage over steamers having one screw only. Their guaranteed speed is 17 knots per hour (nearly 20 miles). Accommodation is furnished for 240 first-class passengers, 100 second, and 100 third class, and in each class nothing has been left undone for the comfort of the travellers. The promenade deck, family rooms, and upper deck cabins are all of large size and beautifully upholstered.

The Company is under contract for the carriage of H. M. Mails between Australia and America, and also conducts the mail service between San Francisco and the Hawaiian Islands under contract with the U. S. Government, and

between San Francisco and Tahiti under contract with the U. S. and French Governments.

THERE is a magic charm in the expression "Round the World" that at once lends itself to the imagination of the would-be traveller. The recent improve-

**Oceanic Steamship Company**

**(A. & A. Line).**

**Round the World Tours.**

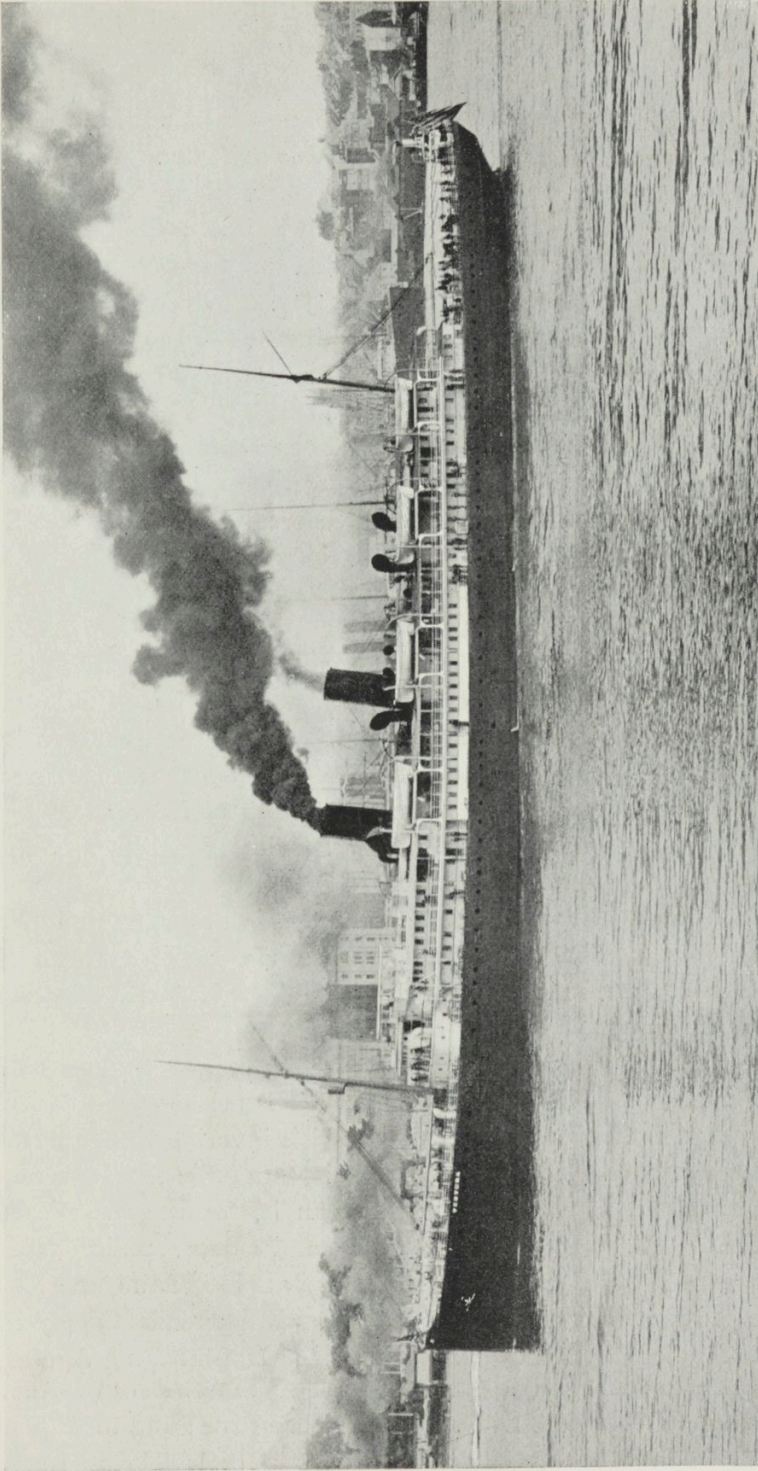
ments and betterment of arrangements completed between the many great oversea and overland transportation companies have enabled a manifold combination of bookings that, but a few years ago, would have been altogether impracticable. But combination and community of interests is the order of the day, and leading business men, quick to realise this recent change in new conditions, have met each other hand in hand, with the result that many things undreamed of a decade ago have materialized into actual facts. Thus, the Oceanic Steamship Co., Pacific Mail S. S. Co., Occidental and Oriental S. S. Co., and their numerous oversea and railway connections have enabled these companies to link together many chains of round the world tours which are year by year becoming more popular with the travelling public, and give every indication of still growing more and more so. It is not within the scope of this publication to outline these tours, which, in passing, may be said to include a few hundreds of different kinds of routes, but to those of an enquiring turn of mind, or those who purpose undertaking a journey, it would be well to inquire for a recent publication issued by Burns, Philp & Co., Ltd., from their Passenger Bureau, Corner of Pitt and Bridge Streets, Sydney, embodying round the world tours, giving length of time occupied and actual travelling time and approximate cost of any trip selected by the traveller. This list of tours will be found of great interest, even to those who are not in the immediate need of such information, for by tracing on a map of the world the outlines of routes given, it will be found that almost every civilized spot of the globe can be reached in a through booking from Australia with the ease and comfort that at once gives confidence to those uninitiated to travelling, and leaves nothing undone in meeting the requirements of the most fastidious globe-trotter.

It only remains to be added that it matters not in which direction the round the world tourist decides to travel; every facility will be given at the Bureau, comfortable quarters secured in any of the steamers controlled under the agencies of Burns, Philp & Co., Ltd., or in any of the steamers running out of Australia and linking together the chain of round the world tours.

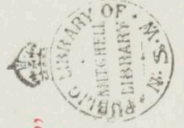
For full particulars apply to:

**BURNS, PHILP & COMPANY, LIMITED, Managing Agents, Sydney,**

To all their Branches in Queensland, New Guinea, and the Pacific, and to McIlwraith, McEacharn & Co. Proprietary, Ltd., Agents, at Melbourne, Adelaide, Albany, and Fremantle.



Oceanic Steamship Company's S.S. "Ventura."



TOURISTS of the present century cannot consider their travels complete ere they have visited the Land of the Rising Sun, the Home of the Chrysanthemum, the Cherry Blossom, and the most interesting and progressive nation in the East.

**Nippon Yusen Kaisha**  
**(Imperial Japanese Mail**  
**Steamship Company.)**

(See Map on pages 104 and 105.)

To enable this to be done with all the supreme comfort and convenience now demanded, the Nippon Yusen Kaisha (whose Head Office is in Tokio, Japan) have had special steamers built for the service between Australia, China and Japan, which have already secured for themselves a prominent position in the estimation of the travelling public.

The *Kumano Maru*, having a tonnage of 5076 tons, is the largest, and, together with the *Kasuga Maru*, 4000 tons, and the *Yawata Maru*, her sister ship, maintains a regular monthly service. These steamers are unrivalled on the route as passenger boats, being fitted with every improvement that the art of shipbuilding has developed, having their Saloons amidships, with State-rooms containing only two berths, and, when occasion requires, can travel from 18 to 19 knots per hour. They are the largest and fastest vessels engaged in the trade. As the Nippon Yusen Kaisha, through their contract with the Government of Japan, are bound to keep to schedule time, passengers are enabled to arrange their programme to the very day, the vessels having a reputation for regularity almost as punctual as the Mail Train. With the N. Y. K.'s large fleet, consisting of 71 vessels, with a total tonnage of 243,333 tons, passengers are assured of every possible comfort, and can make arrangements to connect at Hong Kong or Yokohama with their fine fortnightly Mail Service to Europe *via* the Canal, or to America by their well-known and favored Seattle route.

The Steamers which run the fortnightly European Mail Service were specially built for the trade. Passengers can also proceed to all China and Japanese Ports by the numerous Branch Lines of the N. Y. K., by which through bookings can be arranged.

During the Spring and Autumn seasons, large numbers of Australian travellers take advantage of the special excursions arranged by the N. Y. K. for the round voyage, and upon their return tourists invariably have but one regret, *viz.*, to find their journey is at an end. This, to a large extent, is no doubt due to the fact that the trip to and from Japan is, for the most part, through "Summer Seas." With the exception of but a few days, scenic coastlines are in view all the time, whilst frequent stoppages at interesting ports materially enhance the attractiveness of the voyage. For full particulars apply to :

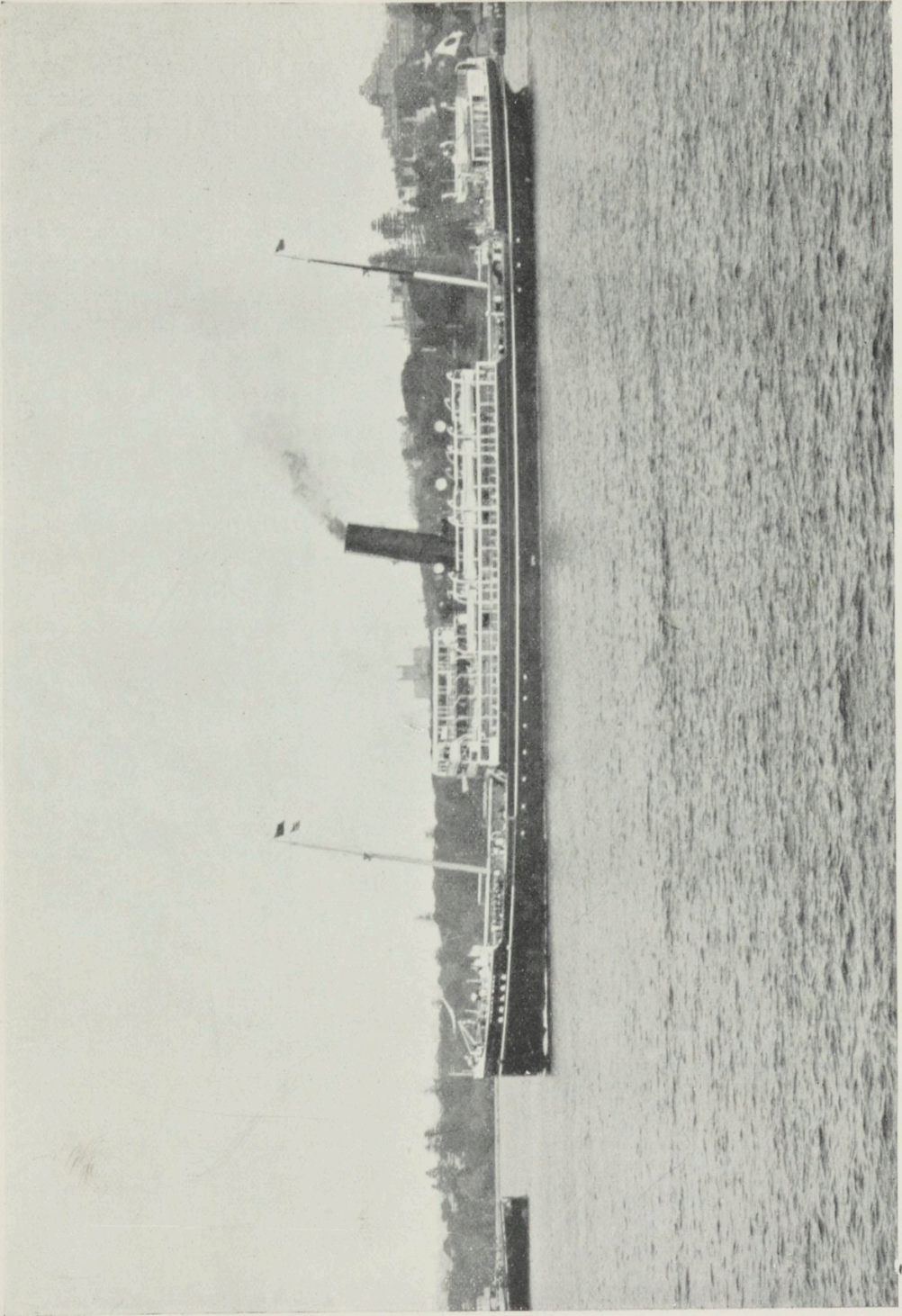
BURNS, PHILP & COMPANY, LIMITED, Managing Agents, Sydney ;

To all their Branches in Queensland, New Guinea, the Pacific, and Western Australia.

To DALGETY & CO., LTD., Agents, Melbourne ; and to

McILWRAITH, McEACHARN & CO. PROPRIETARY, LIMITED,

Agents, Adelaide and Albany.

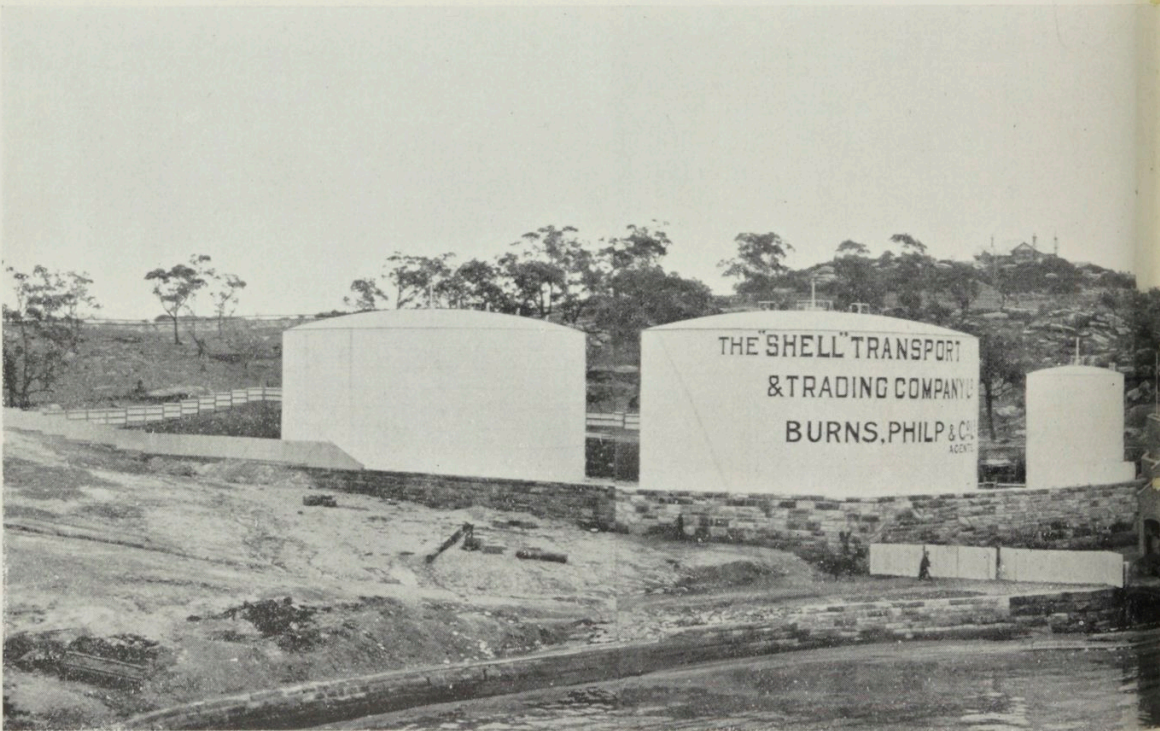


N. Y. K.'s "Kumano Maru."



**The "Shell" Transport and Trading Company, Ltd.**

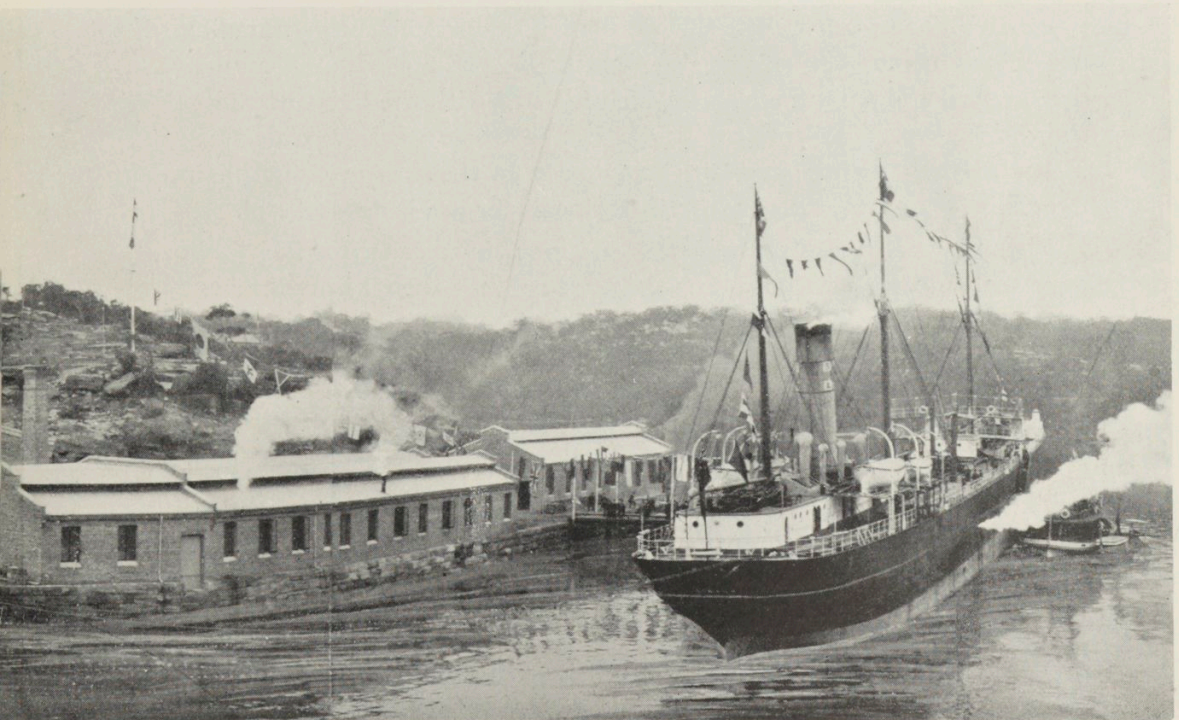
WAS founded by Sir Marcus Samuel—its present Chairman—who was the first to procure the free passage of Tank Steamers, carrying Petroleum in bulk, through the Suez Canal. Not only was Sir Marcus the pioneer of the Bulk Oil Trade to the East, but he was the first to inaugurate the system of carrying return cargoes in Tank steamers. The steamers of the "Shell" Company have now for many years past, after having been steamed and cleaned, successfully carried the most sensitive cargoes on their return passages from the East. The "Shell" Company is so called on account of the names of its steamers being taken from Shells, viz. : *Murex, Conch, Clam, Turbo, Trochus*, &c. The fleet numbers over 40 vessels, and, in view of the continued expansion of the field of operations, in which Australia is now comprised, additional tonnage is being arranged for. The "Shell" Company has established installations for the storage of oil in bulk in Australia, under the auspices of Burns, Philp & Co., Ltd., at Melbourne and Adelaide ; the erection of installations is also contemplated at Fremantle and Brisbane, as well as New Zealand. In the East the depôts of the "Shell" Company are to be found at :—Alexandria, Suez, Karachi, Bombay, Colombo, Calcutta, Madras, Penang, Singapore, Bangkok, Saigon, Hong Kong, Shanghai, Nagasaki, Kobe, and Yokohama, &c., as well as at many of the Chinese



Shell" Transport and Trading Comp

coastal towns and the principal ports in Java. In Africa at Zanzibar and Mombassa, and arrangements are now in progress for the erection of installations and the introduction of the "Shell" Company's bulk oil into the Cape and Natal.

The "Shell" Company, which for many years has been engaged in carrying Russian petroleum from Batoum to the East, some few years ago acquired extensive concessions in Borneo of over 500 square miles in area, of oil-producing country. A very large refinery has been built to deal with the various products of petroleum. The wells and refinery are both near the sea, a good harbor with excellent facilities existing for loading the Company's Tank Steamers. Borneo oil is particularly suitable for liquid fuel, and, in view of the rapid strides that have taken place in the use of oil for fuel (instead of, or as an addition to, coal), a very large demand for oil is expected, which the Company have anticipated by the erection of Storage Tanks for oil for fuel, as well as for petroleum, at all the principal ports of the East, from Suez to Yokohama. Ere long similar installations will also be completed at the principal Australian points. The "Shell" Company have also large interests in the Texas oil fields, an arrangement having been entered into with the J. M. Guffey Co. for the marketing of their products in Europe. The enormous yields of the Texas wells are bound to lead to an extensive use of oil by a large number of Steamship Companies ; trials have been made



's Gore Bay Petroleum Works, Sydney.

by the Oceanic Steamship Company, the Hamburg American Coy. and the North German Lloyd, and the "Shell" Company are now also providing facilities so that steamers may procure liquid fuel at a large number of ports in the United Kingdom as well as on the Continent of Europe.

**The "Shell" Transport and Trading Company, Ltd.,**

As from the 1st of July, 1902, the "Shell" Company have consolidated their interests with those of the "Royal Dutch Company" and several other producing Companies in the Dutch East Indies, and the new Company, which in future will be known as the "British and Dutch Petroleum Company," obtains the sale and distribution of the entire production of all the best known Eastern oil fields. Forseeing that the introduction of the "bulk" system into Australia was inevitable, Burns, Philp & Co., Ltd., entered into an agreement with the "Shell" Company, whereby they became the representatives throughout New South Wales and Queensland for all the aforesaid.

The illustration shows the "Shell" Company's installation, erected under the auspices of Burns, Philp & Co., Ltd., at Gore Bay, Sydney Harbor, for the storage of petroleum in bulk. There are two large tanks of 77 feet in diameter, with a capacity of 4,000 tons each; also a settling tank, 25 feet in diameter, of 300 tons capacity. The accessories to the installation comprise wharves, pumping machinery, filling and storage sheds, as also an extensive building for the manufacture of tins, drums, and other packages, which is fitted with the latest and most labor-saving appliances. The outlay involved in the whole works is close upon £40,000. Extensive preparations are also being made for the storage of fuel oil, in view of several lines of steamers contemplating using oil for fuel instead of coal.

The Company have also railway tank waggons, by means of which bulk petroleum is sent into the interior. A tank barge conveys the oil in bulk about the harbor, while some dozen carts are kept busy with the distribution in bulk throughout Sydney and suburbs to merchants and dealers.

As illustrating one of the many uses to which the cheap, crude oil is now being put, many railway tracks, roads and streets in America are being oiled instead of watered. The oil effectually allays the dust by forming a soft upper crust; in addition to obviating dust, oiling prevents heavy mud in wet weather. Also, whereas street watering requires to be done daily, oiling is only needed at comparatively lengthy intervals.

For full particulars apply to :

BURNS, PHILP & CO., LTD., Managing Agents,  
SYDNEY, and throughout QUEENSLAND.

To a critical observer, probably one of the most pleasing aspects of Australian Commercial life is the fact that the majority of important business Institutions have had very small beginnings. In the year 1886, to meet the growing requirements of outside clients, the "Insurance Department" of Burns, Philp & Co., Ltd., was given an independent existence by its formation into a public limited liability company, under the title of the North Queensland Insurance Company, Ltd. The young Company was at first located at No. 10 Bridge-street, Sydney, in the quarters now occupied by the Shipping Department of Burns, Philp & Co., Ltd., but the rapidly increasing business of the N. Q. I. Co. soon necessitated a transfer to more commodious premises, and the Company migrated to the ground floor of No. 24 Bridge-street.

**The North Queensland  
Insurance Company,  
Limited.**

Prosperity favored them from the first, and, notwithstanding ruinous competition, which wrecked so many old-established Insurance Companies, a sound and profitable business was built up, the development of which, in 1894, rendered greatly-increased office accommodation imperative, and a further removal was made to the N. Q. I. Co.'s own building at the corner of Pitt and Bridge Streets, where the Company continued, year by year, to increase their operations and strengthen their hold upon the public favor, due to prompt settlements and equitable adjustment of claims. Again it was found that the business had overgrown the office accommodation, and at the end of 1900 the N. Q. I. Co.'s Head Office was removed to the handsome and extensive new building (herein illustrated) owned by Burns, Philp & Co., Ltd.

From the inception of the N. Q. I. Co., the Directors made "Solidity" the watchword of their policy, preferring to build up, by keeping faith with their clients, a sound and reliable, rather than a large business. That this policy has been highly successful, is emphasised by the ample reserves which have been laid by, and the fact that the N. Q. I. Co.'s Covers are freely accepted by the Australian Government for hundreds of thousands of pounds. Amongst the Company's clients are numbered the leading Banks, Financial and Commercial Institutions of Australia and New Zealand.

Up to the year 1892, the business of the N. Q. I. Co. had been confined to Marine Insurance, but in that year, after due consideration, a Fire Department was opened, its remarkable success since attained more than justifying its existence.

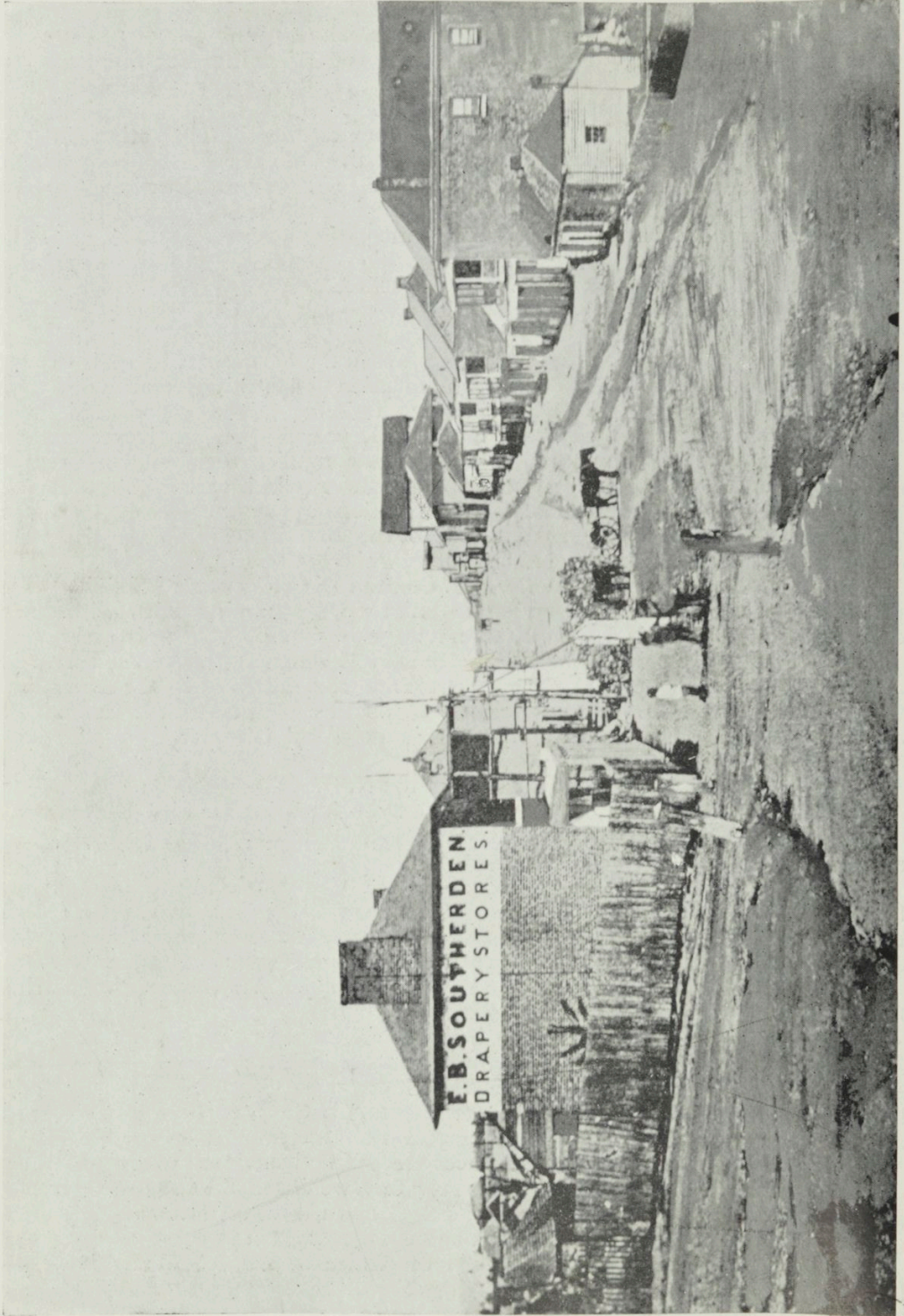
The operations of the N. Q. I. Co. have not been restricted to Australia, but have, from time to time, been extended to all parts of the globe where Australian business could be introduced, and at the present day the Company is represented by important Branches and Agencies throughout the World.

In 1897 the North Queensland Insurance Company absorbed the Marine Insurance business of the Sydney Lloyds.

The business of the Company includes all Branches of Marine and Fire Insurance. In the Marine Department, covers are issued on Hulls, Cargoes, and Freights, per Steam or Sailing Vessels, Steam and Oil Launches, Pearling Luggers, and Wool (from sheep's back to final destination), at the lowest current rates. Claims can be made payable at any of the principal ports of the World.

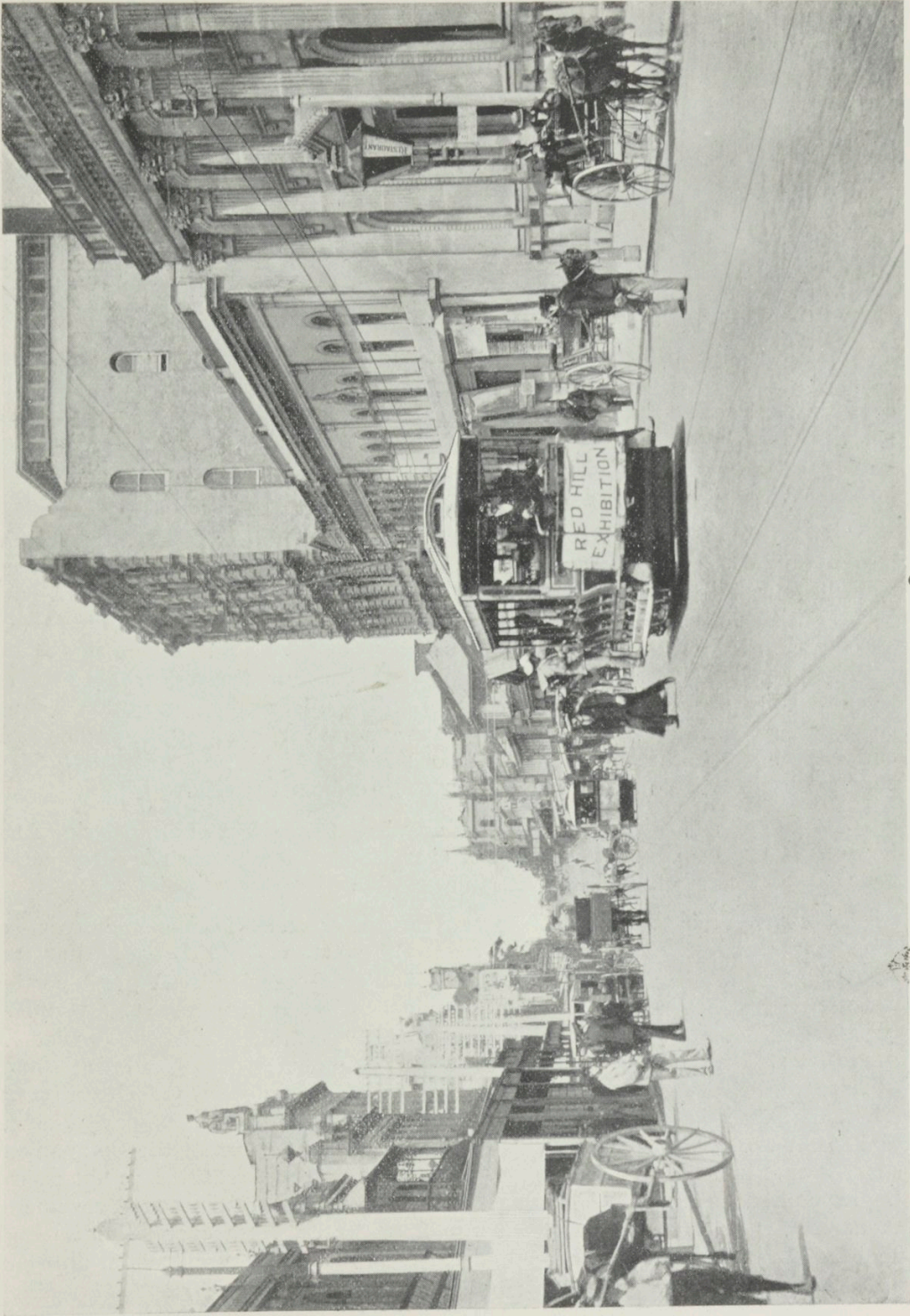
In the Fire Department Insurances are granted against Fire on all kinds of property, including Business and Private Dwellings, Woolsheds, Hayricks, Personal Effects and Furniture, Stocks, &c., &c., at the lowest rates. Quotations are given and inspection made without any charge whatever.

For full particulars apply to the Head Office of the NORTH QUEENSLAND INSURANCE CO., LTD., Bridge Street, Sydney, or to Burns, Philp & Co., Ltd., Managing Agents in Queensland, Western Australia, British New Guinea, &c.

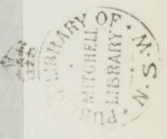


Queen Street, Brisbane, Past (1860).

PUBLIC LIBRARY  
MITCHELL  
LIBRARY  
N. S. W.



Queen Street, Brisbane, Present (1900).



SOON after the incorporation of Burns, Philp & Co., Ltd., as a joint Stock Company, 20 years ago, it was found necessary to open a Branch at Brisbane, the Capital and leading port of Queensland. The Company's **Brisbane.** Brisbane Branch, like most of the others, has made good progress, forming a valuable connection for the Company.

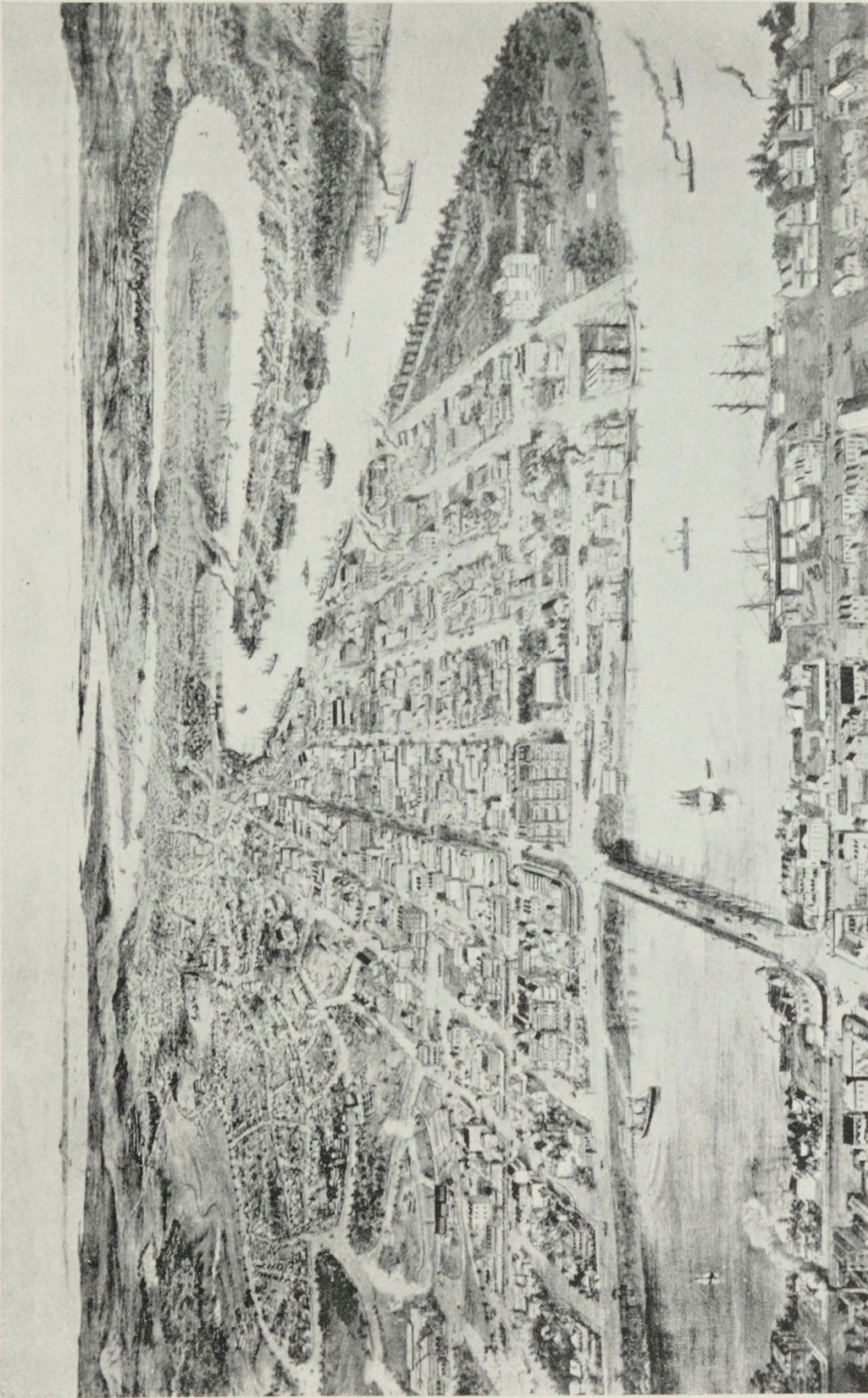
Situated about 20 miles from the mouth of the Brisbane River, an enormous amount has been spent to make Brisbane a port worthy of the position as the principal city in the State ; a number of dredges continue constantly at work, keeping open and deepening the River Channels so as to allow the largest vessels to come up to the extensive town wharves.

Brisbane is an attractive and beautiful city, containing many handsome Government and private buildings. North and South Brisbane, separated by the river, are connected by the magnificent "Victoria Bridge." A special feature, too, of Brisbane, is the large network of excellent electric tram services that day and night supply the transit requirements of its 120,000 city and suburban inhabitants.

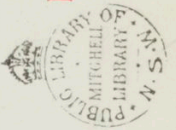
Of the seventeen ports in the State of Queensland, Brisbane is by far the largest and most important, Townsville coming second in importance. The history of Brisbane, since Queensland separated from the Mother State of New South Wales in 1860, is best illustrated by the two pictures of Queen-street "past" (1860), and "present" (1900). It may seem all but miraculous to dwellers in the old world that, what was then but a village should, in four decades, grow to such a large and important city. Brisbane can hardly be likened to any other known city ; bordering closely on the tropics, it yet enjoys a most agreeable and equable climate, whilst on the back table-lands of the Darling Downs quite an English climate obtains within a few hours' railway run from the city.

Upon the coastlands to the north and south, and extending back to the foothills of the Darling Downs, almost every known sub-tropical and temperate zone product can be equally successfully cultivated.

Burns, Philp & Co.'s offices are in Mary-street, close to the extensive wharves and offices of the A. U. S. N. Co. The great flood of February, 1893, will never be forgotten in the history of Brisbane or Queensland. A great portion of the city was under water, the river having risen about forty feet above ordinary high-water level, and all communication with the outside world was stopped for many days. The loss by this disaster in Brisbane alone was computed at over a million sterling ; many hundreds of houses as well as a vast quantity of cattle and horses were swept out to sea. The flood waters rose in the Company's offices and stores to a height of nearly 14 feet. It is the intention of the Company to shortly purchase or erect more suitable and commodious business premises in a higher position in the city. The Government have made elaborate improvements in the River, calculated to prevent any flood waters from ever rising so high again, still Queensland (and indeed all Australia) is a land of extremes, droughts and floods seeming to vie with each other in destructiveness.



Bird's-Eye View of Brisbane.



THE title of "Queen City of the North," accorded to Townsville, may seem pretentious as applied in contradistinction to the Mother city of the Commonwealth,

## Townsville.

Sydney, but there is ample justification for the ambitious designation from the remarkable progress and the metamorphosis of the wilderness Captain Robert Townsighted upon in 1863, to the splendid city that has since evolved upon its site, and the enormous volume of trade that has been created and is now transacted within and beyond its confines.

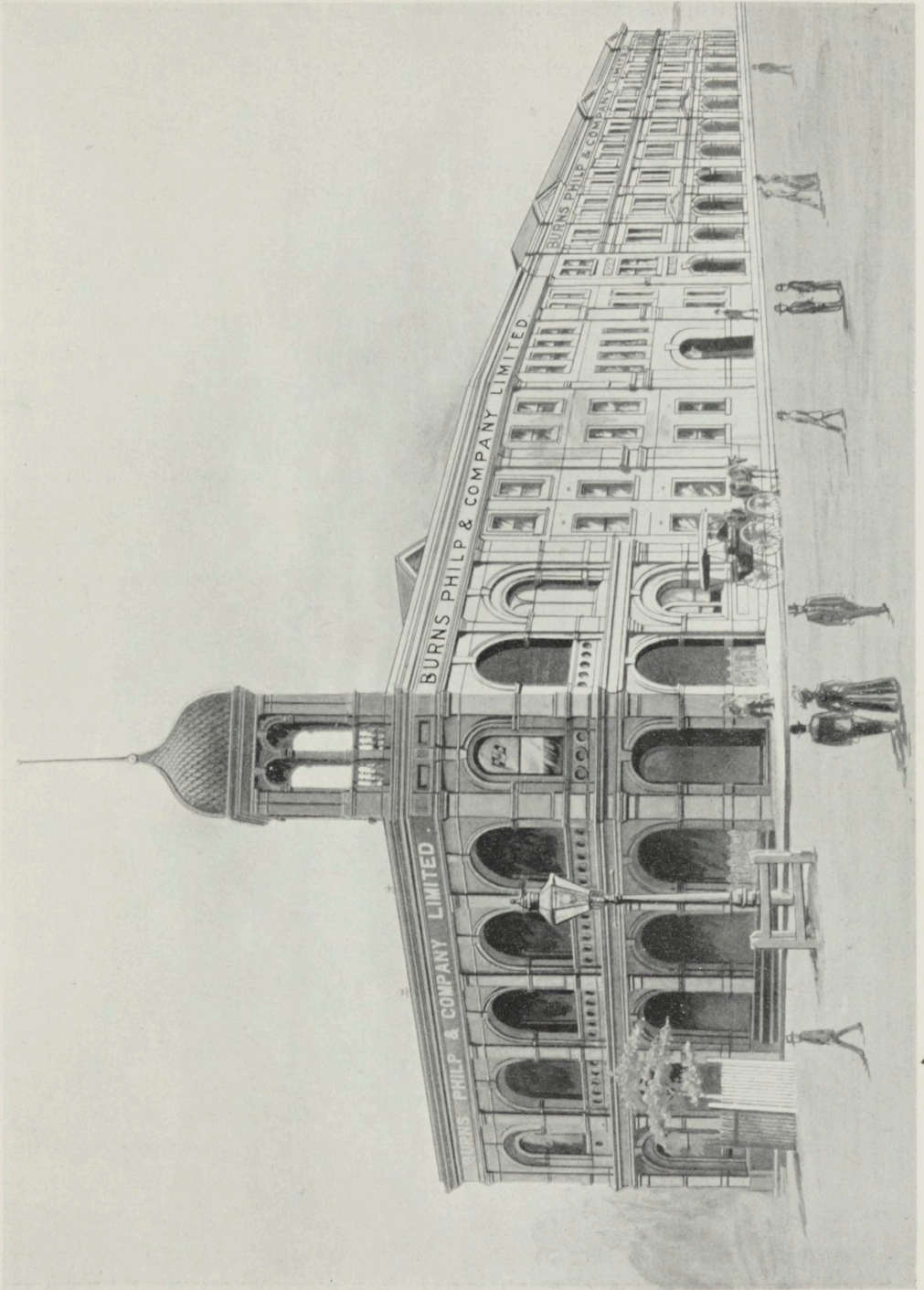
Townsville, named after the celebrated Bobbie Towns, is the most important centre in Queensland after Brisbane, the Capital, and there are not wanting those who hold that, without Townsville's support, even the metropolis itself would be a star of less magnitude. Mr. James Gordon, the old

and respected pioneer of officialdom of this Northern metropolis, who held the manifold positions of Sub-Collector of H. M. Customs, Police Magistrate, Land Agent, Clerk of Petty Sessions, besides various other offices, was the deputy who, on the 10th October, 1865, declared Cleveland Bay, on which Townsville is situated, a port of entry, and so laid the foundation, on the banks of Ross Creek, of a city destined to become the capital of the vast territory of North Queensland. Figures clinch the statement:—

In 1868 the imports showed £68,063; and in 1901 totalled £1,738,418; but the full and overwhelming evidence of its phenomenal progress is furnished by the exports, which in 1868 amounted to £94,698, and in 1901 to £4,262,310. Comment is superfluous. It must be noted also that Townsville is the largest exporting centre in Queensland, not excepting Brisbane. The population, which in 1866 numbered about 500, is now computed at 19,000. The shipping record of the port must also be cited, dating from the time when it offered but an open roadstead and a shallow creek as sole accommodation. The total tonnage in 1865 entering the port is stated as but 982 tons, while for the twelve months ending 1901 the amazing total of 772,194 tons is recorded, represented by all sorts and conditions of ships—steam and sail—coming from and going to all the four corners of the earth, that now range alongside a stone breakwater, stretching for a mile into Cleveland Bay, provided with wharves and jetties comprising all the latest modern improvements for the reception and despatch of cargo, the railway running alongside the vessels in the most approved and up-to-date fashion. If the old A. S. N. Company's *Rangitira*, the first steamer to enter the port, could but rise, Phœnix like, from



*Castle Hill (Mount Cudtheringa), Townsville.*



Burns, Philp & Company's Main Building, Townsville.



her bed of coral on the New Caledonian coast, where her bones were laid to rest many years ago after a useful life, and revisit the port whose waters she was the first to churn, she would, like Rip Van Winkle, have a wonderful awakening upon which to feast her eyes.

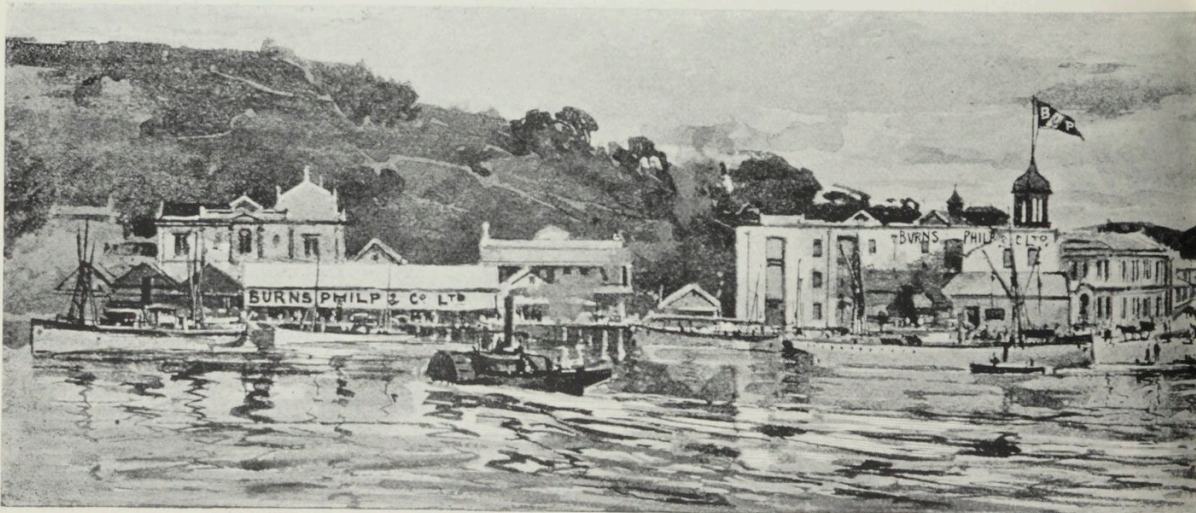
### Townsville.

Townsville is well served with railway lines, which tap some of the finest mineral and pastoral lands in Queensland; 422 miles have been laid up to the present, placing Townsville in communication with Winton (368 miles), the present terminal, Hughenden, Charters Towers, and Ravenswood. Charters Towers, of course, provides the lion's share of the traffic, but the other points mentioned, besides the large number of valuable station properties over the whole back country, form the sources of the principal exports debouching at Townsville, and consisting of gold, wool, hides, tallow, frozen and preserved meats. All these industries give considerable employment to the large population.

Notwithstanding the severe set-back by the drought, the several meat works have maintained their positions well, thus enabling Queensland, with the assistance of Rockhampton, Brisbane, and several minor points, to occupy her place as one of the world's principal purveyors of meat.

Another important industry, some 44 miles from the city, and reached by steam tramway, is that of the Burdekin Delta Sugar Plantations.

Townsville contains 71 miles of streets within its municipal area of  $3\frac{1}{2}$  square miles. The Supreme Court Judge of North Queensland resides here; it is also the seat of the Anglican Bishop of the diocese, and boasts a fine Cathedral, a Roman Catholic Cathedral being also in course of erection. Flinders-street, the leading thoroughfare, possesses a large number of fine, substantial buildings, and it is

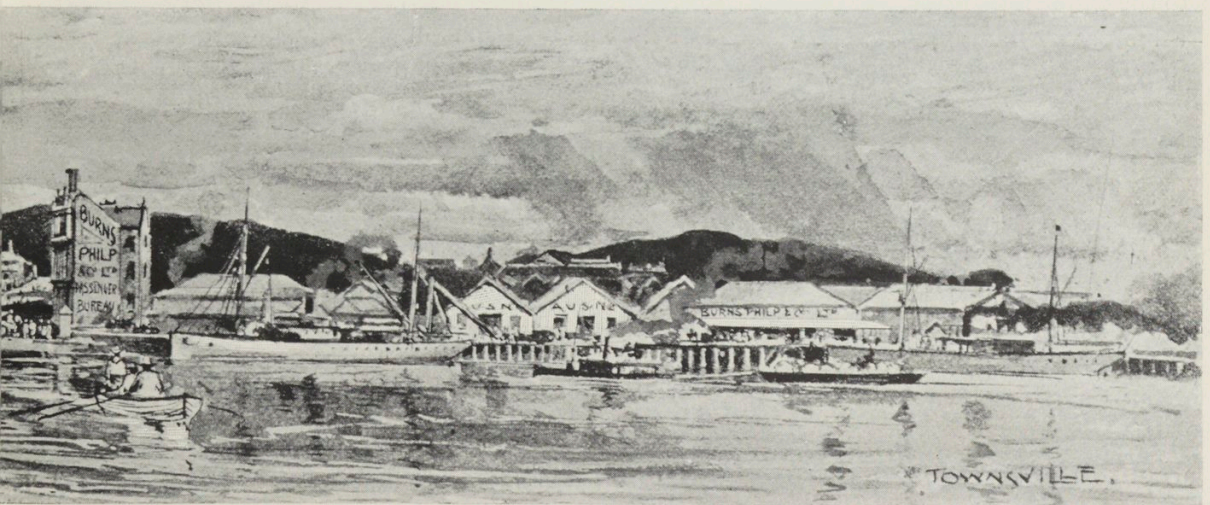


General View of R

anticipated that ere long it will witness the inauguration of an extensive electric tram service to all the suburbs. The climate, despite its detractors, who harp upon its heat, is healthy. During the summer months it is tempered by cool trade winds, and its winter is an ideal one, the air is then light, buoyant, and exhilarating, and unsurpassed in any part of Australia.

Pictures are given showing the wharves and business buildings of Burns, Philp & Co., Ltd. The wharfage area fronting Ross Creek, nearly an eighth of a mile in length, at all times presents a scene of great activity and animation, thousands of tons of cargo being landed weekly from the numerous lines of steamers for which the Company are agents. The central and principal offices and warehouses of Burns, Philp & Co., Ltd., are situated in Flinders-street, and the illustration shows the addition which it is contemplated to complete during the present year. The acreage space of the Company for storage purposes at Townsville, all told, amounts to close upon five acres. The Townsville Branch of the Company's business, of which Mr. Daniel Patience is the present Manager, is one of the largest commercial undertakings in Queensland, the average value of the various stocks kept on hand being from £60,000 to £80,000.

Throughout the interior, as well as along the coast, Burns, Philp & Co., Ltd., control a network of interests, which promises to always command a very large proportion of the trade of the port. The keen business capacity of the Townsville commercial community is well known, and there is every prospect that, notwithstanding occasional droughts and other disadvantageous conditions, Townsville will continue to maintain and assert its position as the premier city of the North.



ss Creek, Townsville.

“GOLD,” which, in the ideas of the rest of the world, is so intimately associated with “Australia” as to make the names synonymous, is the magic factor that, within a few decades, brought forth the splendid prosperous town of Charters Towers, with its population

**Charters Towers.** of about 24,000. The great “rush,” as the spontaneous migration from all quarters to an attractive centre is vernacularly termed, took place to the “Towers” in the early seventies, upon the discovery there of rich quartz reefs. A Mr. Charters was the first Warden of the new field, his name later on becoming bracketed with the official designation of both goldfield and town.

Charters Towers has deservedly established its reputation, not only as the premier goldfield of Queensland, but also as one of the best-defined, deep-reef formations in the world. Several of the mines are already down over 2,000 feet, the yields appearing to increase with depth. The output of the field in 1901 amounted to 359,402 ounces, valued at £948,063—equal to about one-tenth of the annual gold production of the whole Australian continent.

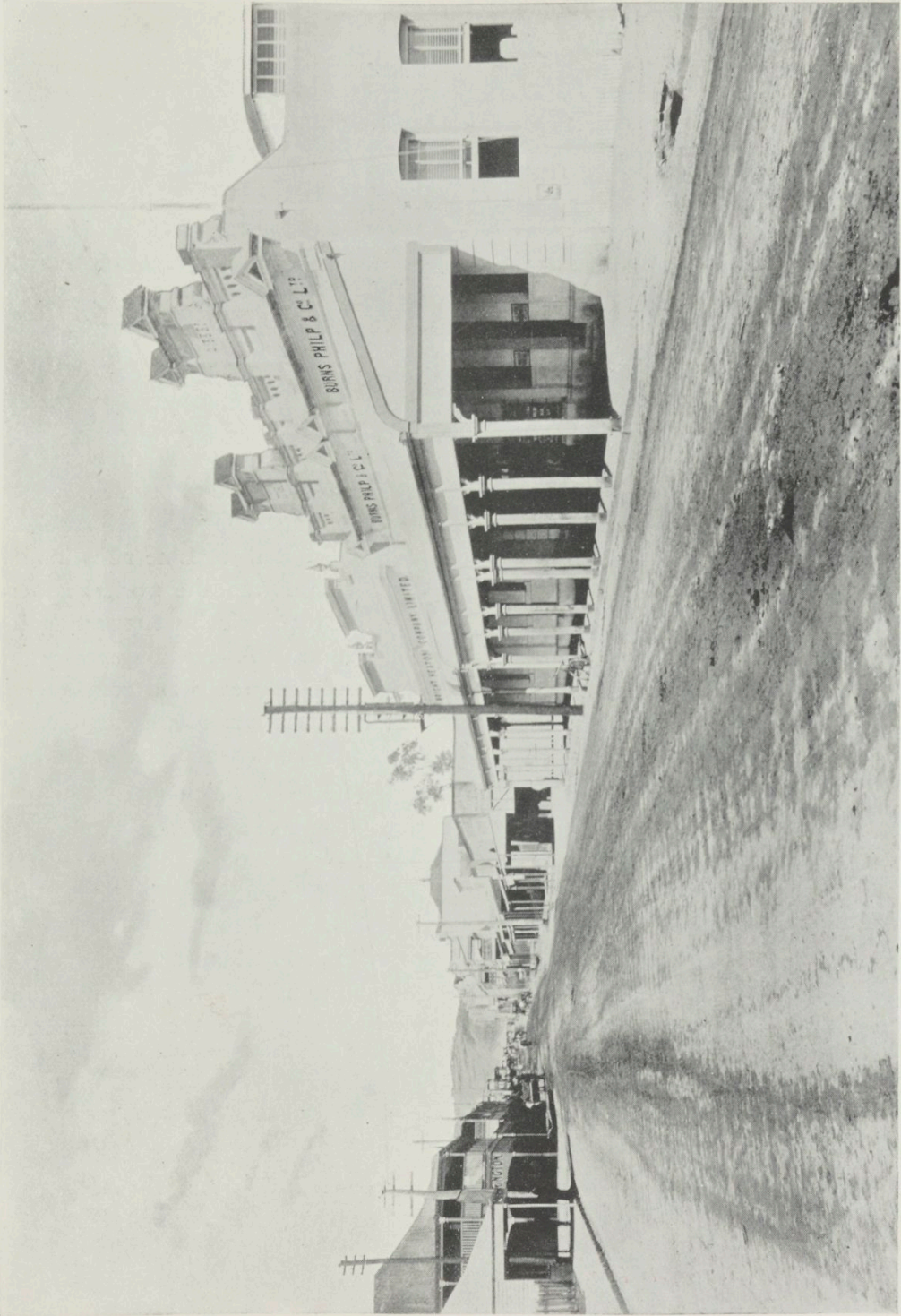
Charters Towers is a thoroughly representative Australian goldfield that well repays the trouble of a visit—if trouble it can be called—being only four hours by rail from Townsville (82 miles). The incessant, regular thud of the multitude of stamper-batteries crushing out the precious metal from the quartz, the whirr of the revolving wheels, the screech of steam, the huge hills of tailings piled up on all sides, the forest of lofty shaft poppets giving access to the auriferous depths of the earth, where thousands of stalwart miners ceaselessly toil to extract the gold-bearing stone, all afford a most interesting and instructive object lesson to the enquiring visitor. A recent Charters Towers mining report gives the capital value of the mines, in 1901, as £4,314,891. The dividends declared during the

same period amounted to £271,112, showing a surplus over calls of £228,112.

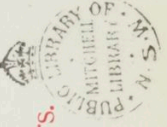
Burns, Philp & Co., Ltd., have an important Branch at Charters Towers, and visitors wishing to view some of the mines will find matters made easy for them upon making their wishes known to the Company’s Manager



*Typical Australian Gold Mine.*



Mosman Street, Charters Towers.



AT Bowen, a charmingly-situated little township on the northern side of Port Denison (Edgecumbe Bay), about 100 miles to the South of Townsville, Burns,

**Bowen.** Philp & Co., Ltd., carry on quite a considerable business. Bowen is famed for its panoramic surroundings, salubrious, cool climate and peacefulness, well adapting it for a health resort. Although a much older settlement than Cleveland Bay, it has been altogether outstripped by Townsville in the race for supremacy

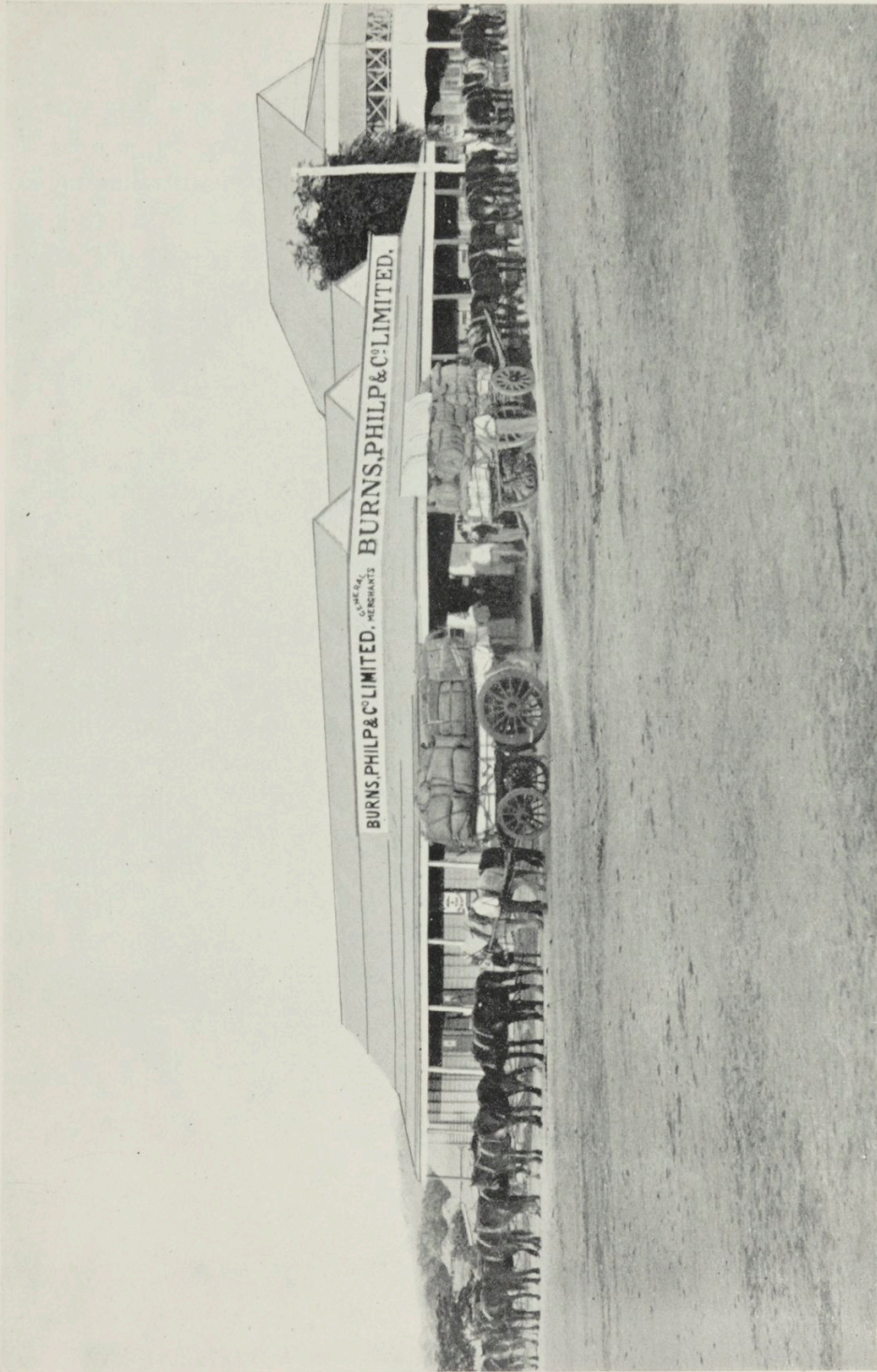
The principal lion of Bowen is the substantial Government jetty, constructed of hardwood, nearly three-quarters of a mile long, at the end of which the Interstate mail steamers and oversea liners berth to discharge and take in cargo. The Bowen district comprises a considerable number of cattle stations, that largely

contribute to the support of the Meat Works at Merinda, fitted to freeze 120 bullocks per day, where cattle are chilled for export per steamer to Europe. A short Railway Line runs inland from Bowen, the works at Merinda principally supporting its traffic. A great quantity of fruit is also exported from Bowen, the climate being eminently adapted to the culture of oranges and other sub-tropical fruits.

To the South of Bowen, at the head of Repulse Bay, the Proserpine River Sugar District is situated, possessing a Central Sugar Mill of 6,000 tons per annum capacity, recently installed by the Queensland Government.



*An Australian Bottle Tree.*



Burns, Philp & Company's Store, Bowen.



NORTHWARD of Townsville, from the Herbert River to within the vicinity of Cooktown, lies the most fertile, most beautifully watered, most luxuriantly vegetated

## Geraldton

(QUEENSLAND.)

and most scenic stretch of coastal country on the Australian Continent—a souvenir graciously left behind by New Guinea before it parted company from Australia in many a geological period gone by. Travellers having a week at their disposal cannot ever regret taking the round trip from Townsville to Cairns in the A. U. S. N. Coy.'s new and comfortable steamer *Kuranda*, specially built for this service, enabling them to view the beauties of the Palm Island passages, the grandeurs of Hinchinbrook Island and Pass, and the lofty Bartle Frere and Bellenden Ker Ranges, as well as the superb tropical luxuriance of the Mourilyan Harbor and the Johnstone River, under the most favorable conditions.

The town of Geraldton, a few miles up the Johnstone River, is situated right in the heart of this luxuriant area, the stronghold of the important North Queensland Cane Sugar Industry.

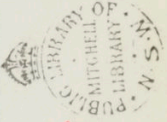
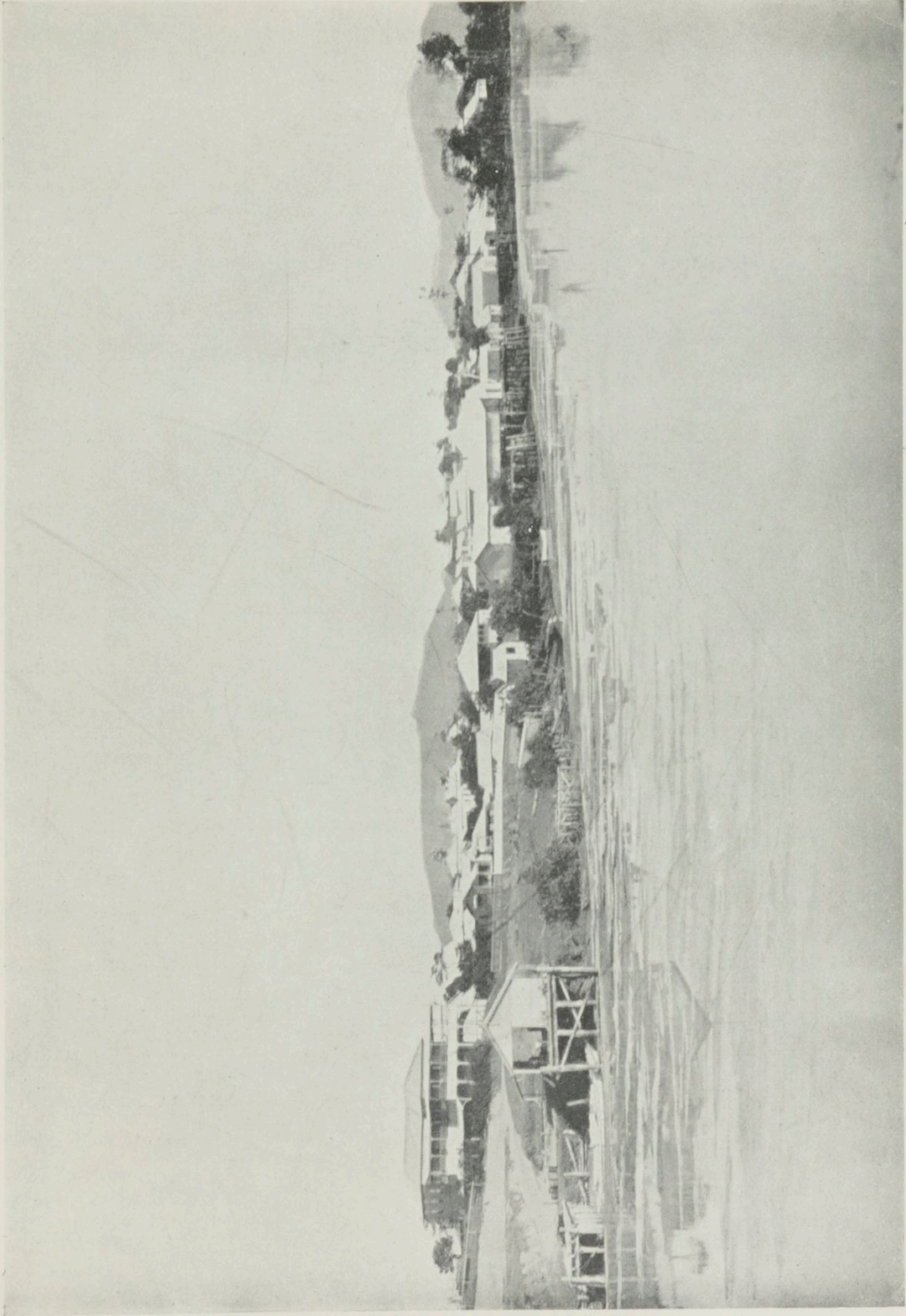
The Colonial Sugar Company's Goondi Mill, only a short distance from town, is the largest in Queensland, and affords a most interesting insight into the process whereby the cane going in at one end comes out as sugar at the other end.

During 1901, on 209 days, no less than 201 inches of rain fell at Geraldton, so that intending visitors are advised to take their umbrellas with them. An



*Barron River Native.*

extended steam tram-line system is now in course of construction to the various outposts back of Geraldton, which, apart from opening considerable additional areas to tropical agriculture, must, of necessity, further augment the importance of Geraldton as a commercial centre.



View of Geraldton, Queensland, from Johnstone River.

FOLLOWING Townsville, Cairns is the next important stronghold of Burns, Philp & Co., Ltd., in North Queensland. The Company's extensive jetties and wharf stores, abutting on the railway extension

**Cairns.**

along the foreshores, and their new main stores and offices are amongst the principal buildings of the place ; the latter, built of solid concrete, cost over £10,000, being quite an ornament to the town.

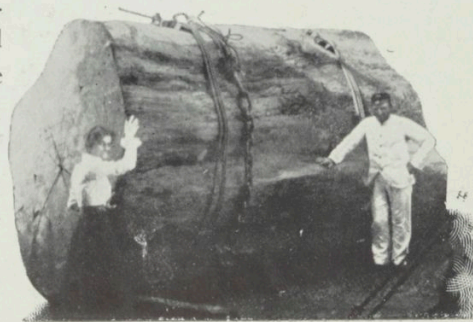
Cairns is prettily situated at the juncture of Trinity Inlet with Trinity Bay, the inlet, in addition to forming a very spacious, land-locked, deep-water harbor, extends inland some nine miles through charming scenery, the first five miles being navigable, with a width of half-a-mile.

The 1901 census gives the population of the district as 11,013 (6,761 whites and 4,252 colored), of whom 4,000 are estimated to people the town.

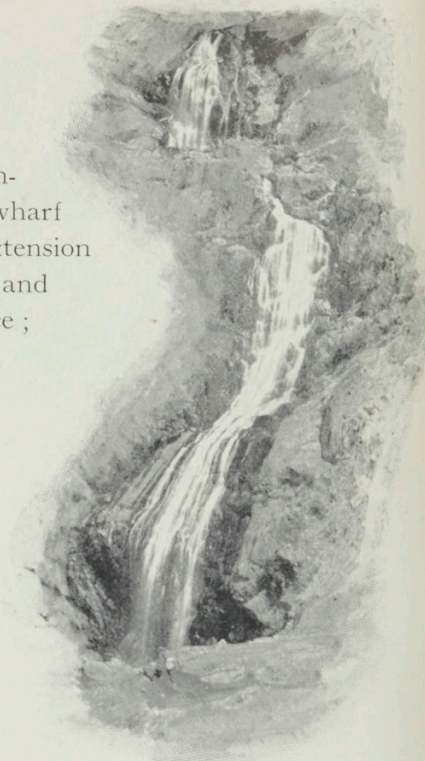
The progress of Cairns and district is best illustrated by the growth during the past ten years of its imports and exports ; the former increased from £38,040 in 1892, to £142,919 in 1901, and the latter from £68,688 in 1892, to £388,340 in 1901.

Cairns, together with its environs, is best compared with a glorious tropical garden where everything flourishes to perfection ; the abundant rainfall, varying during the same period per annum from 50 to 122 inches, ensures the prolific yields of the products of the soil, which are mainly sugar, coffee, rice, bananas, and pineapples, besides a host of other tropical fruits. The two important sugar mills at Hambledon and on the Mulgrave River, at Nelson, are both connected by steam tram-lines with Cairns. The dense primeval forests, commonly termed "scrub," that clothe the surrounding ranges, shelter vast quantities of cedar and other valuable timber. Since Burns, Philp & Co., Ltd., opened they must have a quarter of a million cedar.

Still further ranges may be aptly eralogical cabinet on silver, copper, tin,



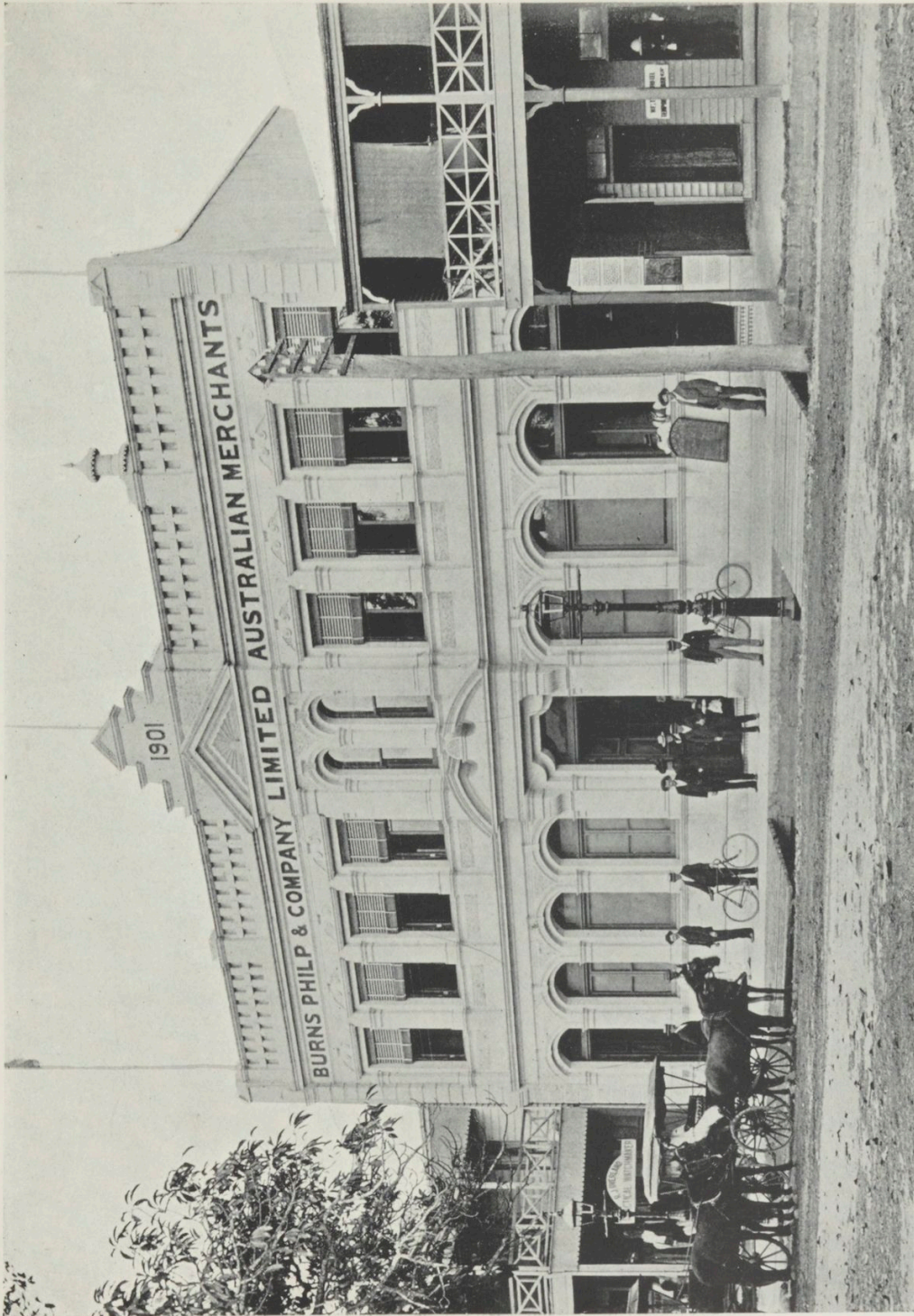
*Cedar Log, weighing 8 tons, from Cairns. Shipped by "The North Queensland Timber Co.," per S.S. "Wodonga."*



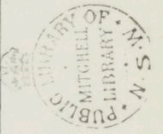
*Stoney Creek Falls, Cairns.*

back, the table-land compared to a min-a gigantic scale ; gold, lead, wolfram,

back, the table-land compared to a min-a gigantic scale ; gold, lead, wolfram,



Burns, Philp & Company's Store, Abbott Street, Cairns.





INDIAN  
OCEAN

WESTERN  
AUSTRALIA

COMMONWEALTH  
AUSTRALIA

- ▲ BRANCHES OF  
BURNS, PHILP & COMPANY
- AUSTRALASIAN UNITED STEAM  
NAVIGATION COMPANY, LTD
- McILWRAITH, McEACHARN  
PROPRIETARY, LTD.

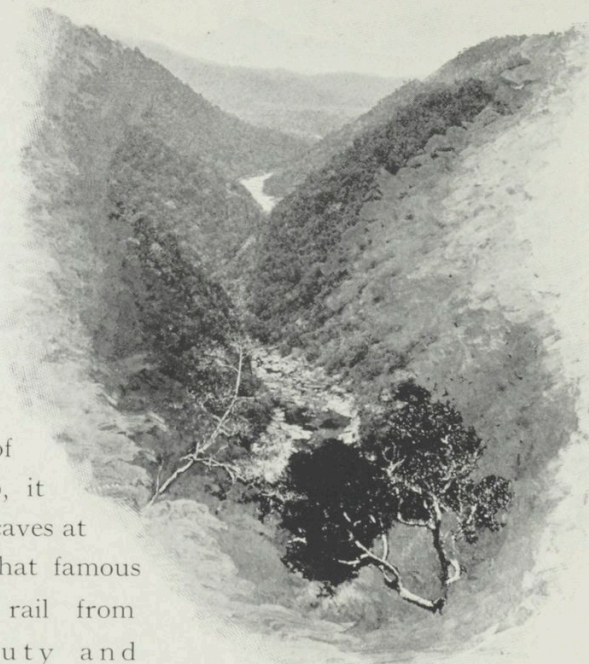


manganese,  
very rare

### Cairns.

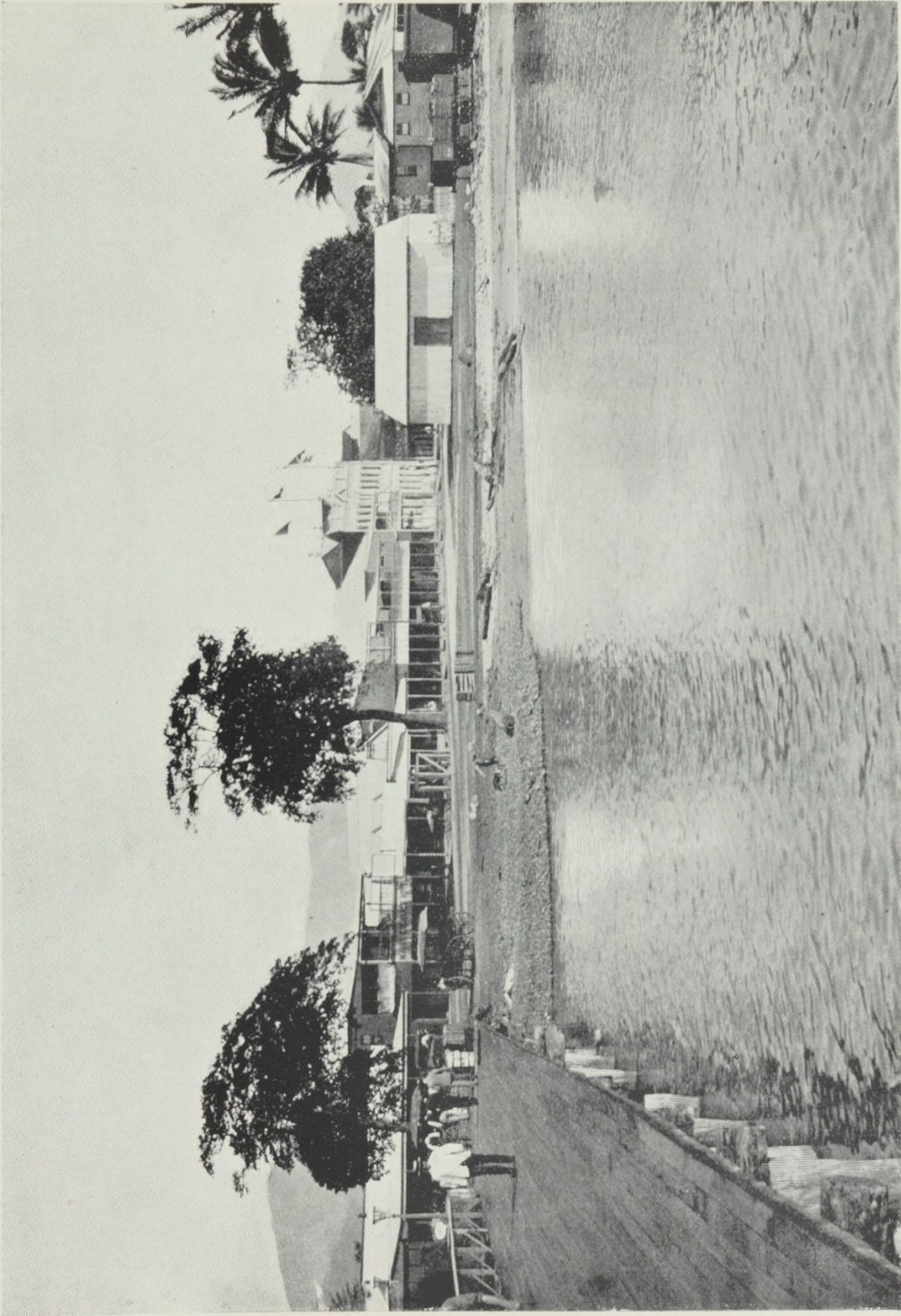
many other  
are there  
there is no  
that can vie  
District in the  
and wealth of  
the matter of  
attractions, too, it  
The limestone caves at  
proximity to that famous  
(139 miles by rail from  
unique beauty and  
tent, but so far only partly

renown of the Innot hot springs as a curative of rheumatism has already spread beyond the borders of Queensland, and each year the number of visitors increases. The volcanic Lake Eacham, that has recently given signs of renewing activity, is also a spot of considerable interest, but the attraction above all others is the short railway journey of 20 miles to the superb Barron River Falls, the trip to which, ascending and winding round the ranges and through the Barron River Gorge, is truly magnificent. Even in the driest summer months the majesty of the great falling body of water is most impressive, but in the rainy season, when the river is in full flood, the falls become a veritable miniature Niagara. The train stops close to the falls, and a very convenient shelter shed, situated at the best point of vantage, enables visitors to comfortably view the grandest sight in Australia,



*Barron River Gorge, Cairns.*

molybdenite (a mineral used for preparing carmine for coloring porcelain), and minerals and ores found. All told, place in Australia with the Cairns manifold variety its resources. In grand scenic holds its own. Chillagoe, in copper centre Cairns), are of considerable ex- explored. The



General View of Cairns.





Barron Falls, Cairns.



COOKTOWN, the northernmost port on the East Coast of the Australian Continent, may also be said to have been the site of the

### Cooktown.

first settlement, because it was here that Captain James Cook sojourned from the 17th June to the 4th August, 1770, whilst repairing his famous craft, the *Endeavour*, which sustained serious damage on some rocks off Cape Tribulation on the evening of Sunday, the 10th June, 1770.

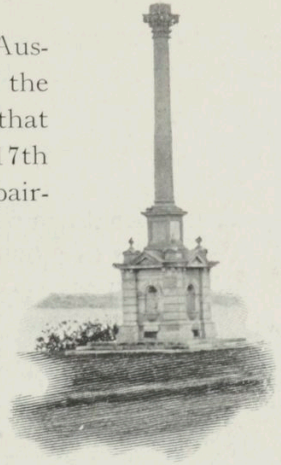
In 1819, Captain Phillip P. King, on his way north in the *Mermaid*, landed for some days on the banks of the Endeavour River to build a boat, probably encamping on the same spot where Captain Cook careened the *Endeavour*. On this spot a monument to Captain Cook was erected, rather tardily, in 1889.

Cooktown is most picturesquely situated on a small peninsula at the foot of a sheltering headland, named appropriately, from its evergreen appearance, "Grassy Hill," and is famed for a most salubrious climate.

Cooktown owes its start and its original prosperity to the discovery, in 1873, of the Palmer Goldfields, the town being gazetted a municipality in 1876.

During the height of their glory the Palmer Goldfields are generally computed to have carried a population of from 25,000 to 30,000—mostly Chinese. Now, however, these fields are almost deserted, thereby unfortunately causing Cooktown to go back a good deal. Nevertheless, a fair volume of business is still being done and the future is confidently looked to to bring back much of the departed glory. The surrounding districts are rich in many minerals, particularly tin and gold, and when the existing railway to the interior, now terminating at Laura (67 miles), is completed to the hinterland, all the fields that now labor under the greatest difficulties will receive the necessary impetus, and become important producing centres, with Cooktown as their natural outlet. Quite recently the Ebagoolah Goldfields, situated, on the Cape York Peninsula, to the westward of Princess Charlotte Bay, have come into considerable prominence. These fields are in a rather isolated position, but a fairly good coastal landing-place having since been discovered, greatly facilitating the transport of supplies from Cooktown, material development and increase in population is looked forward to there.

Burns, Philp & Co., Ltd., have been established at Cooktown for nearly twenty years, doing a considerable business in the district, to the outlying fields and to New Guinea ports, for which latter Cooktown has always been the principal Queensland source of supply. Burns, Philp & Company's Island Line of Steamers, running between New Guinea and Sydney, always call at Cooktown, both outward

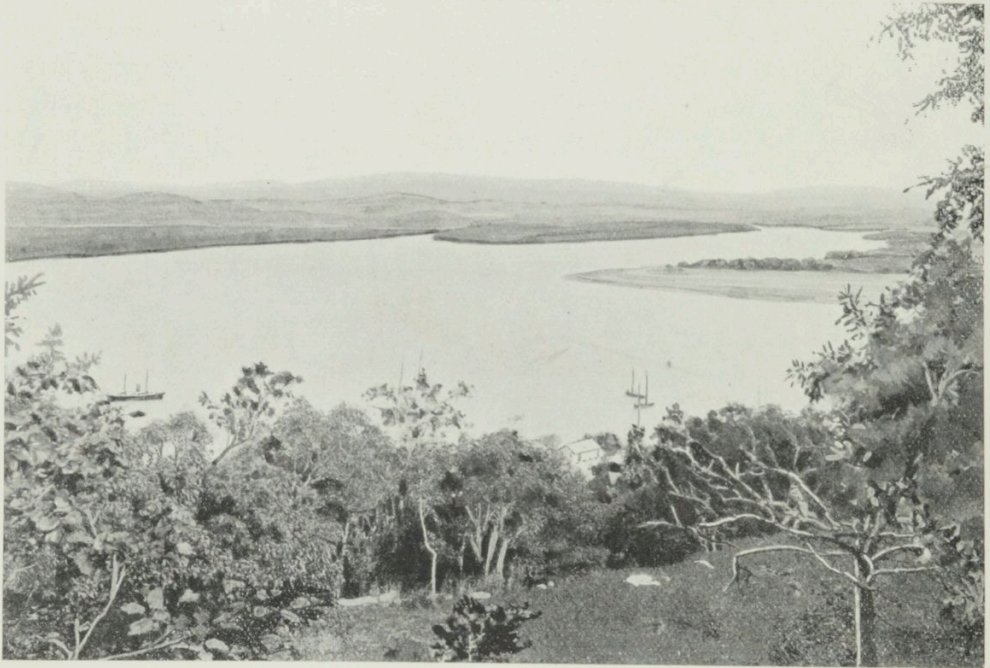


Monument at Captain Cook's Landing Place, Cooktown.

and homeward bound, and also their smaller New Guinea coastal services make Cooktown their Australian terminal point.

**Cooktown.** The Company run a small schooner North and South of Cooktown, as required, and in addition contemplate starting a steam service to Ebagoolah at an early date.

Cooktown possesses a small but excellent harbor, capable of accommodating vessels up to 2,000 tons at its wharves. By dredging, the port could easily be made available for vessels of much larger tonnage.



Endeavour River, Cooktown.

LUIZ VAEZ DE TORRES, after parting company with de Quiros in the New Hebrides, discovered and sailed through Torres Straits during August, 1606.

**Thursday Island  
and  
Torres Straits.**

The report that Torres furnished of his voyage and discovery remained shelved in obscurity at Manila for nearly 150 years, until discovered by Dalrymple whilst Manila was in the occupation of the British. In all probability, Captain James Cook, who next passed through, on the 22nd and 23rd August, 1770 (by way of the Endeavour Strait), knew nothing of the achievement of Torres. On the 21st August, 1770, Cook landed on Possession Island, northward of Cape York, and once more, in the name of King George the Third, took possession of the Eastern portion of Australia by the comprehensive term of "New South Wales." In 1790 the *Pandora*, Captain Edwards, in endeavoring to pass the Straits, became a total wreck. Captains Bligh and Portlock, in the *Providence* and *Assistant*, passed through successfully in 1792, followed in 1793 by those adventurous traders and explorers of the Papuan Gulf, William Bampton and Matthew B. Alt, in the *Hormuzcer* and *Chesterfield*. Thereafter Torres Straits may be said to have become a recognized highway. Matthew Flinders, in the *Investigator* (1802), Lieutenant P. P. King, in the *Mermaid* (1819-1820), Captains Wickham and Stokes, in the *Beagle* (1837-1841), Captain Blackwood, in the *Fly* (1843-1845), and Captain Owen Stanley, in the *Rattlesnake* (1848-1849), carried out detailed surveys of Torres Straits and its various approaches, as also of the great Barrier Reef along the Australian coast.

In 1863 the Queensland Government appointed Mr. Jardine, then Police Magistrate at Rockhampton, to establish the first settlement in the vicinity of Torres Straits, viz., at Somerset, Albany Pass, on the mainland, a few miles from Cape York. A detachment of marines was also stationed there. Somerset did not prove a success, and, following the continued extensive discoveries of Pearl Shell beds over large areas of the Straits, the Government, in 1877, annexed the Islands to the North to Queensland, and transferred the settlement from Somerset to Thursday Island.

To-day, Thursday Island is not merely the base of the Torres Straits Pearl Shell fisheries, but also a prominent centre of shipping and commerce, and besides has become the "Northern Sentinel of Australia."

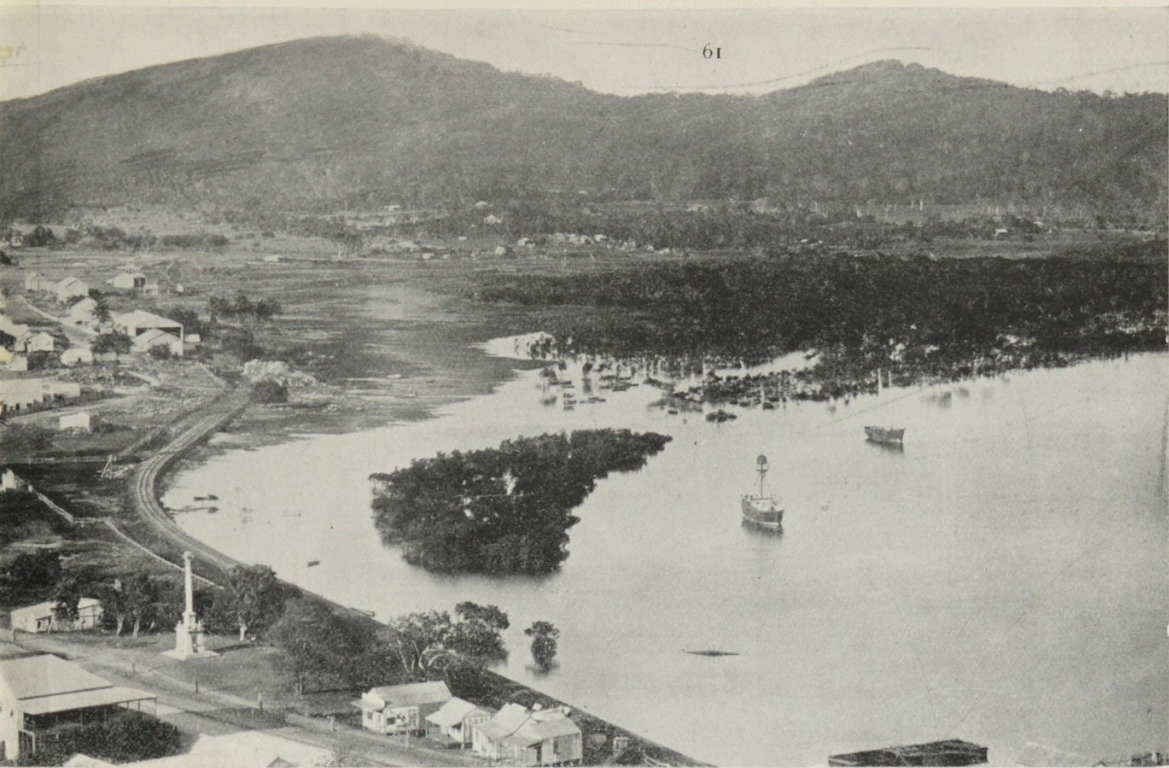
The Island itself, beyond a bold and rugged appearance from the sea, has nothing much to signal it from the others by which it is surrounded, but its solid granite formation has afforded a substantial base for the erection of the well-garrisoned fortifications that guard its approaches, and command the narrows through which all ships must pass that approach Australia by way of the



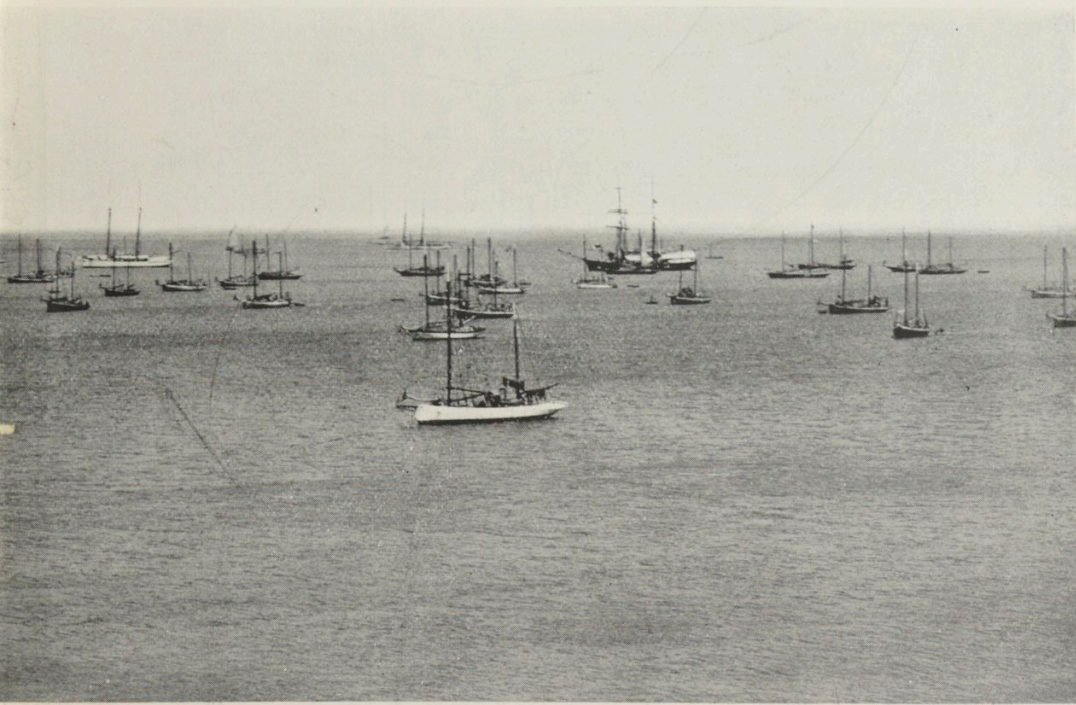
General View



Pearling Fleet anchored



£ Cooktown.



ff Badu, Thursday Island.

tortuous windings of the inter-Barrier coral reef, rock, and shoal-studded waters that lie beyond.

**Thursday Island  
and  
Torres Straits.**

As a strategic military outpost, Thursday Island would have to be reckoned with by any fleet approaching Australia with hostile intentions. The merchant shipping traffic through the Straits has assumed enormous proportions during the past decade, the difficulties of the navigation from Cooktown to Thursday Island being reduced to a minimum under the guidance of the able members of the Torres Straits Pilots' Association, an entry into whose ranks is a position coveted by most of the successful Interstate commanders. Lloyd's International signal station is situated at Goode Island, and, almost needless to say, Torres Straits is in telegraphic touch with the rest of the world. The township on Thursday Island, officially known as Port Kennedy, is quite a busy place, the heterogeneous nationalities comprised in its population giving it rather an Eastern than an Australian appearance.

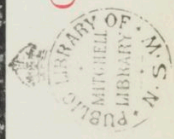
Burns, Philp & Co., Ltd., carry on the most extensive shipping and commercial business on the Island, the nature of the trade done necessitating large and comprehensive stocks of every conceivable article of merchandise being held. Their premises comprise solid concrete stores and bonds, and a long jetty connecting same with deep water. They are also the lessees for a term of years of the Government jetty, a fine structure that cost over £40,000 to complete, at which all steamers entering the inner harbor berth. Thursday Island is also an important coaling station, and the Company have two hulks in which coal stocks are maintained for the Admiralty and for several lines of steamers. As already indicated, the Pearl Shell fisheries are the mainstay of Thursday Island. All told, about 225 vessels, fitted with diving machinery, and about 106 working with swimming divers, are employed. Out of a total population of 3031 souls, as per 1901 census, about 2,300 are directly employed in the shelling industry. There are nine distinct fleets (as they are locally termed) of machine Pearling luggers, the remainder (both machine and swimming) being worked singly or in small numbers together from the shore.

Of the nine fleets named, five are owned and controlled by the Clark, Smith & Munro combination, two by Burns, Philp & Co., Ltd., and one each by Herbert Bowden and the Queensland Pearling Coy. Each Pearling fleet comprises one schooner, one despatch vessel, and from 14 to 20 luggers. A manager in charge accompanies the schooner, in which all kinds of stores, supplies, spare diving gear, etc., are carried. The luggers, with their divers, do the actual fishing, and daily deliver the shells obtained to the schooner while the fleet is in operation.



THURSDAY ISLAND 1902

General View of Thursday Island.



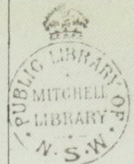
The shells are then opened and any pearls secured. Although fascinating in some respects, Pearl shelling is a very rough-and-ready life. The proportion of good pearls found among the shells opened is very small, though at intervals pearls worth many hundreds of pounds are obtained. The shell itself is in good demand in the markets of Europe and America. The illustration of the fleets anchored off Badu Island conveys a fair impression of the type of vessels employed in this important industry. The annual export of shell varies somewhat, according to the seasons experienced, but the average value per annum for the past five years is about £120,000.

**Thursday Island  
and  
Torres Straits.**

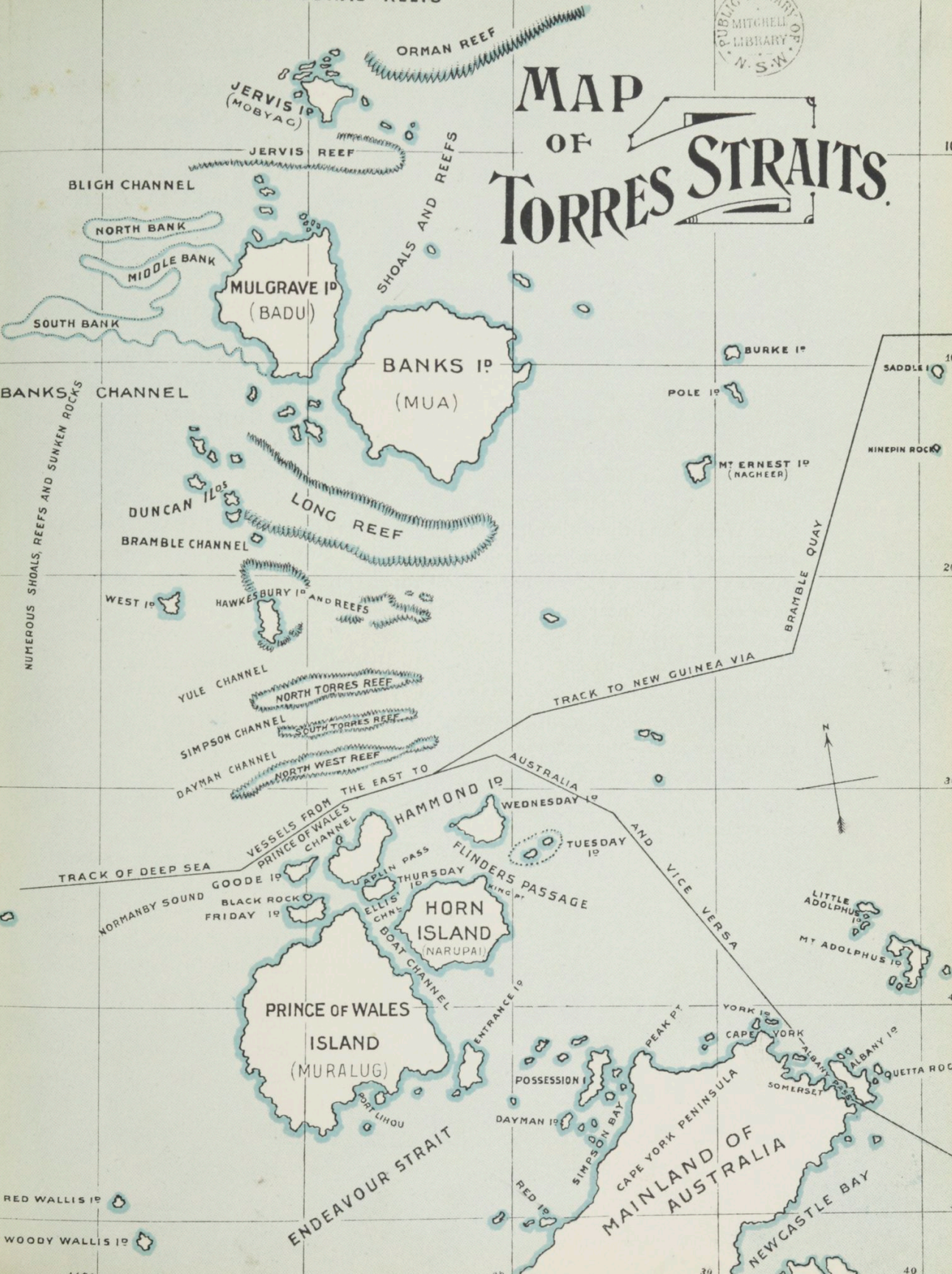
Under present Commonwealth legislation there is cause for anxiety as to the future of this important industry, which it has taken over a quarter of a century to establish.

If the fact that Torres Straits, with its many Islands, is geographically, ethnologically and climatically rather part of New Guinea and the equatorial regions generally than of the Australian continent, continues to be ignored, it must of necessity strike a serious blow, both at the prosperity of Thursday Island, and the Shelling Industry in general. The white races have not evolved in the equatorial regions, nor is it reasonable to assume that they will ever thrive there—any evidence on the subject points to the contrary. Why, of all places Torres Straits, and more particularly the Shelling industry there, should be singled out for the novel purpose of experimenting with the propagation of the white race under most uncongenial and unpromising conditions, is past comprehension. If the "color question" is really the bugbear, then the simplest way out of the difficulty is to draw the color line at Cape York, to attach Torres Straits to British New Guinea (in the same manner as proposed for some time past for reaching an adjustment of boundaries between Queensland and New Guinea Islands in the Straits), and make Thursday Island the Western Port of Entry of that possession.

UNEXAMINED CORAL REEFS



# MAP OF TORRES STRAITS



NUMEROUS SHOALS, REEFS AND SUNKEN ROCKS

ORMAN REEF

JERVIS ID (MOBYAC)

JERVIS REEF

BLIGH CHANNEL

NORTH BANK

MIDDLE BANK

SOUTH BANK

MULGRAVE ID (BADU)

BANKS ID (MUA)

BANKS CHANNEL

LONG REEF

BRAMBLE CHANNEL

DUNCAN ISLS

WEST ID

HAWKESBURY ID AND REEFS

YULE CHANNEL

NORTH TORRES REEF

SIMPSON CHANNEL

SOUTH TORRES REEF

DAYMAN CHANNEL

NORTH WEST REEF

TRACK TO NEW GUINEA VIA

THE EAST TO

TRACK OF DEEP SEA

NORMANBY SOUND

GOODE ID

BLACK ROCK

FRIDAY ID

VESSELS FROM THE EAST TO

PRINCE OF WALES CHANNEL

ADLIN PASS

ELLIS CHN

BOAT CHANNEL

ENTRANCE

PRINCE OF WALES ISLAND (MURALUG)

HAMMOND ID

WEDNESDAY ID

TUESDAY ID

THURSDAY ID

KING PT

FLINDERS PASSAGE

AND VICE VERSA

WEDNESDAY ID

TUESDAY ID

THURSDAY ID

KING PT

FLINDERS PASSAGE

AND VICE VERSA

WEDNESDAY ID

TUESDAY ID

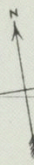
THURSDAY ID

KING PT

FLINDERS PASSAGE

AND VICE VERSA

BRAMBLE QUAY



LITTLE ADOLPHUS ID

MT ADOLPHUS ID

YORK ID

CAPE YORK

YORK ID

ALBANY ID

SOMERSET

QUETTA ROCK

POSSESSION ID

DAYMAN ID

RED ID

SIMPSON BAY

CAPE YORK PENINSULA

NEWCASTLE BAY

MAINLAND OF AUSTRALIA

RED WALLIS ID

WOODY WALLIS ID

142°

10

20

30

40

10°

20

30

40

50

THE monotony of the trip from Thursday Island to Normanton, along the low, mostly invisible, and uninviting Eastern coastline of the Gulf of Carpentaria, is in

**Normanton,  
Gulf of  
Carpentaria.**

a measure relieved by the historical interest attached to the few headlands that come in sight. As far back as 1606, ten years before the Dutch visited Western Australia, the *Duyfhen*, coming from Bantam, but whose commander's name has not been preserved, sailed down the Gulf as far as Cape Keer Weer (Turn again), whence she turned back, being short of provisions. In 1623 the *Pera*, in company with the *Arnhem*, Captain Jan Carstens, sailed in these waters on a voyage of discovery. Carstens, with several of his crew, was murdered by natives on the coast of New Guinea, but the *Pera*, coming across alone from Arnhem's Land, followed the coast line as far south as the Staten River. It was on this voyage that the Gulf, or part of it, received the name of Carpentier, in honor of Pieter Carpentier, then Governor-General of the Dutch Indies. In 1644, Abel Janz Tasman, in the *Limmen*, successfully explored the Gulf, following the coast line right round from somewhere in the neighborhood of Endeavour Strait to Cape Wessel, and thence on to Western Australia (Endraght's Land). Tasman's journals of this voyage were lost, but ever since this Gulf has appeared on the charts as the Gulf of Carpentaria. All three Dutch exploring vessels appear to have come quite near to, but, unwittingly, passed by Torres Straits. It was, however, reserved for that most indefatigable of Australian explorers, Captain Matthew Flinders, in the *Investigator*, to thoroughly examine and survey the Gulf during 1802-1803, the charts as laid down by him being in use to this day.

Burke and Wills, in February, 1861, were the first to reach the Gulf country by land—approaching it through the Cloncurry district. Landsborough followed them by sea with a relief party, and in 1863 took charge of the first township in the Gulf—Burketown. Normanton sprang into existence soon afterwards, and was declared a port as far back as 1871.



*Norman River, Normanton.*

Although Normanton affords no great scenic attractions to the visitor, either in surroundings or approaches, it is a very important point as the in and outlet for a vast hinterland. The town is situated on the left bank of the Norman River—one of the finest in Queensland. Whilst it is but 26 miles from the mouth of the

river, the serpentine windings of same increase the distance by water to 50 miles. The township itself is a picture of clean-

**Normanton,  
Gulf of  
Carpentaria.**

liness; its wide streets are guiltless of mud, due to the absorbent nature of the iron-stone ground, the heaviest downpour disappearing as it falls. Another singular feature

in which Normanton is unique, is the absence of vegetation, barely a tree or blade of grass being visible within the vicinity of the town. All drawbacks notwithstanding, a large volume of trade is transacted within its confines, and, as elsewhere, the local Branch of Burns, Philp & Co., Ltd., participates in the major portion of it. The Company's stores here are large, but not pretentious, the floor space covering about an acre and a quarter of land.

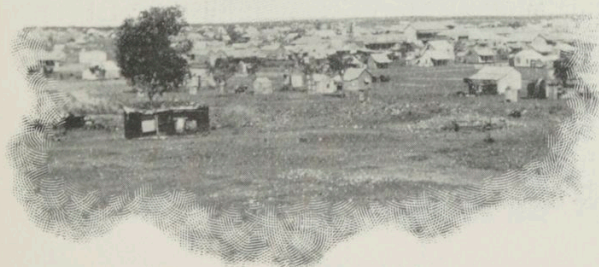
The Croydon Goldfield, where Burns, Philp & Co., Ltd., also have a Branch, is connected by Railway with Normanton (94 miles). The population of Croydon is about 3,500. Since its discovery by W. C. Brown and the Aldridge Brothers, in 1885, £2,410,377 worth of the precious metal has been produced. Experts declare that the surface ground has as yet only been worked for this result, and that, when the lower levels are reached, a great future awaits the field. A remarkable mine, aptly called the "Golden Gate," may be cited as having achieved the phenomenal success within the five years ending 30th June, 1902, on a capital of £40, of paying dividends to the extent of £132,400.

The construction of the railway from Normanton to Cloncurry, which has been authorized by Parliament, is expected to be commenced shortly. Its completion will, besides assisting in the opening up of the back country of Normanton, place the immense mineral resources of the Cloncurry (copper) and Lawn

Hill (silver and lead) districts in close and economical touch with the coast. With a moderate expenditure (compared with other ports), the approaches to the Norman River can be adapted to admit deep-draught over-sea steamers. At Karumba, at the mouth of the river, the deep water and the high banks are eminently adapted for miles of wharfage accommodation.



*Town Landing, Normanton.*

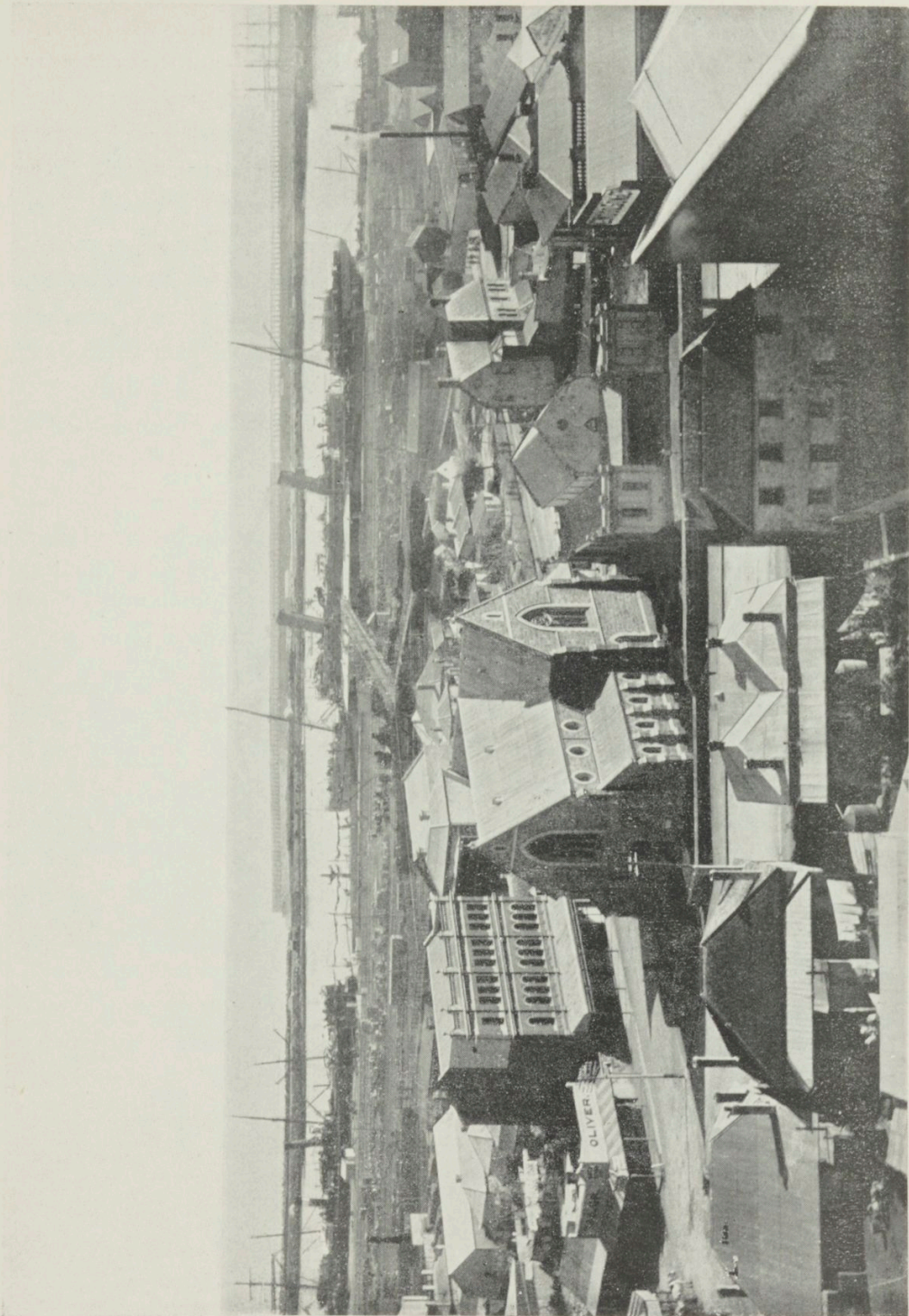


*View of Goldfield, Croydon.*

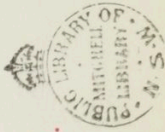
NOTWITHSTANDING that this great Island Continent was first set foot upon by Europeans on its Western shores, Western Australia remained dormant the longest. The accurate date of discovery is still

### Western Australia.

shrouded in uncertainty, the honor being claimed alike by the French, Spanish and Portuguese, but actual evidence has not yet discredited Dom Jorge de Menezes, a Portuguese navigator and explorer, as the probable first distinguished visitor to Australia in the year 1527, when he is believed to have named the Abrolhos and mapped some of the coast line. However, to the Dutch belongs the assured honor and credit of having systematically explored and virtually determined the Western shores, besides further extending south and east, as far as the Great Bight, and north and east, away to the Gulf of Carpentaria. Dirk Hartog, in the *Endracht*, was the first to arrive, in 1616, being followed in succession by Zaachen (in the *Mauritius*, 1618), Jan van Edels (1619), the *Leeuwin* (commander unknown, 1622), Pieter Nuyts (in the *Gulde Zeepard*, 1627), Willem de Witt (in the *Vianen*, 1628), Francis Pelsart (in the *Batavia*, 1629), Abel Janz Tasman (in the *Limmen*, 1644), Willem Vlamingh (in the *Geelvink*, 1697), and Martin van Delft (with the *Vossenbach*, *Wayer*, and *Nova Hollandia*, in 1705). William Dampier visited Western Australia twice, in 1688 in the *Cygnets*, and in 1699 in the *Roebuck*. From 1705 to 1770, when Cook arrived, the whole of "New Holland" appears to have remained unvisited. Between 1777 and 1801, de St. Alouarn, Capt. George Vancouver, Bruny D'Entrecasteaux, Baudin and Flinders associated their names with the closer investigation of Western Australia. But neither the hardy and adventurous Dutch navigators, nor the later passing surveyors dreamed of the Golconda they were so near, and yet so far off. Altogether, nobody (and the British least of all) seemed to take Western Australia seriously, and it was not until the French, believing they had some claim to both the discovery and ownership of the Southern Coast (which they named "Terre Napoleon") spoke of taking possession, that in 1826 a detachment of military was despatched from Sydney to King George's Sound to render the British occupation of Western Australia effective. Three years later, in 1829, Captain Fremantle hoisted the British flag on the spot now occupied by the town of Fremantle, and Western Australia was permanently settled and named the "Swan River Settlement," remaining a Crown Colony until the 21st October, 1890, when it became a self-governing State, in line with the remaining four in the Commonwealth. It is only during the short period that has elapsed since that date (12 years) that Western Australia has emerged from obscurity into the bright light of progressive civilization and population, due to that greatest of phenomenon magicians, "Gold." "Coolgardie" will ever be indented with this



General View of Fremantle, W. A.



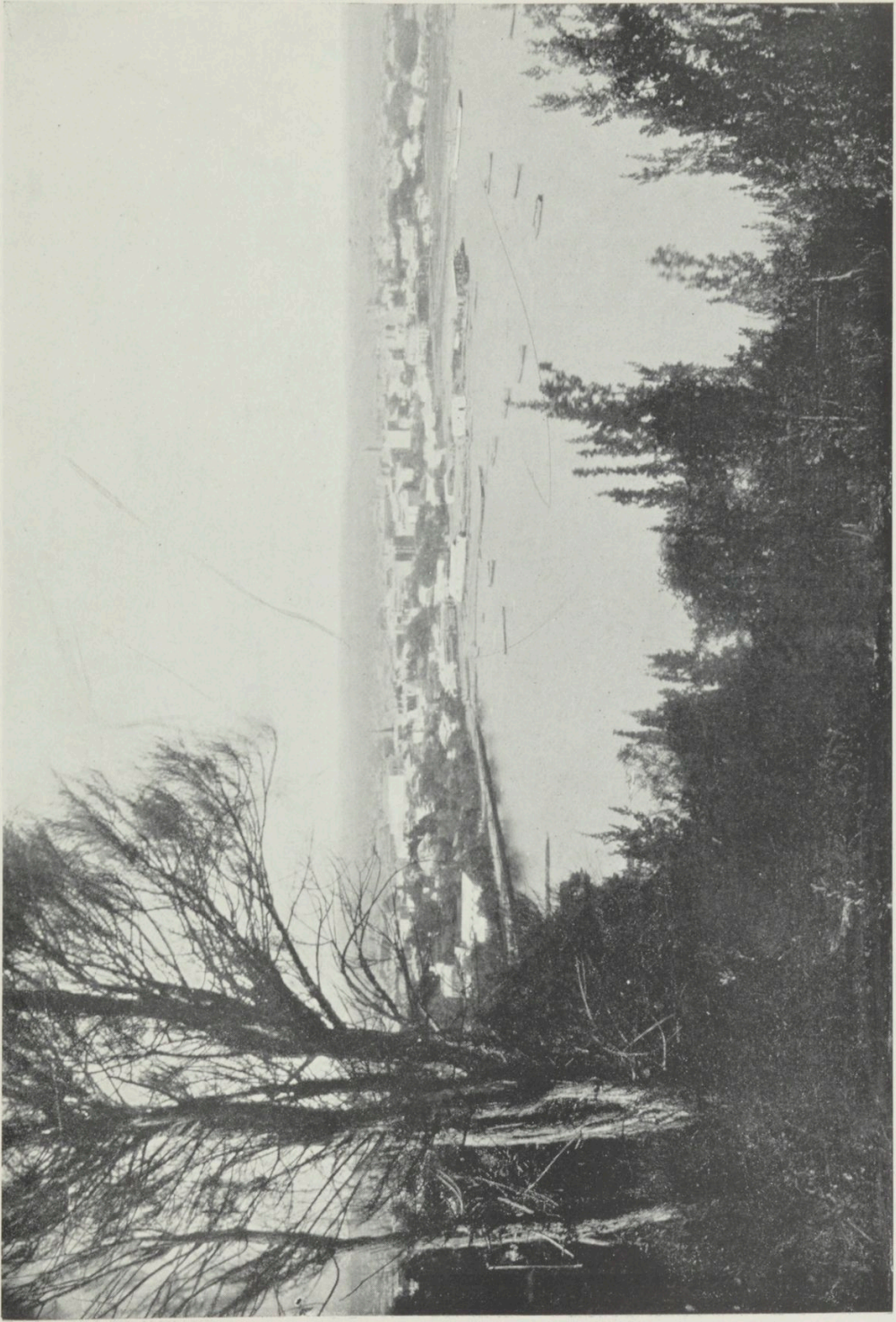
wonderful transformation ; though other W. A. fields have since left it behind in the value of output, its name will go down to history as the spot that concentrated the attention of the entire universe on its desolate

### Western Australia.

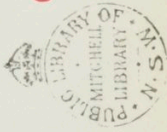
wastes and sandhills by the sudden and marvellous discoveries of the ever precious metal. From a population, in 1890, of 49,200, Coolgardie, Boulder, Kalgoorlie and the other gold centres have attracted to Western Australia up to the 31st March, 1901, or in eleven years, the fabulous total of 184,099, an incredible increase of 134,899. The capital city, Perth, which in 1891 numbered 8,447, now boasts 36,199 inhabitants. Gold is mainly responsible for these amazing facts, though it must not be concluded that the State is devoid of other resources. The South-Western Division, possessing an excellent climate, is heavily timbered, well watered, and capable of supporting a large population, whilst the Central, North, and North-West Districts are rich in pastoral areas.

As a matter of fact, the greater portion of the vast territory of Western Australia still remains practically unexplored—enormous tracts of its interior being as yet, so to speak, undiscovered. Westralian Jarrah and Karri timber has become celebrated all over the world. In London and other large cities, one may roll smoothly for miles on Jarrah-wood-paved streets. The value of this natural product at present in the State is set down by the Conservator of Forests at £124,000,000. The various agricultural interests in the well-watered S. W. coastal districts are making rapid strides, wheat production in particular promising to develop into a very important factor. As regards the gold yield : In 1886 it was but 302 ounces, valued at £1,148 ; in 1901 it had risen to 1,879,390 ounces, of a value of £7,235,652, being about equal to the gold production of the whole of the rest of Australia. From the 1st January, 1886, to 31st May last, the total output stands at 8,643,135 ounces, worth £32,810,965.

Burns, Philp & Co., Ltd., early opened Branches at Geraldton and Fremantle, which have both grown in valuable importance commensurate with the rapid strides made by the State. Burns, Philp & Co., Ltd., were also the first to establish a steam service between Albany and Esperance, and maintained the service for some years in connection with their former Branch at Esperance.




General View of Perth, Western Australia.

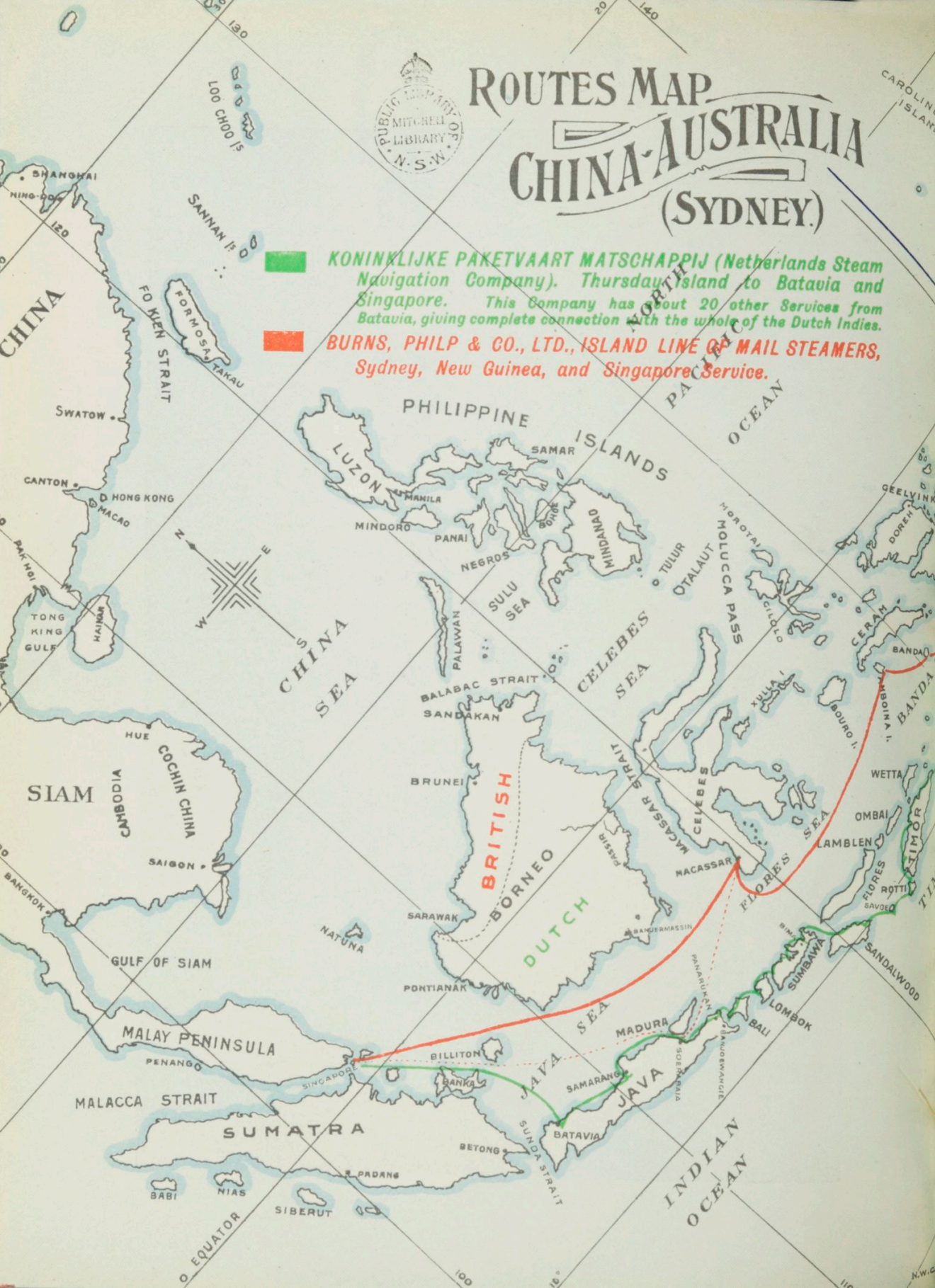




# ROUTES MAP CHINA-AUSTRALIA (SYDNEY)

 **KONINKLIJKE PAKETVAART MATSCHAPPIJ** (Netherlands Steam Navigation Company). Thursday Island to Batavia and Singapore. This Company has about 20 other Services from Batavia, giving complete connection with the whole of the Dutch Indies.

 **BURNS, PHILP & CO., LTD., ISLAND LINE OF MAIL STEAMERS**, Sydney, New Guinea, and Singapore Service.



SHANGHAI

HING-DOO

CHINA

SWATOW

CANTON

HONG KONG

MACAO

TONG KING GULF

HAINAN

SIAM

CAMBODIA

COCHIN CHINA

SAIGON

GULF OF SIAM

MALAY PENINSULA

PENANGO

MALACCA STRAIT

SUMATRA

BABI

NIAS

SIBERUT

0 EQUATOR

FO KEN STRAIT

FORMOSA TAKAU

CHINA SEA

HUE

NATUNA

BILLITON

BANKO

SINGAPORE

BETONG

PRDANG

0 EQUATOR

PHILIPPINE ISLANDS

LUZON

MANILA

MINDORO

PANAI

NEGROS

SULU SEA

PALAWAN

BALABAC STRAIT

SANDAKAN

BRUNEI

SARAWAK

PONTIANAK

NATUNA

BRITISH BORNEO

MACASSAR

FLORIS

MACASSAR STRAIT

CELEBES SEA

MACASSAR

BAKER MASSIN

PANARU STRAIT

MADURA

SAMARANG

JAVA

JAVA

SOERABAJA

BATAVIA

SUNDA STRAIT

0 EQUATOR

PACIFIC OCEAN

MOLUCCA PASS

CELEBES

MACASSAR STRAIT

CELEBES

FLORIS

MACASSAR

JAVA

INDIAN OCEAN

CAROLINE ISLANDS

GEELYINK

DOREH

CERAM

BANDA

BOURO I

YONIO I

BANDA

WETTA

OMBAL

LAMBLAN

FLORIS

ROTTI

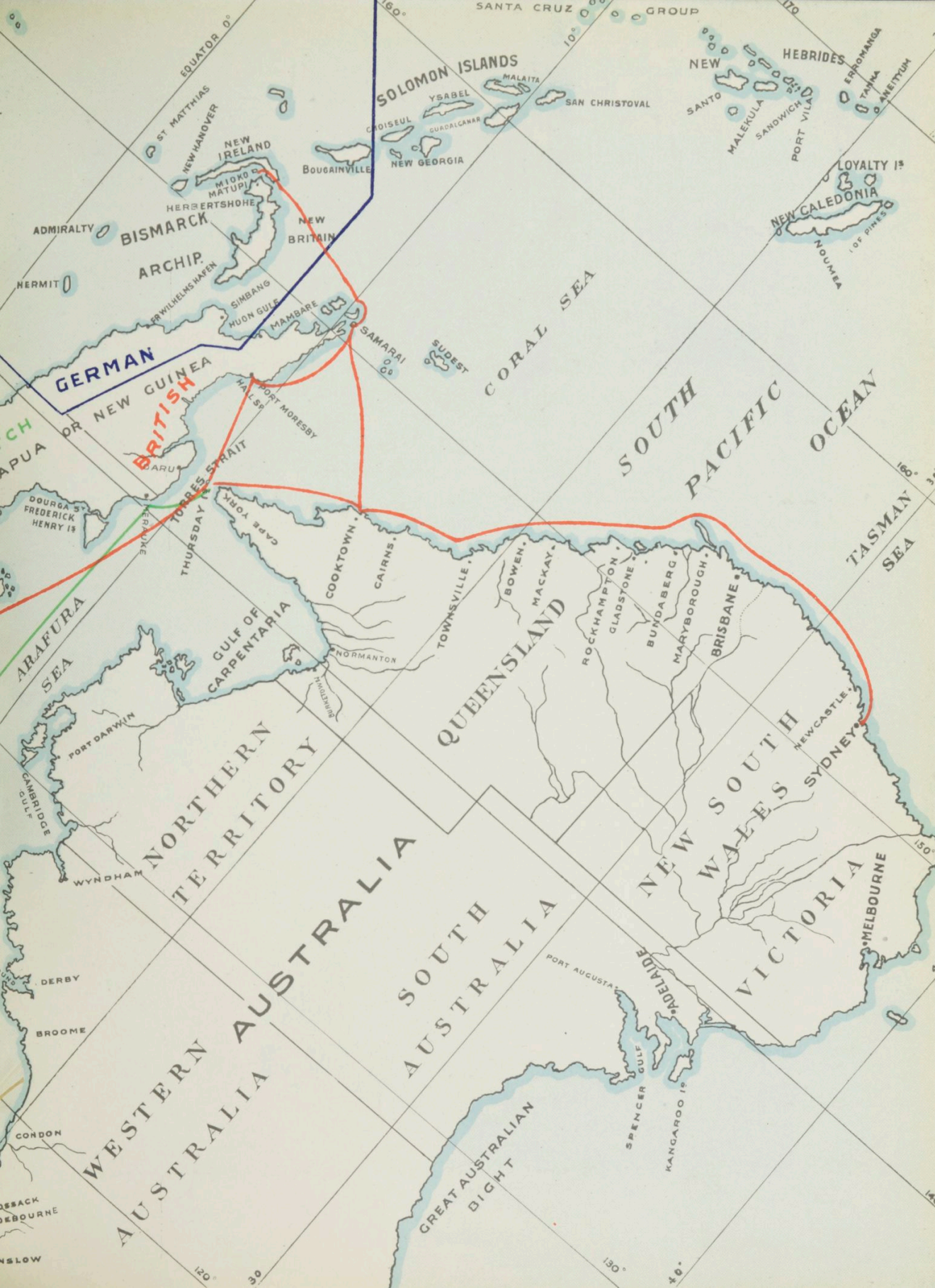
SAVDOE

SUMBAWA

Lombok

SANDALWOOD

0 EQUATOR



Is a fine and important town at Champion Bay, about 300 miles north of Fremantle. The historic Houtman's Abrolhos Islands are situated at the entrance to the Bay. The prefix "Houtman," according to some accounts, did not attach to the Abrolhos until 1622, when the Captain of the *Leeuwin* added it in honor of one Frederick Houtman, a distinguished Dutchman; according to other versions, Houtman was an early navigator (1598), who himself prefixed his name.

## Geraldton

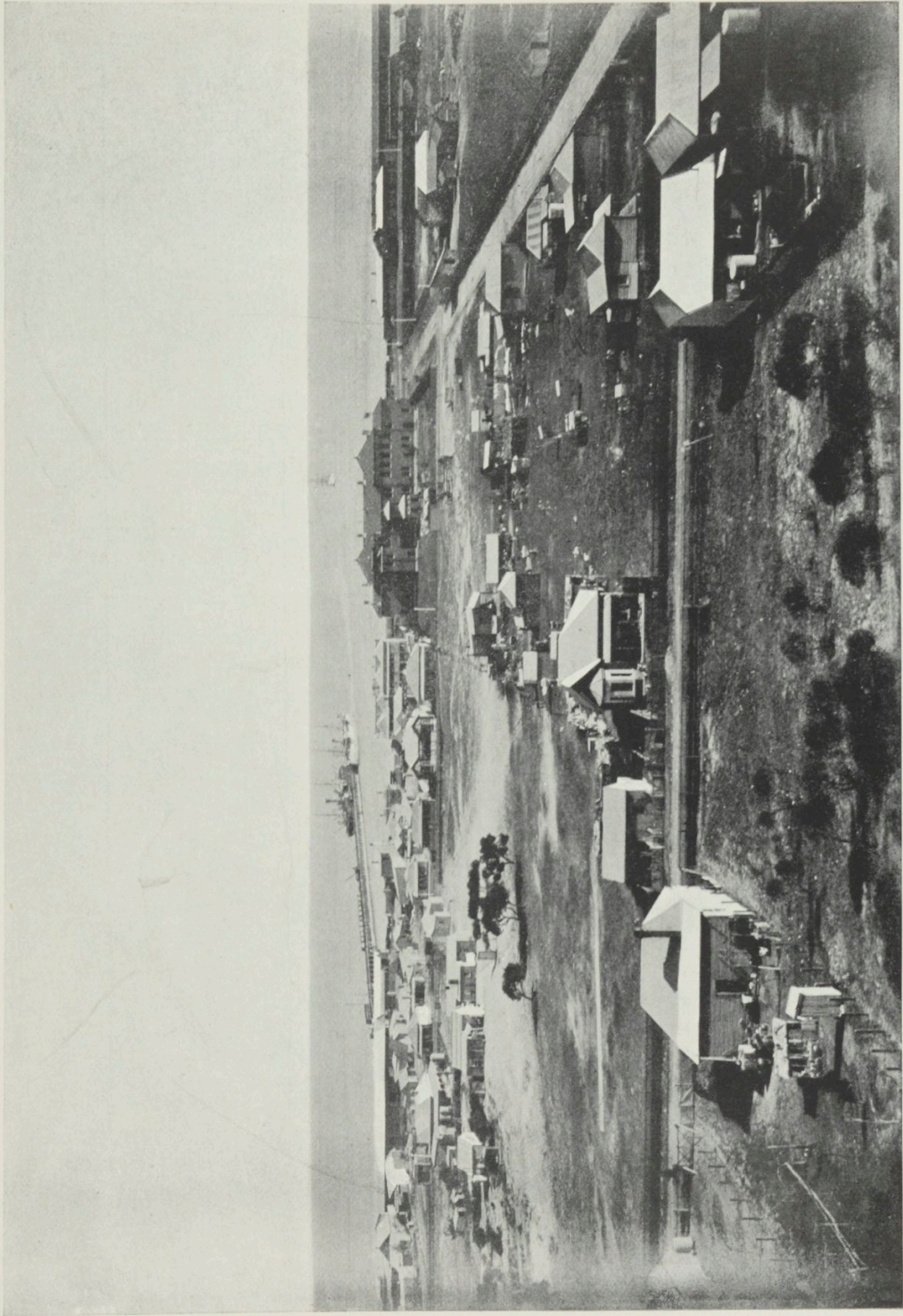
(WESTERN AUSTRALIA.)

The memorable wreck of Francis Pelsart's *Batavia* took place on the Abrolhos on the 4th June, 1629, two other vessels, the *Vergulde Draeck* (1656) and the *Zeeuyck* (1727) coming to grief in almost the same spot.

The first Branch of Burns, Philp & Co., Ltd., in Western Australia was opened here, the business of the old-established firm of Wittenoon & Co. being purchased by them. Burns, Philp & Co., Ltd., do a large trade from here to the important Murchison Goldfields, connected with Geraldton by railway, and also to the numerous outlying goldfields of the far interior. To accommodate the steady increase of operations, the Company has recently had to erect new and greatly-enlarged brick business premises.



*An Australian Kangaroo*



General View of Geraldton, Western Australia.



WHILST Perth is the *Capital*, Fremantle is the *Port* of Western Australia. In 1697, Captain Willem Vlamingh, in the *Geelvink*, discovered and named the Swan

**Fremantle.** River, on the banks of which afterwards (in 1829) the nucleus of Fremantle was formed. Where Vlamingh in years gone by found flocks of black swan in a shallow river, with low, sandy banks, the visitor of to-day finds a fleet of largest-type liners and merchantmen lying alongside splendid quays, transferring cargoes direct to and from the trucks of a railway system stretching away hundreds of miles to the far interior. Where swans could formerly barely swim at low water, mail steamers of all tonnages, from all parts of the world, now steam in and out as they choose—verily a unique transformation scene!

Fremantle has a population of 24,000, possesses quite a number of handsome and substantial public and private buildings, and enjoys the healthiest of climates. Fremantle is but 12 miles from Perth, and for all practical purposes may be said to be “one” with the capital.

The Fremantle Branch of Burns, Philp & Co., Ltd., does business with all the goldfields of the interior, and all the ports along the Westralian Coast. As on the Eastern side of the Continent, so on the Western side, the Company is steadily moving ahead to a premier position in commerce, for which there appears ample scope in Western Australia, as many new minerals and other discoveries may reasonably be looked for throughout its vast unexplored territory.



*Australian Native Bear,*



*Village Scene, Yule Island.*

the North-West coast, in the neighborhood of Geelvink Bay, by the Portuguese navigator, Dom Jorge de Menezes, who is further accredited with having given the country the name of "Papua," which, in common with "New Guinea," it enjoys to this day. Two years later, in 1528, Alvaro de Saavedra, a Spanish mariner, examined portion of the northern coast more closely, calling the land "Isola del Oro" (believing it to be rich in gold), and also furnished a description of his cruise. However, it was not until 1545 that the Island was christened "Nueva (New) Guinea" by Ynigo Ortiz de Retez, under the Spanish navigator, Villalobos. Probably no other part of the globe has been as much visited by mariners of world-wide fame as New Guinea.

The earliest published map on which New Guinea is delineated appeared in Linschoten's book of East Indian Voyages, in 1595, the source of information being Portuguese.

In 1606, Luiz Vaez de Torres, in the Spanish frigate, *La Almiranta*, sailed along 300 miles of the coast, followed by Lemaire and Schouten (1616), Abel Janz Tasman (1643), Dampier (1699-1700), Jacob Weyland (1703), Phillip Carteret (1767), de Bougainville (1768), and Captain Cook (1770).

Between 1770 and 1799 the shores of New Guinea were viewed or landed upon by Forrest, Edwards, McCluer, Bligh (of H.M.S. *Bounty*), Bruny D'Entrecasteaux, Bampton, Alt, Flinders, and others.

In 1793 the Hon. East India Company annexed New Guinea, but failed to effectively occupy the territory. In 1828 Captain Steenboom, of the Dutch ship *Triton*, annexed to the crown of Holland the portion of New Guinea west of the 141st meridian of East Longitude. From then until about 1880 the geographical, nautical,

RECORDS have it, as far as traced, that the largest Island on earth,

**British  
New Guinea.**

234,768 square miles)—was first sighted by Euro-

peans, Antonio d'Abreu and Francisco Serraõ, about 1511-1512; but it was not until 15 years later, in 1526, that a landing was effected on



*Canoes at Dobu*

and scientific exploration of New Guinea received steadily increasing attention from the expeditions of a variety of nationalities, successively disclosing more and more information about the natural wonders and wealth of this great island.

**British  
New Guinea.**

On the 4th April, 1883, Mr. Chester, acting under the instructions of Sir Thomas McIlwraith, then Premier of Queensland, took possession of the whole of the Eastern half of New Guinea, East of the Dutch boundary along the 141st meridian, including all islands to the North-East, latter now comprised in the German territory of the Bismarck Archipelago. For reasons, however, which, apparently, only the inertia of Downing-street can explain, the then Secretary of State for the Colonies, Lord Derby, saw fit to repudiate the annexation by Australia, but eventually, and then only under the extreme pressure of the Australian Governments, and upon their undertaking to guarantee £15,000 per annum to meet the cost of administration, on the 6th November, 1884, caused a protectorate to be proclaimed by Commodore Erskine over the South-Eastern portion of New Guinea, merely including the Trobriand, Woodlark, D'Entrecasteaux, and Louisiade Groups of Islands. Sir Peter Scratchley was the first High

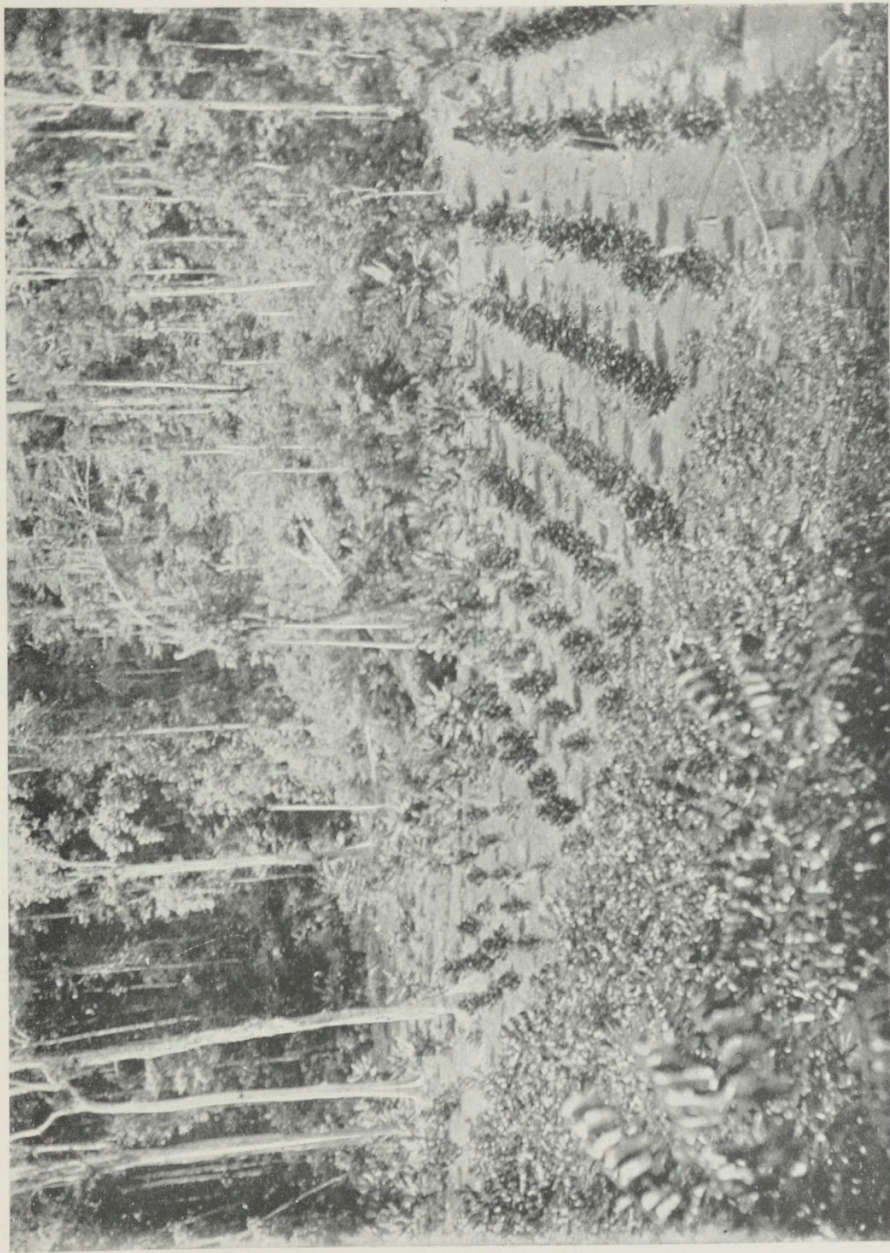


*Yam House at Milne Bay.*

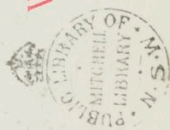
Commissioner of British New Guinea, but unfortunately soon succumbed to malarial fever. He was succeeded in March, 1886, by the Hon. John Douglas, C.M.G., whose term of office continued until British Sovereignty was proclaimed on



*Natives of Sariba, near Samarai.*



Wairirata Coffee Estate (Astrolabe Range).



4th September, 1888, when Sir William MacGregor, M.D., K.C.M.G., assumed the Governorship. Sir William MacGregor remained in office for ten years, when he was succeeded by the present Governor, George Ruthven Le Hunte, Esq., C.M.G.

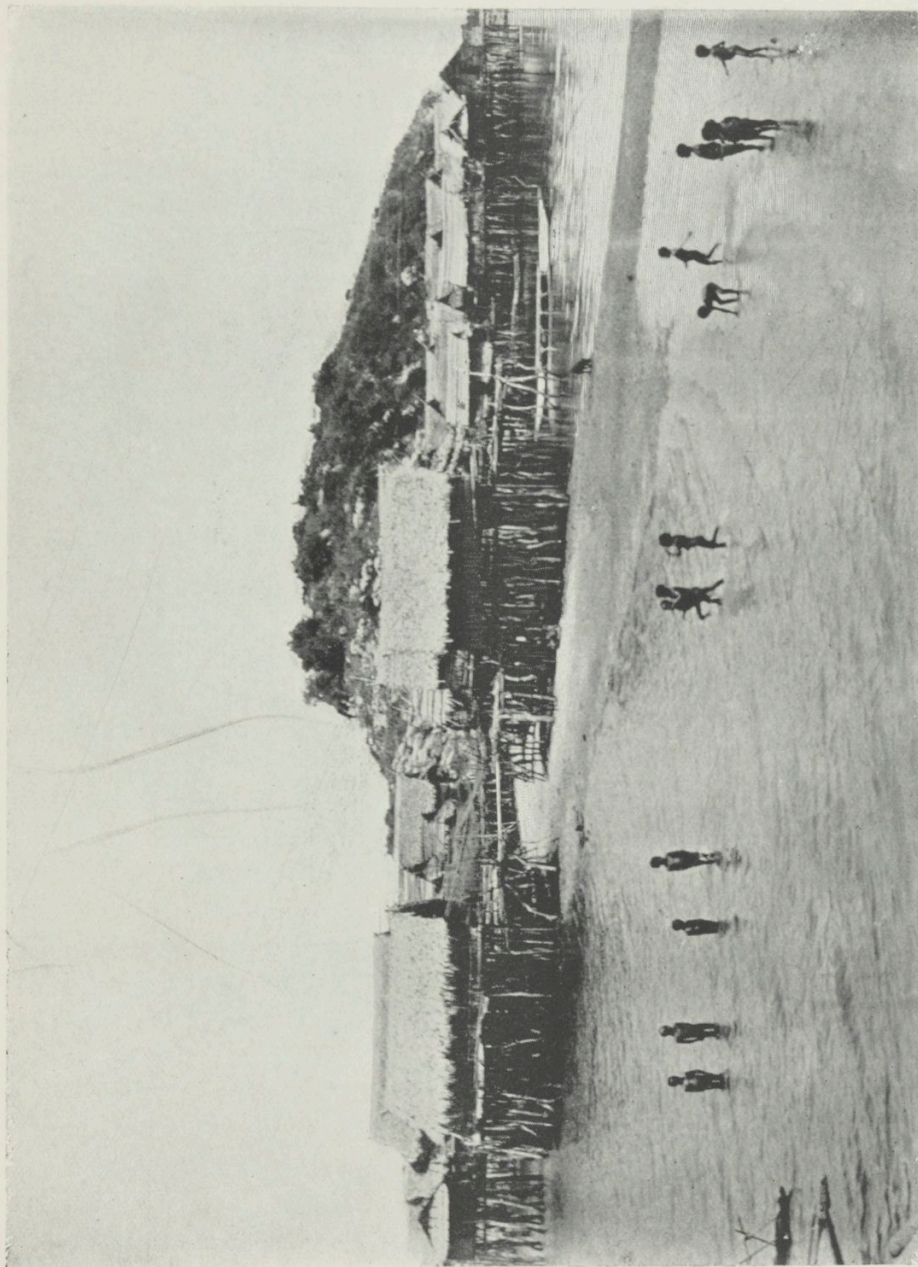
**British  
New Guinea.**

Germany—despite Lord Derby's assurance to Australia that any attempted annexation by another power would be considered by Great Britain as a *casus belli*—was not long in laying claim to the North-Eastern portion of New Guinea; during December, 1884, Germany formally annexed that part of the country, endowing it with the Teutonic name of Kaiser Wilhelm's Land. In due course, the large and valuable islands of New Britain, New Ireland, New Hanover, and numerous smaller ones surrounding them, all lying to the North-East of Kaiser Wilhelm's Land, together with the Matty, Exchequer, and Admiralty Groups, were added by Germany to its possessions in the Pacific, and comprised in the collective term of Bismarck Archipelago. New Guinea only island in to-day is the the world owned by three distinct powers A con- firmation by the British Govern- ment of Sir Thomas McIl- wraith's action in 1883, together with the acquisition, by purchase, at a nominal amount



*Village Scene at Sariba, near Samarai,  
British New Guinea.*

of the Dutch half of the Island, which it was generally understood was at that time possible, would—apart from obviating the complications liable to arise at any time from such triple control—have secured to Australia a large and valuable territory, containing every variety of climate, rich in minerals, and capable of supplying all tropical products. Even, as matters stand at present, the regrettable admission has to be made that the colonization and rational development of the British portion, since the Union Jack was hoisted, in 1884, is conspicuous by its extreme diminutiveness, almost approaching entire absence. Australia has signally failed to recognize its duties and obligations towards British New Guinea, both from the domestic and International points of view. This admission is the more regrettable considering that the Australian Taxpayers have, since 1884, and still have, to contribute a very large amount per annum towards covering the cost of the administration of New Guinea. During the first few years, lack of progress might reasonably be accounted for by the fact that the adaptation of the natives to



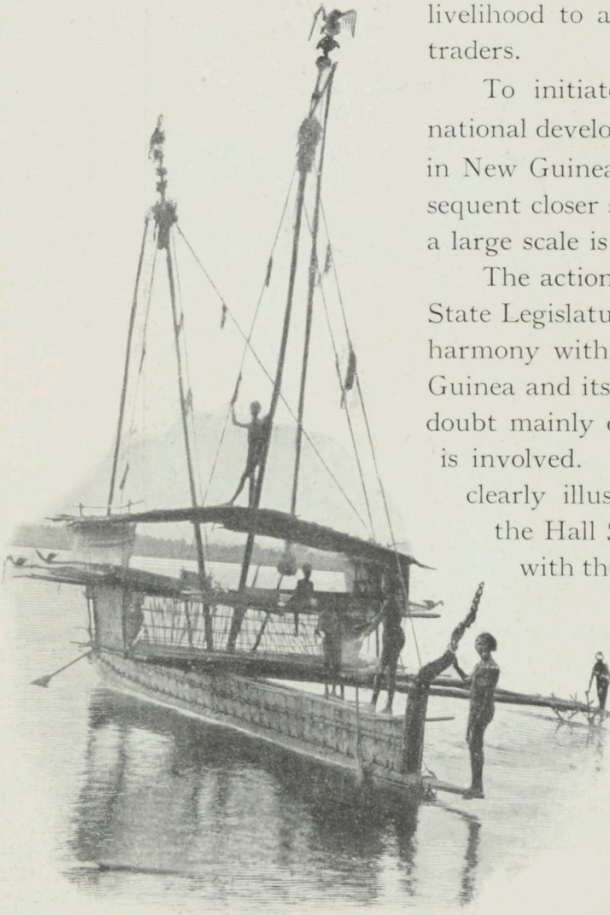
Village of Ela-vara, near Port Moresby, British New Guinea.



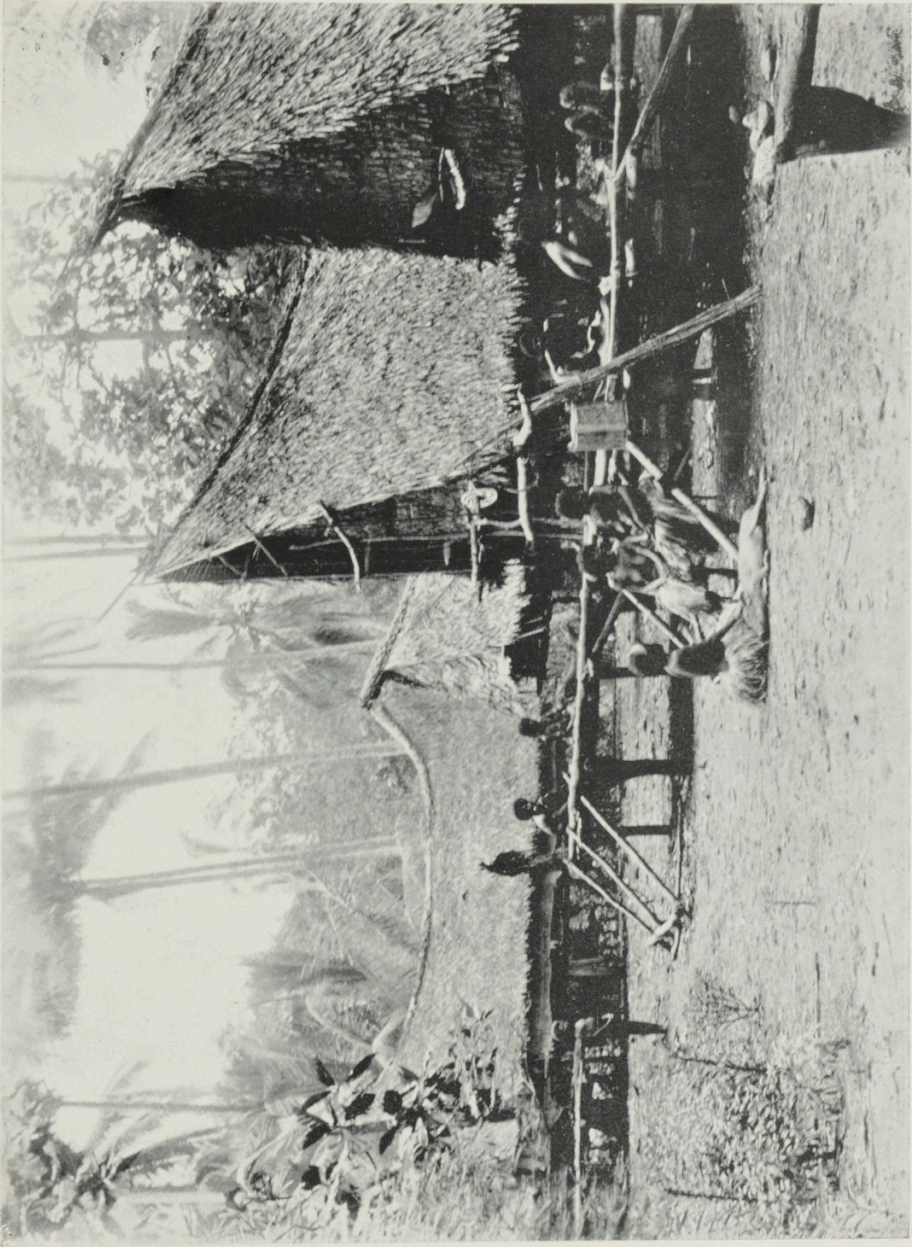
the new regime, the framing and inauguration of land and other laws, etc., would tend to retard a start—but the same extenuating circumstances are certainly not applicable to more recent years. The explanation of this unwarranted neglect evidently lies in the fact that the tendency of a section of Australian politicians is to discourage labor under tropical conditions, and to prohibit the alienation of Government lands. This is undeniably unfavorable to the developmental requirements of a country like New Guinea, where all the conditions obtaining are totally different from those in Australia. The requirements of New Guinea, with its dense and increasing native population, have everything in common with those of Borneo, Java, and Sumatra—certainly nothing in harmony with those of Australia—and, until this fact is duly realized and seriously recognized by Australian legislators, British New Guinea must of necessity continue in its present dormant and neglected condition, an incubus on the Commonwealth, affording but a precarious livelihood to an insignificant handful of miners and traders.

To initiate the forward movement of rational national development, and to break the road for others in New Guinea, more especially with the view to subsequent closer settlement, the application of capital on a large scale is the most important preliminary lever.

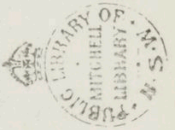
The action of the Australian Commonwealth and State Legislatures has so far proved completely out of harmony with the exigencies of the position of New Guinea and its much-needed progress and welfare, no doubt mainly due to the idea that alienation of land is involved. The case of the Hall Sound Company clearly illustrates the position: Some years ago the Hall Sound Company was floated in Sydney with the approval of the Government of British New Guinea and of the whole of the B.N.G. residents; 100,000 acres were applied for in the Central Division, in the vicinity of Hall Sound; the Company undertook to pay the Land Ordinance schedule rates for this area, and also to spend not less than £30,000 within the required statutory term, in agricultural and pastoral development



*German New Guinea Canoe.*



Village of Sariba (near Samarai), British New Guinea.



of what is now virtually either swamp country, requiring extensive drainage, or dense primeval jungle, most costly to clear and render arable. The Company was, however, most effectually blocked from Australian quarters from carrying out its proposals, and necessitated to retire after suffering a loss of nearly £3,000, incurred in clearing and planting a preliminary experimental area.

**British  
New Guinea**

How long British New Guinea, so bountifully endowed by nature, will be kept in the background through ill-conceived and unwise legislation, and forced to remain an anomaly amongst British colonies in this era of universal progress, it is difficult to conjecture.

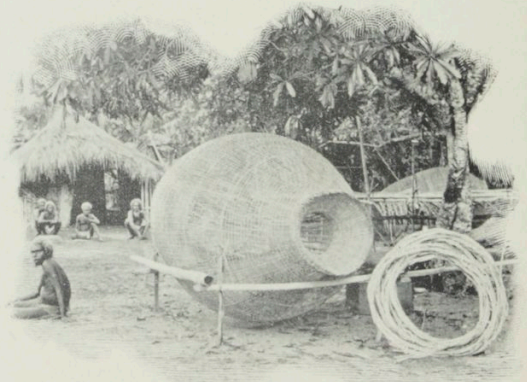
A strong Company has recently been formed in Berlin, Brisbane, and Sydney to develop an area of 250,000 acres in German New Guinea. Altogether, Germany is sparing no effort to turn her possessions in the Pacific to good account, everything pointing to a sound, practical, and commonsense development by her of the various colonial territories she is interested in. The Dutch are also evidencing increased interest in their half of New Guinea. They recently founded a new settlement at Merauke, on the high banks of the navigable Merauke River, not far from the British boundary, and only a day's steam from Thursday Island.

Burns, Philp & Co., Ltd., were approached by the Dutch authorities, and, as the result, induced to establish a depôt at Merauke, with which they now maintain regular communication by a schooner running from Thursday Island.

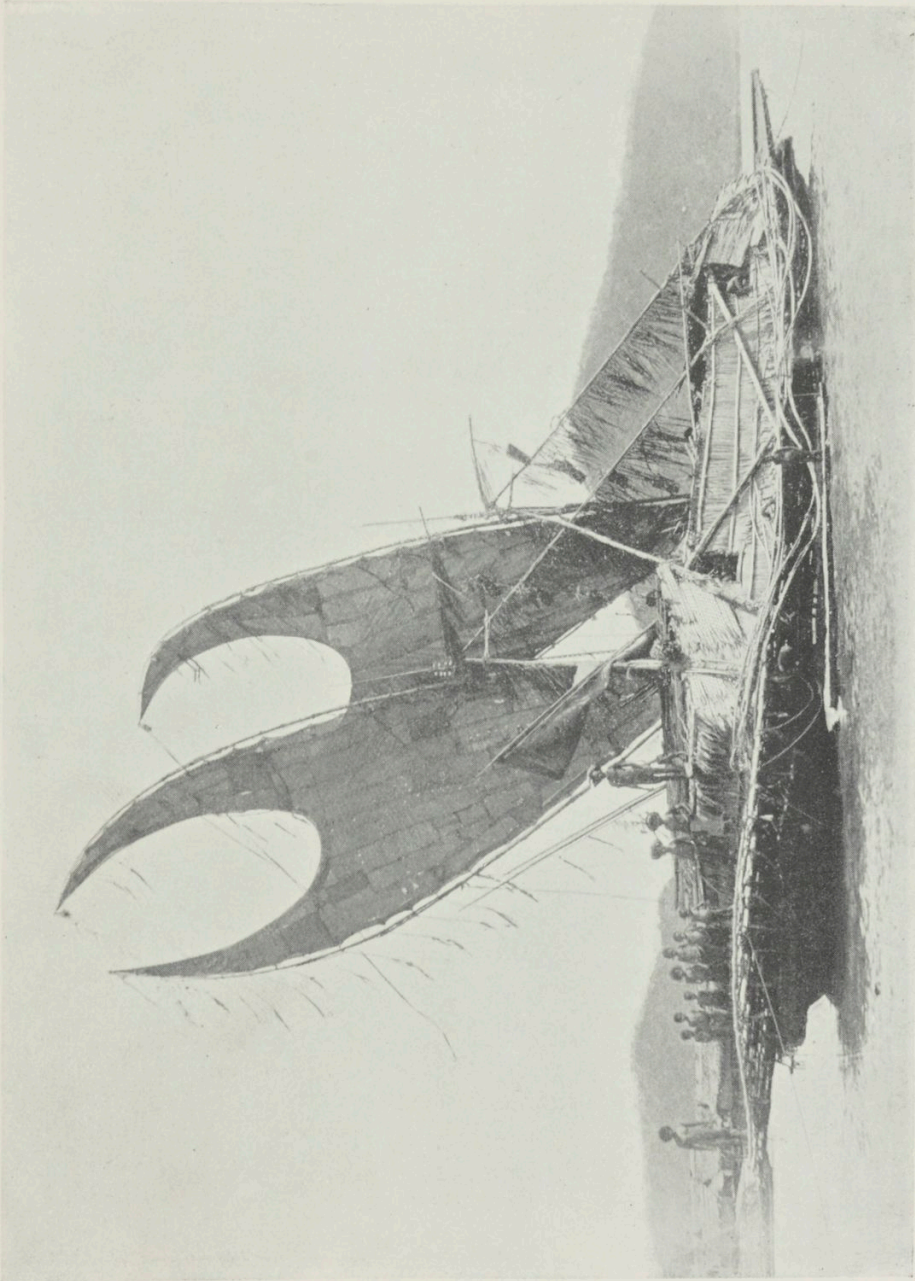
All told, the New Guinea question, in its wider aspects, is one of the greatest interest and vital importance to Australia.

Immediately to the North of Australia, in New Guinea, in and amongst the many Islands of the Arafura and Banda Seas, and stretching away north to the Tropic of Cancer, lies an immense field of hitherto comparatively neglected, if not altogether unknown, territories, but which, there is now every indication, have either commenced to awaken, or are already rapidly advancing, and must ere long occupy important positions amongst the world's producers. In the sovereignty over these territories a variety of nationalities participate, so that Australia, not only through its association with British New Guinea, but also out of judicious regard to its foreign relations, will have to follow a wise and liberal policy if she aims at maintaining, if not furthering, her position and prestige among the concert of powers interested.

The Portuguese occupy portion of Timor. The Dutch and Germans participate

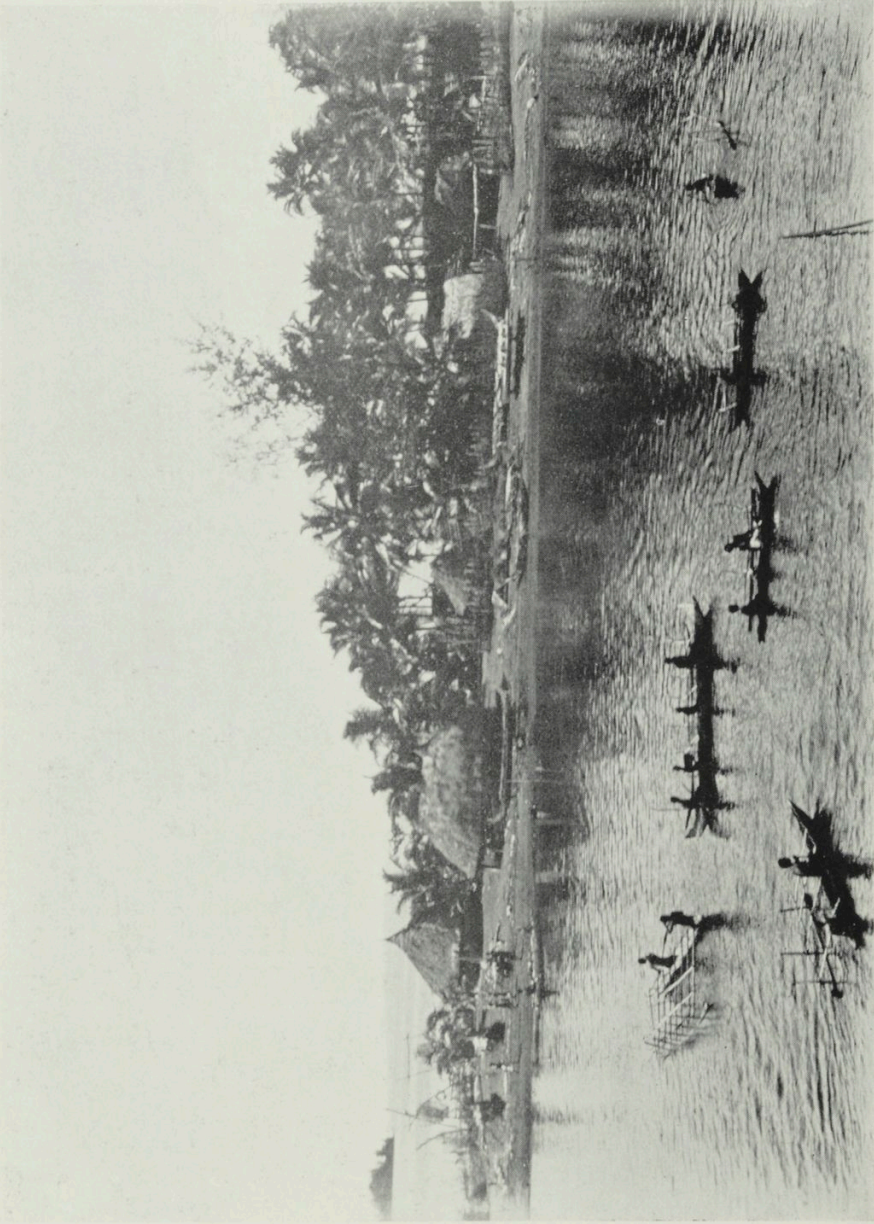


*A New Britain Fish Trap.*

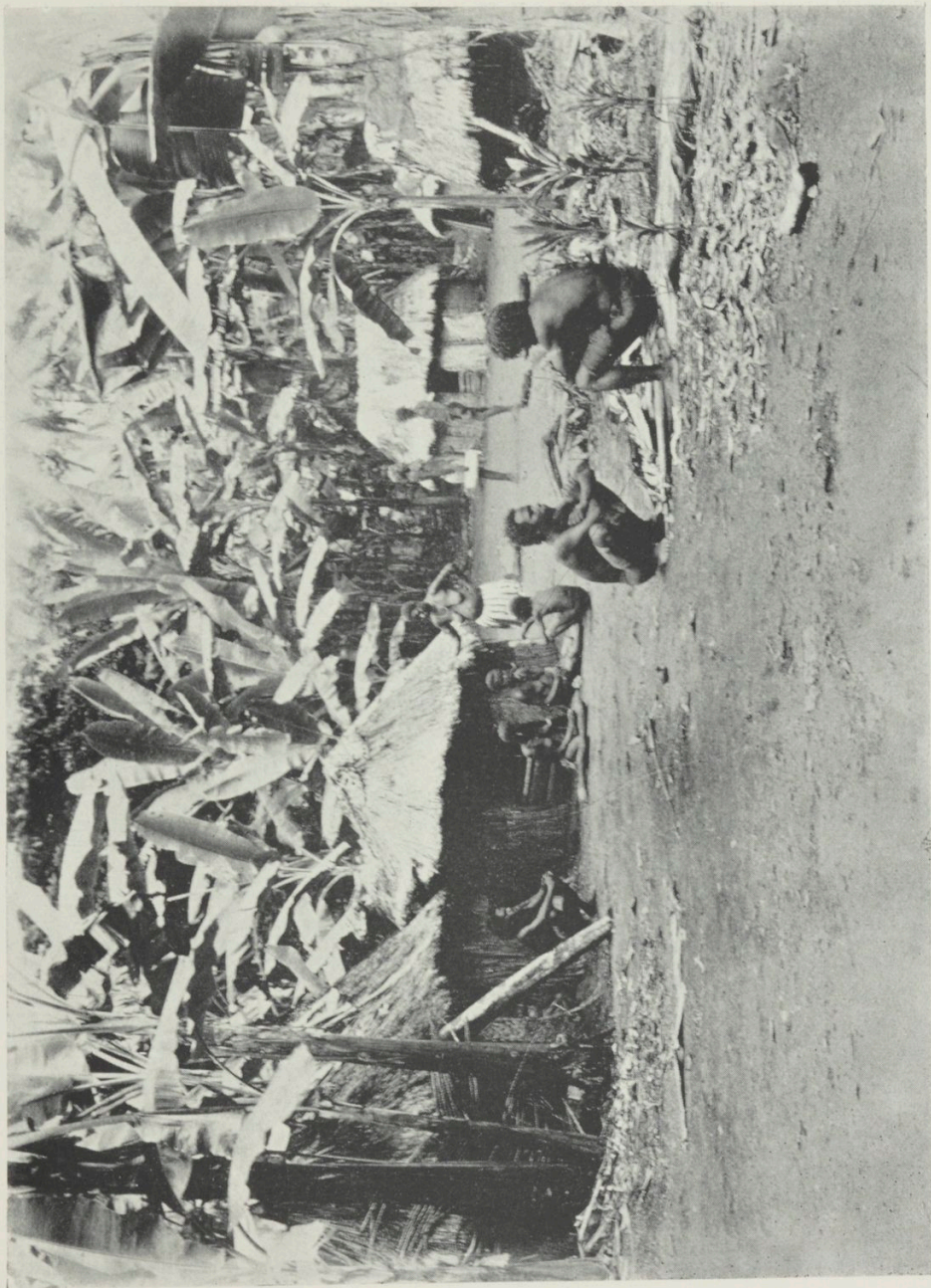


Large Combined Canoes at Lakatoi.

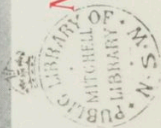


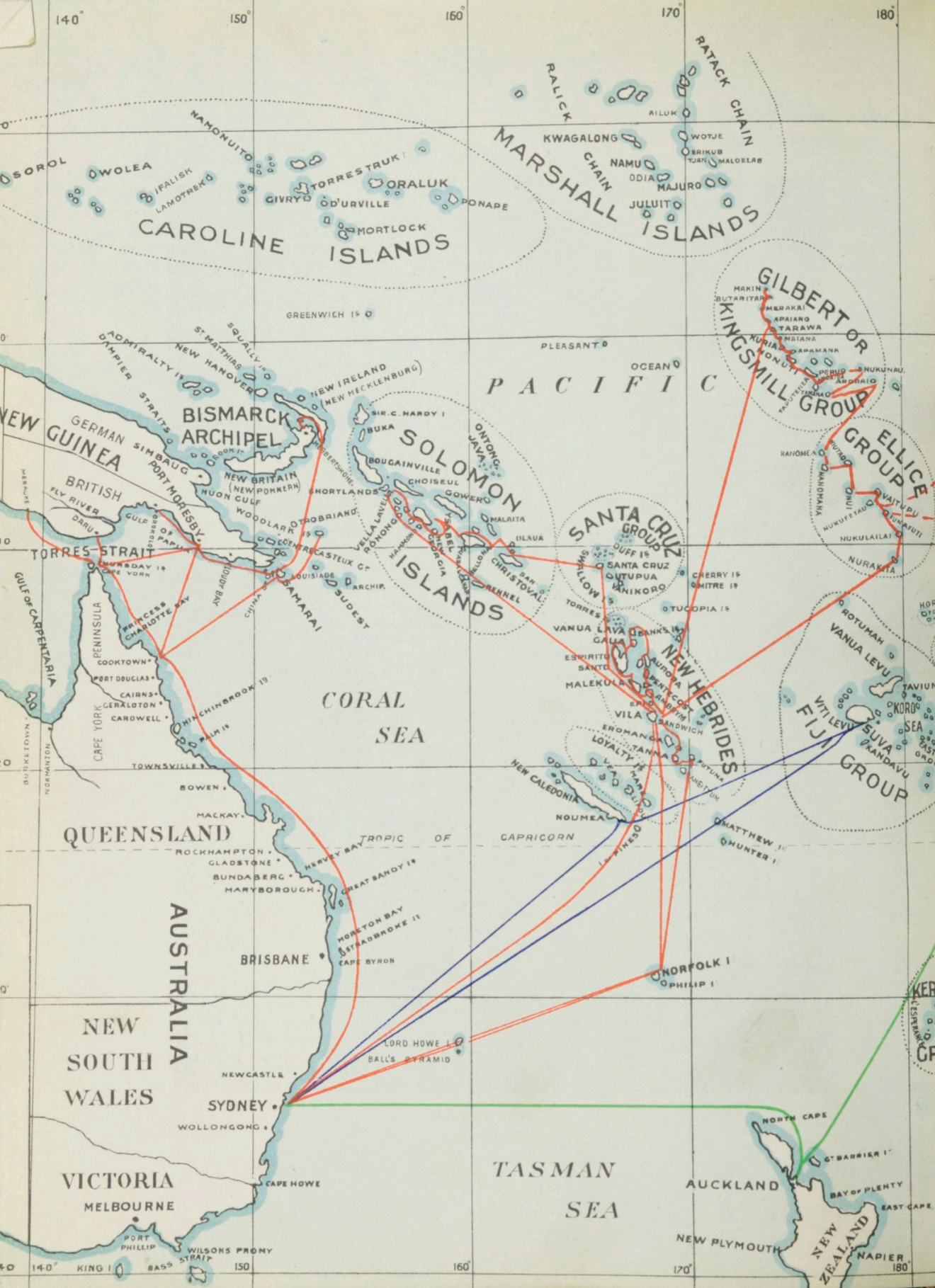


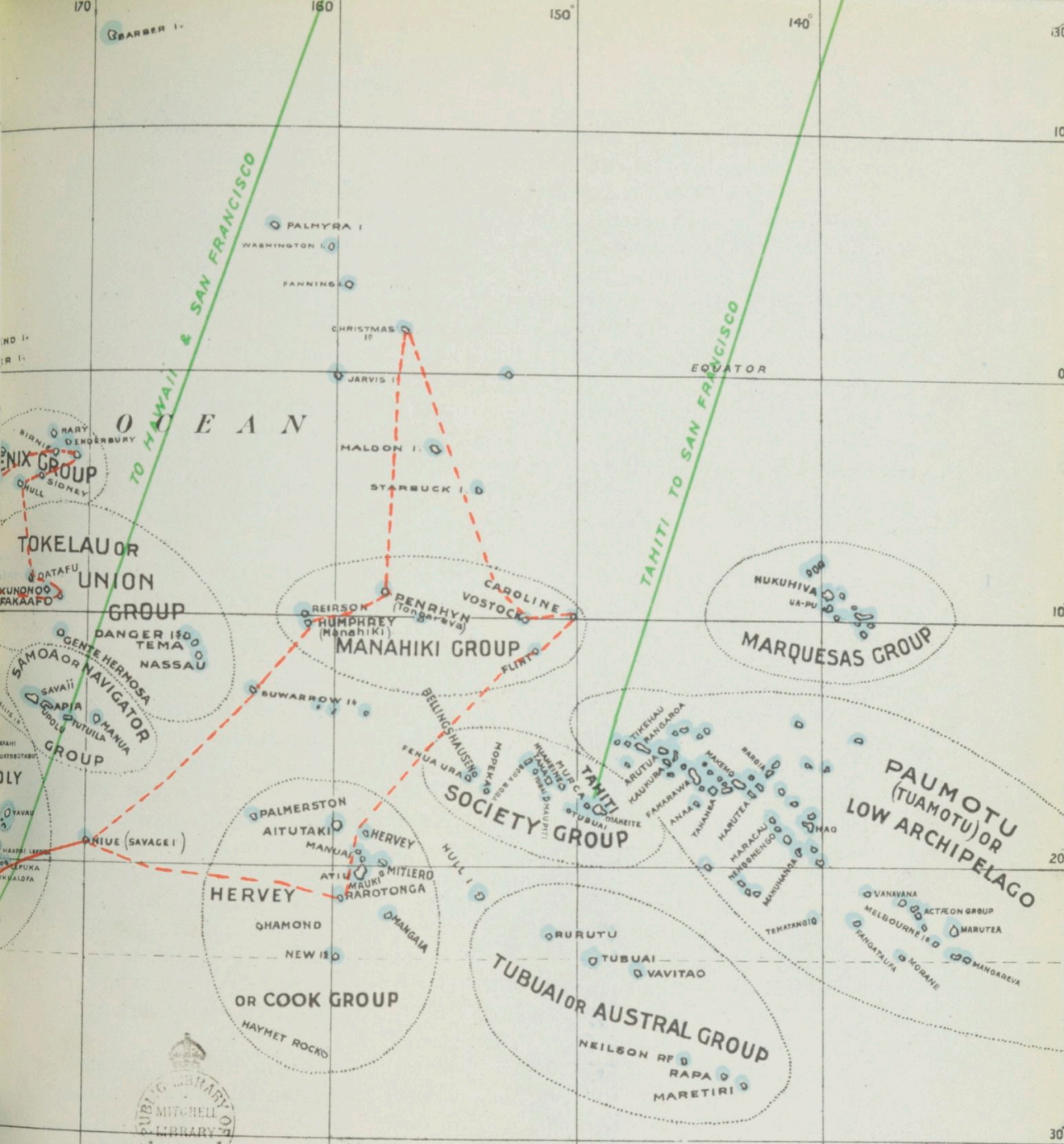
Matupi, New Britain.



Mioko, New Britain.







# ROUTES MAP

## TORRES STRAITS-TAHITI.

- BURNS, PHILP & CO., LTD., ISLAND LINE OF MAIL STEAMERS and New Guinea Coastal Services.
- A.U.S.N. CO. LINE between Sydney, New Caledonia and Fiji.
- A. & A. LINE (Oceanic Steamship Co.) to Samoa, Hawaii, San Francisco and Tahiti.



in portions of New Guinea, whilst German influence further extends, for over 1,000 miles, across the Bismarck Archipelago and the northernmost Solomon Islands to the Marshall and Caroline Groups.

**British New Guinea.** The recent Spanish-American war resulted in the United States absorbing the Philippines. To the westward, Borneo, the second largest island in the world, is partly Dutch and partly British. Even further North, Formosa, during the last Japanese-Chinese War passed from the latter to the former. There is an unmistakeable tendency among nations to acquire territory in the Pacific, and as the wheel of time revolves its placid waters may yet witness many a stirring event.

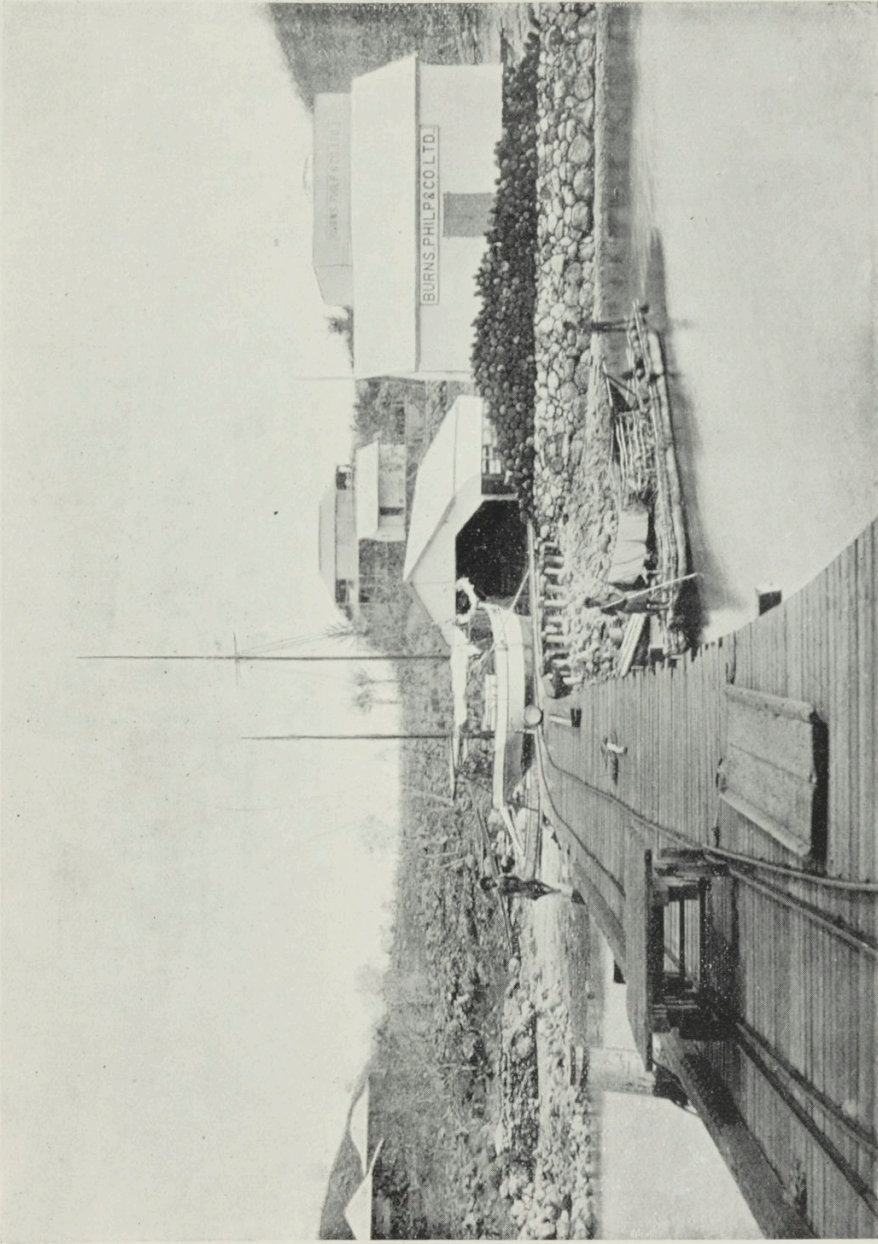
Annexation is usually preceded by occupation and trading, and during the past twenty years, Burns, Philp & Co., Ltd., have, besides assisting with explorations, certainly contributed their share in developing and opening up to commerce and communication with the outer world most of the coast line of British New Guinea, besides the numberless Islands lying to the East and North thereof.

As far back as 1885, Burns, Philp & Co., Ltd., entered into an important mail and trading contract with the Government, inaugurating the first steam service to British New Guinea, and have maintained regular services ever since. At the present time the Company run a steam service from Sydney, as well as a mail service between Cooktown, Samarai, and Port Moresby. Anticipating progress instead of a retrograde movement verging on stagnation, Burns, Philp & Co.'s through service from Sydney proved in advance of requirements, necessitating a considerable curtailment to meet the times. The Company's Sydney-New Guinea line also extends to German New Guinea and New Britain Ports, where the prospects, as already indicated, are much brighter, thanks to progressive development. Arrangements have now also been completed for a further extension of the service, running to a regular time-table through the Dutch Islands to Singapore. In addition, the Netherlands India Steamship Company also run their fine steamers regularly from Batavia, along the Dutch New Guinea coast, to Merauke and Thursday Island, where Burns, Philp & Co., Ltd., act as their Agents. There is every indication that in the near future an important and valuable trade will be worked up between the whole of the Dutch East Indian Archipelago and Australia. The maps on pages 65, 72 and 73, 88 and 89, and 95 show the various service tracks, as well as the territorial divisions.

Burns, Philp & Co., Ltd., have business houses in British New Guinea at Port Moresby, the capital of the possession, situated in the Central Division, and at Samarai, in the Eastern Division, at both of which places, in addition to extensive store premises, they have erected wharves for the convenience of their steamers.

**Port Moresby** was first entered by Captain John Moresby, R.N., in H.M. *Basilisk*, on the 21st February, 1873, and called by him after his father, then Admiral of the fleet.

The official name of the Government settlement, at the head of the Harbor, is Granville ; the business settlement is situated nearer the entrance on the small



General View of Ila, Port Moresby.

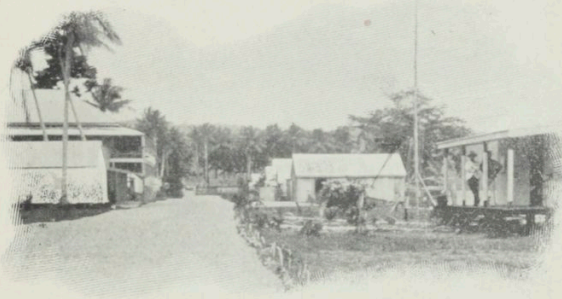


peninsula of Ila. Port Moresby is an excellent, capacious and completely land-locked harbor ; its general picturesqueness is materially enhanced by the presence along its shores of several most interesting native pile-dwelling villages.

**British  
New Guinea.**

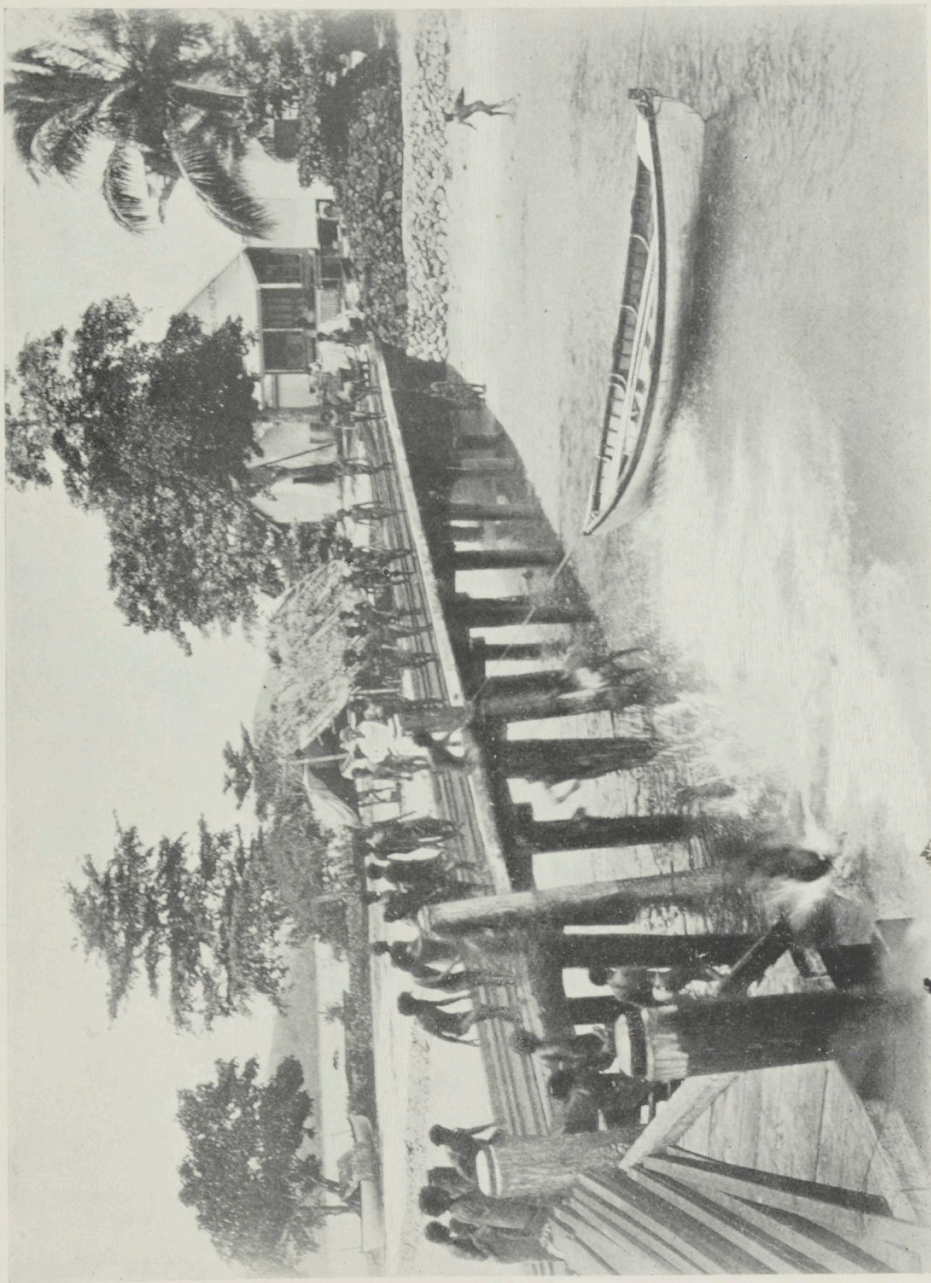
Approaching the port through the Basilisk Pass on a clear day the scenic effect is superb, tier after tier of steep ranges rising one above the other until culminating with Mount Victoria (13,205ft.) in the Owen Stanley Chain. At Warirata, on the tableland of the Astrolabe Range, only three hours' ride from Port Moresby, and 2,600 feet above sea level, Burns, Philp & Co., Ltd., have demonstrated what can be achieved in the way of production, by planting Arabian hill Coffee. Page 79 illustrates one of the many views of the estate, which contains some 20,000 coffee plants, mostly already in full bearing. At Sogeri, in the vicinity of Warirata, the Hon. D. Ballantine has another equally flourishing coffee estate.

The run along the coast from Port Moresby to Samarai, about 250 miles, if taken close in shore, is of the greatest possible interest and scenic beauty ; at every point and every village there is something new, something remarkable. Altogether, New Guinea is a vast treasure trove for the visitor possessed with inclination for research, or to collect and photograph.

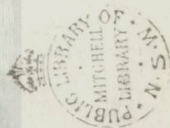


*"Marine Parade" (Main Street), Samarai.*

**Samarai.**—The most important settlement in British New Guinea—is situated in China Strait, three miles away from the extreme Eastern end of the mainland of New Guinea, surrounded by numerous other Islands. It was originally named "Dinner Islet" by Captain John Moresby, R.N., who discovered it on the 20th April, 1873, whilst exploring the chain of islands lying to the Eastward of the South Cape of New Guinea. Samarai is the centre of one of the beauty spots of the Pacific, the view from Kwato Mission Station, of China Strait and surrounding Islands, affording a unique panorama of tropical loveliness. The map on page 95 shows the interesting configuration of these Islands. Samarai settlement is the only really busy spot in British New Guinea. It is the hub of the Louisiade, Trobriand (Kiriwina), D'Entrecasteaux, and Woodlark Groups, Milne Bay and N.E. Coast traffic and commerce, as well as the port of transhipment for miners proceeding to the Woodlark Island and various mainland points of New Guinea Goldfields.

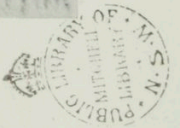


Wharf at Samarai.





General View of Samarai.





DABA-RIMA

MAINLAND OF

PAPUA OR

NEW GUINEA

MOUNTAINOUS COUNTRY RANGES RISING TO ABOUT 2150 FEET

WEST CHANNEL

FROM COOKTOWN

FROM PORT MORESBY

CHINA STRAIT

TO NEW BRITAIN

EAST CHANNEL

ARCH ISLANDS

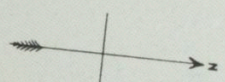
KOIA REIBA REIBA ID

GONA BARA BARA ID

DOINI ID  
(BLANCHARD ID)  
510 FT

TUYAN ID

KASARIRI ID



BONARUAHILIHILI ID

ROGEIA ID  
(HEATH ID)  
1215 FT

ISU HINA

KWATO ID

GESIRA ID

EBUMA ID

SAMARAI

SAMARAI ID  
(DINNER ISLET)

BANARIA BAY

NABAKA BAY

DEIKA DEIKA ID

MAGA IKARONA BAY

KUIARO

HAWARIPA BAY

TANO BUI BUINA BAY

WESTIGUARI ID

SABIBA ID  
(MAYER ID)  
1370 FT

355 FT

LESSAMANU ID  
(BRETHER ID)

400 FT

EAST IGUARI ID

ITO ID  
(DIDYMUS ID)  
500 FT

WAGA TARI ID

NAMQAI BAY

SAWA SAWAGA PASS

BASILISK ID  
916 FT

SUKURI BAY

SIDEIA ID

DIDIGLI ID

SIDEIA ID  
(BASILISK ID)  
870 FT

NIU NIU RIDIKWA BAY  
(JENKINS BAY)

MAP OF  
CHINA STRAIT  
AND  
APPROACHES

THE largest and most extensive group of Islands in the Pacific, as yet comparatively unknown, are the "Solomons,"

**Solomon Islands  
and  
Santa Cruz.**

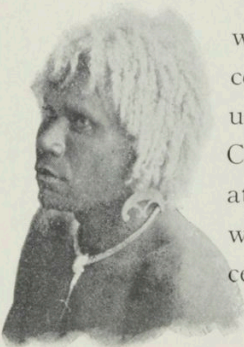
though, anomalous as it may seem, they were among the first to be discovered. They form a double chain of seven large and many smaller Islands that extend for over



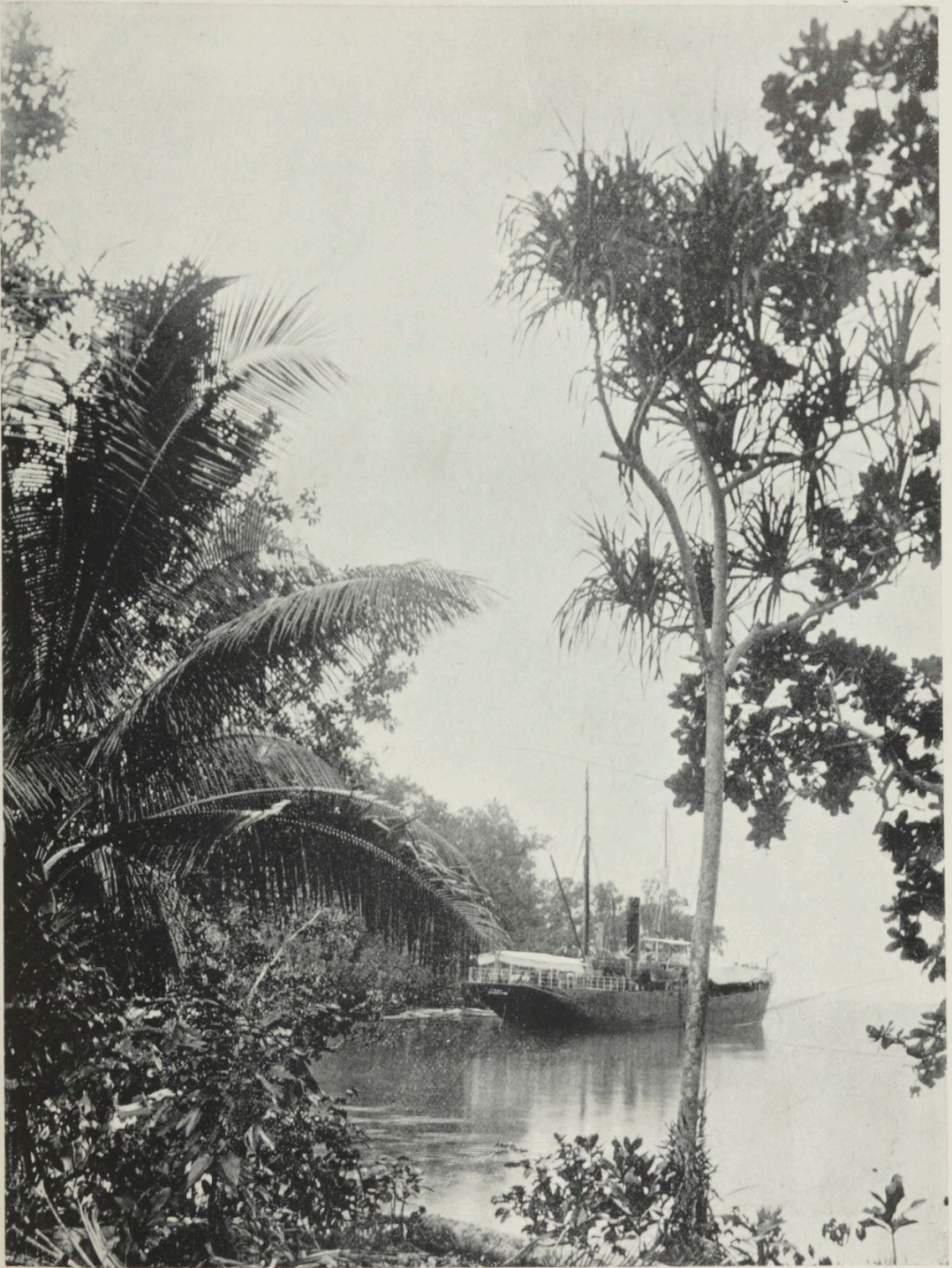
*Native of Rubiana,  
Solomon Islands.*

600 miles in a North-West and South-East direction, the Northern extremity being within 120 miles of New Ireland, and the South-Eastern 200 miles only from Santa Cruz; they are not far either, as distances are regarded in this hemisphere, from New Guinea, being only 400 miles to the South-West of that island. Don Alvaro Mendana de Meyra, on his first voyage in 1567, in quest of the source of King Solomon's wealth, or of an unknown great land, both of which were supposed to exist in the unexplored Pacific, discovered the Solomon Islands. Believing he had found the Eldorado he was seeking, he called them, in anticipation of their riches, "Islas de Salomon" (Solomon Islands). Mendana on this occasion explored the group, giving the three large southern islands the names they still bear, viz., Ysabel, Guadalcanar, and San Christoval. He returned to Callao, the South American port whence he started. Mendana was greatly imbued with the idea of forming a settlement in the Solomons, but it was not until 1595 that he succeeded in getting together his second expedition, which comprised four vessels with about 400 souls. On the 7th September, 1595, Mendana, sighted and named Santa Cruz, and, believing that he was in the Solomon Group, decided to found his colony. He anchored in a harbor, which he called Graciosa Bay, landed his colonists and commenced operations vigorously. Fortune did not favor the infant colony. Mendana died, sickness and disaster overtook the settlers, and the remnant of them found their way back in two of the vessels, the other two having been lost.

De Quiros, who afterwards discovered the New Hebrides, was a member of this unfortunate expedition. For just two centuries following the position of the Solomons remained uncertain, if not unknown, until 1767, when Captain Phillip Carteret, in the *Swallow*, came upon their Eastern shores at Gower Island, continuing to the North end, apparently, without identifying these with Mendana's discoveries of two centuries before. Carteret was closely followed by de Bougainville,



*Native of Simbo,  
Solomon Islands*



S.S. "Titus" at Marau Sound, Solomon Islands.



n 1768, whose name is identified with the largest northern island of the group. The next year, 1769, saw Surville (in the *St. Jean Baptiste*) in the Solomons;

**Solomon Islands  
and  
Santa Cruz.**

he made a more protracted stay, and French geographers then established these as Mendana's "Islas de Salomon." Shortland, in 1788, discovered New Georgia, and Manning, in 1792, sailed through the Strait that bears his name between Ysabel and Choiseul. Bruny D'Entrecasteaux, Butler, Williamson in the *Indispensable*, and Dumont D'Urville, in the *Astrolabe*, in rotation, took up the survey, after which, from 1845, when the French Marist Fathers went to Ysabel, and traders and other missionaries descended on the group, no great advance was made up to 1873, when it became a recruiting ground for Queensland and Fiji labor vessels.

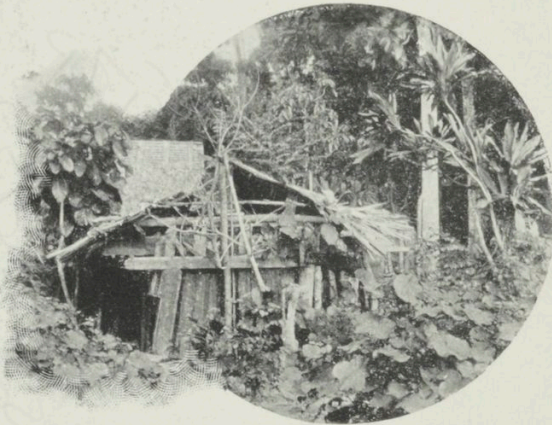
The owner-Solomons is Great Britain. The first agreement regarding the division of the Islands. On November, 1899, German Agreement, whereby,

territorial Concessions in the Samoan Group, Germany ceded to Great Britain the islands of Choiseul and Ysabel, and also the Shortlands. With the exception of Buka and Bougainville, the Solomon Islands are now all British.

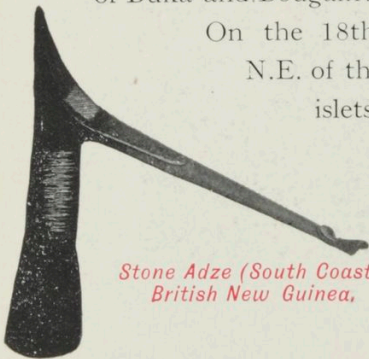
On the 18th August, 1900, the Ontong Java Group, lying to the N.E. of the Solomons, and comprising a number of small, low, sandy islets surrounded by

a barrier reef, was annexed and attached

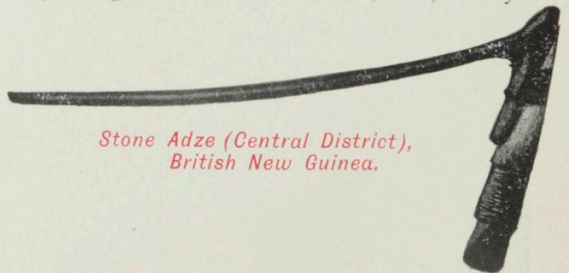
ship of the shared between and Germany. ment regarding the group was resulting in a portionment of the 14th No-another Anglo-ment eventu- in return for



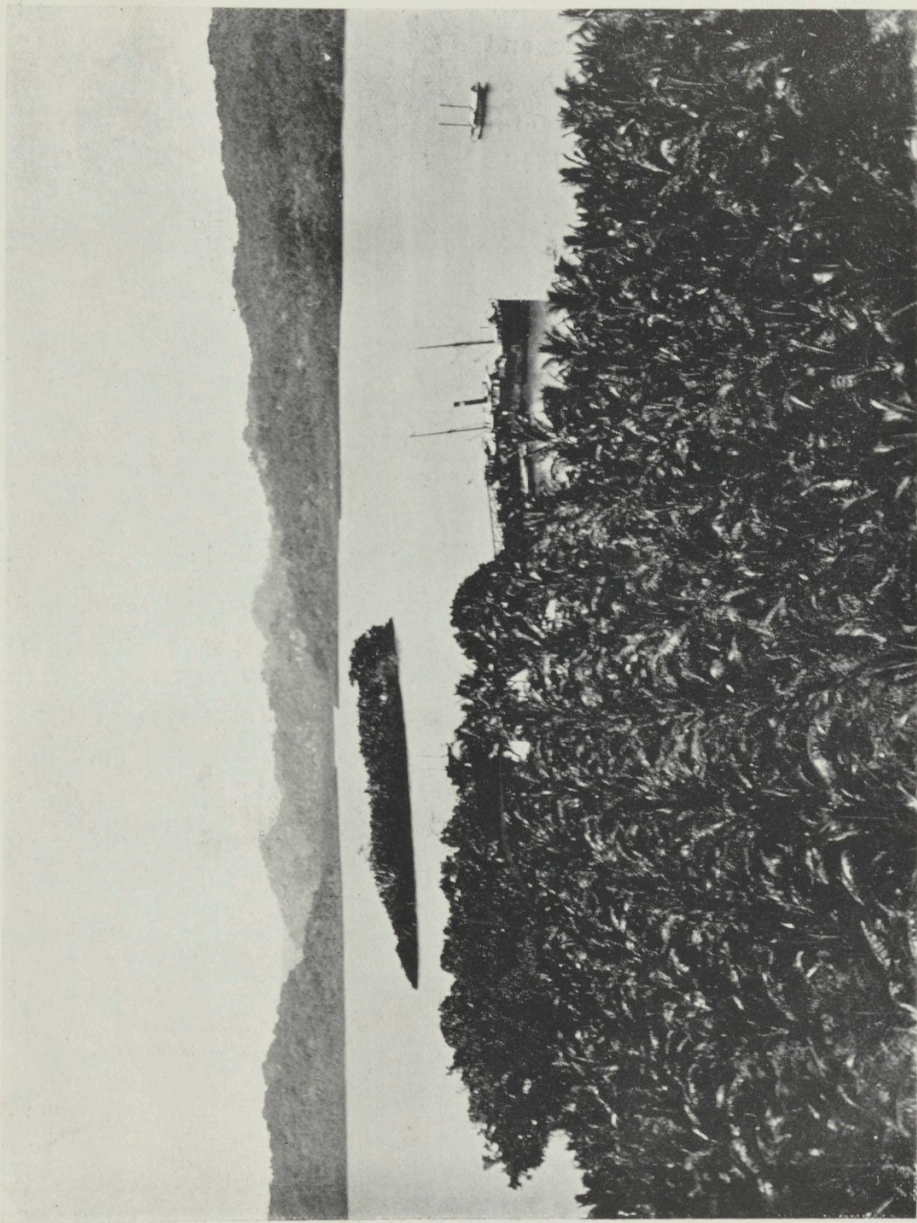
*Chief's Tomb at Savo, Solomon Islands.*



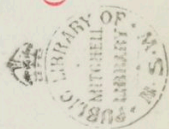
*Stone Adze (South Coast),  
British New Guinea.*



*Stone Adze (Central District),  
British New Guinea.*



Gavutu, Solomon Islands.



to the British administration of the Solomons. Ontong Java was first

**Solomon Islands  
and  
Santa Cruz.**

discovered by Lemaire and Schouten, on the 20th June, 1616; the group was again seen by Tasman on 22nd March, 1643, who gave it the name it still bears.

The seven largest Islands vary from 90 to 135 miles in length, with volcanic peaks rising up to 8,000 feet, amongst which the active volcano of Guadalcanar is the most conspicuous.

The beauty and fertility of the Solomons are proverbial, their vegetation being especially luxuriant; altogether they constitute a veritable dreamland for the botanist and naturalist, as well as the tourist. The islands are very prolific in cocoanuts, and their product, copra, forms the principal article of export. The Group possesses vast tropical agricultural capabilities, but as yet there are no indications of the era of development dawning upon it.

Burns, Philp & Co.'s Island Line of Steamers maintain a regular service with the Solomon Islands and Santa Cruz, calling at a multiplicity of stations



*Market Scene, Ngela,  
Solomon Islands.*

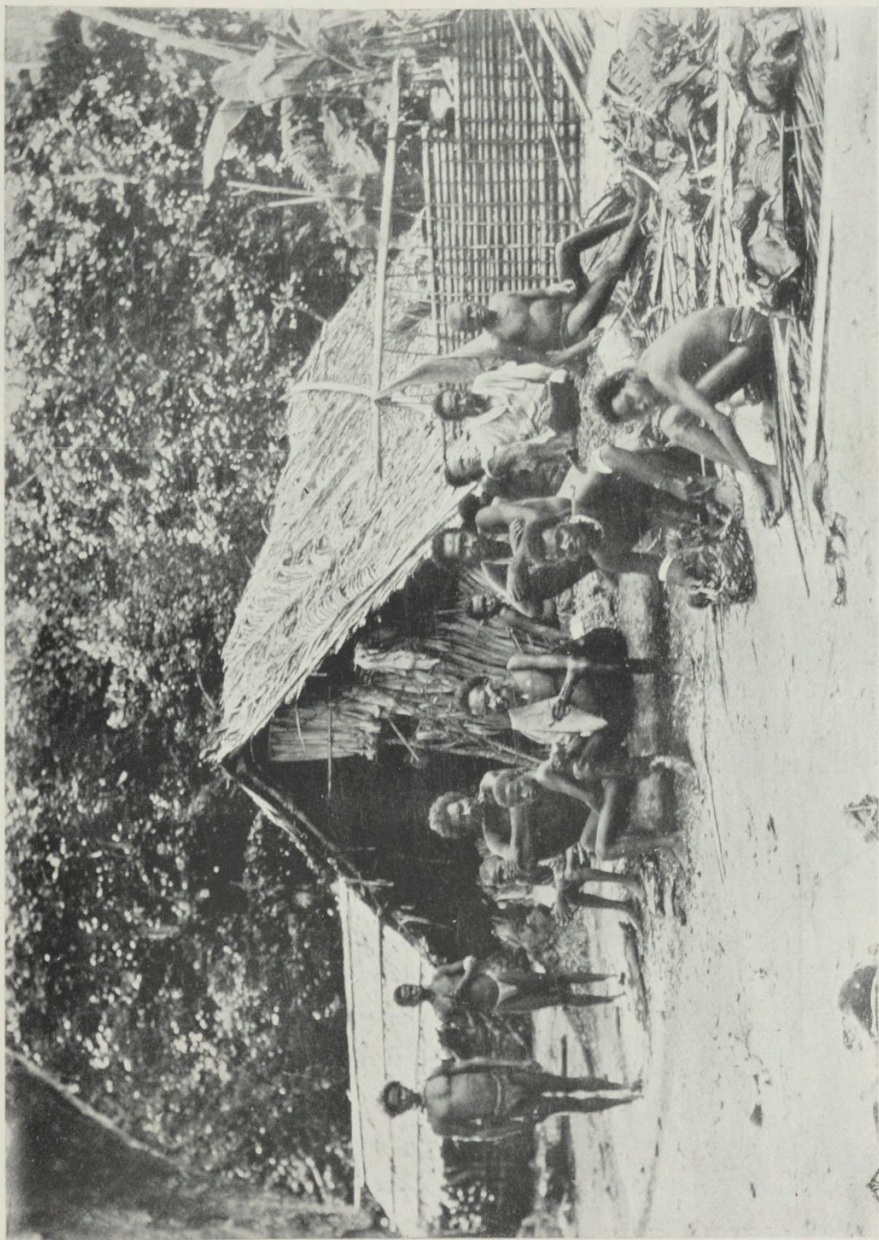


*Tambo House, Rubiana Lagoon (Sisieta Village),  
Solomon Islands.*

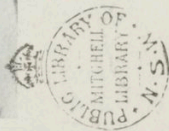


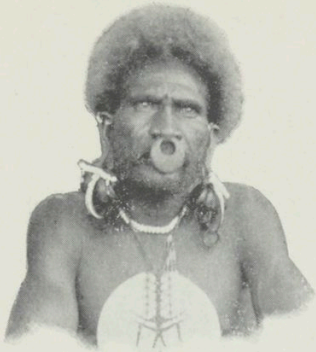
*Stone Tomahawk, North East Coast,  
British New Guinea.*

throughout the group. Tulagi, on a small island bearing the same name, lying close to the shore of Florida, is the capital of the Solomons, and also the seat of C. M. Woodford, Esq., the British Resident Commissioner.



Village of Baranago, Island of Ngela or New Florida, near Gavutu.

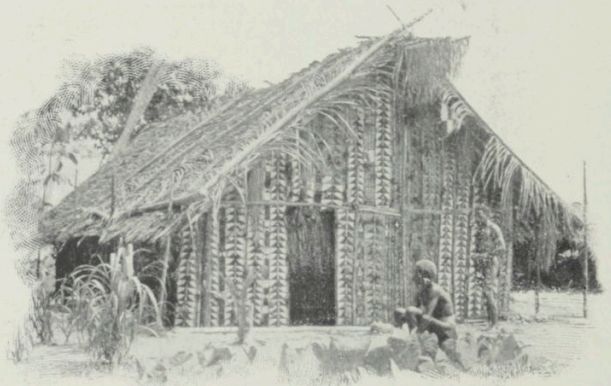




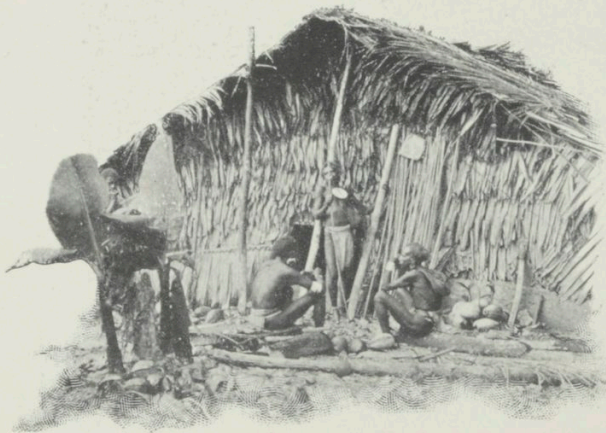
*Native of Santa Cruz.*

on the 12th of August, 1875, to the effects of which he succumbed eight days later. Santa Cruz and adjoining islands are most picturesque and interesting. There is plenty of scope for pioneer work amongst

THE Santa Cruz Group, lying about 200 miles S.E. of the Solomons, is included within the administrative boundaries of the **Santa Cruz.** Solomon Islands. This group was annexed by the British on 18th of May, 1898. Santa Cruz Island is one of the most historic spots of the Western Pacific. On the 7th September, 1595, at Graciosa Bay, Mendana founded his ill-fated colony, whilst, at Carlisle Bay, Commodore Goodenough was wounded by a poisoned arrow,



*Tambo House at Utupua, Santa Cruz.*



*Carlisle Bay, Santa Cruz.*

them, but they offer rather less inducement than their more fertile and extensive neighbors—the New Hebrides and Solomons.



Santa Cruz Canoe.





*A & A LINE from AUSTRALIA  
across the United States*

- NIPPON YUSEN KAISHA (N. Japan, and Japan to Europe)
- BRITISH INDIA LINE from Australia to Bombay and...
- A. & A. LINE (Oceanic Steam across the Continent of A...

60°  
50°  
40°  
30°  
20°  
10°  
0°  
10°  
20°  
30°  
40°  
50°  
60°

NORTH  
ATLANTIC

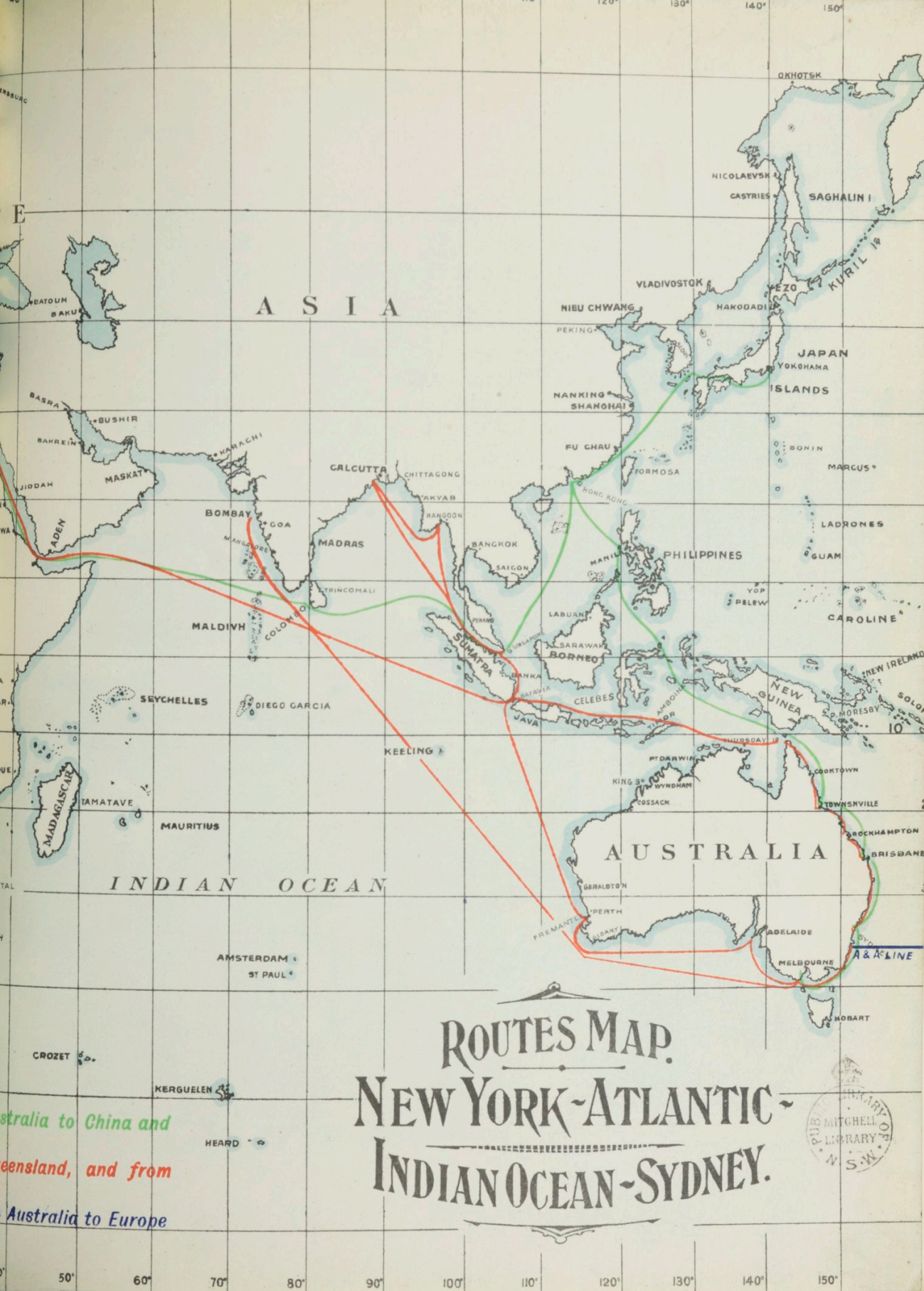
SOUTH  
AMERICA

SOUTH  
ATLANTIC

AFRICA

EUROPE

90° 80° 70° 60° 50° 40° 30° 20° 10° 0° 10° 20°



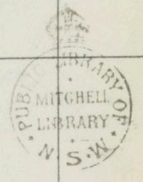
ASIA

INDIAN OCEAN

AUSTRALIA

ROUTES MAP.  
 NEW YORK-ATLANTIC-  
 INDIAN OCEAN-SYDNEY.

*Australia to China and  
 New Zealand, and from  
 Australia to Europe*



ON the 21st December, 1605, two Spanish ships set out from Lima (Callao) in quest of the great Southern Continent that the intrepid, exploring, and ambitious conquerors of the Americas imagined to lie hidden away somewhere in the vast expanse of the Pacific.

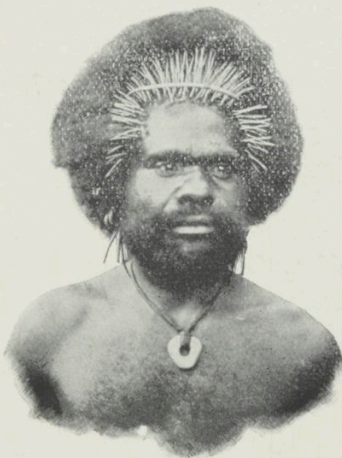
### New Hebrides.

The one ship was in charge of Dom Pedro Hernandez de Quiros, a native of Portugal, and the other was captained by Luiz Vaez de Torres.

On the 30th April, 1606, land was sighted. Misled by its dimensions, imagination associated it with the much-sought-for continent, de Quiros endowed the territory with the somewhat verbose name of "Tierra Australis del Espiritu Santo." This land was no other than the northernmost and largest of the Islands now known as the Hebrides Group. De Quiros made a bold attempt at settlement, but through sickness and hostility of natives, was compelled to return to South America, where he died in 1616. Torres, however, continued his voyage westward, sighted the real "Tierra Australis," and passed through the Straits to the north of Cape York, which subsequently received his illustrious name.

For 150 years thereafter, until 1767, the New Hebrides appear to have remained unvisited, when Phillip Carteret, in the *Swallow*, touched at several of the Islands. De Bougainville followed a year later. But it was left for Captain Cook to give them their present name, and to thoroughly explore the whole ground on his second expedition, in 1774, when he charted and named most of the islands, headlands and straits.

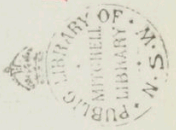
The New Hebrides lie in a N.W. and S.E. direction, stretching over about 760 miles of sea, their most southerly point being only five or six days' steam from Sydney. Their history and proximity to Australia seem alike to mark them out as future British territory. Though the Spaniards discovered the New Hebrides, and even settled there, they never became claimants of the Group. As regards any claims to possession, a friendly rivalry exists between France and Great Britain, the Group being under a mutual dual control of these two powers. Had these two great nations taken any heed of the outcries during the past two decades of their subjects located in this now much-discussed archipelago, a *casus belli* would have frequently been furnished them, but wiser counsels have always prevailed. Great Britain and France are not likely to be drawn over so small a matter as the



Native of Tanna (Sengali Village),  
New Hebrides.



Malekula Village, New Hebrides.



question of dominance in a chain of islands of such comparative unimportance as the New Hebrides, certainly of relatively little moment

**New Hebrides.**

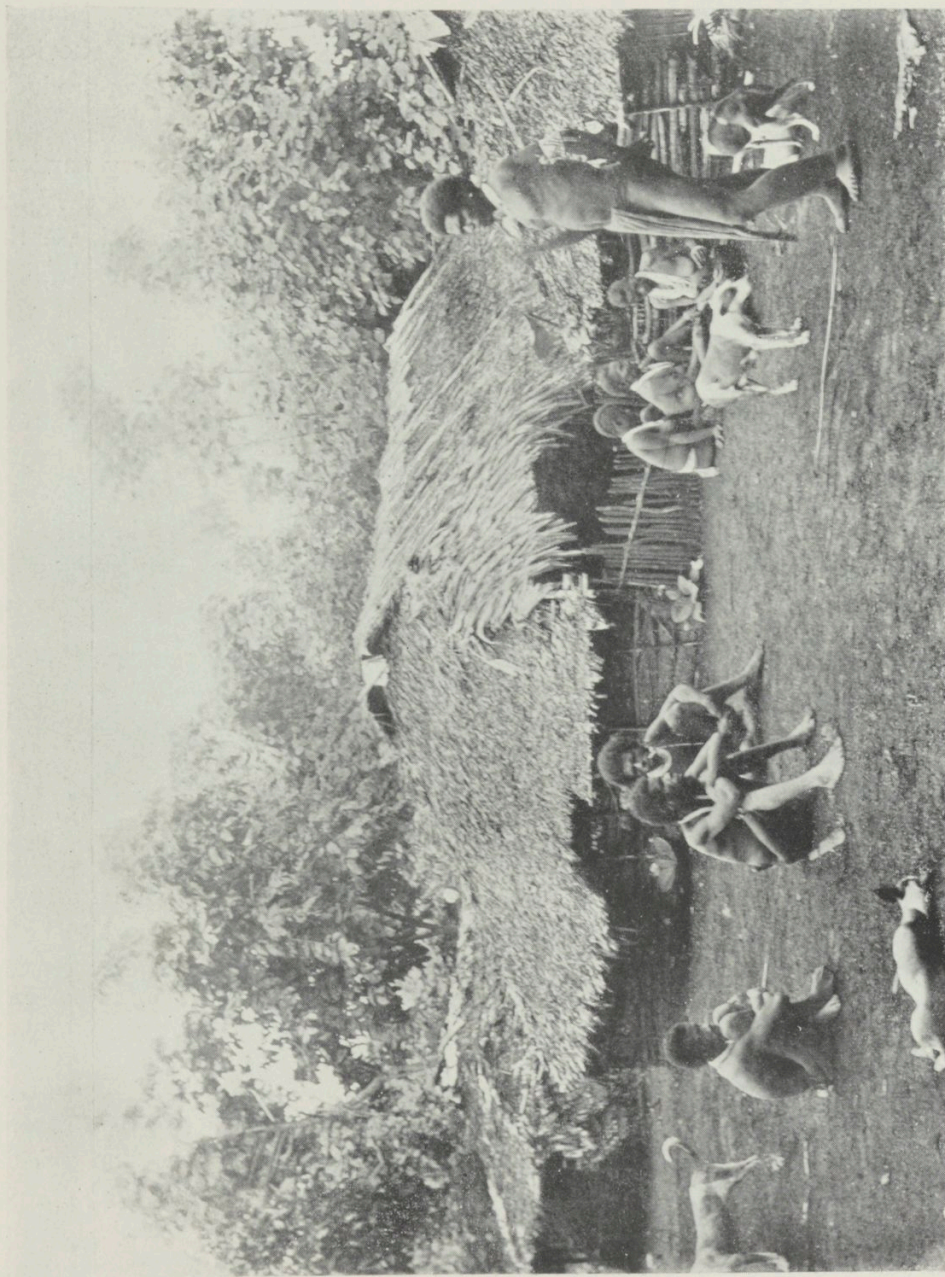
to a nation like France, which, even though wishful to emulate her compeers in the acquisition of territory in the Pacific, cannot really hope for much expansion of her realm in that direction, seeing that she already possesses the valuable island of New Caledonia, the Society, Marquesas, and many other islands in these seas, and that beyond the New Hebrides there is virtually nothing left, England, Germany, Holland, and the United States having already absorbed all the plums to be acquired. Also, the results so far achieved by French enterprise in the New Hebrides are not calculated to fan the flame of desire for possession. The attempt at colonization by the late French New Hebrides Company (now in liquidation) ended in a pronounced failure, notwithstanding the sinking of vast capital and the acquirement of considerable areas, which it was unable to develop. Several minor French enterprises have proved equally unfortunate. It is certainly not through lack of effort and persistency that failure resulted, but through an evident inaptness at colonizing, and in all fairness it must be admitted that a better fate was deserved. Neither did their efforts to subjugate the natives succeed; so that, under the circumstances, it is not surprising that the Kanaka prefers the Britisher to deal with. It is an historical fact that the British were in the New Hebrides long before the French, consequently, if, as most authorities contend, primary occupation justifies annexation, the British certainly possess prior rights.

Intrepid Australian pioneers were engaged in various industries in the Group in the forties, and ever since Captain Robert Towns, better known as "Bobbie," first opened up intercourse with his vessels, Australia has maintained a very progressive commercial connection with the New Hebrides, so that to-day British supremacy over all other interests is undoubted, and only disputed by a small section of those rivals who acquired some interest at second hand through the aforesaid French New Hebrides Company.

The New Hebrides question has recently entered the sphere of practical politics, mainly due to Australia explaining with some emphasis to the Motherland its wishes in regard to this neighboring archipelago, with the result that the Colonial Office sent out a Resident Commissioner and Consul, in the person of Captain Ernest Rason, R.N., as a preliminary to the more important issues that will no doubt follow.



*Native of Ambrym,  
New Hebrides.*



Bush Village, South Santo, New Hebrides.



The Commonwealth Government, in furtherance of its policy, recently arranged with Burns, Philp & Co., Ltd., for the initiation of an emigration scheme in order to people the extensive areas that are owned by the firm in the Group, and to develop these too-long-neglected rich tracts of land, and convert them into revenue-producing plantations.

### New Hebrides

The Company's steamers performing the Island service convey parties of colonists regularly. The first settlement, which has been formed on the Island of Espiritu Santo, is already an important centre, and it is only a question of time when the group will be controlled by Australians, as applications for land are streaming in continuously, faster indeed than it can be allotted. Under these circumstances, the somewhat perplexing and vexed New Hebrides question is likely to be quietly solved in the simplest manner possible, as all such contentious matters are invariably settled if time is allowed a free hand, affording the fittest to survive the opportunity.

Burns, Ltd., here, as in the other South Sea Islands they have pioneered, have pioneered a trade with which may, tentation, be



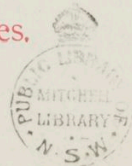
*Group of Santo Natives, New Hebrides*

without os- said to be the mainstay of the New Hebrides, and though results, so far, have not been commensurate with the effort involved and the capital expended, a foundation has been laid which will assuredly bear its fruit with the years.

The headquarters of the Company are at Vila, on the Island of Sandwich (Efate), about midway in the chain of Islands. The Company's steamers running on the trunk line to Sydney, and also in the inter-island service, regularly visit all the various stations established throughout the Group. Vila is also a regular port of call for the steamers of Burns, Philp & Co.'s line, running respectively to the Ellice and Gilbert and Solomon Groups, thus affording a steam mail service with the New Hebrides and adjoining Island Groups of a most comprehensive character. The Government of the Commonwealth and the Presbyterian Mission both contri-



Drum Grove at Mele, New Hebrides.



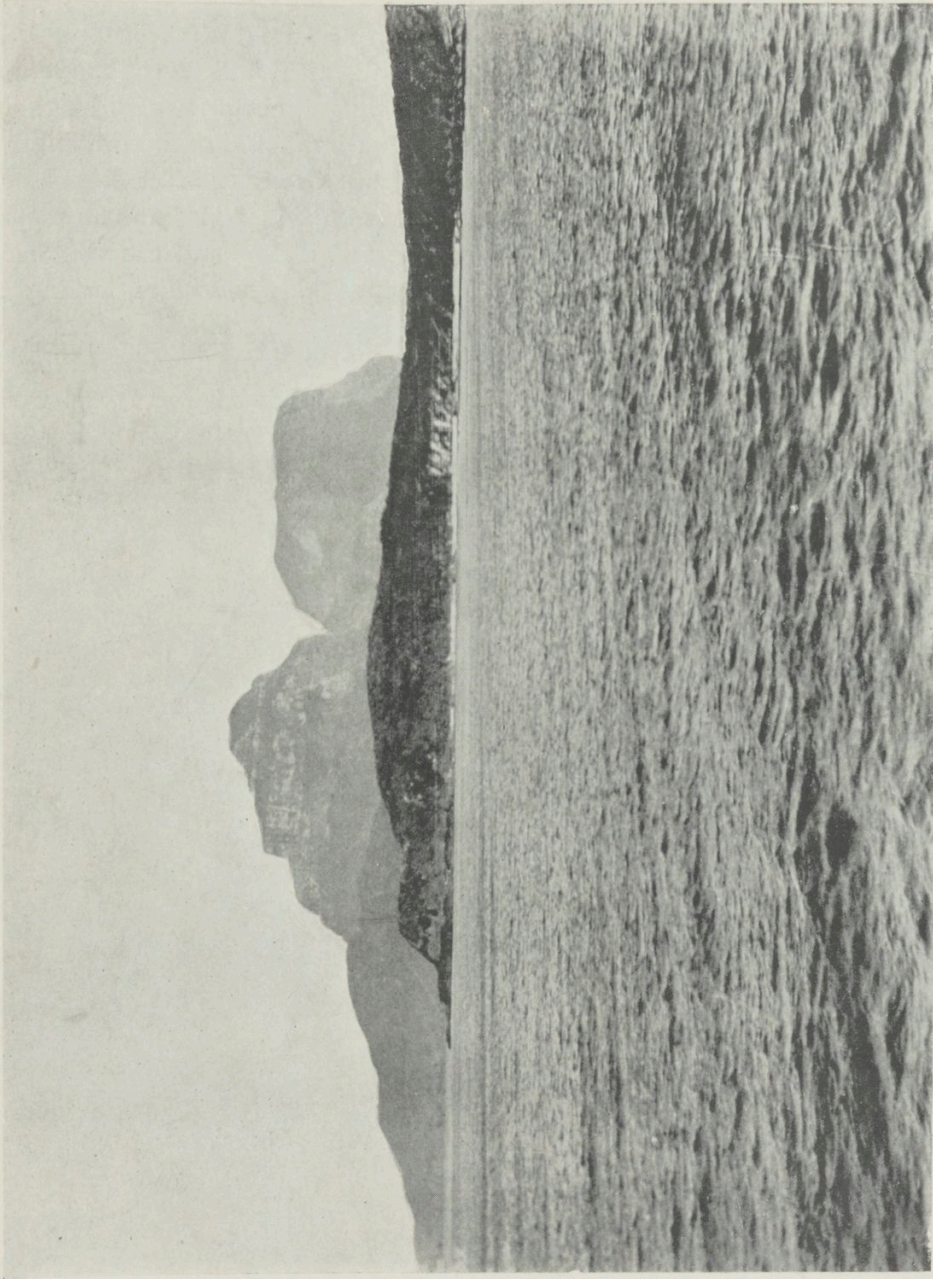
bute a subsidy, the latter thus assuring regular communication with their numerous mission stations, which include mostly all the islands from Aneityum in the South, to Santo in the North.

**New Hebrides.** The principal product of the group is copra, made with the flesh of the cocoanut, most of the islands being largely covered with cocoanut trees. From the copra the cocoanut oil of commerce is pressed and used for many purposes, amongst others as an important element in soaps and lubricants, whilst the residue is highly prized as a most nutritious oil-cake for cattle. Maize and coffee are also largely grown, and with the steady influx of Australian colonists already mentioned, the New Hebrides should in a few years vie with the West Indies in all their tropical products, possessing the richest of soils and an almost similar climate.

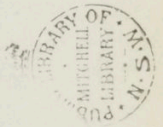
Though the French in 1901 outnumbered the British, the next census should see a reversal of the figures, due to the augmentation of Australian residents. The French and English colonists work harmoniously together in the New Hebrides, a majority of both nationalities desiring an incorporation with the Australian Commonwealth.

Burns, Philp & Co., Ltd., transact business with nearly the whole of the French settlers. The natural outlet and market for the produce of the New Hebrides is in Australia, and in like manner the requirements of the Islands should be drawn from Sydney. Representations continue to be made to the Commonwealth Government that heavy import duties should be waived on the products of the New Hebrides, as the colonists there are as good customers to the Commonwealth as those in the interior of Australia. It may be safely said that Burns, Philp & Co., Ltd., do three-fourths of the total trade of the group, the other fourth making for Noumea, New Caledonia, at which place the French authorities allow special advantages for products originating in the New Hebrides, charging considerably less duty than on the imports from Australia and other foreign places.

The several photographs reproduced here of scenes in the group give but a faint idea of the beauty and luxuriant tropical vegetation of the many islands, to which a visit must be made to realize their salient picturesqueness, clothed in the deepest and richest greens, fringed by coral strands, and bathed in seas revealing in their clear, crystal depths, variegated colors only to be seen in these latitudes. The natives, thanks to the ministrations of the Missionaries, are everywhere friendly; murders and other outrages are becoming less frequent with the advance of civilization, and the continued traffic with the outside world, due in a very large measure to the extended trading operations of Burns, Philp & Co., Ltd., and the frequent visits of their fleet of steamers engaged in and among the islands.



Lord Howe Island.

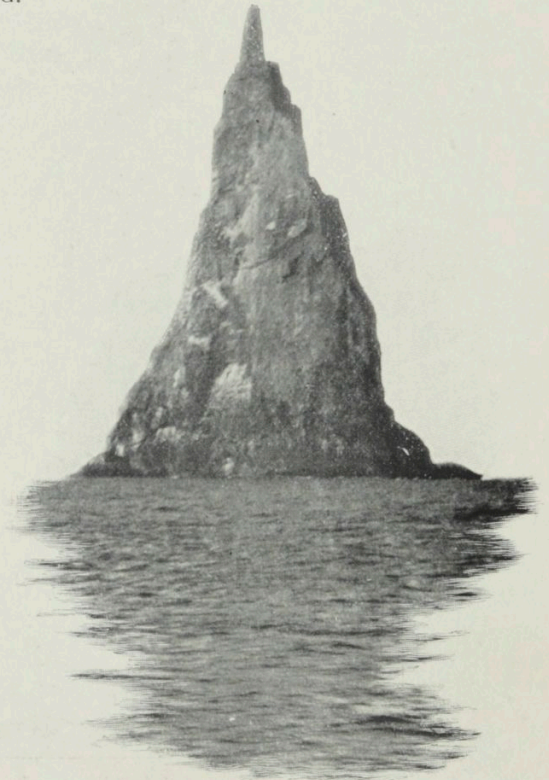


THIS Island lies 436 miles N.E. from Sydney, and is the first port of call of the monthly mail steamers of Burns, Philp & Co.'s Island Line.

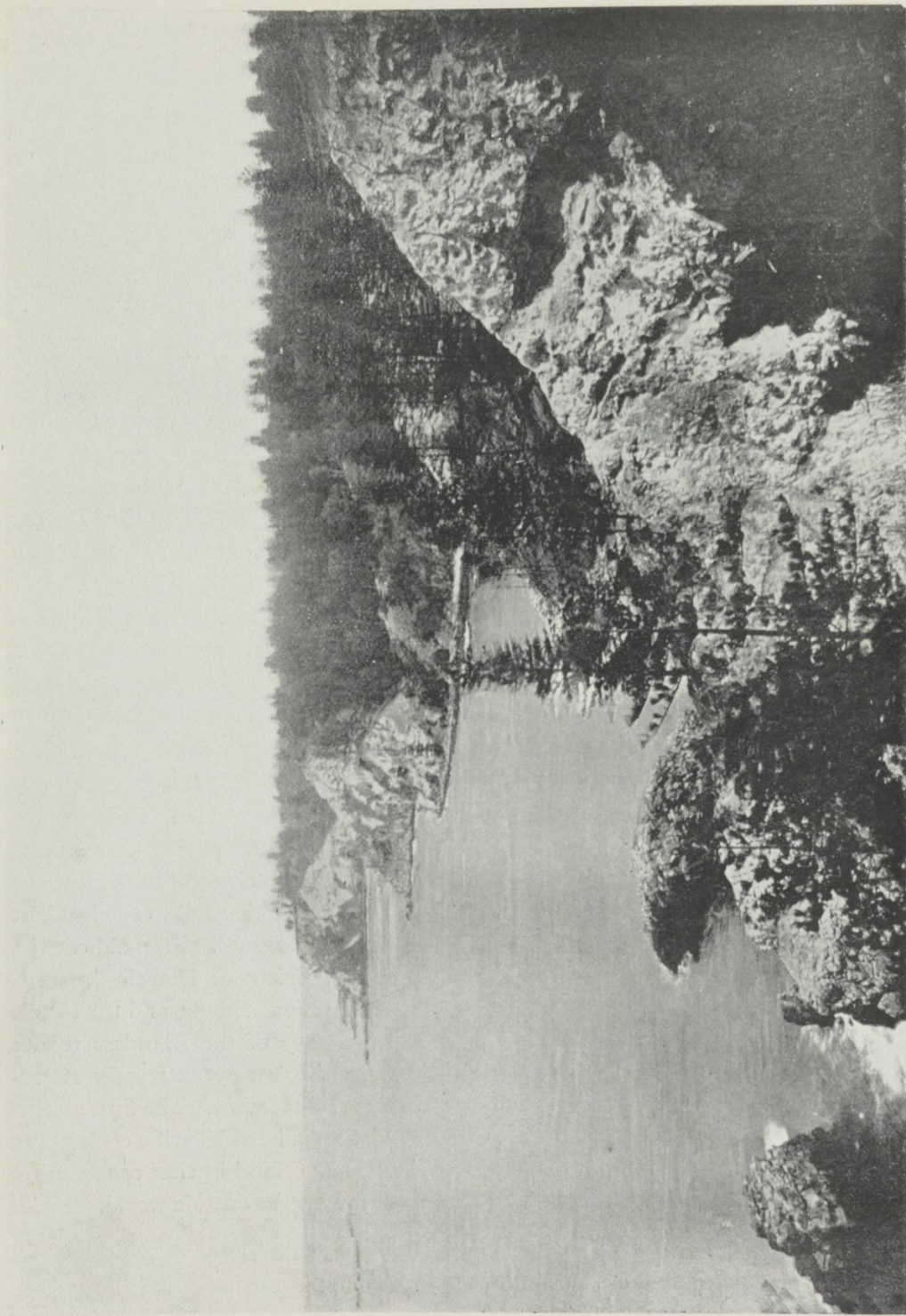
**Lord Howe  
Island.**

Lord Howe was discovered on the 14th February, 1788, by Lieutenant H. L. Ball, of H.M.S. *Supply*. It is of volcanic origin, crescent-shaped, about 7 miles long, and not exceeding a mile in width, and rises precipitously from mid-ocean, crowned by two lofty peaks, Mount Gower (2,500ft.) and Mount Lidgbird (2840ft.). It is renowned for its palm seeds (the world draws its supplies of Kentias from this one little spot), its wonderful fishing, and the marvellous health of the inhabitants. It is peopled by about a dozen families, leading an Arcadian life, supplemented by the proceeds of palm seeds, and, in a small way, growing onions for export. The climate is remarkably healthy, and, but for the want of a sheltered harbor, available in all weathers, Lord Howe Island would undoubtedly become a great tourist resort; however, there is always a risk of bad weather preventing communication with the steamer, thereby enforcing an additional month's stay upon the Island.

Ball's Pyramid—named after its discoverer—lies within sight of Lord Howe Island, and upon a sunny day presents one of the most marvellous and beautiful sights imaginable. Rising abruptly 2,000 feet above the surface of the ocean, its bizarre outlines most resemble a vast mass of lofty, glittering cathedral spires. It is practically inaccessible; only one party ever effected a landing, and they found it impossible to scale the precipitous walls.



*Ball's Pyramid.*



Norfolk Island.



NORFOLK ISLAND, situated 950 miles E.N.E. from Sydney, was discovered,

**Norfolk  
Island.**

an uninhabited Island, by Captain James Cook on the 9th October, 1774. It has a circumference of about 20 miles, with an area of 8,528 acres. In 1788 a party of settlers landed, but, appalled by their loneliness, eventually abandoned the spot. From the 15th August, 1826,

to the 7th May, 1855, the elysian charms of Norfolk Island were outraged by the presence of a convict settlement (under British Imperial regime), the horrors of which are best left to the past to bury in oblivion. In 1856 a new population (194 males and 99 females) was introduced, being a portion of the descendants of the *Bounty* mutineers, from Pitcairn Island; their issue, now numbering about 668 souls, still occupy the Island, gaining an easy livelihood by growing fruit, onions, etc., for export, and enjoying an occasional whale hunt by way of diversion. Norfolk Island is now rapidly advancing in well-merited public favor and appreciation as a holiday and health resort. Special return excursion tickets are issued by Burns, Philp & Co.'s Island Line of Mail Steamers, leaving Sydney on the first day of every month, allowing visitors about twelve days on the Island.

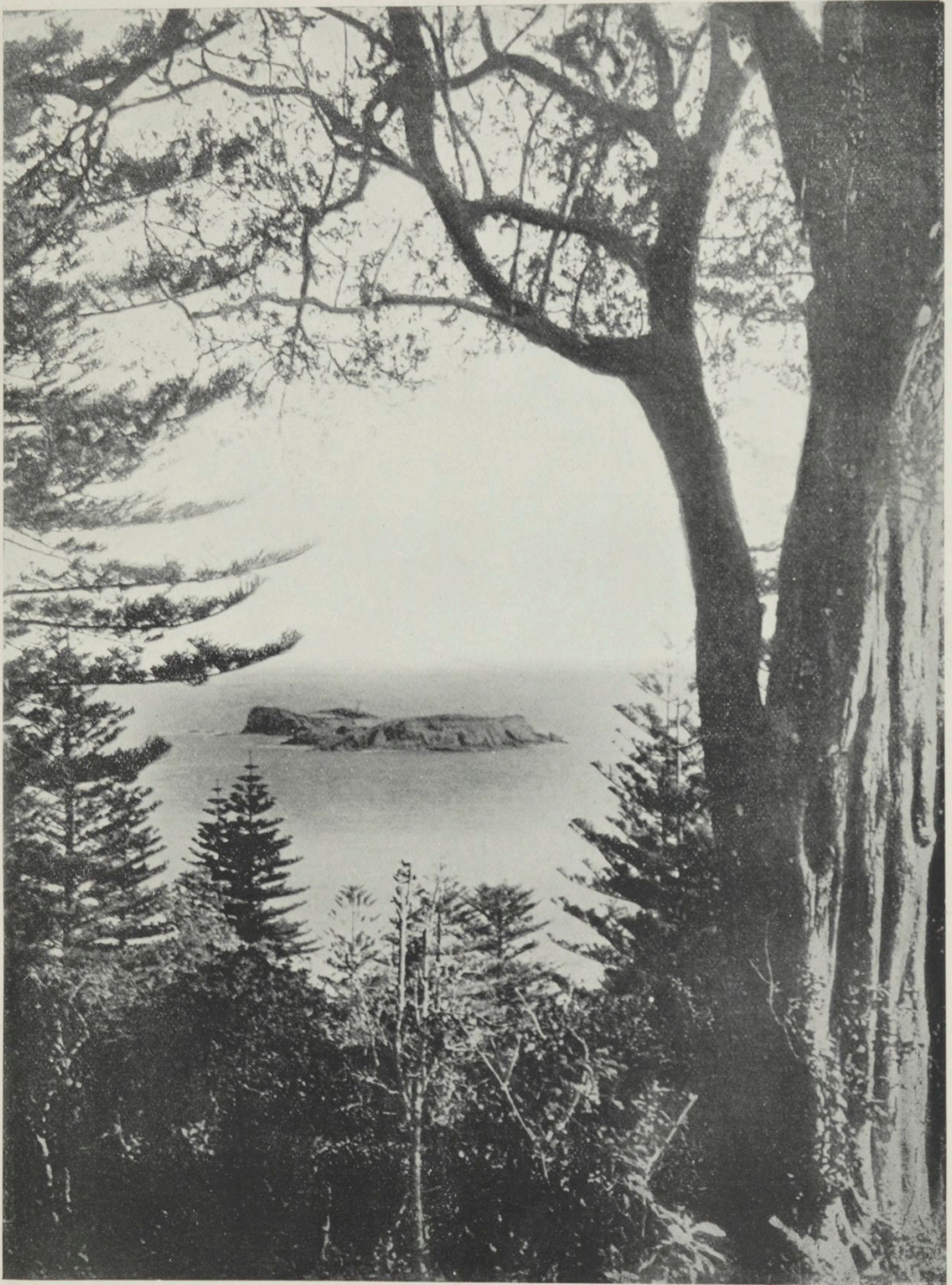
Norfolk Island closely resembles a Scottish Park, the whole surface, except where under cultivation, being covered with bright green turf, dotted throughout with clumps of the famous Norfolk Island pines (*Araucaria*), which, in their sombre hues, make a most effective foil to the brilliant emerald verdure. The old convict ruins, replete of historic interest, the faultless climate, and the simple hospitality of the Islanders render the visitor's stay extremely attractive and pleasant. The first section of the "all red" Pacific cable places Norfolk Island in close communication with the outside world.



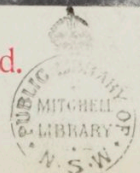
*Cascade Landing Place, Norfolk Island.*



*Seal Rock and Natural Arch, Norfolk Island.*



View of Nepean Island, Norfolk Island.





NORTH PACIFIC

ROUTES MAP  
 AUSTRALIA,  
 PACIFIC,  
 NEW YORK.

- A. & A. LINE (Oceanic Steamship Co.) The FAST LINE from Australia to Great Britain across the United States.
- PACIFIC MAIL S. S. Co. (including Occidental & Oriental & Toyo Kisen Kaisha in North Pacific Service) from San Francisco to the East & South American Ports.
- NIPPON YUSEN KAISHA (N.Y.K.) Japan to China & Australia, and to Seattle.





NORTH

AMERICA  
of 8 Routes  
North America.

NORTH

ATLANTIC

AFRICA

SOUTH  
AMERICA

SOUTH

ATLANTIC

PACIFIC

110 100 90 80 70 60 50 40 30 20 10 0 10

THESE two groups, to and through which Burns, Philp & Co., Ltd., run an extended steam service, *via* Vila, three times per annum, are not as well known as, say, the New Hebrides, though they are under British control and protection since 1892.

**Gilbert and  
Ellice Groups.**

Both groups differ considerably from the Volcanic Islands, such as the Solomons and New Hebrides, being, almost without exception, very small and very low-lying (only 3 or 4 feet above sea level) coral-formed atolls. The natives, who are in large numbers, show clear signs of their Polynesian origin, but have developed into a darker and coarser type. They are friendly, but treacherous if ill-used.

The GILBERT ARCHIPELAGO lies between  $2\frac{3}{4}$  degrees S. and  $3\frac{1}{2}$  degrees N. latitudes, thus being cut by the Equator. Captain Byron discovered its most Easternmost Island on the 3rd June, 1765. The Northern Islands were next discovered by Captains Gilbert and Marshall in 1788; by the year 1824 the whole group had become known; a considerable confusion of names arose from their disjointed discovery, but the designation of Gilbert and (or) Kingsmill Islands is now generally understood to apply to the whole group, consisting of 14 islands, or,



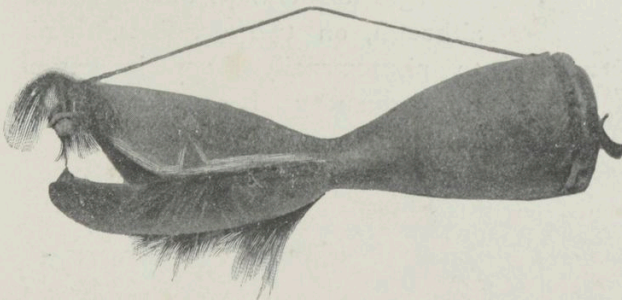
Village of Apamana, Gilbert Islands.

more correctly speaking, islet lagoons or clusters of atolls. The ELLICE ARCHIPELAGO, comprising 9 Islands, similar in formation to the Gilberts, extend 360 miles from about N.W. to S.E., lying between  $5\frac{1}{2}$  and

**Gilbert and Ellice Groups.**  $11\frac{1}{2}$  degrees latitude South. Mendana, in 1567, is supposed to have first sighted the Ellice Group, but authentic information only commences with Maurelle's discovery of Nanomea, the northernmost island, in 1781. Captain Peyter discovered Funafuti, in the *Rebecca*, on 18th March, 1819. In later years Duperre, Chramtschenko and Wilkes completed the exploration. In both groups the cocoanut trees grow luxuriantly on their sandbanks, thriving in soil saturated with salt water, which would be fatal to most vegetation. The cocoanut not only provides the sole article of export, in the shape of copra, from these groups, but also constitutes the staple food of the natives, with fish as an adjunct. Drought conditions usually prevail, but as the cocoanut tree here is more or less independent of fresh water, the absence of rain is not felt very severely.

Most of the islet-atolls are peculiarly shaped, in the form of a bow, protected on the seaward side by long sunken reefs, which ensure a smooth-water anchorage in the lagoons they form, some 20 to 30 miles in extent, and are by daylight safely navigable for vessels up to about 1,000 tons burthen.

The fiscal issue is very simple in these coral-bound realms. It is limited to a trading license, costing £12 per annum, and a capitation tax of £1 on white people. The natives also pay a tax of 5s for each male adult, and have no other tariff to worry them. Under these conditions the protectorates prosper, and the



*Native Drum, Gulf of Papua, British New Guinea.*



*Head of Native of Gilbert Island.*

only excitement that ever interrupts their usual serenity is the arrival of Burns, Philp & Co.'s steamer with fresh provisions and news from the outer world. Tarawa, in the Gilberts, may be described as the capital of both groups, being the seat of W. Telfer Campbell, Esq., the British Resident Commissioner,



THE Tongan Group, lying about 400 miles to the eastward of Fiji, was first discovered by Abel Janz Tasman, on the 29th January, 1643.

**Tonga,  
Friendly Islands.**

Captain Cook, on his second voyage, next visited the Group in October, 1773,



*Prehistoric Trilithon  
at Kolonga, Tonga.*

and on his third voyage in 1777, stayed from April to July; it was then that the group received from him the name it is now most generally known by, viz., "Friendly Islands." Later on, Maurelle, La Perouse, Bligh and Edwards further contributed to the knowledge of the Tongan Group. The Archipelago consists of three large islands, Tongatabu, Haapai, and Vavau, and about 100 smaller ones, including the active volcano Tofoa, and comprising the far out-lying islands of Niuafoou, Tafahi, Niuatobutabu (Keppels), and Pylstaart.

The Government of Tonga, the only recognised native kingdom in the Pacific, is a limited Monarchy, under British protection, King George Tubou II. being the present ruler. The capital, the flourishing town of Nukualofa is situated on Tongatabu (Sacred Tonga) the largest island of the group. Burns, Philp & Co., Ltd., have a Branch here, and maintain regular communication with Niue (Savage Island) and also most of the outlying Tongan Islands. There is regular steam communication with New Zealand, Samoa, Fiji, and Australia, thus affording ample means of transit to tourists.

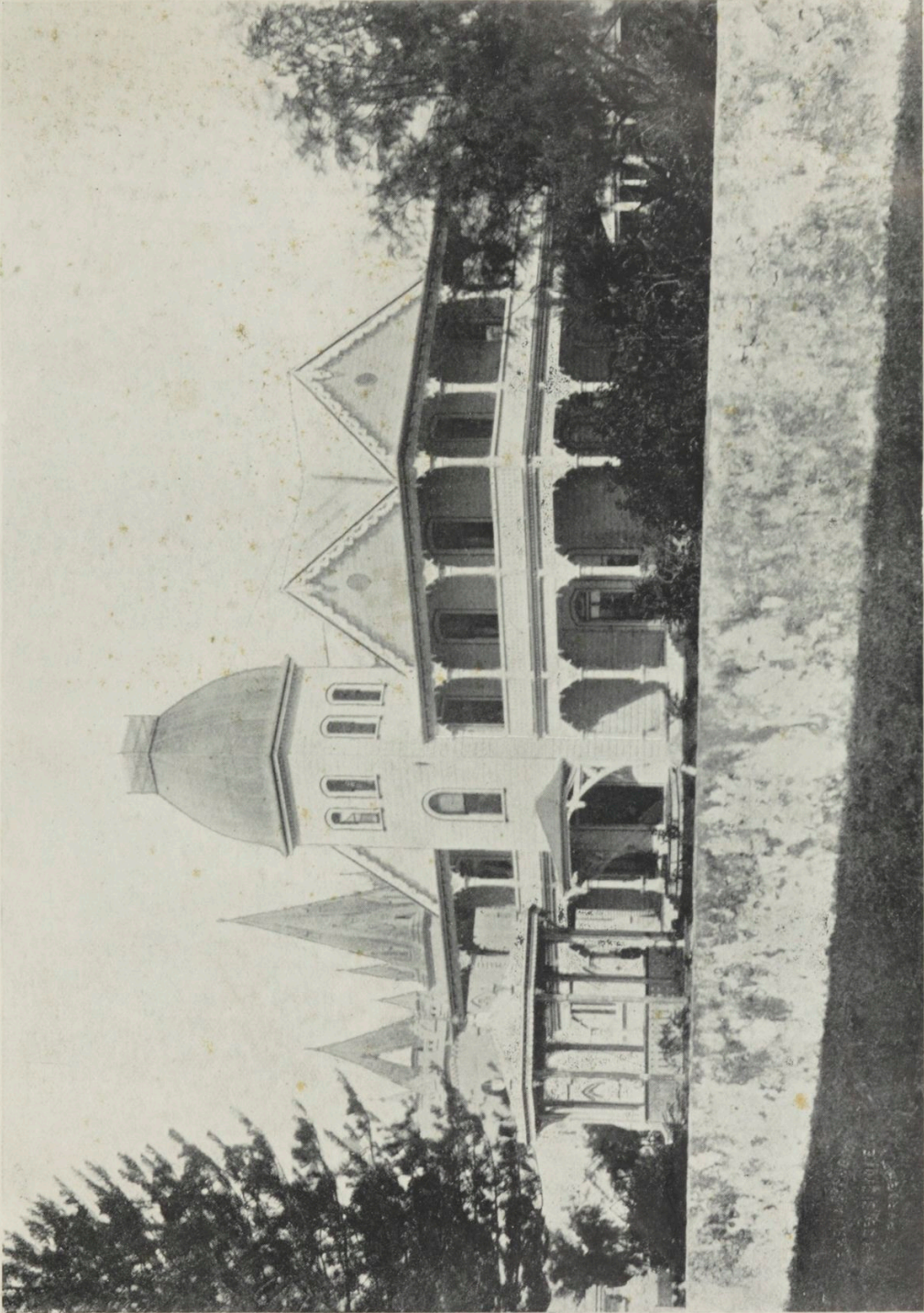
The Tongan Group, besides possessing an excellent climate, is rich in natural beauty and historic interest. The gigantic prehistoric trilithon at Kolonga, the cyclopean walled "langis" of the ancient and probably mythical Tuitongans (or priest kings) at Mua, the sacred grove of flying-foxes at Hihifo, and the extensive blow holes at Huomo, afford ample attraction for the visitor to Tongatabu. The

principal product of the group is sun-dried Copra, the output of which averages about 6,000 tons per year, although, on two occasions, thanks to phenomenally favorable seasons, this quantity has been largely exceeded.



*Solomon Island Canoe.*





King's Palace, Tonga.



DSM  
980  
B



STATE LIBRARY  
OF N.S.W.



N1920410











980  
B

DSM/ 980/ B  
All about Burns, Philp &  
Company, Limited : their  
shipping agencies, branches  
& steamers.

