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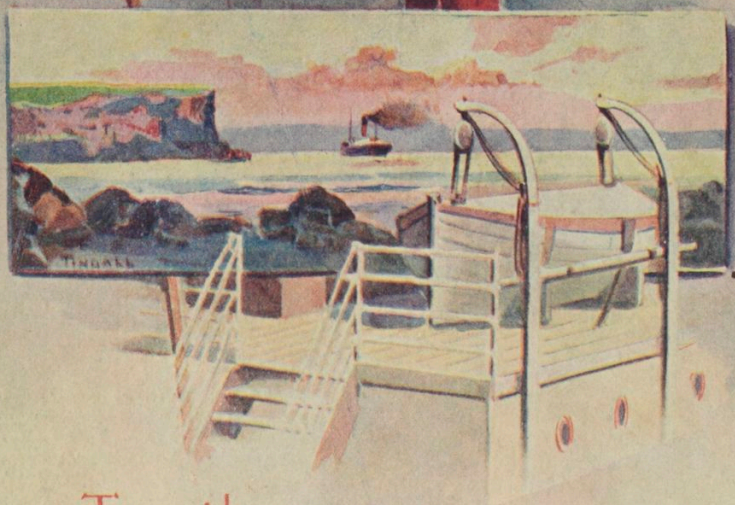
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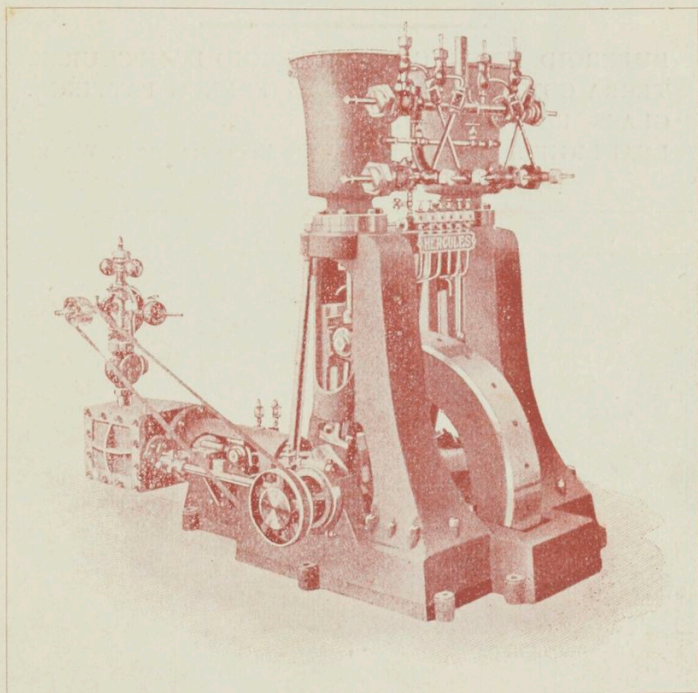
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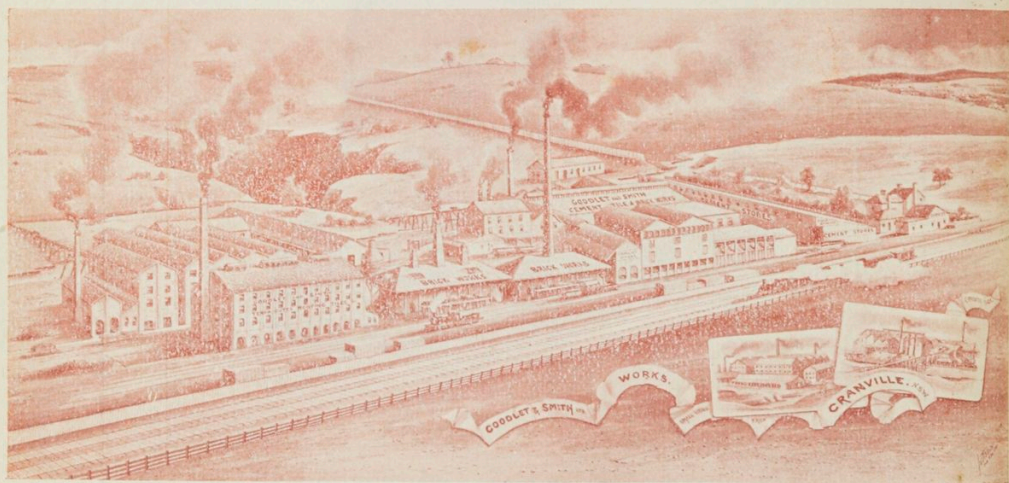
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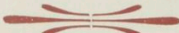
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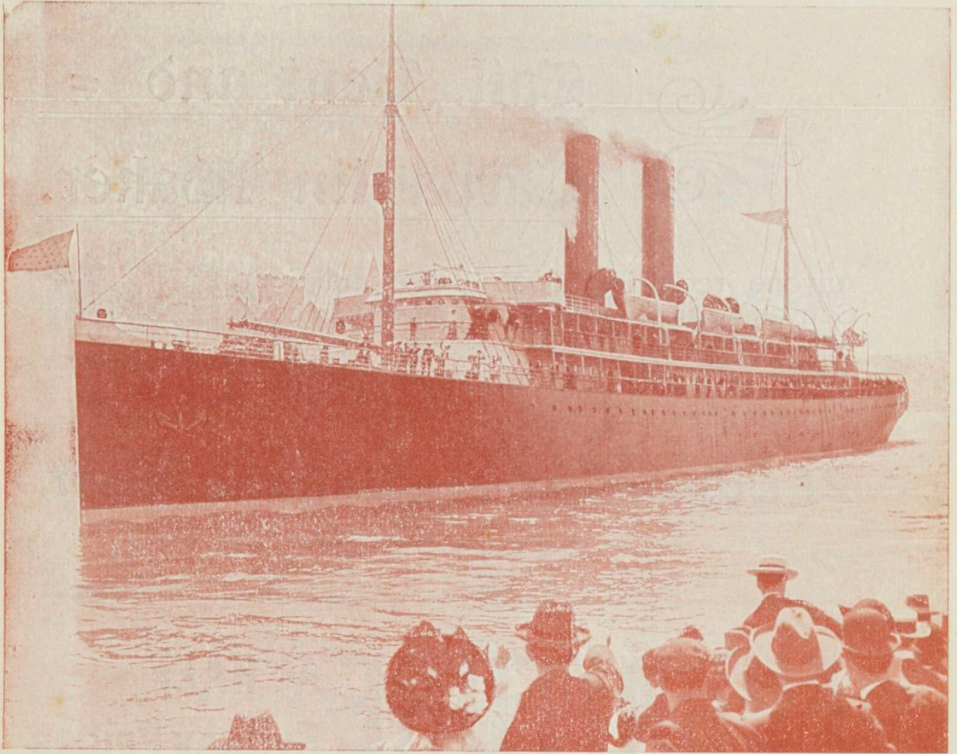
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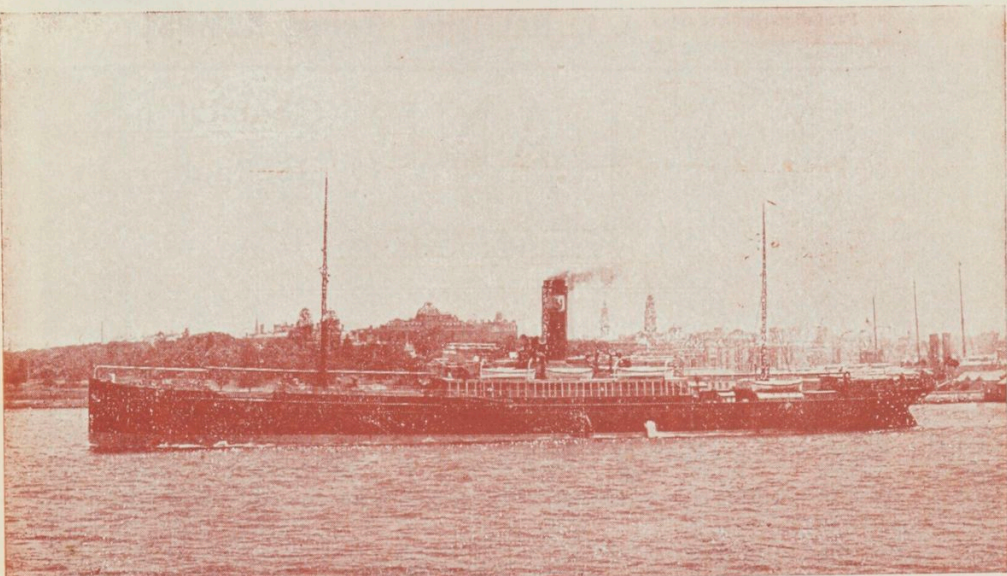
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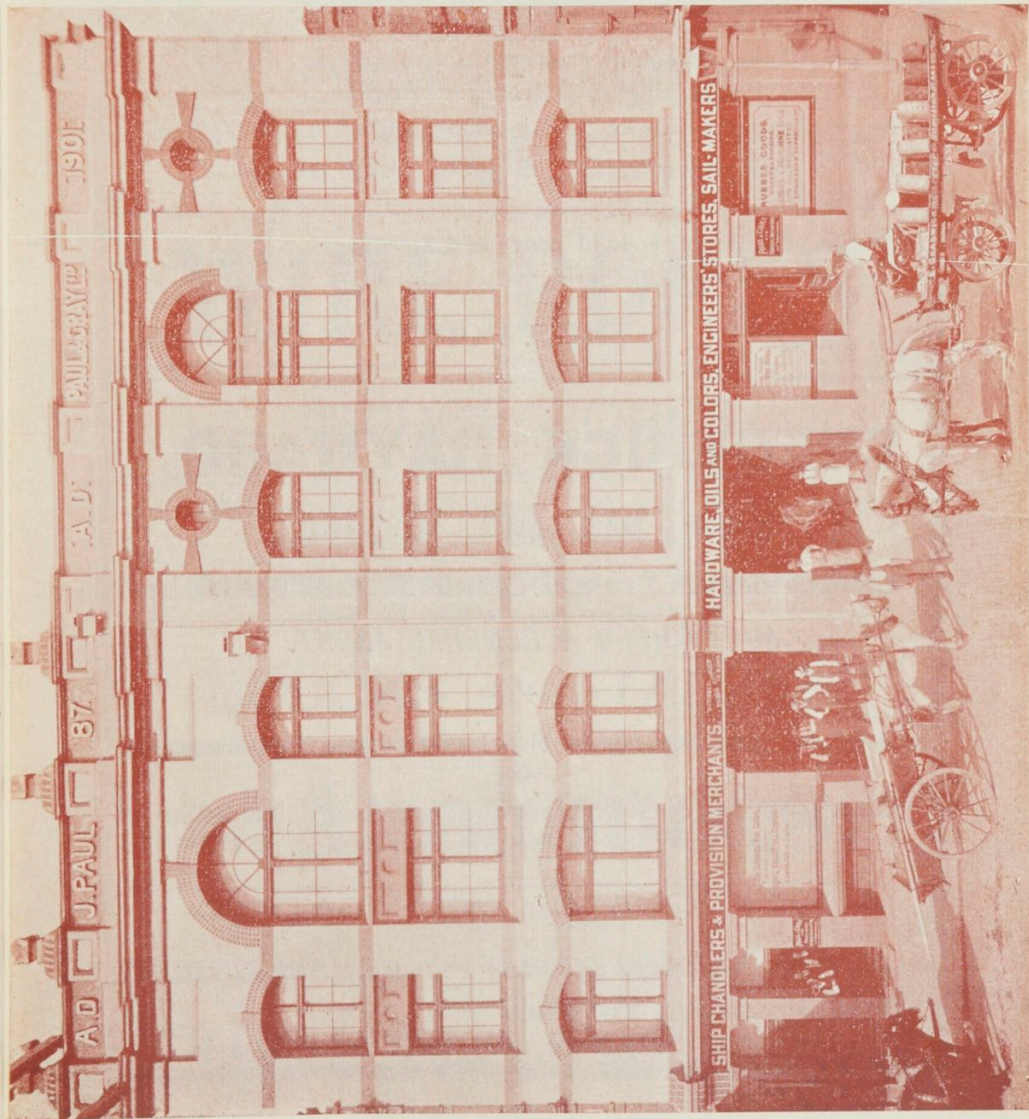
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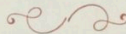
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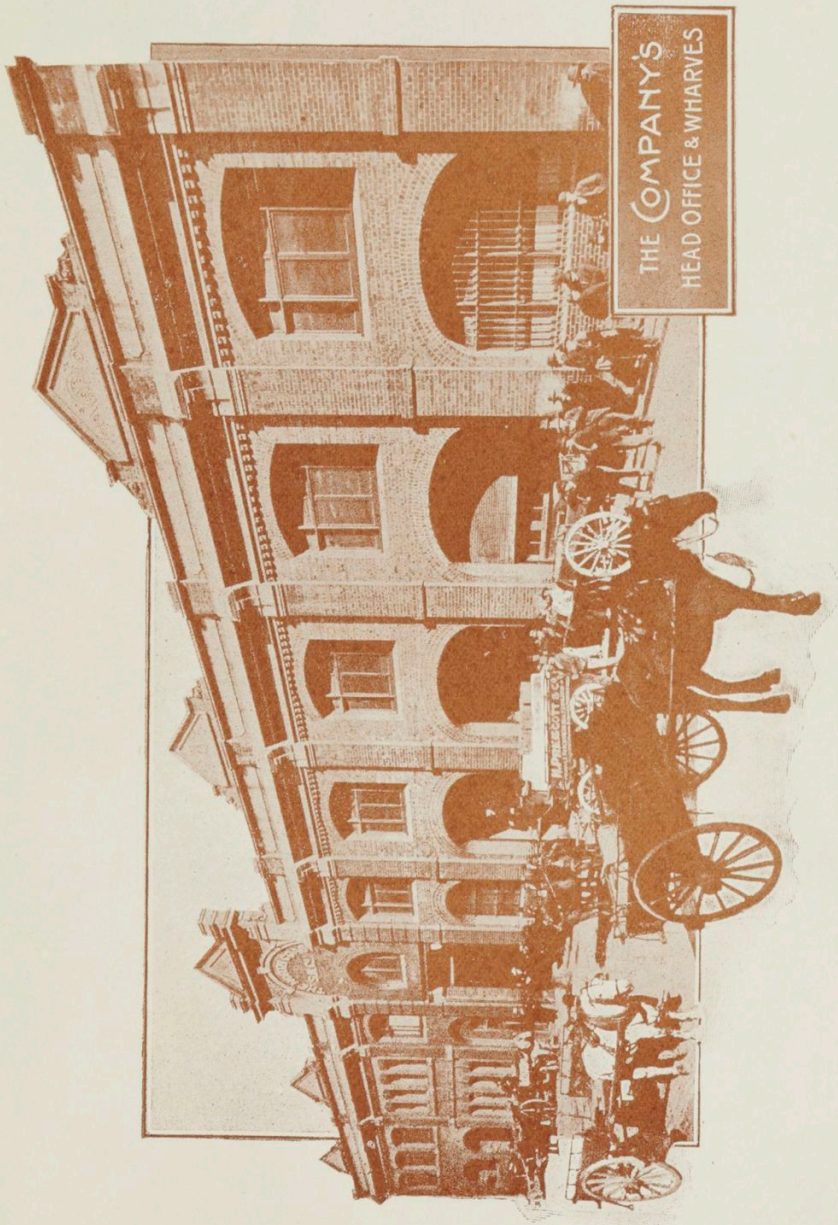
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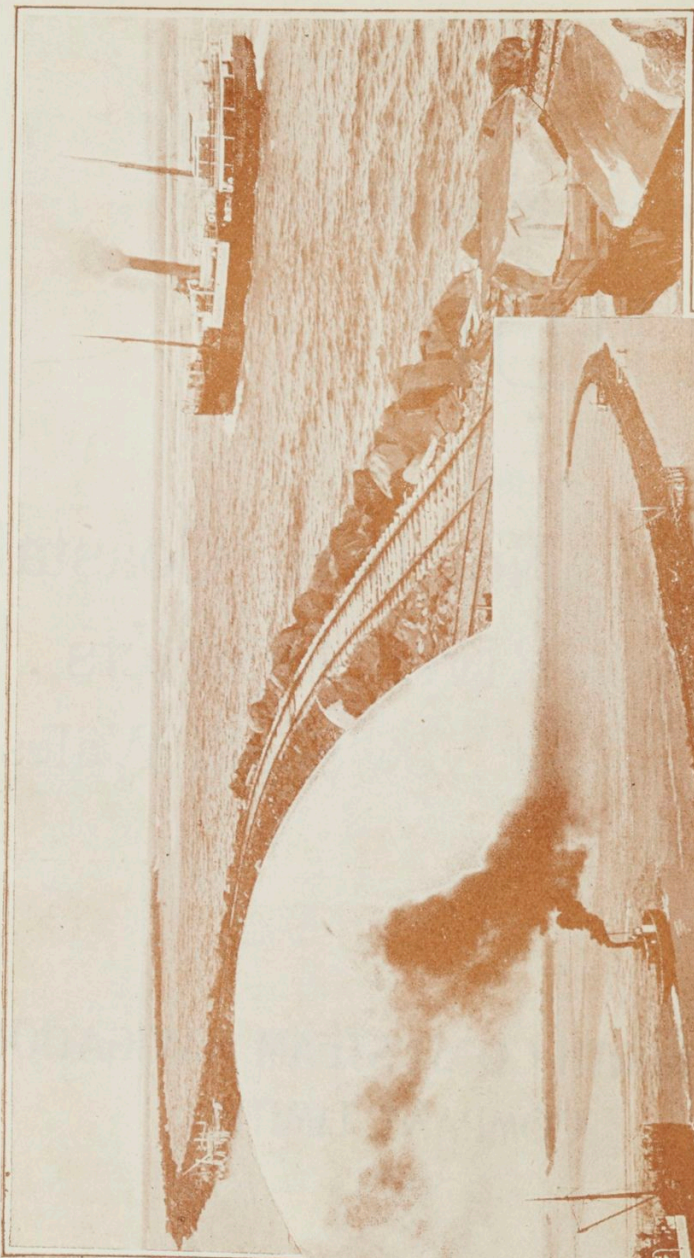
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A
Bar
Harbour,



S.S. "Electra" at
Manning Heads,



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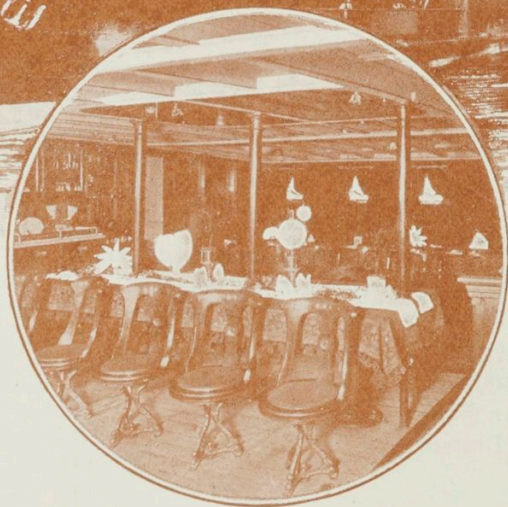
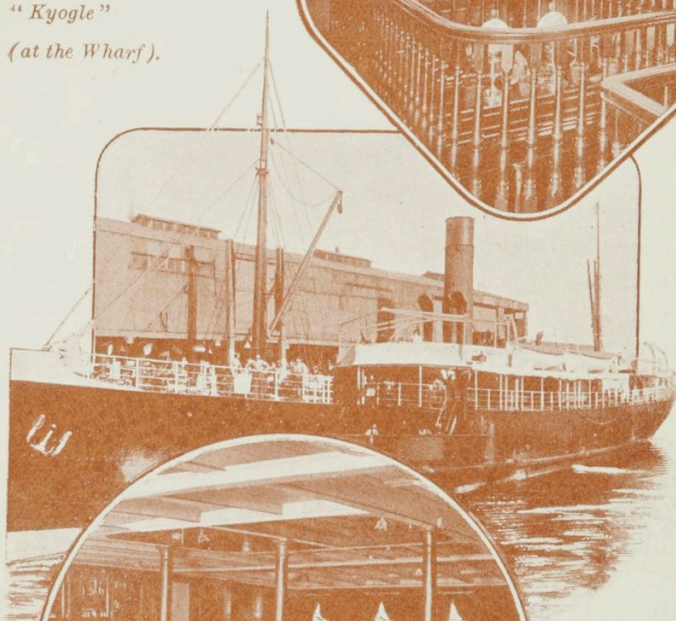
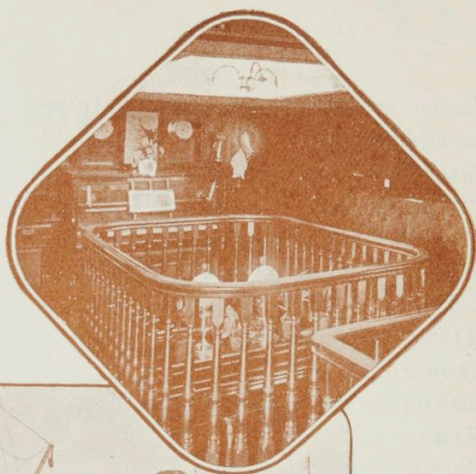
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*N. C. Co.'s
"Kyogle"
(at the Wharf).*



Introductory.

No other part of New South Wales has developed more swiftly, and yet more surely, during the last decade or so than the North Coast—that huge tract of country lying between the Hunter River Basin and the Queensland border, north and south, and from the seaboard to the New England tableland, east and west. No other part of the State possesses better climatic conditions, greater agricultural and pastoral possibilities, or more picturesque holiday resorts, and, strange as it may appear to the outsider, no other part of the State is so little known.

To the man in the street the North Coast has been little more than a vague topographical designation carrying very little meaning. Dairy farmers from the south long ago recognised the vast possibilities of the Northern River flats, and have gradually migrated thither as opportunity offered; but the movement in that direction has been proceeding so quietly that until quite recently, when public attention was drawn northward by the throwing open of large tracts of rich Crown lands, the coastal region practically stood apart in magnificent isolation.

It is the aim of the North Coast Steam Navigation Company, Ltd., in the pages which follow, to bring the district to the people. It is the firm belief of the Company that a knowledge of its beauties and its resources is the one thing lacking. It is the hope of the Company that the dissemination of this knowledge may conduce to the greater prosperity of those who have already settled there.

Like many other parts of the State which appear on first thoughts to lie in the dim and distant beyond, it is really ridiculously easy of access. It is possible, for instance, to leave Sydney late on Saturday night and wake up on Monday morning well within the Clarence River Heads. One may easily lunch in Grafton that forenoon. Furthermore, it will be possible to reach the same spot by rail from Brisbane in a very few hours, as soon as the line between Grafton and Casino is completed. One mentions

Grafton particularly, because for many years to come it must remain the southern terminus of the Clarence-Tweed railway. This isolated system, despite its isolation, has been an immense help to the



development of the Richmond, Brunswick and Tweed Rivers, and in the years to come there must inevitably be a further extension southwards.



A Coastal Sawmill.

But coastal development is not entirely dependent upon this extension. The district is so well served in the matter of water carriage, it is so fortunate in its soil, its climate and its rainfall, that it marches ahead despite obstructions, and still there is room there for a population ten times as great as it now carries, without overcrowding and without undue competition.

For there is every variety of soil within this vast coastal belt, everything from poor grazing country to the richest of basaltic; there are magnificent waterways second to none in Australasia; and practically the whole of the softwood and hardwood timbers which have made the name of this State in other parts of the world are drawn from the forests which lie between the tableland and the coast.

It is a land flowing with milk and honey, and requiring only a much larger population. Official figures show that at the beginning of this year in the



whole of the North Coast District there were only 139,161 acres under cultivation. Here, therefore, is room and to spare for the closer settlement of which one hears so much. Under ordinary conditions there should be no necessity for the young man with energy and a few pounds to look very far afield. And look at the production from these few thousand acres, as set forth by the Government Statistician in a special report with which he has favoured us :—

	ACRES.	YIELD.
Areas under Maize for grain	104,426	3,500,000 bush. (prelim. figures.)
„ „ Oats (hay) ...	797	756 tons.
„ „ Lucerne ...	514	2,132 „
„ „ Sugar-cane, cut	10,405	227,511 „
„ „ „ not cut	9,814	

In addition to the agriculturalist there are the dairyman and the grazier. Their operations are shown in the following list, which is brought up to the end of last year :—

Live Stock—

Dairy Cattle	...	...	147,413
Other Cattle	...	...	245,755
Horses	...	...	52,998
Swine	...	...	64,616
Sheep	...	...	4,819

The population at the last Census was returned at 80,499—a mere handful for such a vast area of country. Their industrial occupations are thus tabulated:—

Industry.	Number of Establishments.*	Hands Employed.		
		Males.	Females.	Total.
Sawmills	55	919	—	919
Butter Factories and Creameries ...	62	266	1	267
Sugar Mills	6	586	—	586
Other Industries ...	108	773	75	848
Total	231	2544	76	2620

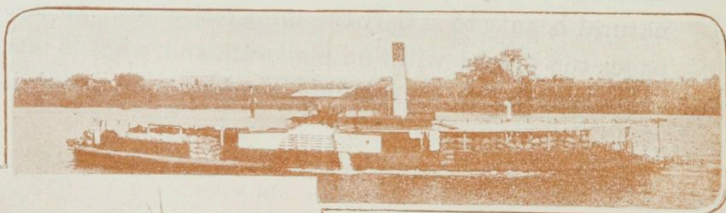
* These figures refer only to factories employing four hands and over, or in which machinery is used.

There is, therefore, elbow-room on the coastal belt, endless variety of soil and climate, and enough of natural beauty to satisfy the most fastidious. In these pages the tourist will find elaborate and, what is more important, reliable road maps, together with schedules

of distances from point to point. These have been compiled at considerable expense, as a result of personal observations, and are the most complete yet published. In addition to the main roads suitable for cyclists, we give all the coach routes and fares between the Hunter, the Tweed, and the Tableland, so that the stranger cannot possibly go wrong.

The intending settler will find valuable data as to the chemical nature and quality of the soil on the different rivers—now first published—together with the average annual rainfall over each district, based on all the observations made to date at the Government Observatory ; also, on reference to the maps, he may see at a glance the principal areas of Crown and private land available for settlement at the present time. Special attention is devoted to the rich reserves now being thrown open—such as the Dorrigo, the Comboyne, Dunoon, &c.

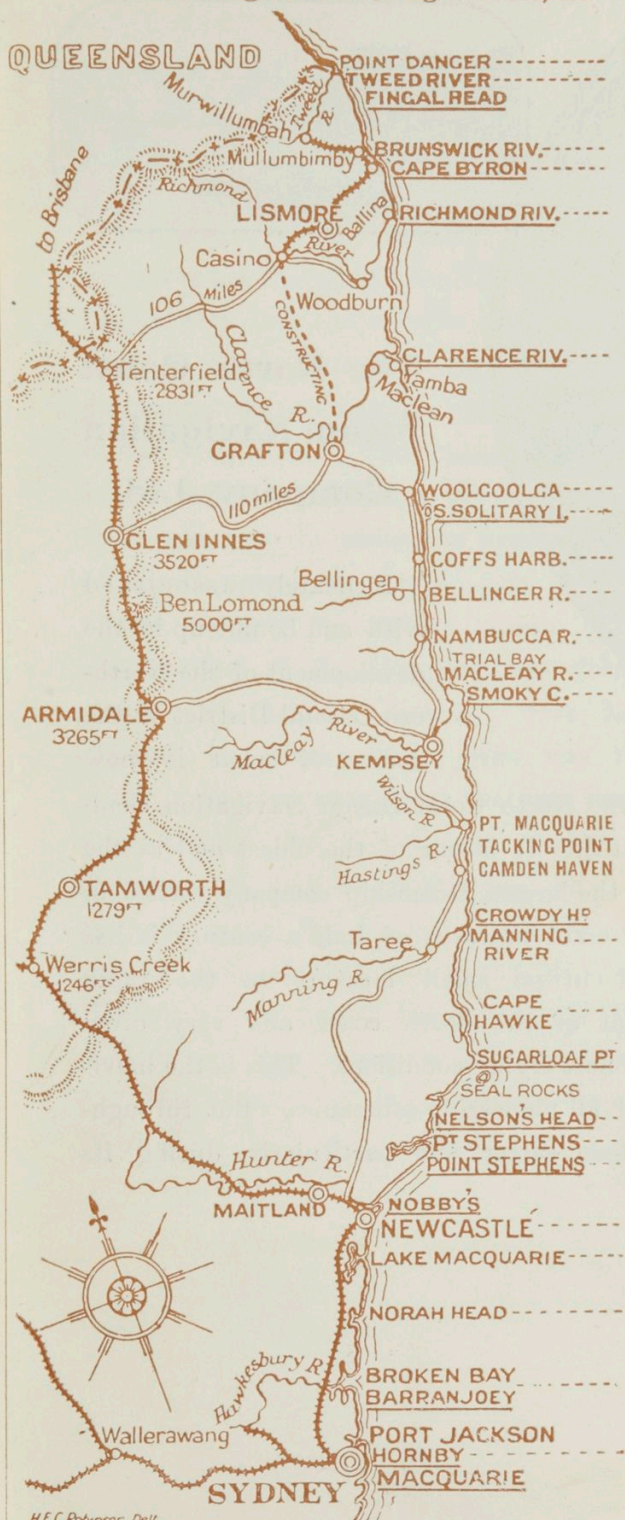
Finally, the North Coast resident will have here in handy form all the information he needs in regard to communication with market, either by sea or road.



A River Drogher.

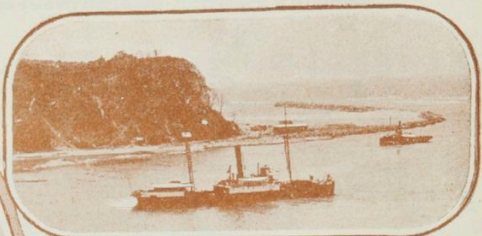
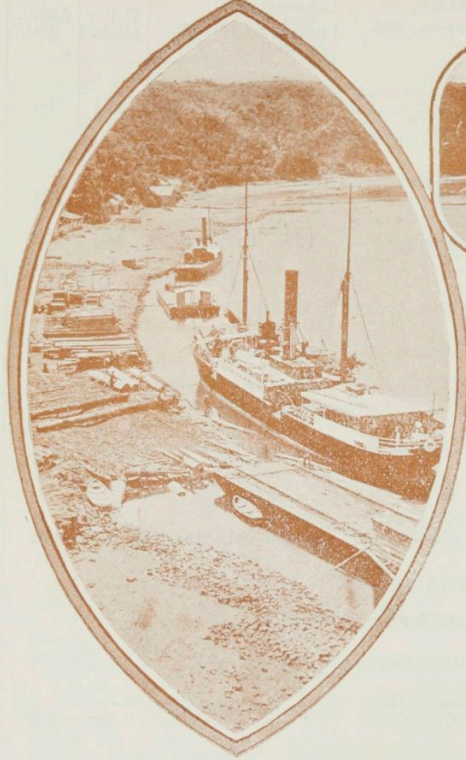
COAST CHART OF NEW SOUTH WALES,
showing Position of Lighthouses, &c.

QUEENSLAND



Distance from Sydney, nau. miles	LIGHT.	Visible miles.	Altitu. Feet.
372	Fxd. bright	10 $\frac{1}{4}$	80
351	Dbl. flashg.	22	371
345			
328	Fxd. bright	12 $\frac{1}{4}$	116
294	Fxd. bright	6 $\frac{1}{4}$	35
253	Bright light	16	192
246			
228	Bright light	23 $\frac{1}{2}$	420
219	Bright light	23 $\frac{1}{2}$	420
212			
201			
172 $\frac{1}{2}$	Fxd. bright	16	195
159 $\frac{1}{2}$			
141	Fxd. bright	15 $\frac{1}{2}$	185
141	Rev. bright light	18 $\frac{1}{2}$	258
125			
107	Fixed white and red	15 $\frac{1}{4}$	175
83	Revol. red and white	13	126
62	Fixed white	12 $\frac{1}{4}$	115
50	Revol. "feu eclair"	14	151
17	Fixed red	22	371
17			
0	Fixed white	11	90
	Rev. elect.	21 $\frac{1}{4}$	345

H.E.C. Robinson: Delt.



The North Coast Steam Navigation Company, Ltd.

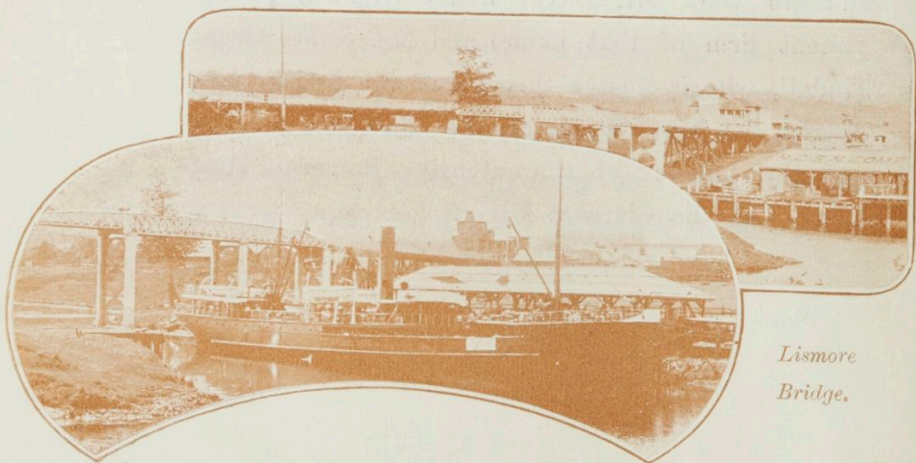
Intimately associated with and bound up in the development of the Northern Coastal District is the career of what is now

known as the North Coast Steam Navigation Company, Limited. It is one of the oldest and at the same time the largest steamship company owned in this State. For upwards of half a century it has contributed in no small measure to the rapid advancement of the north coast, and very often under the most trying conditions. This is the inevitable lot of all pioneering companies. But throughout its whole career, and particularly during its

modern operations, it has been steered by keen and level-headed business men to its present proud position in the mercantile shipping of the State.

The history of the Company, which was originally known as the "Grafton Steam Navigation Company," begins with the early settlement on the Clarence River. It was formed largely through the efforts of gentlemen who had acquired interests in that district, in the early fifties. The discovery of the Clarence River dates back beyond that period, but up to 1857—the year in which the articles of association of this Company were signed—the river was served almost entirely by sailing vessels. The original share capital of the Company was £13,500 in £10 shares; the original directors were Mr. Francis Mitchell, Mr. Clarke Irving (who was the leading spirit in the movement and the first Parliamentary representative for the district, under responsible Government), and Mr. Robert Waterston. The first auditors were Mr. David Jones (founder of the present firm of that name) and Mr. James Grant Tindall, who is known throughout the North Coast district as the owner of the Ramornie station and the founder of the extensive Ramornie Meat Works, on the Clarence River.

The steamer *William IV.*, familiarly known in those days as *Old Billy*, ran for the Company to the Clarence, between the years 1857 and '60. The *Phoenix*, a paddle steamer which was bought by the Company, also appears as a pioneer of the Northern River trade, but the steamer by which the Company is better known during its infancy is the *Grafton*, built by Laird, of Birkenhead, and identified with the trade for a great number of years. Early settlers on the Clarence will remember that she carried what are known as "steeple engines." The vessel was eventually sold by the Company to Mr. Manning, the son of the gentleman who originated the Illawarra Steam Navigation Company. She was considerably modified as to her boilers, and turned from a paddle into a twin-screw steamer, but in her new rig she was not a marked success. She was sold to a Mr. Williams, of Auckland, who again altered her equipment, and ran her in the New Zealand trade for some time. Finally, the Union

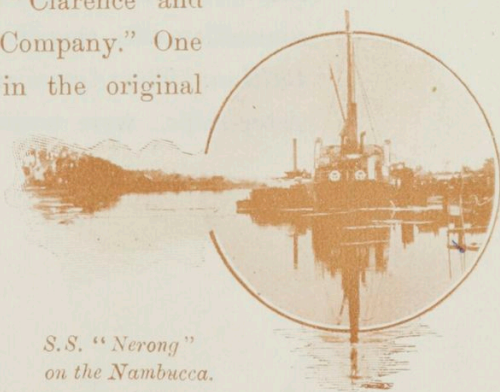


S.S. "*Ramornie*" at Lismore.

Lismore
Bridge.

S. S. Company obtained possession of her, expended a further sum of money on her outfit, and ran her for a considerable time, until she was ultimately wrecked on the Tasmanian coast. She carried 30 passengers and about 100 tons of cargo, and it is interesting to note in this connection, since this was practically the pioneer paddle steamer in the trade, that the passage from Grafton to Sydney in those days was as high as £7, and freight on maize as high as 4s. a bag. The contrast with the present rates for passengers and cargo speaks for itself. Another vessel associated with the pioneering days is the *Fenella*, also a paddle steamer with accommodation for about 20 passengers and 150 tons of cargo. She ran in the Company's interest for three or four years.

The second stage in the Company's career commences with the opening up of the Richmond River trade. Originally, the whole of its attention was devoted to the Clarence. It was in 1860 that the shareholders decided to reconstitute the Company, with an increased capital of £50,000 in £10 shares, and alter the name to the "Clarence and Richmond Steam Navigation Company." One somewhat unusual feature in the original



S.S. "Nerong"
on the Nambucca.

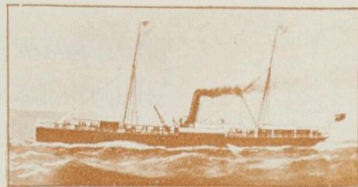
articles of association still survived, viz :—that while the shareholders were entitled to receive any dividend, they were equally liable to pay their share of any loss and to contribute their proportion of any extraordinary repairs.

The first boat in the new trade was the *Waimea*, another screw boat, carrying about 40 passengers and 150 tons cargo. She was in charge of Captain Turner, late manager of the Illawarra Company, and was wrecked, after less than two years in the Company's service, on the Richmond River bar. The boat was originally bought from the Illawarra Company, and she was the only screw boat in the service. The *Orara*, a boat specially built in England for the Company and brought out by Captain Wiseman, shared a similar fate with the *Waimea*, but on the Clarence River bar. The *Duncan Hoyle* is another boat identified with this era of the Company's career. The *Platypus*, brought out originally by the Queensland Government, was purchased by the Company, with the express object of re-opening the Richmond River trade, which had been abandoned for some time owing to the loss of the *Waimea*. There remain also to be mentioned in connection with this epoch, the *Agnes Irving* and the *Ballina*. The *Agnes* and the *Florence Irving*, two sister-ships, were built in England to the order of

the late Mr. Clarke Irving. The Company purchased the *Agnes*, which developed into one of the most successful boats ever run in the Northern trade; she carried 60 passengers and over 200 tons of cargo.

She had a good turn of speed and an excellent master in Captain Henry Creer, who enjoyed the reputation—and deservedly so—of being one of the finest seamen in Australia. The *Agnes Irving* ran for a great many years in the trade, but was eventually lost on the Macleay River. The sister ship, the *Florence Irving*, was bought by the A.S.N. Company, and ran in the Brisbane trade.

In the course of time, as the Company's fleet increased, attention was directed to the lower coastal rivers, but especially, in the first instance, to the Manning and the Macleay. At that time the *Fire King* had been built and run on the Macleay by Mr. William Marshall, who in those days acted as his own engineer. Mr. Marshall had also built the *Rainbow* and another boat, called the *New Moon*, which played an important part in the very early development of the Macleay River. The Clarence and Richmond Company purchased the *Fire King*, but ran it in the Manning River trade. The *Queen*



S.S. "Tomki."

of the South and the *Woodburn* were also identified with the lower rivers. The *Woodburn* is now known as the *Macleay*. The *Diamantina*, another vessel running to the Manning, was purchased from the Company by a syndicate of Manning River residents, who appeared to be dissatisfied with the existing service, and with the *Diamantina* went the Clarence and Richmond River Company's interest in the Manning River trade, but after a short and painful career the local Company went into liquidation, as so many other local Companies entering into competition with pioneering steamship undertakings eventually did.

About the year 1880, Mr. T. R. Allt, who had been associated with the Company's career since 1861, took practical control of the operations on the coast. Largely through his efforts quicker services were established with the different rivers, and concurrently with this improved means of communication commenced the more prosperous and sound financial phase of the Company's career. Several competing interests were acquired. For some years a Company formed on the Clarence River, and known as the "Clarence and New England Steam Navigation Company," had competed successfully with the old Company in the north. The steamers engaged by

the local Company were the *Helen Macgregor* and the *New England*, but remaining unsatisfied with modest success, the directors launched out into deeper water by themselves building a new steamer, called the *Clarence*. The vessel proved to be too much of a burden for their financial resources, and eventually the Company went into liquidation. The *Clarence* is now known as the *Currajong*.

Messrs. Nicoll Brothers also attempted the exploitation of the Northern River trade, with such vessels as the *Bonnie Dundee*, the *Richmond*, and the *Australian*. Sir John See (then Mr. See) held a seat on the board of the parent Company at this time, but having resigned, he bought the steamship *Lubra*, which was in every way suitable for the cargo trade of the coast, and having entered into partnership with Mr. Nipper, took up the Clarence River trade, under the style and title of "Nipper and See." Their trade rapidly spread from the Clarence to the Bellinger, the Nambucca, the Hastings, and the Manning, and before long the firm had running in its interests such steamers as the *Richmond*, the *Rosedale*, the *Murray*, the *Lubra*, the *Australian*, the *Helen Nicoll*, the *Wellington*, the *Fernmount*, the *Burrawang*, the *Lawrence*, and *Coorong*. Mr. Nipper retired from the partnership, which was then run as "John See

and Company." In so far as the Clarence River trade was concerned, the new and the old Companies practically worked in conjunction, but the old Company by this time had largely increased its fleet and its hold on the rivers. The *City of Grafton* had been built by the Clarence and Richmond Company, under the supervision of Captain Creer, specially for the Clarence River trade. The *Electra*, designed for the same river, and the first vessel fitted with a refrigerator and electric light apparatus, followed, while the *Coraki* and the *Tomki* were put into the Richmond River trade. The excellence of the service at this period, as compared with the original once-every-ten-days trips, had its effect on the Northern River trade, which was rapidly falling into the hands of the parent Company. In December, 1888, it was again re-formed, under the style of the "Clarence, Richmond, and Macleay Rivers Steam Navigation Company, Limited," with a capital of £150,000 in £1 shares, and with extended powers. The Company purchased splendid water frontage accommodation for their fleet and for the storage of produce at a very large cost, and made every possible effort to ensure the successful and expeditious handling of the rapidly growing traffic. As a result produce is now conveyed from the farm to the market without any trouble to the producer. The



S.S. "City of Grafton."

Company's store in Sussex-street is practically the maize centre of the metropolis.

Passing on for a few years it may be worth mentioning that during the great maritime strike in

1890, the Company succeeded in despatching the *Tomki* from Sydney while all the other steamers in port were effectually tied up. The *Tomki* was the first vessel to leave port. It was also during this maritime upheaval that the *Kallatina*, which was specially built for the Clarence River trade, arrived from England, and being manned by an English crew which remained by the ship, she successfully ran the blockade during the trouble.



S.S. "Kallatina."

It was in the year 1891 that after negotiations with the firm of John See & Co., the vessels and trading interests on the northern rivers owned by that firm were purchased by the parent Company. With the purchase came over to the red-funnel fleet, among others, such steamers as the *Helen Nicoll*, the *Australian*, and the *Rosedale*. With the purchase of the new firm's interest occurred a reconstruction of the parent Company, which was registered under the title of "The North Coast Steam Navigation Company, Ltd.," with a capital of £250,000. The style of the

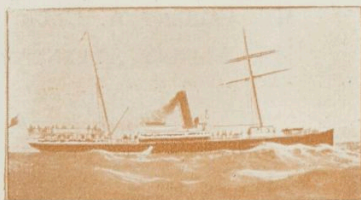
Company has not since been altered. In accordance with a previous agreement the head of the then defunct firm of John See & Co., became Managing Director of the new Company in conjunction with the Chairman, Mr. T. R. Allt, who, by the way, had remained in the chair since 1880, and still remains in charge after 24 years of unbroken service. The object of the purchase just referred to, was to economise management, to give reduced rates to the producer, and to encourage further settlement on the coast, and anyone who has a knowledge of the development of the North Coast will realise what an important factor in that equation this policy has been.

Following closely on the reconstruction came the purchase of Mr. Bruce Nicoll's steamers the *Wyrulla* and the *Emma Pyers*, together with his interest in the Richmond River trade. The Byron Bay trade was opened up largely with the object of conveying material for railway contracts in the North. Another Richmond River competitor sold out to the North Coast Company soon after. This was Mr. W. G. Yeager, who, for the convenience of his sawmill, had built the *Wyoming* and the *Oakland*, and who at a later stage had entered into competition with the North Coast Company with these steamers, together

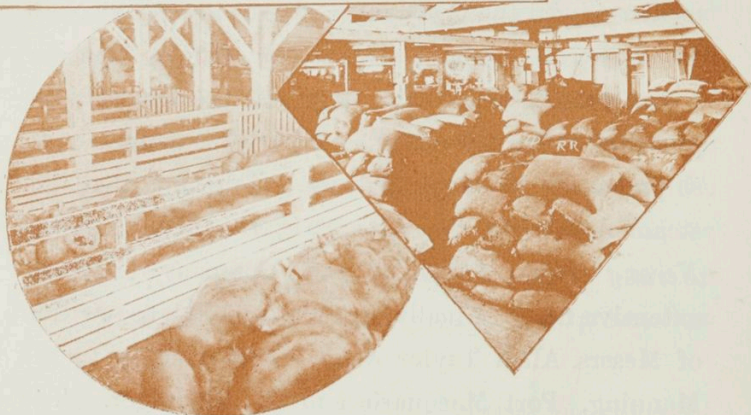
with the *St. George*. He disposed of the whole of his steamers and interest to the Company.

Details of the Company's career during the nineties are too recent to require setting out. One may mention, however, that although in 1901 the Government resumed the Company's wharf property at No. 3 Sussex Street, together with all the Darling Harbour water frontages, a long lease was secured of the premises, thus affording continued assurance to shippers of existing facilities. Further, that the steamers *Kyogle*, the *Ramornie*, the *Myee* and the *Nerong* were added to the Company's already extensive fleet. Finally, in 1904, came the acquisition of Messrs. Allen Taylor & Co.'s fleet, trading to the Manning, Port Macquarie and the Bellinger. The opposition business was taken over entirely by the Company, together with their steamers *Pyrmont* and *Coopernook*, which latter, by the way, is now being refitted at Kempsey under the Company's supervision, as a first-class passenger boat, designed for the accommodation of clients who wish to embark or disembark from the ocean steamers at the Heads.

In brief, this is the history of the Company which has identified itself so closely with the progress of the Northern Coastal Districts. Its management has been conducted from time to time by such sound



S.S. "Electra."



business men as the Hon. J. B. Watt, M.L.C., Mr. W. O. Gilchrist, Mr. John Alger, the Hon. E. D. Ogilvie, the Hon. Henry C. Dangar, M.L.C., and Mr. Arnold (a late Speaker of the New South Wales Legislative Assembly). The present directorate consists of

MR. T. R. ALLT,
Chairman and Managing Director.

SIR JOHN SEE, *Managing Director.*

MR. SAM DICKINSON, *Director.*

MR. WALTER C. WATT „

MR. GEORGE C. ELLIOTT „

MR. WILLIAM RIGG „

MR. ROBERT A. BELL, *Manager.*

MR. ALBERT ALLEN, *Secretary.*

The Company's Fleet consists of:—

STEAMERS.

RICHMOND RIVER—

Ramornie	..	...	...	546 tons.
Tomki	...	...	...	590 „
City of Grafton	...	...	...	825 „
St. George	...	...	...	515 „
Wyoming	...	...	...	258 „

CLARENCE RIVER—

Kyogle	702 tons.
Kallatina	646 „
Nymboida	563 „

CLARENCE AND RICHMOND—

Macleay	398 tons.
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BRISBANE AND NORTHERN—

Myee	145 tons.
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BELLINGER RIVER—

Rosedale	274 tons.
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NAMBUCCA RIVER—

Nerong	145 tons.
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MACLEAY RIVER—

Burrawong	391 tons.
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PORT MACQUARIE--

Pymont	213 tons.
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MANNING RIVER—

Electra	395 tons.
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CARGO STEAMERS.

Defender	190 tons.
Euroka	170 „

Of the fleet the *Kyogle*, *Tomki*, *Burrawong*, *Electra*, *Myee*, and *Nerong* are all twin-screw steamers. The whole of the vessels are of exceptionally light draught, specially adapted to bar harbour work. The *Macleay* is fitted with special tanks for carrying molasses in bulk.

DROGHERS.

RICHMOND RIVER—

Osprey.

Irvington.

Casino.

CLARENCE RIVER—

Perseverance.

Ramornie.

Lorna.

NAMBUCCA RIVER—

Macksville.

Keystone.

MACLEAY RIVER—

Terara.

Cornstalk.

Uloom.

Pelican.

Coopernook.

PORT MACQUARIE—

Samson.

Bowra.

MANNING RIVER—

Manning.

Hastings.

AVERAGE ANNUAL RAINFALL.

NORTHERN RIVER DISTRICTS.

STATIONS.	Average Inches.	No. of Years for Average.	STATIONS.	Average Inches.	No. of Years for Average.
Tweed River—			Bellinger River—		
Tweed Heads -	67·41	16	Aberfoil - -	34·48	17
Bilambil - - -	84·68	14	Wongwibinda	36·95	17
Murwillumbah -	72·78	12	Warrialpa - -	44·45	13
Mullumbimby -	62·66	4	Coff's Harbor -	51·87	3
			Fernmount - -	70·22	13
			Woolgoolga - -	66·11	16
Brunswick River—			Nambucca River—		
Brunswick - - -	70·45	7	Bellbrook - - -	45·50	13
Rose Vale - - -	70·04	9	Trial Bay - - -	64·09	13
Byron Bay - - -	78·05	10			
Richmond River—			Hastings River—		
Pimlico - - - -	71·19	11	Port Macquarie	63·19	40
Lismore - - - -	55·47	18	Wauchope - - -	54·15	12
Ballina - - - -	75·39	9	Rolland's Plains	53·59	11
Spring Hill - -	72·95	12			
Tabulam - - - -	41·65	14	Macleay River—		
Casino - - - - -	44·48	27	Waterloo - - - -	23·90	6
Rivertree - - -	32·51	9	Hillgrove - - -	35·99	14
Toooloom - - - -	41·18	16	Seven Oaks - - -	43·15	7
White Swamp - -	43·47	8	Kunderang - - -	23·12	3
Maryland - - - -	34·25	34	Kempsey - - - -	50·36	20
Tenterfield - -	33·58	31	Walcha - - - - -	29·74	23
Clarence River—			Manning River—		
Lionsville - - -	24·96	2	Manning Heads	59·05	15
Newton Boyd - -	38·73	15	Taree - - - - -	47·42	19
Chatsworth Id.	51·50	10	Wingham - - - -	46·02	14
Ramornie - - - -	43·48	15	Kendall - - - - -	42·62	3
Ulmarra - - - - -	40·42	12	Camden Haven	61·27	18
Clarence Heads	57·08	25	Cundletown - - -	26·74	1
Copmanhurst - -	45·48	14	Forster- - - - -	46·06	6
Grafton - - - - -	38·54	30	Nowendoc - - - -	45·62	16
Dalmorton - - -	33·31	6	Hanging Rock .	39·80	12

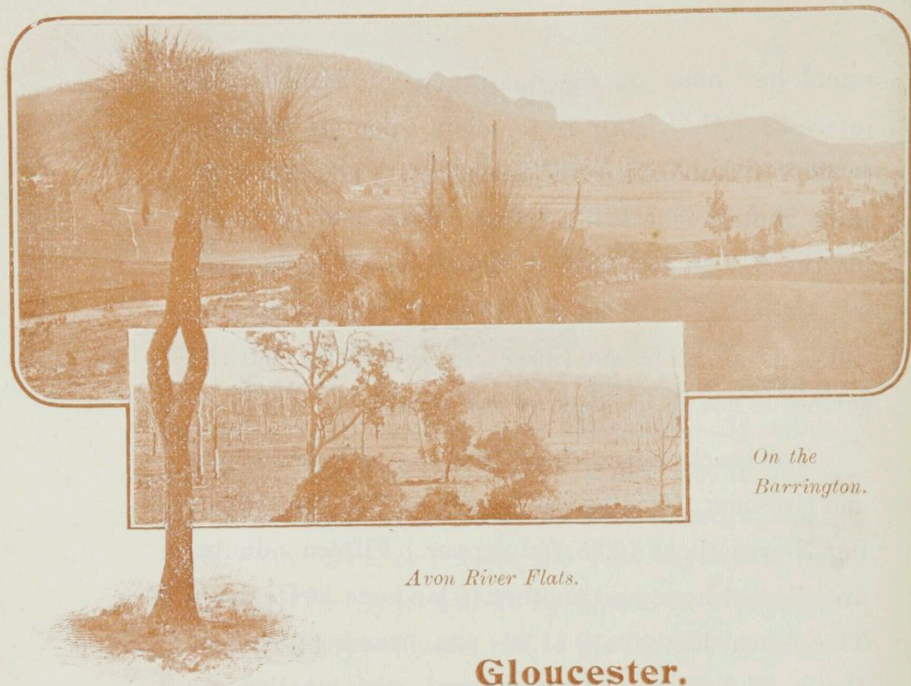
Overland.

Under picked weather conditions there are few, if any, more interesting overland tours than the Northern Rivers, *via* Hexham. For the cyclist or motorist one can imagine nothing better than the stretch from Newcastle to Taree—125 miles—and possibly the next short stage to Port Macquarie—52 miles. But on the latter section the “bullocky” has in places got in so much of his fine destructive work, that, barring the last 6 or 7 miles, the road surface is not too good. The Sydney train lands one in Newcastle in time to enjoy a 16 mile run to the Terrace by moonlight; the Hexham punt is crossed at the 10-mile post. The next stage, to Gloucester—62 miles—is an ideal one for the cyclist. Stroud lies about equidistant between the two points. The country is gently undulating, but not difficult as to grade, and delightfully picturesque. Stroud, one of the oldest settlements in the State, and intimately bound up in the romantic legends of the old “A.A. Company,” lies about 10 miles inland from Seal Rocks. It is the centre of the Port Stephens district, and an historic coaching town. Gloucester, with its famous “Buckets,” which dominate the landscape for scores of miles

round, has none of the quaintness of Stroud. Its interest for the visitor rests solely upon its reminiscences of Thunderbolt, the bushranger, whose cave in the mountain side still remains. From here to Taree, *via* the well-known Bushey Mountain and Krambach, is another 37-mile stage, involving heavier grades. There is an alternate route *via* Bulladelah, but the surface is not so satisfactory for wheels.

The coach journey from Hexham to Taree is long and tiresome. One leaves Sydney at 7.20 p.m., reaching Newcastle at 10.35 for supper. Fifteen minutes are allowed here, and another 19 land one at Hexham. The coach leaves at 11.30 p.m., passing through Raymond Terrace at 12.30, Booral—the junction for Bulladelah—at 5 a.m., and Stroud at 6 for breakfast. One is due at Gloucester by 10.45, Krambach at 3.30, and Taree at 7.15 p.m.—24 hours less 5 minutes from Sydney to the Manning.





*On the
Barrington.*

Avon River Flats.

Gloucester.

Along this, the main North Coast coach route, very many miles of fencing have been erected on both sides of the road, as a result of recent settlement on what is known as the Gloucester Estate — that immense stretch of over 200,000 acres, purchased last year from the old Australian Agricultural Company. The land, as everybody knows, was originally acquired by the Company in 1826, by way of a free grant. This grant covered an area of 1,000,000 acres, and commenced about five miles on the southern side of Stroud, extending right up to

the Manning River, with an extensive frontage thereto, while the main road almost bisected the property east and west. But a great chunk of the southern stretches was sold many years ago, the eastern side a few years ago, and the Gloucester Estate, recently acquired from the Australian Agricultural Company, now commences some 18 miles north of the township of Stroud.

Of the 200,000 odd acres, no less than 25,000 have already been disposed of by the new proprietary for dairying and grazing purposes. The first sale took place in November last, when a large number of farms were disposed of at prices ranging from £1 to £5 13s. per acre. Since the above date many more farms have been purchased. At a recent auction sale, $\frac{1}{4}$ -acre town lots in Gloucester brought £50 each. The farm blocks vary in size from 60 to 700 acres. A large portion (about 22,000 acres) has recently been surveyed and cut up ready for sale at auction in the spring, and a considerable number of farms are now for sale by the Company to persons wishing to purchase privately.

Many purchasers have already erected homes for themselves and established dairies, sending their cream down daily to the butter factory a few miles from the southern boundary of the estate. This factory was

established a little over two years ago by the Gloucester District Co-operative Butter Company. At the end of last year there were over 80 suppliers of cream, and the output of butter was over three tons per week, but these figures are rapidly being overshadowed under the influence of subsequent settlement.

To obtain an idea of the richness of the soil and its adaptability to dairying one must leave the main road, for here, as along the route of the Grafton-Casino railway line, one sees the worst of the country from the main highway. This Gloucester Estate is permanently watered by the Avon, the Gloucester, the Barrington, and the Bowman rivers, with numerous creeks, while the Manning River, as before stated, forms its northern boundary. But from the road one sees little but hard-wood timber country, which would probably be placed in the category of first-class grazing land. Behind this timber fringe lie the gently undulating slopes and rich river flats which



*The Bowman River,
Gloucester.*

appeal to the heart of the dairy farmer. The flats are lightly timbered, but sufficiently well to allow of fencing operations without going too far afield. The gently undulating box and apple tree stretches sloping down to the Avon River flats should be excellent country for cereal growing. The flats are all very fertile and clothed with a fine pasture of grass and clover. The marshy flats are easily drained, and immensely rich when reclaimed. There are thousands of acres in which the plough could be put to work at once. In the more heavily timbered portion there are splendid specimens of ironbark and grey gum, but a proportion of the country contains very little but sapling timber, and it is astonishing how quickly the grass springs up when once the timber and undergrowth are removed.

The home station of the Gloucester Estate is immediately north of the land just subdivided, and except for the fact that it has been kept clearer of timber, it is practically of the same class of country. Substantial improvements are being made in this part of the estate, all of which tend to improve the value of the subdivision adjoining. Gloucester River flows through a fertile tract of the estate bordering that picturesque and rugged range of mountains, known throughout the North Coast as

the "Gloucester Buckets," which divide the Gloucester valley from the Barrington, further north. The latter is already settled country. The river flats are all under cultivation, giving magnificent crops. The new stud farm, situated on the Gloucester River, comprises some of the finest land on the coast. The herd of pure bred shorthorns, originally founded by the Company in 1828, has been vastly improved and kept up to a very high standard by regular importations of pure bred stock from England.

Produce may be marketed either by way of Raymond Terrace and Newcastle; by way of the Karruah which runs into Port Stephen, or by the Wollama River outlet which empties into Wallace's Lake, and into the sea at Forster. In addition to these three routes, there is also the Manning River outlet which is served by the North Coast Company's steamers. Enough has been said to show what an important opening for settlement this Gloucester Estate provides, and it is more than probable that within the next few years a healthy and thriving population will be settled in that district. There is an excellent and dependable rainfall, averaging nearly 50 inches per annum, so that droughts are practically unknown. The subdivisions already made only account for a fraction of the whole estate, but purchasers will not be without neighbours, both north and south of the Avon.

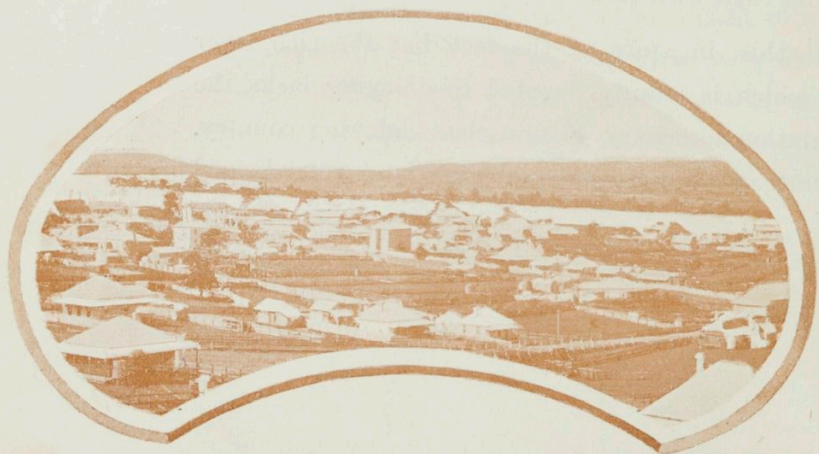
The Manning River.

Although it is hardly likely in the nature of things that the Manning River could, under the most favourable circumstances, compare with the Richmond for dairying purposes, the industry has proved the salvation of the district. Like many of its near neighbours, the Manning, up to the last 8 or 10 years, relied almost wholly upon maize, and, as a natural consequence, when anything went wrong with the crop everything was wrong with the farmer. And things were so often wrong that dairying appeared to afford the only possible means of escape from an impossible situation. The farmers tried it as a subsidiary occupation, and succeeded so well that before many years many of them let everything else go, beyond the cultivation of small patches for winter fodder and household requirements. Now they are all more or less independent, owning their own farms and houses without encumbrance, and driving their own sulkies.

All this, in spite of the fact that the rich river belt, which is mainly devoted to dairying, lacks the undulation necessary to first-class dairying country. In winter these flats are wind-swept and water-logged

to an extent which detracts considerably from their value as pasturage. The cattle have no shelter to speak of, and few dry patches to lie on during the cold nights. Paspalum grass is conspicuously absent from this river, and there is no reason why it should not thrive admirably on the ridges behind the river flats.

There are two butter factories in the district, one at Purfleet, over the river from Taree, just opposite the North Coast Company's wharf, and the other on Jones' Island, lower down the river, opposite Croki. The former, the Australian Dairy Company, has turned out as many as 9 tons and over per week, and it has 260 suppliers. The latter, the Manning River Co-Operative Co., Ltd., was established in 1892, with a capital of £10,000 in £1 shares. Its output for 1903 was 553 tons, or an average of 46 tons per month, from the cream of 440 suppliers. The Company has a bacon factory at Wingham, the Government township above Taree. Two steam launches collect cream



Taree.

*Manning
River.*



from the various parts of the river, also running passengers up and down.

As against the two butter factories there are seven saw-mills. Indeed, the timber industry on the Manning has been, and still is, one of its soundest props. Its hardwoods are famous the whole world over, and although the cedar was cut out many years ago, there are valuable soft wood reserves still within easy reach, but further removed from the coast line. The Manning and its tributaries are the giant store-houses of building timber, and very few forests in this rich coastal belt have yielded such a bewildering variety of valuable material, and such a weight of it, to the acre. The industry has found employment for hundreds of people in the district from year to year. The roadsides outside the township are dotted with the houses of these rough but resourceful people, most of whom appear to be making a very comfortable

Tinonee.



living. The sound of the axe is heard on every side, and the evidences of its effectiveness lie at every convenient clearing on the roadway, waiting to be hauled down to the mills.

In the Manning River police district, which covers Taree, Cundletown, Wingham, Tinonee, Coopernook, Nabiac and Forster, there were on January 31st of this year 15,390 acres of land under cultivation, and 720 dairies in existence, carrying 15,819 milking cows; "other cattle" in the district aggregate 29,347, pigs 14,604, and horses 5,647. The total population on the date mentioned was 11,679.

Entering the river by the ocean path, one leaves Harrington—the Brighton of the district—on one hand and Farquhar on the other. The old bar and entrance used to be at Farquhar. Then come a series of picturesque and fertile islands which break up the expanse of water until one opens out the reaches

at Tinonee, Taree and Wingham, the head of navigation. There is a punt at Tinonee which one crosses by the coach on the Gloucester-Taree route, but a handsome permanent structure higher up — the Kielawarra bridge—which is very seldom used. In the matter of bridges, as well as the principal township, the Government proposed one site and private enterprise disposed differently. Taree is the capital of the Manning, notwithstanding that the Government township, with all the departmental offices, was established at Wingham, and the main crossing is still at Tinonee, despite the existence of an elaborate bridge higher up. All the same Wingham has the advantage from a picturesque point of view. Some of the spots in what is known as the Wingham Brush are of the most charming. The two towns are connected by coach, and it is but an hour's run between them.

Taree was incorporated in 1885, and now has a population estimated at 1,100, with ratable property valued at £77,500. The land on which the town stands was originally, and even now to some extent is, part of the old Flett Estate, but it is gradually being cut up and sold in town lots and farms. Sales recently effected realised £26 and £27 per acre for small holdings of from 20 to 50 acres.



The North Coast Co.'s Wharf at Taree.



Taree Hospital.

The principal public institution in Taree is the Manning River District Hospital, of which the town is justly proud. It was built in 1887 at a cost of some £3000, and originally contained 16 beds, together with modern operating tables. In 1897 an addition was made in the shape of a fever ward, which cost £600, and provided another 8 beds, making a total of 24. Since its establishment 2,265 patients have been treated. Mr. J. F. Addison is President of the Committee of Management, and Nurse Strahan the matron.

Wingham was incorporated since Taree, viz., in 1889, and now has a population of 600.

One of the finest bits of road for cycling in the North Coast lies between Taree and Coopernook, a distance of 15 miles, without a hill worth speaking of. One passes through Cundletown on the way, and though one stopped here for a few minutes to look round, he could easily do the whole run in an hour. The next stretch, from Coopernook to Port Macquarie, involves a good deal of hill climbing, and some rough

patches to boot, for the teamster has been busy in the forests close at hand. But about 7 miles out from the Port one sweeps into the Walcha road, and for the rest simply lets the machine go. It is a fine hard gravel surface, and only very gentle in its undulations. About 3 miles from the junction with the Walcha road there is a turn off in a northerly direction to what is known as Blackman's Point on the Hastings River. From here there is also a good road down into the Port.

The triangular drive is a very popular one in the district, but it is too short for the cyclist. Walcha Road junction is also the route to Wauchope, Beechwood, and Rolland's Plains, and this gives an alternative run up to Kempsey on the Macleay. It is not a road to be strongly recommended to the cyclist, however. There is regular coach communication between Port Macquarie, Wauchope, Beechwood and Yarras, also between the Port and Kempsey and Taree.



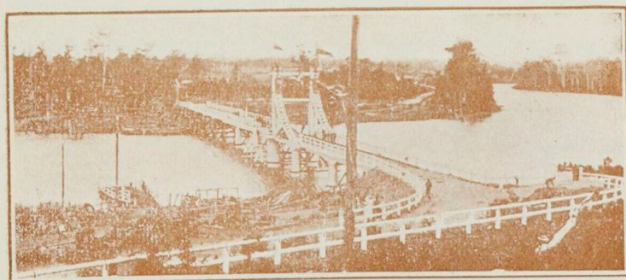
The Hastings and Wilson.

Since it is impossible to talk of the Hastings River without dragging in Port Macquarie, and since it is equally impossible to talk of Port Macquarie without wandering into the realms of romance and history, it becomes somewhat difficult to deal with the district in the coldly practical light of mere wealth production. But the district, though only slowly awakening to the possibilities in front of it as a dairying centre, is not without interest from the agricultural and mining point of view. It is not extensive, but very rich on its river frontages, and in this connection one has to include not only the Hastings but the Wilson—which is navigable for 26 miles up as far as Ballangarra—and the Maria.

There are no fewer than 121 registered dairies in this little district and 2,800 dairy cattle in milk. As a natural result a butter factory struggled into existence. It was originally the Australian Dairy Co., but in 1903 it blossomed into a co-operative concern under the high-sounding title of the Hastings District Co-operative Dairy Co., Ltd. It now has

96 regular suppliers, but the number is gradually increasing, and the prospects are good. The Company's launch collects the cream on its journeys up and down the river.

Apart from butter, there is still a healthy trade in timber. Two sawmills have been established at Hamilton three miles up the main river, one at Haytown ten miles up, and a fourth at Telegraph Point on the Wilson. The district is also famous in a small way for its prize-wine production and its minerals. At Gundle, 40 miles north-west of the Port, there are tin mines employing over 30 men. At "Cell's Diggings" on the Walcha road, there is some gold mining going on, and nearer at hand cobalt has been found, also iron-oxide in fair quantities. The population of the police district runs into about 5,000, while that of the township or municipal district was roughly 1,820 in January last. It has been incorporated some 17 years, and has 9 aldermen.



Wilson's River Bridge.

But these are mere uninteresting details. The Port's claim to attention rests upon very different bases. Incidentally it is one of the most delightful holiday resorts on the coast. There are no finer bathing holes or fishing grounds or shooting areas to be found, but above all there is no spot in the State so thoroughly saturated with historical associations, or more full of surviving evidences of them.

For an obvious reason, which nevertheless appears to be based on a somewhat narrow view of things, the local people are not so proud of these associations as one might imagine. They would if they could—and circumstances appear to be favouring them—obliterate all traces of the early convict days. They would like to forget that as far back as 1818 the town was a purely penal establishment, and that the chain-gangs of history with the traditional triangles and other correctives ever existed. They look without regret at the crumbling away of the historic gaol which dominates the township—a building, by the way, which is not associated with the earliest days and the wooden stockade—and the Government has taken no steps to arrest the process of decay.



Port Macquarie Beach.

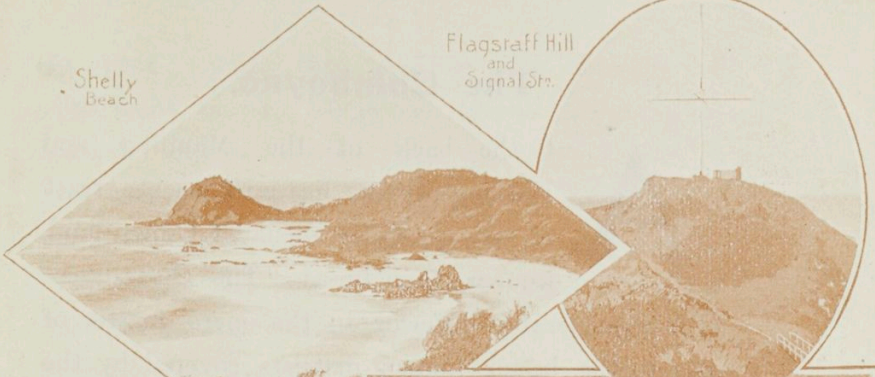
On the other hand, an effort has been made to restore to something like stability the quaint old red-brick church of the severely Norman style, which stands on another knoll hard by. The foundation-stone was laid in 1824 by the Acting Commandant, Lieut. Carmac, and the church was opened for worship in 1828. At its western end is a massive square tower, and its interior is parcelled out in old-fashioned box-pews. It requires very little play of the imagination, even without the adventitious aid of the marble tablets on the walls, to picture the Sunday congregations of those early and troublous times when the Port was under the strictest military rule.

Some trouble has also been taken recently to clear the old cemetery, with its sarcophagus-like tombstones, of the lantana weed which was introduced to this district as a horticultural rarity. There are family names on these stones, which strike a familiar note in one's memory and set one thinking deeply—names of high repute and others of low degree—but the name which dominates all others is that of Archibald Clunes Innes, the dashing Major round whom most of the romance of the place centres, and to whose memory a tablet has been erected in the church. The Major's rapid ascent on fortune's wing, his fabulous expendi-

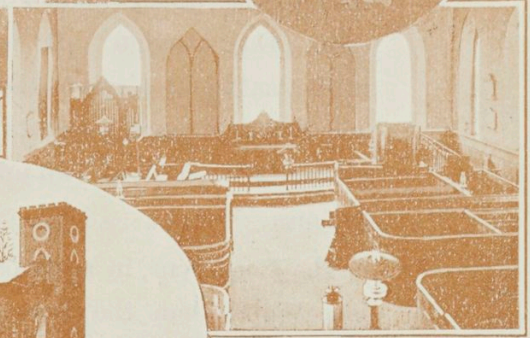
ture and retinue, his gorgeous mansion and his tragic descent to the regions of comparative poverty, are in miniature the outlines of the history of the town, and even the colony, in those days of strenuous battling for existence. Lake Innes, some miles to the southward of the old settlement—on the edge of which the Major's palace was planted—was once alive with rowing and sailing craft. There are authenticated tales of gondolas and real gondoliers, of carpeted terraces and Oriental splendour, during Governor Fitzroy's visit to the Lake: of dashing equipages and specially constructed resting-places on the road from the Port to Glen Innes—then the Major's sheep station—when the distinguished visitor went up to see the tableland. But with the Major's crumbling fortunes, his mansion suffered; it passed from tenant to tenant, each one removing more and more of the detachable impedimenta until finally the structure was destroyed by fire, and the bush once more came by its own. To-day there is very little more than a tangle of lantana weed to mark the few heaps of crumbling brick.

Shelly
Beach

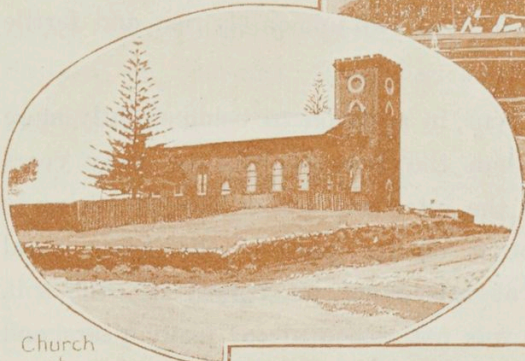
Flagsraff Hill
and
Signal Str.



Places of
Interest



(Interior) Church
of England



Church
of
England (Exterior)

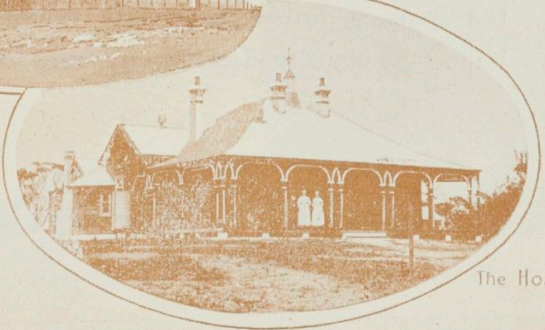
Around
Port Macquarie



Port Macquarie from
P. School Ground



The Gaol



The Hospital.

The Comboyne.

At the back of the Manning and Hastings Rivers lies an immense tract of only partially alienated Crown land, known vaguely as "The Comboyne."

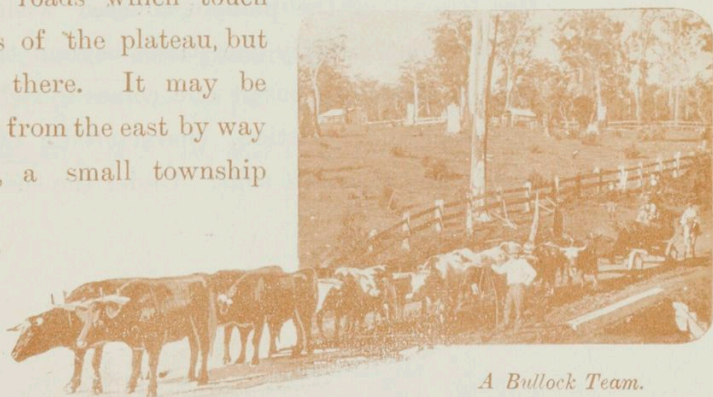
It is considerably inferior in the mere matter of area to the better known districts covered by the term "Don Dorrigo." It is also slightly inferior in the matter of altitude, but from the agriculturists' and dairy farmers' point of view there is little to choose between these two immensely rich and fertile regions.

The Comboyne, in addition to being slightly more inaccessible than the Dorrigo, was for many years neglected by the intending settler, largely owing to a misconception on the part of the Agricultural Department of this State in regard to the soil. The mistake was not remedied for many years, and during this period the Comboyne brush was neglected, if not openly tabooed. It appears that in the first instance the Department obtained from a farmer in that locality a sample which purported to be characteristic of the soil over the whole area, and the analysis proved its general value in the most important plant foods to be anything from indifferent

to poor; with this analysis the question of settlement in the Comboyne scrub seemed to be settled. But some years later Mr. W. S. Campbell, the present Director of Agriculture, paid a visit to the district, and went carefully through the Comboyne. He was considerably surprised to find that the original sample had been obtained from an isolated slaty ridge, which was eminently uncharacteristic of the prevailing soil. He brought back with him another sample which proved to be remarkably rich in phosphates for a virgin soil, and which would almost appear to have received a dressing of bonedust, from the large amount of phosphoric acid present.

There is no doubt that the last analysis shows the more accurate nature of the Comboyne soil.

Besides having been handicapped by an undeservedly bad reputation to start with, the Comboyne, like the Dorrigo, suffers for want of ready means of communication. It may be reached by several roads which touch the fringes of the plateau, but which stop there. It may be approached from the east by way of Kendall, a small township

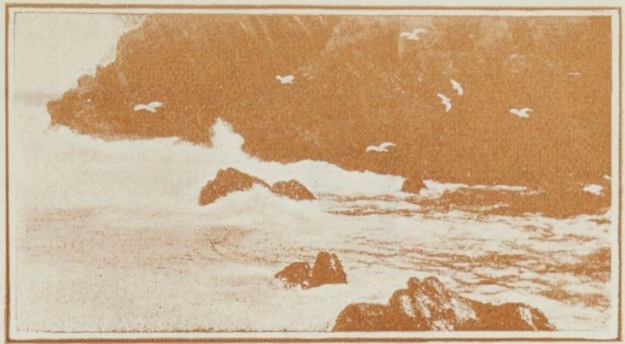


A Bullock Team.

a few miles due west from Kew, which is the junction on the main northern coach route between the Manning and the Hastings, for Kendall and Laurieton. It may be approached from Taree and Coopernook by roads running both north and south, and approximately parallel with the Lansdowne River. The river is fordable in several places, and there are crossings from the northern to the southern roads. From the northern side it may be approached from Port Macquarie, *via* the Walcha road and Wauchope. A few miles beyond that town one strikes off to the left by a fairly good road leading through several farms on the Thone River, which is a southern tributary of the Hastings. The Thone River, which in places falls down to the lower levels in beautiful cascades, must be crossed several times by this route, then one ascends a steep ridge and a siding which emerges on the summit of the plateau—something like 1,200 to 1,500 feet above sea level.

Here, as elsewhere in similar country, one finds the fringes of the plateau covered with hardwood timbers, but directly one passes beyond the dividing line of slate and basalt one comes to rich, luxuriant sub-tropical vegetation, characteristic of softwood scrubs and chocolate soils. Under the shade of giant

*Where
Australia
meets the
Rising Sun.*



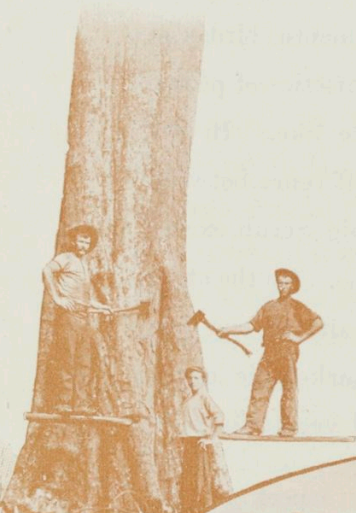
silky oaks, negro-headed beech, sycamore and cork trees, in wild profusion grow immense birdsnest and staghorn ferns, many different varieties of palms, the "lawyer," the tree fern and the like. In the dense brush there is practically no difference between the Comboyne, the Dorrigo, or the Big Scrub, except that here there are no evidences of pine. On the other hand there are large tracts of cedar, and as one gets back into the higher ridges good marketable cedar. Rosewood also figures in the arboreal vegetation.

Apart from the purely practical aspect of the Comboyne it is a most charming spot, abounding in feathered game, perennial running streams of the purest water and the most picturesque of waterfalls. The Ellenborough River, which flows through the Comboyne, affords some very fine examples of this.

The Timber Industry.

Practically the whole of the State's supply of both soft and hardwood timbers is derivable from the belt of country to which this Guide refers. The total area of forest reserves in the Land Board District of Grafton—which accounts for the bulk of it—is as follows:—

<i>County.</i>	<i>Area in Acres.</i>
Clarence	76,292
Drake	224,786
Dudley	153,179
Fitzroy	178,448
Gresham	39,556
Macquarie (part only) ...	58,424
Raleigh	278,165
Richmond	120,575
Rous	307,321
	<hr/> <hr/>
	1,436,746

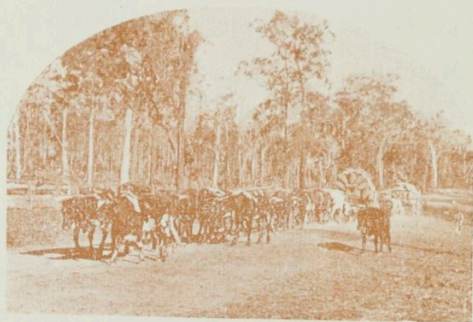


*From
Scrub
to
Sawmill.*

As a rough estimate, about 1,200,000 acres of the total have been recommended by the Forestry Department for classification as permanent forest reserves, as the only possible method of compassing re-afforestation on a substantial and satisfactory scale. The softwood scrubs, with approaching settlement, are rapidly disappearing in the accessible areas. Even in the Dorrigo one has to go some distance back for payable trees. Unfortunately, the work of classification is still far from complete, only one-sixth of the State having been finally dealt with. In the meantime the cutting and milling of soft woods on the coast is proceeding apace. The Dorrigo is shipping huge quantities of pine and rosewood—the latter for the German market. On the Richmond large orders for teak are being filled, and so the rich reserves are gradually being thinned. But there still remain valuable and extensive stores of hardwood in the area between Port Stephens and the Queensland border. On the Manning, Hastings, Macleay, Nambucca, and Bellinger it is an immensely profitable industry, while

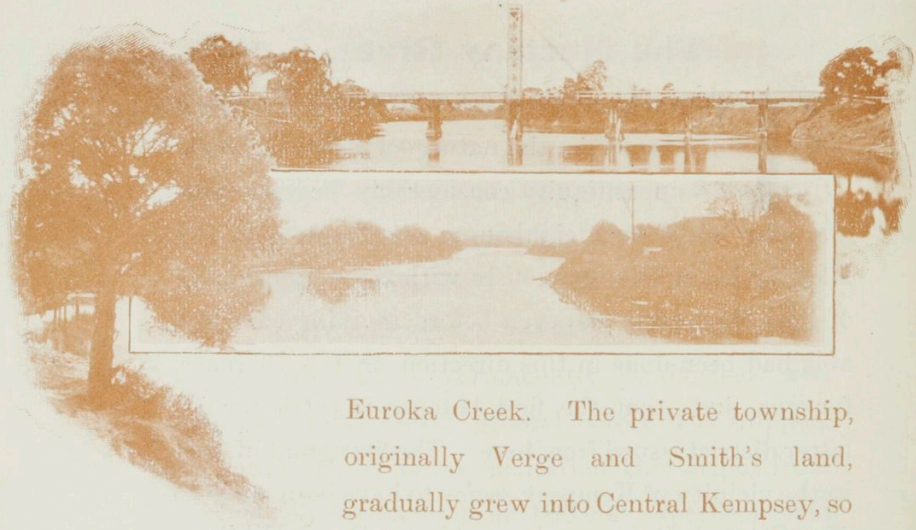


on the Clarence the mills supply all local requirements and some 2,500,000 feet annually to the order of the New Zealand Government. The island colony has been largely instrumental in opening the eyes of our own people, and the Forest Department also, to the value of the Clarence hardwoods for railway constructional works. At Maclean a representative of the New Zealand Government is permanently established, who passes the timber on the ground before it is shipped. As a result of this local exploitation, the output from the river has increased from 600,000 superficial feet in 1889 to over 2,500,000 per annum. The principal varieties exported are ironbark, grey and red gum, blackbutt, forest mahogany, spotted gum, and tallowwood.



The Macleay River.

The thriving district to which Kempsey stands in the nature of a pivot, boasts an antiquity considerably beyond some of its neighbours. Settlement on the Macleay began simultaneously with the establishment of Port Macquarie, and even before anything considerable had been done in this direction on the Clarence, for one finds that the first batches of cattle for the latter district issued from here. The first grant of land in the vicinity of Kempsey seems to have been made to Mr. Samuel Onions, who sold to Enoch William Rudder. The latter built his homestead on the eastern side of the river, and called it after an estate in Wales which he had owned and sold on coming to Australia. Gradually a township sprang into existence, which took its name from this homestead. On the other side of the river John Verge and William Smith took up alternate blocks, many of which were afterwards cut up and sold for the purpose of settlement at highly-increased prices. Originally this land brought, perhaps, 5s. an acre. Several years later a quarter acre was sold for £80; to-day the same area would fetch £1,000. The Government township was laid out on the western side of the river beyond these blocks, and straddling the river at its junction with



Belmore River.

Euroka Creek. The private township, originally Verge and Smith's land, gradually grew into Central Kempsey, so that one now has an Eastern, Central and Western township, all more or less distinct. The Eastern and Central sections are connected, now, by a magnificent bridge, while Central and West Kempsey join hands by means of a 'bus service.

The municipal area covers no less than 27 miles of streets. The population, in February last, was 2,556, and the number of ratepayers 700, contributing an annual revenue of about £750. In 1859, when Mr. W. T. Dangar collected the rolls for the whole river, the population did not exceed 400 or 500. To-day, it is over 5,000. To the north-west on the river, about 5 miles nearer its mouth, lies the township of

Frederickton, and 7 miles distant is Smithtown. On the south-eastern bank one passes Gladstone at the eleven-mile stage, where the main river junctions with the Belmore. There are some excellent farming patches here, accounting for 25,000 bags of maize in a good season, and fine dairying country; lower down is Kinchela and the creek bearing the same name; then Jerseyville, the last township on the river, at the 21-mile stage from Kempsey. Jerseyville, in the years gone by, was a most important junction; all the overland traffic to Trial Bay and its adjoining settlement, Arakoon, passed through here, as well as stores for Smoky Cape lighthouse, and visitors to South West Rocks. All the roads converged at Jerseyville. They do so still, but Trial Bay is deserted, and with its fall, Arakoon necessarily ceases to provide itself with an excuse for going on living.

The old entrance to the Macleay River long ago silted up, despite all official precautions to the contrary. The new bar is in the vicinity of South West Rocks; two training walls keep the channel clear and deep enough for all practical purposes, but there are some shallow patches up the river which make it impossible to bring vessels of any considerable draught through without trouble. Shark Island lies opposite

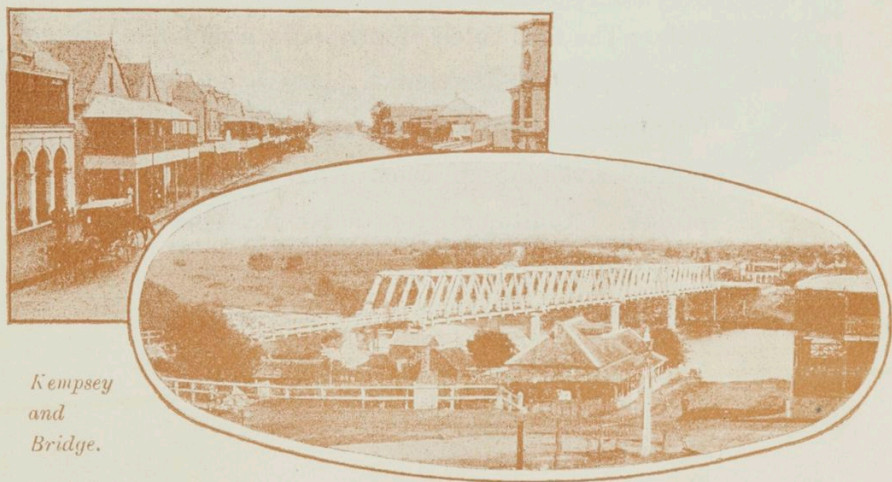
the new entrance to the river, and one leaves it on the northern side on the way up. The river steamer Olga plies regularly in the local passenger trade, and the North Coast Company has provided excellent accommodation for facilitating the boarding of its ocean steamers at the Heads.

The Macleay River flats are wonderfully productive in anything like a good season. In normal seasons they will account for some 150,000 bags of maize without trouble. The dairying industry too, is making rapid strides. In 1903, 18,000 boxes of butter were shipped from the river, and during the first five months of this year the aggregate was as high as 14,068 boxes, or over 351 tons. The Smithtown Co-operative Factory was the pioneer in this trade, then came the Debenham Factory at Frederickton, and Foley Brothers' at Kempsey. The river also boasts a bacon factory—Barnes'—and since it commenced operations the export of pigs, which at one time was considerable, has dropped down to very small proportions.

A considerable amount of hardwood timber is still shipped from this river. The principal sawmills are Hennessey's at West Kempsey and Dangar and Watt's on the central section. Hennessey has a second mill

lower down the river at Stuart's Point, and he runs a traction engine to draw the timber into the mills.

The Macleay District Hospital at Kempsey was established some 20 years ago. It is a fine brick building, with accommodation for 26 beds. Last year 170 patients passed through the institution, and there is an average of 18 to 20 inmates all the year round. A new operating theatre has been added, also complete x-ray apparatus. The annual revenue from subscriptions, &c., amounts to about £600, and the expenses to £700 or £800, but once a year the North Coast Company places one of its steamers at the Committee's disposal for a picnic, and the proceeds, together with the annual ball, make up the deficiency. Miss Gulliford is the matron of the institution.



*Kempsey
and
Bridge.*

The huge semi-circular indentation on the eastern coast, into which the Macleay empties, is known as Trial Bay. That magnificent monument of departmental blundering—the prison—rears its granite walls like some mediæval fortress from the southern promontory called Lager's Point; from beneath its shadow that other official mistake, the breakwater, with a pathetic hiatus in its extremity shoots out into the bay. Behind to the southward lies poor, desolate, deserted Arakoon, with Smoky Cape lighthouse standing guard over its dismantled remains. With the closing-up of the gaol and the cessation of work on the breakwater, Arakoon came to a piteous end, for, although quite unconnected with the penal establishment, it depended upon it for its means of livelihood. The first contract for the gaol was let in 1877, and the first wing completed two years later; it was built of solid grey granite, quarried a few yards away, and provided 64 cells. The first batch of prisoners was landed there in 1886, by which time a massive outer wall, with four turrets looking as though intended to defy the centuries, had been constructed enclosing the gaol proper. Additional contracts were let providing

additional accommodation, and cottages were run up all over the gaol enclosure. The prisoners were set to the building of the breakwater; most elaborate quarrying gear was installed, and 1000 feet of huge granite rock wall run out into the bay. A washaway demolished one end or a portion of it, and now both gaol, breakwater, township and everything else have been definitely and hopelessly abandoned.



Trial Bay and Prison.

Soil Analyses.

Although a comprehensive soil-survey for the whole of the State has been engaging the attention of the Chemical Branch of the Department of Mines and Agriculture for some time past, the task is of such huge proportions that very little in the shape of results has yet been placed in the hands of the public. A large number of samples have, however, been examined from time to time, and Mr. F. B. Guthrie, who is in charge of the work, has been good enough to furnish us with general conclusions founded on the available data. This will, no doubt, prove of the greatest interest to intending settlers—to whom character of soil is of first consideration.

It should be mentioned, before presenting the departmental conclusions, that as a general rule the samples examined have been taken from districts as to which there has been some doubt on the score of fertility. One will therefore be justified in concluding that the average quality of soil in the districts dealt with is something higher than the scientific estimate.

The following are the localities from which the soils examined were derived:—

Tweed River—Moorball (three soils only).

Richmond River—Complete set.

Clarence River—Chatsworth Island, Grafton, South Grafton, Palmer's Island, Harwood, South Arm.

Bellinger River—Bellingen, Hyde Creek. (Special report for the Dorrigo).

Macleay River—Arakoon, Trial Bay, Kempsey.

Hastings River — Port Macquarie, Kerewong. (Special report for the Comboyne).

Manning River—Wingham, Moorland, Tinonee.

The notes thereon are as follows :—

The soils examined have some tendency
Tweed to sourness, and are deficient in lime,
River. which should be applied, together with
a good ploughing up to sweeten the soil. They are
well supplied with humus and nitrogenous material,
and of very high water-retaining power. The addi-
tion of lime is all that is required to make them
highly productive soils.

The virgin soils from this neighbour-
Richmond hood possess certain rather striking
River. features in common, and a sufficient
number have been examined to render it possible to
strike an average which shall fairly represent a soil
typical of the area, which promises to become in the
near future one of the principal dairying centres of
the State.

The soils under discussion have been taken, for the most part, from the area on the northern side of the river, and are of volcanic origin, mostly overlying basalt, and derived therefrom.

From the analyses of a considerable number of virgin soils from this locality, we are able to give the following as the composition of an average soil. They are remarkably uniform in their chemical composition, and vary but little from the average here given:—

COMPOSITION OF AN AVERAGE SOIL OF VOLCANIC ORIGIN
FROM RICHMOND RIVER.

Capacity for water...	=	52	per cent.
Organic matter (humus) ...	=	16	„
Lime	=	0.21	„
Potash	=	0.08	„
Phosphoric Acid	=	0.30	„
Nitrogen	=	0.30	„

Reaction—Neutral to acid.

The soils vary from light sandy loams to heavy loams, the heavy soils predominating. They are in nearly all cases well supplied with vegetable matter (humus).

Associated with this high humus-content (often over 20 per cent.) are a high percentage of nitrogen and a high capacity for absorbing and retaining water. This latter property is in the highest degree

indicative of fertility, soils of this nature being open, readily worked, and favourable to the development of nitrification. The soils examined by Mr. Helms from this neighbourhood are all exceedingly active, and produce nitrates abundantly. They are also better able to resist dry spells than soils deficient in humus and with a low capacity for retaining water, as the surface evaporation is reduced to a minimum.

With regard to the mineral fertilising constituents, the soils under consideration are uniformly well supplied with phosphates, but poor in lime and potash; and it is in the direction of supplying these ingredients that particular attention must be paid when manuring. The absence of lime, combined with the high proportion of vegetable matter, tends to the production of acidity in these soils, and of the samples examined a large proportion are sour in character.

Clarence Vary from light loam to clay loam, and
River. are only sour. The humus content and water-holding power are about the average, and the content of plant food satisfactory. Nitrogen is present in good quantities. They are all fertile soils under proper treatment, and call for no special remarks. Some are deficient in lime, and will benefit for a dressing of this substance.

Bellinger River. Light soils, varying from light sandy loams to loams, tendency to sourness and deficiency in lime. Humus content and capacity for retaining moisture above the average; nitrogen and phosphate good. Lime and potash low. Require liming in first instance to bring them into best condition.

The Dorrigo. Soils examined vary from light sandy loam to sandy loam. They are sweet and have no tendency to sourness, are well supplied with humus and of a high water-retaining capacity. They are fairly well supplied with all the elements of plant food, and in some cases lime is abundant. They are all fertile soils, and require nothing but thorough cultivation to be exceedingly fertile.

Macleay River. Those examined are of a somewhat heavier nature, varying from loams to stiffish clays, and have a tendency to sourness. The humus content is high. The capacity for water and nitrogen content good. Phosphates are well represented, but other mineral plant food is low, and an application of lime to supply this ingredient and to sweeten the soils should precede any other treatment.

**Hastings
River.** Are very similar to those obtained from the Macleay River, and the remarks made in that case apply here also.

**The
Comboyne.** The soils received from the Comboyne are of two kinds, one being a heavy clay and the other a sandy soil. Both are very rich in vegetable matter and nitrogen and of good water-holding capacity. They are not richly supplied with mineral plant food, but are good fertile soils and should not require heavy manuring. They will require thorough cultivation to bring them into the best condition, and as the sandy ones especially are inclined to sourness, a dressing of lime (about $\frac{1}{2}$ ton to the acre) is to be recommended. This would also benefit the stiff soils. Beyond liming, nothing but good cultivation is necessary to render them productive soils.

**Manning
River.** The soils examined vary from light loams to loams. Fair humus content and fair water-holding capacity. They are not very rich in plant food, but are in good mechanical condition, and will respond well to manuring. The addition of lime will benefit all these soils.



Bowraville.

The Nambucca.

By the main coach road from Kempsey to either Bowraville or Macksville on the Nambucca River, one passes through the township of Frederickton on the Macleay. Then at the twelve-mile post one leaves on the right the turn-off to Jerseyville, Trial Bay and Crowdy. The two roads junction at what is known as Humpyback Bridge, which is little more than a culvert. After crossing it, the road runs inland through swampy country for about three miles, then suddenly emerges on the north-west bank of the main river, which it hugs closely right up to the punt opposite Jerseyville. There is a lovely run of 5 miles from this township to the Bay or to Crowdy: the road forks about half-way out for the respective destinations.

The main road to the Nambucca River lies through heavily timbered, picturesque country, with Yarrahappini Mountain generally in sight as a background. The half-way house rejoices in the polysyllabic glory of "Barraganyatta," otherwise the Traveller's Rest. At Congerenni one first makes acquaintance with the Nambucca near its junction with Taylor's Arm. There is a hand punt here by which one crosses for the Bowra road; to the right without crossing lies the track which carries one into Macksville. There are roads at Taylor's Arm from the punt running for 20 miles both on the north and south side, but the shipping wharf, which, like many other spots at the head of navigation on the various rivers, used to be called Boat Harbour, is only 4 miles from the punt. In the old cedar days "Boat Harbour" was the common name for the river terminals: Bellingen for some time bore that name, also Kempsey and Grafton. For the benefit of the cyclist it may be mentioned that there are two alternative routes to Macksville from the half-way house. The coach takes the extreme left, because it changes horses at Congerenni for the stage to the Bellinger River, but the middle and right hand roads, *via* Worrall Creek, are equally good and shorter. Macksville is only 8 or 10 miles from the punt by the river bank road.

. As a matter of fact, it is the head of navigation now-a-days for the ocean steamer, which is run to this river by the North Coast Company—the Nerong—and she was specially built with extra light draught for this trade. Bowra, therefore, has lost a good deal of its former importance, although its population is still in excess of Macksville. The latest police returns give Bowra 1,300, Macksville 1,200, and the Nambucca Heads 200. There is a direct road to Bowra from Macksville through lovely scenery, but, except in really good weather, it is advisable to return to Congerenni and take the punt over Taylor's Arm. From Bowra there is a most delightful mountain drive over to Bellingen, the capital of the Bellinger River. Coaches take this mountain road twice a week: it is only a 20 mile run, but owing to the grades 4 good hours must be allowed for the journey. The other road to the Bellinger runs from Macksville *via* the two Heads. This is the continuation of the main North Coast coach route from Hexham to Grafton *via* Gloucester, Taree, Port Macquarie and Kempsey.

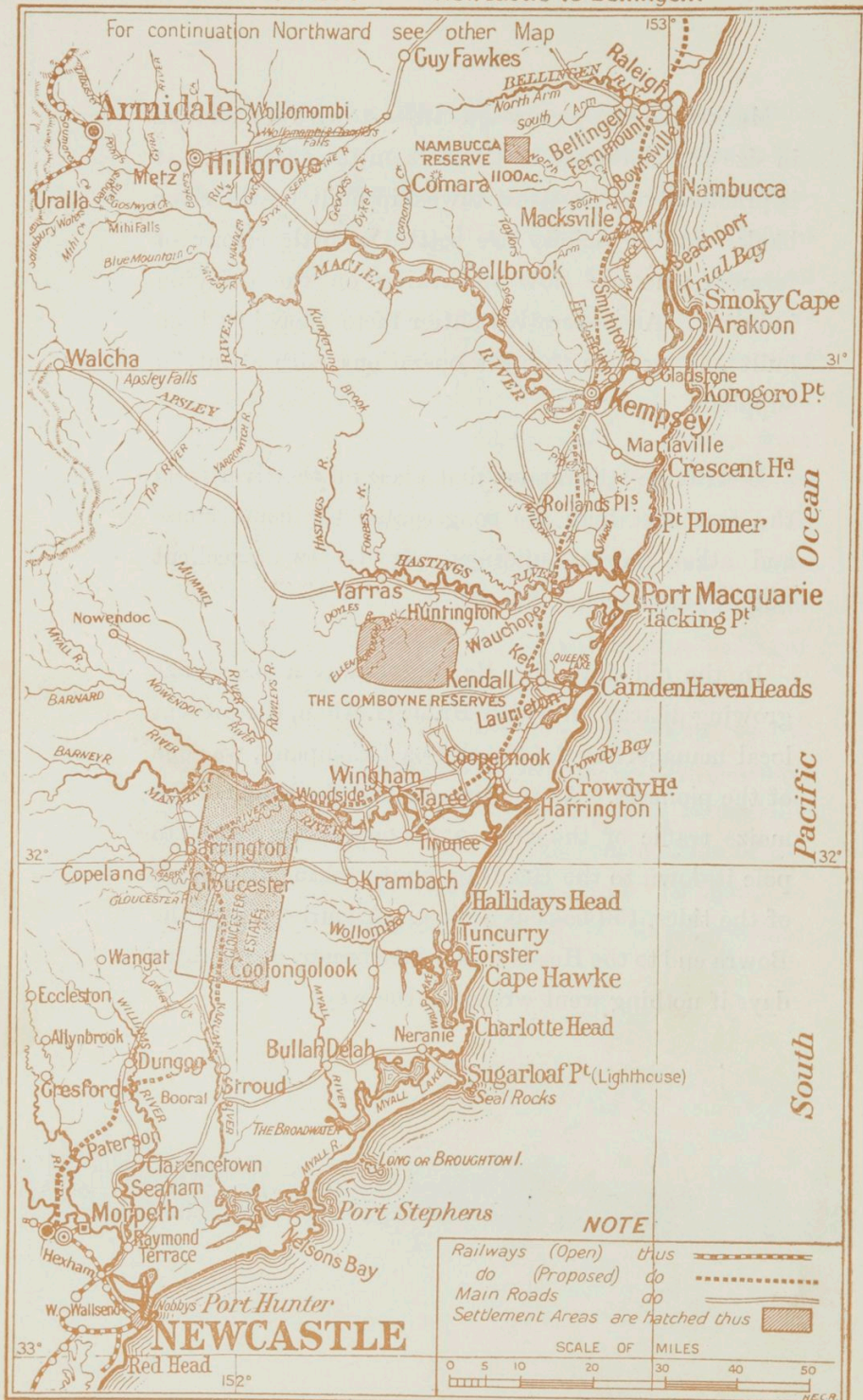


Macksville.

Macksville is a picturesque little town very similar in size and character to Ulmarra on the Clarence. It is practically a one-street township built on the river bank. In its vicinity are settled a little colony of farmers who are now embarking on the dairying industry. A co-operative butter factory has just been built and expects to start operations with about 70 suppliers.

Bowraville still retains first place on the river from the fact that here are congregated the court house and other public buildings. It has two excellent hotels, public school, &c., &c.

In the old days the Nambucca was a big maize growing district, in which Mr. J. H. Allan, the present local manager for the North Coast Company, was one of the pioneers. At one time he had the whole of the maize traffic of the river in his own hands—used to pole it down to the Heads on punts, taking advantage of the tides, 150 bags at a time. A journey from the Bowra end to the Heads would then occupy about three days if nothing went wrong on the way.



MAP 2: ROADS AND SETTLEMENT AREAS.

Schedule of Distances.

	MILES
Newcastle to Hexham	10
Hexham to Raymond Terrace	6
Raymond Terrace to Booral	23
Booral to Stroud	7
Stroud to Gloucester	32
Raymond Terrace to Seaham	9
Seaham to Clarencetown	8
Clarencetown to Dungog	14
Dungog to Gloucester	29
Dungog to Stroud	17
Gloucester to Copeland	9
Gloucester to Krambach	20
Booral to Bulladelah	17
Bulladelah to Wollomba	27
Bulladelah to Sugar Loaf Pt.	22
Krambach to Tinonee	15
Tinonee to Forster	24
Tinonee to Taree	4
Taree to Wingham... ..	7
Wingham to Nowendoc	56
Taree to Cooperbrook	15
Cooperbrook to Harrington	9
Cooperbrook to Kew... ..	21
Kew to Kendall	4
Kew to Laurieton	6
Kew to Port Macquarie	22
Port Macquarie to Wauchope	13
Port Macquarie to Yarras... ..	41
Yarras to Walcha	63
Wauchope to Rolland's Plains	18
Rolland's Plains to Kempsey	17½
Port Macquarie to Kempsey (eastern road)	32
Kempsey to Crescent Head	13
Kempsey to Hillgrove	80
Kempsey to Arakoon	26
Kempsey to Macksville	32
Kempsey to Macksville (via Beachport)	38
Macksville to Bowraville	7
Macksville to Raleigh	24
Bowraville to Bellingen	19

The Bellinger.

Of all the river capitals on the North Coast, save Lismore, none puts on a braver air of bustle and business than Bellinger, the principal town on the Bellinger. One can't help wondering, by the way, why, if it were thought advisable to change the name from Boat Harbour, the people could not have hit upon something slightly more distinctive: but Bellinger on the Bellinger it is.

Of the small rivers on the coast this is, perhaps, the richest as to soil for both agriculture and dairying. In one season the farmers netted £1 a bag for 40,000 bags of maize. The output now is probably nearly



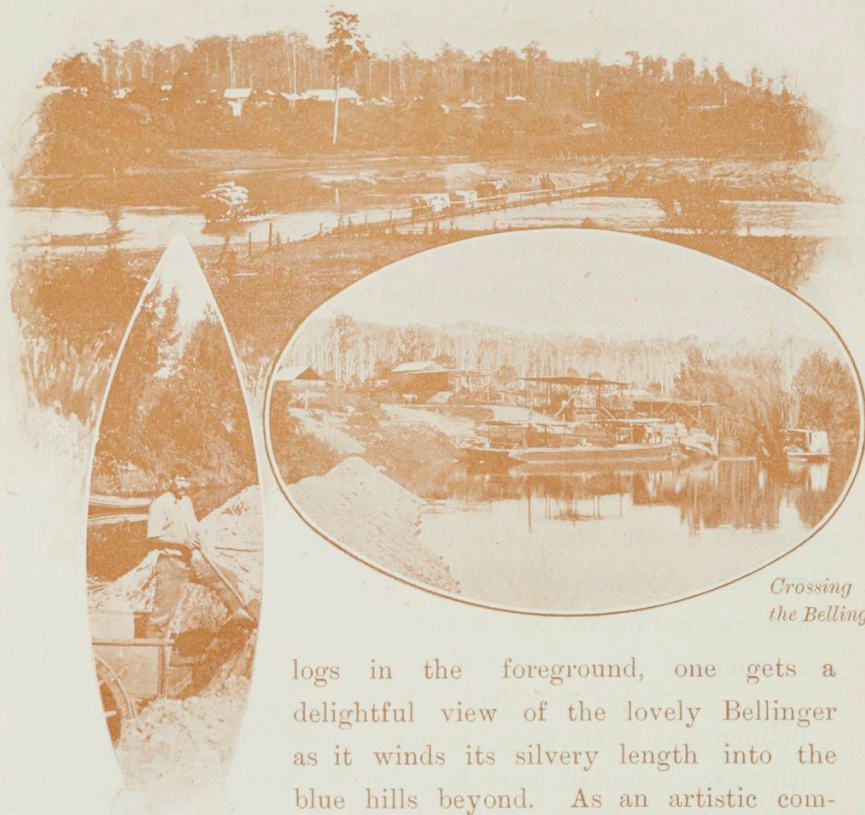
*On the
Bellinger.*



as high, but the market has weakened considerably since those days. Without making any invidious comparisons, there is no better alluvial land for dairying purposes than along the southern bank of the river from Raleigh to Bellinghen, and the industry is therefore forging ahead with a rapidity which is startling.

Besides all this, Bellinghen is the *entrepôt* for the Dorrigo tableland. All the bullock dray traffic, or the bulk of it,—for very little goes Tyringham way—passes its doors; most of the timber getters come down here to spend their cheques, and most of the stores required for the top are drawn from its business establishments.

Bellinghen, as before stated, may be reached from the south by the mountain track from Bowraville, but the road from Coff's Harbour *via* Raleigh is the most frequented. Starting from the harbour one climbs a cutting with a heavy gradient for seven miles and then drops down to Raleigh, the centre of the timber industry for this river. It is inconsiderable as a township, but important to the man who lives by his axe, for most of the logs are dumped down here for the sawmills or direct shipment. At Raleigh, looking over the pile of



*Crossing
the Bellinger.*

logs in the foreground, one gets a delightful view of the lovely Bellinger as it winds its silvery length into the blue hills beyond. As an artistic composition it is "just perfect." There is a hand punt at Raleigh by which one crosses for Fernmount and Bellingin. The road thither is the most perfect bicycle track imaginable—practically level for 9 or 10 miles and an unbroken surface. It is skirted by the river on one side and luxurious dairy farms on the other.

Fernmount in the years gone by was the principal township on the river, but it suffered in regard to

expansion from the fact that the ownership of the land was in private and unresponsive hands. The Government departments by degrees established themselves higher up at Bellinghen and gradually drew the major portion of the business to them. This is one isolated instance of a Government township having outrivalled a private one. Topographically Fernmount is much the more suitable as a site for a town, but against this Bellinghen scores with its Banks and public offices. It is a perfect hive for business, and its Saturday night street scenes on a smaller scale rival even Lismore. The river is navigable by ocean steamers as far as Bellinghen: beyond this, mere shingly shallows and rapids.

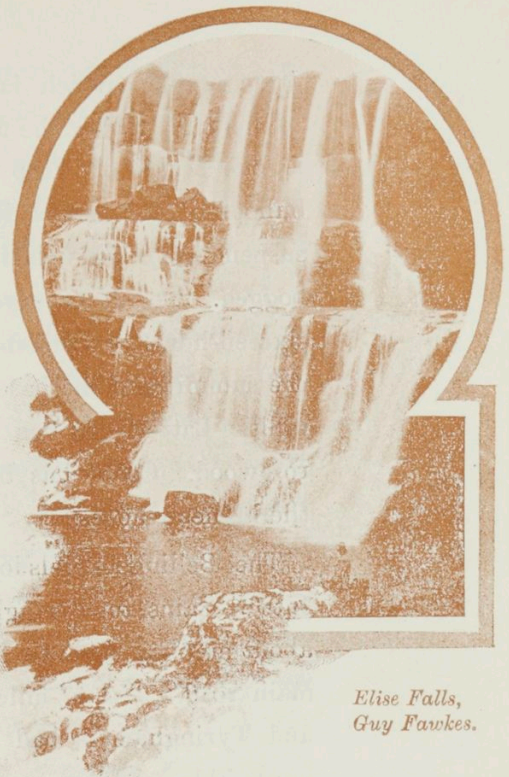
The approximate population of the district is 3,000. It accounts for 70 registered dairies, 2 butter factories and 7 sawmills. The output of butter is roughly 200,000lbs. a year, and of maize 40,000 bags. Neither Bellinghen nor Fernmount are incorporated, but Bellinghen has now a fine hospital on the hill overlooking the town. It cost £1,100, and when opened in July of last year was entirely free from debt. It has accommodation for 4 male and 2 female patients; and, since it is the only institution within 70 miles north or south, it has proved a great boon to the district.

The Dorrigo.

Among all the unsettled lands along the northern coastal belt none has been more fully canvassed by the man on the soil than that exceedingly attractive area at the back of the Bellinger and Orara rivers, known familiarly as the "Don Dorrigo" Scrub. The major portion lies within the jurisdiction of the Grafton Land Board district, but its more elevated plateaux impinge upon the New England tableland. Roughly speaking, the Dorrigo constitutes an irregular spur on the New England mountain range, varying in width from 10 to 20 miles, and shelving down from New England to Coramba, a small township within 12 miles of the coast. The coastal section or that portion which lies within the Grafton Land Board district has an approximate length of 20 miles, and a mean altitude of 2,000 feet. The Guy Fawkes plateau which lies within the New England boundary is 1,000 feet higher. The nearest accessible port (Bellinger) is 20 miles distant from any considerable settlement. There is a shorter route giving a fairly easy grade by way of what is known as the Eastern Dorrigo, but as yet there is only a blazed track, which in places has been choked up by the undergrowth.

For present purposes the Dorrigo may be broadly divided into three sections — the Eastern, the Western, and Guy Fawkes. The eastern outlet is on the northern side of Coramba on the borders of the proclaimed township. It is separated from the western by an almost impenetrable mass of virgin forest. From Bellingen, the principal town on the Bellinger River, there is a constructed road to the

summit of the western slope where the townships of Bielsdown and Dorrigo have been established, and where the saw mills at Little Plains are attracting quite a little colony of timber-getters and storekeepers. This road measures 20 miles from Bellingen to Bielsdown. Nearly a half of it is cutting, with a heavy grade, but a good surface in dry weather. In wet seasons owing to the immense amount of bullock-



*Elise Falls,
Guy Fawkes.*

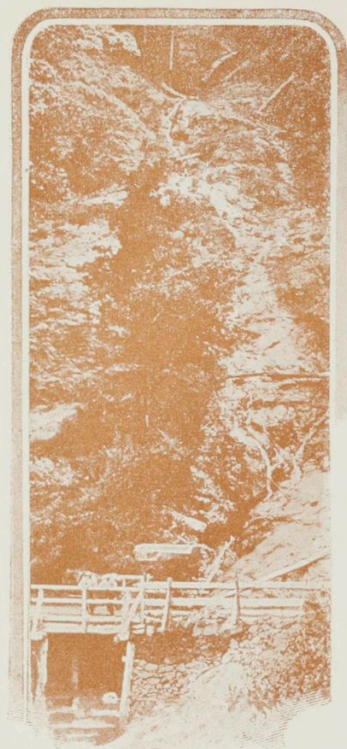
dray traffic (which is never suspended until the moment at which the road defies further progress), it is one series of deep and continuous ruts. The bullock-driver makes it a point of honour not to suspend operations until his team becomes absolutely bogged. On an average there are between 30 and 40 sixteen-horse or sixteen-bullock teams plying between the summit and the base with sawn timber from the mills. Latterly it has consisted largely of pine and rosewood. Cedar has become very scarce, except in the higher reaches.

The Bellingen-Bielsdown road carries one on past Little Plains to Tyringham, an insignificant hamlet about midway between Armidale and Grafton on the main road. The 17-mile stretch between Bielsdown and Tyringham is bad in the best of weather, and impassable during a rainy spell. By way of Tyringham one reaches the Guy Fawkes plateau; the road running for 10 or 12 miles in the Armidale direction.

None of these Dorrigo thoroughfares are ideal tourist routes so far as the grades are concerned, but it would be hard to match the scenery in any other part of Australasia. By the Bellingen route probably one gets the best chance of seeing the surrounding country, for since the major portion of it is cut out of

an almost perpendicular mountain side, it follows that the prospect is more or less uninterrupted on one hand or the other. The eastern gateway to the Dorrigo is practically choked up with vegetation, while the back door *via* Tyringham opens into more or less poor, slatey, hardwood country.

Although the land recently offered to selectors by the Government lies within the section which has been described as the Western Dorrigo, there are thousands and thousands of acres in the eastern and north-eastern fringes about which practically nothing is yet known. Even its boundaries are unfamiliar to the Lands Department for want of the necessary feature survey. Between Wild Cattle Creek and the Orara there is an immense slope of far richer soft-wood brush country than one would imagine from a survey of its edges. Bielsdown contains an hotel, a public school, and a post office, but settlement is drifting in the direction of the saw mills. Five of them are working at high pressure, turning out 400,000 ft. per month, principally pine and rosewood. The cottages clustering round the mills have mostly been built of pine and rosewood. Money is being made in the industry, despite the distance from market. Timber getters are earning from £1 to 30s. a day, and teamsters average about £15 a week, gross,



Falls on the Dorrigo.

per team, when working at full pressure in fine weather. As a rule, it is possible to make two trips into Bellingen per week, and there are over 300 horses and bullocks engaged in the traffic. The Little Plain Mills pay the Government about £100 per month in royalties. The timber reserves, even yet, abound in marketable and valuable trees, while the blocks just thrown open for settlement contain enough to pay for the clearing. Thousands of pounds' worth were ruthlessly destroyed by settlers antecedent to the advent of the saw mills, and in all likelihood a number of the new settlers will take up their holdings with the

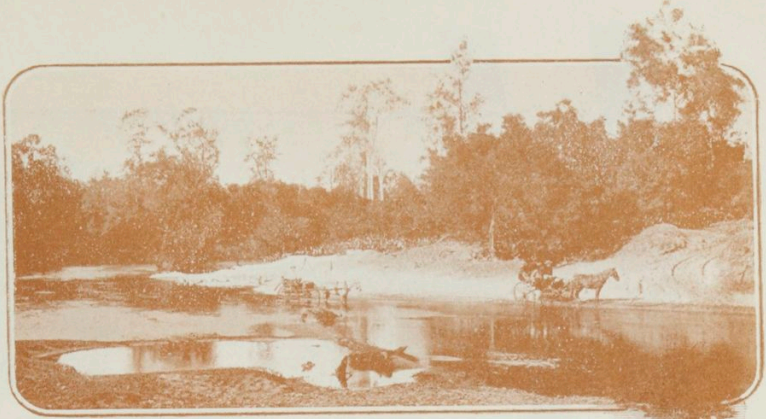
main idea of selling the timber and then clearing out. But this kind of thing happens in nearly all heavily timbered areas. On the other hand, when the Dorrigo has been opened up there will be sufficient valuable dairying and agricultural land available to settle the whole of the present population on the North Coast, or of the whole State for that matter. The 100,000 acres recently

offered for selection are but a fraction of the whole. They are being taken up under the special area conditions of the Land Act, in blocks varying from 120 to 160 acres, and the minimum, properly worked, will be ample to support a man with a small family. Despite its altitude, there is no better dairying land in the State, but it will probably be necessary during the winter to afford artificial protection to the herd. Experience has proved, however, that dairy cattle may be quickly inured to keen wintry cold, even without this precaution. It may be necessary, in order to temper the violence of the wintry blasts, to allow portions of the standing scrub to remain, with a view to utilising the second growth. And the Dorrigo will have this advantage over the Big Scrub, that it will grow all English fruits to perfection, as well as potatoes.

Coff's Harbor.

This picturesque port on the east coast is not only an alternative outlet to the Bellinger River traffic, but the principal one for the Upper Orara trade. Despite the difficulties of transferring timber or other cargo from wharf to ship, sawmills have sprung up in the vicinity like mushrooms in the night. The Coramba mill also ships from here, hauling down to port by means of traction engine. The harbour is not by any means a safe or convenient one in any weather. It boasts a huge wharf, which appears to have been built on the wrong spot, and inadequate appliances for feeding the vessels alongside. As a matter of fact they do not actually get alongside, but stand off some few feet and let go their anchors. The swell is too strong to permit of a closer approach.

*Macpherson's
Crossing
(Orara
River.)*



The Upper Orara.

Settlement in this section of the North Coast is of comparatively recent origin. The cedar getters were there in the seventies, but there were no roads other than the tracks they themselves made across the coastal range to Coff's Harbor, their port of shipment. There is now a traction engine on this route, and a road with a surface which the most fastidious cyclist could hardly cavil at. Withal, it is one of the most picturesque on the coast.

In the early days the cedar logs were unloaded into Coff's Creek and rafted through the surf at high water to the ship's side. Then towards the end of the seventies gold was discovered on Matilda Hill, overlooking Nana Creek, which is a tributary



On the Orara.

of the Orara. Other reefs were discovered in the vicinity, and something in the nature of a mild "rush" set in. Probably some 200 people ultimately settled in the neighbourhood, and a little township sprung into existence. At this time only two blocks of land had been selected on the river—one by Mr. John Nicholson, who still lives on his property, and the other by a man named Carroll, both cedar getters. Then came Mr. Eugene F. Rudder, who settled in the heart of the Orara Scrub on what was originally designated "Coramba." This was probably the first settlement for agricultural purposes in the district. Other land above him on the river was subsequently selected, a Progress Association was formed, and agitation commenced for roads and a jetty at Coff's Harbor. As time went on, the agricultural development of the district increased

and the mining industry declined: spasmodic efforts were made to revive it by special grants, but Nana as a township gradually faded away. On the other hand, some other quartz-bearing reefs turned up near the Coramba holding; the Warden and the other Government officials shifted their quarters from Nana, and a private township sprang into existence. This was the beginning of the Coramba of to-day.

Within the last three years a butter factory has been established there, and a sawmill. The dairying industry has taken fast hold of the district; prospecting for gold is still carried on, and some payable crushings are occasionally obtained, but the staple industry is mixed farming, for which the district is admirably suited. Most of the first-class land has already been taken up, but there are large areas of good second-class country still available on the ridges and up the small creeks. The West Branch is being rapidly brought under cultivation.

A curious feature about the Orara is that it is about the only watercourse in this belt which has a westerly trend. It rises four miles west of Coff's Harbor and empties into the Clarence about 70 miles from the sea. Also it is said to be one of the very few streams which carry codfish.

The Clarence River.

Pioneer Days. There are chronological points in regard to the early history of the Clarence upon which authorities differ widely; there are others upon which most people are agreed, and among the latter is the identity of the discoverer—Richard Craig, at one time a confinee at the Moreton Bay penal settlement. The late Mr. Thomas Bawden, who has left behind him a valuable record of the pioneer days, says that Craig was known to him personally for a great many years, and that “whatever may have been the errors of his youth his life during latter years was unimpeachable.”



Craig escaped from the settlement about 1827 along with six others, and lived with the blacks for nearly seven years, during which time he was continuously making his way southwards. About 1834 or 1835 he fell in with the Government stockman who belonged to Port Macquarie, and informed him of the whereabouts of three Government working bullocks. For these animals a reward had been offered in the shape of a conditional Government pardon to any prisoner who might happen across

them. He appears to have communicated the fact of the existence of this "big river" to the Government, for the revenue cutter "Prince George" was sent to verify his statement. She, however, did not enter the Heads. Probably Craig also told his tale to some private people, and among them Mr. Thomas Small, senr., of Kissing Point, and Mr. Francis Girard, of Sydney, for both of these gentlemen sent sailing vessels, with a number of sawyers aboard, about the same time. Mr. Small sent the "Susan," which appears to have been the first to enter the river. The party first pitched its camp at Rocky Mouth (now known as Maclean), but subsequently proceeded to Woodford Island. The "Taree" party made its camp at Tyndale. Mr. Thomas Small appears to have been the first to bring cattle to the river by water, and Mr. Girard the first to take up land for grazing purposes. "Waterview," from all accounts, was the first run acquired on the river.



*Falls near
Gordon Brook.*

In the meantime Messrs. Phillips and Cole had established themselves on the south side at what is now South Grafton, as shipbuilders and timber dealers. There was one store at "the settlement" across the river—now Grafton—also run by Phillips and Cole. In the meantime Mr. Girard had interested a group of Sydney men in the river, notably the Mylne Brothers, Dr. Dobie, Messrs. J. H. Grose and the Ogilvies, all of whom urged upon the Government an investigation of the glowing reports which had been circulated. One of Mr. Grose's steamers, the "King William"—which is not to be confounded with "William IV." mentioned elsewhere—was chartered for the first trip, and left Sydney in the early part of August, 1839. She got as far up the river as the First Falls at Eatonswill, where she stuck and remained for three days. Capt. Perry, in charge of the vessel, gave the name of "Clarence" to the main river and "Caroline" to what is now known as the Orara, but the latter was for many years more commonly called "The Mistake," from the fact of its having been taken for the main river by boating parties.

As a result of the "King William's" trip, Mr. Grose took up the Copmanhurst run, Dr. Dobie squatted on Ramornie from The Mistake upwards, and the Mylne

Brothers on Eatonswill. Sheep reached the district in the early part of 1840. On the return of the vessel to Sydney glowing reports were circulated as to its richness in cedar and its possibilities for pastoral purposes, with the result that immense interest was created, and settlement followed very quickly.

Early Shipping. During the forties the trade was carried on largely by small sailing vessels and ketches. Regular steam communication was not inaugurated until many years after the "King William's" visit.

It was the late Mr. Edye Manning who placed the "William IV.," a small colonial-built vessel, in the trade, under Captain Charles Wiseman, and with the "Old Billy," steam communication was initiated until the increase of trade warranted a faster and bigger vessel. If slow, "The Billy" had the character of being a good sea-boat; she made fortnightly trips, and her regularity is attested to by the record that for one year she made 26 voyages, never missing a trip—a feat of which her commander was very proud. Like more modern boats she must have in time become slower, for a gentleman now residing on the Northern Rivers tells of one trip (December, 1854) occupying 13 days. The "Billy" was in time superseded by the "Phoenix," a wooden vessel, built in Sydney for Mr. Manning. In her were placed the engines of the

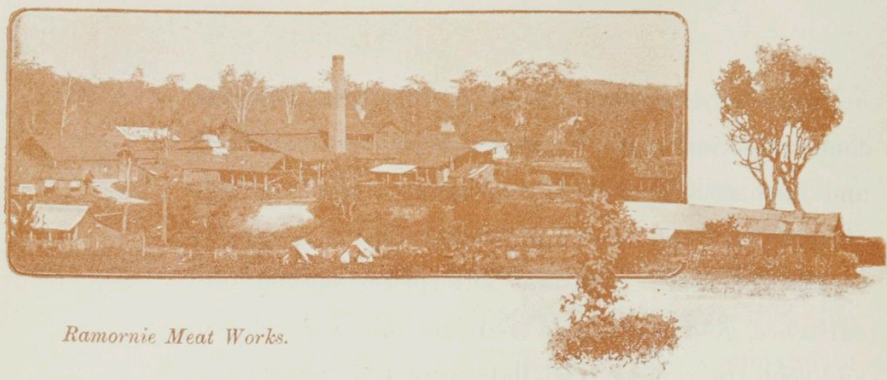
wrecked steamer "Sophia Jane." Captain Wiseman was promoted to the command, and the "Phoenix" was then kept regularly in the trade, until wrecked in March, 1850, having been driven on shore about 9 miles south of the Clarence, while on a voyage to Sydney. But she was floated, and again took her place in the trade in 1851 under the command of Captain J. Benaud, who had a lengthy experience of trading to the Clarence in sailing vessels. The "Phoenix" has a record of 36 hours for the trip to Sydney—a remarkably good performance for a steamer of her small powers. One of her manifests at this period, just before the end of her career, may prove of some interest to-day. It shows 71 bales wool, 6 bundles woolpacks, 4 casks tallow, 27 hides, 40 bushels wheat and sundries. Unfortunately, while entering the river in April, 1852, with a strong fresh running out, she struck, and the engines breaking down she went ashore on the North Beach, and became a total wreck.



Smith's Falls, Copmanhurst.

Increased travelling facilities, afforded by steam communication, induced rapid settlement. Squatters and farmers flocked to the district: cedar was still plentiful and yielding small fortunes to those engaged in the industry; collateral enterprises sprang into existence, gold was discovered and mines developed, and soon the rich alluvial flats were put under cultivation. The early squatters, with few exceptions, started with sheep, but the pastures proved unsuitable for this class of stock, and they were gradually replaced by cattle. One of the last to keep sheep in numbers was Mr. E. D. S. Ogilvie, of Yulgilbar. About 1849 the process known as boiling-down was initiated, and thousands of sheep and cattle were so disposed of. During the early years tallow reached high prices and the returns were good, but in 1865 or 1866 the system was abandoned for one of meat preserving. Mr. C. G. Tindal established large works at Ramornie, the produce of which has won a world-wide reputation and is still in large demand.

The breeding of horses on the Clarence commenced with the first settlement. The foundation was largely Arab blood introduced through importations by Dr.

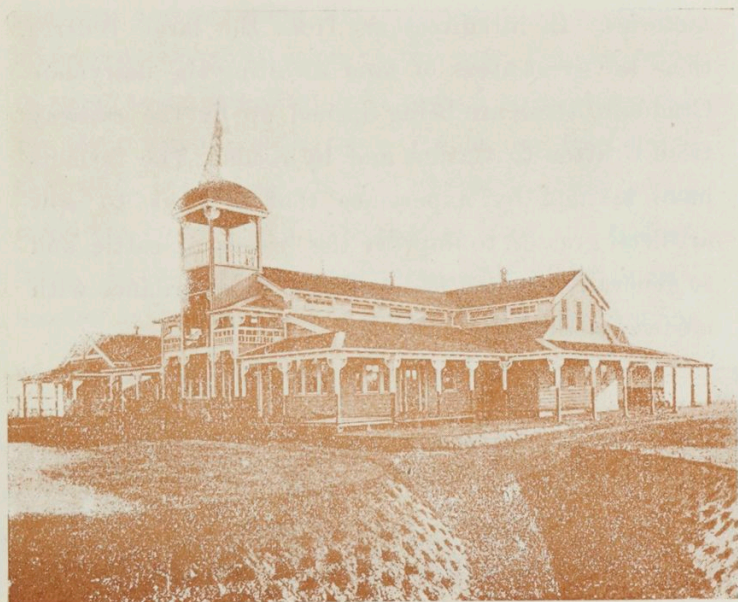


Ramornie Meat Works.

Dobie and other squatters. Among the more prominent of breeders were the late Messrs. Mylne, of Eatonswill; Dr. Dobie, of Gordon Brook; Briscoe Rae, of Cangie; C. G. Tindal, of Ramornie; T. H. Smith, of Gordon Brook; E. D. S. Ogilvie, of Yulgilbar, and W. A. B. Greaves, of Newbold. Mr. W. Small, of Swan Creek, and his sons have been the largest importers of draught stock, including Lincolns, Clydesdales, and a Suffolk Punch. Mr. E. D. S. Ogilvie imported two Clydesdales, Mr. C. G. Tindal some Suffolk Punches, also Mr. Samuel McNaughton, who also brought out a coaching stallion and two Highland ponies. It is therefore in evidence that the strain of blood, whether saddle, coaching, or draught, was, from the early days of settlement, based on an excellent foundation, and, as a consequence, there are now very fine horses in these districts.

Dairying.

It was in the early nineties that the dairying industry was entered upon seriously on this river. But since that time it has progressed so rapidly that it is now well in the forefront of productive enterprises. As a rule, however, the average farmer in the older settled parts does not devote the whole of his time and energies to this work, preferring to mix it with the culture of maize and cane, although there are many exceptional cases. One great benefit derived from dairying is that thousands of acres unsuitable for cultivation have been turned into cattle paddocks, and, with the aid of Paspalum, most encouraging returns are procured. The first factory constructed was at Ulmarra—on the co-operative principle—and hundreds of surrounding farmers owe their present condition of prosperity to this source of income. At

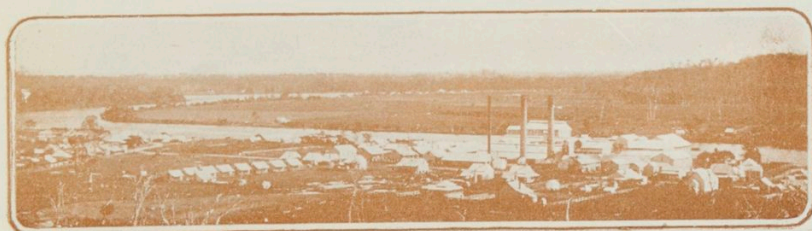


A Butter Factory on the Clarence.

Grafton the Fresh Food and Ice Co. own a very large factory and refrigerating plant, while the Grafton Dairy Co. works a profitable business on behalf of suppliers and shareholders. There are also the Brushgrove Dairy Co., the Southgate Co., Lower Southgate Co., Maclean Butter Factory and Refrigerating Works, Palmer's Island Co., Mr. Ross' works at Palmer's Island, Coramba Co., and others. These concerns are all in a flourishing condition, many of them have separating stations in outlying districts, while hundreds of the farmers prefer to separate their own cream with the aid of the machinery now procurable. The latter method is found advantageous in localities remote from factories, as the cream need not be carried in more than twice or three times a week, and is, of course, of less bulk. The small passenger steamers which ply up and down the river daily are also largely used by river-bank farmers to carry the cream cans to the various factories. In all directions from the large centres there are great areas of land awaiting the dairyman. Gradually these are being opened up by the railway from Grafton to Casino and by roads. The farmers have learned by experience that it pays to sow artificial grasses, to improve the breeds of cattle, and to generally conduct the business in accordance with modern methods.

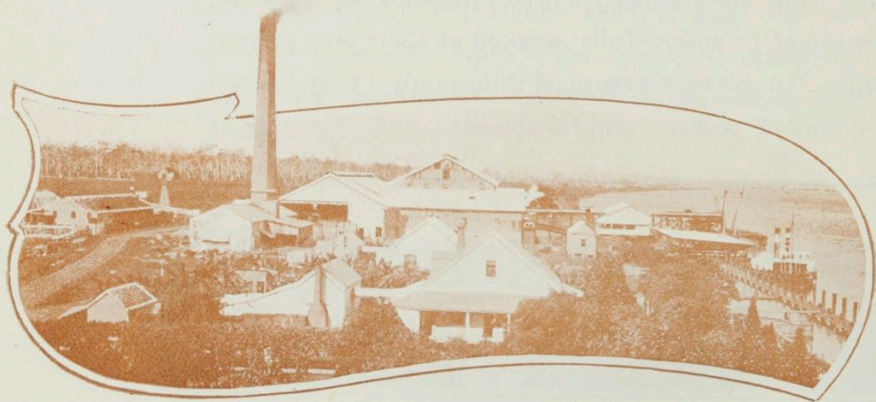
Sugar.

Although many farmers on the Tweed, the Richmond, and the Clarence had previously embarked upon sugar plantations, the industry as a going concern only dates as far back as about 1868, when the Colonial Sugar Refining Co. established a mill at Southgate on the Clarence River. The following year a similar concern was built at Darkwater on the Macleay, but this river was found unsuitable for cane growing, and the mill plant was removed to Harwood on the Clarence River. About the same time another was erected at Chatsworth, and in 1880 the mills at Broadwater on the Richmond and Condong on the Tweed were established. Naturally only men with more or less capital embarked originally upon cane growing, and for many of them the possession of more or less capital tended rather to their undoing, for while the rich alluvial flats on the banks of the Clarence and adjoining rivers proved to be eminently adapted to the cultivation of the cane, the possession of small sugar crushing mills proved to be too much for their private resources. One by one they found that while the growing proved profitable, the crushing could not be successfully worked at their own private mills. In the very nature of things only a very limited amount of power could be obtained, and this only at



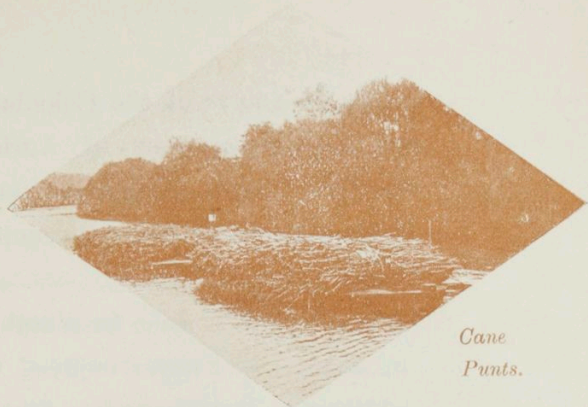
Colonial Sugar Refining Co.'s Mill, Broadwater.

the great expense of setting up machinery which entailed heavy repairing expenses and a continuous drain upon their financial resources in the shape of interest on outlay. One by one, therefore, these small isolated privately owned mills shut down. The situation for the owners was sufficiently disheartening, and for growers who had not acquired mills of their own anything but cheerful, until the advent of the Colonial Sugar Refining Co. By degrees it came about that the farmers entered into individual agreements with the Company to grow cane. Stripping and cutting on the farms was generally a matter of arrangement between them and the Company. According to the quality of the cane as shown by recognised tests the price per ton was fixed, and the Company made arrangements for harvesting and transport. The cane season lasts from June to December, and during its busiest period the Company employs quite an army of cutters, haulers, bargemen, mill hands, and engineers. It has an enormous fleet of cane punts on the three rivers, and the necessary tug power to haul the punts from the farms to the mills. !



Harwood Sugar Mill.

The Company's Southgate and Chatsworth mills have been removed, but at Harwood the plant has been increased sufficiently to deal with the



*Cane
Punts.*

whole of the yield on the Clarence River. The capital invested in buildings, machinery, &c., is set down at about £750,000. At present, outside the Colonial Sugar Refining Company's mills at Harwood, Broadwater and Condong, the only private crushing of any consequence is carried on at Morrison's mill on the north side of the Clarence, Rous Mill in the Big Scrub and Cudgen's on the Tweed. The number of hands employed is 586.

With the advent of the dairying industry and certain fiscal developments farmers on the North Coast showed a tendency to relinquish cane growing on the scale hitherto adopted. Added to other disabilities the frosts during a series of years played great havoc amongst the crops, and in places where one would least have expected to find frost bite. In face of this, however, the industry is still an important one on the Northern rivers. New varieties of cane, have been introduced from time to time, largely

due to the efforts of the Colonial Sugar Refining Co. and the Department of Agriculture, which has established both at Grafton on the Clarence and Wollongbar on the Richmond, important Experimental Farms.

For some inscrutable reason this river has never enjoyed the wide popularity **For** it deserves as a tourist resort, for within **Tourists.** what is called the Clarence Basin lie most of the attractions one looks for when puzzling out a convenient spot for a holiday. The river channel contains no fewer than 99 separate islands, varying in size from fifteen by five miles to the merest territorial dots. Some are under cultivation, others have been reserved for the propagation of the indigenous flora and fauna. One is being used as an experimental coffee plantation. On the reserves the dense sub-tropical vegetation lends special beauty to the scene. Here the sportsman finds profitable distraction among the flock pigeons and the gaily plumaged scrub variety. Probably, however, the best shooting will be found in the swamps and the lagoons, where wild duck, pelicans, and swans make their home. The fisherman has not far to seek for suitable grounds—schnapper just outside the Heads and jew-fish within. Sixty-pounders among the latter are not

unknown, while huge groper have been caught, weighing up to 500 lbs. There are excellent drives over the best of roads and through the most picturesque scenery. From the ranges miles and miles of country spread panoramically at one's feet, the waterway being picked out in lines of sparkling silver. Most of these 'vantage points have been set apart as recreation reserves and picnic resorts. One of the most popular drives on the lower Clarence is to Broome's Head on the coast, which one reaches by road from Maclean. Hundreds of people camp here during the summer months, sea bathing, fishing and shooting. The headland forms a convenient shelter from high winds, and



On the road to New England.

the long sandy beaches, shelled and pebbled, make a fine parade. There is an everlasting supply of fresh water in the locality, and a portion of the flat land has been paddocked off for visitors' horses. The drive to Yamba from Maclean is another that the visitor cannot afford to miss. The road is good, and from it one gets a glimpse of the expansive lakes near the Heads, where are large oyster beds. At Chatsworth Island the traveller may take the mail coach for the Richmond River, but the same district may also be reached from Lawrence or Grafton. An interesting round trip is that by steamer to Grafton from Sydney, to Glen Innes by coach, and back to Sydney by train. On the coach road out from Grafton there are high rugged ranges ripped up by deep gorges, through which everlasting creeks and rivers run. Some of the mountain sides are precipitous walls of rock, in which the rains of ages have worn out channels so uniformly that they appear to have been chiselled out by human hands. The waterways drain an enormous amount of country, estimated at a thousand square miles. They run for hundreds of miles from the west, tapping a large area of the New England country; from the south as far as the Macleay sources, and from



Yamba.

the north through the heights which give rise to the Richmond and Tweed Rivers. During the rainy season these feeders of the Clarence are turned into torrential streams, which seethe round the huge boulders and plunge madly to the lower levels in picturesque cascades and rapids. Higher up are huge hardwood timber nurseries, practically inexhaustible, which seem to deride the suggestion that the resources of the State are practically worked out.

The show patch of this route is the Big Hill, up the steep grades of which the track zig-zags towards Glen Innes for several miles. Well up near the top it emerges from the recesses of the mountain sides and reveals a view of surprising grandeur. From a rugged spur, hundreds of feet above the valley level, with nothing to interrupt the view, the eye wanders for miles. Two parallel ranges stretch away towards the coast, sloping down towards the creek bed in a series of terraced hills. Down at one's feet a gorge of great depth, and further out the Mann River bridge, buried in foliage of every describable hue.



The Queen City of the North Coast, now
The City of Grafton. Grafton, but in the early days "the settlement," lies on the northern bank of the Clarence, about 40 miles from the Heads. Its wide, handsomely-boulevarded streets running at right angles to one another are the admiration as well as the despair of its less favoured rivals. Originally the township was laid out near the Junction on the road to Mountain View, but settlement gradually and naturally clustered round the wharves on the low-lying flats, which really ought to have been farms. Thus it is that the town is subject to periodical floods. In years gone by they have been very severe, but a good deal has been done in mitigation of these visitations by retaining walls along the river banks. The town was incorporated in 1859, and Mr. John E. Chapman became its first mayor. For the municipal year 1904-5 there appear on the council's books 863 ratepayers contributing a revenue of £1,297. Mr. Peter Kritsch is now in the mayoral chair. The borough is lit with gas, and a small water supply for

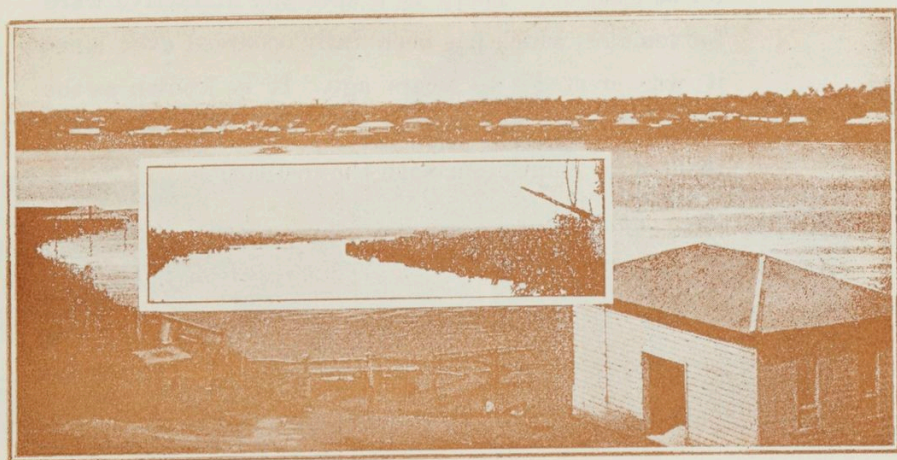


Prince Street, Grafton.

street, and fire-extinguishing purposes is under consideration. The railway line to Casino is complete at the Grafton end, but not yet open for traffic. The terminal buildings at the Clarence end are, however, ready for occupation.

The Grafton Water Brigade is a development of recent years, and an outcome of the periodical flooding of the low-lying areas along the banks of the Clarence. There are similar organisations down the river, but the movement originated in Grafton about 18 years ago, largely through the exertions of Mr. G. H. Varley, who was the first Captain and has been President during the major portion of its career. The parent body have now five fully equipped flood boats and a membership of over 60, all volunteers.

The Clarence River Jockey Club, whose meetings are held in Grafton, is another thriving institution. Mr. G. H. Varley is the Chairman, and Mr. John H. Munro the Hon. Secretary. The financial position of the Club, notwithstanding that it gives between £600 and



£700 in prizes at its July Meeting, and smaller sums during November and about show-time in Easter, is remarkably satisfactory.

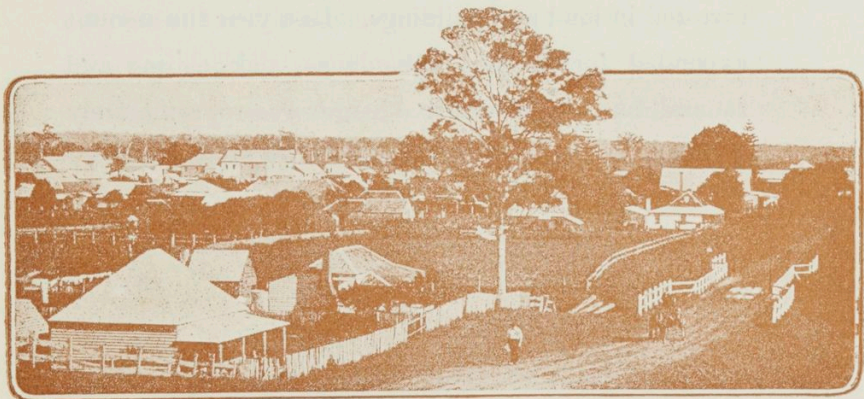
The Grafton Club, established about 18 years ago, constitutes one of the most pleasant features in its social life. It has about 80 members. It is in a flourishing financial condition, and in all probability will very soon have quarters of its own.

The Grafton Hospital was founded in 1861. Owing to the fact that it is the only institution of its kind within a very large area, the demands upon its resources have always been very high: within recent years it has been necessary to make some additions to the original building. At present there is accommodation for 30 patients, but plans and specifications have been prepared for a new ward which will give room for 16 additional beds. A new isolation ward is also projected, which, together with the new wing, and the original nucleus, will provide accommodation for at least 50. There is a specially attractive ward for females, which has been fully occupied ever since it was erected two years ago. It is known as the "See Ward." There is also a very fine operating theatre in connection with the institution.

South Grafton. What is now the thriving Municipal District of South Grafton, was once the South Ward of the Borough of Grafton, from which it was separated in 1897.

The General Rate for the Municipal Year 1904 was struck at £273 17s. 6d., with a Lighting Rate of £91 5s. 10d. The number of ratepayers on the rolls is 245, and of inhabitants within the municipal boundary 1000. Within these boundaries are 16 miles of streets.

Oddfellowship. The establishment of the Star of the East Lodge at Grafton on 6th January, 1864, was practically the planting of the M.U. tree on the North Coast, being the first lodge established north of Newcastle. At first progress was slow, but as the district began to be opened up and population drifted in, it was found necessary in 1880 to open a lodge on the Lower Clarence, and this was established at Maclean under the name of Star of Hope. The Uloom Lodge was



South Grafton.

opened at South Grafton in 1881; Pride of Ulmarra in September, 1898; and Loyal Lawrence in November, 1903. Delegates from the Star of East Lodge also, in 1879, opened the Pioneer Lodge at Casino, and subsequently in the same year the Richmond River at Lismore.

The lodges on the Clarence formed themselves into a district on July 15th, 1903, the first officers being Bro. Thos. Page (the oldest surviving P.G. of the Star of East Lodge), Prov. G.M.; Bro. Stuart K. Maurice (of Star of Hope Lodge), Deputy Prov. G.M.; and Bro. Henry B. Waterhouse (of Star of East Lodge), Prov. G.S. The District has £1,300 at interest in the Savings Bank of New South Wales, and £200 at current account, besides paying £165 in funeral donations during the first year of its existence. The lodges and membership on the Clarence at present are Loyal Star of East, 330; Loyal Star of Hope, 150; Loyal Uloom, 80; Loyal Pride of Ulmarra, 40; Loyal Lawrence, 40. The total lodge funds amount to £4,920, and £600 invested in land and buildings. Last year the amount expended for medical attendance, sick claims and funeral donations of the five lodges was approximately £1,500.

Maclean.

The township of Maclean, formerly known as Rocky Mouth, stands approximately midway between Grafton and the Heads. It consists in the main of one street, but a street which extends along the river bank for nearly a mile, and throws off feeders into the rapidly-rising ground at the back. The town is rapidly progressing, and it enjoys the distinction of exceptional picturesqueness. In 1887 it was incorporated, or at any rate some 1,184 acres—nearly a quarter of which consists of parks and reserves. At the back, from the "Look-out," one gets as fine a panoramic view of the river up and down as may readily be imagined. The population of the town is 1,380, and the number of ratepayers 354, contributing an annual revenue of about £500. Mr. David See was its first mayor, and Mr. J. M. Kelly occupies the chair for the current municipal year.

The Lower Clarence Hospital, which stands on the hill at the back of the main street, is one of the most successful and best managed institutions on the coast. It was established in 1886 at a cost of £2,500, and opened with a debt of £700. From year to year this was reduced until it finally disappeared, and gradually

a credit balance of £500 was piled up. The Institution is largely availed of by mill-hands, cane-cutters and fishermen; generally speaking, it supplies the necessities for the whole of the Lower Clarence. At present there is accommodation for 14 beds, with a



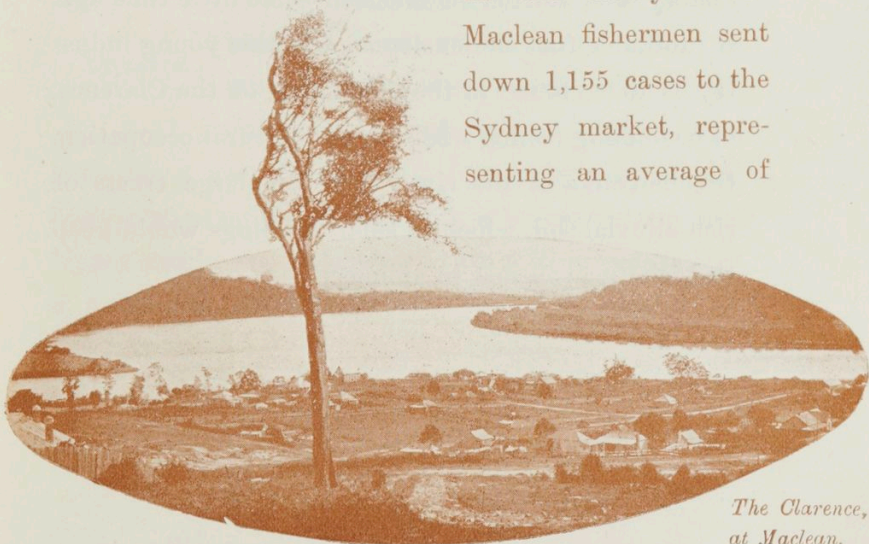
From the Look-Out.

daily average attendance of 8, but, in order to meet increasing demands, it is proposed to make extensive additions at a cost of £800. The revenue is roughly £600 per annum, and the expenditure averages £550. The present officers include Mr. D. Shearer (president), Messrs. R. F. Holden and D. McLachlan (vice-presidents), Mr. A. A. Smith (hon. treasurer), and Mr. Theo. Lamy (hon. secretary). Mr. Lamy has been the hon. secretary without a break for 18 years.

Fish.

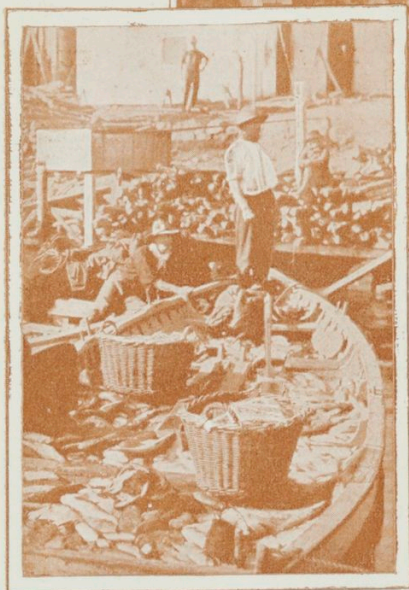
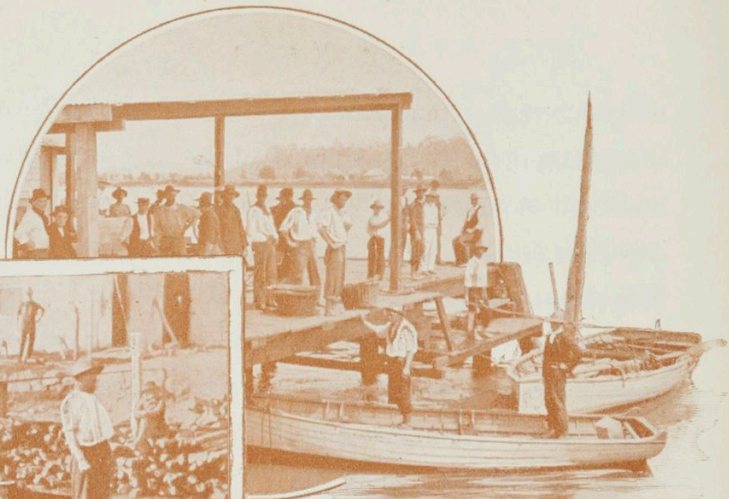
Now-a-days the Lower Clarence supplies one-third of the fish consumed in the metropolis. The industry has grown considerably within recent years, and now gives permanent employment to nearly 100 men and 25 well-equipped boats. Maclean alone accounts for over half the product; the other fishing centres being Ulmarra, Lawrence, Palmer's Island and Iluka.

In one half-year the Maclean fishermen sent down 1,155 cases to the Sydney market, representing an average of



*The Clarence,
at Maclean.*

The Fishing Industry.



£3 per case. Including the other townships, the annual output yields a net return of over £8,000. The catches are confined principally to mullet, bream, flat-head and whiting. A canning

factory was started in Maclean some little time ago. A profitable further development of this young industry is to be found in the possibility, on the Clarence, of combining fishing with the agricultural occupation. On the banks of the river there are large tracts of rich alluvial soil, which in small holdings would keep the fisherman-farmer in affluence.

Government Works. Over against Maclean, on Green Point, is the Government dry dock, built some years ago at huge expense for repairing vessels used in connection with the harbour works. It is now lying practically idle. The quarry from which the stone for the breakwater used to be drawn is a little higher up the river, on Woodford Island. Another with a connecting tram-line is on the coast about 4 miles south of Yamba. Both have been at an absolute standstill for 18 months. Railway construction between Grafton and Casino has also had a severe set-back through lack of the necessary funds to keep the requisite number of men employed. But the whole of the permanent way has been prepared, the necessary culverts and bridges constructed, and about 30 miles made available for locomotive traffic at the Grafton end.

Ulmarra. The township of Ulmarra lies on the southern bank of the river, about 10 miles below Grafton, on the edge of an exceptionally rich belt of alluvial flats, now given over to dairying, but really too rich for that purpose only. At the back it is watered by the Upper and Lower Coldstream. In 1871 it was created a municipal district. It now has a population of



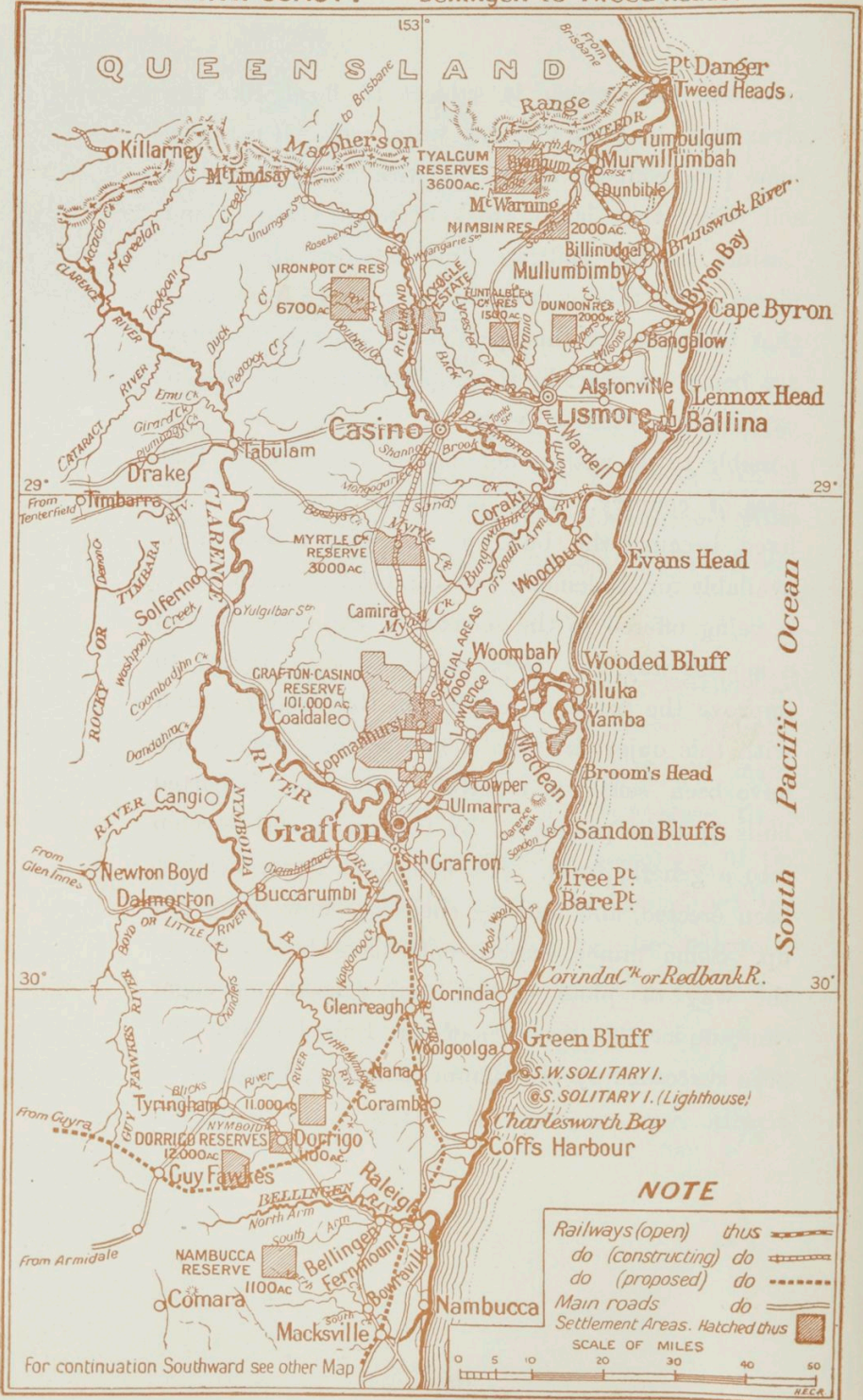
1,720, and 293 ratepayers; the estimated capital value of property within its boundaries is £242,000, with an annual rental value of £12,100. The income from rates is about £540. Mr. T. Glissan is the present mayor.

**Belindi-
garbar.**

The establishment of the experimental farm near Grafton, known as "Belindigarbar," has been subject to many vicissitudes. In the first place, there was a difficulty as to obtaining possession of the site, and in the second place the funds were not readily available for anything in the nature of extensive experiments. The farm covers an area of something like 2,000 acres, within which may be found patches typical of almost every known variety of soil in the district. It embraces rich alluvial

river flat soil, which is subject to flood like the river flats along the Clarence water-way. It contains some poor country, almost identical in character of soil with that large tract between Grafton and Casino, on the railway line between those two places. In this connection it may be mentioned that 320 acres of this particular type of country are being set apart by the Department as a separate experiment, with a view of showing what it is possible to do with a holding of that size in that class of country. This particular area has been fixed because the bulk of the Crown lands now available for settlement, between Grafton and Casino, is being offered to the selector in 320-acre lots. In a modest way, the Department is also trying to improve the breed of cattle on the Clarence, and with this object in view a number of young cattle have been sent up, together with some imported bulls or their progeny. By degrees it will develop into a general farm. The manager's house has just been erected, and milking sheds are now being put up. Some minor experiments have been made in the way of plots of artificial grasses and sugar cane, under the direction of Mr. Bulkeley, who has been succeeded by Mr. Hanmer as acting manager.

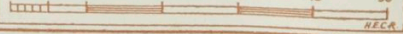
NORTH COAST. Bellingen to Tweed Heads.



NOTE

- Railways (open) thus
- do (constructing) do
- do (proposed) do
- Main roads do
- Settlement Areas. Hatched thus

SCALE OF MILES



For continuation Southward see other Map

MAP 3: ROADS AND SETTLEMENT AREAS. 120

Schedule of Distances.

	MILES
Bellingen to Dorrigo	22
Dorrigo to Tyringham	15
Tyringham to Armidale	50
Tyringham to Grafton	55
Bellingen to Coff's Harbour	23
Coff's Harbour to Woolgoolga	18
Woolgoolga to Corinda	8
Corinda to South Grafton... ..	28
Corinda to Cowper... ..	41
Coff's Harbour to Coramba	12
Coramba to Nana	6
Nana to Glenreagh... ..	9
Glenreagh to South Grafton	26
South Grafton to Glen Innes	104
Grafton to Ulmarra	8
Ulmarra to Cowper... ..	5½
Cowper to Maclean (<i>via</i> north arm)	13½
Cowper to Maclean (<i>via</i> south arm)	13½
Maclean to Broom's Head... ..	13
Maclean to Yamba (<i>via</i> lakes)	13
Maclean to Chatsworth (north of Maclean)	7
Chatsworth to Woodburn	26
Grafton to Lawrence	18
Lawrence to Casino	49
Grafton to Casino	64
Grafton to Tenterfield	111
Casino to Tenterfield	94
Woodburn to Ballina	26
Myall Creek to Coraki	30
Coraki to Casino	18
Casino to Queensland border (<i>via</i> Kyogle)	52
Casino to Lismore	19
Lismore to Alstonville	11
Alstonville to Ballina	10
Ballina to Byron Bay	22
Lismore to Byron Bay	26
Lismore to Murwillumbah (<i>via</i> Tuntalble)	45
Byron Bay to Mullumbimby	10
Mullumbimby to Murwillumbah	25
Murwillumbah to Tweed Heads	22

The Clarence-Richmond Belt.

Between Grafton and Casino, astride the railway line now in course of construction, lies a huge belt of Crown land, recently cut up with a view to settlement. The bulk of it, about 100,000 acres, is some little distance to the west of the railway route, and this is available under ordinary C.P. conditions; the balance, about 9,000 acres, has been parcelled out into 320-acre special area blocks, in the hope that proximity to the line may recommend them to the man in search of a dairy farm. The department has fixed upon this 320-acre subdivision as a reasonable living area, but there is nothing to prevent the selector who finds it impossible to make out with such a small block, from taking up an additional area within the 100,000 acre patch, which is close enough for all practical purposes.

The country is particularly favoured in the matter of rainfall, and it is watered by seven or eight different creeks—Sportsman's, Travellers', Banyabba, Saltwater, Riley's, Myall, Myrtle Creek, and the rest. During the last severe drought cattle were brought from the surrounding country and depastured here when feed had given out elsewhere.

All the same the country is not what one would call good agricultural" or even "first-class grazing." Relatively speaking, it is poor as compared with the river flats of the Clarence or the Big Scrub on the Richmond, but it is capable of vast improvement by the cultivation of Paspalum grass, and it has the great advantage of a railway line through its centre. Within a few miles to the westward there is a huge belt of the finest spotted gum and ironbark country to be found in New South Wales. This forms part of the Richmond Range, which may ultimately be set apart as a permanent forest reserve. It is about fifty miles in length by about 4 in width, and is estimated to carry 3 trees of 800 superficial feet to the acre. In addition to this, there are some 140,000 acres of temporary forest reserve within 15 miles of the railway line, which will yield marketable supplies for some years to come.

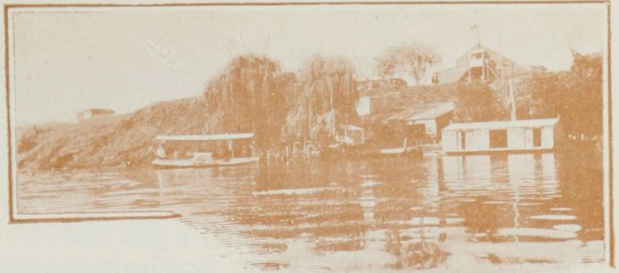


Across the Lakes.

The half-way house between Grafton and Casino by the road is either at Travellers' Rest—27 miles—or Banyabba, a mile further on. This part of the journey is over practically level country, with only a few sandy patches to stop one's progress. From Banyabba to Casino is another 36 mile run, with a stop nearly half way at Myrtle Creek. The road is hilly during the earlier half of the stage, but excellent afterwards. It practically follows the route of the railway line, which lies a little to the left all the way.

The bulk of the overland traffic between these two important rivers, however, follows the line of least resistance, that is to say, the shortest route, from Chatsworth to Woodburn. The two towns are only 26 miles apart, and connected by three lines of coaches, which run daily. Practically the only item worth mentioning along this route is the locality known as "New Italy," where the members of the stranded Marquis de Ray's New Caledonia colonizing expedition came to an anchor several years ago. There are some 26 families settled in this vicinity, all doing fairly well with their little vineyards. From Lawrence, a few miles higher up than Chatsworth on the Clarence, the Casino coach usually starts. This gives a shorter passage than *via* Grafton.

*Lismore
Ferry.*



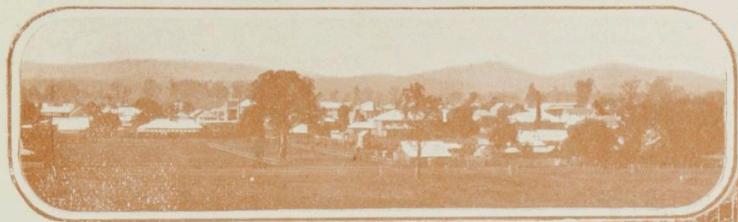
The Richmond.

This important waterway—as a mere waterway, and without reference to its surroundings—is chiefly remarkable for its picturesque qualities and its tortuousness. For the greater part of its vast length it is willow-lined and high-banked. An idea of its serpentine course may be gathered from the circumstance that from the Heads to Lismore one travels 70 miles by water against 18 by road. On the run up the steamer's head swings to every point of the compass. Nearing Lismore one passes into the more markedly undulating belt of rich volcanic country—the immensely valuable and prosperous sub-tableland known as the Big Scrub. At every turn one gets glimpses of Mount Warning, the highest pinnacle on the Tweed River Range, which so impressed Captain Cook in his discovery trip long before he reached the coast. From the taller heights of the scrub country,

as one mounts the range by the old Tweed road, one gets huge panoramic views of dairy land backed by glimpses of foaming surf on the ocean beaches. By rail from Lismore to the Tweed River one passes Byron Bay, with its long ocean beaches and picturesque headland, to say nothing of its huge butter factory. Then on to Mullumbimby over the Brunswick River, and by another stage to the picturesque town of Murwillumbah on the Tweed—one of the prettiest spots on the coast. The Brunswick is fast developing into a huge dairying and timber centre, while the Tweed is making enormously rapid strides on the same lines. The Colonial Sugar Co.'s Mills at Condong and Broadwater find profitable employment for sugarcane growers in this belt. Between Casino and Lismore there are two excellent roads in addition to the railway, both of which furnish magnificent views.



Mullumbimby.



View of Casino.



On the Brunswick.

The first selector in the Big

Early Scrub was
Days. Mr. Andrew
Freeborn, who

came to the district from Kiama, like so many of his successors. The oldest pioneers in the butter industry were Mr. John Robertson, Mr. William Crawford, and Mr. Michael O'Connell, all three of Alstonville, also Mr. Newton, of Wollongbar. It is



*Marshall's Falls,
Alstonville.*

said that Mr. L. Heydon, of Goolmangah, was the first to try a shipment of hand-made butter to Sydney. At this time the steamer's accommodation for perishable commodities was very different from the present day. The butter was shipped in kegs and the kegs were deck cargo. Indeed, it is related as indicative of the primitive methods then adopted that a shipper who complained to the captain of a coastal vessel that his butter was left out in the sun, made the remark that he supposed Mr. Blank would want a bloomin' cabin passage for his butter next.

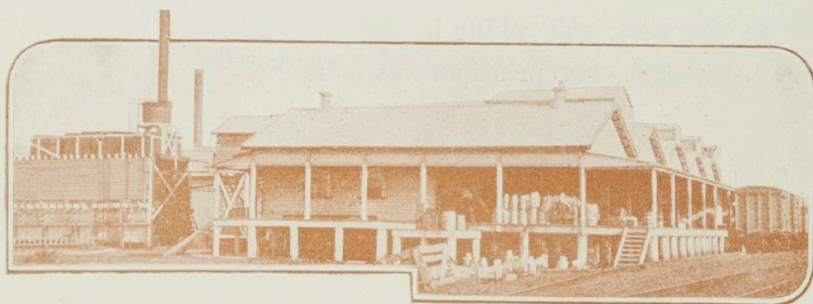
The local price of butter, in the early stage of this industry, was from 1s. to 1s. 6d. per lb. The city market averaged from 2s. to 3s. in winter, but as low as 2d. and 3d. in the summer. The shipping port was Ballina, and on account of the bad road it was found necessary in some cases to use packhorses from factory to port. The butter kegs contained from 40 to 70 lbs. A keg despatched on the Monday would be returned in about 12 days or 12 weeks, or not at all. In 1886, Mr. William Walmsley, of Eltham, started the first cream separator as a private concern on the North Coast. The first of many co-operative ventures in that district was established at Wollongbar, under the name of the "Spring Hill Dairy, Limited." Mr. John

Seccombe was its originator. The Byron Bay factory opened business in June, 1895, with 35 cans of cream a day. The New South Wales Creamery Butter Co., Limited, commenced operations the same year, and about the same time as Messrs. Foley Bros. Since then other factories have sprung into existence in nearly every important dairying centre, not only on the Richmond, but on the Tweed, the Brunswick, the Clarence, the Orara, the Bellinger, and all the other rivers further south.

If there is no counterpart to the magnificent waterway which gives its name to the Clarence district, it is equally certain that there is no parallel in the North Coast for what is familiarly termed the "Big Scrub." The designation still clings to the district, although as a matter of fact only a few isolated patches of scrub have survived the invasion of the dairy farmer. Twenty or thirty years ago it was literally a vast and almost impenetrable jungle; to-day it is an aggregation of verdant undulating farms, stretching from the seaboard on the east to the head waters of the Richmond, the Brunswick, and the Tweed on the west, and taking in the whole of the country between the two principal waterways.

To-day, the railway line passes through the heart of this district, from two different directions and junctions at Byron Bay—the site of the largest butter factory in the southern hemisphere. To-day, there are over 2,600 registered dairies in the district, and about 85,000 dairy cows, from the produce of which no less than about 10,000,000 lbs. of butter are manufactured annually. In one month 240 tons of butter were manufactured at the one factory, and suppliers for cream and pigs during this same month were paid no less than £23,732. The average weekly output of butter from the Bay is 40 tons, and from the Lismore Branch about 26 tons, which is near the limit of its machinery. At the latter factory new plant is being put in, capable of treating twice that quantity. Lismore Co-operative Factory is served by nearly 400 private separators, and Byron Bay by over 600.

The most important agencies contributing to this marvellous development are, first of all, the magnificent soil, the even, temperate nature of the climate, the bountiful rainfall, the introduction of



Byron Bay Butter Factory.



Paspalum, the improved oversea methods of preserving the dairy produce on its way to market, and last of all the North Coast Railway.

Compared with soils, say, from the Hawkesbury series, these belong, both chemically and physically, to an entirely different class. The average humus content of the Cumberland soil is about 7 per cent., or less than half, and the retentive power of water very much lower. From the chemical examinations made it is found that the Richmond River soils contain on the average more than twice the amount of nitrogen and phosphoric acid, nearly twice the amount of lime, and about the same proportion of potash, as compared with County Cumberland. Speaking generally, they are typically fertile soils in good mechanical condition, providing excellent pasture for which they are eminently suited.

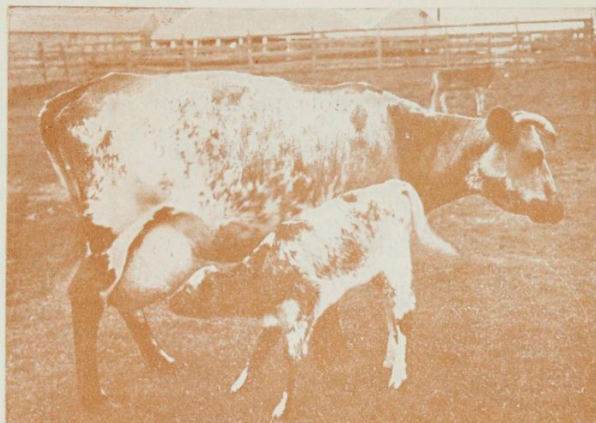
Dunoon.

A few miles north of Lismore, on an elevated plateau from which one overlooks a vast portion of the settled portion of the Big Scrub, lies a comparatively small, but exceptionally rich, patch of virgin timber country, over which the Forestry and the Lands Departments have been fighting for the last few years. The Lands Department, egged on by politicians, who in their turn are goaded into action by their constituents, has made many attempts to release the forest reservation as applying to this area, and after a long controversy between local officials and local residents, a portion has been made available for settlement under special area conditions.

Although the reserve, as a whole, and even those 2,000 acres which have been thrown open to the selector, still remain in all their virginal grandeur, the road leading right up to the edges of the forest is cleared and settled on both sides. Only occasionally, as one climbs the old Tweed River road to the higher levels which form the threshold to Dunoon, does one see any surviving patches of heavily scrubbed country. Here and there, stand stunted samples of the famous white pine, where the pine and the cedars used to thrive, then perhaps a black apple, a black bean, or possibly some silky oak.

In the year 1851, the whole population of the Richmond, the Clarence, and the Tweed aggregated not more than 1,700 persons. At the beginning of January, 1904, the population of the Lismore-Tweed district alone amounted to no less than 38,123 persons. This shows a steady increase from year to year. In 1903, 3,747 of the inhabitants were engaged in agricultural operations, 5,232 in dairying, and 280 in pastoral pursuits. It may be mentioned, incidentally, that no less than 2,167 females are included in the total of persons engaged in the dairying industry.

On the 31st December last, it was estimated that there were 63,676 dairy cows in milk, 14,657 dry, and 9,079 heifers within three months of calving. Ordinary cattle totalled 120,767, making a total of 208,179 for the whole district. This number is slightly lower than the previous year, and the difference is largely due to the severe drought which culminated with that period. This notwithstanding, it is estimated that the milk production for 1903 amounts to 30,000,000 gallons, as against 23,000,000 in 1902, and 20,364,067 in 1901. The apparent discrepancy must be attributed to the improved quality of the pastures.



One may readily appreciate the improvement in this direction when one realises that during the past few years the area of country in the whole State under artificial grasses has increased from 362,578 to 557,425 acres, the whole of which increase occurs on the North Coast. Last year alone, no less than 70,000 additional acres were placed under artificial grasses in this Northern River belt.

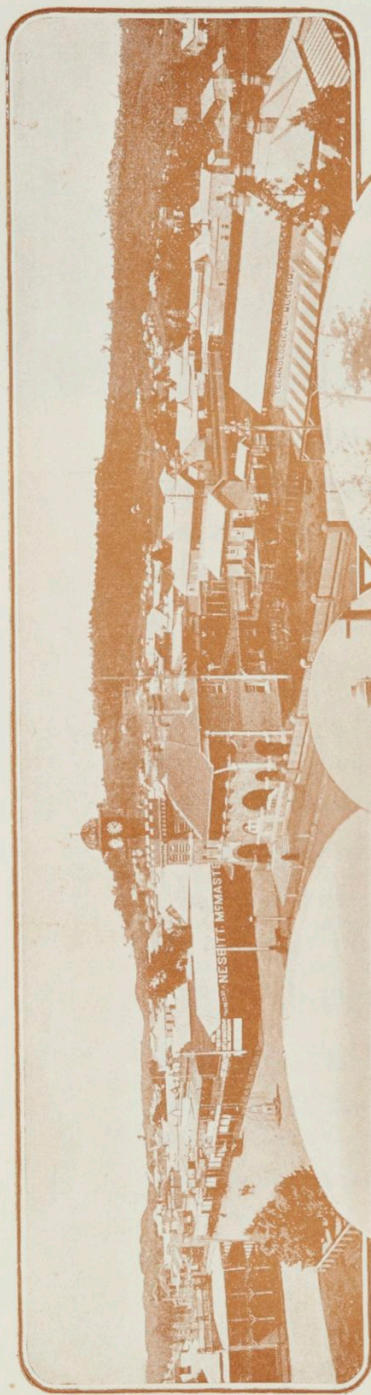
Practically, no factory-separating is done on any of the northern rivers. Whether this system is one which will tend to improve the quality of the marketable produce, or otherwise, is a matter for the expert. That the private separating system has obtained an enormous hold on the district may be seen from the fact that out of 33,430,000 lbs. of factory butter produced in the State last year, only 3,600,000 lbs., or about one-ninth, were made from cream separated at the public factories.

Lismore.

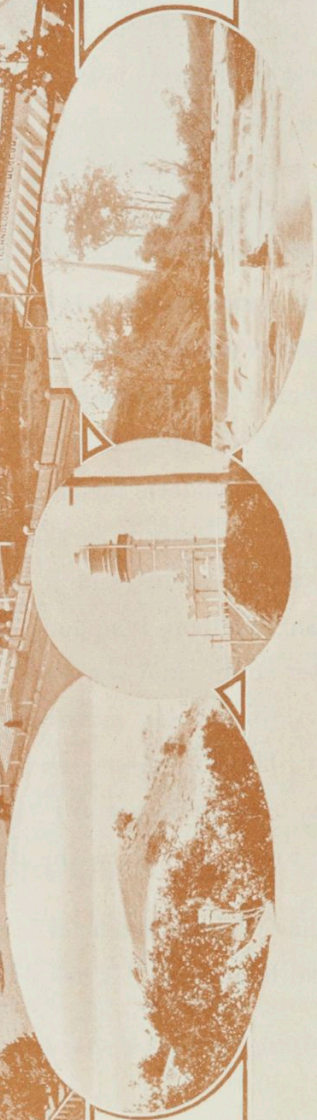
If Grafton is the Queen City of the coast, Lismore is certainly the Hive. Outside Sydney, and not excepting Newcastle, there is not a busier or more business-like centre in the State. Its streets on Saturday night are thronged with people, most of whom are spending money as freely as it comes to them in the wake of successful dairying. This is the dairyman's principal market town. It has none of the picturesqueness of other northern centres, but it enjoys what all the others envy—a prosperity which is ever expanding. And like all progressive centres, it is rapidly acquiring all the modern business facilities of the metropolis. Geographically it is the centre of a cluster of slightly smaller towns, and it is connected with them all by an excellent telephone service. It has a very fine water supply and sewerage works, and above all it now enjoys railway communication with Casino, Byron Bay, Murwillumbah, and practically Brisbane. This has been an important factor in the development of the towns, as well as the Big Scrub.

Lismore itself has a population of about 4,500 within the municipal boundary. It has its own water

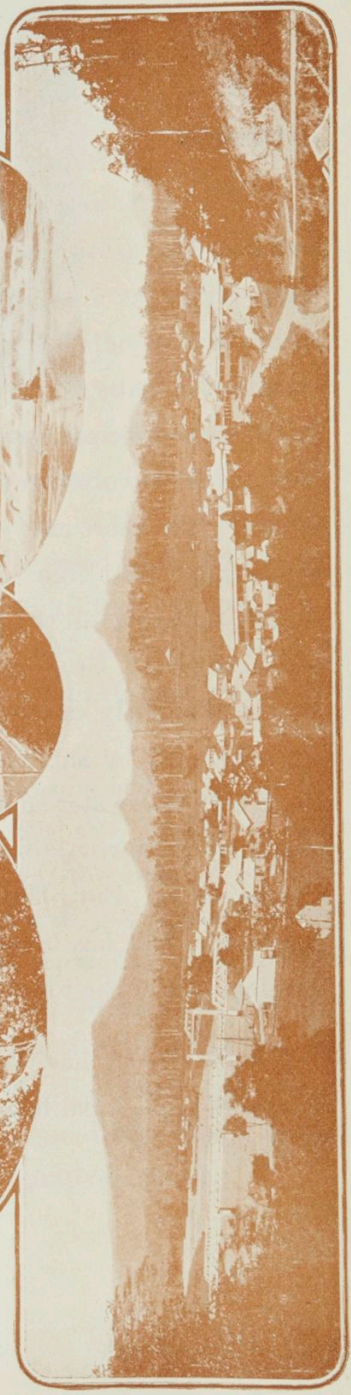
Lismore.



*Falls
near
Casino.*



*Byron Bay
Head and
Lighthouse.*



Murwillumbah.

*Lismore
Water
Brigade.*



supply—derived from Wilson's Creek—and its own gas works. The main township is connected with North and South Lismore by bridges, which mark the head of navigation for sea-going vessels. The North Coast Company's wharf is shown in an illustration.

The new Hospital on Postman's Ridge, facing the Ballina road, is perhaps as adequately designed and equipped as any similar institution outside Sydney. It is the outcome of a modest movement begun some 21 or 22 years ago when the present site was dense scrub, and the total available accommodation one ward and three other rooms. To-day the annual expenditure runs into £1,500 or £1,600 per annum, and last year no fewer than 292 cases, as well as 99 operations, were credited to the medical staff and nurses. Mr. W. Lockett is the president, and Mr. J. Barrie the hon. treasurer.



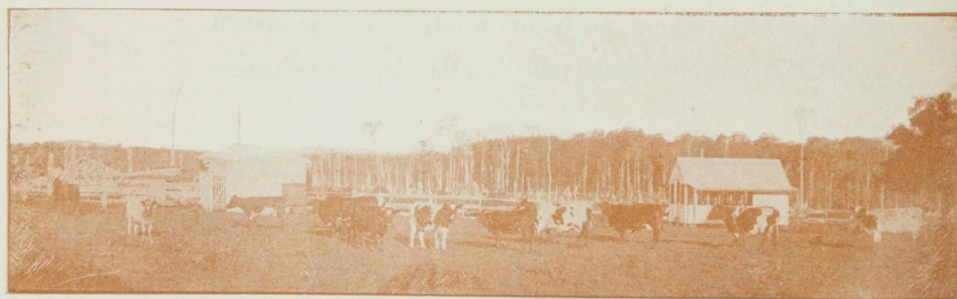
Bangalow Show Ground.

The seaport of the Richmond is Ballina, a thriving township of some 2,000 inhabitants, 72 miles distant from Lismore by water, and 21 by road. From here there is a daily coach service to Tenterfield on the main northern railway line. Woodburn is the easiest connecting link between the Richmond and Clarence Rivers pending the completion of the railway line from Casino to Grafton. The distance from Woodburn

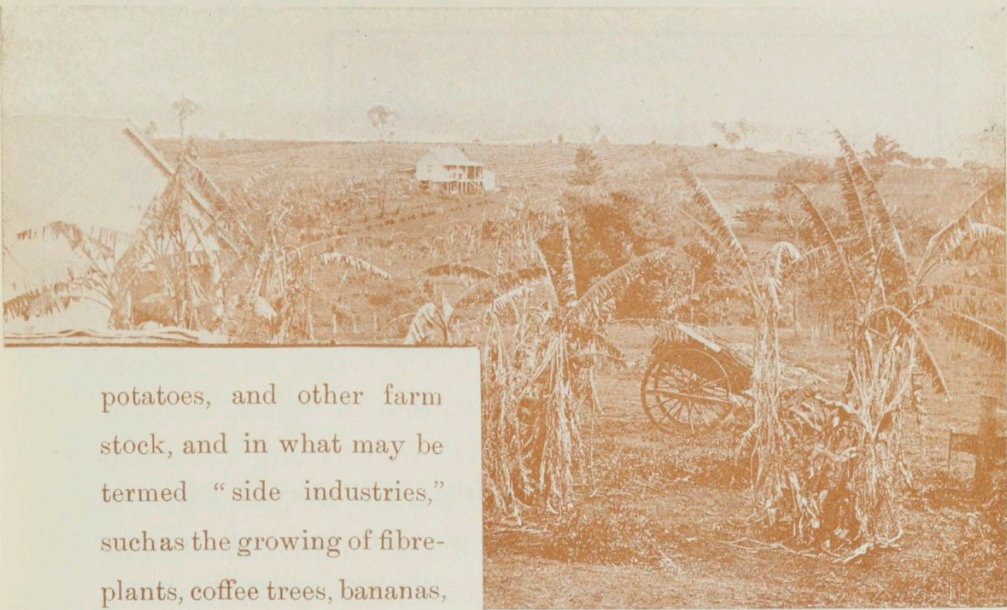
**Other
Townships.**

to Chatsworth is about 26 miles by excellent road. Casino on the south arm is 19 miles distant from Lismore by road, and 18 by rail. After Lismore, it is probably the most thriving township on the river, and certainly one of the most picturesque. Some of its streets are handsomely boulevarded, and it has a splendid bridge. Coraki, at the junction of the north and south arms, is an important shipping centre surrounded by good agricultural land. Its saw-milling industry has assumed very large proportions. Broadwater depends almost entirely upon the sugar industry: the C.S.R. Co.'s mill established here is the largest in Australia. Alstonville and Bangalow have sprung into prominence largely through the excellence of their agricultural shows, which are acknowledged to furnish some of the finest and most comprehensive dairy cattle exhibits in the whole of the State. They are both in the centre of the district described as the Big Scrub.

It was in 1893 that the Agricultural Department decided upon the **Wollongbar** experiment. At that time, as now, the farmers were too deeply engrossed in dairying to go in for anything like intense cultivation. The sugar industry was still progressing, but complaints were being heard of deterioration in many of the crops. The Department, therefore, obtained possession of an area of 260 acres, about eight miles from Lismore, on the main road to Ballina. This was a timber reserve, typical of the whole of the Big Scrub. A portion of it was cleared, stocked, and farmed by modern and scientific methods, as an object lesson to the farmers round about. The pioneering work was done by Mr. G. M. McKeown, under whose direction an orchard was formed, plots were planted with sugar, some 20 acres were put under grass pasture, experiments were made in growing onions,



The Dairy: Wollongbar.



potatoes, and other farm stock, and in what may be termed "side industries," such as the growing of fibre-plants, coffee trees, bananas, mangoes, &c. From time

On the Wollongbar Farm.

to time some of the pure bred imported bulls pertaining to the milking strain of various breeds of cattle, were taken to the farm to encourage and assist the dairy farmers to introduce fresh blood and improve their breed. A few Romney Marsh sheep were also depastured on the farm, and the Department claims excellent results for this experiment. Mr. G. H. Gorman is the present manager of the farm, which now embraces substantial and commodious buildings for students, chemical experiments and show purposes.



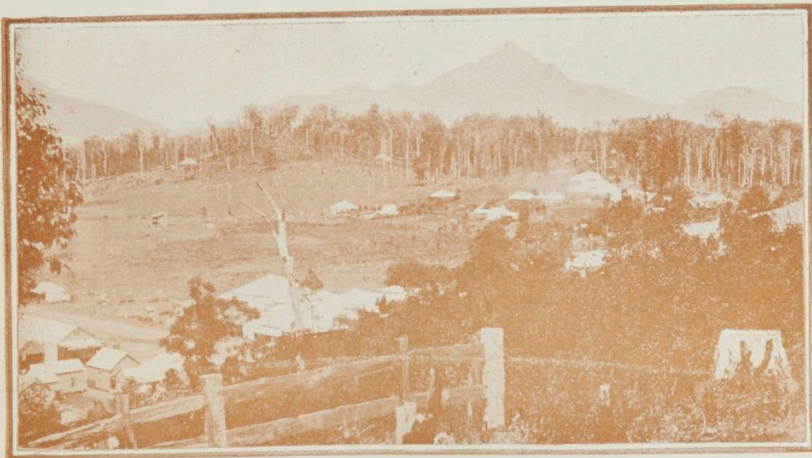
*Lismore,
from
the
Bridge.*

Kyogle.

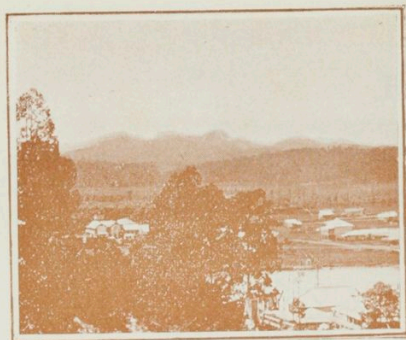
In the parishes of Ettrick and Langwell, County Rous, there has been recently opened, for settlement under the home-
stead selection clauses of the Act, a few thousand acres of dairying country at the back of Casino. This region is better known under the term "Kyogle," which gives its name to a large district, but which is actually only one of several squatting properties which have passed into the hands of Victorian capitalists. As a result of recent subdivisions on the Kyogle holding, and Runnymede, there has grown up in this district a little coterie of Victorian dairy farmers, principally from Gippsland, and from time to time, as further subdivisions take place, they are being joined by more and more of their comrades from the other side of the border.

The Tweed.

Within recent years, since the enormous development of the dairying industry to its south, the Tweed River has made wonderful strides. The district enjoys the distinction of the heaviest average rainfall on the coast, and its soil possesses a wonderful faculty for retaining moisture. Murwillumbah, its principal town, is rapidly becoming an important centre. Buildings have sprung up in all directions, and communication with the railway station is now maintained by a splendid bridge over the river. An immense timber trade has followed the opening up of the country by rail. From the Tweed right down through the Brunswick and down to Lismore one sees numerous evidences of this. Mullumbimby does a roaring trade. Sugar is also grown extensively on all these rivers, but the dairying industry has lately overshadowed it.



*On the
Tweed.*



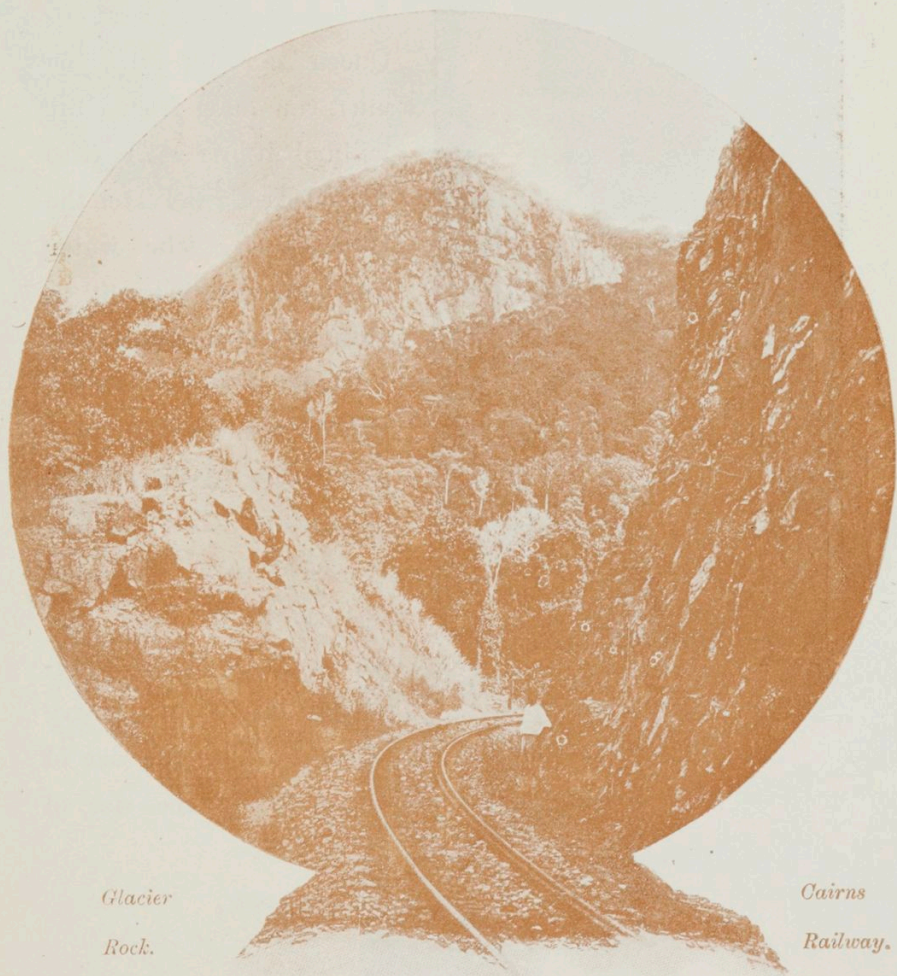
Murwillumbah.

On the head waters of the Tweed there still remain some valuable blocks of Crown land lately made available for settlement. The Tyalgum reserves, on the middle arm of the river, and the Nullum-Gooninbar

lot, on the south arm, are easily approached by constructed road 17 miles out from Murwillumbah, and thence for seven miles by bridle-track through the thick scrub. Several homestead lessees have already settled on the Tyalgum lands, but conditional purchasers are following in fairly considerable numbers. The last 7 miles of road are bad; they cross the middle arm half-a-dozen times at fords which are barely passable in wet weather, and yet some settlers find it possible to "pack" their cream on horses as far as Murwillumbah. There are few finer spots for gorgeous scenery on the coast than this huge valley, flanked on either side by the Macpherson and the Mount Warning Ranges.

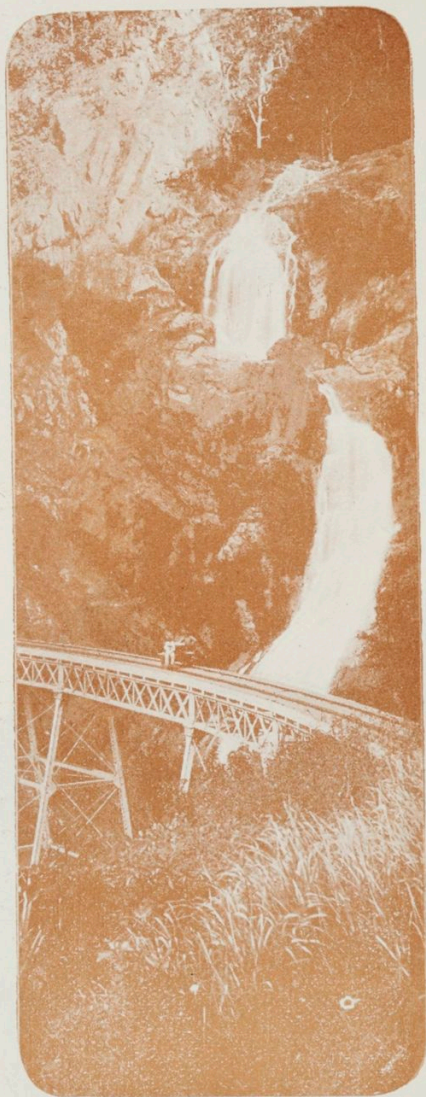
To Queensland.

The construction of the Richmond-Tweed railway line—with its southern extension to the Clarence—has not only served to open up these northern rivers: it has brought them into immediate contact with that vast State to the north, which until 1859 formed an integral part of New South Wales. The inter-river service



*Glacier
Rock.*

*Cairns
Railway.*

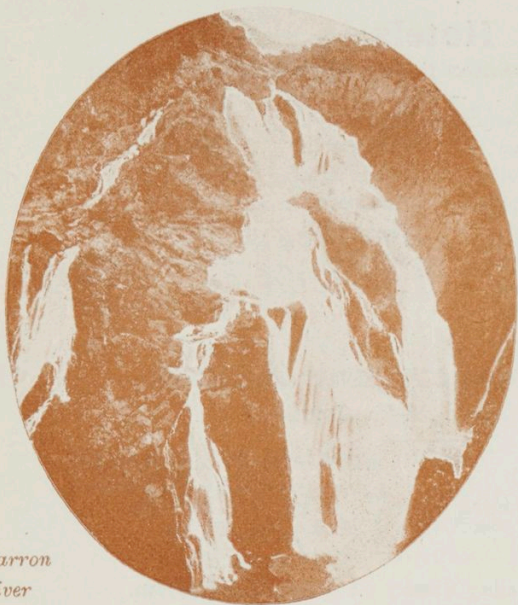


Stoney Creek: Cairns Railway.

is an excellent one: Casino has only one train inwards and outwards a day, but Lismore, Byron Bay, Murwillumbah and intermediate stations enjoy a second train daily (Sunday excepted). Going north to Queensland by rail, one must run down from Murwillumbah by river boat to Tweed Heads and catch the train there. The water trips are timed to fit in with railway arrangements.

North of the border the line passes through most picturesque coastal country. Queensland has a seaboard of 2,500 miles, indented by magnificent bays, and punctuated with bold headlands. It is a country

of vast possibilities and vast acres—twice the size of New South Wales, and eight times the size of



*Barron
River
Falls.*

Victoria. For scenic effects it is pre-eminent: indeed, it is questionable whether there is a finer show trip in Australia than the short railway journey of 20 miles from Cairns to the Barron River Falls, which are here illustrated.

In addition to the very excellent railway system of the Northern State, tourists may avail themselves of a regular weekly ocean service between Brisbane and the Clarence and Richmond Rivers. Messrs. Wm. Collin & Sons, Ltd., of Brisbane—a well-known firm in Queensland waters—have chartered the North Coast Company's steamer *Pymont* for this service.



*Barron
River.*

Hotels.

(ADVERTISED IN THIS GUIDE.)

Royal Hotel ... Port Macquarie. Victoria Hotel ... Kempsey. Bowra Hotel ... Bowraville. Star Hotel ... Macksville. Roche's ... Grafton. Imperial ... Fernmount. Exchange ... Bellingen. Freemason's ... Lismore.		Imperial ... Lismore. Commercial ... Lismore. Commercial ... Coraki. Commercial ... Casino. Tattersall's ... Kempsey. Federal ... East Kempsey. Exchange Coffee Palace, Sussex-street, Sydney.
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Local Managers and Agents.

(NORTH COAST S.N. Co., LIMITED.)

Newcastle ...		Newcastle & H. R. S. S. Co. Ltd., A. H. Hough.
Taree ...	Manning River ...	Capt. G. J. Ricketts.
Wingham ...	" " ...	John McDonald.
Port Macquarie...	" " ...	W. A. Spence.
Kempsey ...	Macleay River ...	Capt. T. Henderson.
Bowraville ...	Nambucca River ...	{ John Cox, James H. Allan.
Bellingen ...	Bellinger River ...	F. Doepel.
Grafton ...	Clarence River ...	Samuel See.
Macleay ...	" " ...	David See.
Coraki ...	Richmond River ...	Capt. J. Storey.
Lismore ...	" " ...	T. H. Exton.
Ballina ...	" " ...	E. R. Mobbs (acting).
Brisbane ...	" " ...	Wm. Collin & Sons, Ltd.

The Doyen of the group, Capt. G. J. Ricketts, has been closely identified with the development of the Manning River for very many years—31 of these in the Company's service. He first traded to the river in 1863, with a little schooner called the "William and Mary," which many of the older residents will remember, in the days when there were no pilots or tug-boats or breakwaters. He is a native of Folkestone, Kent, and first came to Australia in 1851.

Coach Information.

Hexham to Taree—Hexham, 11.30 p.m., daily; Raymond Terrace, 12.30; Booral, 5 a.m.; Stroud, 6 a.m.; Gloucester, 10.45 p.m.; Krambach, 3.30 p.m.; Taree, 7.15 p.m. RETURN—Taree, 9 p.m.; Krambach, 1 a.m.; Gloucester, 5.45 a.m.; Stroud, 10.45 a.m.; Booral, 11.45; Raymond Terrace, 3.40 p.m.; Hexham, 5 p.m.

FARE: £2; Return, £3 10s. E. P. Nowland, contractor.

Taree-Wingham—Taree, 8 p.m. daily, arriving 9 p.m.; Wingham, 6 p.m., daily, arriving 7 p.m.

H. O'Neill, contractor.

Taree to Port Macquarie—Taree, 8 p.m. daily (when Hexham coach arrives), reaching Port Macquarie, via Cundletown, Croki, Cooperook, Camden Haven Bridge and Kew, at 6 a.m. RETURN—Port Macquarie, 7 a.m., arriving Taree 5.45 p.m.

FARE: £1. P. Lambert, contractor.

Port Macquarie to Wauchope, &c.—Leaves Port 7 a.m. daily (Sunday excepted), arriving Wauchope 9 a.m. RETURN—Wauchope, 4 a.m., arriving Port Macquarie 6 a.m.

FARE: 2s. 6d. Robinson, contractor.

Port Macquarie to Kempsey—Daily (Monday excepted). Leave Port 7 a.m., arriving Kempsey 1 p.m. RETURN—Kempsey, 10 p.m., arriving Port 6 a.m.

FARE: 12s. 6d.; Return, 20s. Freeman, contractor.

Kempsey-Hillgrove—Leaves Kempsey, Monday 6 a.m., via Bellbrook, arriving Hillgrove 3 p.m. Wednesday. Leave Hillgrove, Thursday 11 a.m., arriving Kempsey Saturday 3 p.m. A. J. Davis, contractor.

Kempsey to Macksville and Bellinger—Leave Kempsey 2 p.m. Sundays, Wednesdays and Fridays, reaching Macksville about 9 p.m., and Bellinger Heads 2 a.m. Leave Macksville 11.30 a.m. Sundays, Wednesdays and Fridays, arriving Kempsey 7 p.m.

FARE: Kempsey to Macksville, 12s. 6d.; Return, 22s. 6d. To Bellinger, 25s.; Return, £2. J. Byrnes, contractor.

Macksville to Bowra—Leave Macksville Mondays, Thursdays and Saturdays at 6 a.m., arriving Bowra 8 a.m. Leave Bowra Wednesdays, Fridays and Sundays 8 a.m., arriving Macksville 10 a.m.

FARE: 4s.; Return, 7s. G. F. May, contractor.

Bowra to Bellingen (Mountain Road)—Leave Bowra Tuesdays and Fridays 1 p.m., arriving Bellingen 5 p.m. Leave Bellingen 6 a.m., arriving Bowra 10 a.m.

FARE: 6s. J. Jay, contractor.

Bellingen to Coff's Harbor—Leaves Bellingen 6 p.m. Monday, Wednesday and Friday.

FARE: 7s. 6d. A. D. Kenny, contractor.

Coff's Harbor to Woolgoolga—Leaves Coff's Harbor Monday, Wednesday and Friday 11.30 p.m.

FARE: 7s. 6d. A. K. Kenny, contractor.

Coff's Harbor to Coramba and South Grafton—Leaves Coff's Harbor 5 a.m. Sunday and Wednesday.

FARE: 17s. 6d. A. D. Kenny, contractor.

Grafton to Glen Innes—Leaves Grafton 6 p.m. daily (excepting Sunday), arriving Glen Innes 7 p.m. following day. Leaves Glen Innes 10 a.m. daily (excepting Sunday), arriving Grafton 6 a.m. following morning.

FARE: £2. Rediger & Co., contractors.

Lawrence to Casino—Leaves Lawrence Mondays and Thursdays 10 a.m., arriving Casino 10 p.m. Leaves Casino Tuesdays and Fridays 10 a.m., arriving Lawrence 10 p.m.

FARE: £1 and 30s. return. Arthur Olive, contractor.

Chatsworth to Woodburn—Leaves Chatsworth daily 7 p.m., arriving at Woodburn midnight. Leaves Woodburn daily at 12 a.m., arriving Chatsworth 7 p.m.

FARES: 7s. 6d. and 10s. return. L. Daniels, contractor.

Harwood to Woodburn—Leaves Harwood Monday and Thursdays when Sydney steamers arrive. Leaves Woodburn 7 p.m. on Tuesdays and Fridays, arriving Harwood 1 a.m.

FARE: 7s. 6d., L. O'Keeffe, contractor.

Casino to Tenterfield—Leaves Casino for Tenterfield Tuesday and Thursday at noon (if due notice is given), and Saturday at 8 a.m., returning Wednesday, Friday and Sunday at 1.30 p.m.

FARES: 35s.; Return, £3. Jas. McLean, contractor.

Coraki to Casino—Leaves Casino daily (Monday excepted) at 5 a.m., arriving Coraki 9 a.m.; leaves Coraki 4 p.m. daily (Saturday excepted), arriving Casino 8 p.m.

Ballina to Bangalow—Leaves Ballina daily at 12.30 p.m. for Bangalow; and Bangalow daily for Ballina at 6.30 p.m., after arrival of Tweed train. Special coach available from Ballina at 5 a.m. to catch morning train for the Tweed. B. B. Wells, contractor.

Lismore to Ballina—Leaves Lismore for Ballina daily at 2 p.m.; leaves Lismore for Ballina daily at 7 a.m.

FARES: 5s.; Return, 8s. 6d. E. C. Wells & Co., contractors.

NOTE.—A Steamer trades regularly between the Clarence and Richmond Rivers, carrying passengers and cargo.

Luggage Regulations.

THE Company will not undertake any liability in respect of the loss, miscarriage, detention, or non-delivery of passengers' luggage carried or to be carried, unless the owner thereof has booked same and paid freight, then only up to the value of £2, unless the value is declared at time of booking, and extra freight paid according to value.

Passengers are allowed 10 cubic feet of luggage free, unbooked, without responsibility to the Company; all in excess to be paid for. No merchandise, goods, or live stock carried as luggage.

No articles to be placed in the berth or cabin unless of such a size as to cause no inconvenience to other passengers.

No officer or servant of the Company has authority to make any charge in respect of luggage left temporarily at any of the Company's offices or agencies, or on board, unless it has been booked and a charge made.

Passengers should see that their luggage is labelled and properly addressed before placing it on board any vessel or booking it; all unclaimed luggage will be sold after a period of six months.

No officer or servant of the Company is authorised or permitted to act as agent for any passenger.

Commercial travellers' luggage is conveyed at reduced rates on the outward journey, and conveyed back free; but the Company declines any responsibility for loss or damage.

Points for Travellers and Shippers.

THE Company, being the recognised agents of the South British Fire and Marine Insurance Co. of New Zealand, can insure goods at original rates, which may be ascertained locally.

The Company act as agents for the Canadian-Australian Line of Mail Steamers, and are empowered to book berths, &c. Particulars upon application to any agent of the Company.

The Company act as agents in transshipping goods from any part of the world to the Northern Rivers, or from the Northern Rivers to any part of the world, upon production of invoice and bill of lading and payment of all expenses incurred.

The Company supply coal to factories, mills, gas companies, blacksmiths, householders and others at rates to be ascertained locally.

Meal hours on the Company's steamers are :—Breakfast, 8 to 9 ; lunch, 1 to 2 ; dinner, 6 to 7. When vessels are bar bound passengers are charged for each meal : Saloon, 2s., and steerage, 1s., after a period of 24 hours has elapsed.

Special arrangements may be made, weather permitting, for landing or picking up passengers going north or coming south, at Forster, Port Macquarie and Trial Bay, the fare charged in each case being that chargeable on the steamer calling for such passenger, plus any extra cost incurred by the Company for telegrams, tugs, or boatmen. The Company does not accept any responsibility in the matter ; the master of each vessel decides whether it is prudent to call at the ports named.

Concessions are made by the Company on agricultural exhibits, to delegates to conferences, athletic bodies, theatricals, volunteers, fire brigades, &c., &c.

Passengers travelling from one river to another, *via* Sydney, will be charged full return fare on the first journey and half return fare to the second river.

Goods consigned from one river to another, which have to be carried *via* Sydney, are charged full rates to Sydney, and half rates to the second river.

Goods consigned from Northern Rivers *via* Sydney to Newcastle are charged extra to cover cost of transit from Sydney to Newcastle.

Goods consigned for transhipment to London or other parts of the world are charged 2s. 6d. per ton extra for lighterage.

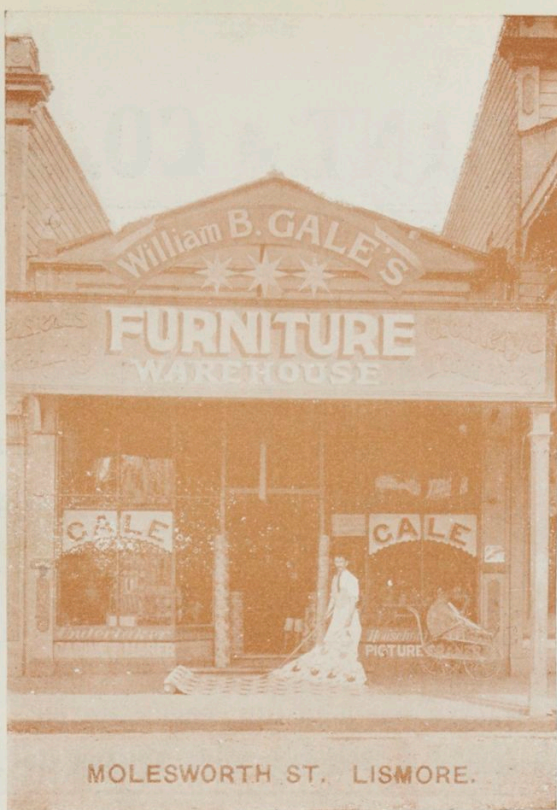
Parcels are carried on the following conditions, viz.: Unless the value is declared at the time of shipment, the Company's liability is not to exceed £2; but if the value is declared in excess of £2, the freight is to be paid in accordance with the higher value, and the Company will accept the liability.

Arrangements may be made whereby goods can be delivered upon arrival in Sydney at the address given by the shipper at the time, the cost being collected before delivery.

Passengers with bicycles are charged 2s. 6d. extra in addition to fare. Bicycles not accompanied by passenger are charged as follows:—Manning River, 2s. 6d.; Port Macquarie, 2s. 6d.; Macleay River, 5s.; Nambucca River, 5s.; Bellinger River, 5s.; Clarence River, 5s.; Richmond River, 5s.

Horses, cattle, sheep, and all live stock are carried on deck or below at the shipper's risk. A week's notice is required from all intending shippers, so that the necessary space may be allotted.





MOLESWORTH ST. LISMORE.

**Modern
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**Artistic
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Groceries, Patent Medicines, Hardware,
and every description of Station, Hotel,
Storekeepers' and Miners' Requirements.

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ESTABLISHED HALF A CENTURY.

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SAWMILLS :

Albion, near Brisbane.

(250 Horse Power.)

Widgee Creek.

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BRICK, DRAIN PIPE, AND
POTTERY WORKS :

**Albion (100 H. P.)
and Redbank.**

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Agencies at Bundaberg, Maryborough, Rockhampton, Townsville, Cairns, Mackay.

Supply Everything

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Timber, Joinery, Mouldings, Bricks,
Cement, Lime, Drain Pipes, Fireclay
Goods, Domestic Pottery, Leads, Oils,
Colors, Turps, Varnish, Mantels, Grates,
Tiles, Picture Mouldings ; Plate, Sheet
and Fancy Glass, &c., &c., &c.

LEAD LIGHT WORK A SPECIALITY.



ILLAWARRA STEAM NAVIGATION CO., LTD.

INCORPORATED 1852.

Offices & Wharves : No. 11 WHARF ST. & MARKET WHARF, Sydney.

CAPITAL (Authorised) : £100,000 in 100,000 Shares of £1 each.

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 E. B. HENNING, Esq. | DAVID FELL, Esq.

Auditors :

T. TURNER, Esq. | F. W. WALKER, Esq.

Solicitors :

Messrs. SLY & RUSSELL.

Manager :

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S.S. "EDEN" (Twin Screw)...692 tons S.S. "ALLOWRIE" (Twin Screw), 503 tons
 S.S. "BEGA" (Twin Screw)...567 tons S.S. "ILLAWARRA" (Paddle) ... 522 tons

The Steamers of the above Company maintain regular services for passengers and cargo to and from the following South Coast Ports, viz :—

Wollongong, Kiama, Shoalhaven, Nowra, TWICE A WEEK,
Tuesday & Friday, at 7 p.m.
 Ulladulla, Bateman's Bay, Clyde River, Nelligen, WEEKLY,
Friday, at 10 a.m.
 Bermagui, Tathra, Merimbula, Eden, TWICE A WEEK,
Monday & Wednesday, at 12 noon.

For Terms of Freight and Passages apply at the Company's Office, **No. 11 Wharf St., Market Wharf.**

QUEENSLAND RAILWAYS.

B R I S B A N E and the Tweed Heads are now connected by Rail, and a Daily Train Service is in operation. Easy access is afforded to the Northern Rivers District of New South Wales and from Lismore, etc., to Brisbane.

The Through Service is as under :—

STATIONS.	Daily ex. SUN.	Daily ex. SUN.	TUE. TH. & SAT.	Daily ex. SUN.	STATIONS.	Daily ex. SUN.	Daily ex. SUN.	MON. WED. & FRI.	TUE. TH. & SAT.
RAIL.	A. M.	A. M.	P. M.	P. M.	RAIL.	A. M.	A. M.	A. M.	A. M.
Lismore ... dep.	.....	7-10	.....	4-5	South Brisbane d.	.....	.....	7-5	7-45
Murwillumbah arr.	.....	11-15	.....	8-40	Southport dep.	.....	.....	11-50	10-20
		MON. WED. & FRI.			Tweed Heads arr.	.....	.....	P. M. 1-45	11-30
STEAMER.					STEAMER.				
Murwillumbah d.	6-30	12-0	1-30	.....	Tweed Heads d.	.....	7-0	2-5	P. M. 12-5
Tweed Heads arr.	9-30	3-0	5-0	.....	Murwillumbah ar.	.....	10-30	5-0	2-40
	TUE. TH. & SAT. P. M.								Daily ex. SUN. P. M.
Tweed Heads dep.	1-0	3-15	.....	.....	Murwillumbah d.	6-10	.....	.....	P. M. 3-30
Southport... dep.	3-15	4-45	.....	.....	Lismore ... arr.	10-55	.....	.....	7-45
South Brisbane ar.	7-10	7-30	.....	.....			

Trains leave Brisbane for Sydney every day, including Sundays, but excepting Saturdays, at 7-10 a.m., arriving Sydney at 11-8 the following morning.

Trains leave Sydney for Brisbane every night, including Sundays, but excepting Saturdays, at 5-10, arriving Brisbane at 9-20 the following night.

The Fares between South Brisbane and Tweed Heads are as under :—

Single		Return.		Excursion.	
1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
10/-	6/6	17/6	10/6	13/4	8/8

Excursion Tickets are issued every Friday and Saturday, available to return on following Monday.

R. DUNBAR,
GENERAL TRAFFIC MANAGER.

Brisbane, 3rd August, 1904.

SOUTH BRITISH

CAPITAL

£1,900,000.



Fire & Marine Insurance Co.

Directors:

T. R. ALLT,

A. D. BROWNE (J. C. Young & Co.), T. H. KELLY, Dr. R. READ,

JOHN R. HALL (R. Hall & Sons),

J. H. STOREY (Chairman).

THIS Company, noted for its liberality in settlement of claims, is prepared to accept all **MARINE RISKS** at Current Rates. **FIRE RISKS** covered at Lowest Rates. To facilitate the Insurance of Produce from the Northern Rivers, special arrangements have been made with the **Agents** of the **North Coast S. N. Co.** to accept Marine Insurances on behalf of this Office at the undermentioned Ports:—

LISMORE	..	...	..	T. EXTON.
CORAKI	...	...	...	} J. STOREY.
BALLINA	...	...	...
GRAFTON	...	...	...	SAMUEL SEE.
MACLEAN	...	...	...	DAVID SEE.
ULMARRA	...	...	...	E. CAMERON.
BELLINGEN	...	...	...	F. DOEPEL.
NAMBUCCA	...	...	...	J. H. ALLAN.
KEMPSEY	...	...	...	T. HENDERSON.
PORT MACQUARIE	...	...	...	W. A. SPENCE.
TAREE	...	...	...	G. RICKETS.

OFFICES:

SOUTH BRITISH CHAMBERS, 12 BRIDGE STREET, SYDNEY.

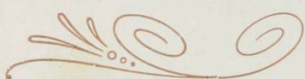
GEO. H. MOORE, *Manager.*

CHAS. T. METCALFE, *Asst. Manager.*

The Leading Hotel
on the Richmond.



The Commercial, CASINO.



CAPT. L. O. PAULSEN

(Well-known Skipper, for 22 years with the N.C.S.N. Co.).

Having purchased the Business of the COMMERCIAL HOTEL, CASINO (recently conducted by Mr. D. Stirgess), invites his numerous travelling friends, old and new residents of the district, and visitors, to call and give the Hostelry a trial.


THE COMMERCIAL

is one of the largest and most completely furnished Hotels on the North Coast, being built of brick and splendidly finished and apportioned. It contains 32 Rooms, also Billiard Room with two tables, Commodious Sample Rooms, Bath Rooms, Splendid Stable Accommodation with attentive Groom, and all the appointments of a First-Class and Up-to-Date Hotel.

CASINO is advancing by leaps and bounds, the settlement going on in the district surpassing that of any other part of the State, and the COMMERCIAL is in the centre of the whole system of advancement.

THE CABSTAND IS AT PAULSEN'S CORNER.

Every kind of LIQUOR, OF FIRST QUALITY ONLY, supplied as called for, and special attention is given to the tables.

Telephone No. 7. 

A Few Plain Facts

. . . regarding the . . .

CITY STORES,

GRAFTON & SOUTH GRAFTON.



One of the chief places of useful interest on the Northern Rivers is the City Stores, where you will find a well assorted Stock of General Merchandise. Every Department replete with Up-to-Date goods, and at prices that defy competition. This business was established in 1879, and is still pushing ahead. It is always our one aim to give good values, and to place before you goods as represented, which has been one of the leading features of the City Stores.



Our Departments are: - -

DRAPERY	MILLINERY	MEN'S CLOTHING & MERCERY
GROCERY	STATIONERY	JEWELLERY & ELECTRO-PLATE
IRONMONGERY		FURNITURE AND BEDDING
PRODUCE		FARM IMPLEMENTS, &c. &c.

Proprietor of S.S. "IOLANTHE."

J. T. MCKITTRICK.

ESTABLISHED 1874.

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P.O. Box 21.

Valuer under Real Property Act.
Valuator for A.M.P. Society.
Government Assessor.

**Land and Financial Agent,
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Offers Superior Accommodation to the Travelling Public. Contains 30 rooms, with Sample rooms (6), Bathrooms and Stabling. Superior to any on the North Coast. Adjoins the North Coast S. N. Co. Wharf, and within easy distance of the Railway Station.

M. ROCHE, Proprietress.

T. GLISSAN & CO.



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Ulmorra, Clarence River.

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By Special Appointment
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one of the Most Modern
Studios in N. S. Wales.

ALL UP-TO-DATE PROCESSES.

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Plain or finished in Black and White, Water or Oil Colour.

ARTISTIC WORK ONLY.

These Studios established
over 31 years.

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Butter and Bacon Factory.

The Celebrated "Clarenzo" Brand.

CREAMERIES AT SEELANDS, LOWER COPMANHURST, WHITEMAN,
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Taylor's National Calf Food.

The Best Milk Substitute
for the Rearing of Calves.

Agencies in every Town on the Northern Rivers.

The N.S.W. Fresh Food & Ice Co. Ltd.,

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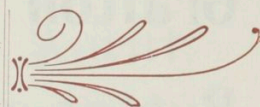
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D. McFADYEN, General Manager.

GEORGE DAVIS,

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and Land Salesman, - - -



MACLEAN.

Sworn Valuator under the Real Property Act.

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Land Agency Business in all its branches, including attendance at Land Board Meetings, will receive special attention.

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LAND AND ESTATE, STOCK, STATION, AND
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The Leading Land Agency Business on the North Coast.

Catalogues of Dairy and Agricultural Farms, Estates, and Stations,
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We solicit Consignments of every description of Farm
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Our many years' experience in the Grain and Produce Trade
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MOTTO: A. O. T.—ALWAYS ON TOP.

A. G. ROBERTSON, Importer and
General Merchant,

MOLESWORTH STREET, LISMORE.



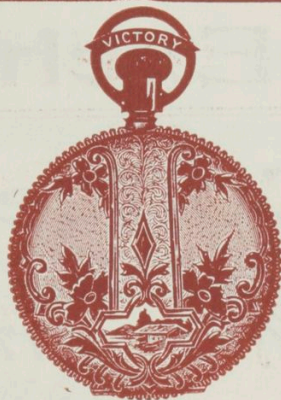
Interior Red Flag Grocery Department.

Departments : DRAPERY, GROCERY, IRONMONGERY,
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BOOTS AND SHOES.

**The Largest Importer of General Merchandise
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A. G. ROBERTSON, RED FLAG STORES,
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Up-to-Date Jewellery.

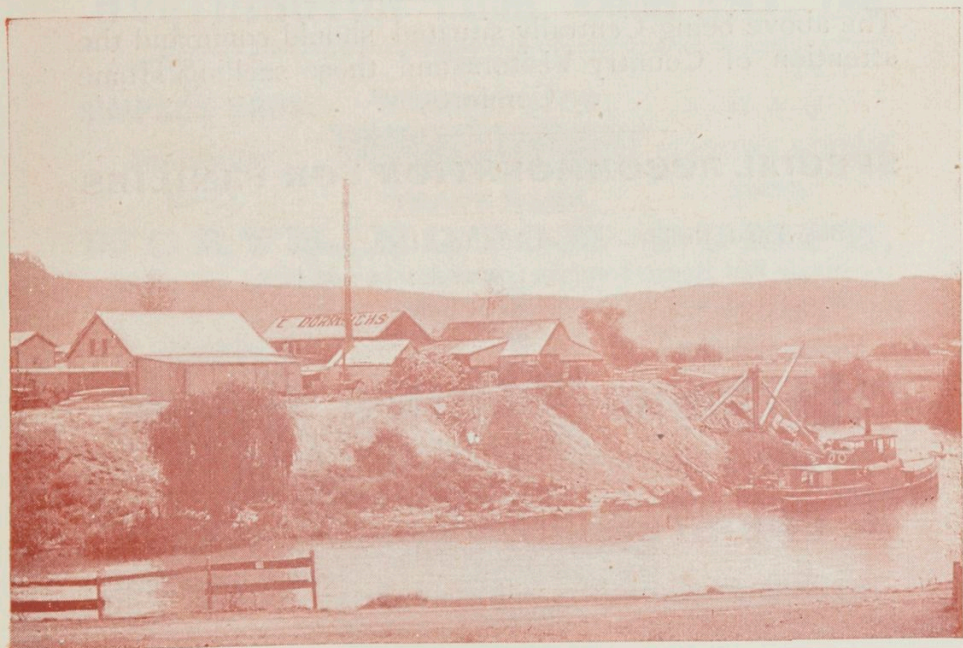


For a complete stock of Up-to-Date Jewellery, including the newest things in Medallions or Locketts, Photo Pendants, &c., or Engagement Rings, Diamond Half-hoop Marquise of every kind, Unbreakable Pearl Necklets, dainty and durable Watches, for these and 1,000 other pretty things, call on

F. WICKS AND **CO.,** GOLDSMITH HALL.
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Our Stock is regarded as one of the show sights of the Northern Rivers.

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The most Commodious and Up-to-Date Boarding Establishment in the Southern Hemisphere. Erected from plans and under the personal supervision of the Government Architect and Board of Health. Comprising large and Extensive Dining Rooms, Lofty Bedrooms, Lounges, Lavatories, Promenade Balconies, Beautifully Lighted, Ventilated, and fitted with the most Modern Requirements.

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SPECIAL ACCOMMODATION FOR FAMILIES

Board and Residence from 15s. to £1 per week.

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of the Land and Income Tax Act.

*All Communications
regarded as confidential.*

WORTHINGTON PUMP COMPANY, Ltd.

SIMPSON BROS.

Australasian
Agents,

WORTHINGTON.



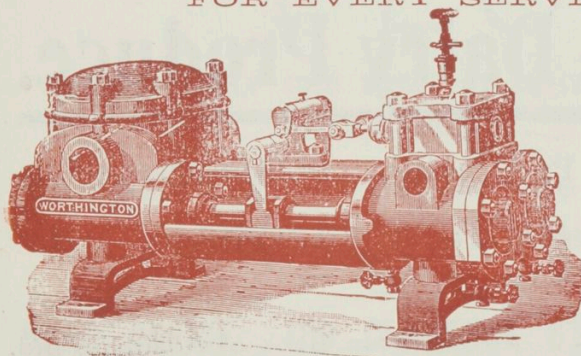
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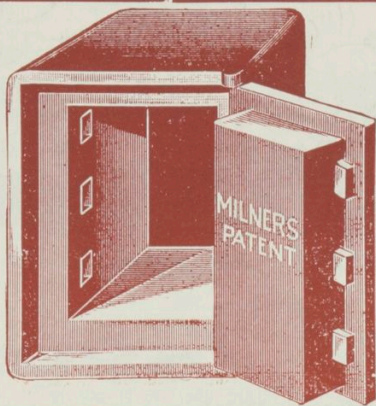
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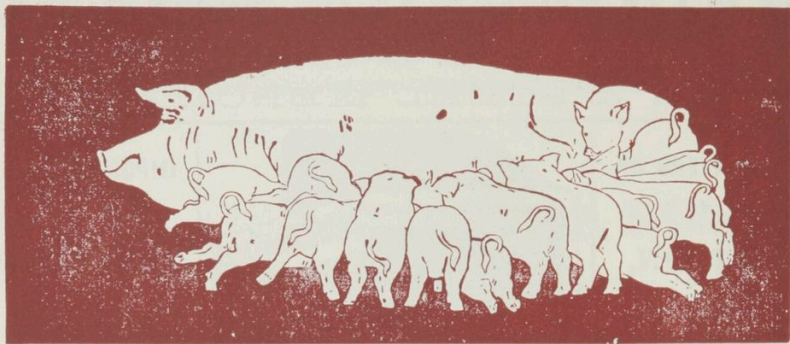
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BRUNTON'S
“**ROYAL**”
FLOUR.

AWARDED ONLY GOLD MEDAL AT CENTENNIAL EXHIBITION.

The BEST Flour makes the BEST Bread
and the BEST Pastry.

HEAD OFFICE: 189 CLARENCE STREET, SYDNEY.



WHEN READY,

Send your **Pigs**, Calves,

Fat Cattle, Horses, Wool,

To Hides, Tallow, Produce, &c.,

HILL, CLARK & CO.



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If you want Best Prices & Quick Returns.

We are **SELLING AGENTS ONLY**, we are not buyers. Our only object is to get the highest possible prices **for you**—the higher the price we get for you, the more commission we make for ourselves. Our business is big because we succeed in satisfying Shippers.

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J. BLACKWOOD & SON,

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Engineers & Steamship Furnishers,

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MARINE ENGINES
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STEAM PUMPS
and WINCHES.

MADE BY —————

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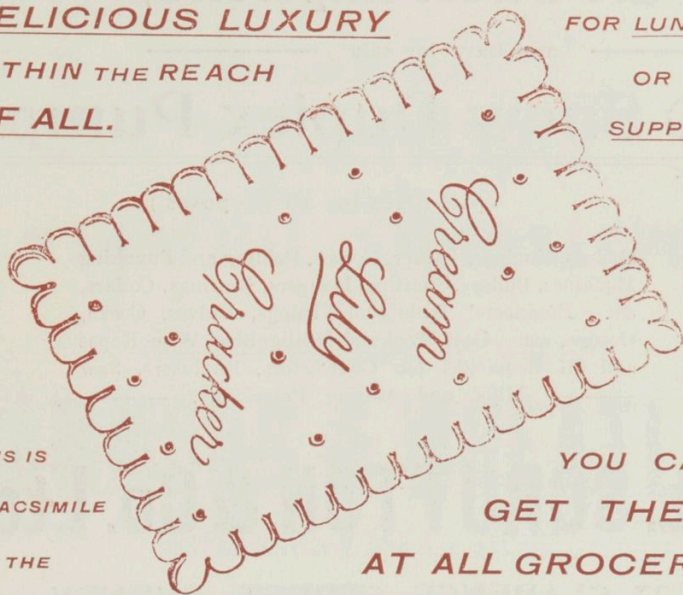
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A DAINTY AND
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WITHIN THE REACH
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EXCELLENT
FOR LUNCH
OR
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YOU CAN
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Brewed from the pick of Bohemian Hops.
The favorite, because of its superior quality.

Francis Webster & Son's Arbroath Canvas and Twines.

Govan Ropework Co.'s Manilla and Europe Rope.

We carry large Stocks.



Samples and Quotations
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We are Direct Importers,

and have for sale

Snow Duplex Pumps.

(All Sizes for all Purposes.)


Boilers, Engines, Lathes, Forges, Drilling and Punching
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ESTIMATES GIVEN FOR ALL KINDS OF
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Isolated Installations, with Oil, Gas or Steam Power,
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THE LEADING HOUSE.

THE OLDEST ESTABLISHMENT.

THE MOST PROGRESSIVE FIRM



OF GENERAL STOREKEEPERS

ON THE

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HAMMOND & WHEATLEY

BELLINGEN.

Visitors to the Bellinger River, and Intending Settlers will find it advantageous to call in and see

HAMMOND & WHEATLEY,

To find out their prices and mode of doing business, before going elsewhere.

HAMMOND & WHEATLEY,

By their long experience on the River, are in the position to serve you well.

Intending Settlers in the District desiring any information will do well to write to us. We will be most happy to supply same at any time.

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IMPERIAL HOTEL,



**FERNMOUNT,
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A commodious 2-storey Hotel, on the banks of the Bellinger.

Comfortable Accommodation.
Splendid Paddocks.
Prompt Attention given to guests.

ONLY THE BEST OF WINES, SPIRITS, AND ALES SOLD.

Lovely views from the balconies, cool breezes from the River, peace
. . . and comfort in the Hotel. . .

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— PROPRIETOR.

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. . . (ESTABLISHED 1886) . . .

Auctioneer & Land Agent,
BELLINGEN.

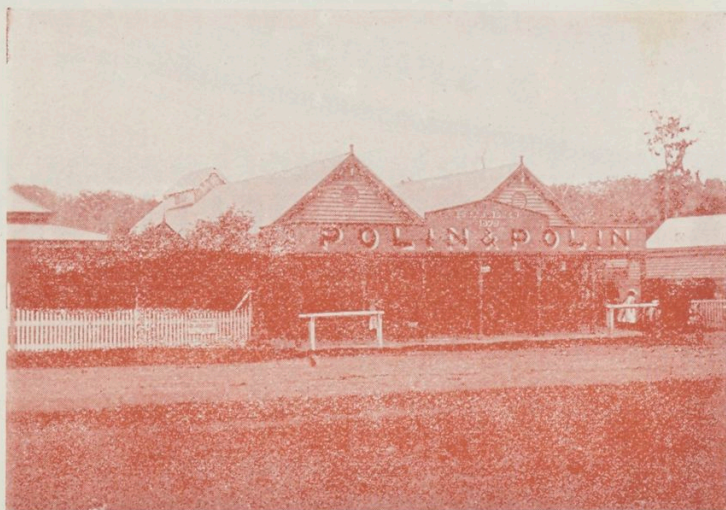
Good Sale Yards and Auction Rooms.

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Waugh & Josephson, Ltd., Separators, &c.
Agricultural Implements, &c.
Secretary to the Bellinger Central Co-operative Butter Co., Ltd.

A Commissioner for Affidavits.
All Correspondence Promptly Acknowledged.

The 
Bellingen Store.



The Largest and most . . .
Up-to-Date Store on the River.

POLIN and **POLIN.**

KEEBLE & STREAHORN, General Storekeepers.

**Headquarters for
Sterling Value.**

I.X.L. STORES, BELLINGEN.

PASTE THIS IN YOUR HAT.

☞ TO THE TRAVELLING PUBLIC WHO VISIT THE
BELLINGEN DISTRICT—to say that the

EXCHANGE HOTEL,

At BELLINGEN,

JOSEPH MURPHY, Licensee,

Is the best kept House outside of Sydney.

IF you want a Good Clean Bed, a Meal fit for a Prince, and a Good Glass of
Spirits, true to name, true to label, and unadulterated, along with civility,
then stop at the EXCHANGE HOTEL, where man and beast are looked after.

JOSEPH MURPHY, Licensee.



Practise Domestic Economy

You can do it better at the New Firm than at any other store anywhere. No matter what sort of a want you may have, you can get it filled at our store cheaper and better than elsewhere.

Read that again.

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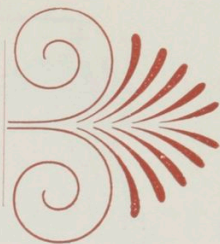
Direct Importers and Manufacturers, **LISMORE.**

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UNDOUBTEDLY the
Most Progressive & Up-to-date
Tailoring & Outfitting
Establishment in Lismore is



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Departments :
TAILORING,
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CLOTHING.



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Telephone 54.

P.O. Box 34.

Freemasons' Hotel,

MOLESWORTH STREET,

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J. J. MOORE, Proprietor.

Telephone No. 7.

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ROOMS.

SAMPLE
ROOMS.

THIS Hotel well and
favourably known
throughout the district,
will be found to
possess every Comfort
and Accommodation for
Visitors or Travellers on
very Moderate Terms.

None but the
very Best
Brands of
WINES
and
SPIRITS, &c.,
supplied.

J. MACGREGOR DUNN & SON

THE MARKETS, LISMORE,
**Richmond River.**

AUCTIONEERS & COMMISSION AGENTS,
MACHINERY MERCHANTS,
LAND AND ESTATE AGENTS.

AUCTION SALES TUESDAYS & SATURDAYS—

Furniture and Sundries	...	...	...	11 o'clock.
Sulkies, Buggies, and Harness	...	...	...	1 o'clock.
Poultry, Pure Bred and Table	...	...	...	1 o'clock.

AUCTION SALES in any part of the District efficiently conducted, and Account Sales with Cheque promptly after the Sale.

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Granville, N.S.W.

Harvesting Machinery, Mowers, Rakes, Hay Presses,
Chaff Cutters, Corn Crackers, Corn Shellers, Ploughs,
Harrows and Cultivators, Windmills.

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**Australian Mutual Fire Insurance
Society.** Lowest Rates and Prompt Settlements.

J. MACGREGOR DUNN & SON keep large and well assorted Stocks of the following lines :—

GOODLET & SMITH'S Rock Cement, Sewerage Pipes and Connections, Agricultural Drain Pipes.


DOULTON & Co.'s Sanitary Ware and Appliances.

CLYDE ENGINEERING Co.'s Ploughs, Harrows, Corn Shellers, Corn Crackers, Chaff Cutters and Seed Sowers.

THE ANCHOR Patent Fencing Clip & Patent Wire Strainer.

MORRISEY'S Famous Sulkies and Buggies.

Farm and Garden Fertilisers. The Sugar Co.'s Manures.

General Produce in all Branches. 

DARGIE & SON, Tailors and Mercers,

MOLESWORTH STREET, LISMORE.

The Largest Assort-
ment of Woollens to
choose from in the
Northern Districts.



Our Mercery will always be
of the Very Best and
Latest Designs.

HATS AND TIES A SPECIALITY.

Our Representative will pay regular visits to all centres in the Richmond and Tweed Districts.

Note the
Address:

Two Doors from Red Flag Stores.

“The Northern Star.”

LISMORE, RICHMOND RIVER.

Issued Wednesday and Saturday Mornings.

LISMORE is the GREAT CENTRE for the Richmond and Tweed districts, being in railway communication with Casino and Murwillumbah (Tweed River); trains to and from the latter place twice daily. The POPULATION of the district (Jan., 1904) is 38,121. That of LISMORE Municipality is over 5,000, and rapidly increasing, and it is the GREATEST DAIRYING DISTRICT in the State.

The Northern Star has the LARGEST CIRCULATION of any Paper on the Richmond or Tweed, a fact known to the North Coast S. N. Co. from the quantity of printing paper carried for us. Read by Farmers, Dairymen, Graziers, Sugar Growers, Business and Professional Men, Sawmillers, Stock Dealers, Mechanics, Labourers, Old and Young, Male and Female, in fact by everyone who can read. It is re-posted by hundreds of every issue to friends in other parts of the State.

For the above reasons, if you want to Advertise to
advantage you must do so in the “Star.”

REASONABLE RATES.

SUBSCRIPTION, 5s. per Quarter, in advance, post free; 6s. per Quarter, booked including postage.

SYDNEY AGENTS: G. H. VARLEY, Stock Exchange; GORDON AND GOTCH;
REUTER'S; all of Pitt Street.

T. G. HEWITT & SONS, Proprietors.

Imperial Hotel, Under New Management. LISMORE.

Best attention
= given =
to the Cuisine
Department.

TARIFF 4/- a day,
25/- a week.



Only Best Brands of Liquor kept.

Telephone No. 4.

Travelling Public specially Catered for.



Good Stabling Accommodation.

E. J. HOWELL, Proprietor.

FOR PRIVATE SALE.

THE CELEBRATED

KYOGLE ESTATE, Richmond River, New South Wales.

**The Balance of the First Subdivision. About
10,000 Acres, in Farms 60 to 400 Acres each.**

TERMS EXTENDING OVER 20 YEARS.

All Magnificent Black and Chocolate Loam—Splendid River Flats—the Finest Maize and Lucerne Land—The Best Dairying Country in Australia—Average Rainfall over 50 Inches—Watered by the Richmond River and Branches—All Permanent Streams—No Scrub to Cut or Timber to Clear Off—All Under Grass—Large Co-operative Butter Factory Now Being Erected. Kyogle Township, in the Centre of the Estate, containing :—State school, churches, stores, hotels, telegraph and post office, Bank of New South Wales, &c. Buildings rapidly going up.

TERMS.—The Most Liberal ever offered. 10 % Cash, Balance in Equal Payments over 20 years. Interest 5 %, or all Cash at any time.

INSPECT NOW. Good Accommodation in the Kyogle Township ; good roads ; good markets. PLANS and all information from—

HAMILTON, GROOM AND CO.,
116 Queen Street, Melbourne.

N.B. —The Balance of the Estate, about 20,000 Acres, is now being surveyed, and will be sold in October on the ground ; also 200 Township Allotments.

TITLES FREEHOLD. Rebate commission will be allowed to bona-fide agents introducing purchasers.

Commercial Hotel, Lismore.



The recognised House in
Lismore for the
Commercial Travellers'
Association of Australia.

This Hotel, conveniently
situated in the main
street, is replete with
every comfort and con-
venience for Visitors,
Travellers and the public
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Bath Rooms, Billiard
Room, Six Large Sample
Rooms. Good Stabling
and Paddock.

The Very Best Brands of Wines, Spirits, &c., procurable only supplied.

A. C. HILLIAR, Proprietor,

Telegrams attended to.

WOODLARK STREET, LISMORE.

Telephone No. 1.

20 YEARS' SOLID TEST

Amidst all the stress and toil
incident in the development of
this wonderful district has placed

F FRANCIS'S **T**
AMOUS **OP**
OOTWEAR

For Good Honest Value all the time.

A. E. FRANCIS, 

“The People’s” Cheap Boot Store,

MOLESWORTH ST. (West Side, next Bank
of New South Wales), LISMORE.

COMMERCIAL HOTEL, CORAKI.

VISITORS to Coraki, and the travelling public, will find the Commercial Hotel one of the most Comfortable Hotels in the Richmond River District. Every department of this Hotel is managed with the strictest attention by the Proprietress.

The above Hotel has a Commodious Sample Room for Commercial Travellers.

This Favourite and Up-to-date Hotel is connected by Telephone with Ballina, Lismore, and Casino.

BILLIARD AND BATH ROOMS.

A Commodious SALE YARD is adjoining the Premises.

Mrs. A. MOBBS, Proprietress.

M. McCANN, General Storekeeper,

An Up-to-Date Store
with an Up-to-Date Stock
at Up-to-Date Prices

CORAKI.

One of the Leading Businesses on the Northern Rivers.

A large and well assorted Stock of . . .

DRAPERY, BOOTS & SHOES, CLOTHING,

MERCERY, GROCERY, IRONMONGERY,

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. always on hand. .

Our Trading Launch, "ETHEL," travels to all parts of the river, carrying general goods, and we give Highest Possible Prices for all Produce.

Agencies : MELLOTT'S SEPARATOR.
DEERING MACHINERY.
WARD'S STOVES.
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SUN FIRE INSURANCE Co.
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The Leading Importers and Manufacturers of Harness and Saddlery, &c.
REPAIRS A SPECIALITY.

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CORAKI, Richmond River.

We are Up-to-Date.



We Cater for all classes of Trade.

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Stock Sales held Every Saturday at the Yards.

Sales conducted in any part of the District.

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**RASPBERRY, LEMON, LIME JUICE CORDIAL,
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Guaranteed to be manufactured from Pure Fruit Juices,
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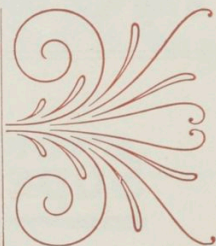
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PREMIER HASTINGS RIVER PHARMACY,
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Ready Mixed Paints

In 1lb., 2lb., 4lb., 7lb. and 14lb. Tins.

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In 5lb. Packets of 22 Colours.

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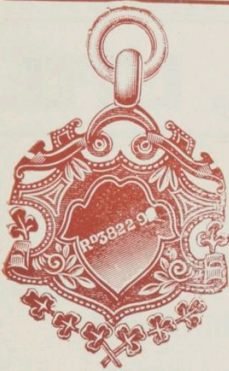
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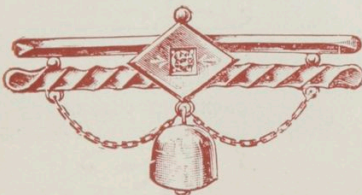
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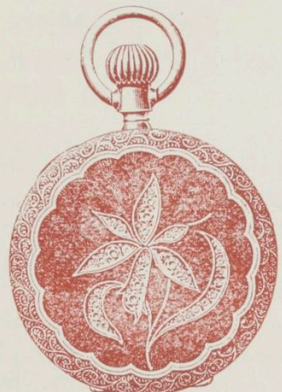


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Country Orders have our special attention.

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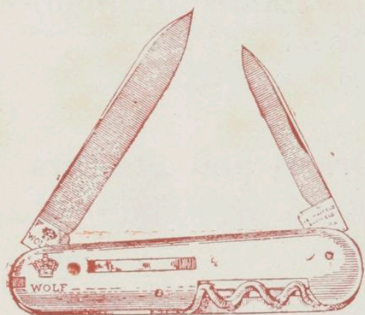
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Manufacturers of Silver & Electro-Plated Goods & Cutlery

OF EVERY DESCRIPTION.

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Ship Chandlers, Sail, Tent & Carpaulin Makers,

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Large stocks kept of Wire Ropes for all purposes, Manila Rope, &c., Paints, Oils and Varnishes, Muntz Metal, Fencing Wire, Wire Nails, Cement, Bolts, Nuts, Steam Fittings, &c.

All requirements for Yachting Boat Gear.

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Via Brisbane, Fiji and Honolulu, sailing every 4 weeks.

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THE UNION STEAM SHIP COMPANY OF NEW ZEALAND, LIMITED,
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The Barrengarry Stud,



New
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Wales

(15 miles from Nowra, and 20 miles from Moss Vale),

Have on hand for Sale at all times.
PURE-BRED, HIGH-CLASS, . . .

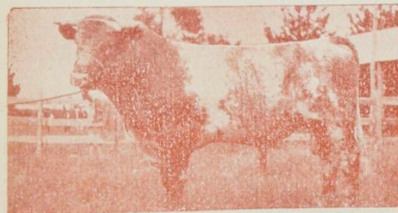


DURE KING OF ARDGOWAN—Imported.

Ayrshire and Shorthorn (Milking Strain)

Bulls and Heifers.

None but the Best of Bulls
are kept and Used.



THE SKIPPER.
(Son of Clipper—Imported.)

The Barrengarry Stud for the last four years has been noted for the number of Prizes which its Ayrshire and Shorthorn Cattle have taken at the Royal Agricultural Shows in Sydney and Melbourne, as well as at the different Illawarra and other Agricultural Shows in New South Wales and Queensland. The Cows are of the Highest Class, special attention in putting the studs together having been paid, not only to type, colour, and shape, but to the size of the teats of the Ayrshire, and to the milking qualities of both the Ayrshire and Shorthorn Cows.

Full Particulars from—

THE OFFICE, 45 HUNTER STREET, SYDNEY.

NEW SOUTH WALES RAILWAYS

EXPRESS TRAIN SERVICES



MAY 1904

Pullman and Palace Sleeping Cars.



Lavatory Accommodation,
All Classes.

Sydney for Melbourne Daily.

(Saturdays excepted).

Distance
in miles.

	SYDNEY	..	...	..	dep. 7.50 p.m.	
87	Moss Vale	...	...	...	.. 10.31 ..	
136	Goulburn	...	...	...	.. 11.51 ..	
292	Junee	...	...	...	.. 4.49 a.m.	
392	Albury	...	...	...	arr. 7.26 ..	} border station ; break of gauge
	"	...	...	...	dep. 7.51 ..	
582	MELBOURNE	...	...	...	arr. 1.17 p.m.	(next day).

Melbourne for Sydney.

Distance in miles.				Daily, Sat. and Sun. excepted.		Saturdays only.
	MELBOURNE	...	...	dep.	5. 5 p.m.	3.42 p.m.
190	Albury	...	...	arr.	10.43 "	9.18 "
	"	...	...	dep.	11. 8 "	9.40 "
						Sundays.
290	Junee	...	...	"	1.49 a.m.	12.22 a.m.
446	Goulburn	...	...	"	6.51 "	5.24 "
495	Moss Vale	...	...	"	8.30 "	6.53 "
582	SYDNEY	...	...	arr.	10.43 "	9. 5 "

Sydney and Adelaide Daily.

(Saturdays excepted).

Distance in miles.					
	SYDNEY	...	...	dep.	7.50 p.m.
582	Melbourne	...	...	arr.	1.17 " (following day).
	"	...	...	dep.	4.40 "
1065	ADELAIDE	...	...	arr.	10. 0 a.m. (second day).

Adelaide and Sydney Daily.

(Sundays excepted).

Distance in miles.						
	ADELAIDE	...	...	dep.	4.30 p.m.	
483	Melbourne	...	...	arr.	10. 2 a.m.	
						Sats. and Suns. excepted.
	"	...	...	dep.	5. 5 p.m.	3.42 p.m.
1065	SYDNEY	...	...	arr.	10.43 a.m.	9. 5 a.m.

Sydney and Brisbane Daily.

(Saturdays excepted).

Distance in miles.						
	SYDNEY	...	...	dep.	5.10 p.m.	
104	Newcastle	...	...	"	8.49 "	
255	Werris Creek	...	...	"	1.59 a.m.	
423	Glen Innes	...	...	"	8.35 "	
492	Wallangarra	...	...	arr.	11. 0 "	} border station ; } break of gauge.
	"	...	...	dep.	11.25 "	
725	BRISBANE	...	...	arr.	9.20 p.m.	(next day).

Brisbane and Sydney Daily.

(Saturdays excepted).

Distance in miles.					
	BRISBANE	...	...	dep.	7.10 a.m.
233	Wallangarra	...	...	arr.	5.40 p.m.
	"	...	...	dep.	6. 8 "
302	Glen Innes	...	...	"	8.40 "
470	Werris Creek	...	...	"	2.41 a.m.
626	Newcastle	...	...	"	7.53 "
725	SYDNEY	...	...	arr.	11. 8 "

FARES.

	1st Single.	2nd Single.	1st Return.	2nd Return.
	£ s.	£ s. d.	£ s.	£ s.
Sydney and Melbourne	4 0	3 0	6 0	4 10
Sydney and Adelaide	5 17	3 19	8 15	5 19
Sydney and Brisbane	4 0	2 12 6	6 0	4 0

SPECIAL CONCESSIONS to Steamship Passengers to or from Oversea Ports.

North Coast.

FORTY-THREE HIGH CLASS

DAIRYING AND GRAZING FARMS.

AREAS 200 TO 1,100 ACRES.

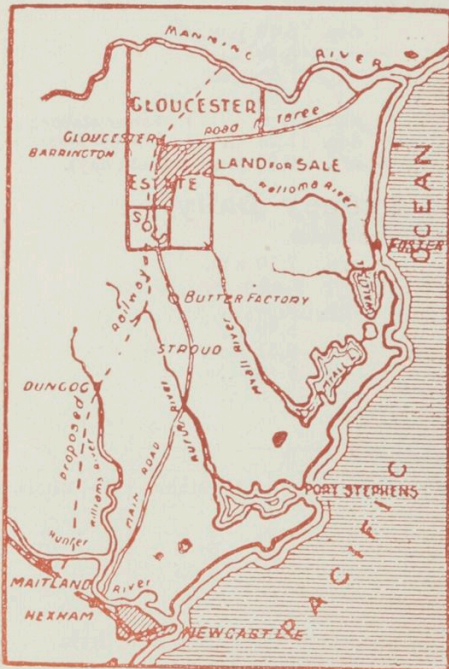


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BETWEEN THE HUNTER & MANNING RIVERS.



Salubrious
Climate.

Rich Soil.

Butter
Factory.

No Droughts.

Rainfall,
50 inches.

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Carriage.



GLOUCESTER ESTATE.



HIGH CLASS DAIRY FARMS.

8,014 Acres Avon Valley,

(Near the Town of Gloucester.)

Splendid Dairying Country on the River Avon, fronting the Main North Coast Road (Stroud to Taree); parts quite clear; some almost clear, having been ringbarked for many years; balance open ringbarked timbered country, with shelter and shade belts left, and rich brush lands; good soil (alluvial flats and loamy rises); river frontages.

5,500 Acres Mograni Valley,

(adjoining the above, on the east).

Good Dairying Country on the Mograni Creek, with frontages to the Main North Coast Road (Gloucester to Taree); parts quite clear; some almost clear, having been ringbarked for many years; balance open ringbarked country, with shelter and shade belts left, and rich brush lands; good soil and running water.

8,650 Acres on Baker's Creek,

Fronting Main North Coast Road (Gloucester to Taree); good chocolate soil, parts almost clear, having been ringbarked for many years; balance open forest and rich brush lands; splendidly grassed.

— ALSO —

60 Allotments Town of Gloucester,

Where Branch Bank, Hotels, Stores, Post Office, Court House, Public School, Church, &c., have been established.

WILL BE OFFERED BY PUBLIC AUCTION AT **STROUD**, BY

MESSRS. MCKENZIE AND HOOKE,

At 11 o'clock, on Friday, 23rd September, 1904.

Liberal Terms—FARMS: $\frac{1}{4}$ Cash. Balance over 8 years at 5 % Interest
With right to pay off any sums at any time.
ALLOTMENTS: $\frac{1}{4}$ Cash, Balance on Completion of Transfer.

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Commission Paid to Agents introducing Buyers.

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MANUFACTURERS OF EVERY CLASS OF ENGINES, BOILERS, PUMPS, ETC.	ENGINEERS, . . .	WOOLDUMPING MACHINERY, COMPRESSING PLANT, REFRIGERATING, BOILING DOWN, MINING PLANT, ETC.
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AMONG FAMILY SEWING MACHINES.

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By this Sign
you may know
and will find

SINGER
STORES
EVERYWHERE.

SILENT

SPEEDY

These Machines are now being sold at Lower Prices, quality considered, than any other. Whether you propose the purchase of a Machine or not, there is much to interest most women at any SINGER STORE, and all are cordially invited.

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H. J. LINDEMAN,

Victoria Market Cellars, YORK STREET,
Near Town Hall,



SYDNEY.

Largest City Cellars
in the World. . . .



Inspection Invited.


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MINERAL WATERS

Are the Standard of Comparison throughout the World.

Schweppe's Soda.

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Consign your Produce
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Farmers' & Settlers' Co-operative Society Ltd.



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Paid-up Capital - - - £4,059 0 0.

Value of Buildings and Plant £8,884 6 6.

The Output of Butter is over 700 Tons annually. We have three Registered Brands in use—Wingham and Pyramid are used exclusively for London and Export, the Sun Brand for Sydney and Local Trade.

Sun Brand Butter.—Householders should try Sun Butter. For flavor and aroma it is unequalled, and its keeping qualities are excellent.

Manning Bacon is also of the Choicest Quality, and only needs to be once tried to be always used.

Steam Launches.—We have two Steam Launches always open for charter to Excursionists.

ISAAC EVANS, Manager.

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COASTAL FARMERS' CO-OPERATIVE SOCIETY, Ltd.

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Shares.

	SHAREHOLDERS.		SHARES.
DAIRY FARMERS ...	686	...	4745
MAIZE GROWERS ...	614	...	3116
	<u>1300</u>		<u>7861</u>

Absolutely A GENUINE CO-OPERATIVE INSTITUTION.

ALL PROFITS (after paying 6 % Dividend to Shareholders, and writing off small amount to "Reserve") are distributed annually amongst **Consignors** as **Bonus** on Commissions paid by them.

Progress.

	TURNOVER.	DIVIDEND.	BONUS PAID.
1st Year -	£71,855 ...	6% ...	—
2nd ,, -	£167,774 ...	6% 20%	£1,262
3rd ,, -	£277,439 ...	6% 25 & 20%	£2,583
4th ,, -	£323,381 ...	6% 20%	£2,146

The SOCIETY receives more BUTTER, EGGS and MAIZE on consignment than any other firm in Sydney. £5,991

The DIRECTORS are all representative Coastal Farmers.

Sydney, July, 1904.

C. E. D. MEARES, Manager.

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**And Highest Grade of
 Manufacture.**

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 BLANKETS
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TARIFF: 4s. per Day; £1 0 0 per Week.

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EAST KEMPSEY.

T. D. HUTCHISON, Owner.

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LARGE SAMPLE ROOMS, AND GOOD STABLING.

 SEE BLOCK OF KEMPSEY BRIDGE FOR POSITION.

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ALL OPERATIONS PAINLESS.

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Awarded Silver Medal for best Hogskin Saddle at Macleay A. H. and I. Association's Annual Show, 1882. First Prize for Best Side Saddle and Collection of Saddlery, 1887. Four First Prizes in 1888. Collection of Saddlery and Harness, 1890, and numerous Prizes since up to 1904.

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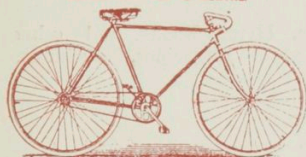
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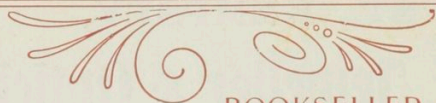
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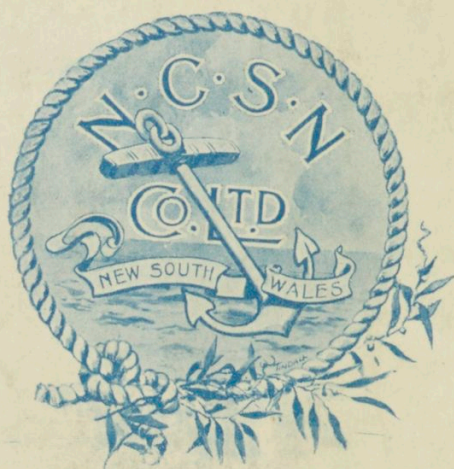
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