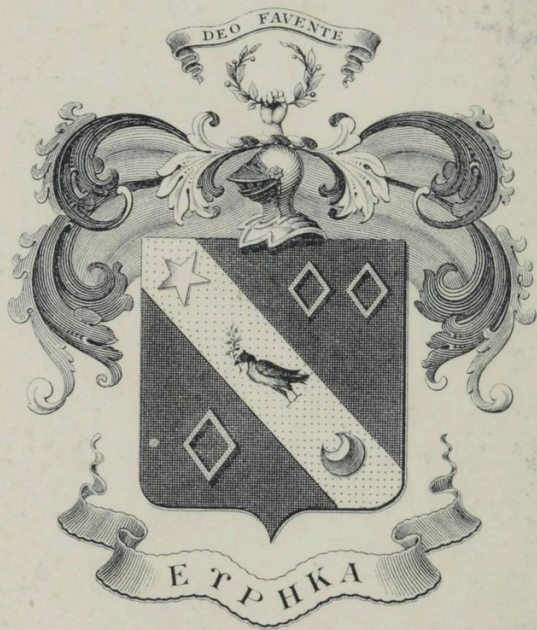


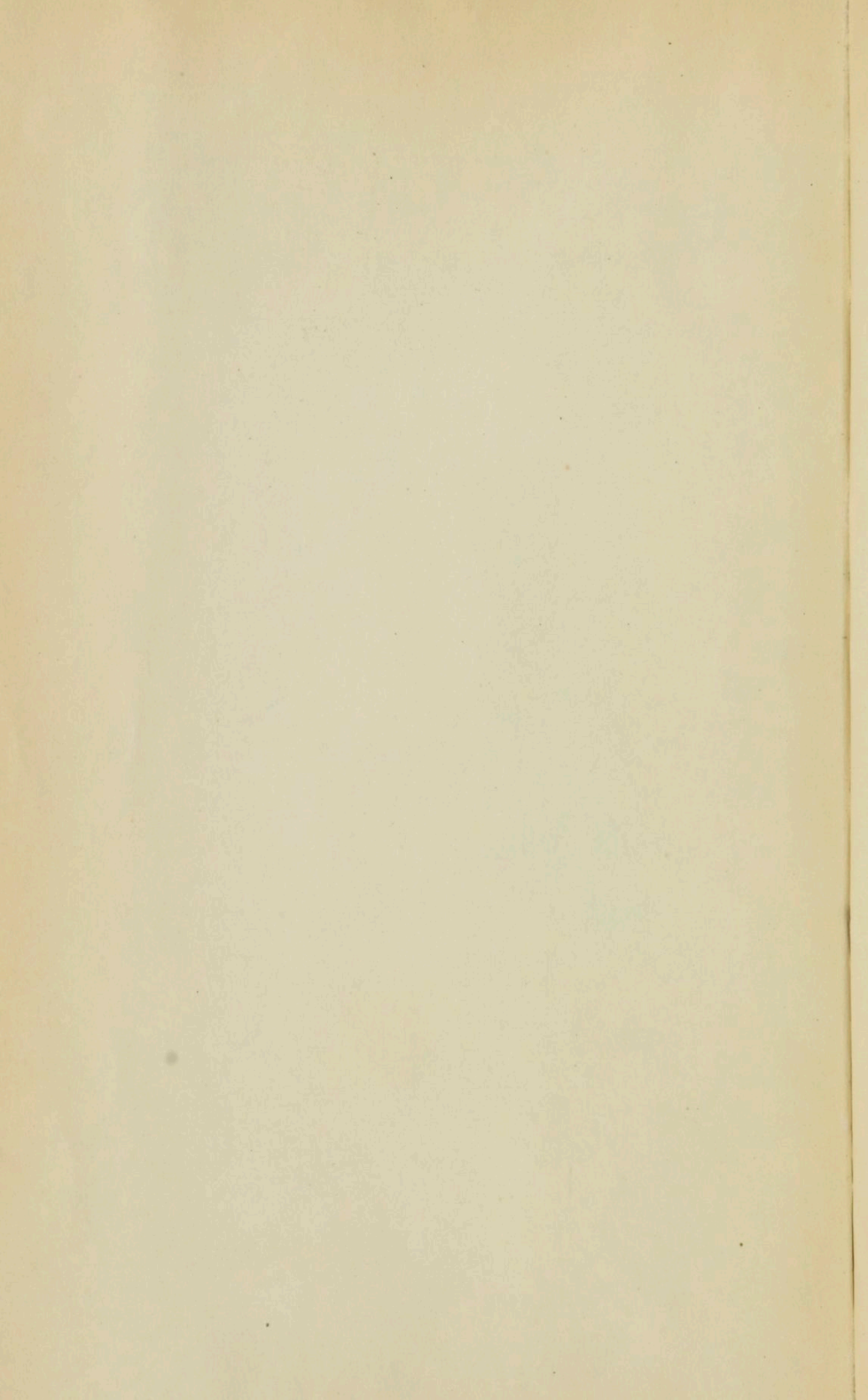
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David Scott Mitchell.



D. Murray

A BRIEF STATEMENT
OF FACTS

IN CONNECTION WITH AN

OVERLAND EXPEDITION

FROM

LAKE GEORGE TO PORT PHILLIP,

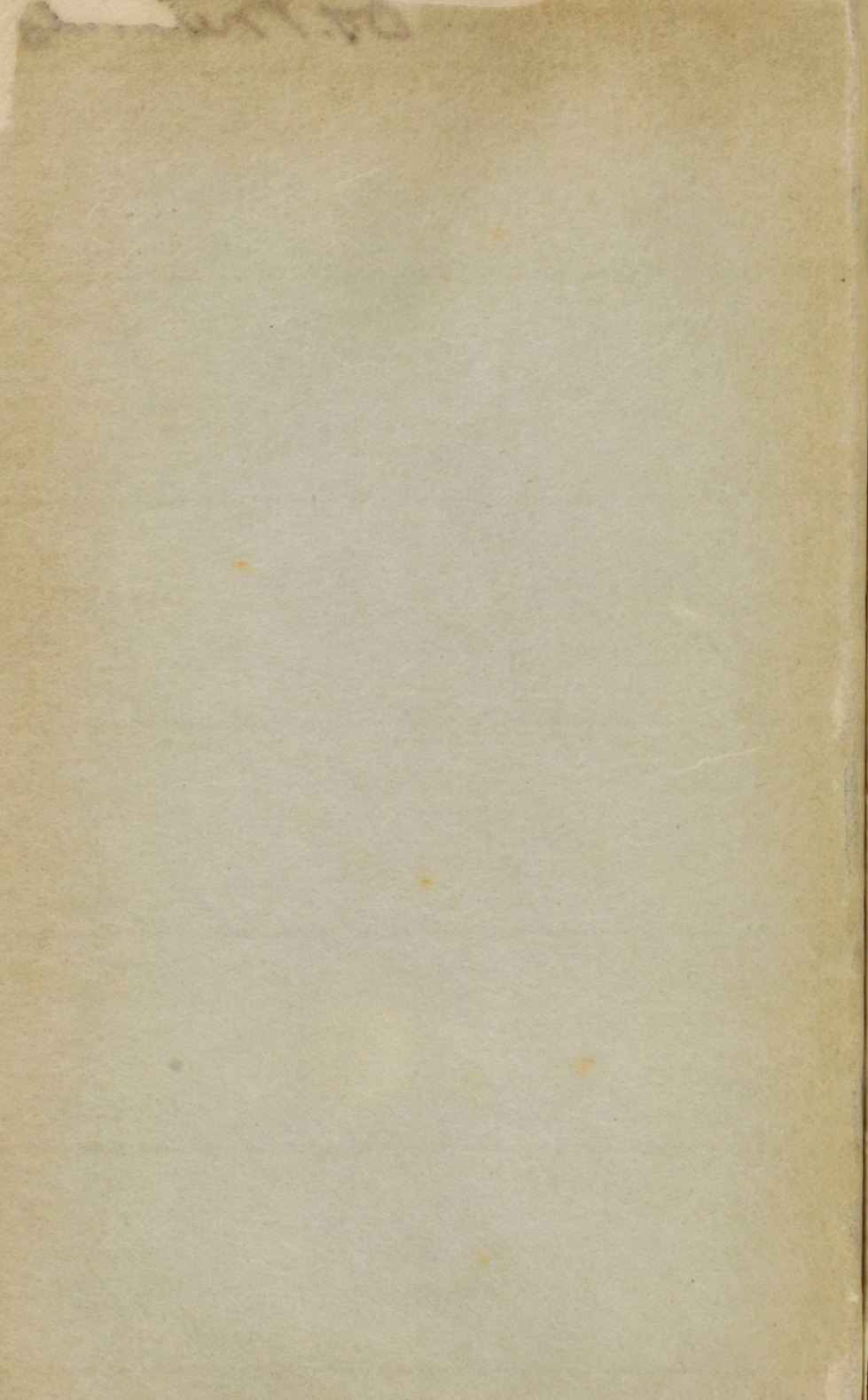
IN

1824.

BY HAMILTON HUME.

SECOND EDITION.

YASS:
J. J. BROWN, COURIER OFFICE, ROSSI STREET
1873.



2 R.



HAMILTON HUME.

With Hume's Jour. Compl'd

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OF FACTS

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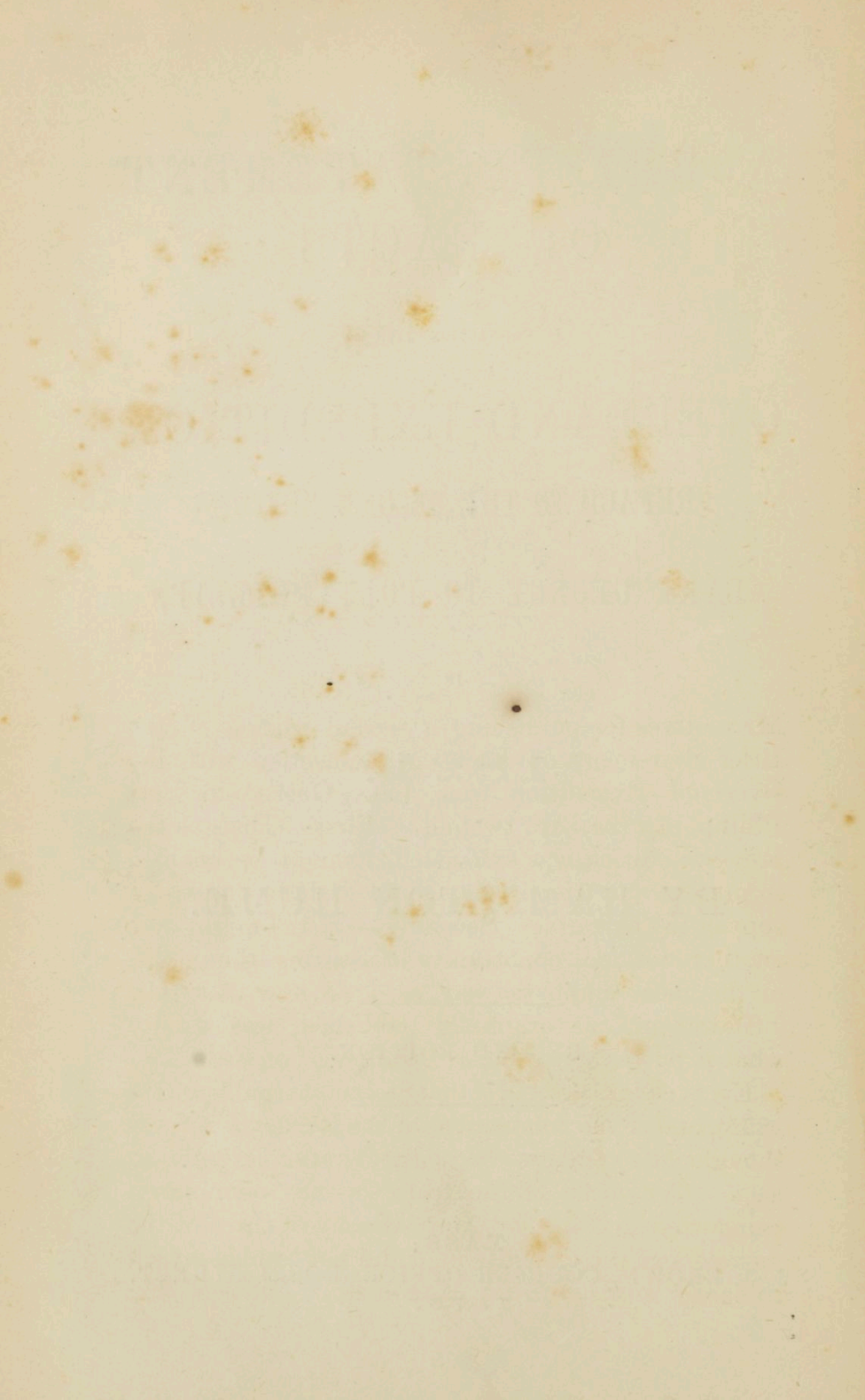
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BY HAMILTON HUME.

SECOND EDITION.

YASS:
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1873.



PREFACE TO THE SECOND EDITION.

My motives for publishing a second edition of "A Brief Statement of Facts in connection with my Overland Expedition from Lake George to Port Phillip, in 1824," are twofold:—First,—That, as the previous edition was exhausted, I might be enabled to present any friend who should wish for one with a copy of my narrative. Secondly,—That I might take another and final opportunity of assuring the public, in the most emphatic way, as I do now, that the "Statement," as originally published, was strictly what it purported to be, a "Statement of Facts."

Every essential detail of that Statement (published in 1855), one of the companions of the journey it records thought fit to traverse immediately after its publication. Convinced of the truth of my own story, (supported as it was by the testimony of three of the members of the expedition), I did not trouble myself to bandy words with my calumniator; but now that

I find a second edition of my Statement is wanted, I think it well, without altering a single word of the original edition, to add a few pages of fresh matter, confirmatory of the truthfulness of my account. Such portions of this fresh matter as corroborate statements in the original text will be found embodied with it, but distinguished from it by being in parentheses. This confirmatory matter is composed of extracts from letters addressed to me, at various times, by men well competent to pronounce an opinion upon the subject of early Australian exploration.

The calumniator of my character and my story attacked me at three different points. He denied my right to be esteemed a conscientious narrator of facts, saying that I was the retailer of "mendacious inuendoes," of "cooked sentences" prepared to serve a purpose, of an egotistic story built up upon the "vague recollections of convict servants." He denied my claim to be considered a reliable leader, stating, at assumed "second-hand," that in my treatment of men I was all "bluster and bounce"—such bluster and bounce being asserted to form the antithesis of his own quiet though commanding manner. And, lastly, he endeavoured to show that I was a false friend.

I do not care to follow Mr. Hovell into the winding mazes of his own conceit. I would say to him, "Mark how a plain tale shall put you down." And for the sake of those who take an interest in all that concerns the early history of the great and growing colony of Victoria, I here re-assert that the aid I derived in compiling my "plain tale" was the aid of three reliable men, sharers with me of past labours; of men whose "recollections" (in 1855) were far from

being "vague," and of whom two, from the fortunate circumstances of their then position, were placed high above all need of pandering to any foolish vanity of mine.

The following letter from Mr. James Fitzpatrick (one of the above-mentioned two) to the Editor of the *Yass Courier* will be found to fully corroborate my statement in many most essential particulars:—

"SIR,—Having read the statement of a correspondent, as published in your journal of the 29th September, 1872, relative to an overland route to Port Phillip, a now flourishing portion of this vast continent, I beg to state that I was one of the party who accompanied Mr. Hume on that occasion, and therefore being cognisant of what transpired during such a perilous journey, can vouch for the truth of what the writer has stated; and I positively assert that the journey would never have been accomplished but for the indomitable perseverance of Mr. Hume, and that he was in fact the sole leader of the party. Captain Hovell's services were enjoined to form one of the expedition, because it was thought from his nautical experience he would assist in the enterprise by taking the latitudes and longitudes; but, however much he might feel himself at home on sea, he was all abroad as a landsman, whether the fault lay with him or his instruments: little doubt as to which was entertained by the party, as he failed to make traces on his chart during their progress, whilst Mr. Hume's chart was replete with delineations daily made during the journey, so much so as to gain the approbation and admiration of the late Sir Thomas Mitchell, the then Surveyor-General, for its accuracy. Captain Hovell at various early stages constantly importuned the parties to return, but Mr. Hume persevered, and thus arrived at Port Phillip at four p.m. on the 16th December, 1824, having travelled the distance of six hundred and seventy miles, for which I think it may be presumed that his name in history deserves to be associated with the best of our distinguished explorers.

(Signed)

"JAMES FITZPATRICK.

"Glenlee House, near Campbelltown,
November 4, 1872."

On the same subject, is a long letter which appeared

in the *Australasian* of the 26th October, 1872. It is signed "Another Australian." The following extracts from it show its general tenor:—

"'Australian' asks 'where Mr. Hovell (when on his Western Port expedition) crossed the valley of the Yarra?' Mr. G. Rusden has sent an answer to the question, showing by proofs obtained from England that Mr. Hovell never was near the valley of the Yarra, consequently could not have arrived at the termination of their previous journey (the overland expedition of 1824). . . . Hume, on his return (from that expedition), stated that it was Port Phillip they had made—he had recognised it from Mr. Meehan's description, who had been there with Surveyor-General Grimes; he had recognised the Station Peak of Flinders as well as other peculiarities. Mr. Hovell asserted that they had been to Western Port. Port Phillip was not believed in after its abandonment in 1804, so Mr. Hovell carried the day, and an endeavour was made to colonise Western Port, which proved a failure. Hume, in despair, wrote to the *Sydney Morning Herald*, describing the country he had seen, giving a few short extracts from his journal, and some of the names obtained from the natives, with his reasons for believing it to have been Port Phillip that they had reached. He had already convinced Sturt. After considerable delay and difficulty with the Government he (Batman) formed a party and came over; their report brought others. It was soon heard of in England, and in thirty-seven years the Victorians 'have done what they have done.' And now, sir, can you wonder that Mr. Hume or his friends should be jealous that he should not be robbed of his honours? Not long since I saw Mr. Hovell's name associated in the *Australasian* with Mitchell, Sturt, and Batman, as men who had benefited their country, while Hume was ignored. Mr. Hovell never found himself in such company before, I am certain."

All insinuations against my conduct as a leader are best met by the following facts:—I was specially recommended by Mr. Berry to Governor Brisbane as a person fitted to lead an exploring party; I was specially selected to accompany Sturt; and when with Sturt I so acted as to win

the confidence and, I think I may say, the affection, of that distinguished explorer. The following extracts from letters written to me by Captain Sturt speak for themselves :—

“MY DEAR HUME,

“I have not time to write you in full, but enclose for your perusal a letter I wrote to the Governor, and a memorandum I sent to him, at the back of which you will observe that he wishes to see you in Sydney as soon as you can come down.

“I hope my plans will meet your approval; they will lead us direct to the place you wished to make for, from Mount Harris, and towards your old route. You will see that we must descend the Darling in boats, and that after making that river, animals will become useless to us. As, however, I trust we shall again journey together, I will not here enter into particulars. I enclose you a letter I some time ago received from the Colonial Secretary in answer to mine.

“Write me when I may expect you, and I will prepare for you. In the meantime, believe me

“Most faithfully yours,

(Signed)

“CHAS. STURT.

“N.B.—I have some idea that Mr. George Macleay will make one of our party.

“HAMILTON HUME, ESQ.,
17th September, 1829.”

“MY DEAR HUME,

“I received both your letters by the hands of Angel yesterday, and am sorry that it will be so long before you can get to Sydney, for I hope to have everything in readiness for starting by to-morrow fortnight, having many objects in view by an early departure.

“I was fearful that the present state of the country would prevent your accompanying me, inasmuch as that your presence would be required at home to superintend your farm, and your letter of the 22nd has rather tended to confirm the impression. In that case I shall, I do assure you, regret the necessity which will prevent your joining me, on your account, and your absence on my own. . . . The Governor wished that you should have

come down to Sydney as soon as possible, and I hope that your affairs will still permit of your leaving Appin sooner than you say. At all events, write me in acknowledgment of this, and believe me, my dear Hume,

“Sincerely and faithfully yours,
(Signed) “CHAS. STURT.

“24th September, 1829.”

“January 4th, 1830.

“MY DEAR HUME,

“I fancy ere this reaches you, you will have expected some tidings of us, but I have been unwilling to send back my messengers without some decisive information. Circumstances have, however, obliged me to do so at last. I was checked in my advance on the 27th ult. by high reeds, not like those of the Macquarie, but yellow as waving corn, and my cattle were fairly knocked up from travelling over miles and miles of your ‘picture of misery.’ Here it covers the ground as far as the eye can reach, or a horse can travel, and the soil under it is so soft that the drays were regularly fast in it over and over again. It meets you at every turn, and spreads from the river to the plain and from the plain to the river. I carried the good land down with me for 140 miles below O’Brien’s, when the hills ceased, and I got on plains. The Murrumbidgee kept up its character, and is in truth a magnificent stream. I do not yet know its fate, but I have been obliged to abandon my cattle, and have taken to the boats; where I shall wander to God only knows. I have but little doubt, however, that I shall ultimately make the coast.

“We are in $143^{\circ} 57' 45''$ E. long. and $34^{\circ} 15' 15''$ N. lat., so that the course of the river is a little to the northward of west, which may account to you for the circumstance of its having no tributaries. Where do the Hume and the Hovell and the other streams flow to?

“The rivers of this country seem to keep independent courses. There is a very lofty country to the south-east of the Murrumbidgee, and I have no doubt a fine one, but we have passed over granite masses only.

“We have seen about 200 blacks on the river, and they had the confidence to bring their wives and children to the camp; I have written in their behalf to the Colonial Secretary.

“I hope you have had your reward by this, and that to your satisfaction.

“Give my compliments to your father, whom I met on the road, and who kindly introduced himself to me.

“I will write to you again in the event of my sending letters, and with best wishes for your prosperity,

“I remain, MY DEAR HUME,

“Faithfully and sincerely yours,

(Signed) “CHAS. STURT.”

I was also fortunate enough to obtain the confidence of Sir Thomas Mitchell, Surveyor-General of this colony; as well as the good opinion of Governor Bourke, in proof of which I publish the following letters:—

“SYDNEY, 10th November, 1836. ✓

“MY DEAR SIR,

“You will have seen before you receive this (or might see) the account of our tour through the southern country; therefore I need not enter into any details about it, till I have the pleasure of seeing you, only I have much pleasure in stating that I found your map of the rivers (allowing for the distance at which I crossed them below your route) *surprisingly correct*. . . .

“I remain, MY DEAR SIR,

“Faithfully yours,

(Signed) “T. L. MITCHELL.

“HAMILTON HUME, ESQ.”

“CRAIGEND, 16th March, 1835.

“MY DEAR SIR,

. . . “I was fortunate with the Illawarra road, but I fear it will not be well understood by the Governor in my absence. I found an excellent ridge the whole way to ‘Misery Point,’ which is that terminating at the mouth of the little creek, where you and I first said that the road should go up from Broughton’s Pass. . . . I have explained this to you as one best able to understand it, whatever questions may arise during my absence.

“My party is now crossing the Blue Mountains, and I must soon join it.

“I remain, MY DEAR SIR,

“Very faithfully yours,

(Signed) “T. L. MITCHELL.

“HAMILTON HUME, ESQ.”

[This letter is tolerably clear evidence of the confidence placed in my judgment and capacity by Sir T. Mitchell.]

“SYDNEY, 12th April, 1836.

“MY DEAR SIR,

“I have had the pleasure to receive your obliging letter, and although when I wrote to ask you the question, I did not apprehend any difficulty in proposing to the Governor that a traveller so experienced as yourself should form one, I wrote in haste before speaking to the Governor; I find that his orders from home are peremptory, that the survey department only is to be so employed. I was on the point of stating to the Governor your readiness to go, and to press the matter further, when I yesterday received a letter postponing the whole journey till the spring, on account of the coast survey, and other matters which now render it inconvenient for me to go.

“Before that time you and I will have an opportunity of talking over the subject.

“In the meantime, I remain,

“Yours very faithfully,

(Signed)

“T. L. MITCHELL.

“HAMILTON HUME, ESQ.”

“SYDNEY, 3rd August, 1841.

“MY DEAR SIR,

“Often have I thought of you, and asked after you, when in Appiu; and I need scarcely assure you that your friendly and much-esteemed letter which I have now received affords me great pleasure. It also relieves me from some anxiety, lest any change might have taken place in your feelings towards me, for believe me I shall never forget how kindly you first showed me this colony from the summit of the Blue Mountains, and entertained me hospitably in your tent while I was still but a stranger to the land of gum trees. Much more still have I occasion to value the friendship of one so experienced as a traveller in Australia, and to whose enterprise we are all so much indebted.

“You kindly allude to my reception in England; it must be gratifying to you, an Australian, to know that there the most lively interest is felt in Australian discovery, and respecting Australia generally. . . . I did indeed contemplate a journey

to explore the summit of the Alps and sources of the Murray, but official business did not admit of my absence from Sydney for such a length of time. Whether during next summer I might take a trip southward seems rather doubtful, but be assured I shall gladly go a good way, either right or left, if I were proceeding southward, to see you, and with your valuable assistance, explore the limestone caverns about Yass. . . .

"I remain,

"MY DEAR SIR,

"Very sincerely yours,

(Signed)

"T. L. MITCHELL.

"H. HUME, ESQ."

"Surveyor-General's Office, Sydney,
18th August, 1848.

"MY DEAR HUME,

"I am much obliged to you for your friendly letter. I can heartily assure you that I value your kind welcome on my return to Australia very highly. You and I have witnessed many changes in the colony—too many in some respects—not enough, I fear, to have improved the order of things that existed when you first showed me the Blue Mountains, and New South Wales from King George's Mount! . . .

"At the end of the year, if not before, I hope to have the pleasure of seeing you. Meanwhile, believe me,

"MY DEAR MR. HUME,

"Sincerely yours,

(Signed)

"T. L. MITCHELL.

"HAMILTON HUME, ESQ., J.P."

"SYDNEY, 9th January, 1851.

"MY DEAR HUME,

. . . "The public ought to esteem you as much as I do. The career of discovery and the path of truth all lead in one direction, as you have always shown your fellow-colonists, and your old fellow-traveller, and very sincere friend,

"T. L. MITCHELL.

"HAMILTON HUME, ESQ., J.P."

"SYDNEY, 16th December, 1851.

"MY DEAR HUME,

. . . "At all events the Bill has been passed, and has also received the Governor's assent, by which I hope this 'Cata-

ract and Nepean Bridge Bill' will enable us to open at last the 'True South Road,' in the direction by which you, *who led the way to Port Phillip*, first led the Surveyor-General. . . .

"Believe me ever,

"Very sincerely yours,

(Signed)

"T. L. MITCHELL.

"H. HUME, Esq., J.P.,
Cooma, Yass."

"Surveyor-General's Office,
Sydney, 15th April, 1855.

"MY DEAR HUME,

"Allow me to thank you for kindly sending me a copy of your recent publication,* and I beg to assure you that no one can enter more fully than I do into all your feelings on the subject which called it forth. If this world had been just, it ought not to have left to you the trouble and expense of setting it right on that subject, for your talents, ability, and enterprise as a bushman are, in my opinion (or were when you were younger) superior to those of any man I ever travelled with. . . .

"Believe me ever,

"Very faithfully yours,

(Signed)

"T. L. MITCHELL.

"H. HUME, Esq."

The following letters are from the Private Secretary to Sir R. Bourke:—

"Government House,
Sydney, 2nd August, 1836.

"SIR,

"I have had the honour to submit to the Governor your letter of the 28th ultimo, stating your intention of proceeding in a few weeks from Yass Plains in order to point out to a party of gentlemen a line of communication with Port Phillip, by which the Snowy and other mountains may be avoided.

"His Excellency directs me to assure you that he cannot but appreciate highly your repeated and well-directed efforts to extend the geography of New South Wales. But as it is not impossible that you may be acting under an impression that his Majesty's Government are about to sanction the colonisation of Port Phillip, I am directed to state for your guidance, that up to the

present moment no instructions upon the subject have been received by this Government, and that it is quite impossible to conjecture what the nature of those instructions may be. It is not, however, likely that they will be much longer delayed. Under these circumstances it is for your party to consider whether it may not be prudent to defer this journey until a question so important to the future relation between this colony and Port Phillip has been set at rest.

"Should you not already be aware of the fact, it may not be amiss to inform you that if Major Mitchell succeeds in tracing the Darling as far as the opening of the Murray, it was his intention to enter that river and proceed up it towards the settled districts. Should you desire it I shall be happy to enter into any further particulars regarding his route.

"I have the honour to be,

"Sir,

"Your most obedient servant,

"G. K. HOLDEN,

"P. Secretary.

"HAMILTON HUME, ESQ."

"Mr. Holden presents his compliments to Mr. Hamilton Hume, and begs to say that if it will not be inconvenient to him to call at Government House, Parramatta, in the course of the present week, his Excellency the Governor will feel obliged by such an opportunity of speaking with him on some points connected with the geography of the country between the Murrumbidgee and Port Phillip.

"Government House, Parramatta,
Sunday, 25th September, 1836."

My "Statement" has been fortunate enough to secure in Mr. Rusden, of Victoria, a favourable and impartial critic. In his pamphlet entitled "The Discovery, Survey, and Settlement of Port Phillip," he thus speaks of the comparative merits of my narrative and those of the reply made to it by my calumniator:—

"We must all sympathise with Hume when he concludes his pamphlet, published in 1855, with these words:—'Although I

have lately been made to appear but as a subordinate to Captain Hovell on the expedition, I, notwithstanding, respectfully submit that it was I who took him to Hobson's Bay, and brought him back again.' Each member of the party is to be respected for the hardships undergone, but to Hume alone can be ascribed the leadership and its results : and it is proper to mention that even while at Geelong, Hume and Hovell differed as to the spot which they had reached. Hume asserted that they were at Port Phillip: Hovell that they were at Western Port. Hume says that when he 'sighted Willanmanater bearing forty or fifty miles S.W., I then made direct for it, believing it to be, as it afterwards proved, the Station Peak of Flinders.' (a)

"In Sturt's work, published long before the correctness of Hume's opinion was satisfactorily tested, we find it remarked that 'Mr. Hume was afterwards associated with a Mr. Hovell in an excursion to the South Coast, under the auspices of Sir Thomas Brisbane. After a most persevering and laborious journey they reached the sea, but it is uncertain whether they made Port Phillip or Western Port. Mr. Hume, whose practical experience will yield to that of no man, entertains a conviction that it was to the former they descended from the neighbouring ranges; but Mr. Hovell, I believe, supports a contrary opinion.' (b) In face of this irrefutable evidence it is rather hard that Hume should have to complain that in Dr. Lang's 'Phillip's Land' he is charged with mistaking Port Phillip for Western Port. The sub-

(a) It may seem wonderful that Hume could arrive at that conclusion. He had, however, in former years explored in company with Mr. Meehan, a surveyor, who had accompanied Mr. Grimes in 1803, and from him he had heard a general description of the country.

(b) It is proper to mention that Mr. Hovell published in Sydney, in 1855, a "Reply to (Hume's) Brief Statement of Facts." He traverses many of Hume's statements, and places no faith in "the vague recollections of convict servants," which Hume had published. Time plays havoc with many memories. Mr. Hovell says in this 1855 pamphlet, "When we made the seacoast we both believed we had arrived at the district of Western Port. We had been travelling for that purpose, and whether we were right or wrong in our conception of the true geography of our location, is a matter of no importance; in fact, we neither of us could know whether it was Western Port or Port Phillip, and that Mr. Hume ever intimated in any way that we were at Port Phillip, is a fiction of his own fancy."

Here Mr. Hovell is clearly wrong on a point of great importance: for if Hume had not said that he was convinced that he had reached Port Phillip, how could Sturt have recorded that conviction? Moreover, Sturt's book was published (1833) long before any one else visited Port Phillip. As Hume was Sturt's companion in 1828-9, no doubt he then often spoke to him on the subject.

For the above reason, and the fact that Hume's statements are corroborated by other actors in the scene, I have adopted his "Statement," as the correct one, though without any desire to detract from the credit of Mr. Hovell, who still lives, hale and strong, at a great age, and shows that exploring has left him with one of the finest constitutions in the world. Hume, also, is still alive (1871).

sequent occupation of Port Phillip, and the fact that Batman found the same native names given to Station Peak, the Downs, and Geelong, put beyond doubt the accuracy of Hamilton Hume's marvellous faculty for exploration and knowledge of country."

For the loss of Mr. Hovell's friendship and esteem I must fain console myself with the reflection that I have been held to have done my State some service by men better qualified than Mr. Hovell to pronounce an opinion. He seems to consider that honours can only be won by leaders—that subordinates are debarred from attaining to them. As second to Sturt, I found enough of honour to suffice my desires, and, over and above honour, I secured a friendship the memory of which is still deeply treasured by me. In the full sense of the term, Mr. Hovell never was a friend of mine, as on early acquaintance with him I soon found him destitute of those qualities which form and cement friendship. He has said that I grossly insulted him in my narrative. His own actions, which I simply reported, insulted him. The whole party which I led, like the spies mentioned in the Scriptures, were sent out to search a new land, and with somewhat the same instructions, "Get you up this way southward, and go up into the mountain, and see the land what it is." Had Mr. Hovell preferred to imitate the conduct of the frightened ten who brought back a report, the reflex of their fears, little need have been said. But the case is altered, on considering that Mr. Hovell, who during the journey was of the temper of the ten, seeing insuperable obstacles and difficulties at every step, was subsequently, when safe at home, desirous of being credited with having exhibited the valour of a Caleb.

I trust these remarks may not be deemed un-

warranted. Much may appear on the surface of them to be egotistic. But I believe that if candid critics will do me the justice to review all the circumstances of the Overland Expedition of 1824 by the light of its acknowledged results—Batman's enterprise and the birth of that which is now Victoria—they will acquit me of blame, except perhaps such as may attach to an old man who eagerly desires that the record of a hazardous enterprise of his youth—an enterprise which, on account of the circumstances that flowed out of it, has been considered worthy of record as a page in Australian history—should be truthfully handed down to his posterity. "Old men forget," they say. Well, I am now near upon fourscore, yet I retain a vivid recollection of the facts narrated in my "Statement." I offer them to the public as a Statement substantially correct, in the confident hope that my claim to be recorded in the history of my country as the sole leader of the pioneer Overland Expedition to Port Phillip may not be denied me. Into my labours, undergone during that expedition, other men have entered. Of material fruit they never bore me much. What benefit others reaped I never grudged it to them. I only covet the acknowledgment of my countrymen that my story is true and my claim just. Such an acknowledgment can do me, personally, but little good; the withholding of it but little harm. Still truth is truth; and for the sake of those who bear my name I should wish it to be held in remembrance as that of one who, with but small opportunities and but limited resources, did what he could for his native land.

PREFACE TO FIRST EDITION [1855],

BY THE REVEREND W. ROSS,

OF GOULBURN.

IN the year 1787, when the British Government was about to colonise New South Wales, the late Andrew Hamilton Hume, having received an appointment in the Commissariat Department, left England for Australia on board the *Guardian*, frigate, Captain Riou,* and upon the wreck of that vessel, came on to the Colony from the Cape of Good Hope, in the transport, *Lady Julian*. Mr. Hume was the eldest son of the Reverend James Hume, a member of the old Border family of that name in Scotland, who settled in Ireland, as Presbyterian Minister of Moira, in the year 1746, and married a sister of Major Hamilton, of the County Down. Andrew Hamilton Hume married Elizabeth Moore, second daughter of the Reverend John Kennedy, Vicar of Teston and Nettlestead, Kent. The present Hamilton Hume, their son, was born at Parramatta, on the 18th June, 1797. In those early days of the Colony, the means of education were scanty, and our traveller received his only education from his mother. Notwithstanding these great disadvantages, his mind, naturally active

* "The gallant good Riou."

and curious, was not to be hindered from its bent after discovery and travel in the bush of Australia. The first excursions of the incipient traveller were short; but the success attending these youthful rambles inspired that self-confidence which afterwards proved so useful to his native land, and so creditable to his own perseverance, in threading his way through previously unknown parts.

In the month of August, 1814, Mr. Hume, accompanied by his late brother, J. K. Hume, and a black boy, a native of Appin, started on an exploring journey, and discovered the country around what is now known as Berrima, or Bong Bong. The native name given to that pretty little rivulet and the adjoining meadows was Toom-boong. He visited the same country a second time in 1815. About this time Mr. Fletcher, superintendent of Mr. Oxley, was sent to him, to ascertain how he could reach the new country with his master's stock. Mr. Hume directed him at once to the S.W. corner of Bargo Forest, the spot where Jones's Inn now stands, from thence to follow his marked tree line through the forest to the Mittagong range; accordingly Mr. Fletcher proceeded and formed a station where Mr. Cordeaux now lives, near Berrima.

Either in July or August, of the year 1816, Mr. Hume also led the late Dr. Charles Throsby, of Glenfield, to the Toom-boong country; but though the original discoverer was thus disinterestedly conducting and directing others to favourable and valuable stations, it appears the parties benefited managed to take the whole credit to themselves, and to reap the reward in sweeping grants of land.

In March, 1817, Governor Macquarie requested

Mr. Hume to accompany Mr. Surveyor Meehan and Mr. Throsby to the new country, as it was then termed. After reaching a place called by the natives Carn, on the Shoalhaven River, not far from Bungonia, a difference arose between Mr. Meehan and Dr. Throsby, when the latter, guided by a black boy of the Shoalhaven River tribe, made his way to Jervis Bay. Mr. Hume accompanied Mr. Meehan, and they discovered Lake Bathurst, Goulburn Plains, &c. It was on his return from this journey that Mr. Hume received an order for 300 acres of land in Appin, the deeds of which were not given until after the arrival of the present Surveyor-General, Sir Thomas Mitchell.

He also accompanied Messrs. Oxley and Meehan in 1818 or 1819 to Jervis Bay; Mr. Oxley returned by sea to Sydney, while Mr. Meehan and Mr. Hume returned by Toom-boong. It was not long after this when he was earnestly requested by Dr. Throsby to go with him and point out the country discovered, in conjunction with Mr. Surveyor Meehan, in 1817: with which request he complied.

In 1822 the Government cutter, *Schnapper*, commanded by Lieut. R. Johnston, R.N., with a party, of which Mr. Hume was one, sailed down part of the east coast in search of rivers. The river Clyde had been discovered shortly before this by Mr. Johnston. From the upper part of the Clyde, Alexander Berry, Esq., and Mr. Hume penetrated inland nearly as far as the present site of Braidwood. On returning to the vessel they proceeded further south; but a storm coming on, the cutter was so damaged—losing the rudder and false keel—that they were obliged to bear up, and take shelter in Jervis Bay.

From these various journeys, it is evident that Mr. Hume's character as a skilful bush traveller was not only known, but fully recognised, and relied upon by those who availed themselves of his services. It was thus that he gained the experience which enabled him to undertake and accomplish the great expedition overland to Hobson's Bay in 1824, an expedition which will associate his name with the history of New South Wales as one of the earliest of its inland discoverers.

In the year 1828* he was associated with Capt. Sturt in his expedition to trace the Macquarie River, and it is gratifying to quote the testimony of a gentleman so well known as to the ability and skill of his associate.

In Capt. Sturt's letter to the Colonial Secretary (*vide* Sturt's "Southern Australia," vol. I., appendix No. V., page 217), he writes:—"I beg you will inform his Excellency the Governor that I have on all occasions received the most ready and valuable assistance from Mr. Hume. His intimate acquaintance with the manners and customs of the natives, enabled him to enter into intercourse with them, and

[* The following letter from the Aide-de-Camp to his Excellency Sir R. Darling shows the kind spirit in which that Governor offered me this appointment:—

"Government House, Parramatta,
19th October, 1828.

SIR,

"His Excellency the Governor has desired me to communicate with you, to mention that Captain Sturt is about making his arrangements to proceed on a journey of discovery into the interior, and to express his willingness you should accompany that officer, provided it will be in every respect convenient to you. Should it interfere with your interests at this time, by withdrawing you from your attendance at the approaching harvest, it is by no means his Excellency's wish to do so, but if your arrangements can be made, and you are solicitous to accompany Captain Sturt, the Governor will be glad if you will wait upon him as soon as convenient, that he may speak to you on the subject.

"I am, Sir,

"Your obedient servant,

(Signed) "WM. DUMARESQ,

"Capt., A.D.C.]

chiefly contributed to the peaceable manner in which we have journeyed. I cannot but say he has done an essential service to future travellers and to the colony at large, by his conduct on all occasions since he has been with me; nor should I be doing him justice if I did not avail myself of the first opportunity of laying my sentiments before the Governor, through you."

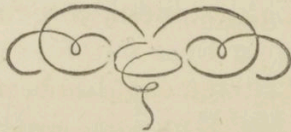
I can scarcely conclude these remarks without noticing how very inadequate has been the recompense awarded by the colony to Mr. Hume for his many valuable services. Fortunately Mr. Hume's personal exertions have been successful to an extent which places him beyond the pecuniary consideration of any such acknowledgment—still the neglect remains. I learn also from Mr. Hume that Boyd, who was the most indefatigable and efficient man of the party, and the only one capable of extricating them, had any accident occurred to Mr. Hume, is now in comparatively narrow circumstances with a large family, his services not having met with any reward, not even the granting of his ticket-of-leave; nor did any of the men who accompanied Mr. Hovell ever receive the slightest indulgence from the Government, as a reward for their faithful services.

The following "Statement" has been put on record, in order to place Mr. Hume in that position which his energy, resoluteness, and intrepid conduct entitle him to, as the proposer and the leader of the expedition to Port Phillip in 1824; and further, that when New South Wales becomes the Great Britain of the Southern Hemisphere, the name of Hamilton Hume may be mentioned in history with the honour due to the native explorer, who, almost unaided, opened the

way to some of the finest tracts of country in the world.

The name of his companion will not be forgotten, the credit due to him will be awarded, but the real praise will rest on the individual who braved alike the dangers and difficulties of "flood and field," that he might execute an undertaking which he knew would be fraught with vast advantage to every interest of his native land. The Colony owes its gratitude to Mr. Hovell, but the Colony is bound to grant the laurel crown to Mr. Hume, who now, after a lapse of thirty years, may say in the words of the song—

"An' though the knapsack o' auld age
Hangs heavy on my shoulders now—
Yet recollection, ever new,
Discharges a' my toil and pain,
When fancy figures in my view
The pleasant auld things o'er again."



INTRODUCTION.

ALTHOUGH I may state as much to the public, to those who know me I need scarcely preface the present sketch, by remarking, that a craving for notoriety, or anxiety for space in the public eye, are not among my weaknesses. My best days, many of which were devoted to the service of my native country, are past, and I have felt contented to enjoy in quiet the remaining portion of my allotted span of life, satisfied with such meed of credit as my early services to the Colony might be thought deserving of by those who knew them.

Circumstances, however, have greatly altered of late, and from a comparatively obscure and insignificant position, Australia has arisen to occupy a prominent place and interest with the civilised world; in the train of which, occurrences which thirty years ago were of little interest, assume a new importance, and men who then dreamt little of it “find themselves famous.”

Consequent upon the enhanced position of the province of Victoria, as a gold-producing country, have followed an interest in the circumstances of its first settlement, and a reference to those who were the first means of opening it to the energies of the earlier colonists—among others, my quondam fellow-traveller, Mr. Hovell, has not failed to enjoy a lion's share of *starring* there.

I hope it may not be imputed to me as unwarranted or discreditable, that I have felt roused to find that Mr. Hovell has almost monopolised with the public the fame and credit of the expedition to Port Phillip, in which he was associated with myself in 1824 ; and that where my name has been referred to at all, it has almost invariably been in a secondary style, and more as Mr. Hovell's companion or assistant than in the fair, true light of the undertaker and leader of the expedition ; one which, although possibly of apparently small account at this day, was then, with the very limited, indeed insignificant, means and appliances at our command, a serious, bold undertaking for us, especially considering the then Surveyor-General's, Mr. Oxley's, denunciation of the country I proposed to penetrate.*

I have felt a surprise, amounting I own to annoyance, on remarking that Mr. Hovell has never yet had the good taste or sense of justice towards me, to disavow the wholesale precedence accorded to him, on repeated recent occasions of public reference to our expedition in 1824 ; and although to a certain extent indifferent myself on the subject, and satisfied that my fair share of credit will be admitted by all my then contemporaries, still, as a new generation now occupies the scene, and as from being in their day pushed into the back ground, it may possibly, with the next generation, be doubted whether one called Hamilton Hume accompanied the expedition at all.

* " We had DEMONSTRATED BEYOND A DOUBT that no river could fall into the sea between Cape Otway and Spencer's Gulf—at least none deriving its waters from the eastern coast ; and that the country south of the parallel of 34 deg., and west of the meridian 147 deg. 30 min. east was uninhabitable, and useless for all the purposes of civilised men."—*Caley's Journal*, Appendix, page 372.

See also pages 74, 80, 100, 101, and 106 of the same *Journal*, where the same opinion is still more positively and strongly expressed.

And as when I am gathered to my fathers, my relatives and friends may naturally regret that the credit, justly mine, has been seized by another, without an effort on my part to prevent it, I have persuaded myself that it is a duty I owe to my friends, with myself, to set this matter on its fair footing, by publishing a very brief sketch of the facts, as they concern myself and my share in that expedition. I have no wish to detract from any credit due to Mr. Hovell ; I am free to confess, that, jointly, we shared hardships enough ; and it is my desire to avoid anything like asperity in my present Statement. Still, I cannot, in justice to myself, do less than assert, positively, that the expedition of discovery to Port Phillip in 1824, never would have been projected as it was, undertaken, nor carried out to success, but for the humble though determined exertions of

HAMILTON HUME.

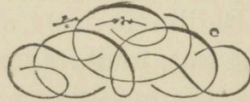
Cooma, Yass, July, 1854.

P.S.—These pages should have appeared some time ago, but consecutive and unavoidable accidents, with, eventually, the unaccountable abstraction of the proof sheets from the Goulburn post-office, have interfered to delay them.

On stating to a friend my intention to publish the present sketch, his caution surmised the possibility of a too partial view on my own part, or of a collision of statements on either side. To satisfy him, I procured him an interview with the only three persons who accompanied us on our journey in 1824, whom I now know to be alive and accessible. He took their statements from their own mouths, in

their own language, and immediately confessed his satisfaction with my views. These statements have been extracted from occasionally in the following pages.

H. H.



A BRIEF STATEMENT OF FACTS, &c., &c.

IN the latter end of 1821, or the early part of 1822, Sir Thomas Brisbane, K.C.B., succeeded Major General Macquarie in the Government of this Colony.*

Shortly after assuming the Government, his Excellency became anxious, as had been his good old predecessor, to ascertain if any large or navigable rivers disembogued on our eastern coast, as he entertained very confident opinions of their existence.

With this object, early in the year 1824, he stated to Alexander Berry, Esq., his purpose of landing a party of prisoners near Cape Howe, or Wilson's Promontory, with instructions to work their way back to Sydney overland, and promising them suitable rewards and indulgences on their return. Mr. Berry suggested to his Excellency the propriety of placing such an expedition under the leadership of an experienced bushman, at the same time recommending me as a person qualified for the undertaking.

At his Excellency's request, Mr. Berry communicated with me on the subject; but after mature consideration, I declined acceding to Sir Thomas

[* 1st December, 1821.]

Brisbane's proposal of landing myself and party either at Cape Howe or Wilson's Promontory. The party was intended to consist only of three men, with two pack bullocks to carry provisions, and the design was to return overland to Lake George.

I was then requested by Sir Thomas Brisbane to suggest a route by which I would undertake to conduct such an expedition; upon which I stated my readiness, if provided with six men and six pack horses, and furnished with the necessary provisions, to take my departure from Lake George, and push my journey on to Western Port in Bass's Straits. This proposal was accepted by the Governor. But after several interviews, and much loss of valuable time to myself individually, the proposal was fallen from, on the ground that the Government could not afford nor spare the requisite cattle.

Some time afterwards, I was requested by Mr. Berry to see his Excellency again on the subject. That gentleman also intimated to me that Mr. Hovell, of Minto, had waited upon him, and solicited his influence and interest to have him associated with me in the expedition. It was thus Mr. Hovell became one of the party. I went to Sydney, met Mr. Hovell, and we both waited on the Government, who promised the requisite assistance. Subsequently, however, from the jealousy or captiousness of certain of the Government officials, his Excellency declined his promise of assistance to promote the expedition.

[The following letters refer to the origination of the expedition :—

“SYDNEY, 16th July, 1824.

“DEAR SIR,

“I have seen his Excellency—he is anxious to carry the

expedition into effect, and will furnish ten men and two pack-horses.

“Mr. Hovell, of Minto, who is capable of taking observations to ascertain the latitude, is anxious to *accompany* you, and will speak to his Excellency to that effect.

“You had therefore better, if possible, come down next Monday week, and I will see the Governor, if possible, on the following day.

“Yours truly,

(Signed) “ALEXANDER BERRY.

“MR. H. HUME.”

“SYDNEY, 4th April, 1854.

“MY DEAR SIR,

“I beg to acknowledge the receipt of your letter of the 28th ult., and to thank you for the pamphlet written by your relative, the Reverend Abraham Hume, which you sent me.

“On searching I could not find the account of your overland journey to Port Phillip, but Dr. Bland has promised me a copy, which I shall send you.

“I recollect very well how that expedition originated. One morning Sir Thomas Brisbane informed me that although hitherto disappointed in his attempts to discover rivers in Australia, that he had not lost hopes of doing so, and for that purpose intended to land a party of convicts near Cape Howe, or Wilson’s Promontory, with instructions to travel overland to Sydney, when he would grant them free pardons or other suitable rewards.

“Knowing you to be an ardent and experienced bush traveller, I recommended to his Excellency that you should be employed to conduct the expedition, and he authorised me to make communication to you on the subject. You declined that undertaking, but expressed your readiness to undertake an overland expedition from Sydney to Bass’s Straits. Sir Thomas Brisbane assented to your proposal, and you immediately commenced the necessary preparations for your expedition.

“Some time afterwards Mr. Hovell called upon me and requested that I would use my influence that he might be associated with you in the expedition, and I recommended this to his Excellency and to yourself, as it would increase the physical force of the expedition.

“But I have always been under the impression that the principal

merit of that successful expedition was due to you, and have often regretted that Captain Sturt changed the name of a river which you discovered from the 'Hume' to the 'Murray.' Indeed, I am persuaded that had Sir George Murray been aware of the circumstance, he would not have condescended to have accepted the homage of a name belonging to the original discoverer of the river.

"I am glad, however, that you have at length determined to do yourself justice.

"I remain, my dear Sir,

"Yours very sincerely,

(Signed) "ALEXANDER BERRY.

"HAMILTON HUME, ESQ.,

"Cooma, Yass."

"SYDNEY, 2nd June, 1825.

"DEAR SIR,

"I have to request that you will come down to Sydney immediately upon receipt of this, and bring along with you the rough copy of your journal, the map, and all the papers belonging to it. I should wish to see you derive some advantage from your labours, and unless you act with promptitude I shall be unable to assist you, and you may lose your reward.

"Yours truly,

(Signed) "ALEXANDER BERRY.

"MR. HAMILTON HUME,*

"Appin.]"

Meeting with such obstruction, after wasting so much time, and incurring so much trouble with a view to serve the public interests, Mr. Hovell agreed with me to find, jointly, the men and the necessary cattle. Accordingly, the Government fell in with this arrangement, and furnished us with six pack saddles and gear, one tent of Parramatta cloth, two tarpaulins, a suit of slops each for the men, a few

[* This last letter was written by Mr. Berry on his discovering that Dr. Bland and Mr. Hovell were about publishing a narrative of the expedition, one of the objects of which was to throw my connection with the journey into the shade.]

bush utensils, a small quantity of arms and ammunition, and *two* skeleton charts for the tracing of our journey. With the exception of the articles just mentioned, we were thrown entirely upon our own resources. For my own part, I had to dispose of a very fine imported iron plough* (no small consideration in the days of which I speak) to help to raise money sufficient to purchase my supplies for the journey. We also took with us two carts which were our own private property.

A promise was made by the Government of the day, that a cash payment would be made for the hire of the cattle and a grant of land given, should any important discoveries be the result of the expedition. When the expedition returned successful, beyond expectation, money payment for our cattle was refused, and I had even much difficulty in obtaining tickets-of-leave for the three men who accompanied me, but an order to select 1200 acres of land was given me; that order, however, I was under the necessity of selling, owing to the expenses incurred, and the loss otherwise sustained by me; for my means at the time were very slender.

The arrangements for the journey, such as they were, being now completed, Mr. Hovell agreed to meet me at my cottage at Appin. The party in all consisted of eight persons. Mr. Hovell had three men—Thomas Boyd,† William Bollard, and Thomas Smith. I had the same number—Claude Bossawa, Henry Angel, and James Fitzpatrick. We made our first start on the 3rd of October, 1824. The in-

* This plough was a present to me from Mr. Berry. I sold it to Mr. W. H. Broughton, my neighbour, at Appin.

[† I leave this statement as it was. [Boyd was a servant of Mr. Kennedy, but had been taken by Mr. Hovell to complete his number of men.]

structions given us were, to take our departure from Lake George, and push on, at all hazards, to Western Port; and in the event of meeting with any river not fordable, we were further instructed, if practicable, to trace its course to the sea, or as far as our means would permit.

On Friday, the 8th of October, we reached the farm of my brother-in-law, the late Mr. Barber, now known as Glenrock, near Marulan. We remained there during the 9th, and on Sunday, the 10th, Mr. Hovell and I visited Dr. Reid, of Inverary Park, near Bungonia, who kindly furnished me with medicines for the use of the party, especially a remedy against the bite of snakes. The carts, in the meantime, were dispatched by the short road to Goulburn.

At the time of our visit to Inverary Park, Mr. Surveyor Harpur was in the neighbourhood, and we took the opportunity of comparing our compasses with his. Next day, on our way to rejoin the carts, we passed over a very poor and barren country, forming part of the Goulburn range, and about dark we reached the camp, at the waterholes, on Goulburn Plains, under the Governor's Hill.

On the 12th, we arrived at the Breadalbane Plains, and next day made my station near Lake George.* Mr. Hovell and myself, with two men, proceeded next day to ascertain the bearings and distance of the Lake from the station hut. Using the perambulator† in going and returning, the distance was found to be fourteen miles direct, the bearing S. 20 E. I then on the skeleton chart, which was furnished by the

* The station was formed in the year 1821, by Mr. W. H. Broughton and myself.

† The perambulator and a pocket compass were kindly lent me by my friend, Mr. Surveyor Meahan.

Government, drew a line from the point of departure to Western Port, to serve as a base on which to act throughout the journey.

We took our final departure from my station on the 17th ; during the day we travelled about twelve miles S. by W. Having crossed the dividing range between Gunning and Yass, we reached Yass Plains on the evening of the 18th, encamping for the night near my present residence. About three o'clock in the afternoon, of the 19th, we made the Murrumbidgee River, at Marjurigong, near Yass.* The river was flooded, and to ford it was impossible. The current was running at the rate of three or four miles per hour. From the day of our arrival on the bank of the Murrumbidgee until the 22nd there was no abatement whatever in the height of the water. As our time was precious, and further delay out of the question, it was determined to make an effort to cross on this day.

To carry out this determination I set out in search of a sheet of bark suitable for a canoe, such as the natives use ; after a good deal of trouble, I got the bark and succeeded in forming the canoe, but unfortunately, and to my great disappointment, it cracked, and became useless for my purpose.†

* I discovered Yass Plains in company with some of my relatives as early as the year 1821. [The following letter bears me out in this statement ;—

“ Broughtonworth, 3rd September, 1855.

“ MY DEAR HUME,

“ I have read Mr. Hovell's pamphlet, and beg to contradict that part wherein he asserts that you did not find Yass Plains, and assert most positively that you did in 1821 or 1822. I was in company with you, the late Mr. G. Barber, your late brother, and I think one of your nephews.

“ I am, my dear Hume,

Yours sincerely,

“ W. H. BROUGHTON.

“ P.S.—Though I can't speak positively as to the year we saw Yass Plains, I am perfectly positive it was some years before you started on the expedition to Port Phillip.”

[This is surely a complete answer to Mr. Hovell's assertion that Messrs. Bradley, Shelley, and party, were the discoverers of Yass Plains in the month of April, 1824.]

† It was late in the season, the sap was down, and the bark set to the wood,

Returning to the camp, I immediately set to work, took the wheels off my cart, covered the body of it with my tarpaulin, and made of it a very excellent and serviceable punt. This expedient I had seen adopted by Mr. Surveyor Meehan, in the year 1817, when crossing Bong-Bong River while flooded.

Thomas Boyd, who was an excellent swimmer, and myself swam across the river with a line in our teeth, and thus established a communication between either bank; when, with much trouble and not a little danger, the whole party, with the cattle and stores, were safely landed on the other side.

I would here refer to a note at the foot of page 8 of Dr. Bland's narrative, in which it is stated—“They now, therefore,* but accidentally, turned their thoughts to one of the carts.” All I have to say is, there was no accidental turning of my thoughts in the matter, unless, indeed, my adopting the plan which I had seen so successfully tried seven years before at Bong-Bong River be considered accident. There was just as much of accident in my thoughts when I went in search of a sheet of bark to construct a canoe, as there was when I made a punt of my cart. The blacks were, long before, my instructors in canoe-making, as Mr. Meehan was my instructor in turning a cart into a punt. From my companion in travel, I received on this occasion neither suggestion nor assistance of any kind.

Thomas Boyd states his recollection of our crossing the Murrumbidgee as follows:—

“When we came to the Murrumbidgee we found it very high, Captain Hovell was discouraged at this and wished to turn back.†

* After I had returned to the camp, having failed in making a canoe, as mentioned.

† At the Murrumbidgee, I do not myself recollect having heard anything of “turning back.” Mr. Hovell may have expressed a wish to have traced the river, keeping the right bank, and so saved the letter of our instructions.

I heard him say to Mr. Hume—‘We shall never get on with our expedition, we cannot cross those rivers.’ Mr. Hume replied, ‘If you think you can’t you may go back, for I mean to go on.’ Mr. Hovell then asked, ‘How do you mean to get across this river?’ Mr. Hume answered, ‘That’s best known to myself; I’ll soon get over. Boyd, you get a tomahawk.’ I then went with Mr. Hume, and we cut a canoe, but it would not answer, the bark cracked. When we returned to the camp, Mr. Hovell was doing nothing. Mr. Hume then took his cart to pieces, made a punt of it with the tarpaulin, with which we crossed the men and the supplies. Our method was this. Mr. Hume and I had stout fishing lines made fast to us, which were attached to the punt, and we swam and dragged the punt to and fro.* Mr. Hovell could swim, but gave us little or no assistance in getting across.”

Henry Angel gives his recollection of the crossing in these words:—

“It was Mr. Hume who first started the idea of a punt out of a cart at the Murrumbidgee, and afterwards of making tarpaulin boats with wattles. Mr. Hovell never did anything in that way.”

James Fitzpatrick says:—

“We crossed the Murrumbidgee, near Yass, by making Mr. Hume’s cart into a punt, taking it off the wheels, and covering the body of it with his tarpaulin. Mr. Hovell had no hand in this, neither doing or suggesting it. It was Mr. Hume did it. Mr. Hovell’s cart was taken across the Murrumbidgee in Mr. Hume’s.”

From these statements it will be evident that my associate, had he been dependent on his own resources, and left to his own shifts, would not, under the circumstances, have crossed the Murrumbidgee, though he might have proceeded to trace it downwards, and by so doing, he would have acted, so far, according to the instructions furnished for our guidance.

After crossing the river and advancing a day’s journey or more, we found ourselves hemmed in by the mountains, and camped for two nights on the Narrengullen Meadows. In order to find an outlet,

* At the latter end, we got a stout rope across, and drew the punt over by it.

Mr. Hovell took one direction, and I took another. I was fortunate enough to hit upon an outlet, and through it we were able to extricate ourselves, though with no small difficulty and toil. On this occasion Mr. Hovell lost himself for part of two days, and when I found him, he was actually, but unsuspectingly, travelling back in the direction of Yass or Bowning. The circumstance is thus alluded to in Dr. Bland's Narrative, page 12, "They would now have returned to the tent, but lost their road in an attempt to find an emu which they had killed on their way out." I was not in company with Mr. Hovell at all, though the "Narrative" implies as much. He lost himself and his road. I did not.

Thomas Boyd relates :—

"While camped at Narrengullen, Mr. Hume went in one direction, and Mr. Hovell in another, to seek for an outlet. I accompanied Mr. Hovell; we two got lost, and were out all night, away from the camp and the rest of the party. About seven or eight o'clock next morning I heard Mr. Hume firing guns for us, on which I remarked to Mr. Hovell that we were out of our latitude altogether. He asked me, how? I replied, that I judged from the direction from which the guns sounded. We made in that direction, and shortly met Mr. Hume looking for us. We returned with him to the camp. I remarked to Captain Hovell in the night, when we were out, that I would not be out another night with him—no more was I. In fact he never put himself forward in any single thing afterwards. That was his first and last expedition by himself. He never slept all night."

"I recollect," says Angel, "of Mr. Hovell and some of his men losing themselves, and Mr. Hume being out looking for them and firing guns, until he met in with them. I know well, from our own talk among ourselves, that none of the men had any confidence in Captain Hovell. We had no dependence on his taking us through. In fact, he was the worst man in the party, excepting Claude."

On Tuesday, the 26th, we were engaged in sending

the carts and supplies across the Coodradigby River, and finding ourselves in a difficult country, we were compelled to leave the carts, harness, and part of our supplies. I took my tarpaulin with me ; Mr. Hovell left his. We had then to use the pack saddles, and owing to the cattle not being accustomed to them, they gave us great trouble, as well as occasioning great delay.

It may be asked, why such a seemingly trivial matter as the leaving of Mr. Hovell's tarpaulin, and the taking of mine forward, should be so pointedly mentioned. The reason is very obvious, when its use at the crossing of the Murrumbidgee is remembered. I calculated ("accidentally" or not) that we would encounter other rivers as formidable as the Murrumbidgee, and that the tarpaulin being at hand, would serve us a good turn again. My readers will judge whether my fellow-traveller displayed the smallest foresight, when he left his tarpaulin after he had both witnessed and experienced the usefulness of such an article so shortly before. Had I not taken mine, as will be seen, the expedition must have returned. One cause of our success, simple as it may appear, was my sticking to my tarpaulin, and lugging it along through all our weary journey.

A few days afterwards, we crossed the Tumut River ; as we advanced I found we were getting into too high a country, for the Snowy Mountains (the Australian Alps) were observed crossing our course. I proposed that we should take a direction more westerly, in order to avoid the formidable barrier which threatened to intercept our way ; but Mr. Hovell dissented from my proposal.

After some wrangling and disputing, each being

positive of the correctness of his own opinion, we resolved to part company, and follow each his own course. Accordingly we did separate. Mr. Hovell held his course south; I steered mine west. However, when my party turned into camp, and lighted the fire for the night, great, indeed, was my surprise to hear one of my men call out, "here comes Mr. Hovell," and sure enough, there he was, with his man Boyd running down our tracks. If my fellow-traveller had had any confidence in himself, would he, after a lapse of a few hours, have deserted his determination to go south, returned upon my footsteps, and adopted for the future my westerly course.

Thomas Boyd says of the separation and its result at this time:—

"Nothing worthy of notice occurred until two or three days after we came in sight of the Snowy Mountains, after having crossed the Tumut, when Mr. Hume and Mr. Hovell had a great difference about the course they should go; after quarrelling over it, they parted, each going his own way. I had to go with Mr. Hovell. After travelling some distance, I represented to him that the course we were steering led us right among the Snowy Mountains, and that if we once got among them, we could never get out, and must be all lost. He agreed with me; and at his desire, I sought and found Mr. Hume's track, run it down, and we joined him and his party about dusk the same evening, just as they had camped for the night."

Angel says:—

"I recollect Mr. Hume and Mr. Hovell having a dispute about which course we were to travel after we came in sight of the Snowy Mountains. After some wrangling they separated, each going his own course. Before they parted they had a row about who was to have the tent; they were going to cut it in two, but Mr. Hume let Mr. Hovell have it. Then they quarrelled about the frying-pan,* and broke it in pulling at it. It was not long, however, before Mr. Hovell came after us, a few hours or half a day."

* Mr. Hovell left his pan at Coodradigby.

James Fitzpatrick says :—

“I don't recollect anything particular occurring until Mr. Hume and Mr. Hovell parted company, after we had been in sight of the Snowy Mountains for some days. Mr. Hovell struck off with his men towards the Snowy Mountains, in the direction (as I now know the country) of Omeo or Gipps Land. Mr. Hume kept his westerly course. I accompanied Mr. Hume. However, Mr. Hovell and his party came after us again, and camped with us that night.”

After the rupture, we again joined forces in the manner described, and travelled together to the Hume River, which we reached early on the 16th of November. I named it the “Hume” in compliment to my father.* We crossed it above its junction with the Mitta Mitta. On the 20th, and after travelling four or five miles, we came upon the latter river. On my getting ready to cross the Mitta Mitta, to my surprise, Mr. Hovell objected, and volunteered an address to the men, in which he pointed out, as well as he could, the hazards existing in the rear, suggesting the probability of others ahead, and appealed to their sense of personal safety, in conclusion asking whether it would not be the most prudent step to turn back, recross the Hume, and trace down its nearest bank, according to part of our instructions. Mr. Hovell appealed to Claude Bossawa, a man of mine, and asked his opinion; of course he agreed with Mr. Hovell. On this I got angry, and told Mr. Hovell that I would prefer being rid of him altogether, rather than have one in his position setting such a bad example. I gave him to understand very plainly, that for me, or all I cared, he might just remain on the side of the river he was

* [I leave this statement unaltered. Mr. Hovell's contradictory one must go for what it is worth. The upper portion of the river has now generally ceased to be called the Hume; but the electoral district around Albury returns to the New South Welsh Assembly a member for the Hume.]

on, but I was determined to pursue the journey as originally intended.

I also threatened to put Claude *in* the river if he did not cross it with me ; at the same time seizing him by the throat, as if to make good my threat : in fact, I frightened the fellow into crossing along with me.

I then rigged out my tarpaulin boat* and crossed with my men and cattle. Mr. Hovell, with his men, remained on the near side of the river, with the asserted purpose of recrossing the Hume and following down its northern bank.

After I had crossed the Mitta Mitta, taken my wattle-boat to pieces, and made a start onwards, Mr. Hovell called after me, pressing me to stop and assist him over, and that he would accompany me. I did so. To his horror, on the very same afternoon, we made the Little River, bank high ; but were saved the trouble of using the boat, as a fallen tree assisted our crossing. We then passed over the present Ovens gold-fields.

Thomas Boyd says :—

“ When Captain Hovell saw the Hume, he again wished to turn back, saying that it was impossible that we could get across it. He had most of the men persuaded to turn back here, too ; but when it came to a pinch, and they found Mr. Hume determined to go on, they were frightened to turn back with Mr. Hovell, and followed Mr. Hume. When the men hesitated, Mr. Hume addressed himself to me, ‘ Boyd, will you go with me ? ’ I consented. Mr. Hume added he was resolved to go on, and that so long as he had a horse or a bullock he should kill it and eat it. We went down the river two days’ journey seeking a crossing-place, but finding that it became wider and deeper, we retraced our steps and went two days’ journey above where we struck it

* The boat was made of wattles, in this manner :—The bottom was formed of three pieces of stout saplings, bound across the ends and middle by similar transverse pieces ; through these we laced wattles, which we bent up to form the sides, binding them across from the opposite heads to keep them from springing outwards. This formed a square body, like a cart body, on the outside of which we stretched the tarpaulin.

first. Here Mr. Hume and I got ready a tarpaulin punt, and swam across with the lines, as described before, when the Murrumbidgee was passed. Mr. Hume never had any assistance, nor to my knowledge any suggestion, from Mr. Hovell in those matters; he took no share nor part in them. During the time we were engaged in making the punt, Mr. Hovell sat under the shade of a tree; it was a hot day. We crossed the Hume, and travelling two or three miles, we came on the second branch of the river, the Mitta Mitta, bank high. As we were getting ready the punt to cross, Mr. Hovell made an address to the men, advising them to turn back, saying he was determined to go back himself. He said our tarpaulin,* which was all our dependence, was all but worn out, and what had we to trust to for getting back, or for our lives but it? Mr. Hume, thereon, asked for volunteers, saying he would never stick for want of a boat, and if the tarpaulin did go, he would kill a bullock or a horse, and make a boat of its hide, rather than be beat; that he had set out with the determination to make Bass's Straits, and on he would go. Each sticking to his point, Mr. Hume got ready and went across with his men. I was obliged to remain with Mr. Hovell, but after Mr. Hume had packed up and made a start on the other side, Mr. Hovell called out to be taken with him. This was agreed to; I had to swim across for the boat, which Mr. Hume rigged again, and we all went on together."

Angel's statement is—

"At the second branch of the Hume River (Mitta Mitta) Captain Hovell wanted to turn back; he said our tarpaulin was all we had to depend upon for crossing the rivers, and that it was not sufficient dependence. I recollect him making a speech to the men to advise them to turn back there; he asked Claude's opinion about the wisdom of returning; Claude was for going back, and thought it the best advice. Mr. Hume then said that he came out with the determination of going on, and go on he should, with his own men; as for Mr. Hovell, he might keep his men and do what he liked. Mr. Hume got in a passion, and I think called both Mr. Hovell and Claude cowards, and gave Claude a shaking. They separated here again, each taking his own men; I crossed with Mr. Hume, Mr. Hovell and his men remaining on this side of the river. After we had crossed, Mr. Hovell called out to be taken

* Perhaps he now began to discover his folly in leaving his own tarpaulin behind, for without it, he found he could not retrace his steps.

with us. As for Mr. Hume, he did not seem to care whether he went without him or not, but he did stop and take him across, and they went on together once more."

Had I, at this time, become in any way discouraged, or had I yielded in the least to the reluctance of Mr. Hovell at crossing the Hume, and his refusal to cross the Mitta Mitta with me, our expedition must have ended on the north bank of the Hume. I can here safely affirm, that only for my own fixed determination to go on at this point, Bass's Straits would never have been reached by any of the party.

If Mr. Hovell had proceeded to trace the river down, he would, undoubtedly, have conferred a great benefit on the colony by the discoveries he would have made, while he also would have fulfilled the alternative of the Government instructions. But, when his conduct at the Hume, his refusal to cross the Mitta Mitta, and his importunity to be brought over, after I was fairly started, are considered, it will surely be granted that the credit of the subsequent discoveries, and of the success of the journey, is fairly due to my exertions. I am, however, content to await the verdict of an impartial public, and the judgment of a still more impartial posterity.

The Ovens and the Goulburn rivers were successively crossed without any incident calling for special remarks. But we met with a complete check to our progress at Mount Disappointment, where we endured great fatigue in attempting to cut our way through the dense tangled scrub. I felt perfectly convinced, and I then stated my conviction that, from the nature of the timber and other appearances, we were then on the dividing coast range. We long

persevered in attempting to cut our way through these scrubs, and had we succeeded, we should have reached the present site of Melbourne sooner than we reached Geelong. However, I at last met here with an accident,* which caused us to give it up and return to our old track, at King Parrot Creek, and taking a more north-westerly direction, we subsequently struck the coast more to the westward than intended.

From this point, we got on very well upon the whole, until we came to Sunday Creek, near the present site of Kilmore. While camped on this creek, I had been out all the morning looking for a crossing-place (the creek being very boggy and difficult to cross), and upon my return to the camp, I found a general spirit of discontent among the men, and a strong disinclination to proceed further. While I was reasoning with them, Mr. Hovell stood aloof and mute. At last I came to a compromise with the party, that, if we had no decided prospect of making the coast within the next two or three days, I should give up the journey and return with them.† The same day, 13th December, we crossed the dividing range (now known as the "Big Hill"), and being some distance in advance of the party I observed an opening and fall of land far to the south; thinking the struggle at last won, my heart rose, and I cheered long and loud, most of the men left their cattle, and rushed towards me, Mr. Hovell among the number, who at the time was amusing himself

* I was walking along the barrel of a fallen tree, looking out intently ahead, when a vine or some other obstruction caught my foot and tripped me, causing me to fall upon a jagged limb, which entered my groin, and (but that it fortunately took a superficial direction), would have finished my journey there and then.

† I frequently pointed out to the men, on my map, our position, that is, how far we had to go, and the distance we had come.

with the Perambulator (or as it was termed by the men, "Claude's Wheelbarrow"), and running it against a boulder, the country being rough, the wheel was broken; it was, however, patched up, and did its work for a day or two longer, but at last fell to pieces on the Downs, the place we called Mount Hodometer; it is about half way between the first plain and the Rocky River. We encamped that night within one mile of the Downs, and three days afterwards we made the coast.

"Things went on pretty smoothly," says Thomas Boyd, "until we got to the Mount Disappointment, where, after severe toil and cutting our way through the scrub, Mr. Hume got staked, and we had to give it up and try back. Had we got through then, we should have made Port Phillip (the present site of Melbourne) sooner than we reached Geelong. I have been over the ground since, and taken notice of it. On the second or third day, after leaving Sunday Creek, Mr. Hovell and Mr. Hume had an argument about the appearance of water in the distance, which Mr. Hovell ridiculed and said was smoke.* But the same day we came upon a blackfellow's camp, with the mud-oyster shells lying about it. Mr. Hume pointed out these to Mr. Hovell, and asked where they came from. He replied, from the sea, of course. We made the sea that day. Mr. Hovell wished to turn back whenever we first made the sea, and Mr. Hume had much ado to get him on a few miles further. We spent the first night on the coast without water, and Mr. Hovell refused to go on further with Mr. Hume. Mr. Hume, however, went on, and Mr. Hovell called out after him and followed, just as he was getting out of sight. Indeed, he never would have seen the present site of Geelong, but for being obliged to follow Mr. Hume to this, the very last day of our journey."

"I recollect," states Fitzpatrick, "after great efforts to get through the scrub at Mount Disappointment, we had to give it up. Mr. Hume at that time assured us that he was positive we were then on the continuation of the Five Island Range, and within reach of the fall to the coast. On his return to the camp, he said he would not give it up, that he was determined not to be beat.

* Meaning, I suppose, the mirage from the plains.

As we approached Bass's Straits, we were grumbling at our hardships and discouraging prospects, getting disheartened, and desirous of giving it up. Mr. Hume assured us we were within two or three days' journey of the sea, and it proved so."

On the 16th December, at four o'clock in the afternoon, we made Port Phillip, ten or twelve miles to the eastward of Geelong. We camped that night near the beach without water.

On the 17th* December we reached the spot where the flourishing town of Geelong now stands, encamping on the left bank of Kennedy's Creek.

While we were encamped on the coast, Fitzpatrick went to shoot ducks; the blacks pursued him, and his shouts brought Thomas Boyd and myself to his assistance. Mr. Hovell did not stir from the camp. I went afterwards to the blacks, had a palaver with them, and brought them to our camp.†

While with us, they pointed in the direction S. by W., intimating, by signs, that white men in ships were there, and engaged in sawing timber, representing this by see-saw movements. They described the sailors, and vessels under sail, and made use of some English expressions.‡ This left no doubt on our minds of the presence of white men, then or recently, in the direction pointed to, and I was very desirous

* This morning Captain Hovell again refused to go forward. I started without him, but he soon followed.

† "While we were in camp, on the coast, at the end of our journey, I went a shooting ducks, about half-a-mile or a mile from the camp, when five blackfellows ran me for my life; I sung out as I ran towards the camp, the blacks got close up, and had thrown some spears at me, when Mr. Hume and Boyd came to my rescue."—*Fitzpatrick*.

"When we were in camp, on the coast of Geelong, Mr. Hovell and Mr. Hume were one day lying on the ground. Mr. Hume had thrown off his boots; hearing shouts he started up, and asked if any of the men were absent. Fitzpatrick was away; Mr. Hume started up, took his gun, and called upon us to take ours and follow him, as the blacks must be after Fitzpatrick; I went with him for one; Captain Hovell did not stir. Sure enough, we soon met Fitzpatrick running for his life, and a lot of blackfellows after him. They vanished when they saw us."—*Boyd*.

‡ "They described the action of men pulling boats, cutting trees, and rolling logs; they used white men's expressions, and pointed at the same time over some hills in sight of us, intimating, apparently, that white men and ships were there."—*Fitzpatrick*.

to proceed, but I could not prevail on Mr. Hovell to accompany me.

On the 18th December we started homewards. A little before eight o'clock, on Sunday morning, the 19th, then a day's journey from Geelong, the report of a cannon was distinctly heard in the direction of the place pointed out by the natives the day before; it was the extreme bight of the Bay of Geelong, which now bore from us, as nearly as I can recollect, about S. 30' W., and distant in a direct line down the harbour fifteen or sixteen miles. So convinced were we that the report was that of a cannon,* that one and all agreed to turn back for Geelong. In a short time, however, doubts and difficulties were started, I was out-voted, and we held on our lonely course across the downs, to the north-east, having as supplies, 150 lbs. flour, 6 lbs. tea, and no sugar nor salt. We encamped that night on the right bank of the Weribee rivulet (or Arndell); the high range in the distance to the N. W. of the downs formed a beautiful object round to Willanmanater, the "Station Peak" of Flinders. I believe that the highest part of this noble range (towards the head of the Weribee), then named by us Mount Wentworth, has since been called Mount Macedon, which range is no other than the westerly continuation of Mount Disappointment.†

The distance homewards I was able to shorten greatly, avoiding the circuitous track of our outward course. We reached my station, near Gunning,

* "The morning after we started from the coast, on our return, we all heard a loud report, which we took to be a ship's gun. Mr. Hume was very desirous to return to the coast, expecting to find some ship there, but he could not prevail on Mr. Hovell. They had some difference about it, which made matters go stiff for some days again."—*Boyd*.

† The following names I ascertained from the natives:—The inner bay, they called "Geelong;" the Downs, they called "Iramoo;" Station Peak, they named "Willanmanater." Their women they call "Loobra," or "Luber."

exactly in one month from our departure from Geelong.* The number of miles outwards, from Lake George, was by log 670; on our return we cut off upwards of 150 miles. I never was at a loss to judge correctly of the different points at which I would come upon my former trail, and I used to cheer the men by telling them when and where we should strike it.†

We reached the carts at the Coodradigby on Sunday, 16th January, 1825; the bullocks being totally unable to travel, were turned loose, and shortly afterwards must have died (with the exception of one), for on going in search of them twelve months afterwards, I found their bones not far from the place where the animals had been turned out; and finding Mr. Hovell's cart still remaining where it had been left, I brought it to this side of the Murrumbidgee, where he afterwards got it in 1826. Two of Mr. Hovell's men, Bollard and Boyd, were left in charge of his cart and cattle, with instructions from their master to get them on, if possible, to the right bank of the Murrumbidgee, but the men finding the animals unable to travel, and being themselves almost without provisions, left them and followed the track of my horse-cart to my station, at Gunning, a distance of more than seventy miles, where they arrived in safety. Two of the other men, Claude and Smith, being very weak, had to be brought in my cart from the Coodradigby to Gunning.

* "When Mr. Hovell was 'funking' at Geelong, about the time it would take us to get back, Mr. Hume told him he would make his station at Gunning within a month, and offered to bet him his mare against the other's. We made the station to the day Mr. Hume said. He made a much shorter road of it coming back."—*Boyd*.

† "As we returned, Mr. Hume would tell us of a morning that we would cross our outward track that day, and he was always right; we always did so; we had a much shorter road home again."—*Fitzpatrick*.

With the exception of a difference (as far I can charge my memory), which occurred two or three days on this side the Hume River, we got on smoothly enough until meeting with some natives, three of whom remained with us in the camp all night, and when we were about to start in the morning, they requested we should go round by their camp, intimating that their old men and children were anxious to see us. Mr. Hovell refused to accompany me and started on to the N.E. I and my men went with our friends of the forest to their camp, a little more than a mile distant; we found about thirty or forty natives, young and old, awaiting us, a special messenger having been sent on to inform them of our coming. Amongst them I observed a very tall light-coloured young man, several inches higher than myself. The number of women and children inspired me with confidence, being a sure sign that they were peacefully disposed; many of the children took hold of my hands and knees, at the same time patting me. I had nothing, however, in the shape of presents to give them, except an old tin pot and broken knife. At the request of the old men, I named one of them and some of their children. The three natives who had remained in our camp over night, gave me their names as Nowingong, Cooradoc, and Wowhely; the latter has for years past resided in the Yass district; he is known by the name of "Mickey," and very often pays me a visit, being, as Mike terms it, "a very old acquaintance." On leaving our sable friends, they pointed out the direct line for Tumut, and I at once started into my proper course, fully expecting to overtake

Mr. Hovell, but to my surprise I found he had been waiting by for me, and after a good deal of beating about, he came across my trail and overtook me in the afternoon while resting.

One chief reason why Mr. Hovell was associated with me in the expedition was, that, being a nautical man by profession, he would be of great service in ascertaining by observation our latitude and longitude, as we proceeded on our journey through a country hitherto unknown and untravelled. Whether the fault lay with Mr. Hovell or with the instruments, no correct observations were taken. I could not use the quadrant, but I set out trusting to my compass, my knowledge of bush travelling, a stout heart, and a hardy constitution. Accordingly, my compass, my base line, the sun in the heavens, and my dead reckoning brought us safely to Hobson's Bay, and they did not fail in bringing us back with equal safety to the point of final departure, Gunning. The day after arriving at Gunning, Mr. Hovell left me, alleging that he had some important business to transact with a Mr. Forbes, who resided at Lake Bathurst, but promised, should he reach Glenrock, my brother-in-law's, before me, he would await my coming up; on arriving at Mr. Barber's, I was surprised to find that Mr. Hovell had left for Sydney the day before, and, as may be supposed, I was again a little annoyed at such treatment; however, leaving the men in good quarters, I followed on and overtook him, at the residence of the late Mr. James Atkinson, near Berrima.

The very day after we started from my station, I began the tracing of my course on *my* skeleton map, and continued it throughout, sometimes marking our

work daily, invariably every second day. When we camped for the night, I made my blanket into four folds, to serve as a table, on which to spread my map, and dotted our progress.* With the exception of two or three days, Mr. Hovell never made a tracing. I believe he brought back his skeleton map almost as naked as he received it. I filled up mine, a draft from which was in the narrative published in 1826, and years afterwards I had the satisfaction of learning, from the best authority in the colony, that it was "surprisingly correct."†

It has been stated that we marked the trees on our journey to Port Phillip. Mr. Hovell did certainly begin this needless and laborious work, according to the best of my recollection, before we reached Yass Plains; he soon, however, got tired of the process, his hands becoming blistered and sore; he then requested me to allow one of my men to continue it, which I refused to do; the practice ceased altogether at Narrangullen, the second day after we made the passage of the Murrumbidgee.‡

From the day Mr. Hovell lost himself near Cavan, on the Murrumbidgee, he never trusted himself out of sight of the camp, unless in my company. On

* "Mr. Hume always kept the reckoning of our course and day's progress: it was his regular afternoon's work; I never saw Mr. Hovell do this."—*Boyd*.

† [Sir T. Mitchell: see page 9, Introduction].

‡ "Mr. Hume was always the leading man of the party; he was always a-head with his gun on his shoulder; we followed him, and Mr. Hovell amongst us."—*Fitzpatrick*.

"There is not a man among us, but knows well, and will state it as readily as I do, that it was Mr. Hume and not Mr. Hovell who carried the expedition on both out and at home; went a-head, looked out the road and found it, and brought us back again, in fact, did everything. I do believe Captain Hovell never would have come back but for Mr. Hume. The long and short of the story is, I never saw Captain Hovell doing anything in the way of leading or directing; he was nearly always behind all and Mr. Hume in advance. Mr. Hovell never did anything towards getting a-head in the bush anywhere; all he did, was to travel on with the men, mostly in the rear of them."—*Angel*.

"But for Mr. Hume, we would never have come back at all; we would all have died in the bush, had we depended on Mr. Hovell."—*Boyd*.

several subsequent occasions, viz., at Manus, at the Mitta Mitta, and at Geelong, he differed from me, and left me to proceed by myself; however, it always happened that his resolution broke down, his self-confidence failed him, and he followed and re-joined me.

On our making the coast, Mr. Hovell's decided impression was that we had reached Western Port, while my conviction was that we had made Port Phillip, for during our journey out, on the 14th December, when we sighted Willanmanater, bearing forty or fifty miles S. W., I then made direct for it, believing it to be, as it afterwards proved, the "Station Peak" of Flinders.

This singular mountain, as also "Arthur's Seat," at Western Port, had often been described to me by Mr. Surveyor Meehan, who had been along that coast with Surveyor-General Grimes many years before; he also told me that there were islands in Western Port, but none in Port Phillip. I drew my inference from this information, and it proved correct.*

The glowing description given to General Darling of the country around Port Phillip, induced his Excellency to decide upon forming a penal settlement there, and in the year 1827 I was requested by the Governor to accompany an expedition for that purpose, but my impaired health prevented me from complying. Mr. Hovell was then employed by the Government to conduct the expedition by sea to the

* "Mr. Hume was afterwards associated with a Mr. Hovell, in an excursion to the South Coast, under the auspices of Sir Thomas Brisbane. After a most persevering and laborious journey they reached the sea, but it is uncertain whether they made Port Phillip or Western Port. Mr. Hume, whose practical experience will yield to that of no man, entertains a conviction that it was to the former they descended from the neighbouring ranges; but Mr. Hovell, I believe, supports a contrary opinion."—*Sturt's Two Expeditions*, p. 78, vol. 1. —1833.

country and port described by us, and he led, I believe, the expedition to Western Port, where the settlement was formed. It was afterwards abandoned, and I imagine, from what appeared in the Port Phillip papers a short time ago, Mr. Hovell is now convinced that we were at Geelong and not Western Port; whether he thought so after he had been at the latter place by sea in 1827, I am at a loss to conjecture, when I read the following, which appeared in the appendix to the *second* edition of Dr. Bland's work, published in 1837:—"Mr. Hovell extended his examination of Western Port, until he had arrived almost on the termination of the previous journey." How could this be the case, as he had neither crossed the inlet of Port Phillip nor the Yarra, our track of 1824 being on the north-west side of Hobson's Bay? The real question is this, when Mr. Hovell found that Western Port was not the place at which we had been in 1824, and also unsuitable, why did he not find it, and conduct the expedition under his guidance thereto? Had he then no instruments worthy of confidence? The latitude and longitude of Western Port is surely not that of Geelong; and further, I believe, the country not at all similar to Port Phillip, for where were the million acres of beautiful downs, "Iramoo," and where the valley of the Yarra, where the Julian Range and Mount Wentworth, and though last, not least, Willanmanater ("Station Peak" of Flinders), a noble landmark among a thousand hills? I now ask, were any of these "features of country" visible from Western Port? Certainly not.

Several years after the return of our expedition, I published in the *Sydney Morning Herald* (I think

in or about the year 1833) a few short extracts from my journal of our tour to Geelong, and although the Sydney Government failed to make any effectual use of the information, first communicated in 1825, my letter attracted the attention of the Van Diemen's Land settlers,* who, acting upon it, went over, and, finding my statement of the nature of the country around Port Phillip correct, effected the first successful settlement at Hobson's Bay.

In Dr. Lang's work on Phillip's Land, he makes the following remarks, viz. :—

“Towards the close of the year 1803, Lieutenant-Colonel Collins arrived at Port Phillip, and proceeded to form a settlement on the eastern shore of the harbour, near the entrance. The land, however, in that locality, was exceedingly sterile and water very scanty. In such circumstances, an intelligent officer, invested with the extensive powers which Colonel Collins possessed, would have deemed it his duty to institute an immediate and minute examination of the shores of so extensive an inlet, to ascertain whether there was any part of the surrounding country available for the purpose of civilised man, but Colonel Collins did nothing of the kind, and resolving at once, and without further inquiry, that in Port Phillip, from Dan to Beersheba, all was barren, he broke up the settlement, and went to Van Diemen's Land.”

[* “Provoked beyond endurance, Batman would no longer be debarred from the downs of Iramoo, so temptingly described by Hume and mapped by Sturt. He determined to carve out his own way. South Australia was being occupied, and the occupation was called laudable in the preamble of an Act of Parliament. Henty had gone to Portland Bay, and no man had stayed him. Batman would go to Port Phillip, and as the New South Wales Governor had not recognised his right to go there, Batman would make a convention with the rightful and natural lords of the soil. A native of Australia himself, and acquainted with the habits of the aborigines, an excellent bushman, and fond of the sports of the field, he had years before been engaged in capturing bushrangers; and when the sad days of hostility between the colonists and the unarmed aborigines of Tasmania occurred, he had been distinguished for success in capturing them, rather than destroying them with that triumphant cowardice which has marked with blood so many scenes in Australia, and which still marks them on almost all its borders of so-called civilisation. He had on his grants of land in Tasmania some New South Wales aborigines staying with him. With their help, he felt that he could successfully “colonise” anywhere. Hume's overland journey had stirred him, but subsequent events decided him. On the 12th May, 1835, he endeavoured to sail in the *Rebecca*, 15 tons burthen; but baffling winds detained him, and it was not until the 29th May that he reached Port Phillip. Bushman as he was, he knew that Hume had been right about Port Phillip Bay and Station Peak. That he had Flinders's chart of Port Phillip, derived from Surveyor-General Grimes's labours in 1803, is as clear as any point can be made by circumstantial evidence.”]—RUSDEN'S “Discovery of Port Phillip.”

After the sentence of indiscriminate condemnation which was thus passed upon it by Colonel Collins, Port Phillip was not again heard of either in New South Wales, or elsewhere, for twenty years.

"In the year 1824," continues Dr. Lang, "however, two settlers in New South Wales, Messrs. Hovell and Hume, the former a retired shipmaster, having formed an equipment at their own private expense, took their departure from Lake George to find their way to the Southern Ocean. They were obliged to keep considerably further to the westward than they had at first intended, in order to clear that extensive range of mountains, the Alps, and having crossed the 145th meridian of east longitude, they again stood to the south, and crossing the dividing range, they discovered a beautiful open pastoral country, and reached the western arm of Port Phillip, which they mistook for Western Port.* Some time after the return of this expedition, the real importance of the results of which was for a long period strangely overlooked, a penal settlement was formed at Western Port, during the administration of General Darling, of which the charge was entrusted to Captain Hovell. Ten years, however, after the discoveries of Messrs. Hume and Hovell, and thirty after the abandonment of Port Phillip, an enterprising individual, Mr. Batman, a native of Parramatta, in New South Wales, who had long resided in Van Diemen's Land, was deputed to visit Port Phillip in 1834, and to report as to its capabilities for depasturing stock. Mr. Batman's report of Port Phillip as a grazing country being satisfactory, it was at once colonised from Van Diemen's Land, in 1835."

In this statement, my only object is to show that the expedition of 1824 was led and conducted by me, that the plan originated with me, and that to my exertions its success was chiefly owing. I would not detract from any credit due to my companion, for he shared in common our hardships and privations. But I do protest against the wholesale credit accorded to him on this occasion; for I affirm, that had I not persevered, in spite of his remonstrances, had I not persisted in crossing the swollen rivers, and then

* I did not.

good-naturedly conveyed my obstinate friend across, when softened out of his obstinacy by fear or regret, he never would have set his foot on the spot, where he lately wished to erect an obelisk, and from whence he was first delighted with the scenery of Geelong and its beautiful bay !

Although I have lately been made to appear but as a subordinate to Captain Hovell, on the expedition referred to, I notwithstanding respectfully submit that it was I who took him to Hobson's Bay—and brought him back again.*

* "He (Mr. Hovell) was greatly addicted on the journey out to discouraging the men, and advising them to turn back ; he was at this every other day ; Mr. Hume was worn out with contending with him."—*Boyd*.

"I can recollect Mr. Hovell several times during the journey, in Mr. Hume's absence, speaking discouragingly to the men about going on, and advising them towards turning back ; he was often doing this."—*Angel*.

"One thing I am certain of, from all I observed and knew, I would swear it if need be ; that the expedition never would have been carried out successfully, never would have reached Bass's Straits, but for Mr. Hume. Had we been all as good men as Captain Hovell, we would every one of us have come back without attaining our object (that is, if we could have made our way back.)"—*Fitzpatrick*.

ERRATUM.—Page 57 line 19; besides these “survivors” of the overland trip, Mr. H. Angel is still alive, and resident near Wagga Wagga.

APPENDIX.

Since the preparation for the Press of the foregoing pages, the chief actor in the scenes depicted in them has been summoned hence from his earthly labours. It has, therefore, been deemed fitting to append to the story of his celebrated journey, and to its accompanying brief memoir of his earlier days, the obituary notice which, on the occasion of his lamented decease, appeared in the columns of the *Yass Courier*.

As, however, that notice elicited certain erroneous strictures from the pen of a contributor to the *Sydney Morning Herald*—strictures since proved to be utterly without foundation—it has been thought good to arrange these supplementary pages in the following order :—

[A.] The obituary notice of the late Hamilton Hume, the Explorer, from the *Yass Courier*, of Tuesday, April 22, 1873.

[B.] The paper entitled “Historical Statements : discovery of the River Murray,” from the *Sydney Morning Herald*, of Monday, April 28, 1873.

[C.] The letters of Messrs. Thomas Boyd and James Fitzpatrick (with the exception of Mr. Hovell, the sole survivors of the overland trip of 1824), traversing the “Historical Statements” of the *S. M. Herald*, and in confirmation of the accuracy of the obituary notice which had appeared in the *Yass Courier*.

Had it been considered necessary, other matter might easily have been selected (from the great abundance at hand) for the purpose of collaterally substantiating the story told by the veteran Australian explorer who has just passed away ; but it probably will be conceded that to have sought to supplement the evidence of Messrs. Boyd and Fitzpatrick by any other of a less direct character, would have been a course tending rather to weaken than to support the plain, consistent Statement, which in 1854 was penned by Hamilton Hume, and to which in 1873 he conceived, on mature deliberation, that no material addition or alteration need be made.

The favourable opinions of the late Mr. Hume's numerous admirers—whether relatives or personal friends—however creditable to them and honourable to him—would be out of place here—here where those charged with fulfilling his dying wishes have to subordinate all *ex parte* promptings of Affection or Esteem to the seemingly colder requirements of the unadorned, unvarnished Truth.—Editor Second Edition, 1873.

[A.]

THE LATE HAMILTON HUME, THE EXPLORER.

EARLY on the morning of the 19th April, Hamilton Hume passed away to his rest. That his memory deserves to be had in grateful remembrance by his countrymen, the following brief memoir will, we think, fully prove; for though the public actions of his life were few in number, yet they were of such a character as accurately to show what manner of man he was; and in the history of Australian Exploration his name must always hold a prominent place—a place quite on a level with those of Sturt, Kennedy, Mitchell, and McKinlay.

Hamilton Hume was born at Parramatta on the 18th June, 1797. He was the eldest of the four children of Mr. Commissary A. H. Hume, who, in 1797, had left England for Australia on board the frigate *Guardian*, commanded by Riou, “the gallant good Riou,” of subsequent historic fame. Of these four children only one now survives—Mr. F. Rawdon Hume, of Castlesteads. Mr. J. K. Hume was killed many years ago. The only daughter, who had married Mr. Barber, of Glenrock, and who was the mother of a large family (two of which, Mr. Thomas Barber and Mr. R. A. Barber, are residents in this neighbourhood), has also been dead some years. The Humes are scions of the old Scottish border family of that name.

Debarred by the circumstances of the colony from receiving a liberal education, the subject of this memoir grew up to manhood without the usual advantages of a young man in his position of life. What education he did get he received from his mother; and scanty though it was, he yet turned it to good account. Much of his boyhood was spent in the prosecution of bush adventures, in which he developed activity, determination, and self-reliance—

qualities subsequently to stand him in good stead. On entering upon manhood, Hamilton Hume must have been singularly active both in mind and body; his personal *physique* being, moreover, admirably adapted for feats requiring strength and endurance.

When but seventeen, Mr. Hume discovered the country around Berrima; on this expedition he was accompanied by his brother, J. K. Hume. In 1815, he thoroughly explored that country; and by his acquaintance with its pastoral wealth was enabled to be of great service to his friends in pointing out to them new country suitable for stock. In 1817, at the request of Governor Macquarie, Mr. Hume accompanied Mr. Surveyor Meehan on a southern expedition to the "new country." During this trip they discovered Lake Bathurst, Goulburn Plains, and neighbourhood. As payment for his services on this journey, Mr. Hume received a land order for 300 acres near Appin.

In 1818, Mr. Hume was joined with Messrs. Meehan and Oxley in an exploring expedition to Jervis Bay. In 1822, he was engaged on Lieutenant Johnston's east coast survey, in search of rivers; during which trip Mr. Hume, with Mr. Alexander Berry, penetrated from the Upper Clyde to the present site of the thriving town of Braidwood.

In 1821, Mr. Hume, in company with Mr. G. Barber (his brother-in-law), Mr. J. K. Hume, and Mr. W. H. Broughton, discovered the Yass Plains. The account of this discovery has been several times denied; but the whole weight of evidence is in favour of its being the true version. Mr. Hovell, of Minto, whose name will be often found mixed up with that of Mr. Hume, has, on several occasions, contradicted the truth of many of Mr. Hume's recorded statements; but the intrinsic character of those statements, corroborated as they are by the strongest collateral evidence, will ever outweigh with the impartial inquirer the unsupported testimony of a gentleman, between whom and his once companion there seems ever to have been a considerable feeling of bitterness.

In 1824, Mr. Berry suggested to Governor Brisbane that Hamilton Hume was a most suitable person to lead the exploring party which his Excellency intended to despatch from Cape Howe or Wilson's Promontory back to Sydney overland. Mr. Hume declined to undertake such a task. He stated his readiness, if supplied with men and pack-horses, to push his way from Lake George to Bass's Straits. This offer, though accepted by the Governor, never was actually realised. Some time afterwards, Mr. Hovell, of Minto, agreed with Mr. Hume to find, jointly, the

necessary men and cattle for an expedition of a similar kind. The Government of the day fell in with this arrangement, and, on accepting the offer, agreed to furnish pack-saddles, a tent, two tarpaulins, arms, ammunition, and a couple of skeleton charts. Everything else had to be supplied from private resources ; and as an example of the deep interest taken in the work by Mr. Hume, it may be mentioned that he was compelled to dispose of a valuable imported iron plough, in order to raise the necessary funds for fulfilling his share of the obligation.

On its completion, the party consisted of eight persons :—Mr. Hume and his three servants, Claude Bossawa, Henry Angel, and James Fitzpatrick ; Mr. Hovell and his three, Thomas Boyd, William Bollard, and Thomas Smith. Of these, Angel, Fitzpatrick, and Boyd, have each testified to the exact truth of a pamphlet, published by Mr. Hume in 1854, under this title : “ A Brief Statement of Facts in connection with an Overland Expedition from Lake George to Port Phillip in 1824.” Indeed, so late as last year, Mr. Fitzpatrick, now a resident near Campbelltown, in these columns, declared his conviction that Mr. Hume’s Statement was, in all points, substantially correct. It is on these points, therefore, that we have elected to follow that pamphlet, as the true record of the celebrated journey, ever to be connected with the name of Hamilton Hume. We may here mention that Mr. G. W. Rusden, in his work, “ The Discovery, Survey, and Settlement of Port Phillip,” declares that after a careful examination of Mr. Hume’s Statement, and Mr. Hovell’s Reply thereto, he felt bound to accept the former as the witness of truth.

The instructions given to the party were to take departure from Lake George, and to push on at all hazards to Western Port ; in the event of meeting a river not fordable, to trace its source seaward as far as possible. On the 17th October, 1824, the party left Mr. Hume’s station near Lake George. On the 18th they camped near the site of his late residence, Cooma, close to the town of Yass.

From the 19th to the 22nd, they were detained at Marjurigong, the Murrumbidgee being in flood. Resolved to push on, Mr. Hume took his cart to pieces and made a punt of it with his tarpaulin, and so overcame what seemed to his companions an insuperable difficulty. As an illustration of the risks undergone, it should be remembered that Hamilton Hume and Boyd swam and dragged the improvised punt to and fro across the flooded stream. After crossing the Tumut River, Mr. Hume found they were getting into

too high a country, as he observed the Snowy Mountains crossing their course. He therefore altered his route and steered for the west. Mr. Hovell was for holding on; but, after leaving the main party, returned to it and adopted the wiser views of his companion. On the 16th November, they reached the river, now known as the Murray. Mr. Hume called it the Hume, after his father. Unfortunately, its later bestowed appellation is the one by which it is now best known. Mr. Hume's memory, as well as that of his father, is, however, preserved in the name of that electoral division of New South Wales which includes the district about Albury. On the 20th, they crossed the Mitta Mitta in a boat made by Mr. Hume of wattles and covered with his tarpaulin. The passage over this river had been violently opposed by Mr. Hovell, but the determination of Hume carried the day. Crossing the Little River, passing over the present Ovens gold-fields (Beechworth), they reached the Goulburn River. From thence they made Mount Disappointment, where they met with a complete check. After desperate endeavours to penetrate the scrub in the direction they were making, they were at last compelled to change their course, by an infusion of more west. At their camp, near where the city of Kilmore now stands, there was a display on the part of the men of considerable discontent. Mr. Hovell refused to go on; but Hume made this compromise with the party, that if no decided prospect occurred of making the coast within the next two or three days, he would give up the journey and return homewards. On the 13th December, Hume, in advance of his party, observed an opening and a fall of the land far to the south. He felt that he had won! Three days afterwards they made the coast, camping, on the 17th December, near the present site of Geelong.

It surely would be a mean mind which could refuse praise to Hume for this exploit—which can see aught of bathos in a comparison of the subject of this memoir to—

“Stout Cortez, when with eagle eyes
He stared at the Pacific, and all his men
Looked at each other with a wild surmise—
Silent, upon a peak in Darien.”

The important result of Hume's expedition to the Iramoo Downs, whereon Geelong now stands, became manifest in 1835. On the 29th May, of that year, John Batman reached Port Phillip. His mind had been inflamed by Hume's account of the richness of the land. Ever since 1827 he had been endeavouring to settle in Port Phillip, but it was not until 1835 that he was enabled to do

so. Batman, it must be remembered, was the fellow-townsmen of Hamilton Hume, having also been born in Parramatta. As Rusden says :—"Hume's overland journey had stirred him (Batman). Bushman as he was, he knew that Hume had been right about Port Phillip Bay and Station Peak." After their return home, with their party, Mr. Hovell insisted that they had made Western Port, Mr. Hume that they had made Port Phillip. There cannot now be a shadow of a doubt as to which was right. The skeleton chart which Mr. Hume had filled in, was, in after years, used by Sir Thomas Mitchell, and found by him (to use his own expression) "surprisingly correct." It cannot but be a subject of regret that the two associates on such a hazardous journey—one so fruitful of great results—should have been so unequally yoked—Hume all determination, resource, and hope ; Hovell all timidity and vacillation. Hume's pamphlet (of 1855, and a second edition was at press when death removed its author), if it does justice to his companion, paints him as the poet painted Blondel-Vatre in the drama, "a man wise in negatives, expert in stepping backwards, and an adept at auguring eclipses." Such a word-portrait is not complimentary, but the reader of the account is forced into believing it to be correct.

Before starting, a promise had been made by the Government to Messrs. Hume and Hovell that a cash payment should be made to them for the hire of the cattle ; and that a grant of land would be given, should any important discoveries result from that exploration. On their successful return, money payment for the cattle was refused ! Mr. Hume had great difficulty in getting tickets-of-leave for the three men who had accompanied him personally. He obtained an order to select 1200 acres of ground for himself, but was under the necessity of selling it to defray his expenses.

In the year 1828, Mr. Hume went as second to Captain Sturt on that famous Australian explorer's expedition to trace the Macquarie River. From the experience of that journey, Sturt pronounced Hume to be an able, sagacious, and intrepid bushman. The acquaintance then formed ripened into a friendship which was never broken. Some of Sturt's letters to his friends give pleasant glimpses into the nature of the regard which existed between them. Captain Sturt was very anxious to secure Hume's services a second time, but private interest compelled the latter to forego what otherwise would have been so pleasurable an employment.

After 1828, the career of Mr. Hume ceased to present points of

special interest to the general public. He had done his work as an explorer. The remainder of his years were spent in the successful pursuit of pastoral occupations, by which he amassed a competency; retiring at the close of his career to spend his days at his seat upon the banks of the Yass River, to which he had given the name of Cooma. For years he could say—

“ ‘ My way of life
Is fallen into the sere, the yellow leaf :
And that which should accompany old age
As honour, love, obedience, troops of friends ’—

I am richly blessed with.”

For many years, Mr. Hume satisfactorily performed the duties of a justice of the peace on the Yass bench; but increasing infirmities attendant upon his weight of years forbade the exercise of them for some time past. For several months preceding his death, he had been superintending the erection of a tomb in the Yass Church of England cemetery, in which his own remains were to be buried.

Mr. Hume was a married man, his wife having been a Miss Dight. Their union was not blessed with children. Mrs. Hume still survives; and it will, we trust, prove to her a consolation in her deep sorrow, that her late husband's memory is sure to be long treasured by his countrymen, as that of one who in his day and generation did his State good service.

It is probable that in a short time the second edition of Mr. Hume's "Brief Statement" will be issued from the Press. We believe it will contain no alterations whatever in the original text; but that several confirmatory additions will be the only new matter. It was in the act of being prepared by Mr. Hume when summoned away; and was intended as an appeal to posterity that his claim as the leader of the pioneer overland expedition from New South Wales to Port Phillip should not be ignored.

To Hamilton Hume it now matters little what the verdict of posterity may be. He has done with the troubles, the rivalries, the animosities of this world. But to those who survive him, to those who have benefited by his perilous work, so boldly and so sagaciously carried out, it does matter that strict justice should be done to his memory. Some ten years ago he was elected a Fellow of the Royal Geographical Society, and that was the sole public recognition his work ever won for him; no honours were bestowed upon him by the Crown, though others with less claims for distinction reaped ribbons and crosses. History, let us hope, will determine more justly; will award to him the praise of having

done a brave act loyally; will recognise in him a man of the grand old Anglo-Saxon type, one of that heroic stamp who take for their resolute motto—" *Viam inveniam aut faciam.*"

The funeral took place on April 21, when the remains of the deceased gentleman were followed to their last resting-place in the Church of England cemetery at Yass by a very large number of persons. There were in the procession between thirty and forty carriages and nearly one hundred horsemen.—*Yass Courier*, April 22.

[B.]

HISTORICAL STATEMENTS: DISCOVERY OF THE
RIVER MURRAY.

It has been epigrammatically, and rather bitterly, remarked that nothing is as false as history; but there appears to be, nevertheless, something even yet more unreliable, and that is the traditional data upon which history is often carelessly founded—when fictions are assumed to be facts, after the chief actors mentioned in a story have vanished from the scene of their exploits, and left the events of their lives to be summarised by the ignorant, and expatiated upon by the credulous. The history of this colony (in a true, philosophical sense) has yet to be written; but any literary man, who may have laid his hand on the mass of materials waiting to be methodically arranged, compared, corrected, and utilised, must have stood amazed at the contradictions and difficulties everywhere bristling up before him—problems that must, notwithstanding, all be satisfactorily disposed of before he can begin the dignified task of an historian. The would-be historian finds that he must hold himself ready to comb out many a tangle before even the web can be spun out of which he may hope patiently to weave that coat of many colours which shall truthfully represent the glories, the sorrows, and the disappointments of the past. If, in addition to much leisure and perseverance, he cannot add the virtue of a most absolute impartiality, he had better not attempt it at all. People wrangle by the hour as to the precise date when the great William Wentworth, G. Blaxland, and W. Lawson forced their adventurous way over the barriers of the Blue Mountains—an enterprise that took place in the memory of man, the circumstantial details of which must have been personally discussed a

thousand times by our late patriot statesman with those who are still living in Sydney. Yet who knows when Wentworth first scaled those rocky and precipitous gorges beyond Emu Plains? Who can tell us what the whole party was that went with him? Where they camped, and what, from day to day, they saw? Every fact in that exploration would be material for history, and yet the whole thing is left to us, as yet, little more than a vague and most unsatisfactory tradition. As an historical event, it may be truly said the passage over the Blue Mountains by Wentworth and his friends has never been worthily recorded. Beyond a few meagre facts, we know, as a community, next to nothing about it. We want an historian to gather up every stray fact, to search into every old State record, to inquire into every tradition, and out of the whole to give us at least a decent skeleton of our past history.

Analogous to the vague uncertainty that hangs about the first brave exploration by Wentworth and his friends is the mistiness that hovers over the discovery of the river Hume, or, as it is now called, the Murray. This obscurity some writer in the *Yass Courier* has (as a warm admirer of the late Mr. Hamilton Hume) attempted to dissipate, but with what success it would be rather hard to say. Though ably written, there is a manifest partisanship in the whole article which detracts greatly from its value, and leaves many points just as they were. The writer should not suppose that he necessarily exalts the reputation of the late Mr. Hume, when he attacks the veracity and impugns the merit of his equally distinguished fellow-explorer, "Mr. Hovell, of Minto," who under the better known designation of "Captain Hovell," at an advanced age, and in the full vigour of his intellect and energies, is still amongst us.

Captain Hovell and his friends say that the misrepresentations of the writer in the *Yass Courier* are manifold. Hovell's entire statement differs materially from that which has been put forward on the part of the late Mr. H. Hume; and, as it goes far to contradict the account in the *Yass Courier*, and is quite as clear and circumstantial, it is only fair to Mr. Hovell that it should enjoy an equal publicity.

Captain Hovell says that on the 10th of June, 1797,* the Yass Plains were first seen by the late Mr. Bradley and the late Mr. John Hume—the brother of Mr. Hamilton Hume, now recently

* The *S. M. Herald's* contributor is here in error, as Mr. John Hume was not born in 1797.—Ed. 2nd Edition.

deceased. The Plains were seen from an eminence which Messrs. Hovell and H. Hume called "Mount Look-out;" and Mr. John Hume himself described to the Messrs. Hovell and H. Hume where that mountain would be found from which the plains were to be seen. Mr. Hovell most distinctly denies that the late Mr. Hamilton Hume *ever* said to him that he had himself seen these plains. Messrs. Hovell and Hume (when they started on their exploring expedition) did not go near Cooma, but went through Muntoonan, and so ultimately crossed the Plains to the Murrumbidgee River. Another alleged misrepresentation complained of by Mr. Hovell regards statements made as to what took place at the crossing of the Murrumbidgee. Mr. Hovell's statement is that Mr. Hamilton Hume and the man Boyd swam across the river with a small line, having a rope attached to the end of it, by means of which the cart (made to serve as a punt) was pulled to and fro across the river. And Mr. Hovell observes (in support of his explicit denial of what is now again declared, as against him, and for Mr. H. Hume) that what he now states has, as a matter of history, been stated by him over and over again years ago, he having, before he went to Europe in 1855, published a pamphlet giving a true and particular account of all that did take place, both at the crossing of the Murrumbidgee and afterwards. Mr. Hovell says that the cart used as a punt was his, and not Mr. Hume's, and that it was selected as being the lighter of the two. Boyd, who swam across the river, was "lent" to the party by Mr. Broughton, of Appin, and is still living near the Tumut; Mr. James Fitzpatrick (also mentioned) is now, as Mr. Hovell states, living near Campbelltown, and Mr. Hovell declares that these two persons do *not* endorse all that Mr. Hamilton Hume is now again reported as having stated about his fellow-explorer. Mr. Hovell says that there is no truth whatever in the statement that, after the party had crossed the Tumut River, he (Hovell) wanted to keep on the course they had hitherto held—namely, to the south-west. The opinion held by Mr. Hovell when they came in sight of the snow-capped mountains was that it would be best for them to keep to the westward until they should reach a more open country, the country over which they were travelling being too rugged for them to cross with their cattle directly down to the plains. Mr. H. Hume concurred in this view, and they carried it out accordingly. When, however, they came in sight of the Battery Mount, they reverted, by common agreement, to their old course—namely, to the south-west, which brought them directly

to what was called "Hume River." Mr. Hovell says it is not true that Mr. Hamilton Hume named the river after his father, Mr. Commissary-General A. H. Hume. It was named by Captain Hovell, who called it the "Hume River," after his fellow-traveller; Mr. Hamilton Hume being the first European who ever approached its banks. There is another alleged misrepresentation complained of in regard to the boat constructed for the passage of that river, and stated to have been made of wattles, &c., by Mr. H. Hume. The boat was, on the contrary, expressly planned by Mr. Hovell, and made under his immediate direction; and he described exactly how it was made (with poles, wattles, and a tarpaulin), somewhat similar to one he had constructed when wrecked in Bass's Straits, on an island in Kent Group, in the year 1817. To judge from Mr. Hovell's description the boat so cleverly made for the passage of the party over the branch of the "Hume," it must have much resembled what is called a "coracle"—a very primitive sort of basket boat, still (or very recently) in use on the River Wye, in Wales. The truth of the statement made beginning with the words, "At their camp, where the city of Kilmore now stands," &c., &c., is altogether positively denied by Mr. Hovell. He says it has no foundation whatever; that he never heard of it before, and that it is wholly untrue.

The reader will see that these counter statements very materially affect the historical value of the account which has been published by some friends of the late fellow-traveller of Mr. Hovell, who tells his own story frankly and fairly, and seems determined to substantiate every particular. His statements certainly throw a light upon a vexed question in our early history, and deserve to be borne in mind for future reference. It seems, by the way, to be a matter of much regret that two enterprising men (to whom the colony, as fellow-travellers, owes so much) should ever have been at such variance with each other.—*S. M. Herald*, April 28, 1873.

[C.]

TO THE EDITOR OF THE S. M. HERALD.

SIR,—I have had my attention drawn to two articles which have appeared quite recently in your columns—one copied from the

Yass Courier, the other a reply to that article, and entitled "Historical Statements."

That I accompanied Mr. Hume on his journey of discovery to Port Phillip will in itself, I hope, be excuse for my making a brief statement with reference to the two articles in question.

I state that the article which appeared in the *Yass Courier* is correct throughout, and the article in reply quite the reverse; and although I am a man in humble life, I am well known as what is termed a good bushman, and am not afraid of appealing to many gentlemen now living, who have had a proof of my sagacity as a bushman. I only mention this to show that I am thoroughly capable of understanding merits or defects in this respect, and I state boldly, as a sharer in the hardships and dangers of the expedition to Port Phillip in 1824, that no mistiness whatever hovers over the discovery of the river Hume, as implied in "Historical Statements." I was present with Mr. Hume when he discovered that river, and when *he* named it the Hume, and the writer of "Historical Statements" must pardon me, an eye-witness and competent judge, for contradicting him. And, as to his assertion, that Mr. Hovell, of Minto, is "Mr. Hume's equally distinguished fellow-explorer," I solemnly declare, from my own knowledge, that Captain Hovell is not entitled to be considered even a tolerable bushman, and that Mr. Hume led him and the rest of us to Port Phillip and back again; and, until I saw it in your columns as an "Historical Statement," I never in all my life heard the name of Mr. Bradley mentioned in connection with the discovery of Yass Plains. All the bush talk, and all my bush experiences in early days, point to Mr. Hamilton Hume as the discoverer of those plains, and to him alone. I also testify that, passing through Mundooran (the sole track then being that known as Hume's track) *we did camp* as near as possible on the site where the residence of the late Mr. Hume now stands. I also feel convinced that Mr. Hume's ingenuity converted the cart into a punt, and that he and I did the swimming and the working of the punt to and fro. I am also strongly impressed with the conviction that the cart was Mr. Hume's own. As to what occurred after the crossing of the Tumut River, it was Mr. Hume's sagacity, and not Mr. Hovell's suggestion, which led us away from the Snowy Mountains. A glance at those mountains was enough for Mr. Hume. He steered westerly into more open country, and crossed the Gilmore about five miles above its junction with the Tumut,

near where the mill now stands. I remember on one or two occasions during the journey that the two gentlemen got separated, and I on those occasions went with Mr. Hovell, and as my services have never in any way been recognised, I hope I will be pardoned in my old age for telling the truth, although it may appear a little boastful. Only for the bush tact of the "lent" servant, as I am termed in "Historical Statements," Captain Hovell would have perished, and had anything happened to Mr. Hume, the sole chance of saving the party rested with

Your obedient servant,

THOMAS BOYD.

TO THE EDITOR OF THE S. M. HERALD.

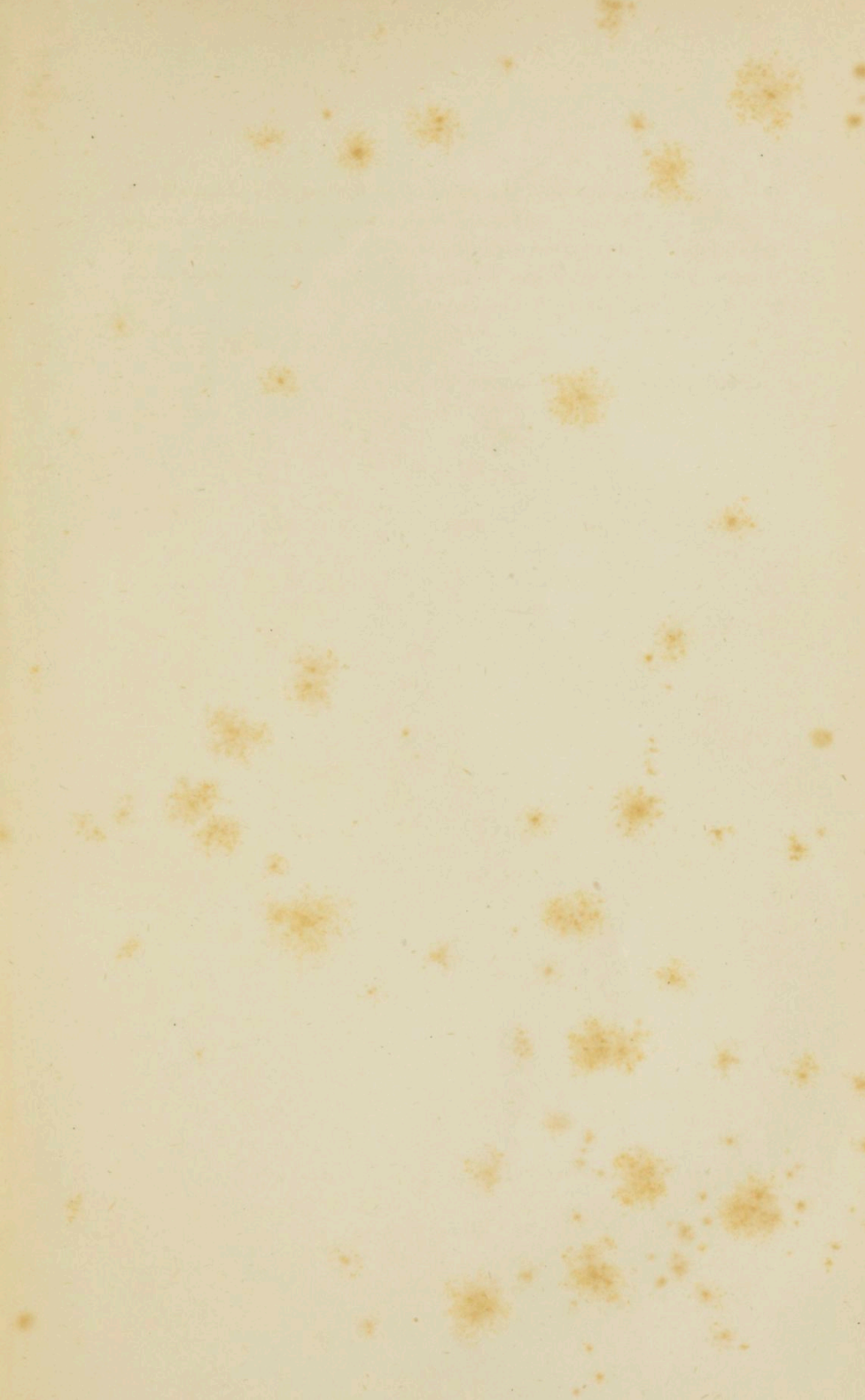
SIR,—My attention having been called to an article in your journal of the 28th ultimo, wherein it is alleged that Captain Hovell has stated that I did not endorse all that the late Mr. Hamilton Hume had reported about his fellow-explorer, in reply I have to say that I do most emphatically endorse Mr. Hamilton Hume's version, and that neither Captain Hovell nor any one else has any authority for saying I have said to the contrary. Whilst on the subject, and for general information, I beg to state that we did camp at Cooma (though denied by Captain Hovell), that Boyd was not lent by Mr. Broughton, but was the servant of the late Mr. John Kennedy, of Appin. With reference to crossing of the Murrumbidgee River, the cart may have been Mr. Hovell's, but I most distinctly remember that Mr. Hume did the work and made the punt, and then, with Boyd's assistance, dragged it across the river. During this time Captain Hovell sat on a bag of flour, and took no part in the proceedings. After Mr. Hume crossed, he sent the punt back for Captain Hovell, who then crossed with the bag of flour. As regards Captain Hovell's statement of the crossing the river Hume, it is at variance with the fact. Mr. Hume got the wattles, made the raft, and put a tarpaulin round them, and then, with Boyd, crossed the river. During the time Mr. Hume was making the raft I heard angry words between him and Mr. Hovell, and I most distinctly heard Mr. Hume say, in reply to a complaint of Captain Hovell's about the wearing out of the tarpaulin, that he (Hume) would not be deterred, and, if necessary, would kill one of the horses, and make a boat of his

skin sooner than abandon the enterprise, for go a-head he would. As to whom the credit is due for the successfully carrying out the expedition, I most unhesitatingly say that Mr. Hume was the leader, and that during the journey he was always in advance of the party, we following his guidance.

JAMES FITZPATRICK.

Glenlee House, near Campbelltown,
May 12, 1873.

J. L. C. i.



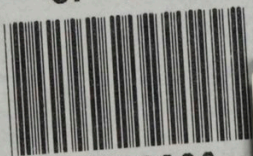


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A brief statement of facts
in connection with an
overland expedition from
Lake George to Port Phillip,
in 1824

