

HUME'S
OVERLAND JOURNEY.
1824.

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Royal Colonial Institute.

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Donations of certain works to the Library of the above having been requested, among others named—

Hume (Hamilton).—“A Brief Statement of Facts in connection with an Overland Expedition to Port Phillip in 1824”;

Hovell (W.H.)—Answer to the above. A reply from H. Hume;—

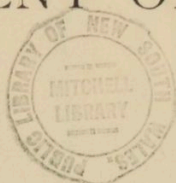
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In answer to the request, a ~~Third~~ Edition has been published, with an Addenda, copies of which will be forwarded to London.

W. J. Mitchell.

A BRIEF STATEMENT OF
FACTS

IN CONNECTION WITH AN



OVERLAND EXPEDITION

FROM

LAKE GEORGE TO PORT PHILLIP,

IN

1824.

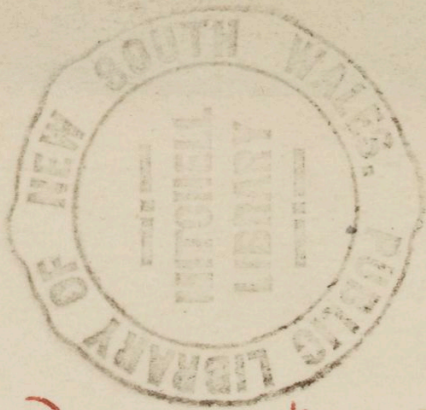
By HAMILTON HUME.

THIRD EDITION: WITH ADDENDA.

Sydney :

S. E. LEES, PRINTER & STATIONER, 83 YORK STREET.

—
1897.



Sydney,

March 22nd 1897

Memorandum to

Mr. S. E. Lees

York St

FROM ANGUS & ROBERTSON,

NEW AND SECONDHAND BOOKSELLERS, AND BINDERS.

BOOKSELLERS TO THE UNIVERSITY,
THE FREE PUBLIC LIBRARY AND THE
PARLIAMENTARY LIBRARY, SYDNEY.

We shall feel obliged if you can inform us to whom we should apply for a few copies of Hume's Pamphlet on his Overland Expedition.

A customer of ours is very anxious to obtain a copy and we could sell several others if we had them.

Yours Faithfully

Angus & Robertson

per J. H.

25 Mch 1897

Dear Mr Mitchell

I send you a copy
of the same pamphlet which
I had great trouble in
getting. Mrs Barbour told
me only 25 copies were
printed! On reference
to Mr Lee I find this
is correct. I ought
to be more very

Yours
J. H.

The only person, so far as I am
aware of, who has these copies
is Mrs Barbour whose
address is % Mr Ingh's
"Lothian"

Worham Rd,
Wossman

The statement in daily
papers that I was
publishing the book
is not correct. I
printed some
for the above
named lady.

PREFACE TO THE THIRD EDITION.

THIS edition is a literal reprint of the second one, with the addition (in the shape of a Second Appendix) of several letters further confirmatory of the matter in the original "Statement."

The most important of these letters will be found to be the one addressed to the publisher by Mr. Henry Angel, one of the survivors of the celebrated Overland Journey, the truthful record of which this pamphlet purports to contain.

Mr. Hovell's "Answer to the Preface of the Second Edition of Mr. Hamilton Hume's 'A Brief Statement of Facts'" will also be found in the Second Appendix.

The proceeds of the sale of this edition will be handed over to the fund now in course of collection towards erecting a Monument to the memory of the late Hamilton Hume, at Albury, N.S.W., near the spot where he first crossed the Murray (or Hume) in 1824.

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 parenthesis. 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 to 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 4 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 extract from it shows 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° 57' 45" E. long. and 34° 15' 14" 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 Appin; 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 southwards 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 'Cataract 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

* “ This Statement of Facts,” &c.

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.”

“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 subsequent 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."

(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 his 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 anyone 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).

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 unwarranted. 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 soul 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 THE 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 Juliana*. 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, Rector 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 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

[* "The gallant good Riou."]

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, John Kennedy 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 south-west 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 benefitted 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. Hr. Hume accompanied Mr. Meehan, and they discovered Lake Bathurst, Lake George, 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.

It was in that expedition they discovered a large river, and named it the "Darling," after the Governor, Sir Ralph Darling.

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 chiefly contributed to the peaceful 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."

A desire having been expressed by the Royal Colonial Institute for donations to their Library of certain works relating to Australasia, among others being a pamphlet published by Hamilton Hume,

* 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."]

edited by Rev. W. Ross, in connection with an *Overland Journey to Port Phillip* in 1824 ; Answer to the Preface of 2nd edition by W. H. Hovell, 1874 ; "Brief Statement," with additions, 1874, by H. Hume,—a few fresh copies have been struck off of the above works, included under one cover, with a few additions extracted from the *Argus* and *Australasian*, leading daily and weekly papers, Victoria, in answer to the above request.

Mr. Hume was the first white man, in company with a black boy, to cross the mountain to Illawarra, or Five Islands, as it was then called ; he afterwards took Mr. Meehan there, and guided Major (Sir Thomas) Mitchell there in his first survey to form a road. Mr. Hume learnt surveying from his friend, Mr. Surveyor Meehan, and he also, in company with his brother and a black boy, was the first to cross "Razor Back."

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 acknowledgement—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, and 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 much 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 risen 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 scenes, 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. 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

* "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."—*Oxley'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.

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

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 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.

[* 1st December, 1821.]

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 pardon 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."

[When Sturt returned from tracing the Murrumbidgee and found he was mistaken about having discovered a new river, a compromise was entered into between him and Mr. Hume. The river was to be called the Hume from its source to its junction with the Murrumbidgee, and the Murray below that, but it is now called Upper and Lower Murray.]

“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 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

[* 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.]

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

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 instructions 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. Barbour, 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 despatched 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

[* 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.]

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 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

* 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 Meehan.

‡ 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. George Barbour, 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.]

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.*

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.

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

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

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.* 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,

* 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.

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

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, 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 of 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. This was his first and last expedition by himself. He never slept all night."

"I recollect," says Angel, "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 confi-

dence 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 Cooradigby 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, ran 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."

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

* Mr. Hovell left his pan at Cooradigby.

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

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 re-crossing 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 Kiewa† River (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 would 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 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

* The boat was made out 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.

† The native pronunciation of “Kiewa” is Ki-e-wah.—Ed. 3rd Edition.

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' 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 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.

* 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.

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

* 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.

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 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 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

* 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.

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

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. 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 camped 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.†

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

† "While we were in camp, on the coast, at the end of our journey, I went shooting ducks, about half-a-mile or a mile from the camp, when five blackfellows ran me for my life; I sang 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*.

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 vessel 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 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 degs. 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 camped 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

* "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*.

† "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*.

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, 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 Cooradigby 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,

* 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 called "Loobra," or "Luber."

† "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*.

Claude and Smith, being very weak, had to be brought in my cart from the Cooradigby to Gunning.

With the exception of a difference (as far as 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 white-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 a 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 Wohwely; 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. Barbour'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 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 rejoined me.

On our making the coast, Mr. Hovell's decided impression was that we had reached Western Port,

* 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 ahead with his gun on his shoulder, we followed him and Mr. Hovell amongst us.—*Fitzpatrick*.

"There is not a man amongst 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 home, went ahead, 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 do 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 ahead in the bush anywhere; all he did was to travel on with the men, mostly in the rear of them.—*Angell*.

"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*.

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 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.

* "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 perserving 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.

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 millions of 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.

* "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

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 Colomel 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.”

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

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' 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 “Discovery of Port Phillip.”]

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. Bateman'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 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.†

* I did not.

† "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*

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 *Sydney Morning Herald*, and in confirmation of the accuracy of the obituary notice which appeared in the *Yass Courier*.

[* This is an error. Mr. H. Angel is still alive. He resides near Wagga Wagga, N.S.W. His letter, in confirmation of Mr. Hume's Statement, will be found in the Second Appendix.—Ed. 3rd Edition.]

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.

The Editor of the "Sydney Morning Herald" has been informed that the late Mr. Hume's statement will be found in the second edition of the "History of the Discovery of the River Murray," from the Sydney Morning Herald of Monday, April 28, 1873.

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 held 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. Barbour, of Glenrock, and was the mother of a large family (two of which, Mr. Thomas Barbour and Mr. R. A. Barbour, 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. Barbour (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 grounds, 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 latter 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 taupaulin. The passage over this river had been violently opposed by Mr. Hovell, but the determination of Hume carried the day. Crossing the Kiewa 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 mild 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 increased 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 a 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 difficul-

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

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 Murrumbidgee, 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 Kemp 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 the 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 Munderooran (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 of these mountains was enough for Mr. Hume. He steered westerly into

more open country, and crossed the Gilmour 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 anyone 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 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.



APPENDIX (THIRD EDITION).

THE supplementary matter comprised in this Appendix is thus arranged :—

[*a.*] A letter from Mr. H. Angel (one of the survivors of the Overland Expedition of 1824), addressed to Mr. J. J. Brown, Yass, in corroboration of the late Hamilton Hume's "Statement."

[*b.*] A letter addressed (per favour of the *Goulburn Herald*, September 8th, 1855,) by the late Hamilton Hume to Mr. W. H. Hovell.

[*c.*] A letter addressed by Mr. C. H. Barbour to the Editor of the *Sydney Morning Herald*, commenting upon an article which had appeared in that journal under the heading "Historical Statements : Discovery of the River Murray." (*Vide* [B.] Appendix, 2nd Edition, page 65.)

[*d.*] The text of a pamphlet published by Mr. J. Ferguson, 426, George-street, Sydney, under the title, "Answer to the Preface to the Second Edition of Mr. Hamilton Hume's 'A Brief Statement of Facts,' by William H. Hovell."

[*e.*] A letter addressed by "Australian" to the Editor of the *Yass Courier*, in reply to Mr. W. H. Hovell's "Answer," &c.

[a.]

SIR,—I am informed that you propose to bring out another edition of Mr. Hamilton Hume's "Brief Statement of Facts," and as I did not until lately become aware of the statements made in the *Sydney Morning Herald* as to Captain Hovell's version of the particulars of the trip, I am now desirous of adding my testimony as to the accuracy of the late Mr. Hume's statements, and particularly of those which it appears are contradicted by Captain Hovell and his friends.

The following incidents of our journey I can still remember as if they had happened yesterday :—

The night we reached Yass Plains we camped on the Yass River, within a few rods of Mr. Hume's late residence, Cooma ; indeed, I feel convinced that our camp must have been in the present Cooma house paddock.

When we struck the Murrumbidgee, near Yass, it was flooded, and breaking over the banks and running very strong. We stopped a day or two and tried to get a bark canoe, but could not get a good one. Captain Hovell said we had better run the river down, and then turn back, as the water was too strong for us to venture across. Mr. Hume said he came out for the purpose of going on, and go on he would. Mr. Hume then got the wheels taken off his cart, and placed the tarpaulin round it so as to form a sort of punt. Boyd swam across the river with a small line, with which he pulled across a strong line. With this we pulled the punt backwards and forwards several times till we got everything across. During this operation Mr. Hume and Boyd swam backwards and forwards several times. Captain Hovell's cart was taken across in the punt.

A day or so after we crossed the Murrumbidgee, Mr. Hume and Captain Hovell went to look for a

way to get out of the mountains. Mr. Hume found a way out, and came back to camp, but Captain Hovell lost himself and was out for a good while. At the Cooradigbee we had to leave the carts, as the country was too rough to take them. Mr. Hume took his tarpaulin, but Captain Hovell left his. Mr. Hume's object in taking the tarpaulin was to cover a punt in case we should come to any large river, and as soon as we got an opportunity we killed a kangaroo, and smeared the blood over the tarpaulin to make it keep out water better. Some days after crossing the Tumut we got into the high country, and came in sight of the Snowy Mountains. Mr. Hume said we must change our course and go more to the right, as we were getting into the mountains too much, but Captain Hovell said we had better bear more to the left. There was a dispute between them, and at last they parted, each taking his own course and his own men. At night, when we were camping, Captain Hovell came after us and joined us again. When we struck the Hume River, Captain Hovell wanted again to turn back; in fact, during the whole journey, whenever we got into any difficulty, Captain Hovell always wanted to turn back, and would have gone back with his men only that he was afraid to trust himself without Mr. Hume. Here Mr. Hume stretched his tarpaulin over some poles and made a sort of boat. I never heard Captain Hovell suggest this method of making a boat; in fact, I remember his asking how we were going to manage it. He never gave any assistance or instruction in the making of the boat. After the boat was made, Messrs. Hume and Boyd swam, one on each side, pulling the boat, while I swam behind pushing it, and in this way we got all the things across. When we came to the Mitta Mitta, Captain Hovell again wished to turn back, and made a speech to the men. Claude, who was one of Mr. Hume's

men, wanted to stop back with Captain Hovell, but Mr. Hume made him cross. After we had got across, and were going to start, Captain Hovell called after Mr. Hume and got him to take him across.

Claude was a great coward, and on one occasion he lay down on the ground and would not follow us, and I had to go back and bring him on.

I am still confident that if it had not been for Mr. Hume's constant and determined resistance to Captain Hovell's inclination to turn back, we should never have reached Port Phillip; and if anything had happened to Mr. Hume we certainly never should.

I remain, Sir,

Your obedient servant,

his
HENRY + ANGEL.
mark.

Witness : J. R. GARLAND.

To Mr. J. J. Brown, Yass.

Wagga Wagga, February 25, 1874.

[b.]

TO W. H. HOVELL, Esq.

SIR,—Adopting your own suggestion, that it is less with yourself than with the public I have to do, I deem this the proper channel through which to notice a pamphlet just issued by you, which purports to be a reply to, and refutation of, my recently published “Brief Statement of Facts in connection with the Overland Expedition to Port Phillip in 1824,” but is in reality little more than a denial and repeated contradiction of those facts.

Probably I might equally serve my purpose by leaving such as feel sufficient interest to peruse both pamphlets, and to form their own conclusions, deducible especially from the circumstance that, while you lugubriously profess to feel for me only “contempt, mingled with sorrow,” the violent and offensive language with which almost every paragraph of yours abounds, ludicrously indicates how the “galled jade winces” under my disclosures. I deem it, however, due to myself shortly to show how recklessly you misstate facts, and how guilty you yourself are of the disregard for truth which you so freely impute to me—with instances of which your pamphlet so abounds, that I can but find room here for a few as examples.

Your repeatedly stating that you have acted under the urgent advice of friends, contrary to your own inclination, in publishing your “Reply,” leads me to comprehend the feeling which prompts you (perhaps naturally enough) to imagine, and so unjustifiably to tax me, with having acted under similar influence.

Let me tell you, Sir, it would have been better had you followed your own bias and kept quiet; as unquestionably, the more you struggle the more deeply will you sink. Permit me, however, to in-

form you that, since the issue of my "Statement of Facts," I have received letters from many old friends and acquaintances, with whom I had for years ceased to correspond or visit, expressing their gratification at its publication, and their satisfaction that I had unmasked you.

With the palpable object of making show to refute them, you seem to delight in attributing to me ideas and charges, with reference to yourself, which I have neither entertained nor made, and which are the sole instances of pretended refutation I find. I have not "depreciated your character"; I have not charged you with "arrogating to yourself superior claims," nor with "unfairly parading your own merits." The conclusions fairly to be drawn from my Statement are, at most, that you innocently accepted and appropriated the laurels which a mistaken public tendered you, and which I claim as my due. And if you have "fairly and freely acknowledged," on those occasions, my "rightful title to a chief share in the merit awarded," all I will add is, that such has strangely escaped the observation of my friends and myself.

I repeat, what you seem to question, my sincerity in formerly asserting, "That I have no wish to detract from any credit due to you." At the same time I subscribe to the correctness of your conclusion, that my intention was to show, and I believe I have shown, "that none of the success of the enterprise in question was attributed to your exertions—that you were, in fact, an incubus upon it." I intend now to show that I have more friends and better evidence in reserve than you may relish; likewise, that there shall still be the same "most singular unanimity" in my favour which you have already so unconsciously remarked.

You call yourself my friend, and charge me with the betrayal of a friendship of thirty years standing!

I know, Sir, of no friendship. And believe me it is with pain I feel myself driven to the following explanation :—

Six-and-twenty years, I think, have elapsed since I last entered your door ; on that occasion I detected in, and took from, your custody *my* chart of our overland journey, which had been lent by me, for the purpose of being copied into Dr. Bland's narrative, and which you had detained and disavowed knowledge of, until my eye then recognised it among your papers. For that, and similar reasons, I have since kept my distance from you.

A few years ago, uninvited, and you must have been aware not a welcome guest, you came to my house at Yass. Courtesy, and the subsidence after many years of former feelings, constrained my politeness towards you under my own roof ; and when, presuming on this, you intimated your intention of repeating your visit, and would not take a polite hint that it was not acceptable, I was eventually reduced to the disagreeable necessity of forwarding a special letter to Gunning to meet and stop you there ! I have never, during those many years, reciprocated any civilities with you, have scarcely spoken to you, and, under these circumstances, you impudently tax me with the "betrayal of a thirty years' friendship !"

You proceed to charge me with "not being particular in taking to my self the credit due to others," and instance the land to the south of Goulburn, which you assert was discovered by Mr. Charles Throsby Smith and Joseph Wild, while I claim the honour.

Now, what says Mr. Charles Throsby Smith in his letter to me of 3rd April last, acknowledging a copy of my pamphlet then sent to him ?—

"I have read your pamphlet with much pleasure, and am quite persuaded that every tittle is truth, more particularly in that part

where you state, or what is tantamount to it, that you did the work, and my late uncle got the credit, and the compensation into the bargain, not only for what you did, but for what I did also. You may recollect, after your return with Mr. Meehan and the Governor from Lake George, in 1820, that I was despatched with old Joe Wild, James Vaughan, and five men from the road party in Bargo Brush. * * * I do like to see every man get his own share of praise or blame, as the case may be, and I am bound to believe that, if you had not published the plain Statement of Facts, that Mr. Hovell would have taken all the merit that YOU ALONE DESERVED; and I cannot express to you the satisfaction it gave me, the perusal of the facts." * * *

This, Sir, is not the language of a gentleman whose due I had been appropriating. I may thank you for educating it, and I trust he will pardon the use you have obliged me to make of his letter (The capitals are his own).

Of the same stamp is your assertion that I have claimed a credit not due to me for the discovery of Yass Plains, and that I had stated to you, when we had crossed them in 1824, that I had never seen them until then. The latter assertion is a downright untruth. I here repeat my statement, that my late brother, John, the late Mr. Barbour, and Mr. W. H. Broughton, were there with me some years before. I have no doubt anyone who knows my habits at that time, and that I formed my station at Gunning in 1821, will concede the *probability* that my assertion is correct. But to remove all question, I annex an extract from Mr. W. H. Broughton's letter to me, dated the 3rd inst:—

“I have read Mr. Hovell's pamphlet, and beg to contradict that part wherein he asserts that you did not find Yass Plains. I assert, most positively, that you did, in 1821 or 1822. I was in company with you, the late G. Barbour, and your late brother. I recollect perfectly it was whilst we were forming a cattle station at Woolloobidallah, near Gunning. I recollect perfectly that it had been recently burned, and was as black as charcoal. * * * I am perfectly positive it was some years before you started on the expedition to Port Phillip.”

Although you affect to deny the correctness of my statements, you, in several instances, by your own admissions, manifestly confirm them. At Narren-gullen, you admit being "out from the party one night, and sleeping (?) in the bush;"—a very plain confirmation of the men's and my own statement, that you were, in bush phrase, "lost" for the time, and until I found you. And at the crossing of the Mitta Mitta, what should call for my angry answer, stated by yourself—"that I did not think it necessary to point out the defects of the tarpaulin to the men, and that if they did not like to risk themselves in it, they might stop and be d——d." What, but some such conduct and altercation as has been imputed to you on that occasion? Here is its distinct, though unintentional, confirmation from your own lips!

With the object of throwing discredit on the men's and my own assertion, that on Claude's siding with you when you attempted to discourage the men from crossing the Mitta Mitta, I shook him by the throat and threatened to put him in the river, you state—*Mr. Hume would as much as dared to do this to Claude, who was a practised and scientific bruiser, as he would have done to make use of the language he implied to me.*—*And for the sake of whole bones he would have been very chary how he laid his hands on Claude,*" &c., &c.

Against this, I shall give Mr. W. H. Broughton's description of Claude and his prowess, from his letter already referred to:—

"With regard to Claude Bossawa, all I can say is, that I often thrashed him when a servant on my father's farm, and never found him a fighting-man, but a chicken-hearted fellow, in weight about nine stone four."

You also taunt me with not producing Claude's evidence, which you pretend to assume would have been favourable to you. "Dead men tell no tales."

I have inquired and have been informed that Claude died at Goulburn some years since. I am surprised, Sir, that one usually so well informed on what goes on around him as you are, should not have known this!

Attempting, no doubt, to take the edge off the men's testimony, in which a "most singular unanimity exists," you absurdly suggest that they appear to be "in some unaccountable way under the influence of myself or my friends"—(as if I had them in custody somewhere). They are perfectly independent of me or my friends; and I am well persuaded they will freely express themselves to any one who asks them, consistently with their statements quoted by me.

You are pleased to twit me with the course chosen by the editor of my little pamphlet, in slightly referring to my personal antecedents, and commenting on my services, and you express a very magnanimous resolution that you will not adopt a similar course, or "make any eulogistic comments on such slight services as it has been your good fortune to render to the land of your adoption, during your long residence of forty-two years in it."

With the exception of the instance in which you accompanied me to Port Phillip, and your title to the merits of which I have shown the value of, I am sincerely ignorant, Sir, of any services rendered by you to the colony. Possibly you reckon as one of them your conducting the Government expedition to Western Port, and neither being able to maintain a footing there nor to find Geelong (without my assistance). I am unaware of any of your services before or since, other than some of a distressing nature to the small settlers near Goulburn, in ousting them from their squattages when they could not get land to buy, the honour of which I shall not dispute with you!

With reference to your vapour about Mr. Bingham's complimenting you upon your being "accustomed to command," I suppose it never occurred to you that he was making game of you? I am not aware of any "command" ever held by you beyond a colonial coaster. I have heard of her voyages and fate under your command; and I have been informed, I believe correctly, that you were accustomed to boat-building, an honest and reputable calling enough, if you would comport yourself with corresponding modesty.

You again and again taunt me with using the evidence of convict or assigned servants, which I must say, seems chiefly objectionable to you on account of its "most singular unanimity." You ought to know that the evidence in question, being the best obtainable, I have a right to use it; and that its singular unanimity with my own statement is not damnatory. You ought also to know, Sir, that there are good as well as bad people in every sphere of society, and that a man's being once a convict does not necessarily stamp him infamous. Those whom you only sneer at as their being convicts, have proved themselves well-conducted, useful members of society, and may bear a favourable contrast with many who hold their heads higher.

The letter you copy, page v., was written at Mr. Berry's instance, in that gentleman's office, No. 97, George-street, by his clerk. Your signing it first was merely incidental upon my thoughtless civility in asking you to do so, and proves nothing beyond that fact. Had I known you then as well as I now do, I should have acted more warily.

As you seem to lay a most unnecessary stress on the circumstance, I may add that Mr. Watson did convey your message to me in November, 1853, expressive of a wish that I should follow you to Port Phillip (where you must have arrived about the time

your message reached me). Apart from all other reasons, it was not very likely that I would leave my sheep-shearing and run after you there, on such a by-the-bye message, received as you and he met on a stage on the road, when travelling in opposite directions by the mail.

My time and my space alike deter me from following you through each assertion and insinuation, which I could as easily test as I have done the preceding. I trust the examples I have afforded are sufficient indication of the value to be attached to the rest. Probably, when at leisure, I shall enter more fully upon them, and in detail, in a second edition of my "Statement of Facts." Meantime,

I remain, Sir,

Yours obediently,

(Signed) HAMILTON HUME.

Yass, 4th September, 1855.

[c.]

HISTORICAL STATEMENTS: DISCOVERY OF THE RIVER MURRAY.

TO THE EDITOR OF THE S. M. HERALD.

SIR,—An article appeared under the above head in your paper of the 28th April, in which grave doubts are thrown upon the truth of certain statements made by the late Mr. Hamilton Hume in a pamphlet published by him in 1855, in connection with the first Overland Expedition to Port Phillip, and objections are taken against the obituary notice of him which appeared in the *Yass Courier*.

I, as one of his oldest nephews, who remember the time of that Expedition, and knew some of the men engaged in it, and from being a well-known bushman myself, know the opinions of bushmen generally upon the merits of its leader and his associate as capable explorers, will ask for space in your columns for a few remarks in justice to Mr. Hume. The article states that Yass Plains was discovered on the 10th June, 1797, by the late Mr. William Bradley and Mr. John Hume. Mr. John Kennedy Hume, my maternal uncle and my wife's father, was not born in 1797. His first attempt at exploration was in 1814, in company with his elder brother, over the Razorback Mountain, through Bargo Brush to Bong Bong, he being such a mere lad at the time that his mother refused to let him go again; but in 1821 he joined his brother, Mr. Hamilton Hume, the late Mr. William Broughton, of Appin, afterwards Burrowa, and my father, the late Mr. George Barbour, of Glenrock, in an exploring expedition, when they discovered Yass Plains. I have frequently heard the four gentlemen speak of the discovery of Yass Plains in 1821, but always spoke of Mr. H. Hume as leader. Mr. Hovell admits that Mr. Hume and Boyd were the first to swim over the Murrumbidgee with the line, having a rope attached by which the punt was drawn across; it is of no consequence whose was the cart which formed the punt, but whose was the idea to rig it and get it across, and the men of the party declared it to be Mr. Hume.

Many of Mr. Hume's relatives, as well as myself, have listened to the men talking of the time "they were out to Port Phillip"—my brother, the younger Broughtons and Kennedys, then, like myself, young men, but nearly forty years ago—and never once did we hear them speak of Mr. Hovell being of the slightest assistance, but the reverse. The writer of

the article in the *Herald* could never have read Mr. Hume's pamphlet, or he would have seen that three of the men—Boyd, Fitzpatrick, and Angel—endorsed the *whole* of Mr. Hume's statements, their evidence taken by gentlemen well known in the district, whose only object was to arrive at the truth; and late last year (November 8) Fitzpatrick (now, I believe, in comfortable circumstances at Campbelltown), sent a letter to the *Yass Courier* in confirmation of a letter which appeared in the *Australasian* of the 26th October, in Mr. Hume's defence, and I cannot think either he or Boyd would now belie themselves. I have frequently heard Boyd speak of the fright he was in when he and Mr. Hovell got lost at Narrengullen, when Mr. Hume had to fire guns for them, and of his great "funk" when he thought he and Mr. Hovell were about to be lost in the snow, and of many other things not complimentary to Mr. Hovell as an explorer. Again, Mr. Hovell admits that "Mr. Hume was the first European who ever approached the banks of the Hume or Murray River." This agrees with the statements of the men, that Mr. Hume "was always ahead of his party." Many of the blacks for years after confirming it, describing Mr. Hume's appearance accurately, imitating his walk with sticks on their shoulders for guns.

One man at Albury used to tell how he and a number of other boys were hid among the reeds on the river bank at Cumberoona watching the party, frightened out of their wits, until they had crossed and gone.

That Mr. Hume named the river after his father, all his friends, including his father, always believed—a natural compliment for him to pay—but it is immaterial, the naming was easier than the finding.

To a fair and candid mind the evidence in Mr. Hume's favour would be more than sufficient—he

had grown up in the bush—was known to be a thorough bushman, had already made many important discoveries in New South Wales; was invited by the Governor, at the advice of friends who knew him well and had explored with him, to lead the Expedition; was acquainted with the speech and habits of the blacks; was known to be equal, if not superior, to the blacks in tracking (it is not so many years since he showed his powers for tracking in Yass); was Captain Sturt's chosen associate to the Macquarie and Darling, and invited to accompany him a second time; was complimented by Sir T. Mitchell, and was elected as a Fellow of the Royal Geographical Society for his known skill as a bush traveller.

And what has Mr. Hovell, whom your paper calls "an equally distinguished explorer," to offer against this array of well-known facts. That he was associated with Mr. Hume in an Overland Expedition to Port Phillip to take the latitudes and longitudes, and with whom he has been in opposition ever since.

That he made a mistake in the part of the bay which they had reached, mistaking the west side for the east—no matter whether Mr. Hume did or not, of that his friends are quite satisfied. And in 1827, when at Western Port, he thought he had explored to the site of their encampment on the bay in 1824, when he was still on the east side—never having crossed the Yarra, nor been near it.

When he received the ovation at Geelong he must have been convinced of his error.

It is not to defend Mr. Hume as an explorer that I write—of that his friends are equally satisfied—but to defend him for a brave, upright man, who did his work, but never ran about the country seeking fame, and who never became a courtier. Had it been otherwise we should now be hearing more of his discoveries in New South Wales; for I suppose Mr.

Hovell does not dispute his discovery of new country as far as the Lakes, or the discovery of the Braidwood country, or the opening of the overland road to Illawarra. What discoveries did Mr. Hovell make in New South Wales to entitle him to be called an "equally distinguished explorer?" He did not discover the Murrumbidgee—that had been discovered before—nor was he the first to cross it. Hume and Boyd did that, and by his own admission he was not the discoverer of the Hume or the River Murray.

In justice to Mr. Hume, now no longer able to defend himself, I ask, Sir, for a space in your paper for this letter. Many of Mr. Hume's friends have been supporters of the *Sydney Morning Herald* since its first establishment. Everywhere now throughout Australasia are his relatives or connections to be met with, and they will take care to defend his name.

I am, Sir, yours faithfully,

C. H. BARBOUR.

Gundowring Station, Kiewa River,
Ovens District.

[d.]
A N S W E R
TO THE
PREFACE TO THE SECOND EDITION
OF
MR. HAMILTON HUME'S "A BRIEF
STATEMENT OF FACTS."

THE Preface to the second edition of Mr. Hamilton Hume's pamphlet, entitled "A Brief Statement of Facts," necessitates some answer from me in addition to the "Reply," published by me in 1855. This preface, which was not published till some time after the death of Mr. Hume, has had additional force given to it, not only by the decease of that gentleman, but also by the obituary notice of the *Yass Courier*, in which many of the errors into which Mr. Hume has fallen have been unhesitatingly adopted; whilst, as far as I am concerned, I am placed at a considerable disadvantage, since very much that I might have said must now remain unsaid, in obedience to the old rule which prescribes us to deal tenderly with the dead and the absent. It is thus almost with regret that I undertake the unpleasant task before me, and were it not that an important era in Australian history is at issue, and my own fair fame assailed, I would have preferred to allow the discussion to drop, now that one of the parties to it has been removed from amongst us. At all events I shall in these pages confine myself entirely to the new matter introduced into the discussion by the second preface, leaving the first to be dealt with by my original reply. In the very first page of this preface Mr. Hume denounces me as his

“calumniator,” but I would ask the most partial of Mr. Hume’s friends to read over my “Reply,” and to point to any one passage that could be justly considered to render me amenable to this opprobrious term. So far from being his culmniator I have upon every occasion given him the full share of credit to which he was entitled, and have never failed to mention his name in conjunction with my own whenever the subject of our joint discovery has been under remark or discussion. It may have been that my name has taken precedence of his, and that the expression “Hovell and Hume,” instead of “Hume and Hovell,” may have given him offence ; but this has arisen as much from Mr. Hume’s own act as from any other cause, since in our first joint letter to Sir Thomas Brisbane, dated 28th July, 1824, and quoted in page 5 of the preface to my reply to his “Statement of Facts,” my name was signed first at the special request of Mr. Hume, who told me that as I was by eleven years the elder of the two, I ought to sign first, and indeed he refused to sign himself until I had first put my name to the document. Thus, in accordance with Government custom, we were always referred to in future as Messrs. Hovell and Hume. It would seem that this precedence given to my name in public documents and in the public prints has been almost the sole cause for the penning of the “Statement of Facts,” since the only aim of that statement was to rob me of every portion of the credit I may have earned by my connection with the Expedition of 1824. And this was done too, not in a plain and straightforward manner by Mr. Hume personally bringing against me charges which I might have been in a position openly to refute, but by inuendo, as far as he was concerned, and by the testimony of his Government men, who could have been but poor judges of me and of my thoughts and feelings, as, unlike Mr. Hume,

I was very careful not to make companions, still less confidants, of them. And here I may mention one point that will show, not only the little value to be attached to their evidence, but also the designing object with which it has been adduced. James Fitzpatrick, in a letter to the *Yass Courier*, writes : " 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." If it be remembered that this James Fitzpatrick was a Government man to Mr. Hume, and that in those days high officials were not in the habit of giving opinions upon public matters to Government men, the source from which James Fitzpatrick obtained this evidence may be readily guessed, and as with this, so with the rest.

I have already stated in my " Reply " that we had but one chart between us. In an Expedition such as that on which we were bound, it was necessary to economise our *impedimenta* as much as possible, so that, with the one chart we had but one inkstand, and this Mr. Hume and I used together at the close of each day's journey. We had a tent of Parramatta cloth, which we occupied jointly, the men sleeping away from us under the tarpaulins. When in the tent of an evening we marked off on the chart every day's work, as nearly as we could approximate to it. I say we, though Hume himself could never have done it. No observations were taken with the instruments, and for the reason that on the few occasions I attempted to take them, Mr. Hume gave me the time so carelessly, that they were of no value even as an approximation.

It must also be remembered that ours was essentially a private Expedition, that we each fitted out ourselves and our men at our own cost, and that all we obtained from the Government was the loan of

a few pack-saddles and the tarpaulins, not to be obtained elsewhere in the colony. The Government undertook no liability in the matter, farther than promising to consider our claim to a reward, in the event of our object being successful, that object being to reach the ocean on the southern coast of the continent. We were thus bound only to each other, the Government, in spite of what Mr. Hume has said, allowing us to depart entirely unfettered with instructions of any kind. Indeed, undertaking no liability in the matter, it could hardly be expected that the Government would have given instructions to those who were entirely beyond their control. But apart from this, I mention this circumstance to show that having an equal, and, in some respects, a superior equipment to that of Mr. Hume, I could, had I been of the disposition that Mr. Hume's Government men describe me, have left his party at any moment, and miserable bushman as he makes me out to be, could have had no trouble in running down the back track into the settled country. Now, will it be believed that this Government man who was in the confidence of the Surveyor-General, and who says "Captain Hovell at various early stages importuned the parties to return," informed Mr. C. H. Walsh, the solicitor, for many years resident in Goulburn, and now practicing his profession in Sydney, that he "never heard me utter a wish to turn back till after we had reached Port Phillip?"

This remark of James Fitzpatrick brings me to another portion of this second preface that requires attention. We never reached, and never saw, Port Phillip at all. The spot where we made the salt-water was the Bird Rock, opposite Bird Island, and an inlet of what is now called Corio Bay. On my visit to Geelong in 1853, I was taken to that spot by Mr. Bonsey, the late Police Magistrate of Geelong, and Mr. Skene, then District-Surveyor of Gee-

long, and now Surveyor-General of Victoria. I need hardly say that I recognised it as the place where we had stopped for the night, though we removed higher up the creek, the first thing in the morning, in order to procure fresh water for ourselves and our stock. This is where our track, which is very accurately laid down in the maps of the Victorian Government, is made to end; and the surveyors have informed me that they have been enabled to thus lay it down by means of the marked trees, about which Mr. Hume has levelled anything but a kind remark against me. In so far as Corio is a bay of Port Phillip, and this arm where the Bird Rock is situated is an inlet of Corio Bay, it may be said that we had reached Port Phillip; but of that vast expanse of water known as Port Phillip proper, neither Mr. Hume nor I had the slightest conception. So well has our route been traced out, and its termination fixed, that the Government have named this creek, up which we went to obtain fresh water, Hovell's Creek, that being the name by which it has been known for many years. As to the concluding passage of Mr. Hume's pamphlet, "It was I who took him to Hobson's Bay and brought him back," not only did we never reach Hobson's Bay, but we were never even in sight of it; the nearest point to it we ever touched being some fifteen or twenty miles distant, in a south-easterly direction.

On this subject Mr. G. Rusden has taken the matter up very warmly on behalf of Mr. Hume, to whom he feels inclined to give all the credit of the Expedition; but this gentleman argues solely from Mr. Hume's "Statement of Facts"—a statement written by the light of subsequent experience—and if Mr. Rusden has had as much experience of old bushmen as I have had, he will know how readily they apply knowledge subsequently acquired to matters which have transpired long ago, and how

difficult it is to make them confess that they have been mistaken. The fact is that both Mr. Hume and myself believed that we had reached Western Port, and I never heard a word about our having touched upon any portion or branch of Port Phillip until some time after our return to Sydney, when I, and, of course, Mr. Hume, found the Station Peak of Flinders to be identical with the Willanmanater of our route. Between 1825 and 1829, when he joined Captain Sturt, Mr. Hume had had plenty of time to assure himself on this point; and with the true braggadocio of the old bushman, he would naturally tell Captain Sturt that he had known it to be Port Phillip from the first. Mr. Rusden's own statement, though he failed to see it, goes to show that it was not till after his return, and from Mr. Meehan's description, that Mr. Hume recognised that he had been to the Station Peak of Flinders; whilst his assertion that Mr. Hovell insisted that they had been to Western Port is entirely gratuitous. He is equally wrong in his statement that "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." The settlement at Western Port was made, not because I had carried the day, but because the Home Government had received information of the intention of the French to form a settlement on the south coast of Australia, and instructions were sent out to colonise it at several points, for the purpose of taking possession of it. In accordance with these instructions, an expedition was fitted out under Major Lockyer, and proceeded to King George's Sound in the Government brig *Amity*. Another expedition was sent to Western Port under the command of Captain Wright, and consisted of twenty soldiers, twenty prisoners, a surgeon, a storekeeper, and myself, we being accom-

panied to the Port by H.M. sloop of war *Fly*. The settlement was made at a point on the eastern passage, which we named Battery Point, by reason of there being behind it a piece of high land much resembling a battery in appearance. When we arrived, we found that a French ship had actually visited the port, though there had been no attempt to take possession or to settle.

That is the whole history of this matter, and Mr. Rusden's remark upon Mr. Hume writing in his despair to the *Sydney Morning Herald* is equally without force, for most assuredly if Mr. Hume did write to that paper, and I have no recollection of ever seeing or hearing of anything of the kind, his letter had certainly not the effect of bringing over Batman, or causing the Port Phillip rush. If any publication had that effect, it was the history of our Expedition, published by Dr. Bland, from the private journals kept by Mr. Hume and by myself, and from *viva voce* evidence given to him by us. That history, to which Mr. Hume as well as myself was a party, tells a very different story to that put before the public in Mr. Hume's "Statement of Facts," and the still more objectionable second preface, and yet Mr. Hume took no exception to any portion of it. In fact, up to 1853, Mr. Hume and I were on very good terms, nor was I aware that he entertained any ill-feeling towards me until the publication of his pamphlet in 1855. He came to my house on his way to Richmond, to endeavour to find a new road from the Currajong to the Bathurst country; he visited me again when about to join Captain Sturt at Bathurst, to explore the country westward; and subsequently I passed nearly a week at his house at Yass partaking of his hospitality. No word of complaint was uttered by him, nor did he ever tax me with laying claim to any credit that was not my due. Then came my visit to Melbourne and Geelong in

1853, during which the people of Victoria may, in their exuberant kindness and hospitality, have paid me more attention than my services deserved; but, if they did so, Mr. Hume would have shared that attention with me, had he had the good fortune to accompany me, and that he did not was entirely due to himself. Before I visited Melbourne on this occasion, I consulted Mr. Watson, a connection of Mr. Hume's, as to the advisability of taking my old fellow-traveller with me to Victoria, but that gentleman objected to my doing so, on the ground that Mr. Hume's habits had of late become such as neither to do him credit as an explorer, nor me credit as his companion. My own observation of Mr. Hume, whilst on a visit to Goulburn, had caused me to consult Mr. Watson on the subject, before committing myself to become again his companion. It cannot but be exceedingly painful to me to make such an allusion as this to my late fellow-traveller, but if there be blame in the matter, let it fall upon those misguided persons who have got up a controversy at a time when the person most interested has been removed from this scene of petty strife and squabble, and made it necessary for me to say this much in pure self-defence.

It was thus the kindness, perhaps too lavishly, bestowed upon me in Victoria, that raised the ire of Mr. Hume, who may have fancied himself neglected whilst honours were being showered on me; but if the newspapers of the day are searched, it will be found that in no single instance did I ever arrogate to myself more than my honest share of the credit attached to our joint enterprise, nor did I ever neglect to bring forward his name as entitled to an equal share of notice with my own. I have by me the notes I prepared for my speech at the banquet given to me at Geelong, and in them I find the following passage:—"To ensure the recollection

being retained of the Expedition so successfully carried out by myself and my brother-traveller Hume, I have proposed to some of the gentlemen present to give £100 towards the erection of an obelisk, or something of the kind, on which shall be recorded the names of all the parties forming the Expedition, and which shall be erected on the most conspicuous spot nearest to where our journey ended." Surely this was putting Mr. Hume on an equal footing with myself, whilst even the humbler members of the Expedition were not forgotten. It was hardly to be expected at such a time, when the Press of Victoria was sending forth every utterance of mine to the public, that I should utterly ignore my share in the Expedition, and give Mr. Hume the entire credit for all that was accomplished; and yet he seems to have demanded nothing short of that, since he claims that it was he "who took me to Hobson's Bay, and brought me back." Whilst Mr. Hume would be satisfied with nothing short of this, I have invariably, upon every occasion, in New South Wales as in Victoria, spoken of Mr. Hume as an excellent bushman, and an invaluable companion in that respect, and as one who was entitled to share in the same degree with myself in whatever praise our exertions may have gained.

I say nothing about the letters of Captain Sturt to Mr. Hume, for they in no way touch the points of controversy, though they are paraded with an object which may probably be attained in some cases. With regard to those of Sir Thomas Mitchell, they are couched in such general terms as to amount to nothing; and I have no doubt that Sir Thomas, had I entered into correspondence with him on the subject, would have furnished me with as equally valuable a certificate.

In conclusion, I have only to add that I pass by the purely personal attacks made on me, lest I

should be led into remarks that may be considered as retorting upon the dead. It would, perhaps, be almost as well that I should have done so under any circumstances; personalities come in when arguments fail, and though they may prejudice the minds of the unthinking, they cause the more thoughtful to look closer into facts, and more carefully to balance evidence. If the attacks on myself shall have this result, I shall be only too well satisfied to leave them unanswered, as all I ask is that the evidence shall be fairly weighed on either side.

W. H. HOVELL:

[e.]

MR. HOVELL'S ANSWER TO THE
 PREFACE
 TO THE
 SECOND EDITION
 OF
 MR. HAMILTON HUME'S "A BRIEF
 STATEMENT OF FACTS."

TO THE EDITOR OF "THE YASS COURIER."

DEAR SIR,—I read in your issue of 3rd March, Mr. Hovell's reply as above headed. Will you allow me space once more in your paper for a few remarks; also for a few more queries?

I may pass over Mr. Hovell's denial of ever having been Mr. Hume's "calumniator." He knows himself how loud was the blast which he blew at every opportunity through his own trumpet, and the effort

he made to supplant Mr. Hume, and that it was entirely through him Mr. Hume lost the credit he deserved for the success of the Expedition of 1824. Does Mr. Hovell forget the severe reprimand he once received from a gentleman on board a steamer for not "dealing tenderly with the absent?" All who knew Mr. Hume knew that he and Mr. Hovell were never friends after their return from Port Phillip. Mr. Hovell once boarded himself for nearly a week on Mr. Hume without an invitation, and although treated civilly whilst there, upon leaving he was given to understand the visit was not to be repeated, which hint Mr. Hovell seems to have taken, for he was never in Mr. Hume's house again.

Mr. Hovell has chosen to expose the fault into which Mr. Hume, in his latter days, like many another man who has passed his prime, especially when in infirm health, fell. But the fault has been purposely and wilfully exaggerated, and for that fault none is more to blame than Mr. Hovell himself, from the vexations and annoyances which he caused him. I think Mr. John Watson, of Edinburgh, late of Yass will demur to the words put into his mouth by Mr. Hovell. Mr. Watson, as I understood, when questioned upon the probability of Mr. Hume accepting an invitation to a banquet at Geelong, expressed a conviction that it would be imprudent for Mr. Hume to undertake so long a journey, and to enter into any excitement in his then precarious state of health, which at that time was very serious indeed.

Mr. Hovell knows well that Mr. Hume has suppressed many things which, if told, would not redound to his (Mr. Hovell's) credit. Ask the sons of the late Dr. Reid, of Inverary Park, what they have heard their father tell of what he saw and of what he warned Mr. Hume against when they went there to compare their compasses with Mr. Surveyor

Harpur's, and to obtain a little medicine for their journey. And again, what was the reason that he did not wait, according to promise, at Glenrock for Mr. Hume after their return from Lake George, but that Mr. Hume was obliged to borrow a fresh horse and push after him, overtaking him at Mr. James Atkinson's, at Berrima. Let Mr. Hovell know there are people still living who remember the circumstance, and have heard the whole story.

As for the signatures to their joint letters to Sir Thomas Brisbane, that story is so characteristic of Hume's modesty that one can easily believe it. Mr. Hovell has there, unintentionally, I am sure, made a telling point in his favour. I do not know that the difference of years between them is of any importance. I have seen it variously stated—if it is of consequence, perhaps Mr. Hovell will favour the public with a copy of his baptismal register.

That the Expedition was not a purely private one, the letter of Mr. Alexander Berry, dated 4th April, 1854, proves. It also proves that the command of the Expedition was entrusted to Mr. Hume, and that Mr. Hovell joined the party at his own request, and that the Governor and Mr. Hume accepted him at Mr. Berry's advice.

Mr. Berry's letter of June, 1825, clearly shows that there was then an effort being made to supplant Mr. Hume, which he (Mr. Berry) was anxious to prevent. Sir T. Mitchell's letter, dated 15th April, 1855, shows what his opinion was of Mr. Hume, and, reasoning by analogy, what it must have been of Mr. Hovell.

How was it Captain Sturt preferred Mr. Hume to accompany him in his explorations, if Mr. Hovell was believed in to the extent he says he was? In Sturt's work he writes of him as "a Mr. Hovell." At one time Mr. Hovell accuses Mr. Hume of being all "bluster and bounce" to his men; at another

time he states that "unlike Hume, he was very careful not to make companions, still less confidants of them." James Fitzpatrick's information as to Sir Thomas Mitchell's opinion of Mr. Hume, as the capable leader of the exploring party of 1824, would be obtained from the Surveyor-General's letters to Mr. Hume, dated November, 1836, July, 1851, April, 1855, which of course Mr. Hume would read to his old companions and faithful followers.

Mr. Hovell says they had but *one* chart between them; Mr. Hume says they had *two*—now which is to be believed? They might perhaps have economised in ink bottles, but there could have been no need in charts.

Notwithstanding Mr. Hovell's denial, it was through his report, and Dr. Bland's acceptance of it, that caused a settlement to be made at Western Port, when dreading a French invasion. It would have been just as much to the purpose to have formed one at Port Phillip. I knew Major Lockyer, and knew his opinion of Mr. Hovell.

And now I should like to ask Mr. Hovell one or two questions. If Mr. Hume's carelessness was the cause of Mr. Hovell's observations with the instruments being valueless, how was it that he was equally incorrect when at Western Port in 1827? He could have learned the correct latitude and longitude of Geelong after his return as easily as Mr. Hume could have learned that Willanmanater was identical with the Station Peak of Flinders. He thought in 1827, only three years after, that he had reached the spot where they encamped in 1824. Captain Wright's report shows that he had not got near the head of the bay; that he had, if I remember right, only reached a sand-bar somewhere about Mordialloc. Where was the Bird Rock then? And if he could make such a monstrous mistake in such a short time after, how is it that

he could so very accurately recognise another spot on the opposite shore as the site, nearly thirty years after?

No doubt Mr. Hovell regrets that the offer of his £100 was not accepted, and the obelisk erected, for then his name would have been permanently recorded in stone as the leader of the Exploration Party from Lake George to Geelong in 1824.—
Yours sincerely,

AUSTRALIAN.



HUME ENCOURAGING SETTLEMENTS.

(From Melbourne "Argus," June 29, 1889.)

We have here a scrap which comes from the previous decade — an extract, indeed, from the *Sydney Herald* for the year 1831 (July 4)—in which the learned editor delivers himself on "the prospective settlement of the country south of the Murray," to which is added a letter from Mr. Hume, dated from Appin, June 20, 1831. Few people in Victoria have any knowledge of the village of Appin, in New South Wales. A village still, about five and twenty miles from Sydney, recently enlivened a little by the construction of the Illawarra railway, which passes near by. But still a village with more of the sentiment of the old colonial days than anything which can be found in Victoria. Old houses of red brick, with moss thick on their tiled roofs, old willow trees which seem indeed to have passed their prime, evidences in abundance on every hand of a hundred years of occupation, and of the passing away of two or three generations. The huts on the stations around have iron-barred windows. Not infrequently you may still find a paddock gate fastened with a pair of leg-irons, or in an old stone hut see a ring-bolt fixed to a stout timber beside a bunk where a very refractory servant had taken his uncomfortable rest.

In one of these old village houses sat Hume, the explorer, with the memory of his overland journey fresh in his mind, and wrote to the proprietors of the *Sydney Herald* :—

"Appin, June 20, 1831.

"Gentlemen,—Being obliged to set out immediately for Argyle, I have not time to write you so fully as I could wish on the propriety of encouraging settlements to the southward, as described at length in the extract enclosed herein. However, the

thing is simple, and will in a great measure speak for itself; but the following are, I think, the principal inducements which should weigh the Government to promote emigration to the southern shores of Australia :—

“ 1. The situation of so great an extent of good country on our southern coast, adjoining a fine harbour, which I have every reason to believe would contain the British navy, and which also commands a principal point in Bass’s Straits.

“ 2. From the nature of the soil, and the situation of this part of the colony, it is well adapted for the growth of grain and most kinds of English productions, and the climate is also congenial to the European constitution.

“ 3. One great advantage attending the colonising this part of our territory would be that horned cattle and sheep could, in the first instance, be taken overland from the interior of Argyle; and should a settlement at some future day be established on the banks of the upper part of the river, now called Murray (formerly the Hume), south from the junction of the River Darling, it would form an inland settlement about half-way between this and the Straits, and access could be had either to Sydney or Port Phillip; live stock could be brought easily from the Murray by land to this market, and agricultural produce, no doubt, by water.

“ 4. The downs adjoining the harbour in the Straits are backed in with a good unlimited interior, possessing rivers which I believe in a great measure to be navigable; and, judging from their direction, they must doubtless disembogue on our southern coast, some of them, no doubt, in the Great Western Lake, lately discovered by Captain Sturt.

“ 5. I am firmly of opinion that if the country at Bass’s Straits were thrown open to emigration, it would, in a short time, prove the granary of this colony, and one of the greatest sheep countries in Australia.—Yours very truly,

“ H. HUME.”

The houses have grown old and the trees have grown big in Appin since the letter was penned, but otherwise there has been no material change. It is the village of Appin still, though Victoria and Melbourne have grown in the interval.

The editor in his chair in the old town of Sydney philosophises in this fashion :—

“ A very general rumour is prevalent since the arrival of the *Eleanor* on Sunday, the 26th ultimo, that instructions have been received from England to restrict emigrants in their selection of grants to vacant land to the south of the present settlements, and

that on no account are the limits of the colony to be extended to the northward. The colder regions to the southward will then be admirably adapted for the production of grain. By this means, also, colonisation will approximate between the three sister colonies. Immense tracts of good land exist on the rivers and bays of Bass's Straits, and it is to be regretted that many eligible situations are still unoccupied, and that no point of junction has been fixed upon for settlers who might find it advisable to proceed on their own account to colonise the sea coast, instead of driving them by compulsive means 200 and 300 miles into the interior. The fertile regions on the coast and rivers should be first located, the surplus grain may be easily transported by water, and the country be gradually opened for future settlers."

He then gives an extract from Mr. Hume's account of the overland journey to Geelong Bay in 1824. And further—

"There are, without doubt, many excellent stations for settlement not yet discovered, which in a few months might amply repay the expense incurred by the expedition. Travellers are not, in general, disposed, like Mr. Hume, to bear their own charges; and, unless a powerful motive be held forth for action, disinterested individuals are reluctant to encounter the fatigues and privations of such dangerous journeys. To Mr. Hume the country was greatly indebted in 1824, and has been ever since for his exertions; and we are confident no one would more ardently volunteer his services to renew his efforts to discover a passage from the sea to the interior by some of those rivers which must flow from the inner parts of this continent to the ocean, but which are yet undiscovered."



HUME THE EXPLORER.

A CORRESPONDENT to the *Australasian* who signs himself "Another Australian," thus writes to that journal of last Saturday, from which we extract:—

SIR,—A series of letters signed "Australian" has, in the last few months, appeared in a New South Wales paper, the *Yass Courier*, upon a controversy that has existed for years between Mr. Hamilton Hume and Mr. Hovell, as to who was the leader of the exploration to Port Phillip in 1824. The letters appear to have been provoked by some praise of Mr. Hovell as an explorer, which appeared in the Melbourne journals about last February or March. "Australian" denies his claim to be considered an explorer of any merit. In one letter, 9th July, he makes a quotation from Wood's *History of Australia*, wherein it is stated that Mr. Hovell, when at Western Port, "extended his exploration until he arrived at that part of Port Phillip where they had arrived on their previous journey." "Australian" asks "where Mr. Hovell 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. One can easily understand Dr. Bland accepting the statement in good faith, knowing nothing of the country; but I have heard many an old colonist, who did know it, laugh at it as sufficient in itself to condemn him as an explorer, and wonder how Mr. Wood could have fallen into the error.

In the last few months, even, I have seen in the Melbourne journals Mr. Hovell's name placed before Mr. Hume's as leader of the exploration of 1824. To the general public it may seem a small matter who was leader, but it cannot seem so to the man who toiled and lost his health to successfully carry out that exploration, or that the one who was the greatest hindrance should now carry off the largest share of honour. In 1855 Mr. Hume published a pamphlet declaring in the most emphatic terms that he was the originator and leader of the exploration of 1824, adding, at the same time, the unanimous testimony of the three men of the party, who were known to be living, in his favour—Mr. Hovell's own man, Boyd, speaking in the highest terms of Mr. Hume as a leader. But Mr. Hume has other testimony in his favour, and there is nothing to support the assumption of Mr. Hovell in having his name placed in the front rank as leader. Had he been content with the second place Hume would not quarrel with him. Hume was an experienced

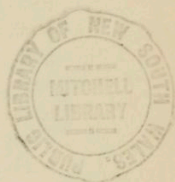
explorer and discoverer before Mr. Hovell was heard of. In those early days, exploration of the known interior constantly occupied men's minds, not only from motives of curiosity, but as a necessity, for, as the settler's stock increased, it became a serious question how to feed them—the country round Sydney was so shut in by mountain and scrub. As young Hume grew towards manhood, he heard little else talked of; he was accustomed to ramble through the bush with his light axe, accompanied by one or two black boys, and his next brother (John Kennedy Hume, who, in 1840, was shot dead at Gunning, whilst endeavouring to assist in the capture of a gang of bushrangers). It was thus he obtained a knowledge of the natives and trained himself for future achievements. In 1814, when only 17, he determined to know something more of this "mysterious interior," by forcing a way through a dense scrub which extended for miles, hemming in the settlers. He started, accompanied by his brother and a black boy. After immense toil they succeeded in getting through, cutting their whole way with their axes. I have heard Mr. Hume say that in some places the scrub was so thick and the trees so tall that they frequently lost sight of the sun, but their perseverance was rewarded by the sight of the beautiful open pastoral country now called Bong Bong, or Berrima. Immediately on their return he brought it under the notice of the Governor, and at the request of the settlers guided them there with their stock. In 1817 he accompanied Mr. Surveyor Meehan on an exploring expedition, when they discovered the county of Argyle, including Goulburn and Breadalbane Plains, Lakes Bathurst and George. In 1818 he explored, with Surveyors Oxley and Meehan, to Crookhaven, a branch of Shoalhaven, and Jervis Bay. In 1821, in company with his brother John, the late Messrs. George Barbour and W. Broughton, he discovered Yass Plains, where he now lives. In 1822 he and the late Mr. Alexander Berry penetrated inland from the east coast to the present site of Braidwood; he also forced an overland road to Illawarra, which had been deemed impenetrable from mountain and scrub, and I believe that the road he then took has ever since been adopted. All who explored in his company expressed astonishment at his marvellous faculty for going straight to any given point, and selecting, almost at a glance, the best route, and for his wonderful recognition of places he had once seen or heard described; so that when Sir Thomas Brisbane wanted a leader for a party to go to the south coast and travel back overland in search of rivers, he was recommended to apply to Hamilton Hume as a "marvellous bushman." Hume declined, because he would not accept the Government terms—the supply of everything was too scanty, and he would not consent to be landed on a desolate coast, perhaps to die should he fail to pene-

trate through the interior, but he offered to lead a party, if possible, from the settled districts to Western Port, or Bass's Straits, there being less risk attending the latter attempt—and what a wise decision it proved to be! The Government agreed to this arrangement at first, but it fell through over the supplies required—the number of cattle could not be spared. At this stage Mr. A. Berry introduced Mr. Hovell to Mr. Hume, and this is the first we hear of him in connection with exploration. He wished to join Hume, and at Mr. Berry's advice was accepted "as adding physical force to the expedition," and he would be useful in taking the latitudes and longitudes, as he was supposed to be a retired shipmaster." Mr. Hume entered into an arrangement with him that they should wait upon the Governor and offer to bear a share of the expense. The Governor agreed, and on the 3rd October they started from Mr. Hume's cottage at Appin, making a final start from his station at Lake George on the 17th. They reached the Murrumbidgee on the 19th, but found it high with spring floods; delay was dangerous, as food was scarce, so on the 22nd Hume made a punt of his cart, and he and Boyd, one of the "convict men," swam across with a fishing line in their teeth, and got a rope over, by which they launched the punt. This is the first crossing of the Murrumbidgee on record—others had been on its north bank, but none had crossed.

Mr. Hovell was to have taken the latitudes and longitudes, but he returned with an empty chart—the mistake he made in his exploration from Western Port proves he could not take them. Hume's chart was filled up, and years after Sir T. Mitchell complimented him upon its "surprising correctness," and for his "faithful description of country." Hume on his return 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 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 ^{was} Batmans 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 be robbed of his honours Not long since I

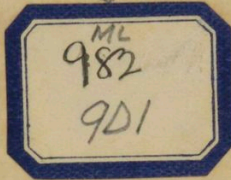
saw Mr. Hovell's name associated in *The Australasian* with Mitchell, Sturt, and Batman, as men who had benefited their country, while Hume was ignored. Mr. Hovell never found himself in such company before, I am certain, but they were all friends of Hume. Sturt and Hume explored together, and, had Hume been able, would have done so again.

I crave your pardon, sir, for so lengthy a letter, and for desiring to occupy so large a space in your valuable paper, but I think people gain their knowledge more from newspaper reading than from any other source, and I feel sure you are always ready to encourage truth — From *The Australasian*, October, 1872.

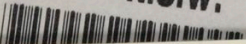


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A brief statement of facts
in connection with an
overland expedition from
Lake George to Port Phillip
in 1824

