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AUSTRALIA.

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Historical Sketch.

The Discovery of Australia.

Early Dutch Discoveries.

For many centuries before the date of the earliest extant record of its discovery, there were persistent rumours of the existence of a Great South Land; but it was not until the beginning of the seventeenth century that these vague reports were verified for Western Europe. The first authenticated discovery of the continent was made by a Dutchman, Captain Willem Jansz, whose vessel, the "Duyfhen," entered the Gulf of Carpentaria in 1606, and sailed south as far as Cape Keerweer or Turn-again. Here some of the crew landed, but met with such sturdy opposition from the natives that they speedily retired. This expedition of the "Duyfhen" was the first of a number of Dutch voyages of exploration in Australian waters, the most important being that of Abel Janszen Tasman, who discovered Van Diemen's Land (since renamed Tasmania) and New Zealand. It was he who called this part of the world New Holland, a name which it retained until 1814, when, at the suggestion of Flinders, it was changed to Australia.

HORNBY LIGHTHOUSE, SYDNEY HEADS.

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Early English Exploration.

The first English navigator to sight the Australian continent was William Dampier, who made a visit to these shores in 1688, as supercargo of the "Cygnet," a trader whose crew had turned buccaneers. On his return to England he published an account of his voyage, which resulted in his being sent out in the "Roebuck" in 1699 further to prosecute his discoveries. He examined about 900 miles of the north-west coast, and was disgusted by the sterile and waterless aspect of the country, as well as by the miserable appearance of the poverty-stricken inhabitants. So discouraging was his report, that for many years the task of Australian exploration was entirely neglected by the English, though the Dutch still showed a waning interest in the apparently inhospitable country.

CIRCULAR QUAY, FROM MILSON'S POINT, SYDNEY.

Captain Cook.

In 1769, Captain James Cook of the "Endeavour" was despatched to the South Seas to observe the transit of Venus; but he was also commissioned to ascertain "whether the unexplored part of the Southern Hemisphere be only an immense mass of water, or contain another continent." Having successfully observed the transit from the Island of Otaheite (Tahiti), he turned southward, and later bore up in a north-westerly direction, beating about the Pacific in search of the eastern coast of the great continent. After circumnavigating New Zealand, he stood due west for nearly three weeks, and, on the 19th April, 1770, sighted the eastern coast of Australia at a point apparently identical with the present Cape Everard. Thence he sailed up the coast, and, on the 28th April, dropped anchor in Botany Bay. He subsequently continued his northerly course, and surveyed the whole of the eastern coast, to which he gave the name of New South Wales. On his return to England he reported that Botany Bay was a suitable place for colonisation.

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New South Wales.

The First Fleet.

It was in the early part of 1787 that Viscount Sydney, Secretary of State for the Colonies, determined to plant a colony in New South Wales, and by May of that year the First Fleet had been equipped. The fleet consisted of eleven vessels, the largest of which did not exceed 450 tons burthen, while the smallest was no more than 270 tons. Six of the ships were transports, in which travelled no fewer than 564 men and 192 women. The military section of the expedition was represented by 168 marines and ten officers, commissioned and non-commissioned. These, with five medical

FARM COVE, SYDNEY.

men, a few mechanics, and forty women (wives of marines), together with thirteen children, made up the total number of persons despatched to found the colony. Captain Phillip, R.N., was placed in command of the expedition, and given a commission as Governor and Captain-General of New South Wales.

Views of the Founders of New South Wales.

It is not to be supposed that the hope of solving immediate difficulties was the only motive which determined the Government of the day to found the colony of New South Wales. We have the direct testimony of several contemporary writers to demonstrate that all concerned felt that they were engaged in making a new home in the Southern Hemisphere for the British people, and that visions of even greater progress than has yet been attained filled the minds, not only of Viscount Sydney and Governor Phillip, but also of many reflecting persons in the colony itself.

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The Settlement at Sydney Cove.

Upon arrival at Botany Bay, Captain Phillip was soon convinced that a more unsuitable site for a new settlement could hardly have been chosen than the rather barren-looking shores of this extremely shallow inlet, exposed as it is to the full swell of the Pacific, without bays, creeks, or coves to afford shelter. Accordingly he started with three boats to explore the coast in search of a more convenient site, and, after proceeding northward about nine miles, discovered Port Jackson, the most magnificent harbour in the world. Cook had only seen the entrance from a distance, and had marked it on his chart as a harbour for boats. On the 26th January, 1788, the fleet entered the harbour, dropped anchor in Sydney Cove, and the colony was formally instituted.

Early Difficulties.

Before sufficient food could be raised from the land to supply the wants of the settlement, the risk of immediate starvation was staring the colonists in the face. To add to their distress, at this juncture a ship arrived with another batch of settlers, but without stores. In a short time the circumstances of the colony were such that everyone, including the Governor himself, was placed on short allowance. However, when the prospects of the settlement had reached their gloomiest, three storeships arrived, and snatched the new colony from the very brink of destruction by famine. This tided over the difficulty, and such a desperate state of affairs was never again experienced. Other anxieties arose on the arrival of some shiploads of prisoners, most of whom were in a sick and dying condition; and the Governor's responsibilities were rendered heavier by the attempts of many of the convicts to escape. Governor Phillip's health gave way under the cares of office, and, in 1792, he returned to England, where he was awarded a pension for his services.

FITZROY FALLS.

Agriculture.

The Government of the colony was then administered by Major Grose and Captain Paterson, officers in charge of the military, until 1795, when Captain Hunter, who had been second in command of the First Fleet, returned from England as the second Governor. He brought out a number of free settlers, mostly agriculturists; and some fine alluvial land having been discovered on the banks of the Hawkesbury, in a short time more than 6,000 acres were under crops of wheat and maize. Attempts to introduce cattle had for a time proved unsuccessful, but in 1796 a herd of sixty head, descendants of beasts which had strayed from the settlement some years before, was discovered at the Cow Pastures, near Camden.

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in very serious disputes with the colonists and the Press. In order to silence the criticisms of the latter, a series of Acts were passed by the Council, and for the time stifled obnoxious comments. One good result which sprang indirectly from these arbitrary Acts was the

ON THE FRESHWATER RIVER, NATIONAL PARK.

enlargement of the Legislative Council, in 1828, from seven to fifteen members. Explorations were still continued during this period with considerable success. When Darling left the

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resources of our country, and to make so widely known the great advantages which Australia offers to the overcrowded populations of the Old World, as the discovery of gold in 1851.

Responsible Government.

For several years there had been growing up among the colonists a strong desire for a larger measure of self-government; and, in 1852, the agitation in favour of a free Constitution was recognised by the Imperial Government, and provision was made to confer such a Constitution upon New South Wales. On the 21st December, 1853, the Constitution Act, the basis of the rights we now enjoy, was passed; and, two years later, the new Constitution was formally inaugurated by Sir William Denison, who had just succeeded Governor Fitzroy.

The Constitution Act entirely swept away the former system, and established two Legislative Chambers. The first was to consist of not less than twenty-one natural-born or naturalised subjects, who were to be nominated by the Governor in the name of the Queen. The Legislative Assembly was to consist of fifty-four members, elected by popular vote. The readiness with which the people of the colony adapted themselves to the forms and practice of their new government was not a little remarkable, and fully justified their assumption of its privileges.

Ever since the institution of Responsible Government, the steady material progress of the colony has been remarkable; but it is not necessary here either to trace the progress in detail, or to sketch even briefly the political history of the country. It will be sufficient to indicate one or two of the more outstanding or important events which have occurred between 1855 and the present day.

Population.

The steady increase of population during the past half-century is in itself undeniable evidence of the prosperity and progress of the colony. At the close of 1859, when Queensland was separated from it, the mother colony contained a population of 336,572 persons. After forty years the number had risen to 1,356,650—an increase of a little over a million. The following figures give the growth of the population at ten-year periods during the interval:—

1869	481,448.
1879	709,459.
1889	1,081,820.

DOT'S GLEN, CASTLE ROAD, KATOOMBA.

Expositions.

The year 1870 was the hundredth anniversary of the discovery of the eastern coast by Captain Cook. To celebrate the occasion, an intercolonial exhibition was held in Sydney. Nine years later a second exhibition, which this time partook of an international character, was undertaken by the Government. The Garden Palace, a commodious building erected for the purpose of housing the exhibits, was subsequently burnt to the ground (in 1882), and many valuable documents were reduced to ashes.

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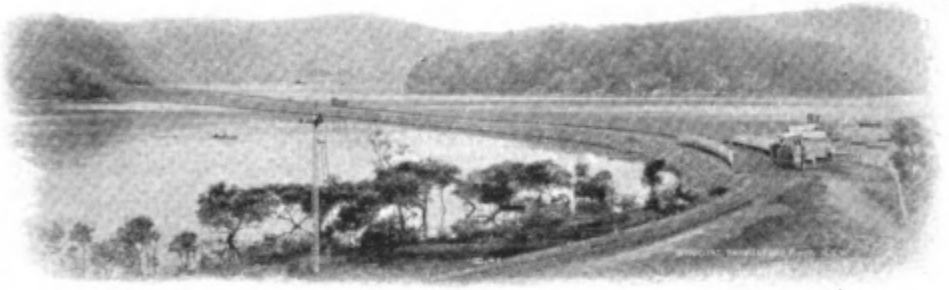
Physical Geography and Climate.

Natural Divisions.

New South Wales is divided naturally into three distinct zones, running north and south, each widely differing from the others in physical configuration and climate. The table-land, which forms the summit of the Main Dividing Range, comprises one of these zones, and marks the division between the coastal districts and the great plains of the interior.

The Dividing Range. The Main Dividing Range runs almost parallel with the coast, and at no great distance from it. On the eastern verge of the table-land the mountains rise abruptly to a height which averages between 2,000 and 3,000 feet; towards the west they slope gradually to meet the plains. In the south-eastern portion of the State there are snow-clad peaks which attain an altitude of more than 7,000 feet. In this district, which has the appearance of having been rent by some tremendous convulsion of nature, the mountains are rugged and their slopes abrupt. The average height of the Snowy and Muniong Ranges reaches 5,000 feet. As the table-land runs northward it decreases in height and width until it narrows to a few miles only, with an elevation of



BROOKLYN, HAWKESBURY RIVER.

scarcely 1,500 feet. It rises again at the Blue Mountains, and again decreases as it spreads northwards, until, as a comparatively narrow ridge, it divides the waters of the Goulburn and the Hunter, on the eastern slope, from those of the Namoi and the Castlereagh on the western. Once more the mass widens out in the Liverpool Ranges, where the table-land maintains an average altitude of 3,000 feet, giving to this district, though situated at no great distance from the tropics, the aspect and climate of far higher latitudes. To the

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distance of eighteen miles, and the other for twenty miles. The whole of the Hunter River district is very rich in pastoral and agricultural products. Through its lower course the river drains the largest and most important coal-field in Australia.

The course of the Hawkesbury, which, under the name of the Wollondilly, has its source not far from Goulburn, extends over 330 miles. It first flows in a northerly direction, gathering on its way the waters of many tributary streams, each of considerable local importance. Along the foot of the Blue Mountains it passes through a rich valley, highly cultivated. Then, turning to the east, it bears its way through broken country, traversing magnificent scenery, till it joins the sea at Broken Bay. Navigation is possible as far as Windsor, seventy miles from the mouth.

NEPEAN RIVER.

Generally speaking, the rivers south of Sydney are of less importance than those to the north, as the width of the coastal strip narrows considerably. Neverthless, the Shoalhaven has a course of 260 miles, and drains a district 3,300 miles in area. In its upper reaches, it waters alluvial plains which are counted amongst the richest and most productive in the country.

Harbours. New South Wales has a coast-line of 800 miles, with many harbours and bays, affording outlets for the produce of the country. Besides harbours of commercial importance, there are others which afford shelter for vessels in stress of weather. Fortunately, however, harbours of refuge are not often required, for the coast of the State is singularly free from hurricanes and storms.

Twofold Bay, formerly the seat of a large whaling trade, is a magnificent sheet of water near the southern limit of the province. Its trade in produce and live stock is principally with the neighbouring States.

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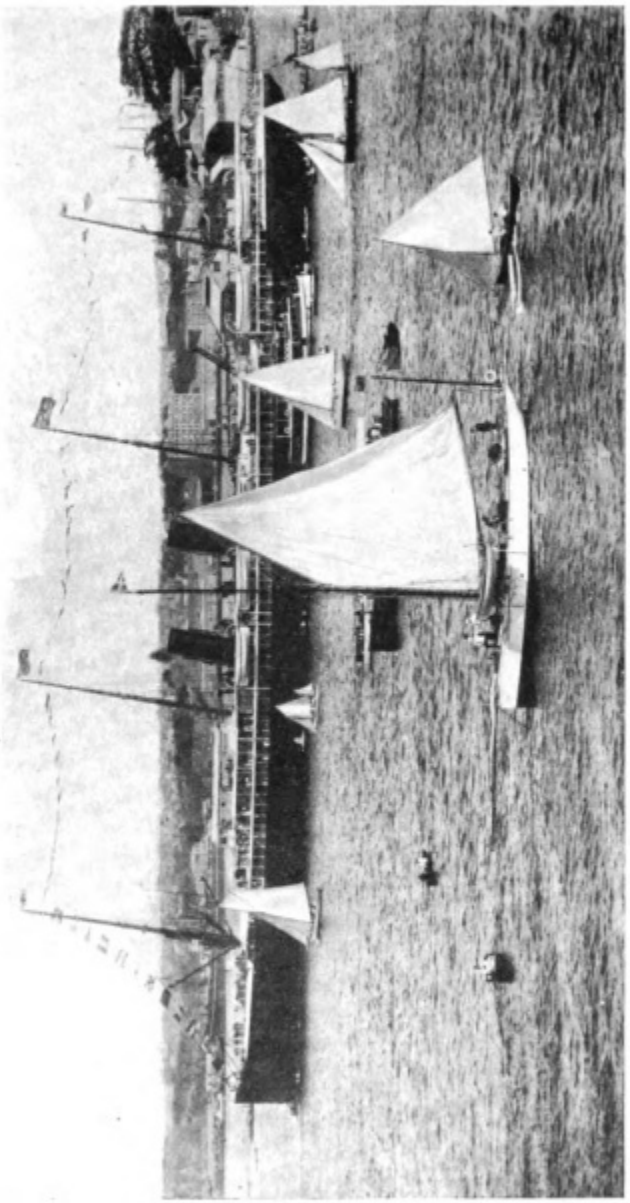

IN SYDNEY HARBOUR.

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(*Macro-podidae*), of which there are no less than fifty-three separate species, vary in size from the great grey kangaroo, as large as a man, to the little kangaroo-rat. Their hind feet are very long, and progression is chiefly effected by hopping, the long tail meanwhile acting as a balancer. All kangaroos and wallabies are vegetable feeders, and are naturally timid and inoffensive creatures; but the great kangaroo of the plains defends himself with desperate courage and skill when turned at bay. When hard pressed he will kill a dog, either by plunging it beneath the surface of a water-hole, or by grasping it with his fore-paws and ripping it open with the sharp claws of his hind feet. Among smaller varieties the brown rock wallaby is remarkable for its agility in leaping about steep rocks and cliffs which would seem scarcely to afford foothold for a bird.

ON CAMBEWARRA MOUNTAIN, SHOALHAVEN.

The phalangers (*Phalangeridæ*) include the Australian opossums, the flying opossums, the flying-mouse (one of the smallest marsupials), and the native bear. Most of the phalangers are remarkable for their deep soft fur, and their skins are in great demand for purposes of rug making. The native bear differs from the others in some obvious particulars. His short blunt face, with its comparatively small hairy ears, forms a strong contrast with the long sharp nose and large round ears of the opossums. Moreover, he has no tail. He is a clumsy and sluggish animal, with no fixed place of abode. He sleeps soundly in the forks of trees. When wounded he utters deep sobs and sounds which horribly resemble the crying of a baby.

Opossums and Native Bears.

The wombats (*Phascolomyidæ*) are heavily made, short-limbed animals, somewhat like a hairy pig. They excavate huge burrows in the ground, and live upon roots and herbage. (These are the animals of which M. de Rougemont says quaintly in his famous narrative, that he has seen them "rising in clouds" into the air at sunset.)

Wombats.

The bandicoots (*Peramelidæ*) which are not unlike large rats, are omnivorous, but live chiefly upon roots and insects. On the fore-feet, only two or three toes are of any use, the rest being rudimentary. The hinder limbs are longer and have several fully-developed toes.

Bandicoots.

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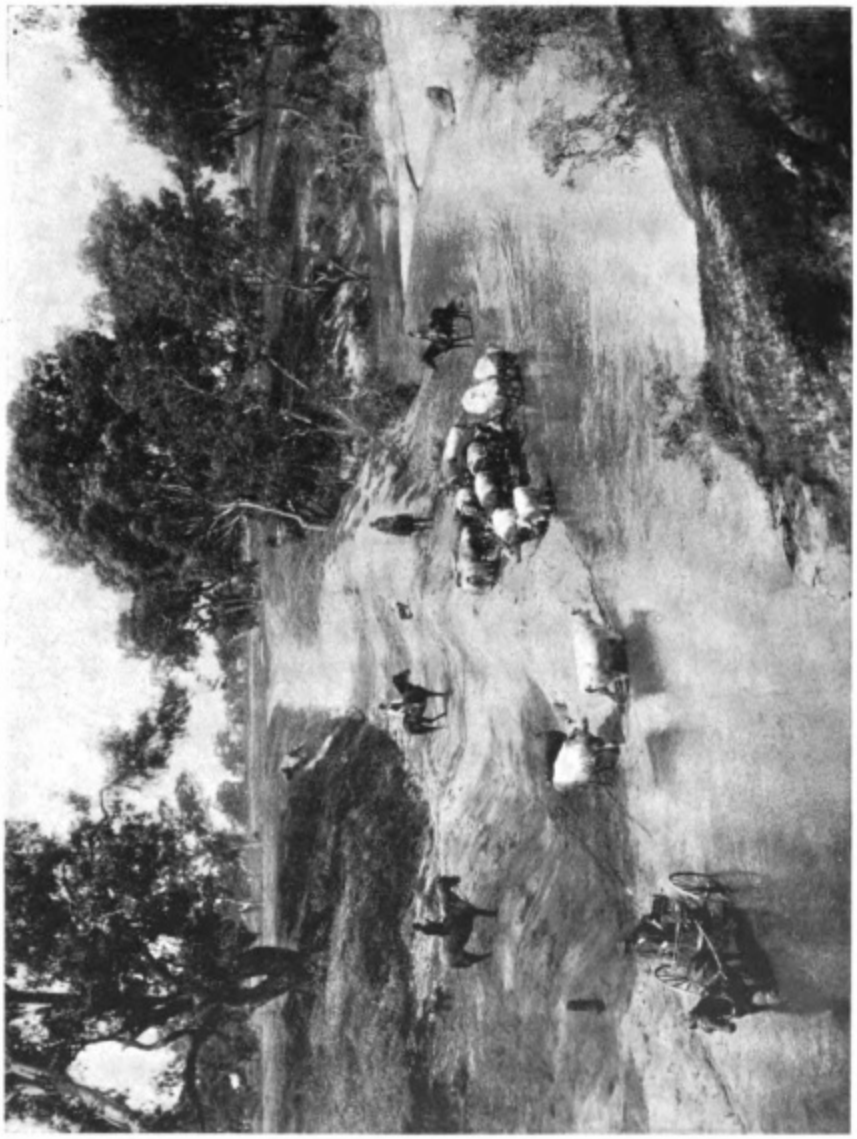

CROSSING THE BILLABONG, RIVERINA DISTRICT.

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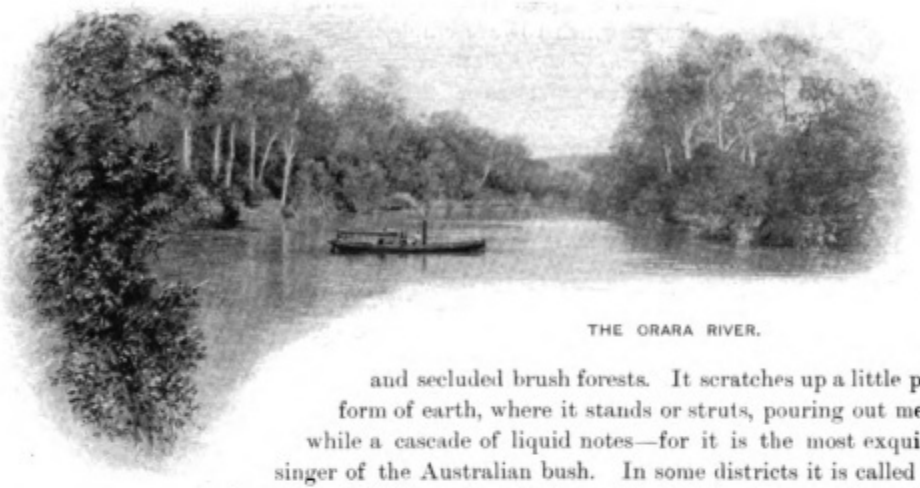

THE ORARA RIVER.

and secluded brush forests. It scratches up a little platform of earth, where it stands or struts, pouring out meanwhile a cascade of liquid notes—for it is the most exquisite singer of the Australian bush. In some districts it is called the "mocking bird," from its mimicry of the feathered companions of its solitude. The same order includes the beautifully-plumaged regent-birds, whip-birds, fantails, robins, and cat-birds.

The Bell Bird. "The silver-voiced bell-birds, the darlings of day-time," are to be heard in the thick foliage which shelters many of our creeks; but they are seldom to be seen, even though their tinkling notes—like the striking of fairy hammers upon tiny silver anvils—are sounding upon every side.

The Bower Bird. Three species of bower-birds are found in Australia. They construct ingenious bowers or playing places, consisting of two parallel hedges built of twigs, so arranged as to overhang the intervening space. The bowers, and a small space at each end, are strewn with pieces of bleached bone, shells, bits of looking-glass, coins, or any bright object which the birds may pick up in the bush. The walls, too, are sometimes adorned with feathers, coloured threads, and similar finery.

Pigeons and Doves. The order *Columbæ* is largely represented in the State, especially in the great primeval forests of the coast districts.

Game Birds. The game-birds found in the State belong to the orders *Gallinæ* and *Hemipodii*. The former is represented by the wattled talegallus (*Talegallus Lathami*) and the mallee-fowl (*Lipoa ocellata*), both of which are mound-raising birds, and deposit their eggs in a scraped-up heap of leaves, decaying vegetable matter, and sand, leaving them to be hatched by the heat of the sun. To this order belong several species of quail, one of which, the king quail (*Excalfatoria lineata*), is probably the smallest game-bird in the world. Of the order *Hemipodii* are four species of turnix, and the remarkable collared plain-wanderer (*Pedionomus torquatus*).

The Plain Turkey, &c. The order *Grallatores* includes many genera, and to it belongs the plain turkey (*Eupodotis australis*) as well as the waders, such as stilts, water-crakes, ibises, spoon-bills, and many others.

The Emu. *Struthiones*, or running birds, are represented by the emu (*Dromaius novæ-hollandiæ*), the largest bird in this part of the world. Unfortunately it is being rapidly exterminated by ruthless folly.

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value of the indigenous flowers are satisfied by "successful" flower-shows, and little is done to protect the native beauty of the bush.

Ferns, &c. Every watered gully has its robe of ferns, all worth notice, from the tiniest coil of tender green to fronds which extend to a length of 8 or 9 feet. In the coastal districts, too, there are beautiful palms, the commonest of which is the cabbage palm, while the most graceful is undoubtedly the bangalow.

Fodder. It will not be possible in the space at disposal here to draw attention to all the plants which are of economic value, but general reference may be made to a few of them. The nutritious nature and the drought-resisting qualities of some of the indigenous grasses, salt-bushes, &c., have become proverbial. It is well known that, thanks to the native pasture, sheep will often thrive in districts apparently sterile and waterless. Salt-bushes (*Salsolaceæ*), of which there are many varieties, are invaluable as fodder in the inland districts.

Timber. It would be difficult to imagine a country with a wealth of timber greater than that of New South Wales. Its woods are as varied as they are valuable, ranging from the ironbarks, unsurpassed for work requiring hardness and durability, to the kinds suitable for the most delicate specimens of the cabinet-maker's art. There are, throughout the country, a number of forest reserves where permission to cut timber is accorded on payment of a regular fee. A license fee is also imposed for the stripping of wattle-bark which is largely used in the process of tanning Notwithstanding the great natural resources of the State forestry is as yet only in its initial stages in New South Wales. The establishment of a School of Forestry has been advocated from time to time, and will, no doubt, be effected in the immediate future.

TOWN HALL, SYDNEY.

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them the gifts of degradation and extinction. Meanwhile the Government is doing what it can to ameliorate their condition. A Board is in existence for their protection, and a number of reserves and stations have been set apart for their benefit.

Rate of Wages. The rapid settlement of the country created in the mother colony a demand for labour of all kinds, which could not be satisfied except by a constant accession of labourers from other countries. This demand, which was continuous for many years, resulted in the establishment of a rate of wages much higher than

BROKEN HILL SILVER MINES.

is ordinarily found in older lands; and though a depression of trade at one time caused a slight reduction, the rate of wages is still considerably above that which obtains in any part of the Old World, and the condition of the Australian working-man is one which many of the underpaid and overworked labourers of less favoured lands might envy.

Cost of Living. The soil of New South Wales is capable of producing in abundance most of the things essential for the sustenance of human life, and, considering the high rate of wages which prevails, food of all kinds is fairly cheap, and articles of diet which in other countries are almost within the category of luxuries are here largely consumed even by the poorest classes. More flesh-meat is consumed than in any other part of the world, and tea (which is regarded in some sort as the national beverage) is used twice as freely as in any country of Europe, with the single exception of Russia.

A few figures relative to the cost of living may be of interest. In 1899 the expenditure for the year amounted to £39 14s. 11d. per head, or at the rate of 2s. 2d. per day. The expenditure per inhabitant in four of the leading countries of Europe is as follows:—

	£	s.	d.
United Kingdom	29	14	9
France	23	19	4
Germany	20	3	4
Italy	11	11	0

At first sight it appears, not as though we were necessarily more prosperous than the inhabitants of the older lands, but as though we had to pay more heavily for the privilege of

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existence; but the figures just given afford but a partial view of the question of the cost of living; for if the total earnings of the countries above enumerated be considered as an element of comparison, it will be found that the proportion of income absorbed in providing food for the people of New South Wales is extraordinarily small. The following table shows that while the actual cost of food and beverage is £16 16s. 2d. in this State, as against £14 4s. 9d. in Great Britain, the earnings required to pay for this food are by no means larger proportionately. The number of working days in the year is assumed to be 300, allowing for thirteen days' sickness and fifty-two Sundays:—

Country.	Average annual cost of food and beverage.	Ratio of cost of food to earnings.	Days' earnings equal to annual cost of food.
	£ s. d.	per cent.	
United Kingdom	14 4 9	42·2	127
France	12 4 5	44·0	132
Germany	10 18 5	49·1	147
Italy	6 4 10	51·2	154
New South Wa'es	16 16 2	37·5	112

The comfortable condition under which the population lives may also be gauged by consideration of the very large expenditure on such mere luxuries as tobacco, wines, and beer. Statistical records show that in this country people contrive to eat and drink and spend more, enjoy a larger share of food luxuries, do less work to obtain the necessaries of existence, and thus get more leisure and general enjoyment from life, than the masses of any other country in the world.

Shipping.

Shipping holds a notable place in the record of progress and prosperity. The shipping tonnage of the State greatly exceeds that of any other of the Australian group. Of the total shipping of Australasia in 1899, nearly one-third entered and cleared at New South Wales ports. The increase of oversea traffic has been maintained at a fairly constant rate since 1822, the date of the earliest available records. The coast is well provided with light houses, and is free from any serious source of danger to vessels navigating it, and, where reasonable precautions were taken, shipwrecks have been very rare.

TECHNOLOGICAL COLLEGE AND MUSEUM SYDNEY.

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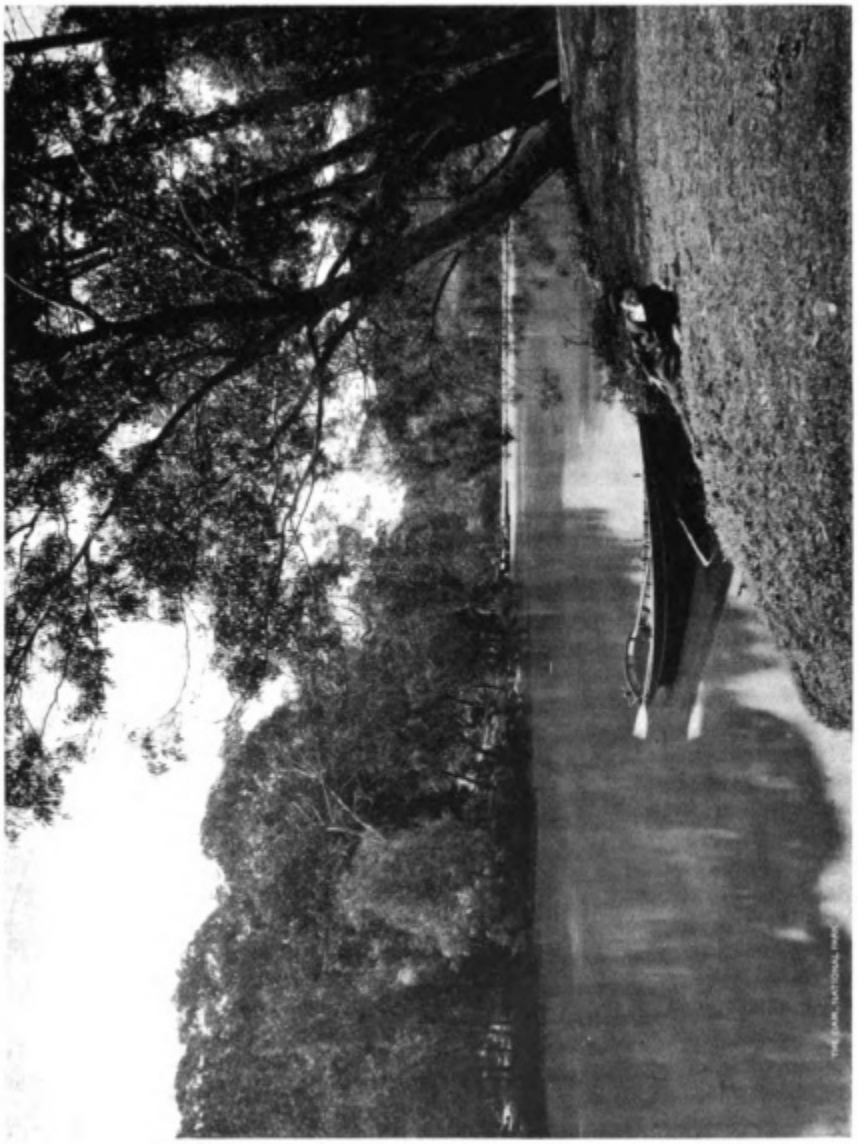

IN THE NATIONAL PARK.

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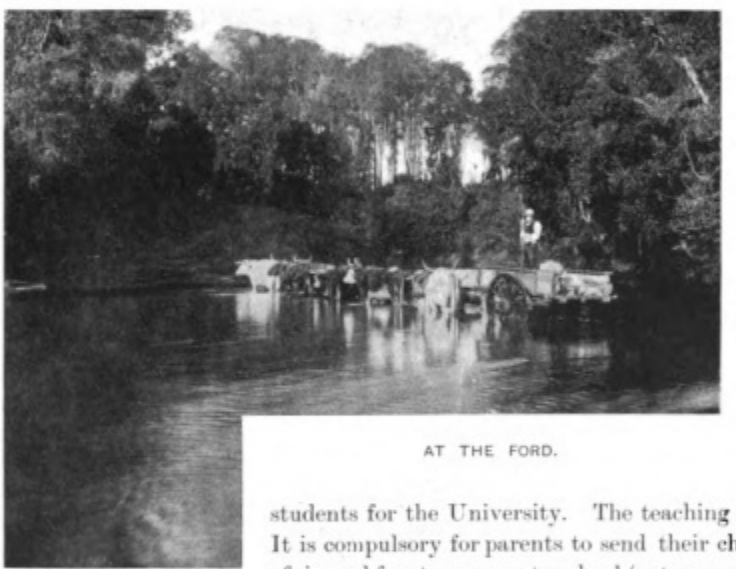
Commercial Progress.

Of late years the progress of the State, as evidenced by its trade, has been remarkably steady. During the seventy-four years over which the records extend, the value of goods imported into, and exported from, New South Wales has increased from £400,000 in 1825, to £54,039,800 in 1899. Nine elevenths of the total trade are sea-borne, the remaining two-elevenths comprising the overland trade with the three bordering States. If the exports be divided into two classes—those which are the produce and manufacture of the State, and those imported from other countries—the preponderance of home produce exported is very marked. The value of the domestic exports in 1899 was nearly twice as great as in 1875, and the expansion during the intervening period has been of a steady character. Judged by the volume of its exports per inhabitant, New South Wales compares favourably with any other country whose commerce is at all considerable.

Education.

The educational system of New South Wales is admittedly one of the most perfect in the world. Under the Public Instruction Act of 1880, Public Schools are maintained to afford primary instruction to all children, without sectarian or class distinction. Provision is also made for Superior Public Schools, in which additional lessons in the higher branches are given; for Evening Public Schools, to which adults, who are under the disadvantage of having failed to obtain adequate education in earlier days, may resort; and for High Schools, in which the course of instruction is of such a nature as to complete the Public School curriculum, or to prepare students for the University. The teaching is strictly nonsectarian. It is compulsory for parents to send their children between the ages of six and fourteen years to school (not necessarily to a Public School) for at least seventy days in each half-year. A weekly fee of 3d. per child is imposed, but the combined fees must not exceed 1s. in all for the children of one family; and where it can be shown that the parents are not in a position to pay, the fees are remitted. Itinerant teachers are appointed to provide for the educational needs of remote or thinly-populated districts. There are 2,693 Public Schools in the State, maintained by a yearly expense of £646,154. Besides these, there are more than 1,050 private schools. The University of Sydney, founded in 1850, gives degrees which are entitled to rank with the degrees given by any University in the United Kingdom; while a Technical College imparts effective instruction on subjects connected with various handicrafts.



AT THE FORD.

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months' residence in the district in which the right to vote is claimed. In the case of removal from one district to another, the qualifying residential period is reduced to one month, and the elector may vote in his old district until he has acquired the necessary qualification in the district to which he has removed. The duration of Parliament is limited to three years.

The Federal Legislature consists of two elective Houses; and the principle of payment of Members obtains in the Senate as well as in the House of Representatives, the honorarium being fixed at £400 per annum. The suffrage is similar to that existing in each State for the popular Chamber. In both Houses the tenure of seats is for three years.

Means of Communication.

The first railway in New South Wales was that from Sydney to Parramatta, which was opened for public traffic in 1855. Nearly 2,900 miles of line are now in operation, the average population per mile of line being 468. The railways are divided into three distinct branches, each of which represents a system of its own, and facilities of communication are thus provided for the northern,

CLARENCE RIVER AT COPMANHURST.

western and southern districts of the State. All the railways, with the exception of four private lines, are under State management and control. The tramways also—steam, cable, and electrical—are the property of the Government.

In the matter of postal and telegraphic communication the State is well provided for. Not only is the intercolonial telegraphic system practically perfect, but the State is in direct communication with Europe and the outer world by means of the cables, connecting with the various Asiatic continental telegraph lines. A submarine cable also connects New South Wales with New Zealand. Telephones are in common use in all the more important towns.

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A WOOL-SORTING ROOM.

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Horses.

Australasia is eminently fitted for the breeding of most descriptions of horses, and attention has long been directed to this industry. It is doubtful whether the saddle and light-harness horses are anywhere surpassed. The bush horse is hardy and swift, and capable of making very long and rapid journeys when fed only on the ordinary herbage of the country. During the Boer war Australian horses were highly esteemed by the British troops for their strength, activity, and endurance. Generally speaking, the breed is improving, through the introduction of superior stud horses, and the breeding from good mares. It may confidently be stated that the export to Europe of horses for military purposes will in the future be a notable source of wealth to the State.

WOOL TEAMS ON THE ROAD.

Mining.

Up to the present time the State has produced minerals of the total value of, approximately, one hundred and twenty-five millions sterling; and the mining industry provides employment for more than 42,800 men.

Gold.

Amongst the metallic minerals found here, gold occupies a foremost place, both on account of the quantity which has been and is now being raised, and of the influence which the discovery of the royal metal has had on the settlement of the country (*vide* Historical Sketch, p. 8). Native gold is the only true mineral species of gold hitherto found in New South Wales. It was first met with in easily-worked alluvial deposits, but has since been discovered in quartz-veins in older and metamorphic rocks. Quartz-mining requires an expensive plant, and is generally carried on by companies. However, although the alluvial deposits discovered in the early days have been practically abandoned and are considered worked out, there is ample evidence that the surface of the country has been merely scratched. New fields and fresh deposits are from time to time discovered—in localities, too, supposed to have been thoroughly examined. The gold formation is widely diffused throughout the State. It has been estimated that the extent of country covered by formations in association with which gold occurs, exceeds 70,000 square miles, whilst the metal has been found in formations where its presence was never suspected. A considerable portion of this area, equal to nearly one-fourth of the whole surface of the State, has never been touched by the pick of the miner.

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Sydney. The chief working coal-fields are in the Hunter River, Illawarra, Blue Mountain, and Berrima districts. Two large shafts are now being sunk on the shores of Port Jackson, where a splendid seam, 10 feet 3 inches in thickness, has been bored at a depth of 2,929 feet.

AN ARTESIAN BORE.

Other collieries are likely to be opened before long in various parts of the province. The production of coal in the year 1899 was 4,597,028 tons, valued at £1,271,832; and, about 10,340 men are employed at the mines. Our coal compares favourably, as a heat-producer,

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success, and that the export returns show a continuous improvement. Of course, the process of building up such a trade must necessarily be fairly slow, for it takes time to prove to the municipal corporations and other users that the hardwoods of this State are superior to all other timbers for wood-paving purposes, with the single possible exception of West Australian jarrah, which is entitled to rank with the best half-dozen varieties of the eucalypts, as a first-class timber. Up to the present, results are satisfactory. The prices of timber have risen, and the many hundreds of men employed in the industry are enjoying an evident increase of prosperity.

Hardwoods. It is in our hardwoods that the chief expansion of trade may be looked for. Australian hardwood trees are remarkable for the great size of the beams which may be obtained from them, as well for the strength and durability of their wood. Nearly all the varieties have a greater strength than English oak, and the grey ironbark has a resistance to breaking considerably superior to teak. For the construction of piers and jetties, the turpentine, grey gum, and box timbers are very well fitted as compared with the woods of other lands, having a much longer life. For other constructive outdoor work, both above and below ground, in which durability and strength are desirable, for railway sleepers and street paving, the hardwoods of the State are eminently suitable, while some kinds, such as the mountain ash, are fitted for the making of furniture.

HAULING CEDAR ON THE RICHMOND RIVER.

Softwoods. The softwoods are found chiefly in the brush forests of the coastal region, and rival those of any other part of the world. Some of the least known of the brush forest trees have wood grained and marked most beautifully, which is susceptible of the highest polish. These woods are adapted to the finest description of cabinetmaking, and it is strange that their merits have so long escaped attention. Many of the brush timbers are also of great utility for the rougher kinds of carpentry, while some, both hard and soft woods, are admirably adapted for coachbuilders' and coopers' work. The beauty of colour and grain of many of our fancy timbers would, doubtless, cause them to be highly prized by furniture-makers, if brought under their notice. Even if these woods could not be placed in London at the rates paid for those which are popular at present with cabinetmakers there, that would only be a slight drawback, for a large proportion of the British public are willing to pay a higher price for an article if they can thereby obtain something uncommonly beautiful. All who wish for a full and particular account of our native woods should read Professor Warren's excellent work on "Australian Timbers."

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Fisheries.

THE seas that wash the coast of New South Wales abound with fish, and the numerous bays and estuaries which indent the coast from end to end give the conditions necessary for the successful prosecution of various fishing industries; but this source of wealth has been greatly neglected. Fresh fish is, with few exceptions, scarce and high-priced; yet fish, frozen or otherwise preserved, is imported in enormous quantities for consumption in the State. The success of trawling experiments off the coast in 1898 has had no marked effect. What is required is some inducement to experienced men to devote their capital to the development of the fishing industry in Australian waters.

HAWKESBURY RIVER BRIDGE.

For the purpose of oyster culture the Crown grants leases of deep water or natural oyster-beds, and of the foreshores of tidal waters, at a moderate rental. At present our best oysters are grown on the northern rivers—especially on the Manning and the Richmond. The price per bag (3 bushels) of good oysters in Sydney ranges from 30s. to 45s., according to quality.

Agriculture.

THE soil of New South Wales is as varied as the climate is diversified, and within the boundaries of the State may be cultivated not only the products of the temperate regions, but even those of cold and of sub-tropical latitudes. For purposes of classification the State is divided into four natural divisions: the coastal region, lying between the Pacific Ocean and the Great Dividing Range, with an average width of about 110 miles; the eastern slopes of the tableland, running also from north to south throughout the whole extent of the State, with an average width of 130 miles, form the third division; and the fourth division is the western plains, which have an average elevation of 300 feet above the sea. The coastal districts have a rainfall, varying between 30 and 64 inches, the greatest rainfall being in the north, and near the sea.

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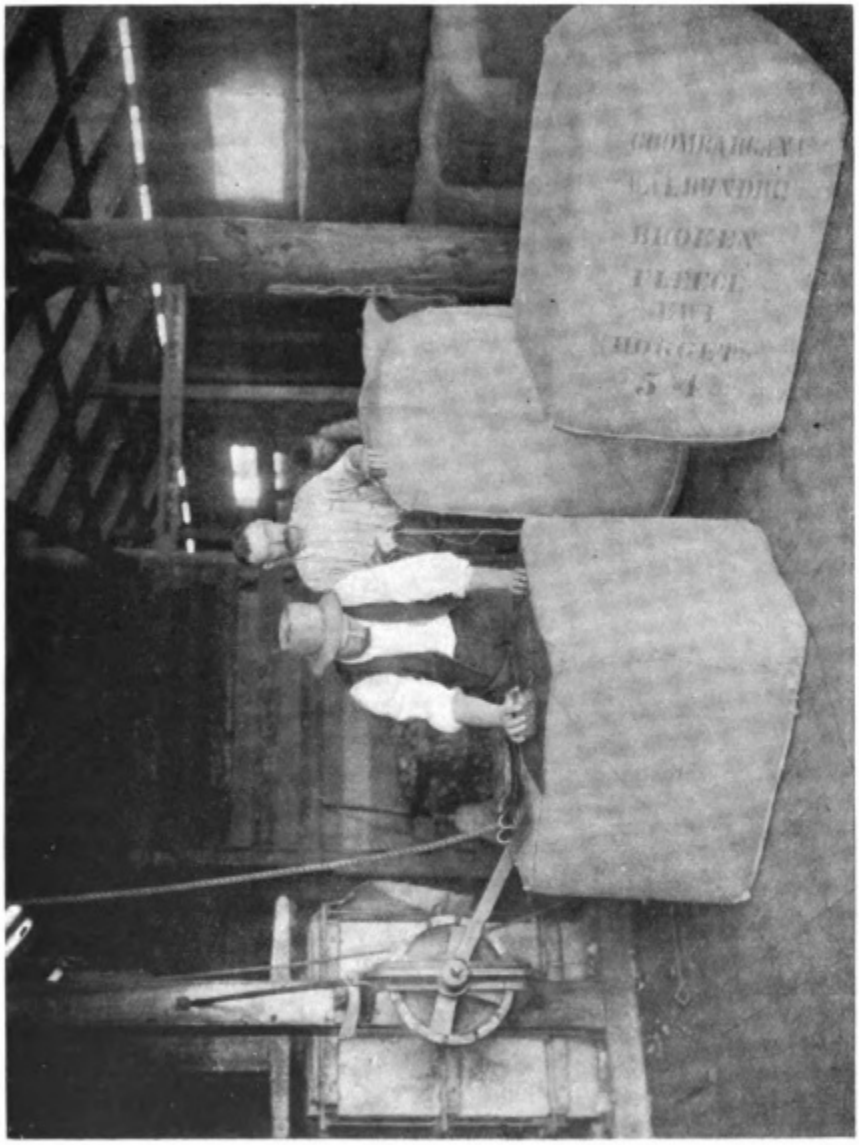

BRANDING WOOL.

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cut for grain, and about 105,000 cut for hay, the yield per acre being about 20 bushels of grain and a ton of hay. There is room for a large extension in the cultivation of this cereal, as it is the best of all grains for horse-feed.

Barley and other Grain. Barley grows very well in the State, but it is little cultivated, not more than 16,000 acres being devoted to this crop during the last year. Rye, millet, and sorghum are also grown, but little can be said about them, except that, as in the case of other cereals, the suitability of the soil for their production is well established.

The experience of past years distinctly shows that New South Wales is, on the whole, better favoured as regards soil, climate, and other natural advantages than any other continental

MAFFRA LAKE, MONARO.

Australian province; consequently, the average yield per acre of wheat, maize, and barley is greater in the parent State than in any of the remaining four. Extending the field of comparison, the production of cereals is found to reach an average which places New South Wales on a level with countries usually considered as rich agricultural states. It is better than the average of the United States, Italy, and Hungary, and, in some respects, almost on a level with that of Germany, Austria, and France. The area adapted for cereal-growing is very considerable, and with a better knowledge of the capabilities of the various kinds of soil, and with a well-devised means of storage, there should be practically no limit to the production of grain.

Potatoes. Potatoes are grown, both as a winter and summer crop. The area devoted to these tubers, according to the last return, was about 35,000 acres, with an average yield of 2 tons 12 cwt. per acre.

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every year. From plantations in full bearing the average weight of cane cut varies from 35 to 32 tons per acre, while the price paid ranges from 8s. to 30s. per ton. The total consumption of sugar in New South Wales during the year 1899 was 66,815 tons, of which 26,575 tons were the product of local plantations. It is, therefore, evident that there is considerable scope for the extension of the cultivation of the sugar-cane.

On the estates belonging to the Colonial Sugar Refining Company, the conduct of the business has been entrusted to practical men, and no expense has been spared to obtain the most approved and complete plant for the manufacture of sugar. The Company's works on the Richmond River are the most complete in the world, and the sugar manufactured is equal to the best Mauritius and West India samples.

Sugar Beet.

The sugar beet, cultivation of which in France and Germany has reached enormous proportions and has become a staple industry, has attracted some attention during late years in New South Wales. A good beet should show not less than 12½ per cent. of sugar. This rate was very greatly exceeded by the

CURRY FLAT STATION, MONARO.

beets grown in the Tenterfield district of New South Wales. A careful analysis showed that the yield per root from those analysed ranged from 16 up to 25 per cent. Experts pronounce such yields to be unparalleled in the history of the cultivation of the beet, and there has been, in consequence, a movement in favour of testing this branch of agriculture in those districts unsuited to the growth of cane. Experiments have been conducted on an important scale, and with such satisfactory results that efforts are now being made to establish a factory in the New England district in connection with the industry. In addition to its value as a sugar product, sugar beet is an excellent fodder for dairy cattle, and, in the colder parts of the State, would be a profitable crop for this purpose.

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Vines and Wine Production.

In almost every part of the State, with the exception of the sub-tropical portion and the higher parts of the mountain ranges, grape-vines thrive well and bear large crops of succulent fruit, equal in size, appearance, and flavour to the most renowned products of France, Spain, and the Rhine lands of Germany. The soil of New South Wales possesses all the elements required for wine production.

The vine was planted in the early days of colonisation, and as early as the year 1828 vine-growing and wine-making may be said to have been fairly established. Some years afterwards the vine was planted in the Murray River Valley and in other districts, and was found to flourish so luxuriantly that the manufacture of wine received considerable attention. In the principal vineyards in the valleys of the Murray and Hunter Rivers, neither pains nor money have been spared to introduce skilled labour and to put up presses, vats, and other manufacturing appliances of the most approved kind. The results of such intelligent treatment became apparent when prizes were awarded to the wines of New South Wales at the Paris Exhibition of 1878, followed by an unbroken series of successes at the Exhibitions of Philadelphia, Sydney, Melbourne, and Amsterdam, and at the Indian and Colonial Exhibition in London; but nowhere was the general excellence of the wines of the State more fully recognised than at the Bordeaux Exhibition of 1882, where, in the principal centre of the wine trade of the world, some of the wines of New South Wales were classed by the most competent judges in the category of *grands vins*, and their value fully appreciated and established.

PAN PONG REACH, SNOWY RIVER.

At the World's Fair, held in 1893 at Chicago, an international jury of experts pronounced the wines of New South Wales to be equal to many of the finest viticultural products of the noted wine-growing countries of Southern Europe. The opinion was expressed, however, that the practice of labelling Australian wines with European names was to be deprecated, as they possessed many excellent distinctive characteristics sufficiently peculiar to justify the adoption of a new and descriptive system of classification.

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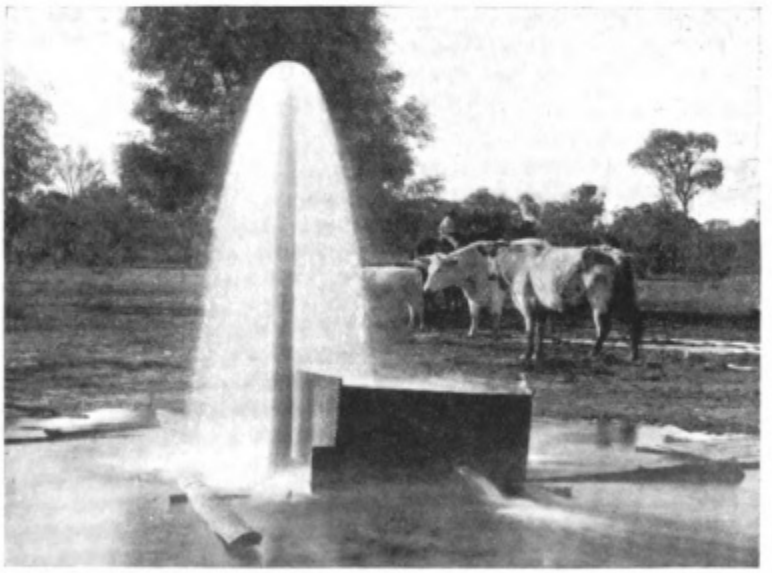
There are at present only 8,278 acres under vines, and the annual production of wine amounts to about 850,000 gallons. It will be seen, therefore, what enormous possibilities are before this industry. The culture of grapes is not restricted to the production of grapes for the purpose of wine-making only, for a considerable area is devoted to the cultivation of table grapes, particularly in the neighbourhood of Sydney, and in Ryde, Parramatta, and other districts of Central Cumberland.

So far, no effort has been made to prepare raisin fruits for foreign consumption, although there is an undoubted possibility of a large export trade in this direction. The results of experiments made in drying grapes and currants of Australian culture have met with much success in the London markets, and the product has been pronounced by experts to be of the highest quality. New South Wales is well suited for the prosecution of this industry, and, with the extension of settlement and the falling out of the cultivation of such products as are more cheaply grown in other parts of the world, the building up of a large export trade in raisins, muscatels, dried currants, figs, and other staples peculiar to the Levant and the Grecian Peninsula may confidently be expected.

Fruit.

Few parts of the world possess natural facilities for the production of fruit in greater variety than New South Wales, owing to the extent of the country and the great difference in climate, ranging from that of the temperate regions of the higher table-lands to that of the tropics on the north-eastern seaboard. From a moisture-laden atmosphere, and a rainfall of 70 inches per annum, to a dry desiccating area and a rainfall of under 10 inches per annum, and with every gradation between these extremes, the State is able to grow every kind of fruit from mangoes to gooseberries; and, leaving out of account a few extreme tropical kinds of the cultivated fruits of the world, not only can the State grow this great variety of fruits, but it can produce many of them of such quality and to such perfection that they cannot be excelled in any other part of the globe.



ARTESIAN BORE.

On the north coast, adjoining the State of Queensland, the climate and conditions are almost tropical. Here the rainfall is heavy, the air is laden with moisture, and, in sheltered

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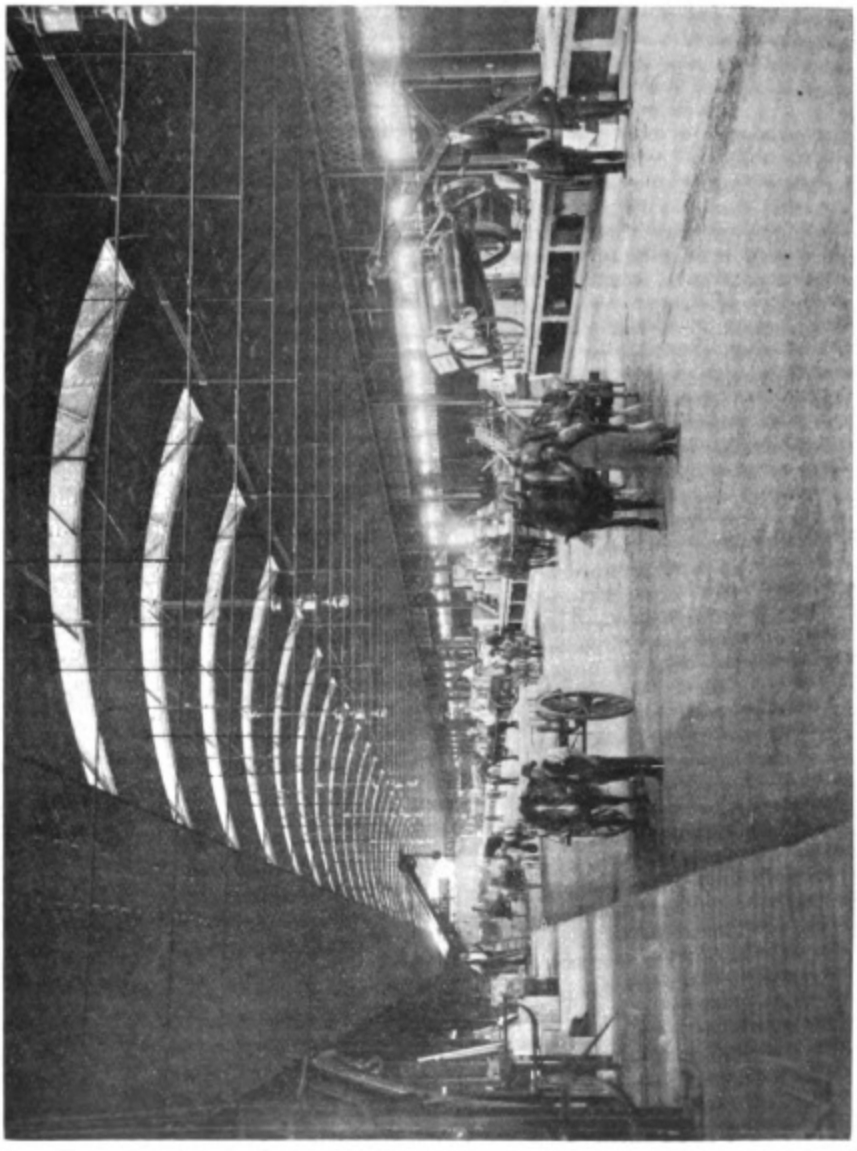

INTERIOR OF WOOL SHED, DARL'NG HARBOUR.

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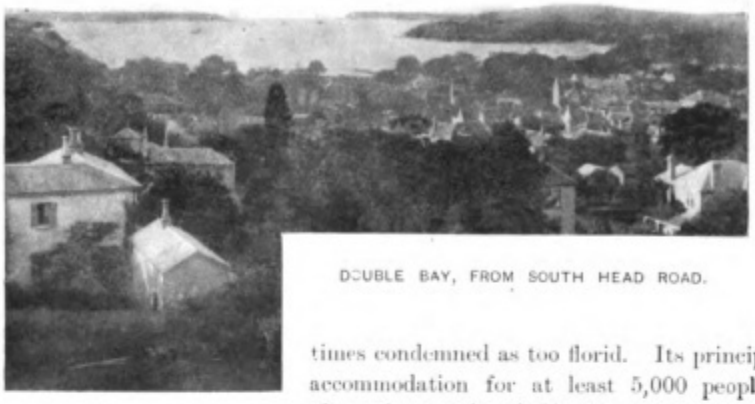
and potatoes from the south; poultry, eggs, butter, bacon, and maize from the rich river flats of the north; grain from the Riverina and New England districts; and every description of farm produce that the Commonwealth can show. All day long the dealers are busy selling to shopkeepers and private householders. But a great change is being effected in this portion of the town by the removal of old buildings and the erection of new and commodious stores.

The principal streets of the city.

If we proceed up George-street from the Quay, the first public building of note which we reach is the General Post Office, which runs through to Pitt-street, and faces the broad quadrangle known as Martin-place. The frontages on the two main streets are comparatively short. The Post Office is built of Hawkesbury sandstone, but the great pillars supporting the long colonnade are of polished granite. From the centre of the building rises a handsome clock-tower, the loftiest in Sydney. A little beyond is King-street, a scene of busy traffic, traversed by a cable tramway. Further on again are the massive buildings of the Victoria Markets, 610 feet long by 100 feet wide. Here is housed the Lending Branch of the Public Library. In close proximity stand, side by side, the Town Hall and Anglican Cathedral. The Town Hall, which occupies the site of an old cemetery, is a handsome structure, though its style of architecture is sometimes condemned as too florid. Its principal chamber has seating accommodation for at least 5,000 people. The Cathedral was planned more than half a century ago, and is now somewhat too small. It is an imposing specimen of rather cool and unenthusiastic Gothic. The ground just here reaches its greatest elevation, and both edifices stand central and dominant in the city. Close to the point where George-street trends suddenly westward in the direction of Parramatta, stands the railway-station (Redfern), on the outer margin of the city. The electric tramway, which has its terminus at the Quay, runs up George-street on its way to the station and to various suburban centres. The principal streets of the city are paved with native hardwoods, which are probably the best for the purpose in the world.



DOUBLE BAY, FROM SOUTH HEAD ROAD.

Pitt-street runs approximately parallel with George-street, but joins it at a sharp angle near Redfern. Looking down Pitt-street from the city, one can see the masts of large vessels at the Quay, and beyond them the villas and gardens of the North Shore. The ships seem almost to be lying in the streets, and on a summer day the shining, shifting water is a pleasant and refreshing sight. The lower end of the street is crowded with the offices of shipping

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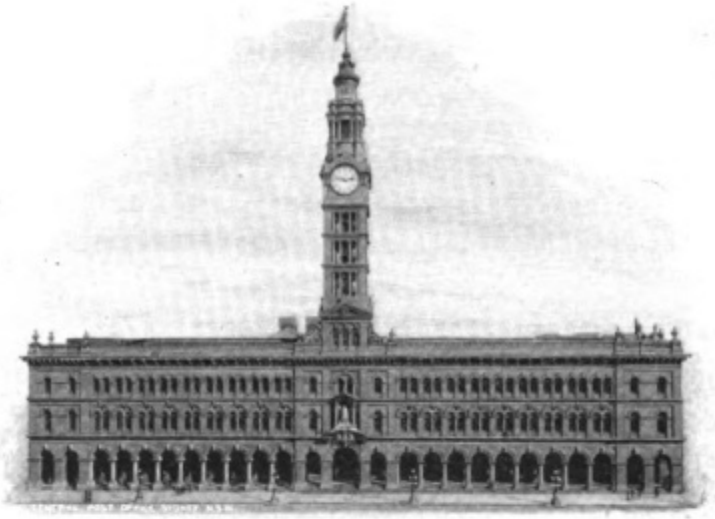
agents, steamship companies, brokers, and importers. At the intersection of Bridge-street is the Exchange, a fine solid structure of the species of sandstone to which the architectural beauty of the city owes so much. It was built many years ago, but has recently been improved in height and appearance by the addition of two storeys. Passing by a number of handsome places of business, we come to the offices of the *Sydney Morning Herald*, the oldest newspaper in the State. From Hunter-street to King-street there is a range of lofty and ornamental buildings, one of the most handsome structures being the offices of the Mutual Insurance of New York, which, like the Equitable Life Insurance Buildings in George-street, bear visible witness to the suitability of our native syenite for grand architectural effects. Four of the principal theatres of Sydney are in Pitt-street, in conveniently central situations; and in the same quarter is the School of Arts, which was established here many years ago.

Bridge-street is one of the oldest thoroughfares in the city as well as one of the broadest. When Governor Phillip first landed, His Excellency's hut was erected on the eastern side of the Tank Stream, but most of the colonists were landed on the opposite bank. The two ends of the settlement were connected by the wooden structure which gave Bridge-street its name. Though this locality is no longer central, the Government offices still cluster about their old quarters. The Government reserve originally included the triangle where stands the obelisk from which the length of all the streets and roads is measured. At the corner of this three-cornered enclosure of grass and shady trees is the statue of Thomas Sutcliffe Mort, a city merchant, whose name was prominent in almost every department of industry, and who did much to promote the welfare of the community which he honourably adorned. On the opposite side of the street is the handsome building erected for the Lands Department. The exterior has an imposing appearance, and is ornamented at intervals with the statues of celebrated explorers, statesmen, and others who have helped to forward the growth and prosperity of the country. Further to the east, and on the same side, are the offices of the Colonial Secretary and the Minister for Public Works. At the northern corner is the Treasury, a handsome building recently enlarged, but still dwarfed by the more recent and stately piles in its neighbourhood. A vacant space in the rear has been utilised



GENERAL POST OFFICE SYDNEY.

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SYDNEY (EAST) FROM TOP OF AUSTRALIA HOTEL.

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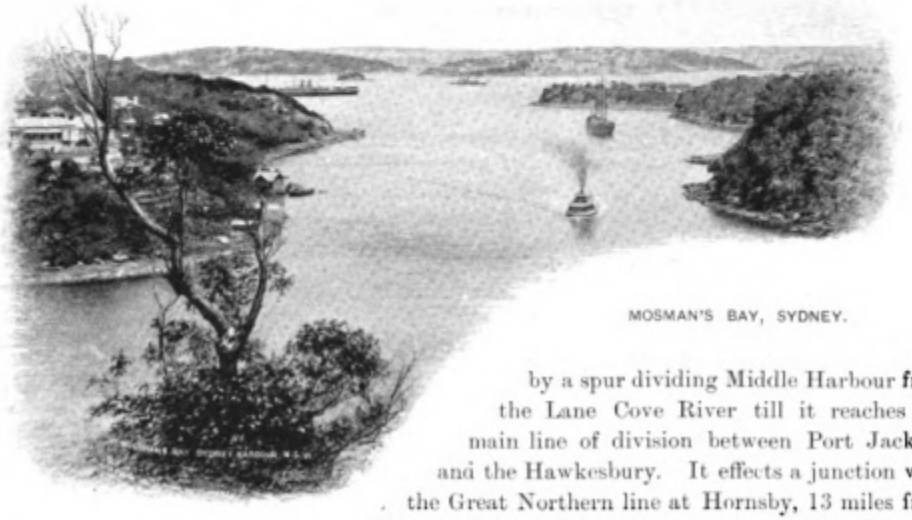
and gradually makes its way by orchard-clad slopes to the summit of the ridge, along which it continues till it descends through rugged hills lit up with native flowers to Peat's Ferry on the Hawkesbury River. But the most popular of all our suburban railways is the one which starts from Milson's Point on the North Shore, and, from the moment it leaves the harbour, mounts



MOSMAN'S BAY, SYDNEY.

by a spur dividing Middle Harbour from the Lane Cove River till it reaches the main line of division between Port Jackson and the Hawkesbury. It effects a junction with the Great Northern line at Hornsby, 13 miles from Milson's Point. In the districts opened by this line the air is drier and more bracing than in the city, and the evenings are always cool even in the hottest summer. The highest point in the line is reached at Wahroonga, which is 619 feet above sea level. The scenery along this route is some of the finest in the neighbourhood of Sydney, comprising luxuriant orchards, thick bush with carpets of ferns, steep gorges ending in glimpses of water and shipping, and distant prospects of city, mountain, and sea.

Waterside Suburbs.

For those who do not care for railway travelling and "the clack of running gear," there are the many suburbs on the harbour or by the rolling Pacific. It is perhaps rather late in the day to attempt a description of Port Jackson, the magnificent basin which has won eulogies alike from the aesthetic dreamer and the practical man of business—the lake-like expanse of water which stretches inland, from the haughty precipitous fronts of the harbour heads, a distance of some dozen or 15 miles.

Round the Harbour.

To the right as we enter the Heads is the broad inlet known as North Harbour, at the head of which the sea-side village of Manly lies on the isthmus which joins North Head with the mainland. On one side of this flat strip of land the smooth and transparent waters of the bay lap gently on a shelving beach; on the other, the rollers of the Pacific burst on the dazzling sand and spread in glittering foam. Of all the waterside resorts Manly is the most frequented, and on summer holidays its spray-dashed rocks and sunlit beach are gay with colour, and the shouts of hundreds of playing children sound through the roaring of the waves. The distance of Manly from the city is about 7 miles. Almost opposite the harbour-gate, between Middle Head and the bold cliff of Dobroyd, is the entrance into Middle Harbour, a long many-armed estuary, stretching

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some 5 miles into the heart of the hills. It is a favourite cruising ground for pleasure boats. On Middle Head is the greatest of our fortifications. A little further on, as the shore curves westward, are bays to which picnickers resort in thousands, and beyond them again a series of coves deeply indenting the shore, and forming the water-approach to the flourishing suburbs of Neutral Bay and Mosman. Opposite Sydney Cove is Milson's Point, the principal landing place for North Sydney, a district which, as its name implies, in population and importance ranks rather as an extension of the city than as a suburb. Then come the deep recesses of Lavender, Berry, and Kerosene bays, all of them large and of sufficient depth to afford anchorage for vessels of the heaviest tonnage. Further to the west is the entrance to Lane Cove, a beautiful estuary running west and north a considerable distance; in its upper reaches a calm and secluded track of water meandering between steep wooded slopes, and gorgeous with wilding growths, with here and there a little orchard nestling on an alluvial flat among the folds of the hills. Hunter's Hill occupies the peninsula between Lane Cove and the Parramatta River, and affords large water frontage to the pretty villas bosomed amid bright foliage and glorious blossoms; for this district is richly floral, and is broidered with fine contrasts of colour and foliage. Steamers ascend the river to within a short distance of Parramatta, and the scenery, under whatever aspect of shadow or shine, is full of charm—whether the opalescent skies of dawn are faintly reflected in a level expanse of water from which thin mists are gently rising; or lurid thunder-clouds darken grey troubled waves; or the moon rises over a black-outlined point and paves a long gloomy reach with silver light. Opposite the mouth of Lane Cove is another estuary known as Iron Cove, which is spanned by a bridge connecting the suburbs of Drummoyne and Balmain. In the space of water about the entrances to the three large inlets just described, are three islands of considerable size and historical interest. Spectacle and Goat Islands guard two of the Government powder magazines, and out of the rocky side of Cockatoo has been hewn our largest graving-dock, which could accommodate a vessel 600 feet in length. Turning now along the southern shore of the harbour, and moving back towards the city, we pass to the right the peninsula of Balmain, a scene of busy industry, for here are situated a dock and engineering works for the repair of vessels of all sizes; here, too, a couple of shafts have been sunk to tap the coal seams lying far below the harbour and the city. Johnstone's Bay, a haven for many craft engaged in the coastal timber trade, lies between Balmain and Pyrmont. From Pyrmont, which is in the city limit, comes most of the beautiful light-brown sandstone which gives our public buildings that charm of colour which we miss on visiting other Australian capitals. Darling Harbour separates Pyrmont from the city proper; along the western shore runs the solid railway wharf, and the opposite side is thick with masts about the crowding wharves and jetties. By night the scene is particularly beautiful—the city with its spires and towers

GOVETT'S LEAP, BLUE MOUNTAINS.

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standing aloft against the sky; the bridge with its string of lamps; the flare of torches where some vessel is hurriedly getting in her lading; the dark and silent masses of the less busy shipping; the ferry boats, with lights of green and red, crossing and recrossing; and the restless oily-looking water, with shattered reflections and long shaky spears of light. On the highest point of the thickly-peopled ridge, between Darling Harbour and Sydney Cove, is the Fort Phillip reserve, on which is built the Observatory, and round it, on the uneven slopes, the houses are built irregularly, with fine visual effect. Sydney Cove, the head of which is determined by the broad sweep of Circular Quay, is the chief waterway to the city. On the western side of the Cove are some of the oldest stone buildings in the colony. The unpretentious Commissariat Store was set up here a century ago. The extreme point on the east is a public reserve, recently the site of an ancient battlemented structure called Fort Macquarie. Before long a railway shed is to occupy the spot. All round the long wharf, great produce stores indicate the character and extent of the business done, and behind them range the larger public buildings, and the domes and towers of the city proper. To the east of the Quay are the green lawns of Government Domain, surmounted by the tower and flag-staff of Government House. Round the point is the charming indent of Farm Cove, where the warships lie at anchor. At the southern extremity of the bay, a gracefully curved sea-wall guards the frontage of the Botanic Gardens, the latter a paradise of smooth broad lawns, calm pools floated upon by lilies and hardly ruffled by the stately swans, umbrageous hill sides, and a maze of winding walks.

The Government Domain extends over the peninsula, which forms the eastern boundary of the Cove, and on the point is the stone seat, named Mrs. Macquarie's Chair, after a lady (the wife of Governor Macquarie) who took a deep interest in the laying out of this popular recreation ground. Lying in mid-channel to the north of this point is the fortified rock of Fort Denison—picturesque, perhaps, but, like others of the older batteries, useless for purposes of defence. To the east of Mrs. Macquarie's Chair, Garden Island, where one of the first gardens was planted, stands at the mouth of Woolloomooloo Bay. The Imperial Government employs the island as a naval depôt, and a great part of the naval stores are kept there.

FAIRY DELL, BLUE MOUNTAINS.

Potts' Point affords relief from the huddled mass of dwellings in Woolloomooloo, for now we come to terraced gardens and waterside mansions. The florist practises his art, with an enthusiasm heightened by a climate exactly suited to his needs; and the landscape gardener is encouraged to superlative efforts. Trees grow down to the water's edge, and throw their shade upon boat and bathing houses. Nature and art combine their fairest effects at the bidding of luxury and wealth. Beyond the point lies Elizabeth Bay, and then comes Elizabeth Bay Point,

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with further clusters of waterside villas; and then the open sweep of Rushcutter's Bay, where the foreshores have been reclaimed, and are now a public park. On the heights of Darling Point, which flanks the bay on the east, the graceful spire of St. Mark's Church rises from amid dense foliage. In this suburb are many magnificent private residences, surrounded by sloping lawns and trim garden closes. Opposite the point, at a distance of about a quarter of a mile, is Clark Island, a public recreation reserve of a kind as delightful as it is unusual. The high ground of Darling Point overlooks the beautiful inlet of Double Bay, with its long white beach, behind which the houses cluster on flat and hill-side until they merge into the opulent suburb of Woollahra. Point Piper is the promontory between Double Bay and the beach—a mile and a half long—of Rose Bay. From Rose Bay to Bondi Bay, on the ocean beach, was once a harbour mouth, but, as was also the case with the neck of land upon which Manly is situated, the ocean sand gradually choked up the channel. Passing the snowy span of Milk Beach, the battery reserve of Shark Point, Vaucluse Bay, Parsley Bay, and the jagged cluster of rocks known as the Bottle and Glass, we come within sight of the broad sweep of Watson's Bay, a favourite resort for fishermen and lovers of "the fierce old mother"—the "husky-voiced sea." For now we have reached the harbour gates again. Watson's Bay is the nearest landing place for those who wish to climb the South Head and see the phalanxed waves march majestically to the foot of the impregnable walls. Up here is the great lighthouse, whose revolving beam can be seen full sixty miles out at sea.

ORPHAN ROCK, KATOOMBA.

It would be difficult to overrate the beauty and commercial value of our harbour. It differs from many other commodious ports in that it is not a bay, but a system of bays, which open upon a broad, winding channel. Any of its larger coves would, on a less hospitable coast, be regarded as a fine haven, and their multiplicity gives a superabundance of accommodation, though Sydney grow to be the greatest city in the world, and dwarf the busy wilderness of London.

Pleasure Grounds.

Almost as much by lucky accident as by design the inhabitants of Sydney are rich in convenient pleasure grounds. The most highly improved of all our public reserves is the Botanic Garden, to which reference has already been made. It was first used as a farm, but was dedicated to the public in 1816. South and east of the Gardens lies the general public Domain. A pleasant carriage drive leads round by Mrs. Macquarie's Chair—a commanding position from which to view the harbour—and passes the public baths in Farm Cove and Woolloomooloo Bay. In the Domain stands the National Art Gallery, which, in its interior arrangements, is said to be superior to any picture gallery in Europe.

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Hyde Park is practically a continuation of the Domain, separated from it only by an intervening road. This Park was reserved as a racecourse in the early days, but horse-racing is now carried on further afield, particularly at Randwick and in the neighbourhood of Parramatta. To the south of Hyde Park the closely-built suburb of Surry Hills breaks the continuity of green reserve. But then begins the ample space of Moore Park, which extends to the water reserve of Botany. At one time a waste of shifting sand dunes occupied this area, but now a large portion of it has been levelled and grassed. One part is devoted to the purposes of a Zoological Garden, where, in addition to the lions, tigers, elephants, camels, bears, and other ordinary occupants of a menagerie, there is a fine collection of Australasian birds and animals. A few years ago a strip of land on the Moore Park Reserve was used as a rifle range, but the butts have now been removed to a distance from the city. Close by is the Association Cricket Ground, with accommodation for about 25,000 spectators—a notable witness to the Australian love of sport. To the east, the Centennial Park, with its miniature lakes and broad roads, invites the cyclist and the picnicker. All the suburbs, as well as the country towns, have ample reserves. Among the minor parks of the city and its neighbourhood may be mentioned Belmore, Prince Alfred, St. Leonards, and Wentworth Parks. The last-named is laid out on the resumed land at the head of a bay, where once spread unsightly mud-flats and mangrove swamps. Other similar areas are being resumed in the public interest. Just outside the southern boundary of the city is Grose Farm, a reservation of 175 acres, originally used for the Government's earlier agricultural experiments. It is now subdivided, and several detached public buildings stand upon it. On the highest ground, commanding a view of the greater part of the city, are the University and its supplementary buildings. The four colleges—three denominational, and the Women's, which is secular—have each good slices of land assigned to them, and Prince Alfred Hospital stands between two of them.

CASCADE, LEURA FALLS.

There are a number of beautiful seaside reserves. At Manly there is a picturesque headland, and a long ocean-beach with an esplanade overlooking it, and a similar reserve on the harbour side. To the eastward of Randwick lies "wave-worn Coogee," where the beach and both rocky headlands are public property; and a little to the north is Bondi. Maroubra and Long Bay, Balmoral Beach in Middle Harbour, and large portions of the shore at Botany form other waterside reserves. Sea-bathing is carried on at most of these places, all of which are thronged with visitors during the fine warm days of summer. But the largest of all our metropolitan pleasure grounds are the National Park and Kuringai Chase. The former comprises a territory of 36,300 acres; it has a frontage of 9 miles to the Illawarra railway

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line, 7½ miles to the Pacific Ocean, 1¼ mile to the romantic gorge of the Woronora River, and 3½ miles to the many-tinted shallows of Port Hacking. The Trustees wisely preserve, as far as possible, the natural ruggedness and wild loveliness of the territory, whilst making the various parts accessible by means of roads and unobtrusive footpaths. It is a wilderness in which the worries and labours of serried streets may be forgotten. Here are high table-lands, broad bare spaces suitable for military manœuvres or the planting of ornamental trees and shrubs; rocky hill-sides, where the waratah flames in the sun; noble headlands, and white beaches; broad spaces of land-locked salt water abounding in fish, and a clear navigable stream flowing by lush growths of semi-tropical vegetation, splendid waterfalls, and ferny glens. And in spring, when the new leaves unfurl in delicate flushing tenderness, and the ferns uplift their little red croziers, "and all the bush puts on a ruddy hue," suddenly the whole district is a mass of flowers. The native rose, and many varieties of boronia and heath, bloom freely here, with everlasting flowers, bright yellow pea-shaped blossoms, soft wattle, and the brilliant crimson bunches of the giant lily, which rears its head on a stem sometimes 20 feet in height; from the trees hang streamers of starry clematis and other creeping plants, and in the gullies the sunlight streams through the vivid green of tree-fern and myrtle. And Kuringai Chase, which lies to the south of Broken Bay, is another magnificent heritage of the same sort. It is an area of some 35,300 acres of wild bush, ranges, and gorges, penetrated by long-winding estuaries from the Bay. When wearied with the cares of city life, the Sydney folk may leave the bustle and the complex interests of civilisation, and find temporary rest and refreshment in the free haunts of undefiled Nature.

NEPEAN RIVER.

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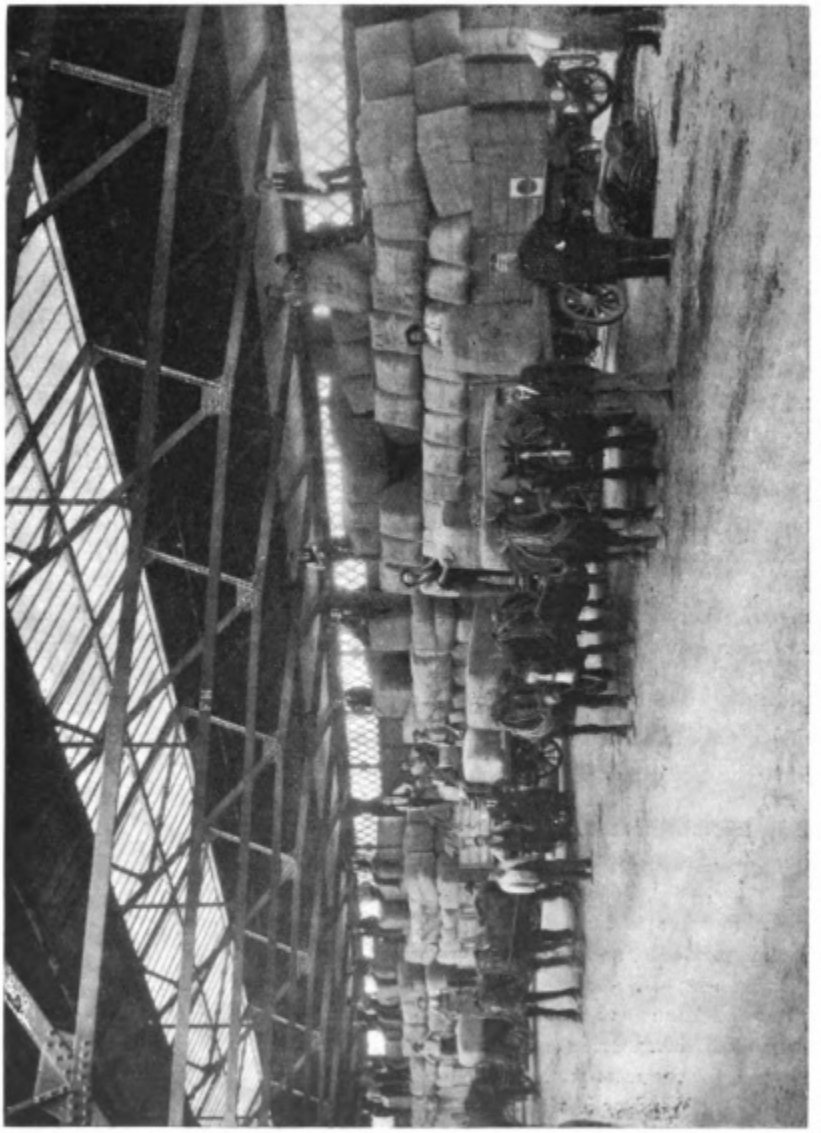

INTERIOR OF WOOL SHED, DARLING HARBOUR.

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The Blue Mountains.

The line rises quickly on the mountain foothills, and between the cuttings the traveller gets lovely glimpses of the silver-flowing stream meandering through the fertile plain, where the cultivated patches stand out in squares of soft brown and green and yellow. In the foreground are thickly-wooded slopes and rough gullies. Far away in the distance are dim hazy suggestions of white houses and floating smoke. Then all is shut out by the sudden darkness of the Lapstone Tunnel, and when the train emerges to the light only the hills are to be seen.

The Blue Mountains consist of a great plateau of sandstone rock. The material of which it was composed was probably deposited in water, and formed part of the bed upon which Sydney stands. Then the strata was uplifted, and a "fault" took place; the rocks split, and while on the one side of the fracture they rose into what is now the escarpment of the Blue Mountains, on the other (Emu Plains) there was a slight depression. Thus on the eastern edge the mountains rise abruptly; towards the west the slope is gradual. Water and wind have worked for ages on the sandstone plateau and have so furrowed it that it is now a series of ridges and gorges. Generally speaking, the backs of the ridges are fairly flat, and, being rather barren, make convenient highways for those whose experience fits them to thread the intricacies of the ranges. Where the valleys are broad, they contain a good deal of land suitable both for agriculture and for pastoral pursuits. And here and there where the trap-rock has burst through, as at Mount Wilson, Mount Hay, Mount Tomah, and Mount King George, there is rich chocolate soil of great depth, and a dense growth has sprung up of tall forest trees, graceful tree-ferns, and a thick semi-tropical jungle of matted vines and creepers. Here and there the round heads of granite hills protrude. Across the mountains the line taken by the railroad keeps to the ridge that separates the Grose and the Cox, two tributaries of the Nepean. The ridge runs upward with many twists and turns and rises regularly all the way to Blackheath. There are railway stations every few miles, and this circumstance gives the mountains special value as a health resort, because invalids can choose the elevation to suit their taste or constitution.

KATOOMBA FALLS.

The Country of Waterfalls.

The great waterfall country begins at Wentworth, for here the valleys are deeper and broader and the hill-sides more abrupt; in fact the grandeur of the scenery depends far less upon the falls than upon the valleys, in the depths of which the tall trees massed together look like a soft carpet of sombre verdure, fading away towards the horizon in blue and tender mauve. The shadows of the clouds creep in masses of indigo across the great gulfs, and the sun lights up the bright cliffs, which are streaked red and yellow with stains of iron. Little niches in the walls are green with shrubs and ferns, and on the wider ledges are clumps of trees. From the hill-tops the

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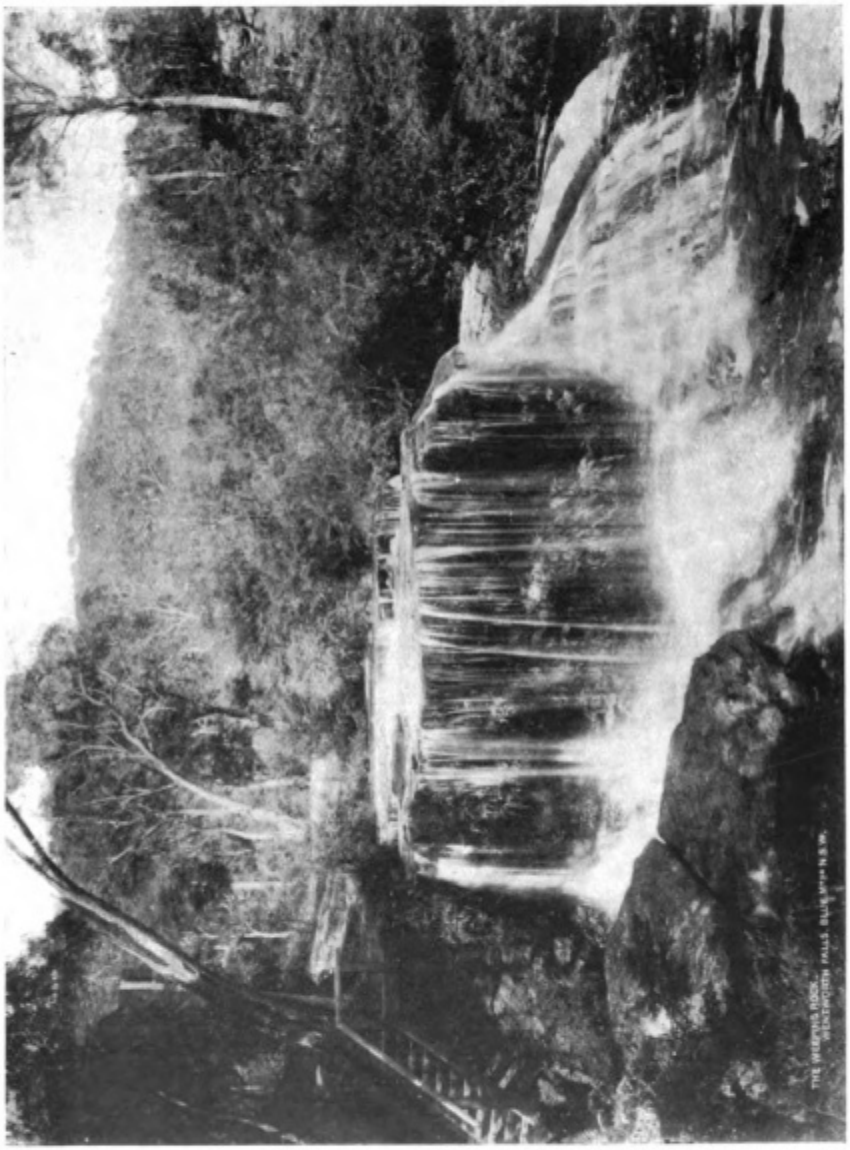

WEEPING ROCK WENTWORTH FALLS.

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cascades leap to the awful abyss, and sink on the rocks beneath in a veil of spray. Wentworth Falls make a descent in three successive cascades of fully a thousand feet to the basin at the head of a magnificent gorge.

The general appearance of Blue Mountain valley scenery is well described in some early verses by the poet Henry Lawson :—

Like ramparts round the valley's edge
  The tinted cliffs are standing,
With many a broken wall and ledge,
  And many a rocky landing.

And round about their rugged feet
  Deep ferny dells are hidden
In shadowed depths whence dust and heat
  Are banished and forbidden.

The stream that, crooning to itself,
  Comes down, a tireless rover,
Flows calmly to the rocky shelf
  And there leaps bravely over.

Now pouring down, now lost in spray
  When mountain breezes sally,
The water strikes the rock midway,
  And leaps into the valley.

At Katoomba the main fall leaps 200 feet sheer into the Kanimbla Valley. Within a mile of this spot there are many smaller cascades which offer sylvan beauty of a quieter type, and the glens and hollows in the hillside have a restful loveliness which is very refreshing to the city visitor. Just beyond Katoomba (and not far from the head of Nellie's Glen, the rock-walled pass to the valley) stands a tree which marks the furthest spot reached by the intrepid explorers, Wentworth, Blaxland, and Lawson, on one of their expeditions. A well-marked bridle-track from Nellie's Glen leads across the Cox to the Jenolan Caves, a distance of about thirty miles.

FAIRY DELL, LEURA.

Blackheath (73 miles from Sydney) is a favourite resort, the principal attraction being "Govett's Leap," where a creek flows over the lip of the precipice and falls shimmering and swaying to a mass of boulders, 520 feet below. The gorge at this point is impressive in its vastness. The tops of the trees, 1,200 feet below the summit of the cliff, look like a rolling sea, and beneath them flow unseen the crystal waters of the Grose River.

The last and some of the fairest of the waterfalls are about Mount Victoria, which is surrounded by magnificent scenery. Mount Victoria is generally regarded as the best starting-point for Jenolan, for the route is shorter than the Tarana road and more convenient than the bush-track from Katoomba. A coach takes visitors by way of

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the Victoria Pass, from which fine views of Hassan's Walls and the Kanimbla River are obtained; then the Cox River is crossed, and a mountain spur overcome. The latter half of the journey is a continual descent, and the last few miles of the road wind down hills of great height, amid wild and majestic scenery.

Jenolan Caves.

The Caves are in a limestone belt, which varies in thickness from 200 to 400 yards, and through this formation the creeks have worked their way by subterranean channels, thus carving out through countless ages fantastic tunnels and chambers. The caves which are usually shewn to the tourist are situated in a saddle between the two hills from whose summits descend the Mount Victoria and Tarana roads. The Mount Victoria road approaches the Caves House (which stands in the bottom of a little basin among smooth-sloped hills and rough walls of limestone) through the Grand Arch, an irregular tunnel, about 200 feet broad and 70 feet high, which penetrates a portion of the limestone belt. Within the Arch a steep flight of steps leads to the entrance of the Imperial Caves, where a thousand natural marvels glitter in the electric rays. Here are lovely stalactites and stalagmites in endless variety—marble pillars, icicles, miniature cities, statues, frozen cascades, shawls, caskets of jewels, and curtains of delicate lace. Some of the formations are snowy white; others are grey, deep red, yellow, or the colour of ripe apricots. Through a dim tunnel, below the general level of the floor, the underground river flows from mystery to mystery. In the Lucas Cave, which is entered near the summit of the hill above the Grand Arch, the most impressive object is the "Cathedral," with its dome 300 feet in height. The decorative formations are fewer than in the Imperial Cave, but one is awed by the magnitude of the chambers and the appearance of gloom and chaos about the deep recesses and the tumbled rocks—"rude fragments of an earlier world." A similar sense of vastness is imparted by the Nettle and Arch Caves, with their colossal and monstrous shapes. The Devil's Coach-house possesses features which make it one of the chief attractions of Jenolan, and it has not the drawbacks of clamminess and gloom. It is thus faithfully described by the author of a recently-published book:—"The Devil's Coach-house is a huge cavern or arch, through which in flood-time runs a creek, violently struggling, tossing tawny arms, and fighting its passage over and between the boulders which block its course. The light penetrates the larger entrance of the chamber, and at certain hours there is spilth of sunshine from a pear-shaped gap in the roof. The said roof is 275 feet from the floor. In the walls are innumerable ledges, crevices, and caves, the playgrounds of rock wallabies, and from the roof hang stalactites of pink and green calcite. The wonderful blending of colours in this magnificent hall can only be appreciated

SCULPTOR'S STUDIO, JENOLAN CAVES.

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after loving study, but the grandeur of its proportions should strike even the most flippant dumb."

Then there is the Carlotta Arch, and, farther on, the Elder Cave with its maze of tortuous passages. How far the caves extend future exploration alone can reveal, but the

TEAMS ON THE ROAD

limestone belt has been traced for thirty miles, and probably stretches underground as far as the quarries at Marulan on the Southern Line.

Elevation, 3,658 feet.

After passing Mount Victoria, the railroad runs along the Darling Causeway, between the Lett Valley and the head waters of the Grose. To the left is Hartley Vale through which the old coachroad descended. At Mount Wilson Station the junction with the stock route (Bell's Line) is reached. The railway then tunnels under Mount Clarence and emerges on the brink of the Lithgow Valley. Down into this valley the line sweeps by means of a zig-zag—three sloping ledges of cutting, viaduct, and tunnel.

Lithgow.

Lithgow, though it has the black heaps, skeleton shafts, smoke and grime that are characteristic of a busy colliery, is situated in the midst of romantic scenery. We are here at the western outcrop of the coal-seams which underlie the whole of the Blue Mountains, and which are tapped at various points in the neighbourhood of the line. Besides its colliery industry, Lithgow boasts extensive iron-works, and a large slaughtering and freezing establishment. Advantage has also been taken of the inexhaustible beds of fine pottery clay.

Wallerawang to Mudgee.

At Wallerawang, the centre of a rich mineral district, a branch line runs eighty miles in a north-westerly direction to Mudgee. On the western side stretches a large area of auriferous ground, and tin, diamonds, and other valuable deposits have come to light. About the Cudgegong River, gold, copper, antimony, plumbago, cinnabar, cobalt, coal, and marble have been obtained. Mudgee lies on a rich flat surrounded by low, well-grassed hills. For miles around, the farmers raise heavy crops of cereals and potatoes; grapes and oranges are plentiful; and large quantities of excellent butter are sent from this district to the metropolis. The merino wool from the surrounding stations is world-famous, and the stud rams of Mudgee are in perpetual demand. In the vicinity there are indications of copper and silver; and coal, iron, and slate occur in extensive deposits.

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Westward from Wallerawang, the main line runs through broken and undulating country. Tarana, a quiet settlement on the edge of the Fish River, is overlooked by the crags from which the explorers of 1813 first saw the rolling pastures to the West—

> "There, where the silver arrows of the day
> Smote slopes and spire, they halted on their way.
> Behind them were the conquered hills—they faced
> The vast green West, with glad, strange beauty graced;
> And every tone of every cave and tree
> Was as a voice of splendid prophecy."

The road falls as the Bathurst Plains come in sight, and on all sides are cultivation paddocks on low-lying hills.

Bathurst.

Bathurst, "the City of the Plains," is situated on the Macquarie River, and is thus provided with a plentiful, sometimes over-plentiful, supply of fresh water. The soil is rich and, though gold is worked in various localities, the district depends upon its farmers for its prosperity. The city includes both an Anglican and a Catholic cathedral, and has about it an air of immovable prosperity. Most of the public buildings occupy a handsome block in the centre of the town, close to the public park. But, perhaps, the most pleasing structure in the place is the square-towered Roman Catholic cathedral, the deep-red walls of which harmoniously contrast with the dull-green trees which spread their boughs beside it. All Saints' Grammar School and St. Stanislaus' College take high rank among educational institutions, and the School of Arts, which possesses a large and up-to-date library, is one of the best of its kind out of Sydney.

JIMENBUAN CASCADE, SNOWY RIVER.

Beyond Bathurst the rail traverses a pleasant country of corn-fields and gardens, orchards, and rich pastures, through which a willow-fringed stream winds its way. Then rougher and less-inviting land is encountered, and Blayney is reached in a district where farming, copper-mining and pastoral industries are pursued. From here a branch line has been constructed to afford an outlet for the rich lands on the western slopes of the Dividing Range and to enable residents

Blayney to Harden.

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I shall be a baronet, you'll be knighted, and my old horse will be stuffed, put in a glass case, and sent to the British Museum." Mining operations are still carried on in the immediate neighbourhood. Besides the gold, antimony, silver, lead, precious stones, and excellent marble have been found.

Orange to Forbes. Along the branch line from Orange to Forbes (97 miles) most of the country is fertile, and much of it is adapted for farming. There are also broad patches of mineral country. The line derives its chief commercial importance from its affording railway communication to the rich pastoral and gold-mining district, extending for about 50 miles west of the Lachlan River.

Molong. Molong, the first important town on this route, lies on a bed of limestone beside a tributary of the Snowy River. A belt of pastoral land surrounds the township, but farms and orchards prosper, and copper and gold have been obtained in the vicinity.

THE BROKEN CASCADE FITZROY VALLEY.

Parkes. About Bumberry agricultural development has made great progress since the line was opened, and farming operations are successfully conducted on no inconsiderable scale in the neighbourhood of Parkes. The latter is a busy town on the eastern border of an extensive plain. Within a few miles of the township there are valuable station properties, and the output of wool is large. There was a gold rush here in the early sixties, and, though alluvial digging is not so profitable as it used to be, reef mining promises to afford continuous employment to a large number of men for many years to come.

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Condobolin.

Just beyond Parkes the Condobolin line branches to the right, to open up a fertile district which is well known for the quality of its wheat.

Forbes.

Between Parkes and Forbes the country is fairly level. Much of it is cleared, but there are still tracts of thick bush, and in some places the dark pine scrub grows densely to within a few feet of the railway. At intervals there are plentiful indications of old-time alluvial mining. There was a rush at Forbes in the sixties, and the population numbered 60,000—a motley and disorderly crowd. There are fewer people now, but the well-built regular streets give an impression of permanent and steadily increasing prosperity, which could hardly have been received from the canvas tents and bark humpies of "the roaring days." Quartz-mining is carried on close to the settlement, but, now-a-days, squatters and farmers do more than miners for the wealth of the district. Cereals thrive as well here as in any part of the continent, and potatoes and tobacco find the soil and climate congenial. The Lachlan flows within a short distance of the town-

KURING-GAI CHASE, IN GIBBERABONG CREEK.

ship. In the fine pastoral country for which Forbes provides an outlet, are some of the largest sheep stations in the State

Westward from Orange, the descent from the high land towards the plains is rapid, though the transition is marked by no very distinctive features. The country is broken, and here and there it is intersected with good agricultural patches. Thirty-six miles from Orange, and 1,000 feet below it, quartz-reefing is successfully carried on at Stuart Town (once "Ironbarks"). Precious stones and alluvial gold occur in the creeks. Twenty miles further west is Wellington, situated on a flat expanse of country at the junction of two rivers, but

Stuart Town.

Wellington.

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walled in on two sides by imposing ranges, with craggy and boulder-strewn slopes. The district is largely agricultural and the fields of wheat ripple right up to the outskirts of the town. Potatoes and tobacco also pay well, and good light wines are made. The buildings of the settlement are all constructed of the locally-made bricks, which burn to a deep-red tint and make a pleasant contrast with the greens and greys of the landscape. About 6 miles away, on the banks of the Bell River, are limestone caves which are not only attractive to the æsthetic observer on account of their glittering beauty, but excite the deepest interest of the scientist, who from relics of extinct life-forms will build a picture of past ages. Here are the remains of men who used strange tools and weapons, who made grotesque drawings, and who left their footprints upon clay that has long since turned into rock. Among the fossils found were the bones of a giant echidna, and the tooth of a diprotodon. In 1887 there came to light remains of the long-extinct marsupial lion.

Dubbo.

As we pass north-westward from Wellington, the country becomes more and more suggestive of the plains, and the mountains recede to the horizon. But with intervals of quartz and granite country, the good soil runs right

KURING-GAI CHASE, TOPHAM, YEOMAN'S BAY.

down the Macquarie River to Dubbo—a distance of thirty miles. Dubbo stands on the margin of the great plains. Its streets are broad and straight, lined by white sandstone houses, and it is neat and spick-and-span beyond the wont of Australian country towns. Its wine-press yields a liquor rich and strong. Gold, diamonds, and various gems have been found, and good seams of coal crop up in the neighbourhood. The farmers have had hard fights with the drought now and then, but the final victory has remained with them. In the season, vast quantities of wool are brought in great dray-loads from far out on the plains, to be transmitted by rail from Dubbo to Sydney.

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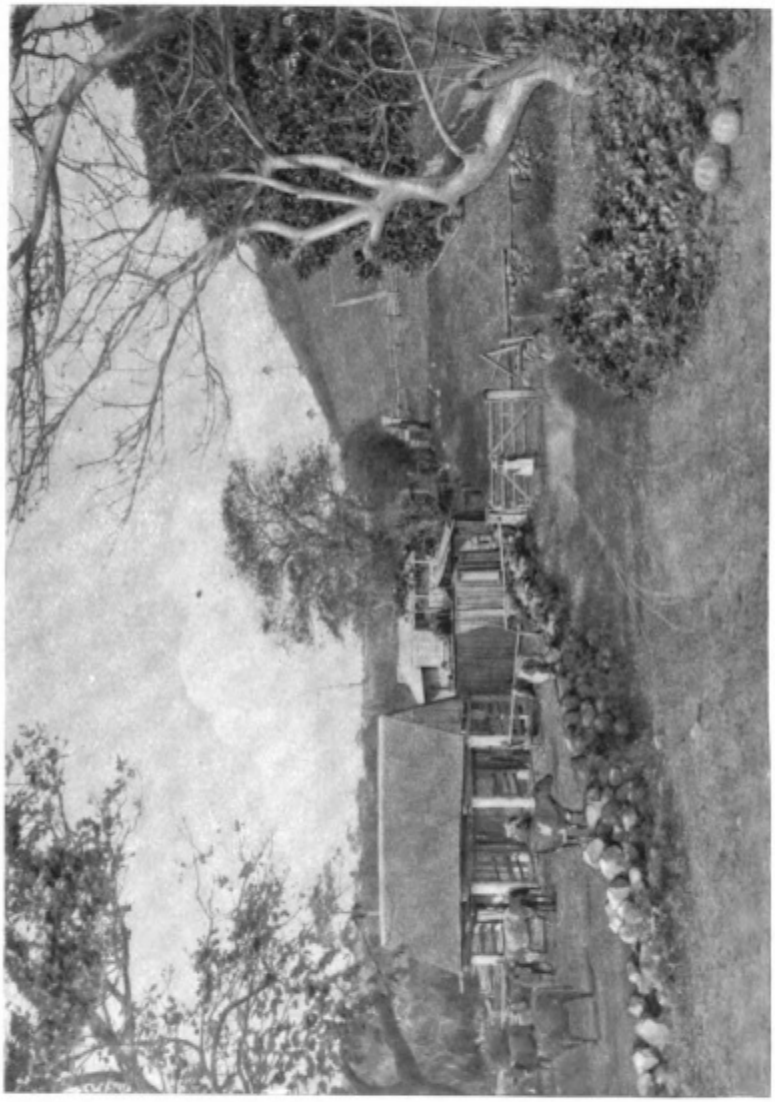

A MOUNTAIN DAIRY.

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Northern Districts.

From Sydney to the Hawkesbury.

Between Sydney and the Hawkesbury lies land of various qualities, and during the past few years many settlements have sprung up and flourish. Orchards have been planted and yield good crops, and suburban districts have been opened and populated in an incredibly short space of time.

Towards the sea and The Lower Hawkesbury.

along the estuaries of both harbours the ground is rugged and in places almost mountainous, and the coast-line is broken into alternate rocky points and sandy beaches. Sixteen miles from Port Jackson, an entrance two miles wide leads into Broken Bay. This is a favourite locality with artists, yachtsmen and tourists; yet it impresses the visitor with a sense of solitude—of lonely grandeur. The bay branches out into long arms of deep water. To the south is Pittwater; to the north, the calm surface of Brisbane Water reflects the dark hill-sides, and between them the Hawkesbury flows down to the sea. Numerous narrow but navigable

IRON COVE BRIDGE, SYDNEY.

estuaries penetrate far by sandstone gorges into the heart of the hills. Dark and unruffled lie these fiord-like waters, overshadowed by cliffs which rise at times to an altitude of five or six hundred feet. And here and there are beaches of reddish-brown, which make a bright contrast with the deep green of the foliage in the background. A handsome railway bridge spans the Hawkesbury, just where the river widens into the estuary. This bridge, which is about three-

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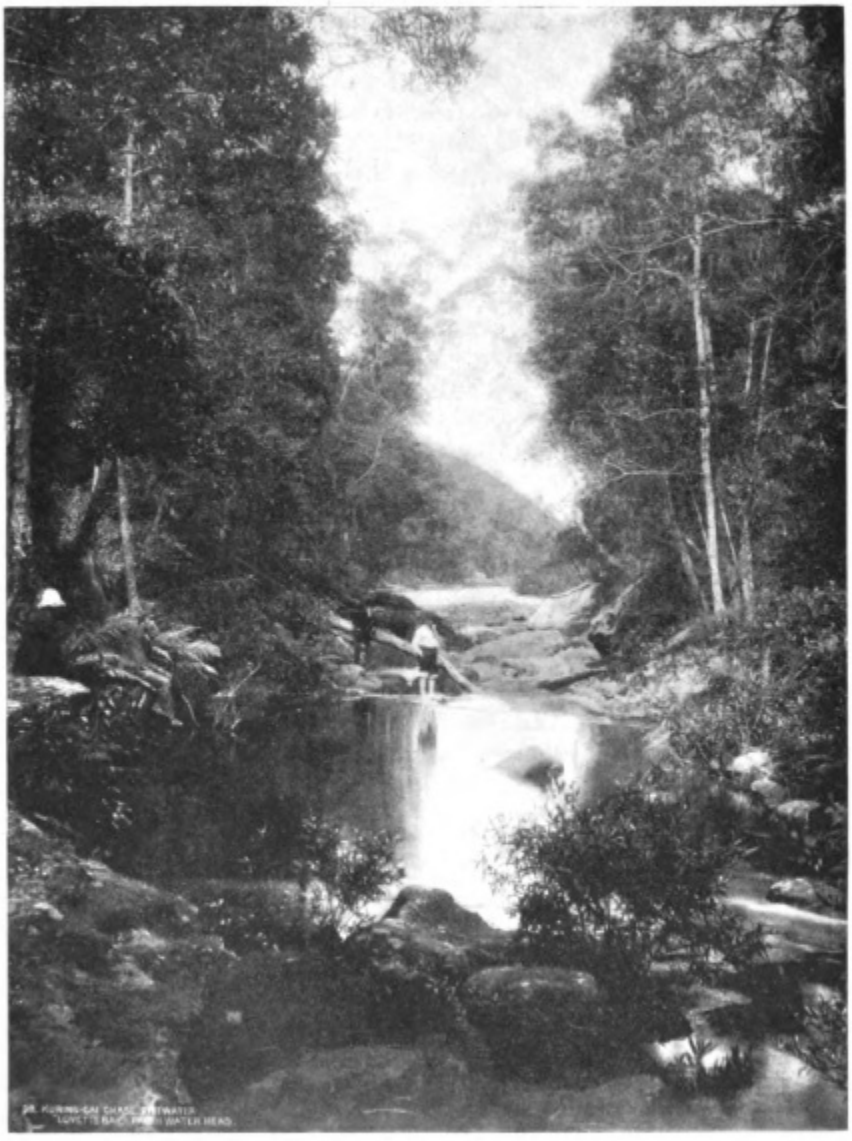
parallel with the railway and the edge of the harbour; and the streets which intersect them drop down the steep hill-side in a sheer descent. There was a chance here for picturesque effect, as of some mediæval European town, such as we see in engravings by Albrecht Dürer.



A PEEP IN KURING-GAI CHASE.

But nobody has ever charged Newcastle with being over beautiful. Utility is the one consideration, and the whole city is eloquent of its staple product. The private residences are plain

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Anvil Creek and Greta lie further afield, and are nearer the town of Maitland, but are properly adjuncts of the Newcastle coal trade. The seam at Anvil Creek is over 14 feet in thickness.

Minmi is about six miles from the railway station of Hexham, which again lies at a distance of fourteen miles from Newcastle. To the shipping shoots at Hexham the Minmi coal is brought by a private line.

The Hunter Valley.

By the river Hunter, or by the Northern Railway route, one approaches the broader areas which find their commercial outlet in Newcastle. The country about the estuary of the river is flat and swampy, but it has a beauty of its own. The broad swamps are pricked through with the hardy blades of a kind of couch grass, and a floating weed here and there spreads into carpet-like masses of brilliant yellowish-green or dark crimson. Reflected in the shining water there are rows of feathery she-oaks—trees which at the lightest breeze utter melancholy æolian moans—and in other places gloomy groves of paper-barked tea-trees stand in the marshes. Along the banks of the river the mangroves grow in dense ranks, and bulrushes rustle for ever at the movements of the tide, and bow low at the wash of passing steamers. Gradually, as the land rises and hardens, we come upon fields of lucerne, sorghum, maize, and oats. We reach broad and productive farm lands, mile upon mile of rich alluvial flats, where five or six crops of lucerne are reaped every year without additional tillage.

Maitland.

Ocean-going vessels ascend as far as Morpeth, a pleasant and healthy township, which connects by a branch line with the railway at Maitland. Maitland is divided into two distinct settlements, East and West Maitland, separated by a creek. East Maitland, the Government town, is the more recent—it stands on higher ground, but West Maitland, though occasionally subject to floods, is the chief centre of industry. The main street of West Maitland is out of all proportion to the rest of the town, because, like many other country towns, the settlement first grew up as a fringe of houses on each side of the road. Extensive works have been undertaken to prevent the encroachment of the river; but, in spite of apparent drawbacks, the place is evidently prosperous, and has an air about it of indolent contentment. An increasing number of handsome buildings bears witness

GLADESVILLE BRIDGE PARRAMATTA RIVER.

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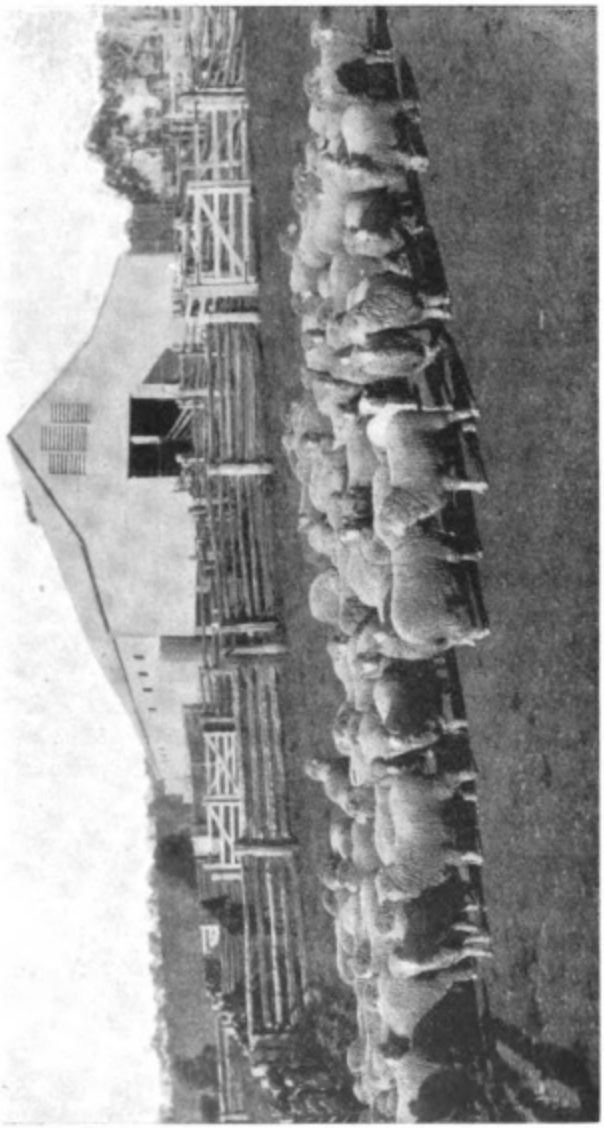

SHEEP YARDED FOR SHEARING.

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and grapes yield heavy crops. Pastoral pursuits also occupy the attention of the settlers, and Merriwa is famous for its Merino sheep. Grand mountainous scenery surrounds the town, and the country is well watered by the numerous streams which have their rise in the Liverpool Range. Pastoral and agricultural industries are also prosecuted in the fertile areas surrounding Cassilis, Denison Town, and Cobborah.

Aberdeen.

On the Hunter River, north of Muswellbrook, the railway touches Aberdeen, more than 600 feet above sea-level. The country is devoted principally to wool-growing; but farming is by no means neglected. The chilling of carcases for export is carried on extensively, and the meat-works here are the largest and best equipped in the State. Eight miles further along the line is the old settlement of Scone, situated in the midst of well-wooded plains and gently undulating pastures. Among agricultural products, the foremost

Scone.

WOOL TEAMS ON THE ROAD.

place is taken by wheat; maize, potatoes, and tobacco are also cultivated. The elevation above the sea is 700 feet, and Scone, having a genial climate, has the nature of a sanatorium. Visitors are also attracted by the beauty of the mountain country in the neighbourhood.

Mount Wingen.

At an altitude of 1,000 feet is the town of Wingen, which interests the tourist because it stands within a few miles of a burning mountain. This is not a volcano—we have not an active volcano on the continent; but before the advent of the white man a vast bed of coal became somehow ignited here, and it has been glowing and smoking in the hill ever since.

Murrurundi and the Liverpool Range.

Murrurundi, at the foot of the hills, is the last town on the Great Northern route before it crosses the Liverpool Range. The name of Murrurundi, conferred on the place by the blacks, means "the big camping-ground." The line rises rapidly from this point, sweeping round

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the face of the encircling hills, and then, piercing the mountain with a tunnel 528 feet in length, emerges upon the Liverpool Plains—a vast tract of rich volcanic soil sloping away to the Darling River. For either pastoral or agricultural purposes the magnificent fertile country on either side of the railway in this region is unexcelled by any portion of the State. A great deal of the land is at present taken up in pastoral holdings; but the demand for closer settlement will soon necessitate the conversion of much fertile and productive country into farms and corn-fields. At present there are only two important townships on the plains—Quirindi and Tamworth—though there are a number of villages. Quirindi presents an unusual appearance, inasmuch as its main street, which faces the railway, is built only on one side. The principal products are wheat and various other grains.

The Liverpool Plains.

Quirindi.

From Werris Creek station—a few miles beyond Quirindi—a branch to Narrabri runs in a north-westerly direction through rich level country, while the main route bears slightly toward the east. The Narrabri line travels through a continuous tract of pastoral country, for the most part along the edge of a treeless plain, where the mirage is a common phenomenon. The first considerable stopping-place is Gunnedah, at the junction of Mooki Creek with the river Namoi, where the settlers give a good deal of attention to agriculture, and devote some thousands of acres to the production of excellent wheat. Narrabri, which is 96 miles from Werris Creek, is the centre of a wealthy pastoral district. Farming is practised and wheat is grown with success in the neighbourhood; but essentially this is pastoral country, and will remain so for many years to come. The volcanic soil of the Liverpool Plains produces pasturage which is always sweet; and though droughts occasionally afflict the countryside, their effects vanish within a week of good rainfall. Underfavouring conditions, the grass grows up in many places to such a height that standing cattle are hidden by it, and sheep have actually to be removed to higher and poorer feeding-grounds. There are large refrigerating-works at Narrabri, and four wool-washing establishments. An extension of the line runs from Narrabri, through 63 miles of pastoral holdings, to Moree on the Gwydir River.

Werris Creek to Moree.

ABORIGINAL MIA-MIA.

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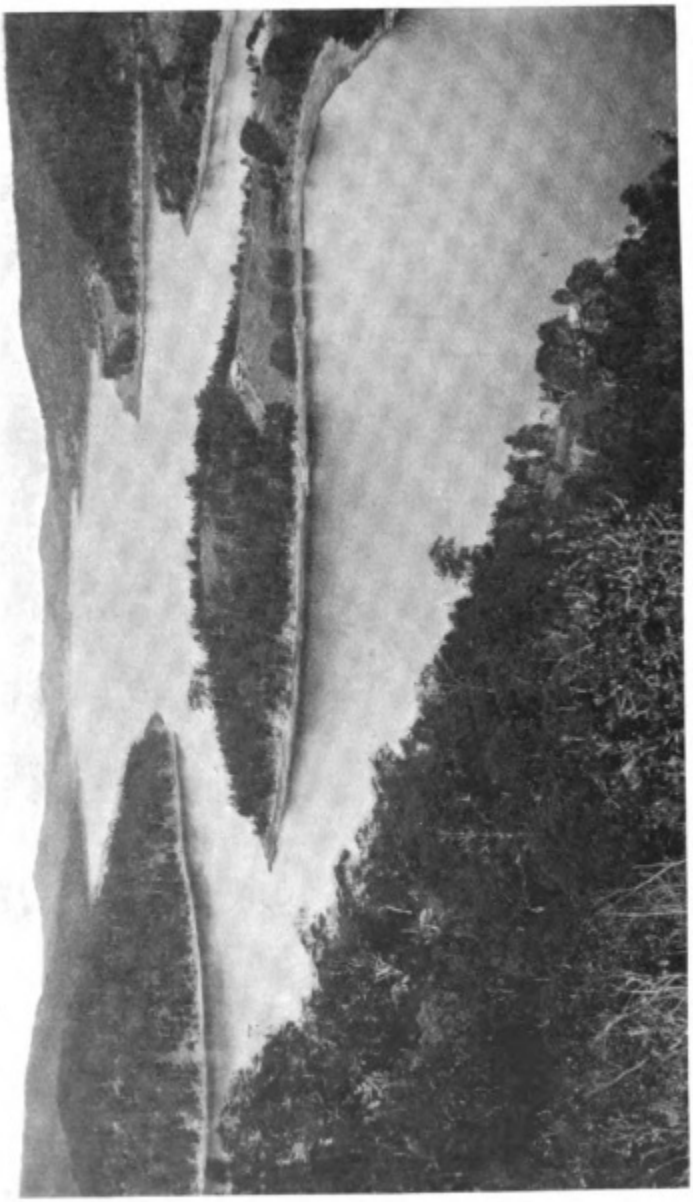

A VIEW AT PITTWATER.

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chain rises. Here is wild scenery of peculiar beauty. Down rugged gorges, flanked by precipitous heights, flow creeks which, in rainy weather, are clamorous and fierce, and leap "from chasm to chasm" in a series of cataracts.

Glen Innes, Emmaville (Vegetable Creek), and Inverell.

The highest point in the railway system of the State is reached at Ben Lomond, 4,500 feet above the sea. After passing the bleak and rugged summit of the range, the line runs down through rough granite country, and fertile plains, to Glen Innes, a picturesque and prosperous town in the shadow of a high hill. The climate is cool and invigorating, and the surface of the surrounding country is alternately mountainous and flat. Large areas are taken up in the cultivation of hay and wheat, and tin-mining has added greatly to the prosperity of the place. One of the chief centres of the tin-mining industry is Emmaville, which lies 28 miles north of Glen Innes. The metal was first found in the form of easily washed-out stream tin in the gullies, but rich lodes are now treated by elaborate machinery. Inverell to the west, is also noted for its production of tin, and the country lying between it and Glen Innes comprises wide tracts of agricultural land, much of which is taken up by farms and vineyards.

THE WHARF. PATERSON.

Tenterfield.

Only 12 miles from the border is the town of Tenterfield, among the hills that flank the northern portion of the New England Range. It stands at an elevation of 3,000 feet, and its bracing climate proves attractive to Queensland residents in search of a sanatorium. Gold, silver, and tin occur in payable quantities about the river-beds and mountain spurs in the east and north.

West of the Table-land.

To the west of the table-land, along which the Northern line makes its way, the ground slopes towards the centre of the Continent, and agriculture gives way by degrees to pastoral occupation. This is the general character of the country lying in the large triangular tract, of which Tamworth is the apex, while Mungindi and Tenterfield stand at the extremities of the base, the two railway routes bounding it on either side. There are no very large towns within these lines.

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East of the Table-land.

Between the table-land and the coast is a region of splendid agricultural country, watered by many streams, and enjoying a plentiful rainfall; but, on account of the serious engineering difficulties which would have to be dealt with, no railway traverses the North Coast districts, and communication is principally by sea.

Some of our grandest mountains are in the extreme north-eastern corner of the State. They are beautiful in shape, and thickly clad with attractive foliage. Mount Lindsay, on the border, rises to a height of 1,000 feet, in the midst of luxuriant forests; at first the sides of the great hill form a graceful curve, but at the summit there is a sudden shooting up of perpendicular precipices, and the dark green mountain is crowned with glistening rock. At Mount Lindsay the Richmond River has its source.

The Richmond.

Casino is 90 miles from the sea at the head of navigation on one of the arms of the Richmond. In old days the chief industry of the district was the rearing of fat cattle. To this was added timber-cutting, for in the semi-tropical jungles, especially on the lower lands, cedar was very common. The logs were drawn to the water's edge, and then floated in rafts down the river. But the usual improvidence was shown, and all the best trees within easy reach of the stream have disappeared. Sugar-cane is grown on the alluvial flats, and is now one of the staple products. Dairy-farming is also practised with immense success, and, indeed, is rapidly becoming one of the chief supports of all the northern river districts.

At the head of navigation, on the northern arm of the Richmond, stands Lismore, where some of the finest timber in the world is shipped. Since all the best timber in the near vicinity of the river banks has been cleared, the wood-cutters have to go further and further back into the ranges. They cut their tracks over the roughest country, through tangled scrub, across the rocks and ferns of secluded dells, and down steep and rugged hillsides. To drag the huge logs along these uncivilised ways would seem to the uninitiated farcically impracticable. But the patient bullocks, guided by whip and voice, slowly press onward and the loads of lumber follow. The coastal ranges, where the giant timber grows, are extremely beautiful. Even on the ridges there is a thick growth of trees and shrubs and ferns, all laced and

MUSTERING ON A CATTLE STATION

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matted together with liana cables, and vines with claw-like thorns. So thick is the vegetation that the wind hardly reaches the lower scrub, but roars past overhead in the tops of the tall forest-lords. All down the slopes the fallen trunks and the foliage of past seasons lie and rot, so that the traveller at times sinks knee-deep in the mass. In the bottoms there is stillness, only broken by the plash of water, the songs of birds, and the rustling scramble of the goanna as he seeks refuge in a tree. All about the creeks, grow ferns waist-high, and others spread their fronds in the high forks of mossy trees. Wonderful orchids perch aloft, or lift their bright clusters from dark, shining leaves on the ground or on green-coated logs. It is Eden; and even the snake is not wanting.

SHEARING UP THE BACK.

The Tweed.

A railway connects Lismore with Murwillumbah on the Tweed River, running through a country of tropical climate and luxuriance of vegetation. In the "Big Scrub" stand side by side the tall columns of the teak, the straight shaft of the pine, and the verdurous mass of the cedar. Figs and palms grow in the all-but impenetrable jungle, with tallow-tree, iron-wood, beech, black-bean, red-bean and rosewood—an endless wealth of timbers, hard and soft,—and from every tree droop ferns and festoons of creepers. All along the line is a lush profusion of vegetable growth. One sees mountains, too, cane-fields, innumerable streams, and far-off glimpses of the sea. Large quantities of maize and sugar-cane are cultivated, whilst dairy-farming is becoming more and more general. Towards Murwillumbah one gets a fine view of Mount Warning, and to the north the long outline of the Macpherson Range dividing New South Wales and Queensland. Murwillumbah stands on the Tweed, about 20 miles from its mouth. The main industries are cane-growing, dairying, and timber-getting. At Condong, 3 miles down the river, the Colonial Sugar Company has an extensive mill, to which a branch line has been constructed,

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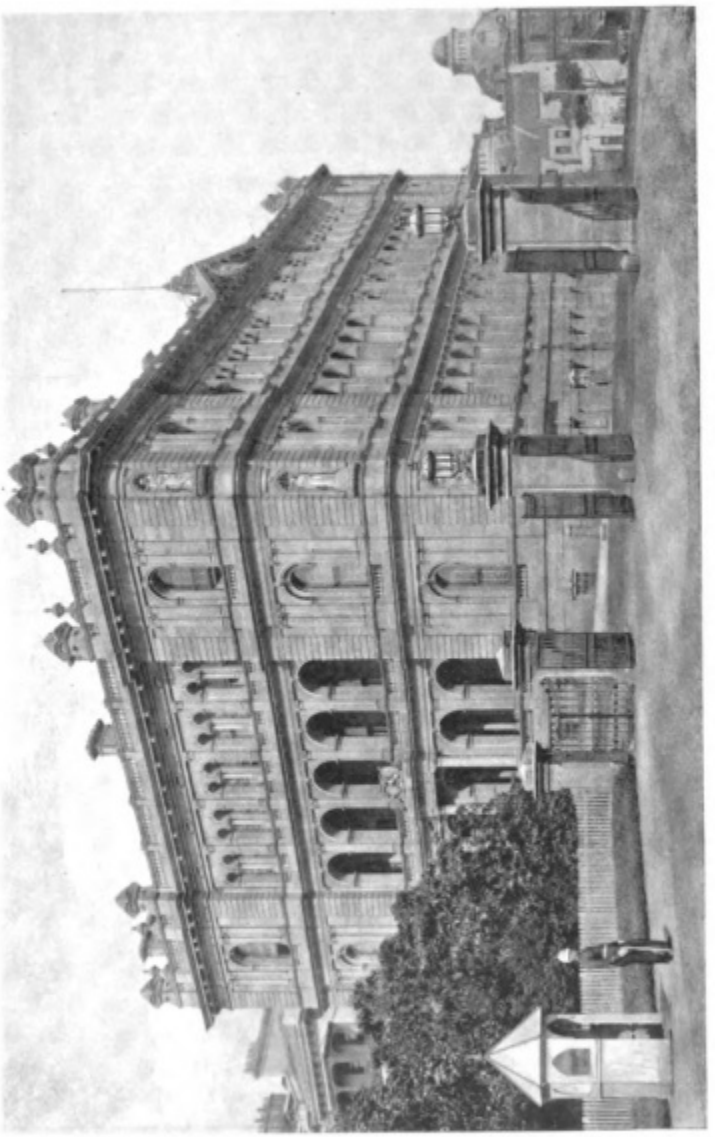

CHIEF SECRETARY'S OFFICE, SYDNEY.

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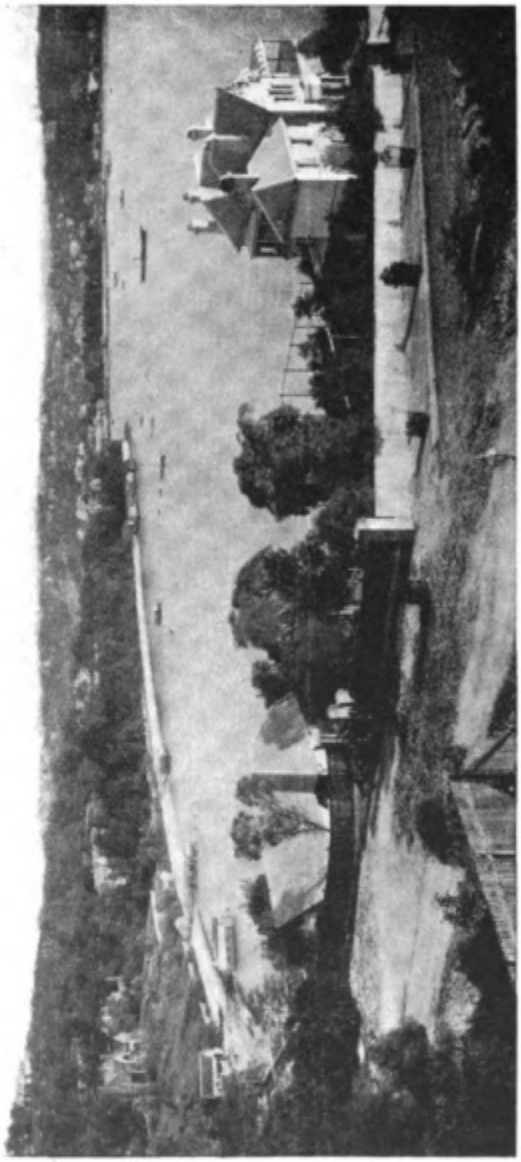

DOUBLE BAY, SYDNEY HARBOUR.

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Myall Lakes and the Port Stephens district.

A large district, of which Port Stephens is the natural outlet, lies south of the Manning. About the extensive lagoons called Myall Lakes, and in the neighbourhood of the pretty little Myall River are forests of valuable timber. Bulladelah, on the Myall, lies at the foot of a mountain of alunite. The rock is worked near the summit of the hill, and the great scar, like a cloud of smoke suddenly arrested in its upward course amid the dark foliage, is a landmark that attracts the eye from far across the neighbouring plain. The principal town of this well-watered district is Stroud, the home of saw-mills. Gloucester lies further to the north, and to the north-west is the gold-mining settlement of Copeland.

The northern rivers between Port Stephens and Queensland form a very valuable portion of the State, but progress has been greatly checked by the practical limitation of traffic to the sea-routes. Moreover, most of the rivers have a sand-bar at the mouth, and for many years this circumstance seriously affected the prosperity of the coastal district. Some of the rivers could only be entered by vessels of any size when tide and weather were favourable. But the Government has recently erected breakwaters, at great expense, thus increasing the scour and so deepening the channel, while in some cases good ports of anchorage have been formed in the estuary. This policy has already justified itself by remarkable results.

HAWKESBURY RIVER.

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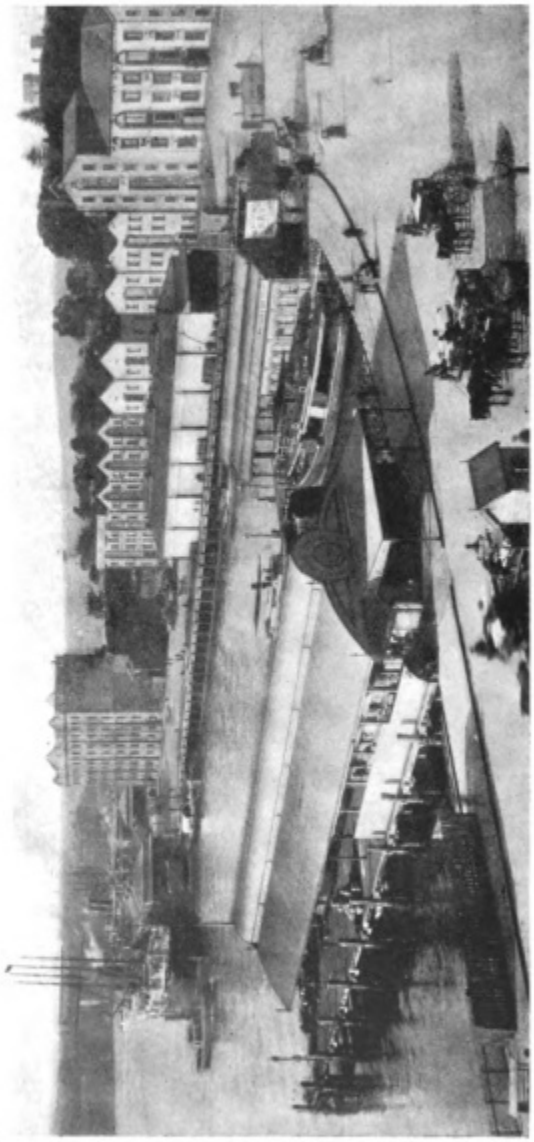

CIRCULAR QUAY, SYDNEY.

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Picton.

After crossing the Nepean, the line, which hitherto has been making a very gradual ascent, begins to mount more perceptibly towards the table-land. The hills are steeper, the creeks babble down courses more abrupt, and between the patches of tilled land are dark tracts of bush. The next important stopping place is Picton, a quiet hamlet in the valley of the river, surrounded by lofty hills. A coach-road between Picton and the rich alluvial valley of Burragorang passes through scenery of wild grandeur, where the Wollondilly flows down a valley flanked by mountain walls 2,000 feet in height. Another drive through magnificent and picturesque surroundings is afforded by the coach journey to Burrawang.

Mittagong.

A few miles beyond Picton the line enters a thickly-timbered district, in which there are few clearings—a rough sandstone country, up the steep gradients of which the train toils with difficulty through long, deep cuttings, till at Mittagong it reaches an elevation of 2,069 feet. The district on this portion of the table-land—including Mittagong, Bowral, Burradoo, Bong Bong, and Moss Vale—is one of the most frequented health-resorts in the State. The scenery, though it has not the grandeur of the Blue Mountains, is pleasant and varied—in some places rugged, and elsewhere smooth and park-like. English fruits thrive in the good soil, the climate is pleasant, and the lightly-timbered uplands, with their fairly even roads, allure the horseman and cyclist. Wealthy citizens from Sydney have their summer homes on the plateau, and many of them live there all the year round, going to and from Sydney as though Bowral were a distant suburb.

WOOL TEAM.

In the vicinity of Mittagong are some of the most valuable mineral deposits in the States. At the Fitzroy mines, within a few minutes walk of the station, excellent hæmatite iron ore is obtained. Four miles away a fine coal seam has been tapped, and in a deep gorge at Joadja Creek, fifteen miles distant, kerosene is obtained from a bed of shale estimated to contain one million and a half tons.

Berrima.

Berrima, picturesquely situated beside the Bong Bong Creek, about four miles from the trunk line and on the Main Southern road, is the centre of a district rich in minerals. Since the railway has diverted the traffic, there have been few changes at Berrima. The town is delightfully sleepy, with something of

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the aspect of rural England. Old people sit in the sun and look as though they had not budged since the first comfortable little cottages were built.

The Wombeyan Caves.

From Berrima, a recently constructed road runs through Bullio, down the mountain slopes to the clear rippling Wollondilly, and thence up a convenient spur to Wombeyan. Another route leaves the rail at Goulburn and passes through Taralga. Wombeyan Caves are similar in formation to the caves at Jenolan, but, though they are not so extensive, they are perhaps even more beautiful, inasmuch as the objects of interest seem to cluster more thickly together. The gem of them all is the Kuringa Cave, the ceiling of which is marvellously draped with stalactitic

AYRSHIRE AND JERSEY CATTLE.

formations of various hue. The Basin Cave is remarkable for its terraces of natural tanks or basins, some of which are over six feet in depth.

Bowral.

Between Mittagong and Bowral the railway passes by a tunnel beneath a high mountain spur known as the "Gib" from its fancied resemblance to Gibraltar. From the top of the Gib, on clear days, fine views of the country are obtainable, and one can even see the distant ocean. Under shelter of this rock, and even extending upon its lower slopes, is Bowral, a thickly populated little town, with the usual appurtenances of a fashionable resort.

Moss Vale and the Fitzroy Falls.

Moss Vale is a pleasant little township stretching on both sides of the railway line over lightly timbered land, most of which is only gently undulating. Some of the wealthiest families in New South Wales have built handsome mansions in the district, and two miles from the station,

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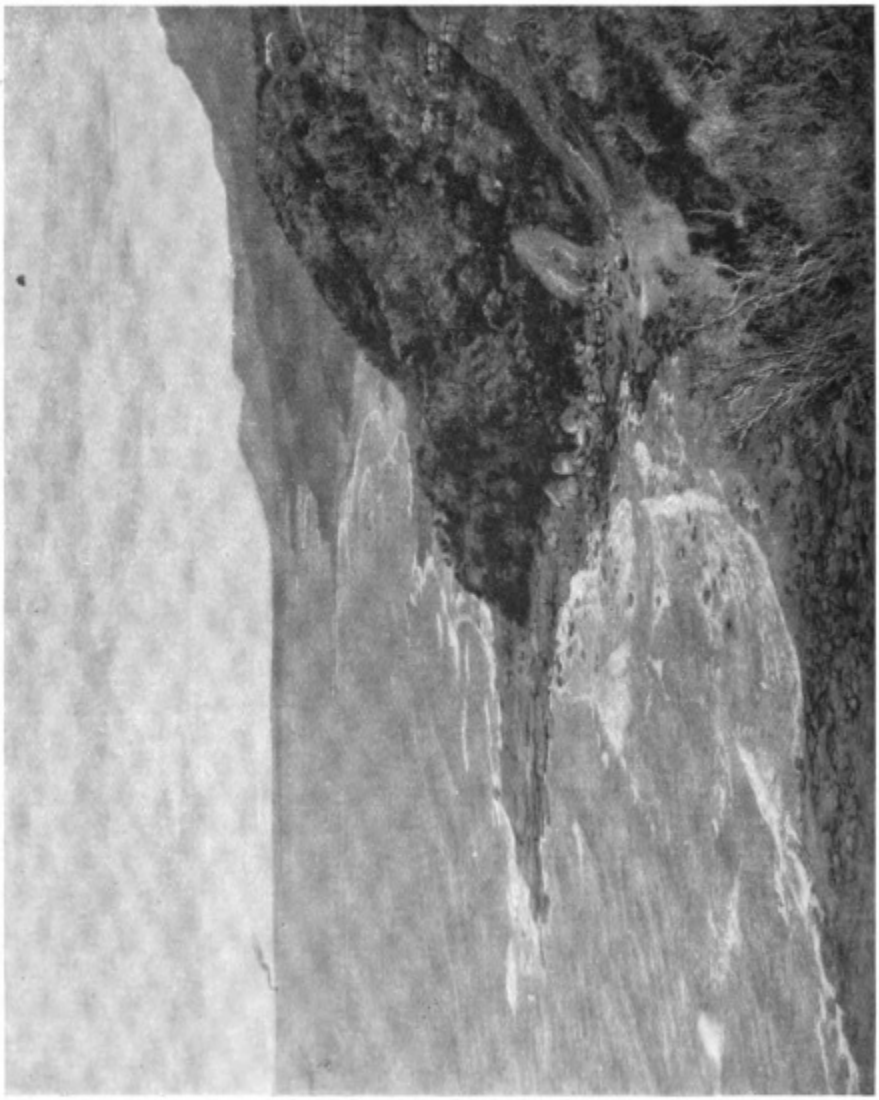

COAST SCENE, NEAR CLIFTON.

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Lake George.

glimpse of Lake George, the largest lake in the State. Though the basin is fed by a number of large creeks, the water has no outlet whatever. The evaporation, however, is very great, and the depth varies considerably with the rainfall. Since 1818, the bed of the lake has twice been perfectly dry. Even after rainy seasons, the water is brackish and unfit for drinking purposes. On its western shores the lake is bounded by a chain of rugged mountains, continuous except at a point known as George's Gap. When seen under favourable conditions the whole lake is picturesque, and the locality is an ideal camping ground for holiday makers and sportsmen. Before the advent of the white man, Lake George was frequented by a large tribe of aboriginals, now extinct, and numerous interesting relics have been found in the neighbourhood; in fact, stone weapons and similar curios are continually being picked up all over this district and about the plains of Monaro.

UPPER SNOWY RIVER.

Queanbeyan.

Shortly before arriving at Queanbeyan, the train crosses the Molonglo River, which flows beside the line for some distance in a deep and rugged gorge. Queanbeyan, 60 miles from Goulburn, is the centre of a district much favoured by agriculturists, though pastoral pursuits must also be reckoned amongst its principal industries. Cereals are produced in large quantities, and English fruits are cultivated to perfection. Here, as elsewhere on the Cooma line, deposits of gold, silver, and copper are found. To the eastward lies Braidwood, another important farming centre, and fifteen miles south of Braidwood are the gold-fields of Araluen.

Monaro.

Leaving Queanbeyan, the line passes through fine station properties where the sheep graze, knee-deep in grass, on rich flats among the hills. At Michelago the edge of the Monaro Plains is reached—plains which extend southward as far as the Victorian border, while the Snowy Mountains represent their western margin, and the coastal ranges bound them on the east. A mile from Michelago the Murrumbidgee River flows through a narrow gorge 500 feet in depth. For thirty miles the railway line follows the course of the stream, then, crossing the Bredbo River, makes its way by rolling downs and stony ridges towards the town of Cooma.

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Cooma.

Cooma is situated in a hollow, surrounded by successive tiers of hills. The town is handsome and well laid out, and the dwelling-houses are chiefly built of brick, suggestive of the internal comfort so grateful in a climate where the nights are invariably cool, and in the winter extremely cold. For Cooma stands nearly 3,000 feet above sea-level. Three miles from Cooma, Mount Gladstone rises 900 feet above the level of the town, and affords a convenient standpoint from which to obtain a view of the country—the table-land, with its rounded hills, the fertile downs, and in the distance the purple mountains with Kosciusko standing snow-clad in their midst. The name of Monaro, which is a corruption of "Maneroo," the aboriginal term for the female breast, is excellently suggestive of the appearance of the rocky protuberances which rise from the ground on every hand. Few districts are better watered than this, and the country is not to be excelled for grazing and stock-breeding purposes. The soil also in the more level tracts is well adapted for the plough.

MOUNT KOSCIUSKO.

Kiandra and Yarrangobilly.

Yarrangobilly is sixty-five miles away by a road which passes north-west through Adaminaby and Kiandra. Kiandra is in the heart of the Australian Alps, and its climate is intensely cold. In winter the streets are occasionally piled with drifts, through which the people tunnel for egress from their homes. At such seasons snow-shoes are generally worn, and sports are held at which "ski" races and tobogganing are the chief attractions. The Yarrangobilly Caves have been described, by a gentleman who possesses exceptional opportunities for the study of cave scenery, as far superior to the Jenolan Caves in beauty and extent. One cave, the Glory Hole, has been known to residents of the district for more than half a century. More recently six additional caves have been discovered. The entrances penetrate the side of a hill, commanding a fine view of a well watered valley. The formations are infinite in variety of form and hue. There are elaborate chambers, where stalagmites like cathedral spires crowd the floor, forests of pillars with basins shaped like baptismal fonts between them, coral-like clusters, rich draperies, and crystalline walls resembling waterfalls.

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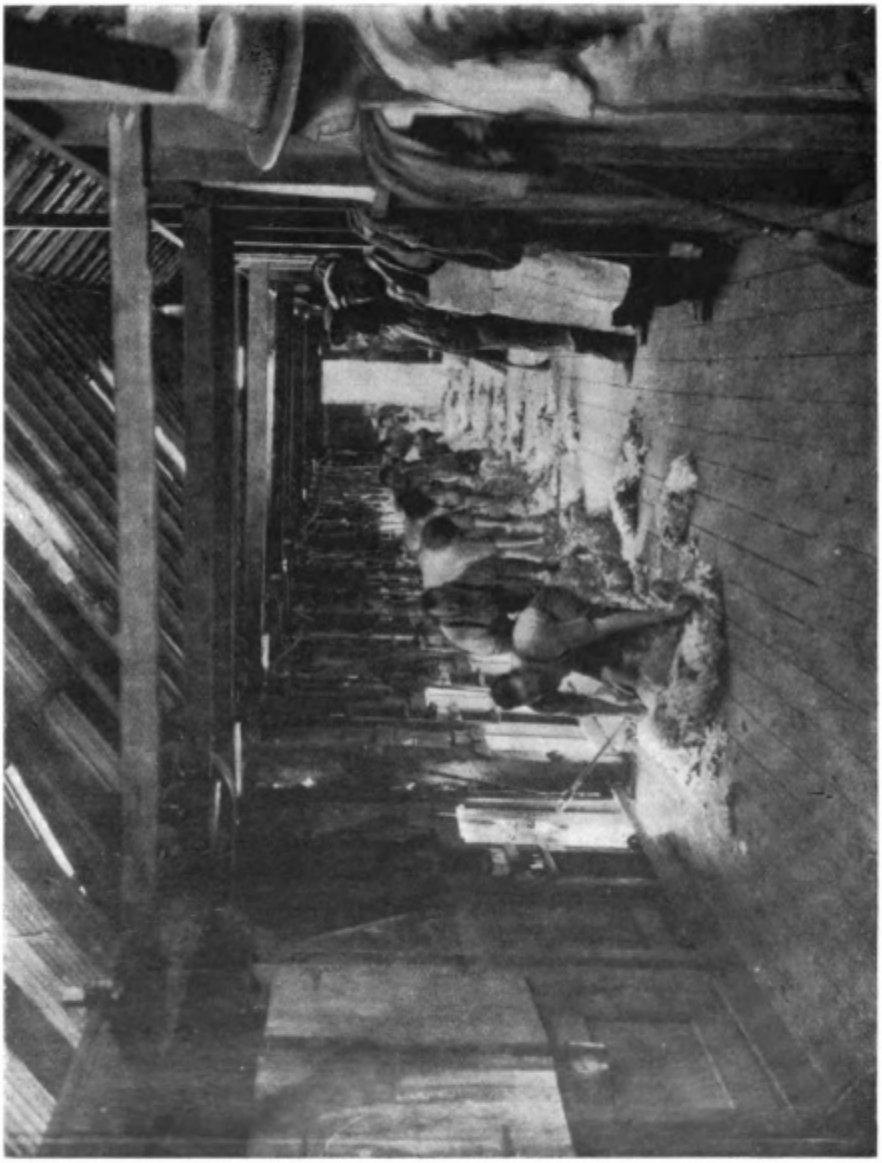

INTERIOR OF A SHEARING SHED.

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growing, the stockowners fatten large numbers of sheep and cattle for the Sydney market. The town is at the head of navigation on the Murrumbidgee. The first settlers, in defiance of the warnings of friendly blacks, made their settlement on the river-flats. Year after year, the waters regularly rose and flooded the township, but, until 1852, no serious damage was done. In that year, there were heavy rains, a swollen torrent rushed down the valley, and Gundagai was swept away. Eighty persons perished in the inundation. Subsequently, the township was rebuilt on a safer site. A bridge, five-eighths of a mile in length, has been thrown across the river, and the main road southward leads to Adelong and Tumut, which are both important gold-mining centres.

MOUNT KOSCIUSKO.

Junee.

Junee owes its importance to its position as the junction for Jerilderie, Narrandera, and Hay, and to the circumstance that it is a locomotive depôt.

Junee to Berrigan and Hay.

When the branch-line from Junee to Hay was constructed, the route lay through a succession of large pastoral estates; but now this district is one of the chief granaries of the State, and immense seas of wheat roll in the wind where once the sheep and cattle ranged and grazed at will. For some distance to the west of Junee, the undulating landscape is clothed with a dark robe of pine scrub, and about Ganmain, the dense forests have been thinned to facilitate the growth of the timber. Near Grong Grong, we touch the southern extremity of the auriferous belt which extends northwards through Temora, Yalgogrin, Barmedman, and Wyalong.

Narrandera.

Sixty miles from Junee is Narrandera which forms the junction for the branch line to Jerilderie and Berrigan. The town lies between the Murrumbidgee River and a tract of thickly-timbered country to the north. There are extensive chilled-meat works, and the red-gum and pine of the river-flats give employment to several saw-mills, while wool-washing and flour-milling are among the more important industries of the township. Though much wool of superior quality is produced, fine agricultural land, it is hardly necessary to state, is being cultivated here as elsewhere on the line.

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Narrandera to Hay.

West of Narrandera, the line runs through an unbroken plain, on the northern horizon of which loom the Cocapara Ranges. From Whitton, there is a coach-road, *via* Ranken's Springs, to Lake Cudgellico (a picturesque sheet of water which offers notable inducements to the sportsman), and thence to Condobolin. At Carrathool, the point to which traffic converges from Hillston and the back-blocks further north, there are large chilled-meat works. Uardry is famous for its stud sheep, bred from the finest strains.

Hay.

Hay, virtually the capital of the province of Riverina, is the natural business centre for a large area of pastoral country. To the north stretches the One-tree Plain, so called from the conspicuousness of a tree

SYDNEY HARBOUR FROM NORTH SHORE.

on the road to Booligal, while the Old Man Plain extends southward for eighty monotonous miles. A number of outlying townships—Booligal, Mossgiel, Ivanhoe, Clare, Oxley, and Maude—depend upon Hay for their supplies and the means of transit to Sydney. In spite of the flatness of the surroundings, Hay is a pleasant and attractive as well as a busy and prosperous town. The Murrumbidgee flows past it, beneath a long iron bridge, and its wide and well-shaded streets present a handsome appearance. The climate is noted for its salubrity. The surrounding lightly-timbered plains, with their myall belts and swampy flats, yield abundance of game and wild fowl, as well as pasture for the sheep and cattle, and the river is plentifully stocked with fish. Hay is the cathedral city of the episcopal diocese of Riverina.

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chocolate soil, until the Murrumbidgee is crossed by an iron bridge, and Wagga Wagga is reached. Wagga stands on a site considerably below the level of the line, and is a typical squatting township. Although the surrounding country is mostly devoted to grazing, large areas are also under cultivation, and the agricultural interest will strengthen as years pass by. It was at Wagga that Tom Castro, the notorious Tichborne claimant, kept a small butcher's shop.

Wagga.

From The Rock, which takes its name from an abrupt mountain of red volcanic stone, rising from the flats to a height of about 2,000 feet, a coach-road leads through pastoral country, of first-rate quality, to the lake and settlement of Urana, where the agricultural industry has undergone wonderful expansion, though

The Rock & Urana.

A PEN OF SHEEP.

much good land is still used as sheep runs. Urana is only about seventeen miles from the Jerilderie branch line.

South of The Rock extends fine pastoral country, of rather monotonous aspect, enormous paddocks with droves of sheep, and a scattered company of ringbarked trees. From Culcairn a line branches to the right, and runs for forty-seven miles to Corowa, through a marvellously fertile country of prosperous sheep-breeders and farmers. Corowa stands on the Murray, about forty-seven miles to the west of Albury, and has been well described as "a perfect paradise for agriculturists," and vignerons also have found here an excellent sphere of operations.

Corowa.

The main line to the south of Culcairn runs into pleasant undulating country, with ploughed slopes and pastoral paddocks, and here and there a broad pool of water glistening in the hollows. As the undulations become

Albury.

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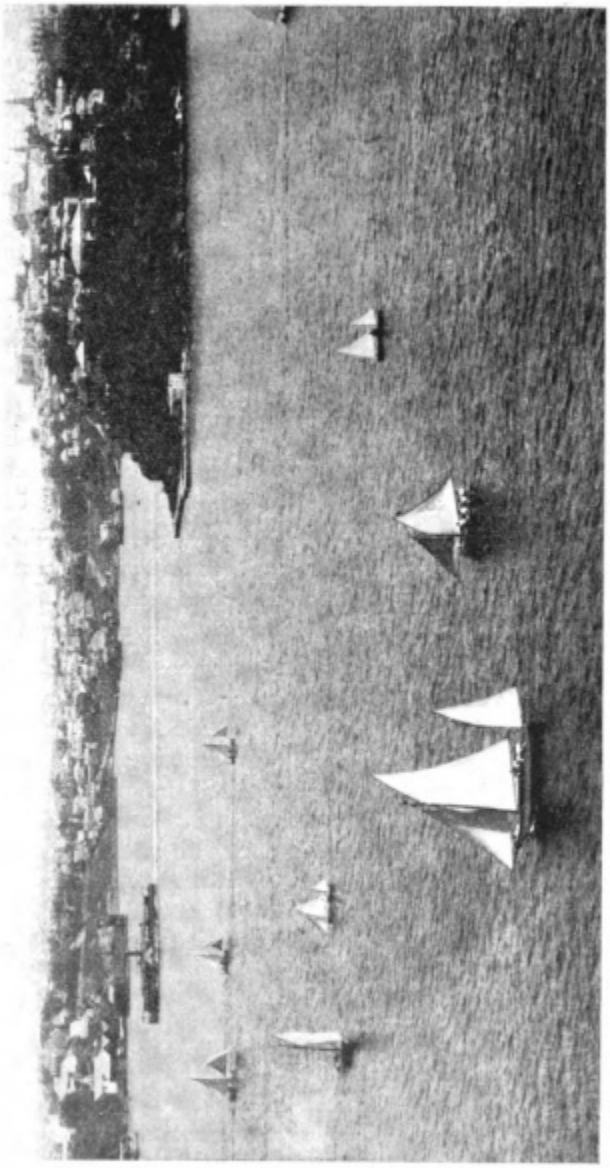

A VIEW FROM NORTH SHORE.

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miners passing to and from their work than for lovers who wish to surround their honeymoon with picturesque and romantic memories.

Lilyvale, a village of timber-getters and saw-millers, stands above a babbling creek, overlooked by steep slopes and towering crags. A little further down lies the colliery of Otford. Immediately beyond Otford the train plunges with a shriek into the darkness of a tunnel, 5,000 feet in length—the longest on the line—and rushes through the heart of a great hill to emerge in full view of the ocean at Stanwell Park.

Stanwell Park, and the Illawarra District.

Immediately to the right are the towering ranges, with a thick robe of forest trees; and where the creeks run down the gullies, are ferns and the fan-like leaves of cabbage palms. Dim, shadowy, sylvan solitudes are there, where the shafts of sunlight seldom fall, and the dropping flow of water is rest and refreshment to the mind; and the very birds feel the subduing influence of their peaceful home, and are trustful and almost tame. To the left the breakers foam on a beach of sand—not sand of dazzling white, such as we find about Sydney, but of the softest and most delicate shade of brown. To the south, headland after headland stretches into the Pacific, until the farthest is lost in haze; for, on a summer day, the light purple mists soften the distant outlines till even the ocean and the sky become indistinguishable, and the horizon is lost in a sea which stretches into the very region of dreams. This is the northern end of the Illawarra district—a strip of rich land between the mountains and the sea. Here the ranges come right down to the water's edge; southward the belt widens, but from this point to Nowra the dark wall of hills never retreats far inland. The cutting westerly gales can never play upon this green land, but it welcomes the moist, warm breezes of the sea. Well may Illawarra be called "The Garden of New South Wales."

ALLUVIAL FLATS.

Clifton.

At Clifton a perpendicular cliff rises from the ocean to a height of 1,350 feet. The railway is above, piercing a spur of the range; but a good road winds round the foot of the precipice, and in stormy weather the salt spray flies in the face of the wayfarer. In 1726 Flinders and Bass found here black lumps of slaty-looking stone, rounded to shingle by the waves. It was the first coal discovered in New South Wales. Next year Clarke and others found similar nodules and burned them. Subse-

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quently Bass was sent to verify Clarke's discoveries, and in the face of a cliff whose base was "swilled by the wild and wasteful ocean" he saw a stratum of coal about six feet thick, and clearly traceable for about eight or nine miles; but the mineral was so inaccessibly situated that no immediate steps were taken to work it. Now, however, the face of the rock has been tunnelled, and from the mouth of the mine a jetty, 500 feet in length, projects into the sea.

Bulli.

From the cliff-top the line dips down almost to the level of the sea. The ranges recede, and the shore spreads out into rich pasturage. On these fertile flats lies Bulli, where the coal seam is pierced by a tunnel at 400 feet above the sea. In this neighbourhood a portion of the seam has been so heated by natural forces as to be converted into coke, which is much used on the steam tramways of Sydney. Before the Illawarra railway was constructed, the usual route to the South Coast lay through Campbelltown and Appin, along the barren sandstone ridge that lies to the east of the Nepean, until the road emerges from the bush at the head of the Bulli Pass. From a wilderness of sandy soil and stunted trees one comes suddenly to the cliff's edge, and the ocean bursts upon the view. David Christie Murray, the well-known actor, lecturer, and novelist, once made an ascent of the Pass, and thus describes his experience:—

KEMBLA PASS, ILLAWARRA.

A home of beauty that I visited was the Bulli Pass, and if there is anything better worth seeing in Australia I will go to see it, though it cost me a thousand miles of travel. Half way up the winding ascent we paused to look at a giant gum-tree, which stands retired, as great beauties sometimes will, and hides its splendours in the lowly vale. We paid our homage to the living giant, and, making our way back to the road, resumed our ascent of the Pass. The vegetation on either hand grew dense and splendid—cabbage-palms, cactus, aloe, tree-ferns, and prickly-pear were there in one glorious tangle. It was not until we reached the first "Weber's Outlook" that the rich beauty of the place we had come to visit declared itself. No word-painter ever lived who could actually convey to the imagination of another the image of everything he had seen. But, futile as the task must be, let me essay it. To begin with, picture for yourself a rough little paling at the precipitous edge of the road; lean over it, if you have the nerve, and if you choose you may drop a pebble which will fall more than 200 feet without touching clay or foliage. The precipice overhangs, and that mere reflection seems to make the ground unstable. Below, to the front and left and right,

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lies the sea—a scene of most delicate azure, fading on the horizon into palest turquoise. The sands are golden, and curved into innumerable bays. A line of white foam, following the delicate outline of the shore, breaks utterly unheard away and away; and away to the right waves this most undulating triple line of blue and white and gold until they all meet together in the distance. The land sweeps boldly up in striking lines, and every hill-side is a very riot of verdure. The gum asserts itself here and there, but mixes its grim grey with many more cheerfully coloured growths, and in the mid-distance a slender column of blue smoke marks the whereabouts of some unseen manufactory or mine. On the extreme verge of distance the white houses of the town of Shellharbour gleam softly with brightness chastened by the intervening air. An unbroken stillness broods over all, and though the atmosphere is as clear as crystal, as the vividness with which all objects at a moderate distance are seen declares, a tender blue gauze seems everywhere drawn across the distance. It seems half to shroud the brightness of the sunlit sky, and thickens

SYDNEY HARBOUR FROM McMAHON'S POINT.

softly towards the horizon, so that the sea and sky seem to melt one into the other. This one picture was enough to repay the most exigent of sightseers for a journey three times the length of that we had taken; but another, and even a better, lay beyond at the northern out-look. The precipice here is even deeper than at "Weber's Outlook," and in contrast with the more tranquil beauties of the earlier vision there are crags which rise in indescribable desolate grandeur, rock built and heaped on rock, as if some Titanic architect had built a hasty wall there. Trees, wind tormented, writhe in the most grotesque forms. There is colour here, too, in striking unlikeness to the characteristic Australian landscape. Here is a scene not altogether unworthy of the interpretation of a great artist, but altogether untranslatable except by the very greatest.

But the Bulli Pass is only the most accessible from Sydney of a number of such roads descending through semi-tropical vegetation to the pastures of Illawarra.

Wollongong.

Seven miles southward from Bulli lies Wollongong upon a gently-sloping ridge, which runs out to a bluff and forms the southern side of a small harbour. The little port has been greatly improved and enlarged by the construction of a breakwater at the entrance. At the end of the breakwater is a light-

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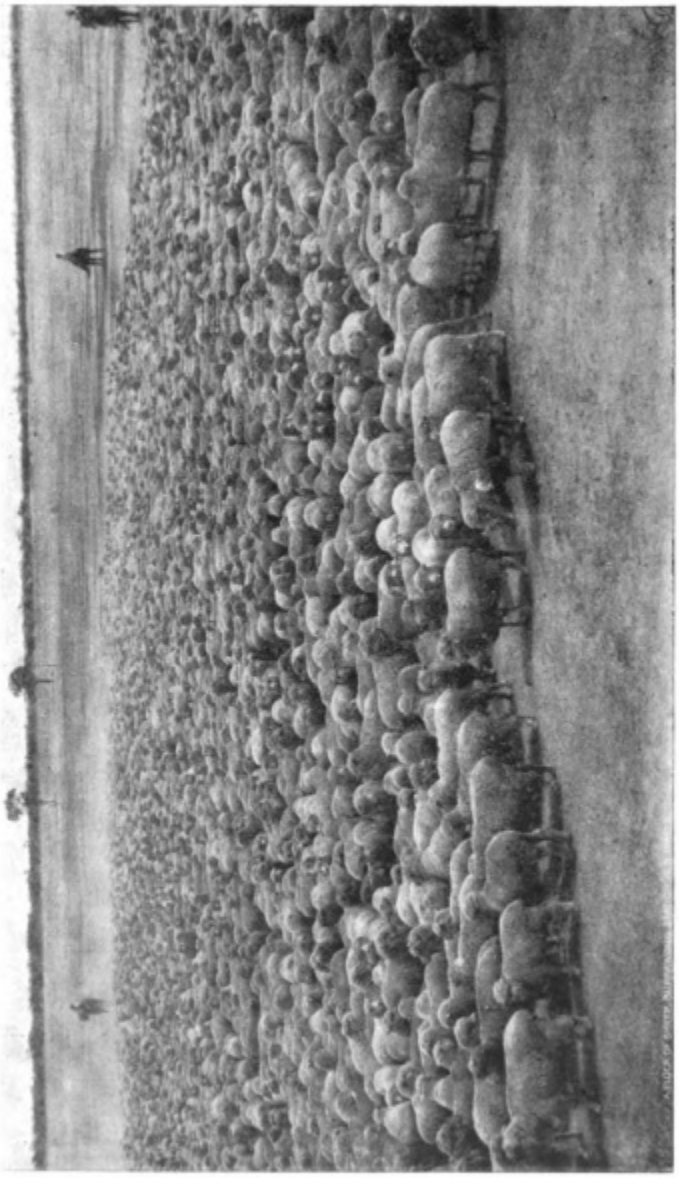

A FLOCK OF RIVERINA SHEEP.

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house, to guide vessels into the harbour. The town is one of the most picturesque in Australia, and in its well-built streets may be noticed unmistakable signs of industrial and commercial prosperity. The scenery about Wollongong is of the loveliest description. Immediately behind the town is Mount Keira, 1,500 feet high, and clothed from base to summit with dense foliage. Six hundred feet up is the entrance to a coal-mine, and on various points of vantage may be seen the eyries of the mining population. On the green foot-hills are hundreds of little farms. An additional harbour is being formed by the construction of a breakwater to protect the curving beach, from which the Kembla jetty extends for upwards of 2,000 feet into the Pacific.

Leaving Wollongong, the line curves to the west to avoid the waters of Tom Thumb Lagoon, a sheet of water which takes its name from the little boat, the "Tom Thumb," in which Bass and Flinders sailed down the coast in 1796. Beyond the lagoon is the group of islets called the Five Islands. On the other side of the line Mount Kembla looks out in solemn grandeur over the sea. Here is situated the southernmost coal-mine of the Illawarra series, but all evidence of this fact is veiled by the woodland growths, and the very pit mouths are overhung with beautiful ferns and shrubs. Captain Cook, in his journal, wrote: "To the north-west of Red Point, and a little way inland, stands a round hill, whose top looks like the crown of a hat." Cook's "Hat Hill" is Mount Kembla.

Mount Kembla.

COAST ROAD, COALCLIFF.

Lake Illawarra causes another westerly diversion of the line. At the head of the lake (or lagoon) is Dapto, an unpretentious little settlement, associated with the name of William Beach, the famous oarsman, who still works a farm in the neighbourhood. At Dapto we reach the northern margin of the district dominated by the dairy-farmer. At one time the site of Dapto was thickly covered with cedar forests; now there are no very large trees in the level paddocks, but the grass grows thick and long. The country is well watered by the streams which descend from the range, and the configuration of the country ensures a good average rainfall. Large supplies of fresh milk, as well as of cream and butter, are daily despatched to Sydney from the dairy-farming centres. Formerly the butter was made on the various farms, and was consumed in a few days or weeks within the limit of the colony; but now all the milk intended for butter is carted to establishments known as creameries, where the cream is separated, and either turned into butter or sent on to central factories to be churned. Many of the creameries are co-operative undertakings, owned by the farmers and managed by directors elected from their number. The result of the factory system is not merely economy, but the production of butter of uniform

Dapto.

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quality, and of a general excellence, which makes it welcome to the buyers of London. On Mullet Creek, close to Lake Illawarra, are the works of the Smelting Company of Australia, the largest of the kind in Australia. Ores of all descriptions are treated here, and large consignments are received from all the States.

Kiama.

Passing Albion Park, its little port of Shellharbour, and the village of Jamberoo which nestles among the foothills, we reach the beautiful town of Kiama, the earliest dairy settlement on the coast. It is set in the forefront of a pleasant country of hills and winding roads, stone fences, and fat pastures, circuitous water-courses, and semi-tropical vegetation. On the black promontory which forms the southern side of the Kiama Harbour is the famous Blow-hole. It is a long cave, with an opening above at the inner extremity. The sea in rough weather roars up the black passage, and sends immense fountains of silver spray into the air. In 1797 Bass saw the Blow-hole, and was the first white man to give a description of it. He was obliged to stop, during a coasting voyage, in a little bight just south of "Allowrie" (Illawarra), and found, behind the shore, in a hollow, circular space among the rocks, "a hole 25 or 30 feet in diameter, into which the sea rushed by a subterraneous passage.'

DAIRY FARM, COASTAL DISTRICT.

Shoalhaven.

A little to the South of Kiama the country stretches out into magnificent grazing land on both sides of the line. All this country was once heavily timbered, but it is now cleared, and the grass grows thick and sweet upon it. We have now reached the margin of the Shoalhaven District, so called because it is drained by the Shoalhaven River.

The Berry Estate.

At Gerringong, the most beautiful township on the line, the freehold system of farming ends for a time, for here is the boundary of the great Berry Estate. In 1821, a Crown grant of 10,000 acres was made to Messrs. Berry and Wollstonecroft. This area comprised jungle, swamp, lagoon, and forest, and the isolated Coolangatta Mount, upon which the residence has been built. Subsequently 60,000 acres more were purchased. The estate now forms one of the most prosperous portions of the State. Creameries have been planted all over the district, and there is a central factory capable of turning out 125 tons of butter per week. At Coolangatta, moreover,

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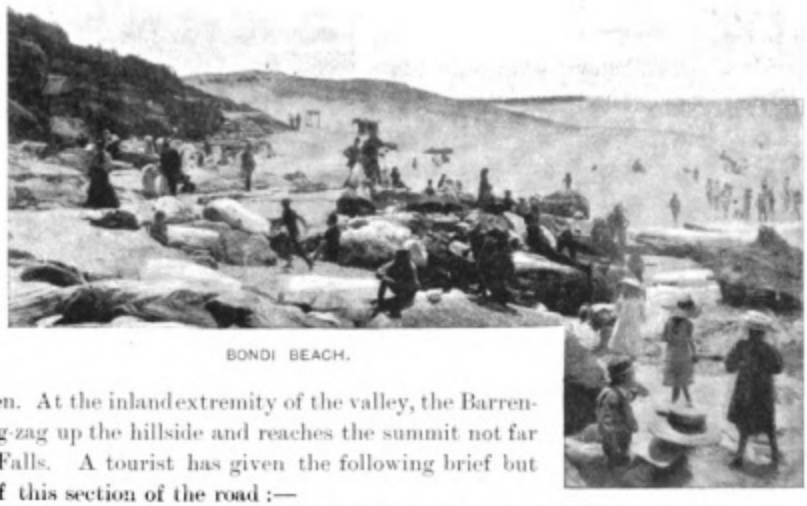
there is an excellent factory for the manufacture of condensed milk. There are a number of towns and villages on the estate, the most important being Berry, which lies between Coolangatta Mount and the main range. Thriving dairy farms stretch for miles in every direction, and the atmosphere of the country side seems charged with content and quietude.

Nowra. The railway terminates at the Shoalhaven River, within a short distance of the town of Nowra, the most important in the Shoalhaven district. The river is crossed by a magnificent iron bridge, a quarter of a mile in length. At this point, and for many miles further up, its waters are tidal. The scenery along the stream is as full of variety as of beauty. The abrupt cliffs, the gorges, 1,500 feet in depth, and the wild forests of the higher reaches, contrast richly with the green flats of the delta at the head of which Nowra stands.

Kangaroo Valley. A good road runs from Nowra to Moss Vale, on the table-land, but not by a uniform ascent. After crossing Cambewarra Mountain by a route resembling in its general features the Bulli Pass already described, the traveller descends into Kangaroo Valley, once, it is said, the bed of a lake, and now a rich flat, shut in on all sides by steep hills. Through this basin the Kangaroo River winds, eventually making its escape through steep gorges to the South, and flowing through the mountains to meet the Shoalhaven. At the inland extremity of the valley, the Barrengarry Pass leads zig-zag up the hillside and reaches the summit not far from the Fitzroy Falls. A tourist has given the following brief but vivid description of this section of the road :—



BONDI BEACH.

We had breakfast fairly early, and a few minutes later were overlooking Kangaroo Valley. The valley was brimming with dense mist, a lake of white vapour, which began, as we watched, to grow tenuous along the wooded shores, and to creep up among the trees. The sun silvered the surface of the cloud, and drew it up into hillocks as we descended the pass. The zigzag track is bounded by a sub-tropical jungle of cabbage-palms, musk-trees, myrtles, tamarinds, tree-nettles, wild gooseberries, and innumerable plant forms which I love without labelling. In forks of great trees perched staghorn and bird's nest ferns, and the whole mass of vegetation was knitted solidly together with raspberries, lianas, and bush-lawyers. Through the deep shadows shot and floated the notes of coach-whip bird and thrush.

Later, we came upon bush of a more familiar appearance, where there were few trees but gums; the ground was shaggy, with the palm-like zamia. Lower still were paddocks, imperfectly cleared, with corn and sorghum growing among the stumps. At last we reached the valley and fine pastoral country. The mist had lifted, and the sun was bright between lazy-pacing clouds.

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South of Nowra. South of the Shoalhaven River there are forty miles of sandstone country, mostly flat, and not much used for agricultural purposes, though there are fine farms where good crops are raised in the neighbourhood of St. George's Basin, a large, shallow lagoon, haunted by flocks of black swans and grotesque pelicans. A good deal of the land is covered with forests, which have hardly been utilised yet, though shipments of timber are made from Huskisson, on the shores of Jervis Bay. In the neighbourhood there are also good coal lands, which will be worked when the railway has been further extended in this direction. Jervis Bay, which is a noble harbour, will become in time a shipping centre of first-rate importance.

Ulladulla. Milton and Ulladulla, further to the south, are important settlements in a prosperous dairy-farming district. In this locality there are beds of clay well suited for the manufacture of the finest pottery. Ulladulla, which has a small harbour, is remembered by Australians as the birthplace of the poet, Henry Kendall, whose father, a retired sea captain, had settled here with the bride whom he had wedded within a few hours of making her acquaintance.

MACQUARIE PASS.

Moruya. The next settlement worthy of note is Moruya, about 200 miles to the south of Sydney. There is a silver-mine in the neighbourhood, and slate and granite quarries do good business. A number of saw mills, also, are working, and the farmers raise extensive and profitable crops.

Bodalla. Bodalla lies sixteen miles beyond Moruya. Between forty and fifty years ago, one of Sydney's leading merchants, the late T. S. Mort, acquired 30,000 acres of low quality land in this district, and expended much capital in establishing dairy-farming on the best known system. Hundreds of tons of cheese are now exported from Bodalla, and swine are bred and fattened in large numbers.

Bermagui. Beyond Bodalla are the settlement of Cobargo and its harbour of Bermagui, near which a discovery was once made of rich auriferous sea-sand. Mr. Lamont Young, a geologist, was despatched by the Government to make a special survey of the locality, and he and his small party mysteriously disappeared. Their boat was found, but they had entirely vanished. The gold-field proved eventually to be of small importance.

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Bega. Bega is the centre of a thriving district, of which the principal industries are maize-growing, cheese-making, and pig-slaughtering. Bega bacon always commands the highest prices in the Sydney market. The seaport, Tathra, is ten miles off, but further to the south is a more trustworthy outlet at Eden, on the shores of Twofold Bay.

Candelo. On the road inland stands the flourishing town of Candelo, the centre of one of the richest parts of the district, amid luxuriant pastures and perennial streams.

Bombala. An ascent of 2,000 feet brings us to the edge of the Monaro Plains. To the west lie the Gippsland Ranges, and in front is the comfortable town of Bombala, surrounded by rich pastures and fertile farms. Hops flourish in the soil of this district, and fruit yields abundantly. Gold, silver, and lead are found, and there are indications that further notable mineral discoveries may yet be made. Northwards from Bombala, a good road leads through basaltic country to Cooma and other districts, of which some account has already been given.

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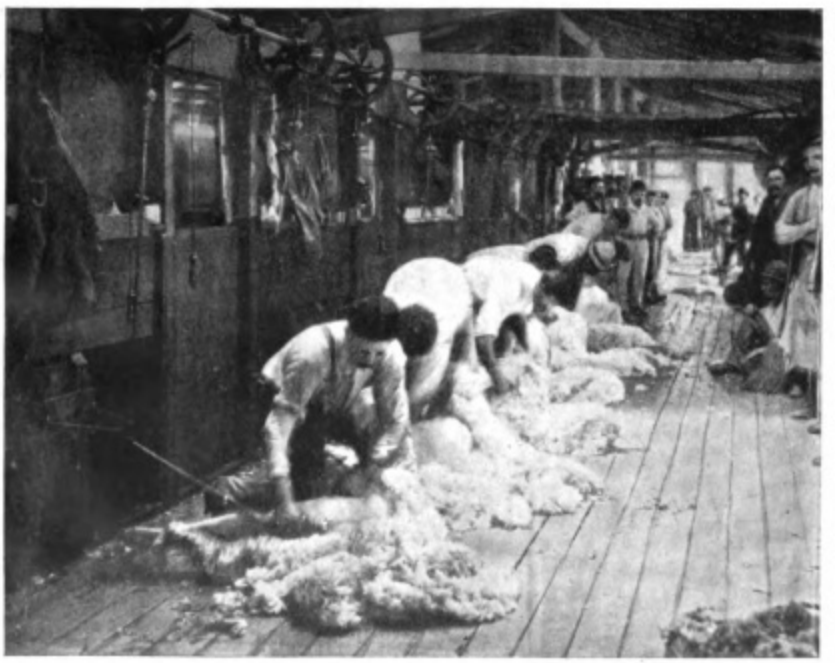
The description which has been given of the various districts of New South Wales, cursory and imperfect as it is, will perhaps convey some slight idea of the natural wealth and variety of the State, the advantages it offers to the man of commercial enterprise as well as to the artist, its attractions for the tourist and the settler.



INTERIOR OF A SHEARING SHED.

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