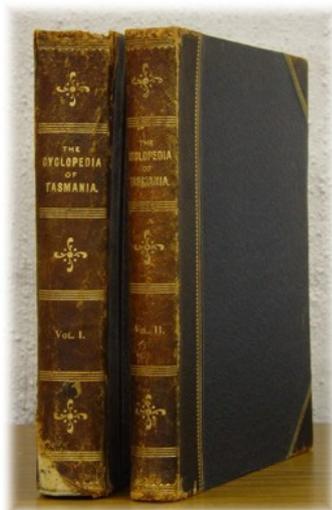


## Cyclopedia of Tasmania 1900

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THE  
CYCLOPEDIA OF TASMANIA.

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VOL. I.

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THE  
CYCLOPEDIA OF TASMANIA



(ILLUSTRATED).

Vol. I.

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An Historical and Commercial Dictionary.

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**DESCRIPTIVE AND BIOGRAPHICAL, FACTS, FIGURES, AND ILLUSTRATIONS.**

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AN EPITOME OF PROGRESS :

BUSINESS MEN AND COMMERCIAL INTERESTS.

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MAITLAND AND KRONE, PUBLISHERS, HOBART.

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# TASMANIA.

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## INTRODUCTORY NOTICE.

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IN introducing THE CYCLOPEDIA OF TASMANIA to the notice of our numerous subscribers and the public generally, the Compilers desire to state that the object of the Work is not to give an exhaustive general description of the colony, as there is ample literature on that subject already in existence, but rather to supply detailed information in regard to persons, places, industries, etc., not to be found elsewhere. So far as Tasmania is concerned, the idea is a novel one, and, as will be seen from the following pages, there can be scarcely any difference of opinion as to its value and effectiveness from every point of view. While every district in the island will be treated as a whole, each part of it and each community will be described in detail, and the information thus afforded should be of singular and exceptional interest, as well as of value, to Tasmanians themselves, and also prove of great advantage in attracting the attention of persons in the old country or other parts of the Empire who are in search of a suitable colony in which to settle. The descriptions and illustrations will present the colony in an aspect which, while true in itself, is but little known even to many Tasmanians, and still less to dwellers outside its gates.

More than 250 years have elapsed since the famous Dutch navigator, Abel Jansz Tasman, discovered this noble island, but for more than a century afterwards it was unvisited by Europeans, and remained in a state of nature. French and English navigators afterwards made their appearance, and as the former seemed inclined, about one hundred years ago, to "make a settlement" here, the British Government decided to anticipate them; and accordingly, in August, 1803, Lieutenant Bowen was despatched from Sydney with a few convicts to take possession. Arriving in the Derwent in due course, he fixed the site of the new settlement on the spot now known as Risdon; but later on the settlement was shifted to where the flourishing City of Hobart now stands. There is no necessity to trace here the ups and downs of the infant colony, but it may be said that, in spite of many drawbacks, Tasmania has made good and substantial progress, and that the outlook for the immediate future is bright beyond the anticipations of even the most sanguine.

As to the history of the island, perhaps the two events most worthy of note in this connection were the introduction of the merino sheep in 1820 and the cessation of the transportation system in 1853—the one leading to the establishment of the pastoral industry, which was until quite recently the staple of the colony; and the other purging the community of an evil of ever-increasing magnitude, and one that received, as it merited, the condemnation of the great bulk of the people of the colonies.

The total area of Tasmania, including its islands, is 26,215 square miles, or 16,788,600 acres, of which not more than about 5,000,000 acres have been alienated from the Crown. The population, according to the latest return kindly furnished by the Government Statistician, amounts to only 170,000; and as the island is nearly as large as Scotland, and its capacity for carrying population infinitely greater, there can be no doubt of a bright and prosperous future before it, no matter what temporary obstacles may be met with in the path of progress. Since the opening up of the West Coast Mineral Fields, there has been a great increase in the population of the island as well as in the general revenue; and should the present "boom" continue, as there seems at present every likelihood of it doing, Tasmania will go ahead at a much faster rate of progress than has characterised her past, and, mayhap, take her place on equal grounds with the most advanced colonies of the group.

The climate of Tasmania has long been the theme of favourable comment by visitors from all parts of the world, and there is no doubt that the title of "The Sanatorium of the South" has been well earned. The scenery also is varied and beautiful to a degree rarely surpassed; and therefore it is not surprising that tourists flock to

### *Introductory Notice.*

Tasmania every summer from all parts of the mainland to enjoy the cool atmosphere and balmy breezes which are almost a certainty in at least the southern part of the island. The influx of visitors is becoming greater each year, and as the Tourists' Association has latterly developed a spirit of enterprise and progress in pushing the claims of the colony in this direction, which have been too long neglected in the past, there is every likelihood that the number of visitors will be largely increased in the future.

Politically the island is much the same as the mainland communities. We have our Governor, Executive Council, and two Houses of Parliament. The constitution was settled by the Act 18 Victoria No. 17, under which both Houses are elective, and, on the whole, judging by past experience, fairly represent the bulk of the people. That this is so is proved by the fact that there is rarely any very "burning" question in our midst, and in many instances the same members are returned again and again for the constituency for which they were first elected. We, in Tasmania, may be somewhat "slow" and conservative, as asserted by some of our neighbours, but all things considered we have done very well, and on the whole have very little to complain of in regard to our political system. The Legislative Council is composed of eighteen members, who are entitled to the designation of "Honourable," and who hold their seats for a period of six years and then retire by effluxion of time. They must be not less than thirty years of age. The franchise for the Council is as follows:—Electors must be twenty-one years of age, natural born or naturalised subjects of the Crown, and possessing either a freehold estate at £15 per annum, or be the occupant of property of the value of £50 per annum, or have a degree of some university, or are medical practitioners, or are in holy orders, or are officers in the army and navy not on active service. The members receive remuneration at the rate of £100 per annum.

The House of Assembly consists of thirty-seven members, who in the ordinary course occupy their seats for three years, the only exception to this being when a dissolution takes place. The qualification at present is:—An elector must be twenty-one years of age, owner or occupier of property of any value, or have an income of £40 a year. The members of the Assembly receive £100 a year as remuneration.

To show that we are not, in political legislation at least, as slow as some people would like to think, it may be said that we have been the pioneers in introducing the "Hare" system of voting at Parliamentary elections, which has been tried in the cities of Hobart and Launceston. The result is regarded as so satisfactory that it is probable the system will be extended to other districts in the colony, when the reform in our electoral system generally is made.

Socially, as well as politically, we are a free and contented people, and it may be added, if our record in the future, in these respects, be as satisfactory as it has been in the past, the colony will have little cause to be other than satisfied.

In conclusion, it only remains to be said that *THE CYCLOPEDIA OF TASMANIA* will be a record and a pictorial reflection of the colony of which we feel sure Tasmanians will have no reason to be ashamed. So far, the work has met with a success that has far exceeded the most sanguine expectations, all classes having rendered ready and cordial assistance, and with a continuance of such co-operation on the part of the residents of the island generally, which we have every reason to hope and expect, the work will be beyond all question a success in every sense of the word.

## EDITOR'S NOTE.

In submitting the first volume of THE CYCLOPEDIA OF TASMANIA to the subscribers and the public, the Editor begs to hope that the general approval which greeted the reception of the "free parts," will not be wanting now. So great an enterprise has entailed research, industry, trouble, and expense beyond what most people have any conception of. No similar publication has ever been attempted in the colony, and in that respect alone it has a high value, both present and prospective; as the information compiled, and presented in such attractive guise, must undoubtedly aid in making the colony wider known, and therefore more appreciated, by outsiders as well as by Tasmanians themselves. Such a picture as these pages present of the island colony is truly one that must arrest attention; and the Editor and his *confrères* feel not a little patriotic pride and pleasure in having had hand and part in their preparation. In this connection, it must be said that the printers of the work, Messrs. F. W. Niven and Co., of Ballarat, deserve a large measure of praise, the portraits, scenic pictures, and letter-press generally being executed in the very best style. In a work of such magnitude, it would be idle to expect that mistakes would not be made, and the seeker after these will no doubt find them. The history of the colony has been prepared with the greatest care by Ernest Whitfield, Esq., P.M., a gentleman well qualified for the task. The compilers have confidence in submitting their work to the judgment of subscribers and the public generally, believing, as they do, that in the main it is accurate, and historically, politically, socially, commercially, and pictorially valuable and highly interesting, and a monument of which the colony has not a little reason to be proud. Months of care and labour have been devoted to its preparation; and its perusal, we feel, must prove satisfactory and gratifying to every patriotic Tasmanian. Where criticism has been indulged in, it will be found devoid of anything approaching personalities or maliciousness; whether judicious or not, the object aimed at is the highest that can prompt any writer to put pen to paper. On almost all sides the assistance rendered has been whole-hearted and cordial, and in this regard our most grateful thanks are due, especially to the Government of the colony, who materially facilitated our work in every direction in which its aid was sought;—to the Under Secretary to the Premier, Mr. G. Steward; and to the various heads of departments, including Messrs. F. Back, R. M. Johnston, E. C. Nowell, J. W. Israel, H. V. Bayly, G. Richardson, W. H. Wallace, C. Mitchell, J. Barnard, A. Reid, W. O. Wise, H. C. Kingsmill, M.A., H. Ross, E. A. Counsel, S. O. Lovell, Col. Cruickshank, Col. Albert Reid, and many others. It is fitting here to say that the articles on the Government departments are all authoritative, having in some cases been supplied by the departments themselves, and in others written from information obtained from them, and afterwards revised and approved by the permanent head. The highly interesting, comprehensive, and valuable contribution on the mineral wealth of the colony, from the pen of Mr. W. H. Wallace, is particularly noteworthy in this respect, as, considering the limited space occupied, it is undoubtedly one of the ablest articles that has yet been published on the subject.

Faithfully yours,

MAITLAND & KRONE, PUBLISHERS.

N.B.— An Errata will be published in the second volume.

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# The System of Government.

**A**S in all the other colonies, the system of government in Tasmania is in the main a copy of that of the old land from which all have sprung ; but its details are somewhat different in each, and its application may be said to be more democratic than in the British Islands. There is the Governor as the Queen's representative, and there are the two Houses of Parliament, which are spoken of at times as the "Upper" and "Lower" Chambers ; but there is really no material difference in their complexion. Both are elective, and the men chosen as members in each chamber are largely representative of the substantial interests of the country. The "wave of democracy," which an eloquent speaker in our own Parliament once said was passing over the Australian Colonies, has had little force here, as compared with its results elsewhere ; we have no members in either House taken direct from the carpenter's bench and the smithy to perform legislative duties, nor have we what can be really termed a labour party, either inside or outside Parliament. As a consequence, our legislation has not been of an "advanced" character. In our legislative work we hasten somewhat slowly ; still, considering the size of the colony, its limited population, and the tremendous handicap with which it started on its career, and had to bear for many years afterwards, the work of the Parliament as a whole has been distinctly creditable. In some respects, indeed, we have led the way in legislation, notably in the introduction of the "Hare" system of voting ; and as the young men of the country are beginning to take a decided interest in public affairs, and are gradually finding their way into the Legislature, there is a probability that the push and energy, and the boldness in legislative experiments, which have characterised the mainland and the New Zealand Parliaments will find in the future some counterpart, at least, in our own Senate. There is one fact in dealing with this subject of which Tasmanians may well be proud. In all the other Parliaments of these southern states, particularly in that of the mother colony, the proceedings have on occasions been marked by disorder more or less gross, and personal encounters have been by no means infrequent ; but for very many years our Houses have been models of decorum ; their legislative efforts may not have been brilliant, but the personal demeanour of members towards each other, and the general conduct of the business, have been such as to merit and receive unstinted approval.

## THE GOVERNOR.

The Governor is appointed by the Queen absolutely, with, of course, the advice of the Imperial Cabinet. While, however, the colony has no voice in the selection of the gentleman chosen to rule over it, it would be idle to say that a protest from the people against a candidate who might be considered undesirable would not receive due consideration. We do not know whether any such protest has ever been made by the people of this colony in the past, but it was certainly done in regard to the appointment of Sir Henry Blake to the Governorship of Queensland, and that protest had the effect of inducing the Imperial Government to withdraw his name and substitute that of Lord Lamington.

Our Governors have, on the whole, been able and upright men, and not a few of them were held in the highest esteem, as well for their personal qualities as for their abilities as governors and administrators. At first possessing almost absolute authority, their powers were gradually curtailed, until the granting of responsible government in 1856, when they assumed the role of "constitutional" governors. At one time the salary attached to the office, which, of course, comes out of the consolidated revenue of the colony, was £5000 per annum, with allowances. This was long considered an exorbitant sum for a small and comparatively poor community to pay, and many attempts were therefore made to reduce the amount, but each effort in that direction was foiled by the Imperial Government on various grounds until 1892, when a Bill was introduced into Parliament and passed reducing the salary to £3500 a year, with £250 per year for a Private Secretary and £80 per year each for an office attendant and overseer of grounds, making the total cost £3910. This measure received the Royal assent in 1893. Of course, with the advent of Federation, there will be a still further change in the gubernatorial office, and in all likelihood the salary will be again materially reduced.

## THE EXECUTIVE COUNCIL.

The Executive Council, since the colony has been under its present constitutional government, has consisted of Ministers or ex-Ministers, which is the difference between this colony and most, if not all, the other colonies, where, when Ministers go out of office, they leave the Executive Council. In Britain, when a man is once appointed a member of the Privy Council, he is always a member, unless he resigns or dies, and the same principle is followed here in regard to the Executive Council ; but the commissions, with one exception (that of Sir Francis Smith), contain a condition that the holders thereof must not be absent from the colony for more than two years at a time. The consequence is that there are now twenty-five members of the Executive Council, of whom Sir Francis Smith is the oldest, and the present Attorney-General, the Hon. D. C. Urquhart, is the youngest. Members of the Executive Council are always styled "Honourable." Under the present constitution the paid Ministerial offices are those of the Chief Secretary, Treasurer, Attorney-General, and Minister of Lands and Works ; the other portfolios of Postmaster-General, Minister of Defence, and Minister of Education being honorary. The Premier, when holding one of the paid offices, receives £200 a year in

addition to his ordinary salary of £750 per year, which is the sum his other paid colleagues also got. Until Sir Philip Fysh's departure from the colony to assume the Agent-Generalship, Sir Edward Braddon, as Premier, had, since his return from England, been voted the £200 a year as an "allowance," but now that he is Treasurer he draws the £750 per year in addition. The members of a Ministry are necessarily mainly members of the Assembly, the rule being to have only one representative in the Legislative Council.

There have been twenty-one Administrations since the introduction of responsible government in 1856; the average life of Ministries in Tasmania being therefore nearly two years. The first Ministry did not last four months, and the career of the second terminated seventeen days after it had entered into power, this being the shortest term of office enjoyed by any Government in the colony. Four Administrations were in office for a period of three years and over; but the longest occupants of the Treasury benches, until the formation of the present Government, were the members of the Ministry headed by Sir Philip (then Mr.) Fysh, who were in office from the 29th March, 1887, till the 17th of August, 1892, a period of five years, four months, and fourteen days. The present Government took office on 14th April, 1894, and have now been five years in power.

In some of the other colonies a proposal has been mooted to abolish Party Government, and to elect the various Ministers, the constituency being the members of the Houses themselves; but such a crude project is little likely to find favour in this island, especially among those who know anything of the working of the principle, in a modified degree, in New South Wales. There the Parliament elects from its own members what is known as the Parliamentary Standing Committee on Public Works, and at each recurring election the scene is a disgrace to the country, while the Committee is about as useful a body as the fifth wheel of a coach. It simply draws tremendous fees and does work which a few experts, who have gained their position by their brains and not by "touting" for support, could do much more efficiently at less than a fifth of the cost. Our conservatism should therefore stand us in good stead in resisting such new fangled and utterly absurd notions as this.

### THE LEGISLATIVE COUNCIL.

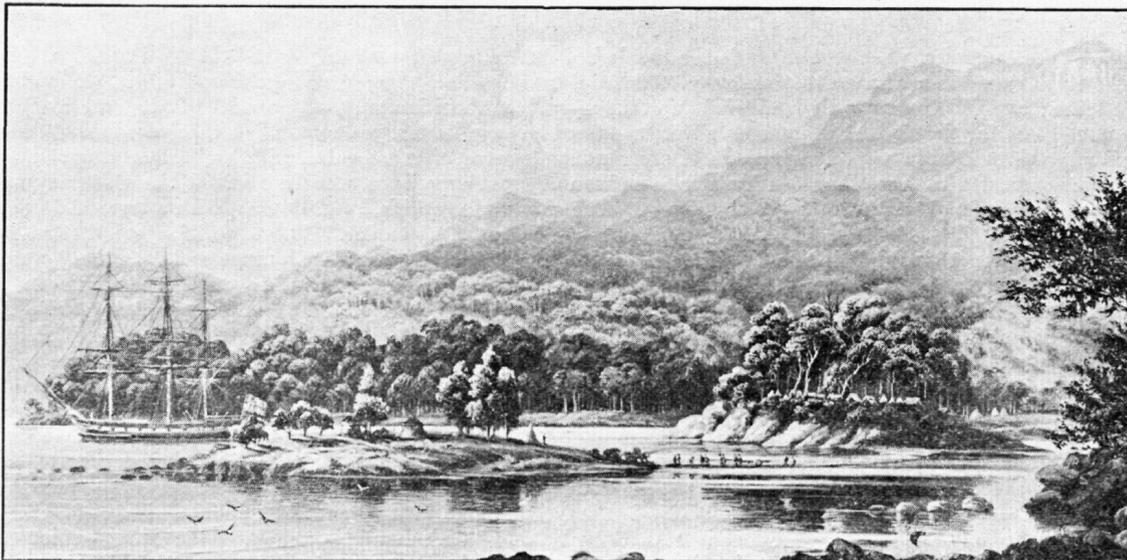
At the time of writing the Legislative Council consists of eighteen members, but there is a Bill now before Her Majesty awaiting the Royal assent, which is almost certain to be given, to increase the number by one, and also to add another member to the House of Assembly. These additions have been made in consequence of the increase of population on the West Coast, through which the old electorate of Montagu for the Assembly has been divided into two electorates, Zeehan and Queenstown, and a Legislative Council electorate has been created under the name of Gordon.

The members of the Council are elected for a period of six years, and three of them retire annually under the present law, but under the Amending Bill, now awaiting the Royal assent,\* this will be altered. Four members will vacate their seats in 1905, and at the end of every sixth year thereafter a similar number will retire. The Council has on occasions met with censure at the hands of a small section of the electors, but an impartial consideration of its work since it was brought into being in 1856, shows that it has not only done lasting service to the State, but has acted almost invariably in a constitutional manner. A striking instance of this was afforded only a few years ago. The Sorell, Chudleigh, and Apsley railways were proposed with a great flourish of trumpets in the Assembly, and passed without difficulty, but when they went before the Council they were rejected. The Assembly was indignant, and so were some of the electors, so much so indeed in the case of the northern members of the Council, that when they reached Launceston they were hustled and pelted with road metal. The lines were again introduced into the Assembly, passed, and once more forwarded to the Council, the members of which, seeing that the country seemed determined to have the railways constructed, constitutionally gave way, although of the same opinion as on the previous occasion. The result is well known. The lines were made, and, owing to their not paying, the electors are now called upon to make good a deficiency which is a yearly drain on the revenue of the colony. It need only be added that if there is a sufficiently strong public opinion, clearly and unmistakably expressed, the Council must give way; it recognises this, and has never sought to evade it.

### HOUSE OF ASSEMBLY.

There can be no question that the Assembly is a fair reflex of public opinion, as its measures undoubtedly prove; and in this respect it is much the same as similar bodies in the adjoining colonies. There are now thirty-seven members, and another one will shortly be added. They are elected for a period of three years, but at any time a dissolution of Parliament by the Governor may necessitate a general election. The colony is divided into thirty electorates, all of which return one member, except the cities of Hobart and Launceston, which return six and four each respectively. The Amending Act, already referred to, will somewhat liberalise the franchise, which at present is rather restricted, but more reform is promised in this direction, and there is but little doubt that this will come in the not distant future. We have not yet even reached one man one vote, as in some other places, and as for adult suffrage, as adopted in New Zealand and South Australia, that is not yet within the probabilities. There is, however, a feeling abroad that women should have votes as well as men; that the mere fact of them being women should not disqualify them from exercising the franchise, and this has to some extent been already embodied in Legislation: they have received the municipal franchise, which is regarded by the women's rights advocates as a great step in advance. The Assembly last session also decided to allow women to vote for their own body, but the proposal was vetoed by the Council, mainly, as stated, on the ground that the women did not really care about having such a duty cast upon them. Should, however, there be a strong move in that direction by the women themselves, the proposal will be brought within measurable distance, and in certain quarters no doubt is felt but that it will eventually be adopted.

\*Since received.



J. W. BEATTIE, HOBART.

*THE FIRST DAYS OF HOBART.*

*COLLINS' CAMP, SULLIVAN'S COVE, FEBRUARY, 1804. FROM AN ORIGINAL SKETCH BY AN EYE-WITNESS.*

# Historical Sketch of Tasmania.

By ERNEST WHITFELD.

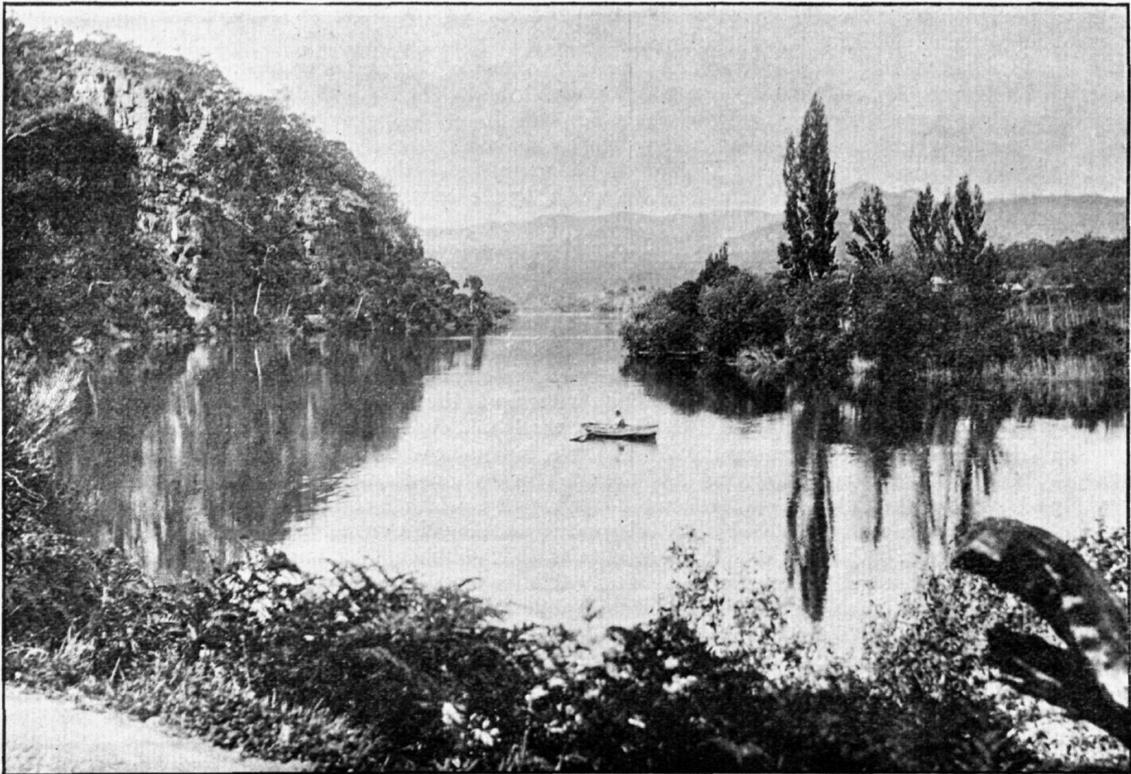
**I**T is not the intention in these few pages to describe the beauty spots of Tasmania, and give glowing descriptions of its rivers, lakes, and mountains; the great strides made in the art of photography of late years renders that almost unnecessary; but rather to give a brief outline of the general history of the island from the first settlement in 1803 to the present time.

Three hundred years ago the very existence of this island was unknown; it was shut off, so to speak, from the rest of the world, and inhabited by a dark race, now entirely extinct, the origin of whom it is difficult to determine, and concerning whom there has been much controversy. Those intrepid navigators the Dutch have the credit of being its first discoverers. When Anthony Van Diemen became Governor-General of the Dutch Indies in 1636, but little was known of the great southern continent afterwards named Australia. In the early years of the seventeenth century, the western coast of this vast continent had been several times sighted by Dutch captains; ships bound for the Dutch settlement of Batavia had been driven southward by storms, and the few discoveries made had been involuntary or accidental. The first discovery of the coast of Australia, or as it was for many years designated, New Holland, was made by Don Pedro Fernandes de Quiros, in 1609. This navigator presented several memorials to the Spanish Court, soliciting means for its conquest or settlement. He described it as part of a great southern continent, and compared the probable extent of his discovery to that of all Europe. Seven years afterwards the captain of a Dutch ship named "The Eendragt" sighted a part of the western coast, which was called the "Land of Eendragt." In the year 1618, another portion of the western coast, stretching from the 11th to the 15th degree of latitude, was discovered by Zachen; then, in the following year, Jan Van Edels coasted the shore about latitude 29° south, and gave his name to a portion of what is now part of the colony of Western Australia. In 1627 Pieter Van Nuyts gave his name to a part of the south-western coast; and in the year following the Dutch commodore, De Witt, visited and named after himself that part of the western coast which lies between the Tropic of Capricorn and the 15th degree of latitude. In the same year also the Gulf of Carpentaria was discovered by Pieter Carpentier, Governor-General of the Dutch East India Company. A few of the above names are still in existence, and remain as evidence of the Dutch discoveries. Anthony Van Diemen, whose name this island bore for many years, was one of the most notable men who served the Dutch East India Company. It is related that he went to the Indies either to escape his creditors or to retrieve his fortunes. However that may be, he soon proved himself a man of considerable ability, and was afterwards appointed Secretary to Governor-General Coen. His rise from this time forward was very rapid. He became, in 1626, one of the Councillors of the Indies, and after a few years, during which he distinguished himself by important services, became, as before related, Governor-General in 1636. The new Governor-General set his heart upon the thorough exploration of the Great South Land. It was not the spirit of adventure that prompted the Dutch to discovery in these early days, nor was it in the cause of science; it was the thirst of gain, the desire to discover rich mines of gold or silver, or new articles of commerce, to add to their already abundant wealth. The instructions received by those about to undertake this voyage of discovery were very precise; they were to give in the journal they were to keep full particulars of the

productions of the countries, what sort of goods the people had for trade, and what they would take in exchange. For this purpose the ships were laden with a great variety of articles of merchandise. The metals gold and silver were to be of the first importance; and the Governor-General winds up thus:—"Keep them ignorant of the value of the same; appear as if you were not greedy for them; and if gold or silver is offered in any barter, you must feign that you do not value those metals, showing them copper, zinc, and lead, as if those minerals were of more value with us." The command of this expedition was entrusted to Abel Janszoon Tasman, a seaman of great experience, who had served the Company well and faithfully for ten years, and was now forty years of age. The ship "Heemskirk," of 200 tons, with a crew of 60 men, was assigned him, with the little fly-boat, "Zeehan," with 50 hands on board, as tender. The expedition sailed from Batavia, on the 14th of August, 1642, and on this day Tasman's journal begins as follows:—"Journal or description by me, Abel Jansz. Tasman, of a voyage made from the Town of Batavia, in the East Indies, for the discovery of the Unknown Southland, in the year 1642, the 14th August. May it please Almighty God to grant his blessing thereto! Amen." On the 5th of September, the expedition reached Mauritius, another Dutch settlement, and here it was found necessary to go into extensive repairs, both vessels being found leaky and otherwise unfit for sea. This delayed them quite a month, but on account of contrary winds they did not take their departure till the 8th of October, when they set sail for the southward. This course was kept for several weeks without finding any signs of the supposed continent. A council of officers was held, when it was decided to make for latitude 44° south, keep to that, and if no land were seen, to steer for the Solomon Islands, and so return home. By the middle of November they came to the conclusion that they had passed the extreme limits of the continent, if there were one; but on the 24th of the month land was seen. The country was mountainous and clothed with dark forest. Tasman says, "This is the farthest land in the South Sea we met with, and as it has not yet been known to any European, we called it 'Anthony Van Diemen's Land,' in honour of the Governor-General, our master, who sent us out to make discoveries." They skirted this newly-discovered land, and on December 1 came to an anchor in a good port on the east coast, supposed to be Marion Bay, situated between Forrester's Peninsula and Maria Island. On the 3rd, boats were sent ashore, and a flag-pole was planted close to the shore. Thus it was that Tasman took possession of the island for the Dutch. He evidently did not spend much time looking after rich minerals, as on the day after the landing he weighed anchor and stood to the northward, and on the morning of the 5th reached as far as St. Patrick's Head, near Falmouth, and from there stood away to the eastward, and nine days after added New Zealand to the list of his discoveries. The land first sighted by Tasman, on the 24th of November, is supposed to have been that part of the west coast somewhere north of Point Hibbs, and probably near the entrance of Macquarie Harbour. Two mountains are visible from that part of the coast, and Flinders, when he made the first circumnavigation of Tasmania in the "Norfolk," in 1798, named these two mountains Mounts Heemskirk and Zeehan, in honour of the first discovery. Tasman did not accomplish what his master, Governor-General Van Diemen wanted, which was, as has been related, immediate and profitable trade, either in valuable metals or articles of commerce, and on his return was in consequence coldly looked upon, and found it difficult to obtain other employment. The Dutch East India Company evidently thought little of his discoveries.

The Dutch did not return to these shores. One hundred and thirty years passed away before Anthony Van Diemen's Land was again visited, and then by the French. On the 4th March, 1772, Captain Marion du Fresne, with two vessels, the "Mascarin" and "Castris," arrived at Fredrik Hendrik Bay. It is on this occasion that we first have mention of the aborigines. Tasman did not see them, though he suspected their presence. On this occasion they came down to the boats in considerable numbers, and were apparently very friendly; but before the strangers had concluded their stay of six days, became aggressive, and the French were obliged to have resort to their muskets, with the result that one man was killed and several wounded. We next come to the first visit of the English. This happened twelve months after, or on March 9, 1773, when Captain Tobias Furneaux entered Storm Bay in the "Adventure," and dropped anchor in the bay which still bears the name of his ship. The next visitor was that great navigator, Captain Cook, who in 1777, in the "Discovery," anchored in this same bay, and he relates having had friendly interviews with the natives. Eleven years passed away, and Van Diemen's Land was again visited by an English vessel, the "Bounty," commanded by Lieutenant William Bligh. During his stay in Adventure Bay he planted some apple and other fruit trees, also Indian corn and vegetables. In the following year, 1789, Captain J. H. Cox, in the brig "Mercury," sailed along the eastern coast between the mainland and Maria and Schouten Islands, and discovered what is now known as Oyster Bay. We next come, in 1792, to the visit of those celebrated French navigators, Rear-Admiral Bruni d'Entrecasteaux and Captain Huon de Kermadée, who arrived in Storm Bay on the 21st April of that year, in the ships "Recherche" and "Esperance." They had not come on any direct voyage of discovery, but had been sent out by the French Government to search for or obtain some tidings of La Pérouse, a navigator who was deemed to be lost. It is an interesting fact that on the very day in January, 1788, that the first colonists of New South Wales entered Port Jackson, the expedition of La Pérouse was seen by the English approaching the coast. D'Entrecasteaux's expedition remained about a month in the vicinity of Storm Bay, and made some very valuable surveys, and returned again in 1793 to complete them. The southern part of the island still retains many of the names bestowed on the different places by the members of this expedition; for instance, D'Entrecasteaux discovered the channel which bears his name; then we have the Huon River, Bruni Island, Port Esperance, Recherche Bay. The Derwent he also discovered, and named it the Rivière du Nord; but Captain Hayes, from India, visited the river in 1794, and not being aware of its previous discovery, named it the Derwent, which it still retains. The colony of New South Wales was founded in 1788, and it was not till ten years after that it was ascertained that Van Diemen's Land was not the southern extremity of the great continent. Captain John Hunter, who in 1795 became Governor of New South Wales, suspected from his observance of the swell of the ocean, the existence of a strait; and Mr. Bass, surgeon of the "Reliance," having an aversion to a life of ease, resolved to test the truth of the conjecture. He embarked in a boat only eight feet long, called the "Tom Thumb," accompanied by Flinders and a boy. They had a very exciting time of it, and returned to Port Jackson bringing back valuable information. In 1798, Bass again undertook a voyage of discovery, and this time was able to procure from Governor Hunter a six-oared whaleboat, with six men and several weeks' provisions. He proceeded along the eastern coast of New Holland, and continued his course until the agitation of the water convinced him that he was not far from the open sea. During this trip, which was extended to eleven

weeks, he explored something like six hundred miles of coast, much of which was before this unknown. Governor Hunter resolved to test this discovery, and in October the same year despatched Lieutenant Flinders and Mr. Bass in the colonial sloop "Norfolk," directing them to sail through the strait. They spent some considerable time amongst the islands, of which there are many, and eventually sighted Cape Portland, which they named in honour of the Duke of Portland, then Secretary of the Colonies. They came next to Waterhouse Island, which they named after the captain of H.M.S. "Reliance"; but the most important of all was the discovery of Port Dalrymple, which they named after Alexander Dalrymple, the hydrographer of the Admiralty. They entered the Tamar River and gave names to different places, which are still retained, such as Green Island, West Arm, Middle Island, Whirlpool Reach, Swan Point, Long Reach, and Point Rapid. They seem to have been much impressed with Port Dalrymple, where they found quantities of black swan, kangaroo, flocks of ducks and teal, besides mussels and oysters in abundance. After leaving the Tamar they proceeded westward, and the discovery of Table Cape, Rocky Cape, Circular Head, Trefoil and Hunter's Islands, and Cape Grim, followed in quick succession. They rounded the last-named cape, and sailing along the western coast observed the mountains mentioned by Tasman, and named them in honour of his vessels, which has previously been mentioned. Point Hibbs was also named at this time, being called after the captain of the "Norfolk." Flinders then sailed for the Derwent, and in course of time reached Port Jackson in safety. Thus was the insular position of Van Diemen's Land proved beyond doubt by the discovery of the strait which has immortalised the name of Bass. One more expedition visited the shores of Van Diemen's Land prior to its occupation by the British in 1803. It consisted of the French ships "Geographe," "Naturaliste," and "Casuarina," and was under the command of Commodore Baudin. This was in the early part of 1802, and it is related that there were twenty-three scientific gentlemen with the expedition, twenty of whom died before the ships returned home. Commodore Baudin confined his attention principally to the eastern coast of the island, and a great addition was made to natural history as the result of this voyage. Freycinet's Peninsula is called after the lieutenant of the "Geographe." Other places also owe their names to the several members of this expedition. For instance, we have Thouin Bay, Cape Péron, Cape Tourville, Cape Boulanger, and others. M. Péron, in his history of this voyage, gives a great deal of interesting information concerning the aborigines, whom he describes as a quiet, intelligent, and virtuous race.



J. W. BEATTIE, HOBART.

THE DERWENT AT NEW NORFOLK.

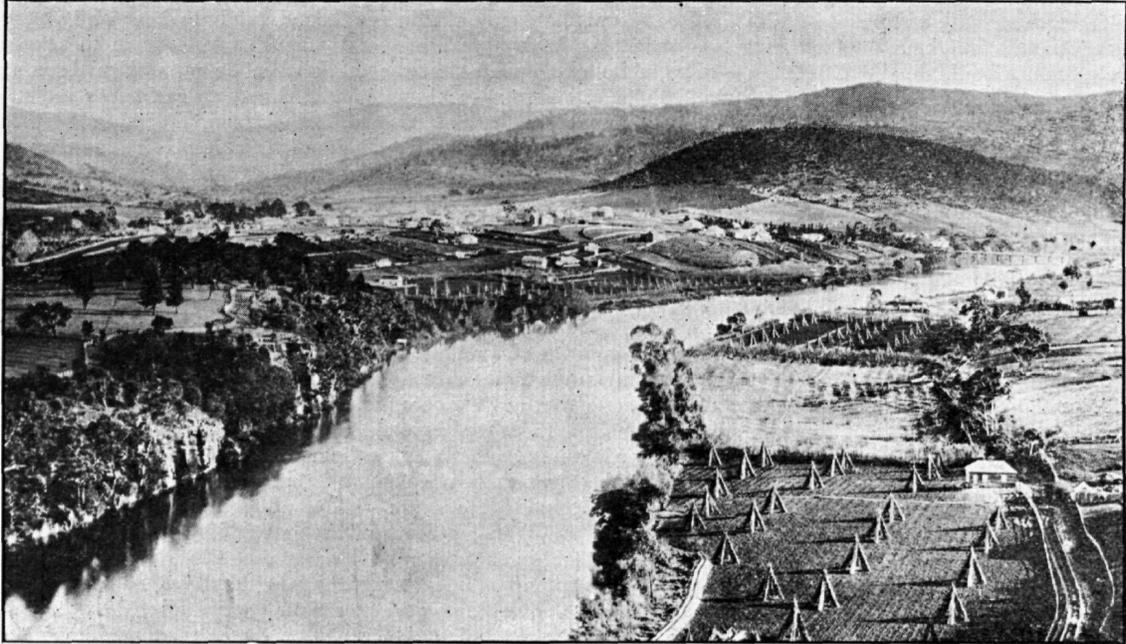
Thus far the history of the discovery of Van Diemen's Land, and the different expeditions to its shores which led to its being accurately outlined upon the maps of the world, has been recorded. We now come to its first occupation as a British settlement. The important discovery of Flinders and Bass in 1798, backed up by the presence of the French expedition on the east coast in 1802, whose attention it was well known was directed to the south as a field for emigration, impressed upon the mind of Philip Gidley King, the then governor of New South Wales, the necessity of at once securing this island as a dependency of that colony. He also made urgent representations to the Home Government, impressing upon them the necessity of forming settlements in the straits to assist the seal fisheries, and anticipate the French. This was no doubt the real reason which led to the first settlement of Van Diemen's Land, though both West and Fenton (Tasmania's

historians) attribute the desire to relieve Port Jackson of some of its convicts as the the chief cause. However, the Sydney "Muster Roll," of 29th March, 1803, has the following announcement:—"It being expedient to establish His Majesty's right to Van Diemen's Land, His Excellency has been pleased to direct Lieutenant John Bowen, of H.M.S. "Glatton," to form a settlement on that island." This expedition was a small one, consisting of the ship "Albion" (a whaler), and the "Lady Nelson." They set sail from Sydney in August, the "Lady Nelson" arriving in the Derwent on September 7, and was followed five days after by Governor Bowen in the "Albion," both vessels casting anchor in Risdon Cove on the 12th. Risdon (or Restdown) was chosen as the site of the first settlement, four miles above the present site of Hobart, on the eastern side of the Derwent, and here Lieutenant Bowen, with Dr. Mountgarrett, surgeon, and a few soldiers and convicts, amounting in all to forty-nine souls, encamped. Meanwhile events were occurring elsewhere which led to the further settlement of the island. On the 21st May, 1802, shortly after the arrival of the "Naturaliste" in these waters, and before Commodore Baudin's own vessel had reached Port Jackson, Governor King, of New South Wales, addressed a despatch to the Duke of Portland, pressing upon him the necessity of founding a colony at the newly discovered harbour of Port Phillip. The reason most strongly urged by King was the necessity of being beforehand with the French, who, in his opinion, were bent on getting a footing somewhere in Bass Strait. This despatch could not have reached England at a more opportune time. H.M.S. "Calcutta" was just then under orders to take to New South Wales a further detachment of convicts and free settlers. Governor King's recommendation, therefore, coming when it did, was at once taken into consideration by the Home Government, and resulted in the destination of the "Calcutta" being changed, and the convicts, with one hundred Royal Marines as guard, being ordered to proceed direct to Port Phillip, under the command of Lieutenant-Colonel David Collins, who was appointed Lieutenant-Governor of the new settlement. The ship "Ocean" was to accompany the "Calcutta" as tender, to carry the stores. These vessels left Spithead on Sunday, 24th April, 1803, and arrived at Port Phillip, the "Ocean" on the 7th and the "Calcutta" on the 9th of August. Four days after his arrival the Lieutenant-Governor fixed upon a spot about eight miles to the eastwards of the Heads, where very good water was found by sinking for it, and here a landing was made. On this spot now stands the township of Sorrento. Collins sent out various parties to survey the harbour, but the reports they brought back were most discouraging. He then sent despatches to Governor King, asking permission to remove his settlement, and in reply King sent the "Lady Nelson" to assist in removing the convicts to either the Derwent or Port Dalrymple, leaving Collins to decide. Collins seemed undecided as to which to give the preference. He despatched William Collins in the "Lady Nelson" to report upon the latter place, who returned speaking favourably of it; but the Lieutenant-Governor had made up his mind by that time to proceed to the Derwent. He so detested the place he was in that he lost no time in loading his vessels; a general order of his, dated 31st December, 1803, runs thus:—"It has never been my wish to make the Sabbath day other than a day of devotion and rest, but circumstances compel me to employ it in labour. In this the whole are concerned, since the sooner we are enabled to leave this unpromising and unproductive country, the sooner shall we be able to reap the advantage and enjoy the comforts of a more fertile spot." Lieutenant Tuckey, in his narrative of this expedition, says, also:—"The kangaroo seems to reign undisturbed lord of the soil, a dominion which, by the evacuation of Port Phillip, he is likely to retain for ages."

Such was the opinion then formed of Port Phillip, and in consequence the settlement of Victoria was postponed, and that of Van Diemen's Land hastened. The ships "Ocean" and "Lady Nelson" left Port Phillip Heads on the 30th January, 1804, and fifteen days after entered the Derwent and anchored at Risdon Cove, there to find the settlement in charge of Lieutenant Moore, Lieutenant Bowen having left for Port Jackson. Governor Collins, after inspecting the settlement, came to the conclusion that it was almost as inhospitable a spot as the one he had just left. However, he was greatly taken with the look of the river and the surrounding country, and resolved on an exploration, with the result that, about four miles down the river, he came upon a fine cove with deep water up to the shore, and was so impressed with the place that his mind was made up at once. The ships were, on Sunday, the 19th February, brought down the river and anchored off the bay, which the Lieutenant-Governor named Sullivan's Cove, in honour of Mr. John Sullivan, the then Under Secretary at the Colonial Office. Here, on landing, he fixed the site of a town, and named it after Lord Hobart, who was at the time Secretary of State for the Colonies. Lieutenant Bowen's party, which had arrived about six months before, were found by Governor Collins in a very wretched state, being nearly on the point of starvation; they were almost all of them sent back to Port Jackson. Collins's establishment consisted of 358 men, 39 women, and 36 children, being a total of 433; of this number 279 men and 2 women were convicts. The free settlers numbered 13 men, 7 women, and 16 children. Amongst the latter was John Pascoe Fawcner, the future founder of Melbourne. The civil establishment consisted of the Lieutenant-Governor; the Rev. Robert Knopwood, chaplain; Geo. Prideaux Harris, surveyor-general; Adolarius W. H. Humphreys, the mineralogist, afterwards police magistrate at Hobart Town; Drs. Bowden and Hopley, and two superintendents of convicts.

About six months after Colonel Collins was despatched to Port Phillip by the Home Government, Governor King of New South Wales received the following despatch from Lord Hobart:—"It appears to be advisable that a part of the establishment now at Norfolk Island should be removed, together with a proportion of settlers and convicts, to Port Dalrymple, the advantageous position of which, near the entrance of Bass Strait, renders it, in a political view, peculiarly necessary that a settlement should be formed there." The despatch proceeded then to designate Lieutenant-Colonel William Paterson, of the New South Wales Corps, Lieutenant-Governor under Governor King, as the administrator of the new colony, at a salary of £250 per annum. Governor King lost no time in sending an expedition to take possession, waiting for another opportunity of transferring the colonists from Norfolk Island. By the end of September, 1804, the expedition was ready. H.M.S. "Buffalo," the armed tender "Lady Nelson," and the colonial schooners "Frances" and "Integrity" were at Colonel Paterson's service, and his establishment consisted of Dr. Jacob Mountgarrett, Mr. Alex. Riley, storekeeper, Captain Anthony Fenn Kemp, Ensigns Hugh Piper and Anderson, 64 non-commissioned officers and privates of the New South Wales Corps, and 74 convicts—in all 146 persons. H.M.S. "Buffalo" arrived at Outer Cove (George Town) on the 11th November, and on that day possession was formally taken by hoisting the British colours under a royal salute from the vessel and three volleys from the troops. The other vessels did not arrive till some days after. On the day after possession

was taken it is related that a body of about 80 natives came to the camp, led by a chief; they were given presents, but had a desire to appropriate everything they saw; however, when made to understand that such could not be allowed, they retired peacefully. With regard to the vessel, although named the "Buffalo," yet its figure-head, by a curious coincidence, was the carved outline of a kangaroo, a circumstance that seemed to strike the fancy of the natives, to whose country it was an unexpected compliment. Paterson explored the river Tamar from its mouth to the junction of the North and South Esk, each of which rivers he named out of compliment to Governor King, whose birthplace was on the English stream of that name. He then returned to Western Arm, and landed to examine it for the second time. In his journal was the following entry:—"On landing, the soil is very forbidding, but towards the hills are patches of excellent ground, and



J. W. BEATTIE, HOBART.

NEW NORFOLK, FROM PULPIT ROCK.

the finest timber I ever saw. After much labour and attention I have paid in examining every part of the river, I have seen none so advantageously situated for a permanent settlement as this." Here he formed his settlement, which he called York Town. An establishment was still kept up at Outer Cove, as there was better feed for the stock at that place. After a few months' trial Paterson soon found that York Town was a most unsuitable place, and in March, 1806, moved the greater part of his establishment to the banks of the North Esk—the present site of Launceston. It is only natural to suppose that, as Colonel Collins was at this time firmly established on the Derwent as Lieutenant-Governor and Colonel Paterson in the same position at Port Dalrymple, difficulties would arise as to who should take precedence, and such did occur. Colonel Collins claimed that his appointment as Lieutenant-Governor extended to the whole of Van Diemen's Land, that the Northern Settlement was therefore within his jurisdiction, and Paterson under his command. Paterson repudiated this claim. He contended, and rightly too, that he had received an appointment from the King as Lieutenant-Governor of Port Dalrymple at a time when Collins was supposed to be at Port Phillip; that, consequently, his command was wholly independent of Collins, and he naturally refused to tolerate any interference by the Lieutenant-Governor at the Derwent with him or his settlement. Governor King admitted the force of Paterson's argument, and as a way out of the difficulty issued a general order dividing the island into two independent governments, to be known respectively as the counties of Buckingham and Cornwall, the dividing line to be the 42nd parallel of south latitude, each government to be subordinate only to himself, as Governor-in-Chief of New South Wales and its dependencies. This state of affairs existed till 1812, when Van Diemen's Land came under one government, Colonel David Collins being the first Lieutenant-Governor. For the first few years of their sojourn in the island, the early settlers had much to contend with and many hardships to undergo. A terrible disaster occurred in New South Wales in 1806. Heavy rains caused the Hawkesbury River to overflow its bank. The farmers lost all their stacks and stores of grain, which was all they had to depend upon. Van Diemen's Land at this time looked to New South Wales for its supplies of food, but by this misfortune it was thrown upon its own resources, and the population was reduced to a state of semi-starvation. By July that year all the maize and wheat was consumed, and in the following month they were without either salt beef or pork; all they had was a small quantity of rice, and this was doled out at the rate of a pound and a-half weekly to each man. This, with kangaroo meat, was all they had. Kangaroos were purchased by the commissariat at from 8d. to 1s. 6d. per pound. The prisoners were sent out to hunt these animals, and there can be no doubt that this license given them was the stepping-stone to bushranging, as they became accustomed to a bush life and familiar with the lay of the country. The settlers endured these privations for fully two years, when they were relieved by the arrival of a shipment of wheat from India in 1810.

The story of the early settlement of Van Diemen's Land has now been told. One chapter, the saddest in all the annals of the island, still remains to be written, before entering upon the history of its rise and progress, namely, the one which relates to its first inhabitants, the Aborigines.

This unfortunate but interesting race, concerning whose origin ethnologists have never been able to agree, became an extinct people on the death of the last survivor, Truganini, in 1876. What has made their origin a source of controversy is the fact that occupying this island, south of and separated from the great continent of Australia by a narrow strait only, yet they were a distinct race from the natives of that continent. Of this there can be no doubt; for, whereas the natives of the latter place have long, straight, coarse hair, those of Van Diemen's Land had short, curly or woolly hair, similar to that of the negro. The colour of their skin, moreover, was dark brown, like that of the Papuan race. The number of aborigines on the island at the time of the first settlement can only be a matter of speculation. Those best able to form an opinion vary very much in their estimates. For instance, Mr. G. A. Robinson gives their numbers in 1804 as being between 6000 and 8000, and Mr. J. E. Calder in his book estimates them at 7000; but when we consider that in the short space of thirty-three years, only a remnant of 123 could be found to place on Flinders Island (and we hear of no very great mortality up to this time, nor of their having been shot down in any great numbers), it is only reasonable to suppose that the above estimates are high. Mr. Backhouse will doubtless be much nearer the mark when he puts them down at from 700 to 1000; and Mr. J. B. Walker quotes Dr. Milligan, who says:—"Assuming that the number of tribes and sub-tribes throughout the territory was about twenty, and that each mustered, of men, women, and children, fifty to 250 individuals, and allowing them numbers proportioned to the means of subsistence within the limits of their respective hunting-grounds, it does not appear probable that the aggregate aboriginal population did materially, if at all, exceed 2000." Then again they were a people who lived entirely by the chase, and it is well known that in this island there are vast tracts of country, notably on the west coast, where scarcely any game is to be found. There can be no doubt that, with the exception of the valley of the South Esk, the native population was mainly confined to the sea-coast, where they could obtain quantities of shell fish, and to the lightly timbered lands near the sea, especially on the north and north-east coast, where game of all kinds was very plentiful. Space will not permit a full account of their manners and customs. They are described as being rather below the average stature of Englishmen, with well-proportioned limbs, and all their movements denoting remarkable agility and ease. Thick lips and flat distended nostrils were the characteristics of the race; but there was a considerable variety of feature amongst them. The scientists attached to the French expedition were much attracted by the natives, and in all their writings have spoken highly of them. To these gentlemen we are indebted for the faithful portraits that have been preserved of this race. Their language was most melodious, as is always the case where there is a frequent recurrence of vowels. Many dialects were found amongst them, for it was seen that natives from the east could not understand the natives from the west of the island. And treating with them generally, one cannot do better than quote the words of the Rev. T. Dove, who was for some time chaplain at Flinders Island. He says:—"The aborigines of Tasmania have been usually regarded as exhibiting the human character in its lowest stage of degradation; but if we look, however, to the methods which they devised of procuring shelter and subsistence in their native wilds; to the skill and precision with which they tracked the mazes of the bush; and to the force of invention and of memory which is displayed in the copious vocabulary of their several languages, they claim no inconsiderable share of mental power and activity." That they were not treated well by the whites is now matter of history; at the time of the first settlement at Risdon, there can be no doubt the whites were the aggressors. Indeed, many good traits could be recorded of the peaceable nature of this race of human beings, now entirely extinct, but little can be urged in favour of the conduct of the settlers towards them. The stockkeepers and bushrangers have much to answer for in their treatment of these black people. Colonel Arthur, the Lieutenant-Governor, did all he could for them in the first instance. He caused to be issued a General Government Order, commanding that the aborigines should be protected, and that outrages against these much-injured people should be punished as if perpetrated against the white population. Unfortunately the order had little effect; matters had gone too far; it was literally "war to the knife." Up to the year 1824, if we are to believe the papers of the day, the natives were a very peaceful lot. The *Hobart Town Gazette*, 1824, has the following:—"Perhaps, taken collectively, the sable natives of this colony are the most peaceable creatures in the universe. Certainly, so taken they have never committed any acts of cruelty, or even resisted the whites, unless when insufferably goaded by provocation. The only tribe who have done any mischief were corrupted by Mosquito, a Sydney black, who, with much and perverted cunning, taught them a portion of his own villainy, and incited them after a time to join in his delinquencies." Again, another quotation from the same paper:—"The many recent unfortunate deaths of stockmen afford the sad example of the imprudence of maltreating the natives, who have always been considered the most harmless race of people in the world; and have consequently never been known to show their revenge until within these last few months." Can it be wondered at that the natives, being at last rendered desperate by the cruelties they experienced at the hands of our people, retaliated, and commenced to wage a bitter warfare against them without respect of persons, both men, women, and children suffering alike at their hands? In the Oatlands district alone one hundred and twenty outrages were committed by them, and in the year 1830 thirty-four houses and huts were robbed. In the burial registers of our churches, the words "Killed by the black people" became quite a common entry. In February, 1830, Governor Arthur issued a notice to the effect that a handsome reward would be given to anyone who should effect a successful intercourse with any tribe; and a reward of £5 was offered for every adult native captured alive, and £2 for every child. This had not the desired effect. So in September the same year, the whole population of the island were requested to rise *en masse* to capture the hostile natives. This military operation of Governor Arthur's was designated the "Black Line," or "Black War," by some, and lasted seven weeks; lines were formed with the intention of driving the natives on to Tasmania's Peninsula, and thus capturing them. The whole affair turned out a complete failure. The loss on the part of the troops, as they may be called, amounted to four or five killed by accident, whilst but one prisoner of war was brought as a trophy into town, and even this one afterwards escaped into the bush. On this occasion upwards of 3000 individuals took the field against the blacks; the inhabitants of Launceston and Hobart Town undertaking the duties of the military, and both places appeared nearly deserted. This so-called "Black War" cost the colony upwards of £35,000; and a few months later it was discovered that the supposed formidable force of natives opposed to The Line was considerably less than a hundred naked savages. After the failure to capture them wholesale, conciliatory means were tried. Mr. George Augustus Robinson, a builder in Hobart Town, was employed by the Government for this mission of peace. He was given a good salary, and his sons also; his efforts were crowned with success, for by the end of 1830, fifty-six of them had been captured and

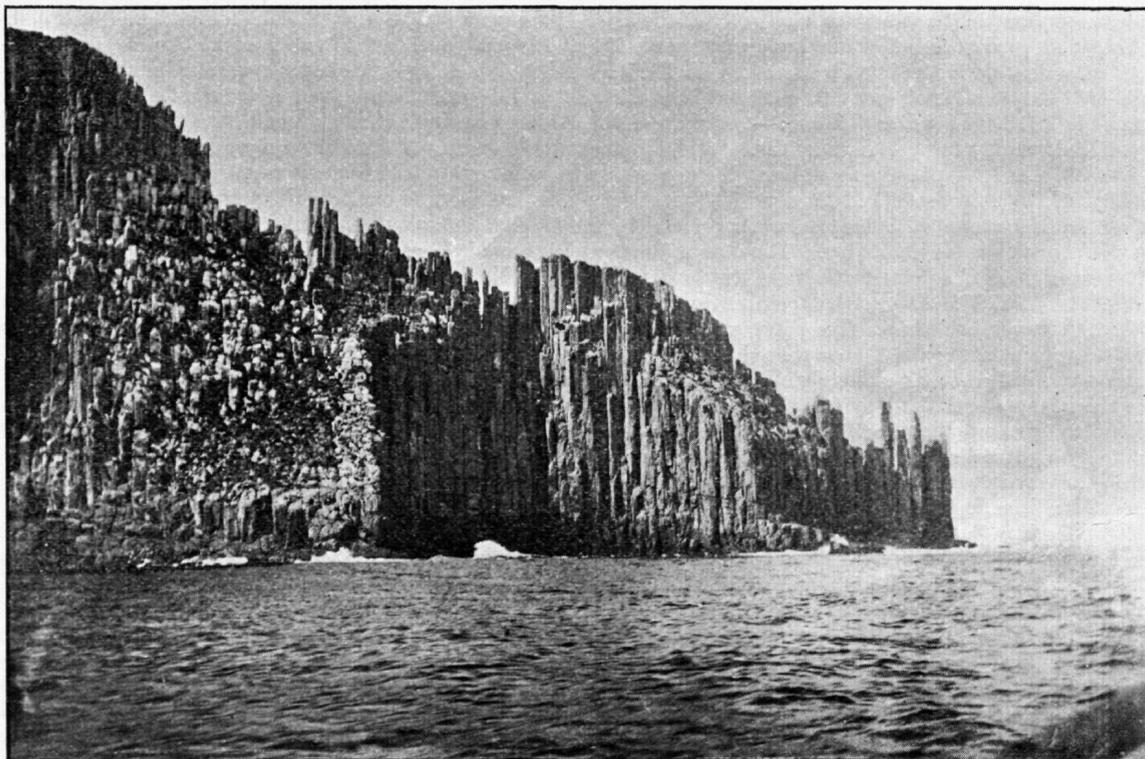
placed temporarily on Swan Island. This was found to be no place for them, and they were removed to Gun Carriage or Vansittart Island, and this also proving unsuitable, they were finally placed upon Flinders Island in 1831. Five years were occupied in collecting these unfortunate people, the total number captured being only 196: of these seventy-three died, either before or on reaching Flinders, leaving the total number on the island in 1836 at 123. These were clothed and fed and endeavours made to civilise them. They were not long settled at "Wybalenna" (the name they had given their village), which in their language signifies "Blackman's Houses," when a fearful mortality broke out amongst them; it took the form of dysentery, attributed to the change of diet and mode of living generally, also the attempt to coerce them to accept the forms of a semi-civilised condition of life, and above all to their pining after their old haunts and hunting-grounds. Mr. Wilkinson, who was there at one time in the position of catechist, described the sad scenes he had witnessed of dying men and women. He also gives us an account of another scene. "When they ascended a high hill on the island, whence they could discern the mainland, their excitement, as they stood jabbering and pointing towards the well-remembered spot was intense. Then the low minor chant of the women, taken up after a short interval by the men, was succeeded by loud howling cries of anguish, and concluded by the whole company flinging themselves down on the ground, and giving vent to their overstrained feelings in uncontrollable sobs and bitter weeping." Flinders Island was the home of the last remnant of this hapless race for fifteen years, and during that time their numbers had dwindled down to forty-five, namely, thirteen adult men, twenty-two adult women, five boys, and five girls. In 1847, the establishment was broken up, and the shattered remnant transported to Oyster Cove, about thirty miles from Hobart. Here, drunken habits, with its attendant ills, soon reduced their numbers, till, in 1854, there were only sixteen remaining. In March, 1869, Billy Laune, better known as "King Billy," the last male aborigine, died; and on 8th May, 1876, there passed away Truganini, daughter of the chief of the Bruni Island tribe, and last remaining aboriginal inhabitant of Tasmania.

#### GENERAL HISTORY.

Lieutenant-Colonel Paterson left Port Dalrymple for Sydney in December, 1808, leaving Captain Townson in charge. There can scarcely be said to have been two separate Governments in Van Diemen's Land after this date. A small military establishment was kept up at Launceston, or Port Dalrymple as it was called, till the year 1846, under a succession of eighteen different commandants, of whom Lieutenant-Colonel Cumberland of the 96th was the last. The colony made but little progress during the administration of Governor Collins. According to the best authorities, no roads were made, no public buildings erected, and even at the close of the year 1805 the Governor himself was still living in a tent. The population at the end of 1806 was very small, 471 at Hobart Town and 301 at Port Dalrymple, or 772 in all, and these had had a desperate struggle for existence, in 1805 and 1806 especially, when rations were reduced to a very low ebb. Some idea of the state of things may be gathered from Lieutenant Lord's evidence given before the Committee of the House of Commons in 1812. It was as follows:—"During eight or nine years we entirely depended on the woods. We had two pounds of biscuit weekly for thirteen months. We had not a single death. I have often myself been glad to go to bed for want of bread." In 1807 the first overland journey was accomplished from Launceston to Hobart Town. Lieutenant Thomas Laycock with four men and three weeks' provisions left Launceston on 3rd February; they proceeded *via* the junction of the Macquarie with the Lake River, and by the latter river over the mountains to Lake Sorell, reaching the Southern Settlement on the ninth day. The return journey only occupied seven. By far the greatest event which occurred during Governor Collins' administration was the deportation of the Norfolk islanders to this colony. Norfolk Island had been first settled in 1788. It was then occupied with a view to the cultivation and manufacture of New Zealand flax. This proved, however, a failure. Then it was thought much could be done with its pine forests. Here, again, they were doomed to disappointment; the timber proved unfit for shipbuilding. Then, again, the soil was good enough, but the climate was so uncertain, and what with drought, blight, caterpillars, etc., as often as not the crops were a failure. Added to this there was the idleness and discontent of the settlers. It was circumstances such as these which determined the Home Government to give up the island as a settlement. Good terms were offered to the settlers to remove to Van Diemen's Land, but only eight with their families availed themselves of them in three years. Accordingly, in 1806, the Secretary of State wrote a peremptory despatch, again stating the reasons which had led the Home Government to decide upon the evacuation of the island, remarking with dissatisfaction that the measures hitherto taken had had little effect in promoting the object of freeing the Government from the expense of an unproductive settlement, and that measures were to be taken forthwith for the withdrawal of all settlers and stock and their removal to Van Diemen's Land. The first consignment, amounting to thirty-four, arrived in the river Derwent on the 28th November, 1807, and the deportation continued at intervals during the whole of the next year. The arrival of these new settlers was a source of great anxiety to Governor Collins, seeing they had to be fed, and his supplies were none too plentiful. They were given land at New Norfolk, Sandy Bay, Clarence Plains, and Norfolk Plains, in the north. They did not make good settlers, the most of them turning out idle and improvident. Governor Collins died suddenly at Hobart Town on 24th March, 1810. An interregnum of three years then occurred, during which the administration of the Government devolved upon military officers, Lieutenant Edward Lord, Captain Murray, and Lieutenant-Colonel Geils successively assuming the Government. The year 1810 saw the first newspaper printed in the colony, its title being *The Derwent Star and Van Diemen's Land Intelligencer*. It was issued fortnightly at 2s. per copy, and contained half a sheet of foolscap printed on both sides. Even at 2s. per copy it did not pay, and was in existence but a few months only. During 1811 the island received a visit from the Governor-in-Chief, Lachlan Macquarie, and to him Hobart is indebted for the names of its principal streets, which he helped to lay out. He also named several places on his trip overland to Launceston. On 4th February, 1813, the second Lieutenant-Governor arrived—Colonel Thomas Davey. He only held the office a little over four years, and had the reputation of being morally weak and unfit to govern a community such as this, which required, if any, a firm ruler. However, during his administration the colony in many ways progressed. Two ports were opened to commerce, mercantile houses were established, and goods imported direct from Great Britain. In 1815 Van Diemen's Land was able to supply Sydney with wheat of its own growing. In this year, 1770 bushels were exported, and in the following year 13,135. The whale fishing and the trade in seal skins from the islands in Bass Strait was also profitably carried on. In 1814 a court was established called the

Lieutenant-Governor's Court. Its jurisdiction was confined to personal actions in matters under the value of £50. All other cases, whether civil or criminal, were sent to Sydney to be tried. As for minor cases, all, whether bond or free, were under strict military rule, and delinquents were dealt with on the spot. What retarded the advancement of the colony to a considerable extent during Governor Davey's stay was the terrible increase of armed bushrangers, who overran the island in every direction, doing considerable injury to the settlers, and not even staying their hands at bloodshed. To check their ravages the whole colony was declared under martial law, but very little was done. The Governor was unfit to cope with the matter. In 1816, Mr. James Kelly, formerly Pilot and Harbour Master at Hobart Town, in the course of a voyage round the island, discovered Macquarie Harbour, and this unfolds a dark chapter in the annals of the colony. In 1821, the Government being desirous of finding a proper place for the confinement and punishment of the worst description of convicts, this harbour was, on the report of Mr. Kelly, selected for the purpose, and the three reasons given were: first—that it afforded the means of employing the prisoners in such a manner as to make them severely feel their punishment; secondly—of preventing by its locality the chance of their escape; and thirdly—of rendering their labour instrumental in some measure to the purpose of repaying the expense of the establishment. On 1st June, 1816, was permanently established the newspaper press, when Mr. Andrew Bent issued the *Hobart Town Gazette and Southern Reporter*. Mr. Bent carried on this paper for many years under very great difficulties, not the least of which were insufficient and bad type and want of proper paper. One of the last acts of Governor Davey was the laying, on the 19th February, 1817, the foundation-stone of the first church erected in the colony, namely, that of St. David's at Hobart Town. On the 9th April the same year he relinquished his office and entered into private life as a settler.

Governor Davey was succeeded by Lieutenant-Colonel Sorell, who, during the six years he remained at the head of affairs, displayed great energy and determination. Under him the colony made wonderful strides. One of his first acts was to call the inhabitants together and consult with them on various matters relating to the welfare of the community. First of all the suppression of bushranging engaged his attention, and the people liberally responded to his call for help, the consequence being that in less than three months most of the lawless bands were either captured or destroyed. On his first resuming control the population of the colony was 3114, of whom 566 resided on the northern side of the island. He did all in his power to encourage immigration, and it was during the first year or two of his administration that the influx of free settlers first commenced to any great extent. On their arrival they were treated most liberally; each settler received



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a grant of land in proportion to the capital he brought with him. Live stock of every description, implements of husbandry, and other articles which were applicable to agricultural pursuits, were considered capital, as likewise any half pay or pension. Besides this settlers received loans of stock from the Government, as also seed, and rations for themselves and their convict servants for six months, and were also guaranteed 10s. per bushel for all the wheat they grew and 6d. per lb. for meat. These liberal concessions, however, did not continue for any length of time; doubtless there were too many applicants. These were withdrawn, and the system of granting land free of all charges but a small quit-rent of 5 per cent. on the value of the land was substituted and continued till the year 1830. The finest parts of the island were alienated during Governor Sorell's tenure of office, and in addition to the above liberal terms offered to the settlers the cost of labour to work their

farms or estates was trifling. Convict labour was to be had in abundance, and the servants the settler required were assigned to him conformable with certain framed regulations. In these the rations the master was to supply to the men was stated, the different articles of clothing were also enumerated. When a prisoner was assigned to a master he would receive a complete set of slop clothing from the public stores for which his master had to pay. The total cost of a labourer to the settler would not be more than £4 per annum and his keep. The women were assigned out on very much the same lines. Tobacco and tea were to be supplied at the discretion of the master in cases where he thought them proper or necessary, as a stimulus to industry, or under special circumstances. Up to within a few years of the cessation of transportation this was all the settler was bound to pay for labour. There was a slight change about the year 1842, when by a new regulation the remuneration to assigned servants was fixed at £9 per annum, but with that they had to find themselves in clothes. When it is considered that at this time wheat was 10s. per bushel and other produce proportionately high, and the cheap labour employed to produce it, can it be wondered that our first settlers became prosperous, and were enabled to build for themselves palatial residences, plant miles of hawthorn hedges, and otherwise beautify and improve their estates. Many public and private institutions were started in Governor Sorell's time, more especially schools. He turned his attention also to the opening up of the country by the formation of good roads. The main road between Hobart Town and Launceston was completed in 1818. Great advances were made in the cause of religion. Up to the year 1819 there was but one clergyman in Van Diemen's Land, an old navy chaplain of the Church of England—the Rev. Robert Knopwood, who arrived with Governor Collins in 1804. The next to come was the Rev. John Youl, who was sent from Sydney to take charge of Port Dalrymple in 1819. The Wesleyans came in 1820, the Rev. Benjamin Carvosso being the first, and this body soon established themselves on a firm footing. In the following year (1821) the first Roman Catholic clergyman, the Rev. Philip Conolly, arrived, and in 1823 came the Presbyterians, the Rev. Archibald Macarthur being the first minister of that denomination. Many were the signs of progress at this time. Flour mills were being erected in different parts of the colony; communication was easier; a weekly mail was established between Hobart Town and Launceston. In the year 1819 Van Diemen's Land wool became an article of export; the settlers began to find out the value of it. In 1820 the first stud flock of 300 lambs found their way here, imported by Captain Macarthur, and from this time forward the wool of the island became known to commerce. On 2nd January, 1819, Judge Barron Field arrived from Sydney, and on the 18th held the first sitting of the Supreme Court in this colony. Prior to this the authorities were at their wits' end to know what to do with their worst criminals in the absence of a competent court or judge, and scores of them, convicted of felony, were sentenced to receive 200 lashes each, and this was the mode of dealing with some of the worst criminals till the second visit of Judge Barron Field, which took place on the 16th January, 1821, two years after his first visit. On this occasion he was accompanied by Judge Advocate Wylde. The sittings this time occupied four months, and were held in one of the wards of the Colonial Hospital. The gaols at this time were full. As many as seventy prisoners were called up for sentence in one day, eighteen of whom were condemned to death. At Launceston the gaol was so full the prisoners could not all lie down at one time, but had to take turns. There was not a lawyer in Van Diemen's Land up to the year 1822. A schoolmaster named R. L. Murray was allowed to plead in court, and the well-remembered John Pascoe Fawkner was allowed to do the same at Launceston. On the 14th May, 1824, the administration of Governor Sorell came to a close. The colony was then wearing the appearance of great prosperity. During the few years that he was at the head of affairs the population had increased from 3114 to 12,000, and its growing wealth commercially may be estimated by the value of merchandise imported into it, which in 1816 amounted to £47,256, and in 1822 to £112,982, having more than doubled itself in six years.

Lieutenant-Colonel George Arthur was appointed to succeed Governor Sorell, and in him the colony had one who was imbued with the idea that he had come to rule a convict settlement—in fact, that it was a huge gaol he had to deal with. It is needless to say that from the first he was the reverse of popular. Judge Pedder arrived from England about the same time as Governor Arthur. He brought with him the charter of the Supreme Court, and its first sitting took place on the 24th May, 1824, and at the same time Mr. Joseph Tice Gellibrand presented his commission as Attorney-General. The jury consisted of seven military officers. An important event occurred in 1825. On the 3rd of December that year Van Diemen's Land was proclaimed an independent colony, and the Lieutenant-Governors in future became invested with the title of "His Excellency." At the same time the Crown appointed Executive and Legislative Councils, the former to advise the Governor, and the latter to make laws for the government of the colony. The Executive was composed of the following:—The nephew of the Governor, Captain John Montagu, Colonial Secretary; John Lewes Pedder, Chief Justice; A. W. H. Humphrey, Police Magistrate; and Jocelyn Thomas, Colonial Treasurer. The Legislative Council consisted of seven members, namely:—Edward Abbott, W. H. Hamilton, Edward Curr, and four of the Executive Councillors. During the first year of his administration, Governor Arthur remodelled the Prison Discipline System existing in the colony; the police of the island also underwent considerable improvement; the island was divided into districts, to each of which were appointed a stipendiary magistrate and police clerk, an efficient police staff, a salaried surgeon, a small detachment of soldiers, and most important officer of all, in those days, a flagellator. The lash was the grand cure for all minor offences committed by the unfortunate servants of the settlers, and it was the tyranny and cruel conduct of many of the masters which once more caused men to take to the bush, and bushranging again became as prevalent as when Governor Sorell first took office. Many of the worst criminals also escaped from the horrors and cruelties of Macquarie Harbour, and added to the number of those at large. Not the least of the many troubles in Governor Arthur's time was that in connection with the aborigines, which ended in their being removed to Flinders Island, an account of which has already been written. In 1825 the Van Diemen's Land Company was formed in England. They received a grant of 250,000 acres on the north-west of the island. They spent a great deal of money in this colony, and were the means of improving the breed of horses and cattle by the importation of good stock from England. In the year 1827 trial by jury was instituted as the result of a petition to the Home Government. In this year also the Derwent Bank was established in Hobart Town, and in the following year the Cornwall Bank in Launceston. The population of the colony at this time was about 20,000, and the colonists were possessed of about 500,000 sheep and 80,000 head of cattle. In the year 1831 the system of issuing free grants of land was done away with. There were found to be many

abuses under the system. Settlers were allowed according to their means grants of land varying from 2,560 acres to 320, and unless the newly-arrived settler had friends in the colony he came badly off in his selection. A map was placed in front of him on his arrival, but no information given. If, however, he had a friend to counsel him, everything went smoothly. A hogshead of wine, a pianoforte, or such-like present, would point out the most desirable land in the colony. It was apparently only a concession for the rich. Governor Arthur took a great interest in and strove to the best of his ability to promote the cause of religion and education. Whilst he was at the head of affairs many churches and schools were established. When he arrived in the colony there were but two Government schools. He raised the number to twenty-nine, and whereas then there were only four places of worship, he left eighteen. An important event occurred in 1835, namely, the foundation of the colony of Port Phillip. In the first instance, in 1834, two Launceston gentlemen, the Messrs. Henty, crossed the strait, and occupied country round Portland Bay with flocks of sheep. They were also enabled to grow enough corn for their own consumption. In the following year a company was formed, and John Batman sent over. Nearly about the same time John Pascoe Fawkner, with five others, followed, and the example set by these two resulted in developing a brisk trade with Van Diemen's Land. One remarkable occurrence took place during the winter of 1835, which, as far as is known, never happened before or since. The island was visited by a very severe frost, when the Great Lake was frozen, and vast numbers of indigenous trees were destroyed in various parts of the colony, not only near the Lakes, but on the lower grounds as well.

Governor Arthur administered the affairs of the colony for twelve years, and during that period wonderful progress was made. The population had increased from 12,000 to 40,000, 23,000 of whom were free and 17,000 bond. The revenue, which was nearly all derived from spirits and tobacco, rose from £17,000 to over £90,000. There had been a great increase in the area of land occupied. A million and a half acres had been granted, and 250,000 acres had been sold, realising £107,000. Nearly 90,000 acres were under cultivation, as against 35,000 only in 1824. The imports had risen from £112,982 to £584,000, and exports from £14,500 to £320,000. Wool was a considerable source of wealth. In 1827 only 200,000 lbs. was exported, the price being 3d. to 6d. per lb., while in 1835 two million pounds were exported, at a price ranging from 1s. 6d. to 2s. 6d. per lb. Governor Arthur left the colony on 30th October, 1836, and the Crown afterwards acknowledged the services he had rendered the colony by creating him a Baronet, and by conferring on him the Governorship of Canada. Previous to his departure, Lieutenant-Colonel Kenneth Snodgrass arrived to take up the duties of Acting-Governor. He entered upon his duties on the 31st October, and held office for two months and six days only.

On the 6th February, 1837, arrived Captain Sir John Franklin, the next Lieutenant-Governor of Van Diemen's Land, the history of whose voyages had made his name familiar to the colonists. He was accompanied to the colony by the Rev. William Hutchins, in whose favour Van Diemen's Land was erected into an Archdeaconry, and Captain Maconochie, as Private Secretary. Sir John Franklin was received with great enthusiasm; his frankness pleased the colonists. He assured them in his first address that he came among them without prejudice, and determined to "see with his own eyes, hear with his own ears, and judge with his own judgment." He soon found, however, that he had landed amongst party strife and discord. The civil servants, heads of departments, as well as subordinates were in bad odour with the settlers, and the nominee Legislative Council was in no better favour. Then the Governor fell out with his Private Secretary, the latter having reported unfavourably, and it was thought unfairly, on the condition of the convicts, and for this cause Sir John Franklin dismissed him, leaving himself without any confidential aid, with the exception of Lady Franklin, who took very great interest in all public affairs; so much so, indeed, that it eventually formed the basis of a charge of weakness against Sir John, and ultimately led to his recall. In many ways the Governor made himself exceedingly popular. For instance, during Governor Arthur's administration the nominee Council sat with closed door. He, however, announced that the public should be admitted, which was done, and all proceedings published in the newspapers. He tried to conciliate all parties. Mr. W. E. Lawrence, a northern colonist, with whom the former Governor had quarrelled, was nominated to the Council, and several gentlemen were appointed to the Commission of the Peace. At this time (1838) the colony was still increasing in prosperity. The population had risen to 45,764, wool to the value of £172,000 was exported, and whale oil valued at £137,000; while the Customs revenue was increased by over £70,000. The Government schools now numbered thirty-four. They were under the superintendence of Mr. Peter Archer Mulgrave, and were up to this year exclusively Episcopalian. However, in this year the British and Foreign system was adopted, which provided for the union of all sects. A board of superintendence was appointed, and masters were sent from England at the cost of the colony. Church matters at this time created considerable discussion. Hitherto the Anglican Church was the only one recognised. In 1837, however, an Act was passed granting State aid to any minister of the Episcopalian, Roman Catholic, or Presbyterian Church; also £300 to any congregation towards the erection of a minister's dwelling, and £700 towards the erection of a place of worship.

During the year 1840 vast quantities of stock and produce found their way to Port Phillip and South Australia, both newly-formed settlements. The northern part of the colony was a scene of wonderful activity. Agricultural produce and stock of all kinds reached fabulous prices, and the foundation of many fortunes was laid. The high price thus obtained induced many to turn their attention to farming, and large areas of land were taken up for that purpose. Efforts were made to introduce free settlers into the colony. Mr. Henry Dowling, of Launceston, was selected by a number of settlers to proceed to England to induce emigrants to come out. Many came, and the convicts were rapidly being replaced by free labour on the farms, and the prisoners placed on public works. Then came an alteration in the convict system, and it was resolved to hire out to the settlers men from the probation parties at £9 per year. This, of course, stopped emigration, and in four years something like 15,000 prisoners were sent to the colony, while in 1844 only one emigrant arrived. It is not to be wondered at that many free labourers and artisans left for the more prosperous colonies, where there were no convicts to compete with. The high price of stock and produce in 1840 did not permanently benefit either the grower or the merchant. In many instances it led to reckless extravagance, and a period of great distress followed. No previous Governor had made himself so acquainted with the colony of which he was head as did Sir John Franklin. In company with Lady Franklin there was scarcely a known part of it he had not visited. During his administration also many men

well known to the world at large visited the island. Mr. John Gould, the celebrated ornithologist, was one, and Count Strzelecki, the well-known geologist, another. Then came Messrs. James Backhouse and George Washington Walker, eminent travellers, who were here on a second visit. The Antarctic discovery ships, "Erebus" and "Terror," also called in at Hobart, the officers being well received by their old friend, Sir John Franklin. Difficulties arising between the Governor and Montagu, the Colonial Secretary, on account of which the latter was dismissed from office, ultimately led to the recall of Sir John Franklin, and he retired from the Government of the colony on the 21st August, 1843. Two years



J. W. BEATTIE, HOBART. LAKE ESPERANCE, MTS. HARTZ AND THE SUGARLOAF.

afterwards he sailed on his ill-fated expedition to the North Pole, and was lost. This colony, of which he was Lieutenant-Governor for six and a half years, subscribed £1600 towards the fund for the discovery of the missing expedition, and some time after erected a bronze statue to his memory on the spot where he resided at old Government House at Hobart Town, now Franklin Square.

Sir John Franklin was succeeded by Sir John Eardley Eardley-Wilmot, Bart., 21st August, 1843, during whose short stay of a little over three years, very few remarkable events occurred. He came to the colony at a time when the free population were anxious for the management of their own affairs, and when the ever-increasing number of criminals sent to the colony under a defective penal system, subject to varying alterations from the Colonial Office without proper consideration, rendered it very difficult for him to carry out the duties of his post with satisfaction either to himself or to those under him. Van Diemen's Land was at the time fixed upon as the great centre of convictism; Norfolk Island, in 1824, was made the receptacle of the worst class of criminals from New South Wales, and in 1840, Captain Maconochie, whom Franklin dismissed on account of his remarks and criticisms on prison discipline, was appointed commandant, with power to give his theories a fair trial. The main feature of his administration was extreme leniency towards the convicts. In four years the Home authorities were quite convinced that the system was a failure, though it naturally led to the reformation of many. Captain Maconochie was succeeded by Major Childs, who again introduced the old system, and in 1845 he was succeeded by Mr. John Price, formerly Police Magistrate at Hobart Town. The cruelties of the system introduced by these two reached the ears of the Secretary of State, and it was resolved to break up the establishment and remove the whole population to this colony. The Governor at once gave orders to that effect. Indignation meetings were held in Hobart Town, and Governor Wilmot would gladly have listened to their prayers, but the Home Government were peremptory, so eventually the convicts were shipped to Port Arthur, and Mr. Price retained as commandant for a time. At this time there were in the colony about 60,000 convicts; of these, about 7000 were in private service, and 8000 held tickets-of-leave; there were also gangs of probationers stationed in all directions, ranging from 100 to 500 men, which created a very unsettled feeling amongst the settlers. In fact, the country was inundated, not only from England, but from India and New South Wales, with

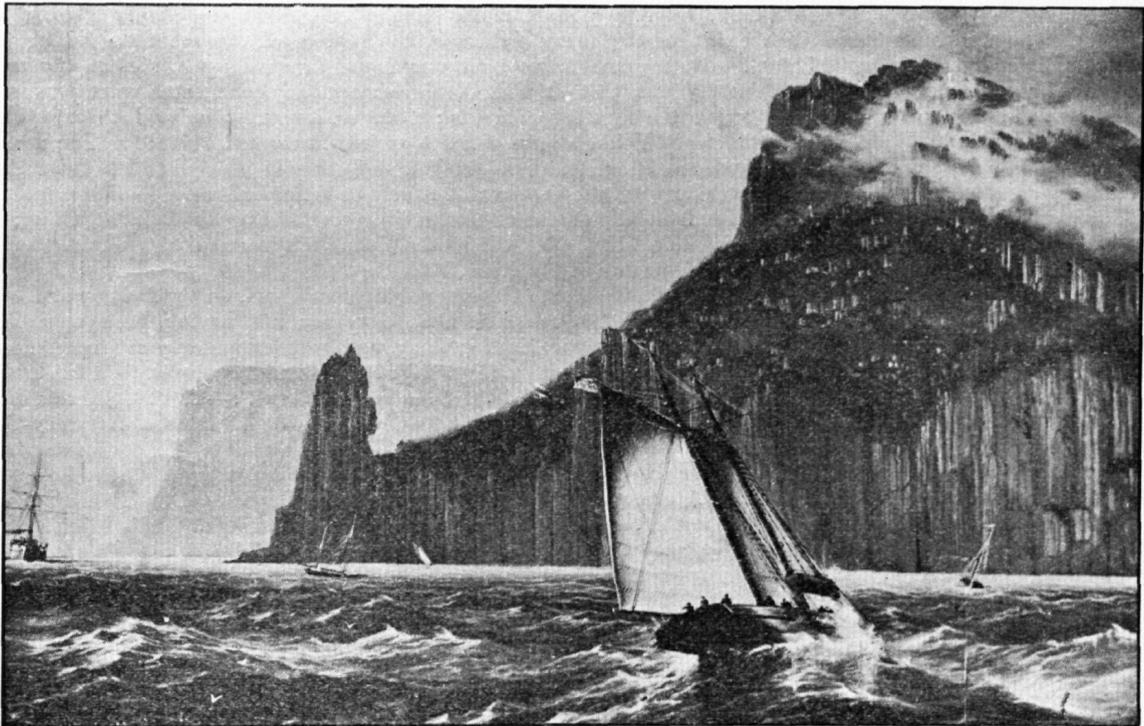
unemployed prisoners. It will be easily understood then that the colony was at this time in a very deplorable condition. Added to the enormous expense to keep up an efficient police, the revenue was on the decrease. Whereas, in 1841, 79,140 acres of land were sold at the upset of 12s. per acre, in 1847 the price had been raised to 20s., with the result that only 3,701 acres were sold. Under these circumstances no course was left to Governor Wilmot but to increase the taxation. The Home Government would not allow him to draw from the military chest, and there was no hope of obtaining supplies from England. In his desire to do what was best, and at the same time carry out the commands of the Home authorities, he came into open rupture with independent members of the Legislative Council; his plans were opposed, and his right to exercise a deliberative and a casting-vote questioned. The Governor persisted, and this led to the resignation of six of the country members, afterwards designated as the "Patriotic Six;" they were Messrs. Charles Swanston, Michael Fenton, Richard Dry, Thomas George Gregson, William Kermode, and John Kerr. On a few concessions being granted, however, the difficulty was ultimately tided over. In 1842, Van Diemen's Land was erected into an Episcopal See, and the Right Rev. Dr. Francis Russell Nixon appointed Bishop. Prior to this the whole of the colonies were one Episcopal See under Dr. Broughton. The only other event worthy of note during the administration of Governor Wilmot was a project to open up the north-west of the island by means of a main road; this was in 1844, but it was never finished, the probation system of road-making being done away with; but what little was done led to the discovery of rich lands on the Kentish and Clarke's Plains, and on the Wilmot and Gawler Rivers. Sir Eardley-Wilmot, in October, 1846, was suddenly recalled, much to the astonishment of the colonists, who considered he was cruelly wronged by unjust dismissal. This seems to have broken his heart, as he died on 3rd February, 1847, just four months after.

On the recall of Sir Eardley-Wilmot, Mr. Charles Joseph Latrobe was appointed administrator. This gentleman was at the time Superintendent of the District of Port Phillip. He arrived in this colony on the 11th October, and was sworn in by Colonel Cumberland, the commanding officer of the forces, on the following day. During his short stay in the island he reported to the Home Government upon the state of affairs in the colony, more especially on the probation system. His opinions on transportation were upheld by the colonists at large, and bore good fruit when the question came on for discussion in the British Parliament later on.

Sir William Thomas Denison, Knight, Captain of the Royal Engineers, was the next Governor of Van Diemen's Land, and he arrived on the 25th January, 1847. One of his first acts was the reinstating of those members of the Legislative Council who resigned during Governor Wilmot's administration—the "Patriotic Six"—but it was not done without considerable difficulty, as others had been appointed in their places; however, the move was a popular one. One of the most important instructions given Governor Denison upon his leaving England was, that he should ascertain the views of the colonists with regard to transportation. He lost no time, therefore, on his arrival in issuing circulars throughout the colony, soliciting answers to the three questions he had framed relating to this important matter. This circular gave rise to a considerable amount of discussion. Public meetings were held in every town and township in the colony. The anti-transportationists proved the stronger party; Governor Denison himself reported unfavourably on any sudden cessation, but the colonists were most persistent, and transportation was for a time suspended. But in 1848 it looked as if Van Diemen's Land was going to be the home of all the criminals in the Empire. In that year a ship arrived with 248 male prisoners, and the following year as many as twenty other vessels brought in loads of criminals which the other colonies would not receive. Then it was that the Anti-transportation League was formed, the Rev. John West, of Launceston, being the organiser; and in 1851 "The League and Solemn Engagement of the Australian Colonies" was adopted at a conference in Melbourne. It goes without saying, that the progress of the colony, owing to the fluctuating policy of the Home Government with regard to this main question, was retarded. The sale of Crown lands, for instance, fell in seven years from 88,788 acres to two or three thousand only. The Customs revenue fell from £94,909 to £83,370. There was, however, a considerable improvement in exports; this was owing to increased trade with the new colonies; but the whale fisheries showed a considerable falling-off; in 1838 their produce was valued at £137,077, now it had declined to £67,300. Owing to convict masters being employed in one or two instances, the number of public schools had fallen off from thirty-three to twenty-three; but the establishment of several good private schools had taken their place. In the early forties £10,000 was raised by subscription in England and in the colony for the endowment of a college on Episcopalian lines. Under the advice of the well-known Dr. Arnold, the Rev. J. P. Gell had been selected as principal, and the institution was opened in October, 1846, at Bishopsbourne, and named Christ's College. It was, however, only in existence ten years, having commenced on too large a scale for so young a colony. Two other institutions, which are still flourishing, were opened this year, namely, the Launceston Church Grammar School, 1st July, and the Hutchins School, Hobart, on 3rd August. In the year 1849 arrived the Irish State prisoners, who had been exiled from their native land for political offences; their names are still familiar—Messrs. Smith O'Brien, Meagher, Mitchell, McManus, Martin, O'Dougherty, and O'Donaghue. The adventures and experiences of these leaders of the "Young Ireland" party form an interesting episode in Tasmanian local history. One of the most important measures passed by the British Parliament, in 1850, was that for the "Better Government of the Australian Colonies." As far as Tasmania was concerned, it provided for the establishment of a Legislative Council, one-third of the members to be elected by the Crown, and two-thirds by the people. This most popular measure was hailed with great joy throughout the colony. The first election resulted in the return of sixteen staunch anti-transportationists, and from this day out the abolition of transportation became a certainty, and on the 10th August, 1853, a despatch was received from Lord Derby's Cabinet announcing its discontinuance. The discovery of gold in Victoria had a wonderful effect upon Tasmania; hundreds of her sons rushed over in the search for wealth, but she at the same time lost many undesirable characters. The years 1851 and '52 were periods of great excitement in the colonies. Tasmania was nearly deserted, in many of the country districts there was not a male inhabitant left. There was a feeling amongst the Home authorities at this time that it would be quite impossible to retain proper control over a number of prisoners who were in such close proximity to this land of wealth, and it was this feeling that did much to induce them to accede to the request of the colonists to abolish transportation. The official notification appeared in the *Hobart Town Gazette*, in May, 1853, but the 10th August was the day chosen upon which to celebrate this event. Throughout the whole length and breadth of the island it was a day of great rejoicing, and medals were struck to

commemorate the event. By a strange coincidence it was likewise the first jubilee of the colony, it being just fifty years since the occupation of the Derwent by Bowen in 1803. At this same time the old name Van Diemen's Land was abandoned, and the more euphonious one of Tasmania adopted. The colony had for some time gone under the latter name, but not officially. In 1842 Dr. Nixon had been created Bishop of Tasmania; but to go back further still, in 1823 a silver shilling token was circulated by Messrs. Macintosh and Degraives, of Hobart Town, on one side of which was represented a kangaroo, surmounted by the name "Tasmania," and the date "1823" beneath. The next event of importance was the passing of the "Constitution Act," under which we now live; this, although it received the Royal assent in 1854, did not come into operation till the 3rd August, 1855. The end of the year 1854 saw the close of Sir William Denison's administration. He arrived in the colony when the finances were in a very depressed condition, and he left them prosperous and with no public debt. The exports had risen to £1,756,000, nearly treble what it was three years before, and imports £2,604,000, having quadrupled in about the same time. The census returns of 1848 showed the number of adult males at 36,000, and the rush to the diggings in Victoria had reduced that number to 22,000 only in 1854. The population generally had decreased—from 68,000 it had fallen to 64,800. Sir William Denison left Tasmania in January, 1855, and had the reputation of being one of the ablest Governors the colony had ever had. Certainly he administered its affairs during one of the most important epochs of its history. On his departure he was the recipient of a testimonial valued at 2000 guineas, and immediately after was appointed to the Governorship of New South Wales.

On the 8th January, 1855, Sir Henry Edward Fox Young entered upon the administration of the Government of Tasmania. He had gained much experience, having spent a considerable portion of his life in offices connected with the administration of affairs in various other British settlements, and had been also Governor of the Eastern Districts of the Cape of Good Hope, and prior to coming to the colony was Governor of South Australia. Sir Henry Young came to Tasmania at a time when all was prosperous. Immigrants were arriving by hundreds, and generally of a very superior class. Early in the year 1855 one English firm alone sent out six ships loaded with these desirable colonists. One fact alone will show the prosperity of the people at this period; a sum of £25,000 was raised in this small community, and sent to England to swell the Patriotic Fund for the widows, orphans, and other sufferers by the Crimean War. During the past year the revenue had exceeded expenditure by over £21,000. Coal had been discovered in various parts of the island, and it was thought that this product would lead to a large export trade. The timber trade also was flourishing; during 1853, £443,000 worth was exported. It is little wonder then that the colonists were led into



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extravagance with so bright a future mapped out before them; but a reaction was near at hand which very few foresaw. The coalfields were not up to expectations, and the timber trade went down to a mere nothing, so that in a few years the finances of the colony were at an exceedingly low ebb. The new Constitution Act, establishing the two Houses of Legislature, was proclaimed in October, 1855, but the first Parliament, elected by ballot, was not called together until 2nd December, 1856, and an accumulated deficit of £80,000 was one of the first difficulties they had to face. In 1857 this was provided for by the issue of debentures, and the foundation of the public debt was thus laid. This debt was increased to £200,000 by the end of 1858; a very large amount being spent on immigration, which, unfortunately, did not do the colony that amount of good it was intended it should. The goldfields on the other side of the strait were too

great an attraction, and the major portion of the immigrants only made use of Tasmania as a sort of resting-place by the way. And not only were the immigrants attracted thither, but many of the native-born, and those, of course, the most enterprising and energetic. Trade was at a standstill, and with a decreasing revenue increased taxation became a necessity, and consequently a heavy burden upon the remaining colonists. Sir Henry Young impressed upon his advisers the necessity for substantial reductions in expenditure, and sanctioned the appointment of a commission to enquire into the working of the various public departments, in order that necessary reforms might be effected. Tasmania was the first colony in Australasia to receive the benefit of free institutions, and under the new Constitution Act Tasmania was to elect fifteen members to the Legislative Council and thirty to the House of Assembly. The elections were a time of great excitement; those for the House of Assembly taking place on 8th September, 1856, and for the Legislative Council on the 17th of October following. The ballot was used on this occasion for the first time in the colony, and proved a great success, everything going off very quietly, quite a contrast to the disturbances that took place under the old system of open voting. Tasmania's first Ministry was composed of the following gentlemen:—William Thomas Napier Champ, Colonial Secretary and Premier; Thomas Daniel Chapman, Colonial Treasurer; Francis Smith, Attorney-General; John Warrington Rogers, Solicitor-General; Henry Frampton Anstey, Minister of Lands and Works; and William Edward Nairn, without portfolio. During the governorship of Sir Henry Young much important legislation was enacted, and the different Ministries under Champ, Gregson, Weston, Smith, and Chapman, each in their turn, effected good and lasting work for the colony. In 1858, and when a large amount of money was being spent on immigration, a most liberal Waste Lands Act was passed; this was intended to encourage settlement on the thickly timbered forest lands, and was the means of opening up the North-West Coast, now one of the finest agricultural districts in the colony. Then came local self-government by the passing of the Rural Municipalities Act, and by it the Government gave up control of the police, who were then given over to the various local bodies that had been established. The question of centralisation of police has been a matter of controversy ever since. Important legislation took place with regard to education; an Act appointing the Council of Education, with power to confer A.A. degrees and give scholarships, was made law. Two scholarships were given annually to the value of £200 each, which enabled Tasmanian youth, passing the best examination, to study at an English University for four years. Without a doubt this gave a great stimulus to education in the colony. Not the least of the blessings conferred upon Tasmania during Sir Henry Young's administration was the introduction of the electric telegraph. In the year 1856 the contract was let for the erection of a telegraph line between Hobart Town and Launceston, and in 1859 an attempt was made to connect Tasmania with the mainland by means of a submarine cable, which was laid from Cape Otway to King's Island, from there to Circular Head, and thence to Tamar Heads, but in 1860 it became hopelessly damaged on account of the rocky nature of the bottom of the sea near King's Island. This undertaking cost the colony £42,000. During the fifties gold was found in small quantities in several parts of the colony, but the most important discovery was that at Fingal, where a company commenced operations in April, 1859, and obtained about 250 ozs. of gold during the first four months; however, it cannot be said that anything of importance was discovered prior to 1860. Sir Henry Young's term of office expired at the end of 1861. The finances of the colony on his departure were still in a very depressed state, there being a deficiency in 1860 of no less than £70,000. Both Sir Henry and Lady Young were very popular with the people, and it may be mentioned were the first to occupy the present Government House in the Domain. The foundation-stone of this building was laid by Sir John Franklin; it was completed in 1857, and cost the colony something like £120,000. Sir Henry Young left Tasmania 10th December, 1861; he returned to England, and resided in London till the day of his death, 18th September, 1870.

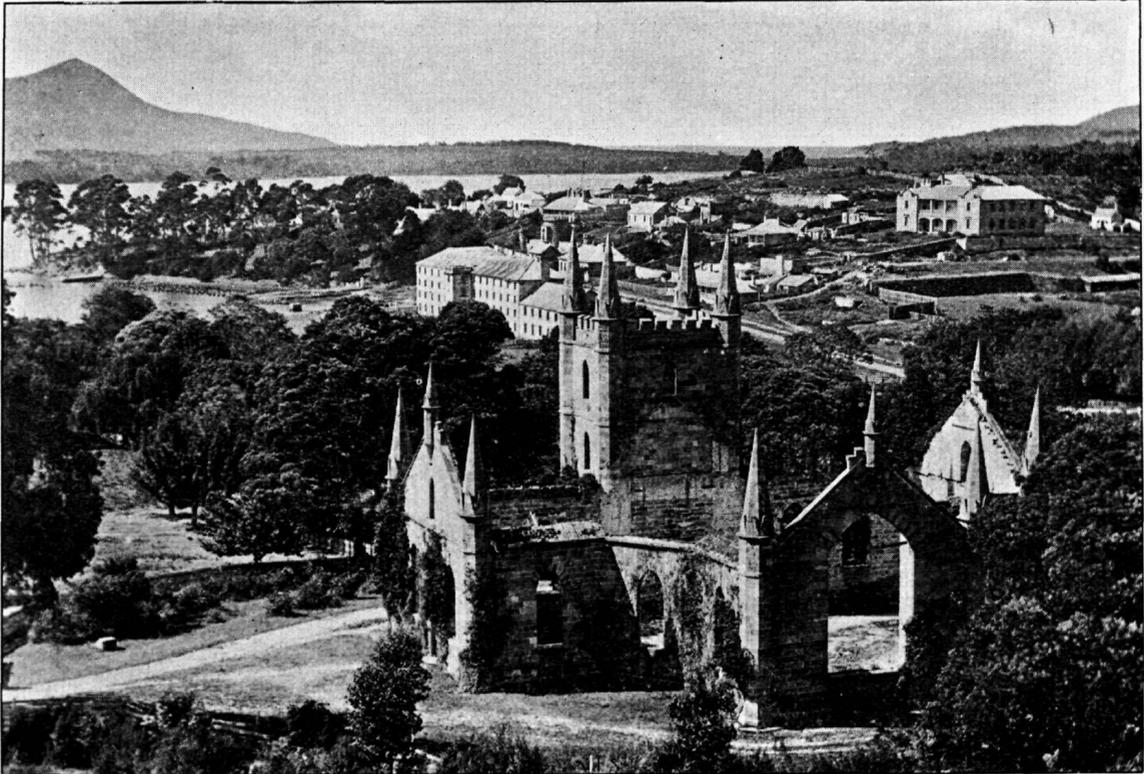
Lieutenant-Colonel Thomas Gore Browne, C.B., the eighth Governor of Tasmania, was, on the 2nd day of December, 1861, sworn in as Administrator of the Government, his commission as Governor not having been received from England. He was a man who had seen much active service in the army, and whose popularity as Governor of New Zealand had preceded him here. His appointment was received therefore with every sign of approval. On his arrival the Chapman Ministry ruled the public destinies, and was composed of the following gentlemen:—T. D. Chapman, Premier, without office; W. Henty, Colonial Secretary; F. M. Innes, Colonial Treasurer; and W. L. Dobson, Attorney-General. The Parliament was dissolved in October, 1862, political strife and complications between the two Houses leading up to it. The third Parliament met in January, 1863, the Hon. James Whyte being Colonial Secretary and Premier; Charles Meredith, Colonial Treasurer; R. Byron Miller, Attorney-General; and James Wilson, Member of the Executive, without office. Their first financial policy met with approval, although it advocated increased taxation. This Ministry was the first to institute ministerial tours throughout the colony, thereby increasing their knowledge and rendering them better able to understand the wants of the people. During 1863 and 1864 they saw much of the island, and were so impressed with its natural resources that they made it their policy to spend a large sum on reproductive works. At this time the proposal to construct a railway from Launceston to Deloraine was not entertained, but a scheme was initiated for opening up roads and the construction of bridges in the outlying districts, and a grant of £106,000 was obtained from Parliament for the purpose. The roads and bridges constructed were very useful, but the tramways, notably the one from Mersey to Deloraine, which was never quite completed, proved a mistake, as, on account of the perishable nature of the timber in a climate subject to a heavy rainfall, they lasted only a few years. During the year 1863 the Imperial troops, a small body of whom had been allotted to this colony, were removed to New Zealand, where there was trouble with the Maoris. This was a source of relief, as the expenditure was thereby decreased. Under the careful supervision of Sir James Youl, a Tasmanian colonist who had taken up his abode in England, experiments were made to ascertain the best mode of shipping salmon ova, the result being that the English salmon was successfully introduced into the colony in the year 1864, the total cost being £7494, of which the Government of Victoria contributed £995, and two New Zealand acclimatisation societies £450 between them.

The year 1865 was noted for the passage through Parliament of the Real Property Act, or better known as the Torrens Act—an Act which had already passed into law in the other colonies, and which received its name from Sir Richard Torrens, who introduced it into South Australia. The object of the Act was to simplify and cheapen the transfer of real estate. Parliament was dissolved in September, 1866, and a change of Government ensued, with Sir Richard Dry as

Premier and Colonial Secretary, Mr. T. D. Chapman, Colonial Treasurer, and Mr. W. L. Dobson, Attorney-General. In 1867, a fresh Immigration Act became law, whereby land orders were given to all persons paying their own passages out from Europe. To each person over the age of fifteen years, land to the value of £18 was allotted, and to the value of £9 for each child between the age of twelve months and fifteen years. Special provision was made for Europeans coming from India; 50,000 acres were set apart for them at Castra, on the North-West Coast. This was done in order to carry out a scheme initiated by Lieutenant-Colonel Crawford, to provide a place of rest for retired Indian officers, after several years of active life in that enervating climate. The scheme was not altogether a success. Many Indian officers came to Tasmania, but very few took up land at Castra. On the 7th January, 1868, Tasmania was honoured by a visit from His Royal Highness the Duke of Edinburgh. He was received with the greatest enthusiasm, colonists coming into Hobart from all directions to give him welcome. The day after his arrival he laid the foundation-stone of the new cathedral, St. David's, and the next day started on a tour to the northern side of the island. While at Launceston he planted two oak trees in Prince's Square, and turned the first sod of the Launceston and Western Railway. In the year 1869, the State Aid Commutation Bill was brought in by Mr. W. L. Dobson, whereby annual allowances for religious worship were replaced by endowments with debentures, and stipends were provided for those clergymen who held vested interests. Sir Thomas Gore Browne left Tasmania on the 29th December, 1869, and on his arrival in England was created a Knight-Commander of the Order of St. Michael and St. George. In July, 1870, he received the appointment of Governor of the Bermudas. Governor Browne was most popular in Tasmania, and the same may be said of Mrs. Browne; and as a proof of this it may be stated that when they arrived in England, the colonists of Tasmania presented Colonel Gore Browne with a rich testimonial of plate, with a suitable inscription thereon. The following, taken from the *Sydney Morning Herald*, will perhaps give some idea of the esteem in which he was held in the colonies:—"It will be, indeed, most fortunate for the Tasmanians if the new ruler, whoever he may be, shall prove equal to his predecessor. The popularity of Governor Browne throughout a period beset with many difficulties has resulted from one grand cause—the most perfect conviction of his uprightness. No man ever more expressed in his manner, his speech, his whole appearance, the integrity of his mind."

After the departure of Colonel Gore Browne the Government of Tasmania was administered by Lieutenant-Colonel Trevor, who came over from Melbourne for that purpose; he, however, only held the appointment for sixteen days, as on the 12th of January, 1869, Mr. Charles Du Cane, the ninth Governor of Tasmania, arrived at Launceston. He was a young man, having no colonial experience. In this he differed from most of those who had preceded him; but he was possessed of considerable ability, was an excellent speaker, a warm supporter of all pastoral and agricultural associations, and was greatly interested in the cause of education. The first year of his administration was marked by several memorable incidents. In the first place, communication was again established between Tasmania and Victoria by means of a submarine cable; this time the King's Island route was abandoned in favour of a direct one from near Western Port in Victoria to East Beach, near Tamar Heads. This work was undertaken by the Telegraph Construction and Maintenance Company, under a special agreement with the Tasmanian Government. On the 1st May, 1869, congratulatory messages were passed through between the two colonies. In August this year Tasmania lost one of its ablest statesmen and most popular citizens by the death of Sir Richard Dry. Born in Tasmania, being the inheritor of a magnificent estate, and being withal a warm-hearted, liberal man, he was known and beloved of all. A public funeral was awarded him, and his remains now rest in Hagley Church, which he himself had erected at his own expense. A number of colonists afterwards added a handsome chancel to this church, at a cost of £1000, "as a permanent memorial of their affection and respect." His Royal Highness Prince Alfred, one of the contributors, said in his letter, "I have a wish to subscribe to this memorial as an expression of my personal regard for Sir Richard, and my feeling of the high position he held in the esteem and affection of his fellow-colonists." A new Ministry was formed after the death of Sir Richard Dry, the Hon. James Milne Wilson becoming Premier and Colonial Secretary; Dr. Butler and Mr. J. A. Dunn were given seats in the Cabinet, without office; Messrs. T. D. Chapman and W. L. Dobson still retained their portfolios. At the end of the year the Chief Justice, Sir Valentine Fleming, having retired, Sir Francis Smith was elevated to that position, and the Attorney-General, the Hon. W. L. Dobson, was raised to the Bench. On Mr. Dobson's retirement from the Ministry, Mr. William Robert Giblin succeeded him as Attorney-General. During the year 1870 the Home Government withdrew the remainder of the Imperial troops from the colonies, the 18th Regiment being the last to leave this island. Then came the inauguration of the Volunteer forces in the colonies, though in Tasmania the movement was started as far back as 1860, when the Launceston Artillery consisted of three companies of fifty men each, the captain commanding being Colonel Home, whose commission as commanding officer was dated 1st July, 1860. The population of the colony had increased in 1870 to 100,000, and it was thought necessary to amend the Constitution Act, giving increased representation to certain districts, and at the same time lowering the franchise. This led to a general election in September, 1871, and was followed by a dissolution in October, 1872, and a general election again took place. When Parliament next met, additional taxation was proposed, together with a moderate income tax. This was followed by a vote of want of confidence, which was carried, and Ministers resigned. The gentlemen who next took office served their country for the short period of nine months only. They, however, in their endeavours to right the finances were successful in getting increased customs duties assented to. The gentlemen who formed this Ministry were F. M. Innes, Premier and Colonial Treasurer; J. R. Scott, Colonial Secretary; J. A. Jackson, Attorney-General, and C. Meredith, Minister of Lands and Works. The financial depression which had lasted so many years had in 1870 reached the lowest point. The colony was in quite as bad a state as it was in the few years prior to 1845. The two-and-a-half millions of imports in 1853-4 had sunk to a little over three-quarters of a million, and the one-and-three-quarter million of exports to less than £650,000. The population, which numbered 70,000 in 1851, had increased to 100,000, but for some years prior to 1870 it had remained nearly stationary on account of the exodus to the other colonies. But with the seventies the tide of prosperity returned gradually to Tasmania. The settlement of rich forest lands, assisted by the extension of roads and the construction of bridges, was at last beginning to bear fruit. In 1870 a contract was signed for a main line of railway, to be constructed between Hobart and Launceston, and on the 10th February, 1871, the Launceston and Western Railway was officially opened for traffic. These, again, were to lend their aid in bringing the settlers' produce to market. Wool was one of the

main exports of the colony, but on account of disease being allowed to spread amongst the sheep their numbers were being decreased, and the wool was deteriorating; but in 1870 the Scab Act was passed, and Mr. James Whyte by great exertions succeeded, by having the provisions of that Act strictly carried out, in eradicating the scab in a little over ten years, the consequence being that the production of wool largely increased, and led finally to the opening up of a market for high class sheep with the sister colonies. The area of cultivated land was at this period gradually on the increase. Crown land, under the liberal credit system of the Waste Lands Act, was being taken up in all directions, and added to this, the mineral wealth of the colony was coming into prominence, so that altogether the dark cloud of depression that had enveloped Tasmania for so many years was at last showing a silver lining.



J. W. BEATTIE, HOBART.

PORT ARTHUR, FROM N.E.

On the 4th December, 1871, Mr. James Smith first discovered tin at Mount Bischoff, which led in 1873 to the formation of "The Mount Bischoff Tin Mining Company," a company which has up to the present time (1899) distributed in dividends amongst its fortunate shareholders over one-and-a-half million sterling. Gold was also being found in various parts of the island, at Fingal, Waterhouse, and the Nine Mile Springs. These discoveries led to Gold Commissioners being appointed. During the early part of 1870 as many as ninety gold mining companies were floated, but the results were disappointing. In the year 1868 a "Mineral Exploration Company" was formed, with a capital of £2000, its object being to search for minerals. With the sanction of Parliament they were to receive four acres of land in unsettled, or one acre in settled districts, for every pound spent in the search. They spent in all £2558 in unsuccessful explorations, and the colony received no benefit whatever from their researches; but the company received 2558 acres of rich agricultural land, the pick of the Ringarooma district. One other event worthy of record took place during the administration of Governor Du Cane, and that was that direct telegraphic communication was established between Tasmania and England. This took place on the 20th October, 1872. Mr. Du Cane left Tasmania for England on the 28th November, 1874, and shortly after his arrival was created a K.C.M.G. in recognition of his colonial services, the Government being administered by the Chief Justice, Sir Francis Smith, until the arrival of his successor.

The tenth Governor of Tasmania was Frederick Aloysius Weld, Esq. He had been a New Zealand colonist since 1843, and therefore had an amount of colonial experience which commended him to Tasmanians. In New Zealand, he was by no means an idle man; he took an active interest in all public affairs, was appointed a member of the Executive Council in 1854, Minister of Native Affairs in 1860, and Premier in 1864. He was appointed Governor of Western Australia in 1869, which office he retained until his appointment to this colony. He arrived here on the 13th January, 1875, and found the whole progress of the colony was being impeded by political strife and personal antagonisms; the Kennerley, Reibey, Fysh, and Crowther Ministries each in their turn endeavouring to administer public affairs up to October, 1879, when a coalition Ministry was formed—a combination which met with general approval. Its members were—William Robert Giblin, Colonial Treasurer and Premier; William Moore, Colonial Secretary; J. Stokell Dodds, Attorney-General; Christopher O'Reilly, Minister of Lands and Works; and James Wilson Agnew, without office. One of the first steps taken by this Ministry was the reorganisation of the finances by the imposition of several additional

taxes, the principal being a duty of ninepence in the pound on the annual value of landed property. There was also a dividend tax, a revised tariff, and a duty of threepence per gallon on beer. In 1876, the Main Line of railway from Hobart to Launceston was opened for traffic. It was constructed by an English company, who represented the cost as being £1,067,000, or £417,000 more than the sum upon which interest was guaranteed by the Tasmanian Government. The company lost in the first three years in working expenses and cost of maintenance more than £10,000 a year. Mr. P. O. Fysh's Ministry in 1877 brought out a large public works scheme, and £140,000 was voted for the further construction of roads, bridges, jetties, and telegraph lines throughout many of the outlying districts, which was a great boon to the struggling settlers. In the year 1876, the Van Diemen's Land Company undertook to construct a tramway from Waratah to Emu Bay, and this was opened for traffic on the 1st February, 1878. The company afterwards converted this tramway into a railway, which started running on the 14th July, 1884. Some very important discoveries in mining took place during Governor Weld's administration. In 1875, rich deposits of tin were found at Mount Cameron, Thomas's Plains, the Ringarooma River, George's Bay, and other places. Tin smelting works were erected in Hobart in 1876, and in 1878 at Launceston. Fresh discoveries were made in gold. The Nine-Mile Springs (now Lefroy) fields came into prominence, 1790 tons of stone being crushed there in the first six months of 1876, yielding 1 oz. 15 dwts. to the ton; this was from the New Native Youth mine. In 1877, the Dalley Brothers discovered the Tasmania gold mine at Brandy Creek (now Beaconsfield), a mine which in twenty-one years has produced gold to the value of £1,608,670 4s. 9d., and paid in dividends £679,071 15s. In February, 1878, a public testimonial and 250 sovereigns was presented to Mr. James Smith, in recognition of his discovery of tin at Mount Bischoff, and Parliament conferred upon him a life pension of £200 per annum. During 1879, the Lefroy goldfields were worked very successfully. In 1863, a reward of £3000 was offered by Government to the first person who would discover a payable goldfield. There were so many applicants that it was found necessary to appoint a Commission to settle the matter, the commissioners being—Messrs. John Whitefoord, Recorder of Launceston; Bernard Shaw, Commissioner of Mines; and H. T. A. Murray, Police Magistrate of Launceston. After close investigation the award was given to Mr. Samuel Richards, of Lefroy.

In March, 1881, the Honourable James Whyte, who was the initiator of the Scab Act in 1870, made the important announcement that the sheep of Tasmania were free from scab disease, and he at the same produced figures showing that in the eleven years the Act had been in operation sheep had increased in value from £298,564 to £486,398. Since the eradication of this terrible scourge, Tasmanian sheep have been bred up to a remarkable degree of perfection, have been eagerly sought after by Australian graziers, and have always commanded exceptionally high prices. During the fourteen years ending with 1896, 52,125 stud sheep were placed upon the Sydney market alone, and realised £399,990. In 1883, 2,409 sheep realised £47,578, or £19 16s. per head average; and in 1890, 3034 sheep brought £52,190, or an average of £17 4s. The flocks of the Messrs. Gibson and Taylor have always commanded high prices, and individual sheep from these flocks have reached fabulous sums. In 1890, "Matchless" brought 1000 guineas; and in 1896, the grand champion ram "President," owned by the Honourable James Gibson, of Belle Vue, realised 1600 guineas. At all the great exhibitions of the world—London, Paris, Philadelphia, and others—Tasmanian wool has always given a good account of itself. On the 6th May, 1880, Governor Weld retired from the administration of the Government in order to accept the position of Governor of the Straits Settlements, and, like his predecessor, was knighted in recognition of his colonial services. After his departure from Tasmania, the Government was administered for a period of seven months by the Chief Justice, Sir Francis Smith. Sir John H. Lefroy then filled the position of Lieutenant-Governor until the arrival of Sir George Strahan. There is very little to record during Sir J. H. Lefroy's short administration. Bills for various main roads and public buildings were passed; the intercolonial postage rates were reduced and penny postal cards were issued; the Post Office Savings Bank was also established. On the 3rd April, 1881, a census of the population was taken, giving a total of 115,008, or an increase of 25,000 in twenty years. Sir J. H. Lefroy's term of office only lasted thirteen months, but during that time he succeeded in making himself exceedingly popular. He took a great interest in the colony generally, and exhibited great energy in visiting various parts of the island. He left Tasmania 25th November, 1881. Before leaving, he was presented with addresses from both Houses of Parliament, and in reply he said to the Assembly—"Be assured that in a residence of nearly twenty-three years in various colonies, I have never left any with regret so warm as I shall feel when this island fades in the distance, or carried away memories so pleasant as those which will be hereafter associated with the name of Tasmania."

Sir George Cumine Strahan, K.C.M.G., arrived in the colony as Administrator of the Government on the 7th December, 1881. He had had considerable experience, having prior to this administered the Government of several British possessions; his last appointment just before arriving here being Governor of Cape Colony. Sir George Strahan could not have come to Tasmania at a better time. Everything was prosperous, the Giblin Ministry was still in power, and every month the revenue was showing an increase. The farmers were looking forward to a plentiful harvest; mining was booming, something over 150 gold mining companies had been floated, on nearly all of whose claims work was being done. There were also sixty-two registered tin mining companies, two copper, one iron, one slate, and three silver-lead companies. On the 1st January, 1881, the name of the capital was changed from Hobart Town (or Hobarton as it was often written) to Hobart. During this year, also, there came a change in the Cabinet—Mr. Giblin, Treasurer; and Mr. Dodds, Attorney-General, exchanged portfolios. No Treasurer ever entered upon his duties with affairs showing a brighter outlook than did Mr. Dodds. The colony was in a state of prosperity previously unknown. When Mr. Dodds made his first financial statement in July, 1882, he had a surplus of £44,552 carried over from the previous year, and anticipated a further surplus at the end of 1882; under these circumstances the property tax was reduced from 9d. to 6d. in the pound. A public works policy was advocated, and received generous support. A sum of £120,000 was voted for the construction of a railway from Deloraine to Formby, and £260,000 for roads, bridges, and other public works throughout the colony. In this year, also, Parliament turned its attention once again to immigration, there being a great scarcity of labour in consequence of the large number of men engaged in the mining industry. A committee was appointed to enquire into the matter, and in pursuance of their report a sum of £30,000 was authorised to be devoted to the introduction of immigrants from England during the three ensuing years; all necessary arrangements were made, and an agent sent

Home to select suitable immigrants under the bounty system. It was found at the close of the year 1882 that the revenue of the colony in two years had increased to the extent of £110,782, without additional taxation, and in the following year, also, prosperity still continuing, the revenue was further increased by £13,000. All this prosperity was not without its drawbacks. Encouraged by the success of a few, hundreds were led into rash speculations in mining, thousands of acres were marked off along the line of supposed rich reefs, worthless claims were floated into companies, and shares ran up to fictitious prices. Hundreds of men and women, in search for wealth, were thus led to speculate in mining properties of which they had no knowledge whatever, and only found out their mistake when the so-called rich deposits failed to give any return. Such is the fascination attached to the possession of mining scrip, that keen business men in pastoral and agricultural pursuits failed to treat these attractive pieces of paper in the ordinary way of business, and although they had many opportunities of realising fair profit, hastening to be rich, lost all. The colony itself, however, did not lose by all this wild speculation, if individuals did. It gave an impetus to trade and employment to labour. It will be seen that the value of gold and tin exported in the year 1883 was £21,450 over and above that of the preceding year. Gold was being found in several parts of the colony at this time; very promising deposits were discovered in the Pieman and King River districts, but they have yet to be developed. Mount Victoria, too, was then a field much thought of, and may yet turn out well. In his financial statement, in 1883, Mr. Dodds considered the progress made by the colony steady and continuous, and accordingly proposed a reduction of taxation; £17,000 of Customs duties were remitted, the 3d. per lb. taken off tea alone representing £10,250. The Minister of Lands, the same session, proposed a large expenditure on public works, part for railways and part for roads, bridges, etc.; both Houses eventually agreeing to the raising of £800,000 on loan for both objects. The railways proposed were the Derwent Valley, Conara to St. Mary's, and Launceston to Scottsdale. After much opposition these three railway bills were passed in Council on the 18th December, 1883, and a four per cent. Debenture Bill, redeemable in the year 1914, for raising the £800,000, passed both Houses the following day. In the year 1885, the Deloraine to Mersey Railway was opened for traffic, and in the following year the Oatlands to Parattah and Fingal railways were running. In August, 1884, there came a change of Ministry; Mr. Giblin resigned as Premier and Attorney-General, and Mr. W. Moore as Chief Secretary. A Ministry was then formed of the following:—Mr. A. Douglas, Premier and Chief Secretary; Mr. J. S. Dodds, Attorney-General; Mr. W. H. Burgess, Treasurer; and Mr. N. J. Brown, Minister of Lands and Works. During their term of office, which lasted only about eighteen months, the Franchise Bill was passed, providing that general elections for the House of Assembly should all take place on the same day, and also reducing the qualification of electors. Some interesting figures were given in 1883. Tasmania contains an area of 16,778,000 acres. Up to the end of 1882, 4,293,635 acres had been either granted or sold; 77,215 acres were held under mineral leases, and 1,951,507 acres of Crown lands held under depasturing licenses. It will be seen, therefore, that more than one-fourth had been alienated, and more than one-third was either occupied by purchase or rental. The population of 1883 had reached 126,220, showing an increase over the preceding year of 3,741. The prosperity which had set in with the Giblin Ministry in 1879 was, in 1884, giving every indication of a continuance. Farming interests were flourishing, abundant crops greeted the settler on every side, mining interests were holding their own, and the building trade was booming in our cities. In commercial circles the year 1884 was considered one of depression and inactivity, and much of this was caused through over speculation in the past; but there can be no doubt the colony was making sure and steady progress. A Defence Act was passed in 1885. Parliament had, in 1879, voted £25,000 for the defences of the colony. Reports had been obtained from Sir W. J. Jervis and Colonel Scratchley, the latter officer preparing several plans of batteries, which it was considered should be constructed, and these works were undertaken. The volunteer force in Tasmania at the time of the passing of the Defence Act numbered about 600. Mining interests took a turn for the better in this year; the gold exports increased from 34,814 ozs. to 37,498 ozs., and the coal mines in the Fingal district were coming into greater prominence. The laying of a duplicate cable between Low Head and Victoria was an important undertaking at this time, also a connecting cable with Swan Island. The year 1886 was remarkable for the assembling of the first Federal Council of Australia, which was held in Hobart on the 15th January. In 1883 a convention of colonial delegates was held at Sydney, and the Federal Council Bill was agreed to, which led up to the Hobart meeting. Representatives of Tasmania, Queensland, Victoria, Western Australia, and Fiji all shared in the deliberations, which lasted several days, but New South Wales and South Australia both declined to take any part in it. The object of this meeting was to secure, if possible, harmonious action on the part of the whole of the colonies with regard to matters in which it was thought uniformity of legislation would be desirable; these included marriage, divorce, the admission of alien and inferior races, the exclusion of criminals, a general system of defence, the extradition of fugitive offenders, quarantine, fisheries, copyright, and so forth. On this occasion the Federal Council, by virtue of the powers vested in it by the legislatures of the respective colonies represented, passed four Acts, as follows:—No. 1. An Act for shortening the Language used in the Acts of the Federal Council of Australasia. No. 2. An Act to facilitate the Proof throughout the Federation of Acts of the Federal Council, and of Acts of the Parliaments of the Australasian Colonies, and of Judicial and Official Documents, and of the Signatures of certain Public Officers. No. 3. An Act to authorise the Service of Civil Process out of the Jurisdiction of the Colony in which it is issued. No. 4. An Act to make provision for the enforcement within the Federation of Judgments of the Supreme Courts of the Colonies of the Federation. The Council then adjourned until January, 1888. There was a reconstruction of the Ministry in 1886, when Mr. J. W. Agnew became Premier and Chief Secretary; Messrs. J. S. Dodds, W. H. Burgess, and N. J. Brown retained their portfolios; Mr. A. Douglas, the late Premier, going home to England as first Agent-General of the colony. Mr. Justice Dobson, who in 1885 had been appointed Chief Justice, paid a visit to England this year on twelve months' leave of absence (Mr. W. R. Giblin, puisne judge, taking his place as Acting Chief Justice). Whilst in England he was knighted, and returned to the colony as Sir Lambert Dobson. In January, 1886, the new Constitution Amendment Act received the Royal assent, and a general election took place in July under it, giving eighteen instead of sixteen members to the Council, and thirty-six instead of thirty-two to the Assembly. A Royal Commission, reporting on the railways and public works of the colony, gave the new Parliament plenty to discuss, and eventuated in the floating of a Tasmanian £1,000,000 four per cent. loan on the London market; this was the means of placing the finances of the colony in a

sound position. Governor Sir George Strahan, who had administered the affairs of the colony since 1881, was obliged to leave on account of ill-health. He took his departure on the 28th October, 1886, and the Acting Chief Justice, the Hon. W. R. Giblin, was sworn in as Administrator, but was relieved of the duty in the following month by the return of the Chief Justice, Sir W. L. Dobson, Knt. On the 12th January, 1887, the Hon. J. S. Dodds was selected to represent the colony at the Imperial Conference in London, and on the 17th of the same month, Mr. Justice Giblin died, an event which caused universal regret. He was a Tasmanian by birth, had seen seventeen years of public life, and had won the respect of all classes. On the 5th February, the Third Judge Bill received the Royal assent, and the puisne judgeship was offered to Mr. Dodds, by cablegram, and accepted. This entailed a reconstruction of the Ministry, the new combination being Mr. J. W. Agnew, Premier; Mr. H. I. J. R. Rooke, Chief Secretary; Mr. W. H. Burgess, Treasurer; Mr. N. J. Brown, Minister of Lands and Works; and Mr. R. J. Lucas, Attorney-General. Their term of office was but short-lived, lasting only twenty-eight days. Almost the only public act recorded of this Ministry is the appointment of third judge, which they bestowed upon Mr. R. P. Adams, who was then Solicitor-General. Sir George Strahan never recovered his health, but died at Bournemouth, England, in less than four months after leaving Tasmania. His demise came as a sad blow to his many friends in the colony, who honoured and respected him for his many good qualities.

Sir Robert George Crookshank Hamilton succeeded Sir G. C. Strahan as Governor of Tasmania, arriving on the 11th March, 1887. He had, prior to this, held the position of Under-Secretary for Ireland, which he had vacated in November, 1886, his views on the Irish question being not quite in accord with those who had placed him in the position. One of the first duties Lady Hamilton had to perform in the colony was a very pleasant one indeed. It was to telegraph to Her Majesty the Queen an address of congratulation, signed by 23,000 members of her own sex, on the occasion of her Jubilee. Nowhere in the British dominions was the Queen's Jubilee celebrated with more evidences of loyalty and affection than in this far-off island of Tasmania. Sir Robert Hamilton did not waste time in making himself acquainted with the colony he had come to govern. On the 22nd March, he and Lady Hamilton visited Launceston, and from there travelled on to Latrobe and other Western townships, and returning, visited Richmond in the south, and were everywhere received with the greatest enthusiasm and loyalty. On the 24th March the Agnew Ministry resigned, and



J. W. BEATTIE, HOBART.

LOWER FALL, RUSSELL FALLS.

thus ended the coalition that had been formed in 1879. The new Ministry consisted of Mr. P. O. Fysh, Premier and Chief Secretary; Mr. A. I. Clark, Attorney-General; Mr. B. S. Bird, Treasurer; Mr. E. N. C. Braddon, Minister of Lands and Works; and Mr. G. P. Fitzgerald, without office. The new Ministry found the finances of the colony in anything but an encouraging condition. The Treasurer, in his financial statement on 20th June, showed a deficiency for the past twelve months of £70,000, and a total estimated deficiency for the following year of £164,000. So easy was it for the Legislature to borrow money in London in former years, that they were led into a rather extravagant expenditure on public works, and the colony was beginning to feel it. In 1888, the Derwent Valley Railway was opened, and in the following year, the Scottsdale, Sorell, and Apsley lines. Then came the extension to Ulverstone. These lines caused a vast expenditure of money, and some of them will never give an adequate return for the outlay. The rise in the price of

tin in 1887 gave a considerable impetus to the mining industry, and the opening up of the reefs at Lefroy, Mangana, and Mathinna added a new stimulus to gold mining. In January this year tin was quoted at £99 15s. per ton, and by the end of the year had risen to £166 per ton. These highly remunerative prices led to the Government being asked to construct what is known as the Mount Cameron water-race, which, it was thought, would develop a large area of tin-bearing land on the North-East fields. This work was authorised by Parliament, and cost the colony between eighteen and nineteen thousand pounds. During this year, country rifle clubs were formed in many districts throughout the island, and at the Easter encampment, held in April, at Newnham, near Launceston, they appeared for the first time with the volunteers.

On the 23rd September, the existence of small-pox was discovered at Launceston. How it was introduced was never known. There were thirty-one patients in all, of whom eleven died. Seven of these had never been vaccinated. Thirty-seven households, comprising 190 persons, were placed under quarantine regulations. The Mowbray racecourse was used as a quarantine ground, and by strict adherence to the regulations, the disease was, luckily, soon stamped out. The Government, in 1887, were involved in one or two arbitration cases over the railways. One was a dispute with the Main Line Company, over the running powers on the third rail from Evandale Junction; and another was with the contractor of the Derwent Valley Railway, all of which were settled satisfactorily. The Honourable Adye Douglas returned from England on the 13th December. His place as Agent-General was filled by Sir Arthur Blyth, Agent-General for South Australia, who undertook to attend to the affairs of Tasmania till a successor to Mr. Douglas was appointed.

Although financial affairs drifted somewhat during this year, yet, on the whole, the colony of Tasmania witnessed a steady advance in prosperity and material wealth. Her mining industry was well to the front. Six different companies paid handsome dividends. In tin, the Mount Bischoff Company, in sixteen dividends, distributed amongst its shareholders £9 15s. per share; the Argus Company, 5s. 6d. per share; Argus Extended, 2s. 3d. per share; and the Mount Cameron Company, £4 per share; while in gold, the Tasmania Company paid £1 17s. per share, and the Florence Nightingale £1 5s. 6d. per share. The year 1887, being Jubilee year, an interesting set of figures was compiled, showing the progress of the colony during the fifty years of the Queen's reign. The following are some of them:—

	1837.	1887.
Population ... ..	42,698	137,211
Imports ... ..	£563,144	£1,756,567
Exports ... ..	£540,221	£1,331,540

The following figures show the total values of the chief products of the colony, exported for the fifty years:— Timber, £3,200,645; wool, £17,091,454; hops, £741,181; whale fisheries, £2,215,448; grain, hay, and meal, £7,298,244; jams, fruit, and vegetable products, £5,048,493; gold, £1,483,361; tin, £3,532,300. Grand total, £40,611,126. The entire produce of gold, up to the beginning of 1867, is officially estimated at 843 ounces only, while tin was not discovered in Tasmania till some years after.

Some few particulars must now be given with regard to the West Coast of Tasmania, which, as a rich silver field, was at this date fast coming into prominence. As far back as the year 1859, Mr. Charles Gould, the then Government Geologist, undertook to explore the country around Macquarie Harbour and the Frenchman's Cap, with a view to obtaining if possible, payable gold in that locality. The expedition was not a success. The only likely place he came across was the King River, which, he said, had a rather promising appearance. No mineral discovery of any importance took place from Gould's time till the discovery of Mount Bischoff by the late Mr. James Smith, in 1872, a circumstance which gave a wonderful impetus to exploration. Mr. C. P. Sprent, who afterwards became Surveyor-General, was at that time district surveyor at Mount Bischoff, and his explorations convinced him that this tin discovery was only the beginning of a new order of things, and that valuable minerals would be found in the unexplored country beyond. He was sent out by the Government in 1876, and the result of his explorations was most satisfactory. The fact was established that a mineral belt of country extended from Mount Bischoff, *via* Mount Heemskirk, to the sea, and that tin and gold in payable quantities were to be found there. Needless to say, from that date prosperity became general. Success did not attend the Mount Heemskirk Tin Mines, but, in 1880, alluvial gold was found at Corinna, fourteen miles up the Pieman River. This field comprises the Whyte, Donaldson, Savage, and Lucy Rivers, tributaries of the Pieman, and the Castray, a tributary of the Whyte River, about twenty-eight miles north-west, together with Long Plain and Specimen Reef Country, about twenty-five miles north of the Pieman. These diggings yielded a considerable quantity of gold, estimated at about 1140 ozs. up the end of 1885. At Rocky River (which is also on this field), some fine nuggets were found in 1883, three of them weighing respectively 243 ozs., 144 oz., and 40 oz. A number of smaller ones were also found at the same time. In 1882, the King River alluvial goldfields were discovered. They extended over a very limited area, comprised within a radius of not more than eight or nine miles. A few rich patches of gold were found, and several promising reefs; the approximate quantity of gold obtained on the King River in three years being 1250 ozs. The discovery of the King River fields was practically the founding of the township of Strahan, as most of the Heemskirk miners went there. It was then called Long Bay. Silver was also discovered in 1882, but it was not till the discovery of the Silver Queen lode in the year 1887 that any extensive activity set in; but from this time forward the West Coast made wonderful strides, and what was once a wilderness bids fair to become one of the most thickly-populated parts of the colony.

At the end of the year 1887, the estimated population of Tasmania was 142,478, and her public debt £4,109,370, or equal to £28 16s. 10d. per head. Her railways, 318 miles of which were open for traffic at this time, were answerable for £2,318,482 of this debt.

With the year 1888 came a great revival in the fruit industry, and a permanent trade was opened up with Great Britain. A trial shipment of 100 cases had been sent to England in April, 1884, and the result was encouraging. Since then the shipments have been steadily increasing, the Orient Company landing 4000 cases in London in 1887. The second session of the Federal Council of Australasia was held in Hobart on the 16th January. On this occasion an important discussion took place with reference to the great question of Federation, the opinion being expressed that a

federal union of the colonies was certain. This, and the Chinese question, constituted nearly the whole work of the session, which lasted four days only. It was followed in March by the establishment in Hobart of a Tasmanian branch of the Imperial Federation League, with Dr. Agnew as chairman. Public meetings were also held in Launceston, and resolutions passed in favour of federation. In February, Mr. (now Sir) James A. Youl, C.M.G., an old colonist who had taken up his residence in London, was temporarily appointed Agent-General for Tasmania, but later in the year the Hon. E. N. C. Braddon received the appointment, and Mr. Alfred Thomas Pillinger took his place as Minister of Lands and Works. In May, the third session of the ninth Parliament commenced, and the state of the finances as set forth by the Treasurer was far from satisfactory. He estimated that the year would end with a deficiency of quite £224,665. The outlook was not assuring. Tin, which had reached the unprecedented price of £168 per ton in January, and up to the end of April had remained firm at £166 per ton, fell in May to £79, and although it rallied during the last four months of the year, still a considerable check was given to the tin mining industry. The goldfields of Beaconsfield and Lefroy were also on the decline. On the Mathinna field, prospects were a little brighter. The New Golden Gate mine was being opened up under the management of Mr. Thomas Andrews, an experienced miner from Cornwall, England. Two companies had previously worked this mine without success. It is now one of the richest gold mines in Tasmania, and up to the end of 1897 paid to its shareholders dividends amounting to £180,000, or equal to £5 12s. 6d. per share. This mine is at the present time worked at a depth of over 1300 feet. About this period the attention of Victorian capitalists was being drawn to the West Coast of the island. The Western Silver Mining Company, at Zeehan, had commenced work. This mine in six years produced ore amounting to over 26,400 tons, and having a net value of £377,487. Other discoveries soon followed, namely, the Mount Zeehan, Montana, Colonel North, and Oonah, so that the West Coast fields were soon the busiest and most important mining centres in Tasmania. As showing the difficulties the hardy pioneers of the West have to contend with in opening up the country and transporting machinery from one place and another, it need only be mentioned that on an average there are about 300 wet days during the year, the rainfall being from 80 to 100 inches per annum. Mr. G. Thureau, the Government Geologist, visited these fields, and reported very favourably upon them. A town was formed at Zeehan, which is twenty-nine miles from Strahan, and here the Commissioner of Mines and Goldfields resided. The gold mines on the West Coast at this time were at Macquarie, Princess, King River, and Mount Lyell—which latter was afterwards to become famous as a copper mine. The 18th August of this year was a memorable day in the railway history of the colony, as it saw the substitution of the narrow for the broad gauge, the narrow gauge being used throughout the whole system of railways in the island. The railway traffic on the Western line had improved considerably this year, caused by the steady advance in prosperity on the North-West Coast. The Derwent Valley line was opened as far as Glerora, and the Scottsdale line was approaching completion. On the 1st January, 1889, Launceston, the northern town of Tasmania, was by Act of Parliament raised to the dignity of a city. At this time its estimated population, including the suburbs, was 22,000, and the value of its ratable property £132,653. The close proximity of one or two of the mining centres, such as Lefroy, Beaconsfield, and the Fingal district, had added much to its wealth and progress. The building trade had been particularly brisk, and many useful if not ornamental public buildings had been erected, notably, the Victoria Museum and Art Gallery, the Post Office, and the Albert Hall. Technical schools, which had been established the previous year in Hobart and Launceston, were now making good progress, and will doubtless be more appreciated year by year by the public. Financially, the colony was in a fairly satisfactory position; there had been an abundant harvest, and the trade in fruit with Great Britain had increased greatly, as was evinced by the Peninsular and Oriental and Orient Companies taking direct shipments from Hobart. British financiers, too, showed their confidence in its stability, as indicated by the successful floating of a £1,000,000  $3\frac{1}{2}$  per cent. loan. During the summer season there was an unusually large influx of visitors to the island, pointing to the fact that it has already become the sanatorium of Australia. More than usual importance was attached to the third session of the Federal Council held in Hobart this year. In South Australia, the Federal Council Bill had passed in November, 1888, and this led to that colony being represented for the first time at the sittings held in Hobart, the principal business transacted on this occasion being the consideration of the question of altering the Constitution of the Council. A Select Committee reported on the matter, and recommended that the number of representatives be increased on the basis of population, colonies with 100,000 to have two representatives; over that, and under 300,000, four; over 300,000, and under 700,000, five; and over that, six. The report was adopted, and it was also resolved that in recommending the alteration of the Constitution the Council contemplated the early consideration of the question of Australasian Parliamentary federation. It was decided likewise to petition the Queen with reference to the investing of English Trust Funds in colonial stocks, and an address to Her Majesty with respect to Pacific affairs was also adopted. Other minor matters were likewise attended to. Two sessions of Parliament were held this year, and some useful and important legislation enacted, namely, the Zeehan Railway Construction, the Main Line Purchase, and a Bill to Legalise Trades Unions. The railway from Strahan to Zeehan was in course of construction this year, and the Scottsdale railway was opened for traffic in August. Government had a serious dispute with the Main Line Company at this time over non-payment of interest. The company sued them for £14,761, and the lawsuit ended in a verdict for the company for £13,224, plus interest for two years at five per cent. Several distinguished visitors came to Tasmania in 1889, amongst them being Bishop Selwyn and Cardinal Moran; and Dr. Montgomery, who came to succeed Dr. Sandford as Bishop of Tasmania, also arrived. The visit of Mr. G. R. Parkin, a delegate from the Imperial Federation League, brought prominently before the people of Tasmania the question of Imperial federation. He delivered addresses both in Hobart and Launceston, and much enthusiasm was manifested in connection with his visit. Sir J. R. Somers-Vine came here also in the interests of the Imperial Institute. The Government authorised this delegate to assure the Prince of Wales and the Council of the Institute that Tasmania would co-operate gladly. An important visitor was Major-General Edwards, an officer appointed by the Imperial authorities to report upon the defence forces of Australasia. This officer reported that the forces were not in a satisfactory state, and that little reliance could be placed upon them as a means of defence. "The material," he said, "was good, and with proper organisation a reliable force could be obtained." The number of volunteers inspected by him in this colony amounted to 396 in the south, and 536 in the north, making a total of 932. One of the Birthday honours conferred by Her Majesty the Queen this year was a

C.M.G.-ship upon Mr. Justice Dodds, who was then on a visit to England. The Fisheries Department were not idle at this time; 3,500 salmon ova were received from Loch Leven in Scotland, and 250 Californian trout fry were liberated in Camp Creek, a short distance from Table Cape, on the North-West Coast.

Only a small measure of prosperity attended the mining interests; a few new discoveries were made, excellent silver deposits being found at Whyte River, and there had been a steady output from the several coal mines. There was a general falling-off in dividends, the total being £120,430, as compared with £210,637 for the previous year, though the number of dividend-paying companies had increased from eight to nine. The additional one was the Mount Lyell gold mine, the now-celebrated copper company, which was the first company on the West Coast to declare a dividend, the total amount of this dividend being £450. On 31st August, the Mount Bischoff Tin Mining Company achieved the great distinction of having paid over to its shareholders over £1,000,000 in dividends. The North-West Coast was now taking first place as the richest agricultural district in the colony. Its area is 5,834 square miles, or close upon a fifth of the total area of Tasmania. In 1874, 44,578 acres were under cultivation; in 1888, there were 96,177 acres; and the following figures will show the wonderful increases in production during those fifteen years:—

	1875.	1889.
Oats (bushels) ... ..	207,010	370,551
Potatoes (tons) ... ..	9,986	41,176
Apples and Pears (bushels) ... ..	8,087	12,057
Hay (tons) ... ..	2,240	7,657
Turnips (tons) ... ..	1,367	9,898

In considering the progress of this district, it is necessary to bear in mind the enormous amount of labour required to bring its rich lands into cultivation, the dense forest that has to be encountered, and the difficulty of getting produce to market. The energy and perseverance of the settlers have so far done wonders, and give promise of a bright future for this part of the colony.

With the year 1890 came the silver boom. The West Coast was attracting people from all quarters. A railway from Strahan to Zeehan was passed by Parliament in the previous year, and the tender for its construction accepted at £104,515, but with the rolling stock it was estimated to cost fully £130,000. The Government did not undertake this work without due consideration. They in the first instance secured the services of Mr. J. Provis, manager of the Australian Smelting and Refining Company, Dry Creek, Adelaide, whose report on the silverfields was most favourable; and the construction of this line has been amply justified by the numerous silver discoveries, which in the four years following produced ore to the value of £237,000. Prior to the railway, communication between the harbour and the Zeehan fields was by means of a pack track, at times almost impassable. Goods and provisions were often for days and days on the beach at Strahan waiting to be transported, and meanwhile the miners at Zeehan were frequently reduced to a state of semi-starvation. This railway was completed during the year, and the Government, realising the necessity of offering every facility for the opening up of new country, introduced a Bill to give private syndicates power to construct a railway from Zeehan to Dundas; and surveys were also authorised by Parliament to examine various routes between Mount Zeehan and the Ouse, Chudleigh and Waratah.

No meeting of the Federal Council was held in Tasmania this year, but an Australasian Federation Conference was held in Melbourne in February, the Tasmanian representatives being the Hon. A. I. Clark and the Hon. B. S. Bird. The meeting was an important one, and the following resolutions were passed unanimously:—

1. That in the opinion of this Conference the best interests and the present and future prosperity of the Australian Colonies will be promoted by an early union under the Crown. And, while fully recognising the valuable services of the members of the Convention of 1883 in founding the Federal Council, it declares its opinion that the seven years which have since elapsed have developed the national life of Australia, in population, in wealth, in the discovery of resources, and in self-governing capacity, to an extent which justifies the higher act, at all times contemplated, of the union of these colonies, under one legislative and executive government, on principles just to the several colonies.

2. That to the union of the Australian Colonies contemplated by the foregoing resolution, the remoter Australasian Colonies shall be entitled to admission, at such times and on such conditions as may be hereafter agreed upon.

3. That the members of the Conference should take such steps as may be necessary to induce the Legislatures of their respective colonies to appoint, during the present year, delegates to a National Australasian Convention, empowered to consider and report upon an adequate scheme for a Federal Constitution.

4. That the Convention should consist of not more than seven members from each of the self-governing colonies, and not more than four members from each of the Crown colonies.

Parliament was called together in July, and it was decided that Tasmania should be represented at the Federal Convention, to be held at Sydney in March, 1891, and the following delegates were elected after a very great deal of discussion and friction between the two Houses:—Messrs. P. O. Fysh, Premier; B. S. Bird, Treasurer; A. I. Clark, Attorney-General; W. Moore, President of the Legislative Council; W. H. Burgess, leader of the Opposition; Adye Douglas, M.L.C., and N. J. Brown, M.H.A. During this session the Married Women's Property Act was passed; also the Payment of Members Bill, which provided for the payment to each legislator of the sum of £100 per annum. An Act to establish a University in Tasmania was passed in 1889, and came into force on the 1st January this year. The establishment of the Tasmanian University at Hobart is a landmark in the history of the colony. His Honour Sir Wm. Lambert Dobson, Kt., Chief Justice, was elected Chancellor, and the Rev. George Clarke, Vice-Chancellor, while the Rev. R. D. Poulett-Harris, M.A., was chosen as Warden. Very fair success has attended its initial efforts, some thirty scholars having graduated during the first five years of its existence. On the 1st October, the Main Line Railway was taken over by the Government, it having been purchased from the company for the sum of £1,106,000. The principal lines of railway in the colony were all showing a steady increase in traffic about this time, but a few of the branch lines were unproductive. The summer of 1890 was wet, which caused a partial failure of the crops from rust, and produced likewise a second growth in the potatoes, the main produce of the North-West Coast. However, the silver lining to the cloud came in the bright

prospects of the mining industry, the vast silver ore deposits of the West proving more valuable than was at first supposed. Capital was alone required to ensure profitable development. Already the attention of Britain, as well as that of the other colonies, was drawn to our silver fields, giving promise of a future for Tasmania that will give an impetus to her trade and a general prosperity unparalleled in her history.

In January, 1891, the fourth session of the Federal Council was held in Hobart. The members on this occasion only met formally, in order to preserve the constitution of the Council. No business, therefore, of any importance was transacted. On this occasion, owing to a dispute in the South Australian Legislature, no delegates were appointed for that colony. During March and April the Federal Convention was held in Sydney. The work done was of a fairly



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**TASMAN'S ARCH, FROM BELOW. SUNRISE EAGLEHAWK NECK.**

successful nature, inasmuch as a Bill for the establishment of an Australian Federation was adopted, subject to ratification by the several Legislatures; but it was generally admitted that a decided step towards union had been taken. The year 1891 was a disastrous one for the colonies. The people were beginning to reap the harvest of over-speculation. The land boom across the straits, and the silver boom in this colony, were about to bear fruit, and a bitter lesson was taught. On the other side of the water, private speculations in land, public companies, banks, and building societies, fell one after another. The colonies had apparently forfeited the confidence of the British capitalist, and their borrowing powers came to an end. A general fall in prices all over the world was consequently felt more severely in Australia than elsewhere, and the hitherto prosperous colonies were now face to face with widespread distress and financial difficulty of a most serious nature. The silver boom had reached its height in Tasmania, but it was founded, not on the actual produce of the several mines, but upon

rash speculation in scrip, and the inevitable followed. The failure of the Bank of Van Diemen's Land was the first calamity. This came as a great shock to the commercial community, seeing that its doors closed very shortly after a favourable balance-sheet had been presented, and an eight per cent. dividend declared. Then came the failure of the Anglo-Australian and British Bank, which affected business considerably, and caused much individual loss in the colony. Tasmania, perhaps, suffered less than the other colonies, but still she went through a very trying time. The Van Diemen's Land Bank was the only public institution that collapsed, but there were many individual sufferers—people who were induced by the high dividends to invest their all in the banks of the other colonies, and lost everything. Land became almost unsaleable, and produce of all kinds was at a very low figure. The imports were larger than in 1883, but the exports were less by £300,000. A dissolution of Parliament took place in April, and a general election ensued during the next month. The first session of the tenth Parliament opened on 7th July, but very little was done worth recording. A number of private bills took up most of the time. The great event of the year in the northern part of the island was the opening of the Tasmanian Exhibition in November. It was a most creditable undertaking, and, what is more, was a financial success. Sir E. N. C. Braddon, Agent-General for Tasmania in London, who during the year had received the honour of knighthood, threw his best energies into the project, with the result that there was a splendid display of wares from both the United Kingdom and foreign parts. A census was taken this year, which put the population of the island at 152,619, and some interesting statistical returns were published. The general revenue had increased in twelve years from £442,158 to £883,199, having almost doubled itself; but the public debt showed an enormous increase. In 1882 it was only a little over £2,000,000, while in 1891 it had exceeded £7,000,000. The mining industry was fast taking the lead of all others. The export of gold, tin, and silver had reached £488,311, while that of wool and sheep together amounted to £470,845; and other exports, such as bark, timber, grain, &c., amounted to £329,524. The years following the land and silver booms were very trying for the colonies, but the weight of depression, fortunately, rested less heavily on Tasmania than upon its neighbours. Business was, however, in a great measure restricted, and enterprise considerably checked. The mining industry experienced many vicissitudes, and a decline was noticeable in all directions except the silver fields, where the yield was giving good cause for satisfaction. The Mount Lyell was coming to the front—a mine which in a few years was to be counted amongst the richest in the world. It was first taken up in 1883 as a gold prospecting area, and was worked for that metal for several years. But in August, 1891, a party of Broken Hill and Melbourne speculators, with Mr. Bowes Kelly (the present chairman of the Mount Lyell Company) at their head, visited the mine, and after a close investigation, decided to work it, not for its gold contents, but for its copper. The services of Dr. E. D. Peters, junr., were afterwards obtained. This gentleman was considered one of the most eminent modern authorities on pyritic ore bodies. He spent four months in making a thorough examination of the mine, and furnished a most exhaustive and satisfactory report. From this time forward the work of the mine commenced with the opening up of the different levels and the erection of smelters. At No. 4 level, a phenomenally rich body of ore was struck. Eight hundred and fifty tons of ore was treated, the proceeds of which went a long way towards paying for the erection of the company's railway from Teepookana. This 850 tons contained 859,000 ozs. of silver and 184 tons of copper, valued at over £106,000, or about £126 per ton. There may be other rich patches yet undiscovered, but the whole mine has the very profitable general average of a little under £4 per ton. Mount Lyell was reached in its early days by road, a distance of thirty miles from Strahan. At the present time it is much easier of access, namely, by water from Strahan up the King River to Teepookana, and from there by rail to Queenstown, a distance of fourteen and a half miles. In the year 1892, 341 men were employed on the silver fields of the West, and produced 8326 tons of silver, valued at £45,502. The total population of the West Coast was then under 5000.

In August, 1892, there came a change in the Government. The Fysh Ministry resigned, and was succeeded by a Cabinet under Mr. Henry Dobson. It was composed as follows:—Mr. H. Dobson, Premier, without office; Mr. Adye Douglas, Chief Secretary; Mr. N. E. Lewis, Attorney-General; Mr. John Henry, Treasurer; Mr. William Hartnoll, Minister of Lands; and Mr. C. H. Grant, without office. The attention of the new Government was devoted almost entirely to matters of finance, and their endeavours to set things on a firm footing resulted in an additional one penny on beer, a dividend tax on companies and banks, and stamp duties. These it was estimated would realise about £45,224; and in addition to these reductions were made in the salaries and wages of the Civil servants to the extent of £15,676. On 30th November Sir Robert Hamilton left the colony. He had made a very popular Governor; and of Lady Hamilton it may be said she was foremost in all charitable and philanthropic movements. Sir William Lambert Dobson, Chief Justice, was sworn in as Administrator, pending the arrival of Sir Robert Hamilton's successor.

The year 1893 opened disastrously for the colony—all financial institutions came down with a run. On account of the cessation of public works, large numbers of men were thrown out of employment, and the unemployed difficulty became a matter of very serious consideration. The revenue of the colony shrank by over £100,000, and consequently little or nothing could be done in the way of finding employment. All was done that it was possible to do, both by the Ministry and local bodies, towards relieving the prevailing distress. Parliament opened on 18th July. The finances were still in a very unsatisfactory state. The Dobson Ministry, which had come into power, had pledged themselves to reduce expenditure, and set about the unthankful task with a will. They managed, by curtailing expenses and reducing the Civil service, to effect a saving of about £150,000. This would, perhaps, have been sufficient, but for the rapid falling off in the Treasury receipts. To give some idea of this, it may be mentioned that Mr. Bird, the Treasurer in the last Ministry, estimated the revenue for 1893 at a little over £900,000. This, Mr. Henry found necessary, two months later, to reduce by £55,000, and was obliged to admit; later on still, that it was doubtful if the revenue would reach £700,000. Here was a falling off of nearly a fourth of the sum estimated by Mr. Bird. Further taxation was inevitable. The deficiency had grown to the enormous sum of £385,000, or more than six months' revenue. In this emergency it was proposed to raise £42,000 from increased Customs duties, to place a tax upon mortgages, and to impose taxation to the extent of £76,000, for 1894, in the shape of an income tax. It is needless to say how these proposals were discussed by a most unwilling Assembly, who had the prospect of soon meeting their constituents. They were, after much debating, carried through the popular chamber only, with one exception (the Customs duties), to be rejected by the Legislative Council. A dissolution followed. In pursuance of the scheme of retrenchment, Sir E. N. C. Braddon, Agent-General, resigned and returned

to the colony, and the office was put in commission, under the charge of Sir Robert Herbert. On Sir Edward Braddon's return he was at once sent to Parliament by his constituents in West Devon, who returned him unopposed. The general election resulted in a considerable change in the *personnel* of the Assembly; nine untried men being returned; and the session that followed was one marked by the passing of two measures which, in the opinion of many, were considered a blot on the fair fame of the colony: one was the Van Diemen's Land Bank Lottery Bill, and the other the insertion of a clause in the Electoral Amendment Act minimising the penalties inflicted for bribery and corruption, and as many thought, offering a premium for wrong doing in the future. The Federal Council of Australia held its fifth session at Hobart; Sir Samuel Griffith, of Queensland, being elected president. The principal business transacted was the passing of a motion in favour of increasing the number of representatives from two to five, which proposition had been adopted by several of the colonies. An Act was also passed to make provision for the Discipline and Government of the Garrisons established at King George's Sound and Thursday Island, at the joint expense of the Australian Colonies, or some of them. During this year trade was naturally in a very depressed state, owing to the general reduction in the rate of dividends paid by most of the financial institutions (the banks especially) and a marked diminution in the value of the imports was the consequence, though the exports were rather above those of the two previous years. The prevailing depression, likewise, caused a heavy strain on the finances of all charitable institutions, and some more permanent method had to be devised for dealing with the unemployed question. Both in Hobart and Launceston large sums were spent in relief works. An effort was made in Hobart by private enterprise to deal with the unemployed question by means of a village settlement scheme. During the following year one was started at Southport, in which Lady Gormanston took great interest. An important and expensive work was undertaken this year by the corporation of the City of Launceston, and that was the lighting of the city by electricity. The idea was first mooted in 1887, and scheme after scheme was suggested, until the city surveyor (Mr. C. St. John David) advocated tunnelling the hill which forms one side of the canon through which the South Esk River runs. The City Council adopted his advice, and on 3rd July, 1893, tenders for the work were received. The tunnel was commenced in December the same year, and was completed by 28th March, 1895. The length of the tunnel is 2790 feet, with an area of 25 feet; it has a fall of one foot in 110 feet, and will deliver a minimum of 10,000 feet of water per minute. The total cost was something like £11,900. On 10th December, 1895, Launceston was first illumined with the new light, and the total cost to the city up to that date was £46,604 1s. 8d. Electric trams were also, during 1893, successfully established in Hobart. On the 8th August, Sir W. Lambert Dobson, Chief Justice, was relieved of his administrative duties, which he had performed since 3rd November, 1892, by the arrival of Viscount Gormanston, K.C.M.G., the present Governor. The farming industry made considerable progress during this year. The Council of Agriculture had done good work, and a large number of branch boards were established. Dairying factories were erected along the North-West Coast, as well as in Hobart and Launceston, and Tasmania now exports butter to the English market. The farmers were not slow to see the benefit of the factory system, and these useful institutions are now working at Table Cape, Circular Head, Emu Bay, Leven, Sheffield, Bream Creek, and Richmond, as well as in the two cities; while creameries have been established at Scottsdale, St. Mary's, Dunorlan, Bishopbourne, and in various other agricultural districts. At Table Cape tinned butter has been added to the output, and a satisfactory export trade in this commodity is likely to spring up. The fruit trade has commanded considerable attention, the Council of Agriculture taking a great interest in the matter, so that the bulk of the producers have agreed to ship under its auspices; the chief object of the council being to secure cheap freights, in addition to careful handling of the fruit, the consequence being that only suitable boats are employed. To show the growth of this industry, it may be mentioned that, in 1895, 150,527 cases of fruit were despatched from Hobart to London, being 40,271 cases in excess of the previous year. It must be admitted that the Council of Agriculture has done and is doing good practical work in the colony, as have also its several branches throughout the island. It is estimated that there are something like 700 farmers connected with the different boards, and at their meetings the discussions and papers read are of great practical utility to the agricultural community at large.

The political theme of the year 1894 was taxation. It led to the defeat of the Dobson-Henry Administration, and brought no relief to the unfortunate taxpayer. Taxation was inevitable. Legislators had a busy time of it. No less than three times during the year was Parliament called to deal with financial matters. The Assembly extended its sittings to eighty-five days, while the Council devoted fifty days to the work of legislation. In view of the unsatisfactory state of the finances, Parliament was called together as early as 27th February, and the Premier, Mr. Henry Dobson, found himself confronted with a strong Opposition led by Sir E. N. C. Braddon. The Treasurer, in his financial statement, showed a deficit amounting to £363,243. The falling off in revenue had been so rapid that the amount had been increased by £130,000 during twelve months. It was, therefore, proposed to raise £70,000 by new taxation. An Income Tax of 8d. in the pound on income from personal exertion, and 1s. from that derived from property, and the "Probate Bill" passed the Assembly, but Ministers suffered defeat on their Land Tax proposals, and resigned. Sir E. N. C. Braddon undertook the forming of a new Government. The result was as follows:—Sir Edward Braddon, Premier, without office; Mr. William Moore, Chief Secretary; Mr. A. T. Pillinger, Minister of Lands; Mr. A. I. Clark, Attorney-General; Mr. P. O. Fysh, Treasurer; and Mr. T. Reibey, without office. When Parliament again met, the Income and Probate Bills were taken up as they were left, and a slight alteration was made in the Land Tax. The change, however, in the system of land taxation was shelved for a time by the imposition of an extra half-penny on the real estate duties, exempting mortgages. The Legislature threw out the Probate Bill. The unpopular Income Tax, however, became law, and the Land Tax, as a temporary measure, gave little trouble. The revenue still declined until it was some £20,000 behind that of the previous year; but, happily, receipts towards the end of the year restored the balance. Taken as a whole, the year 1894 was to the colonists one of hard work and endurance, and yet withal one of steady progress, with brighter prospects looming in the future. The people had had to rest content with smaller dividends from invested funds, and were getting used to it. The low prices ruling for produce had been a great drawback to the farmer. Wheat, for instance, touched the lowest price of the century, being sold at 2s. 1d. in Melbourne, and on the up-country stations at 1s. 7½d. Tasmania, of course, was not so much affected by the fluctuations in wheat, not being an exporting country, as she was by the low prices obtainable for her potatoes, oats, and other produce. The farmer, however, had some little compensation in the fall in the price of labour

caused by the depression. The almost total cessation of all public works had for a time thrown many out of employment, but the unemployed agitation was not so prominent this year as last. There was a steady development going on throughout the various mineral fields, which soon absorbed the surplus labour. On the West Coast, the Mount Lyell mine gave token of great promise, while the Western Company has been steadily raising silver ore at a profit. The further rich discoveries at Lefroy made things brighter on that field, while at Mathinna the output was well maintained. Copper, which had first found a place on the list of exports in 1893, with a value of £45,966, had this year advanced to £110,613; the total value of the produce of the mining industry for the year being £799,190. Of this, £32,000 had been distributed in dividends. As far as the mining industry was concerned, it was one of the most prosperous years in the history of the colony. Trade generally, towards the end of the year, experienced a revival. This was noticed especially with regard to timber, several shiploads of which left for the English market; the revival in this trade attracting attention on the North-West and North-East Coasts, as well as in the south, and sawmills which had been closed for years started work again. So far as Tasmania is concerned, the year 1894 was an improvement on those that preceded it. "For the first time in five years," the Premier remarked, "the colony had paid its way." Slowly but surely the effects of the great financial collapses were passing away, and business was on a firmer footing.

In Church matters, events of considerable importance occurred. A new chancel to St. David's Cathedral, Hobart, was consecrated, and dedicated to the memory of Dr. Nixon, the first Bishop of Tasmania. On 23rd January, a Church Congress met at Hobart, and held some important sittings, at the conclusion of which the Primate of Australasia (Dr. Saumarez Smith) paid a visit to Launceston. In that month also, Dr. P. Delaney, of Ballarat, likewise visited Launceston, after becoming Coadjutor Bishop of Hobart, and was heartily welcomed by the adherents of his Church.

The year 1895 opened prosperously for Tasmania. The fruit season was one of great activity, the shipment of fruit to the English market being far in excess of any previous year, and an increase of 40,271 cases over the year immediately preceding it. Fourteen of the largest ocean-going steamers of the P. and O., Orient, and other companies called in at Hobart for consignments, the total number of cases shipped being 150,527. The largest single shipment was by the s.s. Parramatta, which carried 22,493 cases. Without taking into consideration the fruit trade at all, the indirect benefit to Tasmania arising from the visit of these large steamers is considerable, the port charges, light dues, etc., amounting to £684 15s. Then again the great army of passengers that are brought by these boats, all of whom spend money, much largely benefit Hobart and the colony generally. An Intercolonial Fruit Conference took place in Hobart early in the year, at which New South Wales, Victoria, Queensland, South Australia, New Zealand, and Tasmania were represented, and a number of interesting and instructive papers were read and discussed. The conference resulted in the founding of "The Federated Fruitgrowers' Association."

Parliament was called together in June, but the session was a barren one. Several new Bills were brought in, amongst them being an Electoral Amendment Act, embodying the principle of "one man one vote;" a Civil Service Bill, and a Bill to amalgamate the Council of Agriculture with the Stock Department. All these were, however, rejected by the Legislative Council. There was a very moderate public works proposal, the only item of importance being the passing of an Act to authorise the construction of a tramway from Zeehan to North-East Dundas. The length of this tramway was to be sixteen miles or thereabouts, and to have a gauge of two feet, with curves of a radius of not less than two chains, and rails of not less than forty pounds to the yard; the cost of construction, £1500 per mile. This was an experiment looked forward to with a great amount of interest, as it was thought that a tramway of this description would eventually supersede roads on the West Coast. Ministers during this session introduced a principle which might be extended with advantage in many instances, namely, the making of Government grants contingent on a proportional amount being raised locally. Tasmania might now be congratulated on having shaken off, to a large extent, the effect of the depression that had its rise in the boom periods from 1888 to 1891. There was a great improvement in the volume of trade done throughout 1895 compared with the previous twelve months. There was far less speculation; everything was on a sounder basis. The number of insolvencies and compositions was not more than half of any of the three previous years, and this was a very healthy sign. The Railway and Marine Board revenues showed substantial improvement. Economy had been the ruling principle, and this, aided by a plentiful harvest during the season of 1895 and 1896, caused much leeway to be made up. The wheat field was the largest for thirty years, namely, 1,164,000 bushels, and other crops were in proportion; and added to this, the shortage of produce in the sister colonies, on account of drought, caused prices to range high in Tasmania, with, of course, beneficial results to the producer.

Parliament was called together early in January, 1896, and passed the Federal Enabling Act. They met again in July, and amongst other work of the session, two Bills were passed which raised much adverse comment. The first was an Act for the better "Suppression of Betting and Gaming in Public Places;" and one of its provisions was the legalising of any lottery conducted solely by correspondence through the Post Office, and, in accordance with certain regulations, this led to Mr. George Adams establishing "Tattersall's" in Tasmania, and paying into the Treasury a sum of £10,000 as security against any breach of the regulations. This huge racing lottery was legalised in Tasmania for the sake of the extra revenue it would produce, and that, of course, would be considerable, all business, even in Tasmania, being conducted by correspondence through the Post Office. What caused so much adverse comment was the fact that all the other colonies had previously refused to legalise it. The other Bill was one to authorise certain parties to construct a railway from the Derwent Valley Line to the West Coast. This Great Western Railway Company was to have the right to select seven blocks of unoccupied Crown lands, each containing seventy thousand acres (or less), first on one side, and then on the other side, alternately, of the line of railway along its length; each of these blocks of land to have a frontage along the railway line with a depth of five miles. This, of course, means handing over to the company, in round numbers, something like half a million acres of Tasmanian territory. It is, no doubt, a great concession to make, but it must be taken into consideration that, but for the erection of this railway, the land through which it passes might remain unexplored for years, and, moreover, that the Government of Tasmania is not at the present time in a position to undertake so expensive a work. All the mining centres were this year a scene of great activity, but the greatest development was the Mount Lyell. This mine had at last got fairly to work, and was fast adding to the mineral wealth of the colony. As

an instance of the development that has taken place in this mine, it may be mentioned that its capital at this time was put at £2,000,000 sterling. The dividends paid during the year by the different mines amounted to £160,000, or £13,000 in excess of the previous year. In commercial matters it may be remarked that Tasmania was represented at the Conference of the Chambers of Commerce of the Empire, held in London; Mr. John Henry, M.H.A., representing the colony on that occasion. There was a change also in the Agent-Generalship. Sir Robert Herbert resigned, and Sir Westby Percival was appointed to fill the vacancy. Bush fires were a terrible scourge during the year, and caused great destruction of property. On the West Coast the whole township of Penghana was swept away, and 150 families were rendered homeless. The year 1897 was a busy one in political matters. The general election took place in January, when, for the first time in a British community, the Hare system of election, or rather a modification of it, was tried in Hobart and Launceston. Not much trouble was experienced in working it, but the result was in many instances unlooked for and disappointing, many of the electors failing to grasp its principles. On the 2nd February a conference of Premiers was held at Hobart, at which several subjects affecting the general interest of the Australasian Colonies were discussed. On this occasion the whole of the colonies, including New Zealand, were represented. The cause of Australian unity was advanced a step by each of the colonies electing ten members to form a Federal Convention, which Convention would be charged with the duty of framing for Australasia a Federal Constitution under the Crown. The Tasmanian election took place on 4th March, the colony polling as one electorate. There were thirty-two candidates, and the election resulted in the return of the following ten delegates, namely:—Sir Edward Braddon, Premier; Sir P. O. Fysh, Treasurer; Hon. W. Moore, Chief Secretary; Hon. H. Dobson, M.H.A.; Hon. J. Henry, M.H.A.; Hon. N. E. Lewis, M.H.A.; Hon. N. J. Brown, Speaker of the House of Assembly; Hon. C. H. Grant, M.L.C.; Hon. Adye Douglas, President of the Legislative Council; and Mr. M. J. Clarke, M.H.A. The Convention held its first session in Adelaide; the sitting occupied from 22nd March to 5th May, then by adjournment in Sydney, where the session lasted from 2nd September to the 24th. Their last sitting took place in Melbourne, and occupied from 20th January to 17th March, 1890; the result being the final adoption of a draft Bill to constitute the "Commonwealth of Australia." It will be seen there was a considerable amount of hard work attached to the framing of the Commonwealth Bill. The delegates were occupied upon it altogether a little over seventeen weeks. Five colonies were represented at the Adelaide Convention; Queensland being the absentee. The draft Bill of 1891 was taken as a basis on which to work, and eventually a Bill was evolved which was remitted to the several Legislatures for suggestions. The Convention in Sydney considered the various suggestions, and at Melbourne the finishing touches were put to it. It was then printed and distributed amongst the electors of all the colonies.

The Parliament of Tasmania held three sessions during the year 1897. The first was devoted to the election of Speaker, when the Hon. N. J. Brown secured one vote more than the former occupant of the office, the Hon. B. S. Bird. The second session was taken up in discussing the Draft Commonwealth Bill; several weeks being spent over it. The third session did not commence till October, when the Government concessions to the Emu Bay Railway Company caused a great deal of discussion, and eventually developed into a ministerial crisis. Feeling ran very high for several weeks, in the midst of which the Attorney-General, the Hon. A. I. Clark, resigned, and eventually became leader of the Opposition;



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his place as Attorney-General being taken by Mr. D. C. Urquhart. The Ministry, however, were enabled to retain their positions, but the delay caused by the railway discussion prevented other legislative work being done. The Treasurer's budget speech showed a considerable increase in revenue, and estimated to exceed that of the previous year by £33,000. A surplus of £50,000 was expected, and it was proposed to add a sum of £22,000 to the Civil Service salary list. The most interesting event of the year was perhaps the celebration of the Diamond Jubilee of Her Majesty Queen Victoria. Tasmania nobly carried out her part in the general rejoicings. The Premier, Sir E. N. C. Braddon, represented the colony in London at the unique gathering there; while in Tasmania the celebrations were on a most lavish scale. The two cities were brilliantly illuminated—bonfires blazed on the hills, processions were organised, national airs were sung, and medals distributed. Such a spontaneous outburst of enthusiastic loyalty was never before witnessed in the colony. Numerous

addresses were likewise forwarded to the Governor for transmission to the Queen on Jubilee Day. One especially is worthy of mention. The town board of New Town conceived the happy idea of sending a united address of congratulation from the rural municipalities and town boards to Her Majesty, and these bodies readily co-operated. Viscountess Gormanston, and a committee of ladies associated with her, also formulated and handed to His Excellency the Governor the following message of congratulation to reach the Queen on Commemoration Day :—"The women and girls of Tasmania offer their Queen their hearty congratulations on the day of her Diamond Jubilee."

In farming matters a gratifying increase in production was noticeable all round ; the last two seasons having been very favourable. The potato crop on the North-West Coast had been particularly good, and the export from there alone had amounted to 44,226 tons ; the great bulk of the shipments going to Sydney, where high prices were ruling. The stud sheep industry is steadily growing, and Tasmania still maintains her reputation as one of the first countries of the world for the breeding of the fine Merino. The best island bred sheep find a ready market in Sydney and Melbourne. The following are some of the prices realised at Sydney in July, 1897 :—Mr. W. H. Gibson's "Royalist," 1000 guineas ; Hon. James Gibson's "Waterloo," 580 guineas ; and other Merinoes sold on behalf of Tasmanian breeders brought respectively 350 guineas, 280 guineas, 215 guineas, 210 guineas, and 200 guineas. Tasmanian bred Lincolns, Leicesters, and Southdowns also find favour with Australian sheep-breeders. In the south and portions of the Midlands, the Shropshire breed is coming into prominence, and doubtless will shortly be added to the exports. As showing the increase in the export of stud sheep, it may be mentioned that at the July sales in Sydney, in 1898, 3532 sheep were sold, valued at £34,195, as against 2652 in 1897, valued at £20,930. The amount of wool produced in Tasmania has varied very little during the last eight years, but the value has been on the down grade since 1889 ; and the following figures will give some idea of the extent of the fall in value of this product, a fall which was general throughout the world. In the year 1886, 8,175,800 lbs. of wool were exported, valued at £310,934 ; in 1897, 8,144,026 lbs. exported were only valued at £264,630. The fruit shipments of 1897 failed to give a profitable return as far as the London market was concerned. The problem of effective oversea carriage has not as yet been satisfactorily solved, and moreover growers and shippers have not, so far, been forced to see the necessity of sending nothing but the very best fruit. The timber trade needs cheaper freights before the London market can be supplied. A considerable quantity was exported this year to the neighbouring colonies, principally from the southern part of the island and from the North-West Coast.

Prosperity attended the mining industry this year. The dividends paid amounted to £330,000, or £160,000 in excess of the previous year ; while the total value of the minerals exported was £900,000, or £300,000 more than in 1896. The northern goldfields well maintained their output, but the greatest development was on the West Coast. During the year 1896 the export of ore from there was valued at £657,227, and for the first seven months of 1897, £322,837. Bush fires did much damage again during the summer season of 1898. Many farmers were left homeless, and so much real distress was caused as necessitated an appeal to the public on behalf of the sufferers, and it was most liberally responded to. The late Chief Justice, Sir Lambert Dobson, extended his sympathies to the sufferers by fire on the southern part of the island, and it was his labours in that direction that indirectly led to his decease. In Sir Lambert Dobson, Tasmania lost a fearless and upright judge, one whose decisions were always respected. He was painstaking to a degree in all questions of greater or lesser moment which came before him, and was courteous to all with whom he came in contact—full of sympathy, but stern when occasion required it. The last act of his useful life, as above related, was a work of philanthropy. The colony could ill afford to lose him, and his name will ever be an honoured one in this, the land of his birth. By far the most important event in the political world was the poll on the Federal Constitution Bill, which took place on 3rd June. In four colonies only was the Commonwealth Bill referred to a plebiscite of the electors, viz., New South Wales, Victoria, South Australia, and Tasmania. For several weeks previously a great Federal Campaign had been carried on in these colonies, but interest was chiefly centered in the verdict of New South Wales, where there was the greatest opposition to the Bill. The result of the poll was that in Victoria, South Australia, and Tasmania a very large majority declared in favour of the Bill ; while although there was a majority in favour of the Bill in New South Wales, yet the minimum of 80,000 affirmative votes, as required by the Local Enabling Act, was not reached. Taking the voting of the four colonies together, a two to one majority in favour of the Bill was obtained. New South Wales wished to see some few alterations made in the Bill, and there can be but little doubt she will ultimately declare in favour of Federation. The whole question is now in abeyance, awaiting the decision of the parent colony. There were a few changes this year affecting local politics in Tasmania. The Hon. A. I. Clark, the leader of the Opposition, was raised to the position of Puisne Judge, and the Hon. John Henry, an ex-Treasurer, was obliged to retire on account of ill-health, and towards the end of the year, Sir Philip Fysh, the Treasurer, accepted the position of Agent-General. Sir Philip, with the exception of one or two brief intervals, has been a member of the Legislature since 1866, and during the whole of that time has taken a very prominent part in the affairs of the colony. The Hon. B. S. Bird was elected leader of the Opposition on the retirement of Mr. Clark, and on the departure of Sir Philip Fysh for England the Premier, Sir Edward Braddon, took up the portfolio of Treasurer, consequently Sir Philip's retirement caused no change in the Ministerial ranks. Parliament met in May, and the session lasted nearly six months ; several important measures were passed, one of the principal being that for the centralisation of the Police, an Act which had been the theme of many years. Another measure, "The State Advances on Land Act," may be regarded as an experiment. This Act provides for the raising of money by sale of mortgage bonds and for advances to be made upon security of real estate ; the State in fact turning money-lender. The appointment of a third Judge in the place of Mr. Justice Adams, resigned, took up the attention of Parliament for some time ; it was ultimately deemed necessary, the choice falling upon Mr. John McIntyre, a member of a leading firm of solicitors in Hobart. In October, His Honor the Honourable John Stokell Dodds, C.M.G., was raised to the position of Chief Justice. Some important public works were entered into. Parliament agreed to extend the railway from Ulverstone to Emu Bay, the estimated cost being £80,000, and also voted £60,000 as a first instalment towards deepening Macquarie Harbour bar. Improvements to the entrance to this harbour have been talked of for some time, but the immense volume of trade that has during the last two or three years sprung up with the West Coast has rendered immediate action necessary to provide against the terrible loss of life and property that might at any

time arise on account of the dangerous entrance into Macquarie Harbour. Government, in recognising the necessity of improving the entrance, secured the services of Mr. Napier Bell, M. Inst. C.E., whose surveys and plans cost over £1000. He estimated that to maintain a channel of over 20 feet in depth would cost £250,000. The work consisted of retaining wall and breakwaters, and what is proposed at the present time is the west breakwater, and Mr. Barrowman, the inspector for carrying out the harbour works under Mr. Napier Bell's scheme, is very sanguine as to the results. He considers that the expenditure of £60,000 will give 16 feet of water in the narrow channel along the western breakwater, and that if at any time Mr. Bell's scheme is carried out in its entirety, Macquarie Harbour will be one of the finest in the world. Tenders have already been called for the west breakwater, the lowest being £33,731—Messrs. Hungerford and Son's, which has been accepted, and ere long the work will be commenced. The present year, 1899, should be a time of great activity on the West Coast. The Emu Bay Railway will be open for traffic as far as the Pieman River; a line is in progress from Mount Lyell to Kelly's Basin, and a start will likely be made to carry the Mount Lyell Company's Railway into Strahan; while the contract for the Great Western Railway has just been signed in England. This, if undertaken, will be the largest work ever carried out in Tasmania. The amount of trade done at the Macquarie Harbour port furnishes ample proof of the increasing progress of the West Coast. The imports and exports of Strahan were valued in 1898 at £645,570, or £181,559 over and above those of 1897. Minerals of course constituted nearly the whole of the exports; copper to the value of £353,820, and silver ore amounting to £52,689, being the chief items. The total trade of the colony in 1898 amounted to £3,453,385, or an increase of £311,316 over the previous year. Of this amount, Hobart was responsible for £1,241,740, and Launceston £1,208,266. Strahan, which has shown the greatest progress, comes in a good third with £645,570. Devonport, on the North-West Coast, comes next with £221,309, showing an advance for the twelve months of £30,745; then Burnie, with £75,349, having more than doubled its imports during the year, on account of the Emu Bay Railway construction. These figures alone will go far to show the prosperous state of the colony. The export list for 1898 is an interesting one. The following are its principal items:—Copper, £372,233; wool, £254,960; gold, £184,865; silver ore, £167,618; tin, £141,162; potatoes, £120,436; fruit, £125,233. It will be seen from the above that Mount Lyell copper heads the list, being half as much again as the whole of the wool clip. Up to the year 1872 the pastoral and agricultural products were the main export, but since that time the mineral products have maintained a strong lead.

Everything at present points to continued prosperity. The revenue for 1898 was estimated at £913,000, and the expenditure at £803,000, leaving a surplus of £110,000. There is still a great deal of leeway to make up. The public debt of the colony at the end of 1897 stood at £8,390,026, and this, with a population of 171,719, means a debt of £48 17s. 2d. per head. The colony has to pay interest on this debt, amounting to nearly £330,000. Much of this debt has been incurred, however, in instituting reproductive works. About 450 miles of State railways, telegraph lines, roads, bridges, etc., are accountable for rather more than six and a half millions. The railways are now making a profit of nearly one per cent., yielding a little over £30,000 to help pay the interest. The large expenditure on public works will be of great benefit to the colony in the future. But at present it is very hard upon the taxpayer. The finances of the colony, on the whole, are now in a very satisfactory state. Since 1895, the revenue has been steadily on the increase; there has been no boom to create unhealthy speculation, and business is conducted on safer lines than in days of yore. The year 1899 has opened most prosperously; farmers have never had a more prolific season. Prices certainly are low, but heavy crops have been reaped, and large quantities of produce are being exported. Taking the revenue receipts for the first three months of this year, and comparing them with the corresponding three months of 1898, it will be found that there is an increase this year of £11,000. Though not large, it is, however, distributed over several heads. For instance, the Customs duties showed an increase of £5237; the inland revenue, £8702; and railways, £4107. The mineral exports for the same period showed a wonderful advance, the increase for the three months being £102,477. Copper in this instance is responsible for one-half of the total, but there was an increase in the tin yield of £20,892; in silver, £19,371; and gold, £18,498. The increase in copper and tin may be accounted for in the great rise in price that has lately taken place in the value of those metals. The mining industry is without a doubt the mainstay of the colony at the present time. The wealth of the West Coast fields cannot be estimated accurately, but in 1897 the ore actually in sight was estimated as follows:—

ORE IN SIGHT.				Tons.	Value.
Mount Lyell mine	...	...	...	7,000,000	£24,500,000
Mount Read—Hercules District	...	...	...	666,000	3,635,000
Rosebery—Mount Black District	...	...	...	700,000	2,800,000
Curtin-Davis District	...	...	...	28,800	268,500
Total value of ore in sight...					£31,203,500

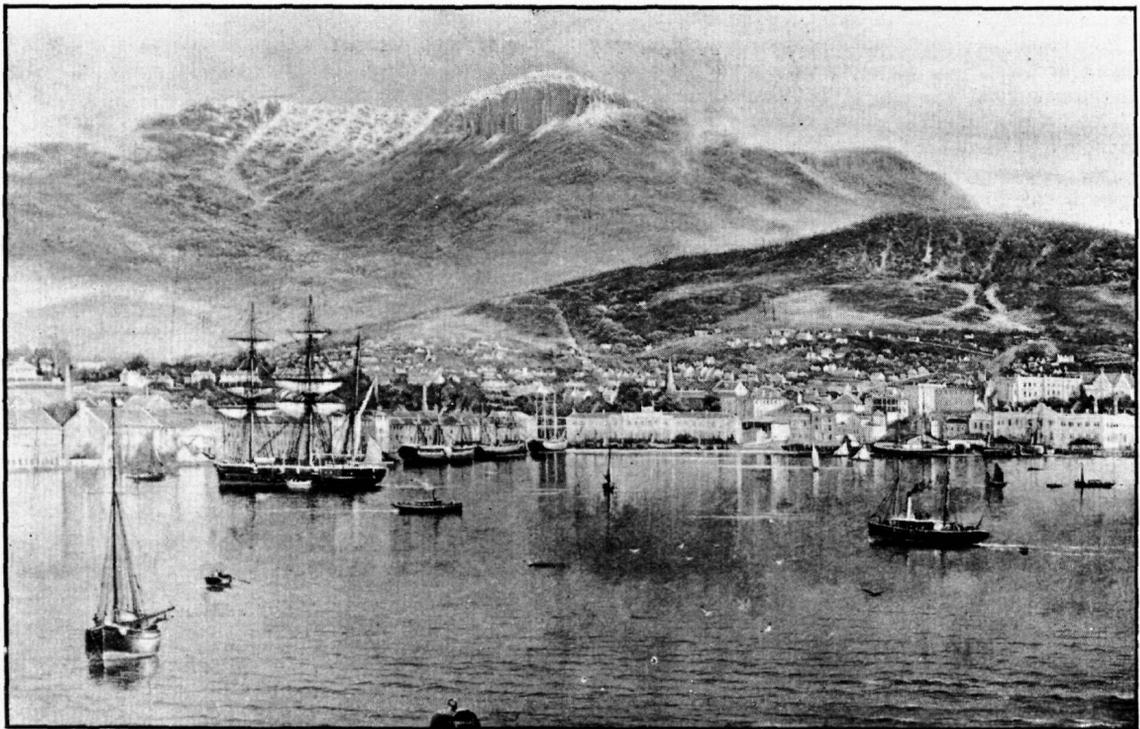
Since these figures were compiled, other large deposits have been discovered, notably the Red Hills mine, near Mount Murchison, which is described as a "mountain of mineral." The principal gold mines in the north—the Tasmania at Beaconsfield, and the Golden Gate at Mathinna—are doing their share in adding to the mineral wealth of the colony; and in tin, the Mount Bischoff is still paying handsome dividends. The Mount Lyell Mining and Railway Company, of course, holds premier position. The following is the last report from this wonderful mine:—"From 9th March to 5th April, 1899, a total quantity of 18,689 tons of ore had been treated, being 17,081 tons from the open cuts—assaying copper, 3.20 per cent.; silver, 2.78 oz.; gold, .101 oz.; and from the underground, copper, 1608 tons, assaying copper, 3.44 per cent.; silver, 10.58 oz.; and gold, .045 oz. The converters produced during the same period 455 tons of blister copper, containing copper, 450 tons; silver, 46,255 oz.; and gold, 1,707 oz." In the production of minerals, the number of European miners employed in 1898 was 5806, and there were also 229 Chinese engaged in like manner, mostly on the tin fields of the North-East. The following table, showing the value of Tasmania's mining industry for the eleven years ending in 1897, will prove interesting:—

		Gold.	Tin.	Silver.	Copper.
1887	...	£158,533	£585,808	—	—
1888	...	147,153	426,326	—	—
1889	...	119,702	344,941	—	—
1890	...	87,114	278,597	£26,487	—
1891	...	149,735	261,915	52,284	—
1892	...	174,070	256,093	45,502	—
1893	...	145,874	206,411	198,610	£45,966
1894	...	225,485	156,865	293,043	110,613
1895	...	212,329	145,282	175,957	9,677
1896	...	237,575	160,879	285,687	1,659
1897	...	226,288	109,126	197,225	323,650

Coal has been omitted from the above table, as the production is only for home consumption. During 1897, 42,530 tons were raised, the estimated value being £16,918. It is used principally as a household coal, but for steam purposes it is inferior. A coal to meet all requirements has not yet been discovered in the colony.

Merely a brief outline of the history of Tasmania has been given in these few pages. Ere this century closes, in all probability the several Australasian Colonies will have signified their willingness to enter into a bond of union to form one indissoluble Federal Commonwealth under the Crown of the United Kingdom of Great Britain and Ireland. How this federation is likely to affect each individual colony, financially or otherwise, is difficult to foretell; but, as far as this colony is concerned, although by far the smallest, yet, with her unbounded wealth of minerals, her large agricultural and pastoral industries, and last, but not least, her unequalled climate and unrivalled scenery, it may be fairly predicted that the brightest star in the future great Southern Commonwealth of Australia will be

## TASMANIA.

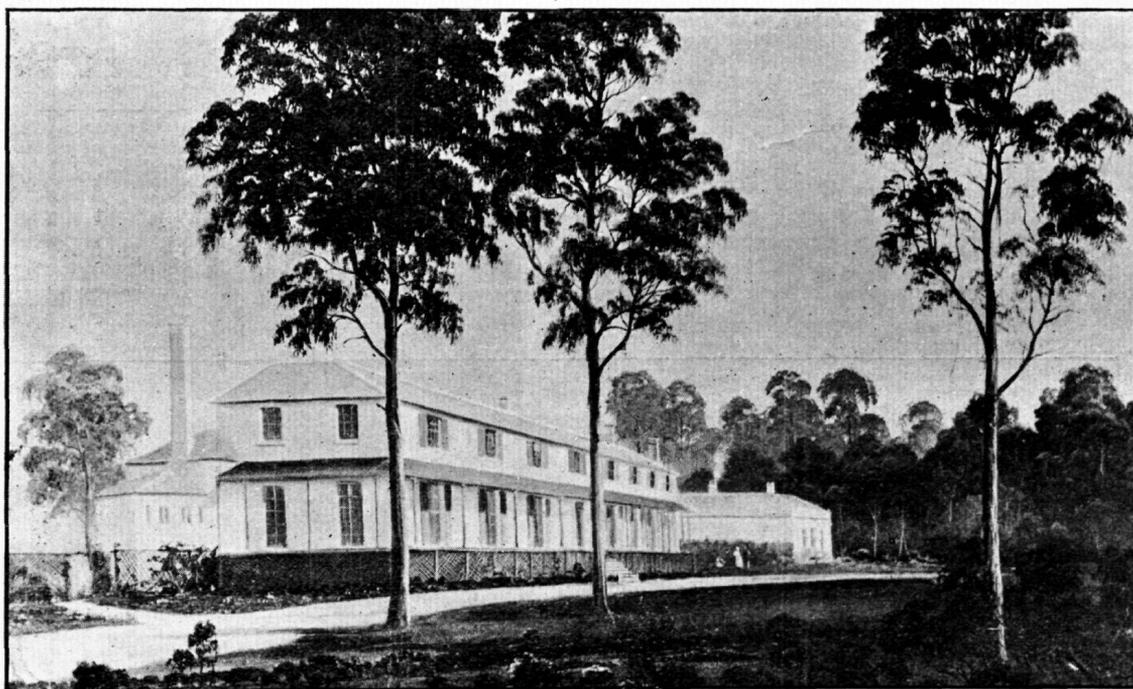


J. W. BEATTIE, HOBART.

HOBART, FROM THE BAY.

# Government House.

**A**MONG other things of which Tasmania can justly boast is the fact that it possesses one of the finest Vice-Regal residences in the British Empire. When Governor Collins and his party first arrived in the Derwent, in 1804, they were perforce compelled to occupy tents, His Honour, as the Governor was then termed, being under canvas with the rest. The progress of the settlement was slow, as may be judged from the fact that it was not till the close of 1805 that Collins left his canvas dwelling, and removed to "Government House," which had been erected on a spot which was afterwards, and is still, known as Barrack Square. This was evidently not a pretentious edifice, although, no doubt, an improvement on the tent as a human habitation, but it maintained its dignity as "Government House" for no fewer than thirteen years. It is described by one veracious historian "as a mere cottage, too mean for the accommodation of a modern mechanic." Wentworth, in his description of New South Wales and Van Diemen's Land," says of Hobart Town :— "It was founded only fifteen years since ; and, indeed, the rudeness of its appearance sufficiently indicates the recency of its origin. The houses are, in general, of the meanest description, seldom exceeding one story in height, and being for the most part weatherboarded without, and lathed and plastered within. Even the Government House is of very bad construction." Whatever it was, however, it was occupied by Collins for five years, and afterwards by Commandants Lord, Murray, and Geils, and by Governor Davey. During the first year of Governor Sorell's administration, in 1817, he removed from this rude dwelling to a new Government House, which had been erected in Macquarie Street, and which in every respect, was an improvement on the Barrack Square structure. But it was evidently not perfect, at any rate in the opinion of later critics. Henry Melville, in his "Australasia and Prison Discipline," describes the appearance of the City of Hobart Town, and referring to the Government House, writes as follows :—" To the right of the building above described—the market—as you

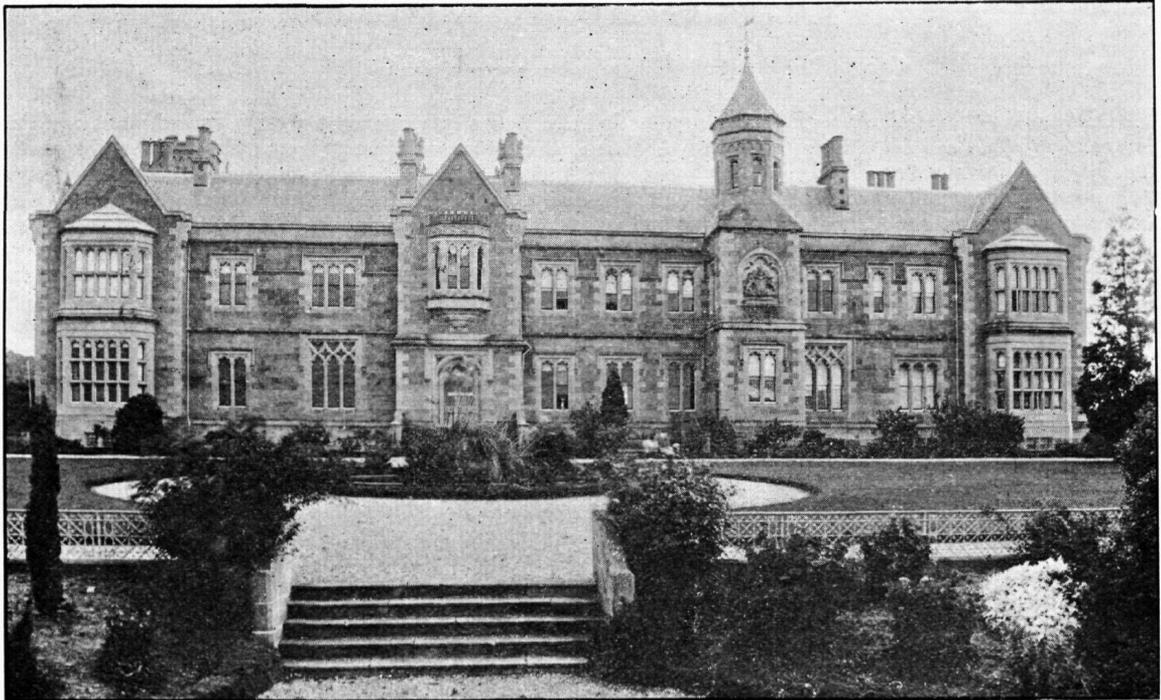


J. W. BEATTIE, HOBART.

OLD GOVERNMENT HOUSE, MACQUARIE STREET, HOBART TOWN.

proceed along the edge of the cove, or rather the new wharf, is Government House. It is prettily situated on a steep bank. Its frontage is in Macquarie Street, and it terminates in the line of thoroughfare or main street called Elizabeth ; in its rear it commands an excellent view of the harbour. The house itself is a disgrace to the colony. It consists of a mass of buildings arranged with no plan or order, the whole rookery being composed of a mass of additions, made as more room was required by successive occupiers. Government House, St. David's Church, and the Gaol were built about the same period, and they are far from being an ornament." Despite such criticisms, however, Government House continued to be occupied by representatives of the Queen for very many years afterwards. At length the necessity for a new edifice in which to suitably house the Governor could not be overlooked, and accordingly plans were prepared for a new Government House in 1847. The architect to whom the work was entrusted was Mr. Gordon Kay ; but the scheme proposed was such an ambitious one,

being practically the construction of a palace in place of a pile composed of parts erected at various times on no definite plan, that the then authorities hesitated to do more than merely lay the foundation-stone. For nearly eight years the work remained in abeyance. In 1855, the colony being then in a very prosperous condition, it was resolved to proceed with the erection of the building. This resolution was acted upon, and the work was completed in 1858. The bulk of the labour

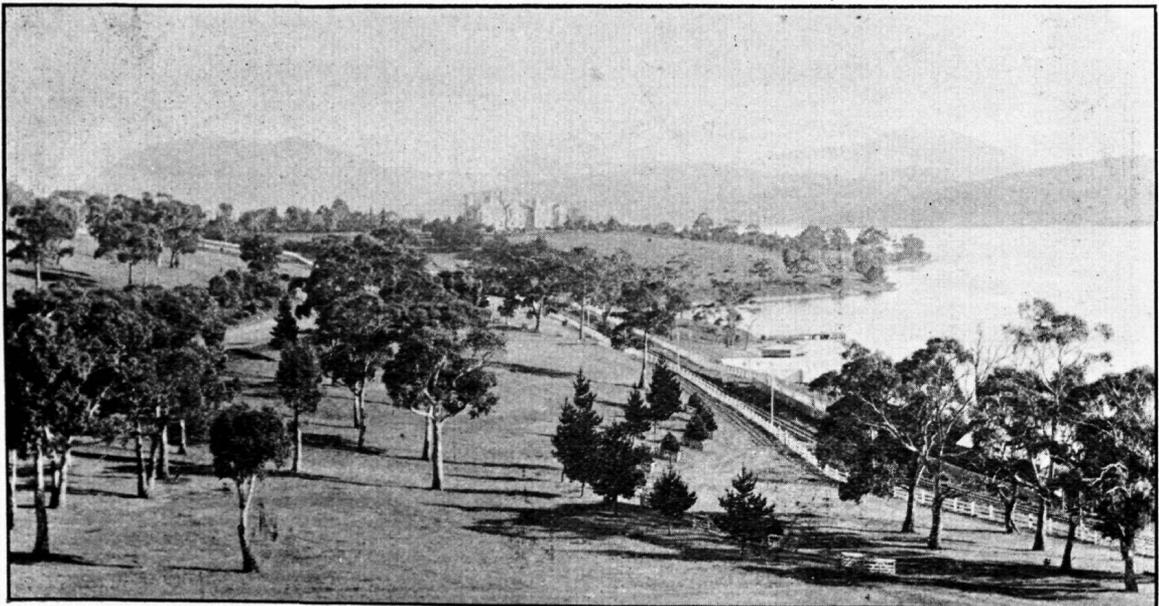


R. MCGUFFIE &amp; CO., HOBART.

**GOVERNMENT HOUSE, HOBART.**

engaged on the building was that of free mechanics, who found employment at wages which their brethren of the present day would vainly seek to obtain. The prisoners who were employed only worked in the quarry getting out the stone. The erection of the building was carried out under the supervision of Mr. McCrackan, foreman of works.

Government House is pleasantly situated on a site near what was formerly known as "Rosebank" in the Government Domain, and for nobleness of appearance and beauty of design commands the admiration of every person of taste. The situation, indeed, about half a mile from the centre of the city, is one of the finest that could have been selected, embracing



J. W. BEATTIE, HOBART.

**GOVERNMENT HOUSE, FROM DOMAIN.**

as it does, a magnificent view of the river, mountain, and surrounding country. The grounds have an area of about 60 acres, 34 acres being in grass paddocks, 4 acres kitchen and fruit garden, 12½ acres natural shrubberies, and 10 acres ornamental shrubberies, included in the latter being the tennis lawns, rockeries, etc.

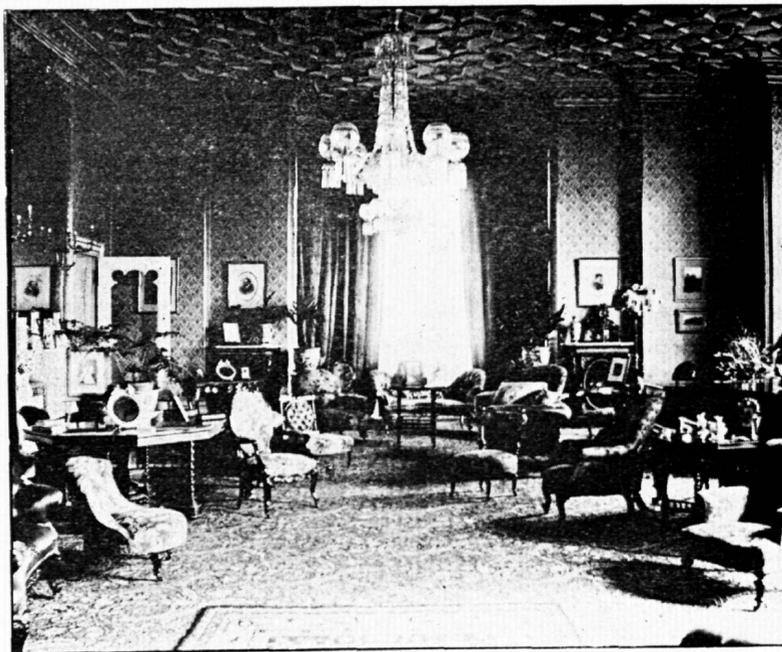
The Tudor-Gothic style of architecture was adopted in the design of the building, which is executed in brown stone with white freestone dressings. The whole of the stone, it may be mentioned, was obtained from the quarry in the Domain, not far from where the building was erected, and which has since been converted into a particularly attractive flower garden and shrubbery. Time has since proved that the stone is of splendid quality. It looks almost as clean and fresh now as when it left the hands of the builders.

Among the most prominent features in the building are four large, richly-mullioned oriel windows, which on the east, north, and south fronts are carried up the entire height of the second story, and have a very imposing effect. There are three towers—one on the east, and another on the angle of the north and west fronts, and a third on the west front. In the first of these towers there is a large trefoiled headed sunk panel, containing the Royal arms, most admirably carved in *alto relievo*. In the second a semi-circular panel is sunk, containing a group of figures similar to those on the public seal of the colony—in the centre,



**BOUDOIR, GOVERNMENT HOUSE.**

a figure of Tasmania, represented as an agricultural-labourer resting on the produce of his industry, supported on one side by Britannia, who extends her shield over him, and on the other by Plenty, discharging a cornucopia of fruits in abundance into the lap of her *protégé*. This group is also executed in excellent style. The tower on the west front is likewise a striking feature, having a large clock near the top; and it is further noticeable because under it is the principal entrance to the building. The doorway at this entrance is richly moulded, the spandrils at the arched head to it having the Royal monogram in enriched antique letters in each. The entrance hall, 18 feet wide, is laid with tiles, and leads into the corridors, which are 10 feet wide, and out of which entrance to the various rooms on the ground floor is obtained. The vestibule near the entrance to the hall and drawing rooms is beautifully ornamented, and in the niches in each angle are well-executed life-size figures, representing the four seasons of the year. In the gable at the west end of the ballroom is a double wheel window of beautiful design and superior workmanship. This is glazed on the inside, and shows an inner circular one of stained glass, charged with the Royal arms, and surrounded with an ornamental radiating border. When lighted up with gas, it shows the rich tracery outside, and produces a most brilliant effect. The admirers of ancient English architecture must be struck with the appearance of some of the decorations of the mouldings to the parapet of this part of the building. We allude to the quaint and curious gargoyles which are introduced in it. The corbels to the end of the coping under the gables have lions' heads carved under them; the pendants to some of the label mouldings to the windows are of excellent design, and equally



**DRAWING ROOM, GOVERNMENT HOUSE.**

well executed, particularly the head of the Queen, surrounded with the oak leaf, shamrock, and thistle, clusters of oak leaves and acorns, and moulded pendants or stops, with foliage. The beauty of the edifice does not, however, solely depend upon the little enrichments and ornaments thus faintly described; the grandeur the pile possesses does not consist in these, but rather in the outline and grouping of the several parts, from its oriel and mullioned windows, pointed gables, crested ridges, clustered quaint chimney shafts, turrets, towers, etc.

The buildings are well arranged for the comfort and convenience of the occupants, as well as of the public when State functions are in progress. The dimensions of the principal rooms are as follow:—Ballroom, 80 feet x 30 feet; drawing room, 44 feet x 27 feet; dining room, 38 feet 6 inches x 24 feet; breakfast room, 24 feet 6 inches x 16 feet 6 inches; library, 24 feet x 20 feet; billiard room, 24 feet x 20 feet. Besides these, there are ante drawing rooms, boudoir, smoking rooms, ladies' and gents' cloak rooms, etc. By means of sliding doors, the ballroom and drawing room can be thrown into one, making a magnificent apartment, capable of accommodating between 700 and 800 guests. On more than one occasion 1000 invitations have been issued to a ball at Government House, and the room has then been overcrowded; but the lesser number has been present without discomfort. In all there are seventy rooms, the whole of which are furnished in a very good and neat style. All the bedrooms are situated on the first floor, access to which is gained by a beautiful stair; besides which there are three private staircases situated in various parts of the house. Bathrooms are also conveniently situated near the main bed and dressing rooms. The water supply is obtained from the Hobart Corporation reservoir, a special main being laid on to Government House; and to ensure a supply being always obtainable, a reservoir containing 26,000 gallons is situated in the Domain, at an elevation commanding the highest point of the building. The drainage is perfect, and is taken direct to the Derwent. The whole of the drains are well ventilated.

The outbuildings comprise residences for the principal officials, all being built of freestone. The stables, of which there are three sets, will accommodate about twenty horses, including loose boxes, coach houses, harness rooms, cow sheds, etc., all being well provided for; also poultry yards, etc.

Fenton gravely remarks:—"On 2nd January, 1858, His Excellency Sir Henry Fox Young left his residence in Macquarie Street, where Arthur, Franklin, Wilmot, and Denison lived in days of trouble and excitement, and took up his abode in the new mansion, which was in every way better suited for the residence of the Queen's Viceroy." Governor Young remained in residence there till his time expired, in December, 1861. The following have been the successive occupants of Government House since then:—Colonel Browne, to 30th December, 1868; Colonel Trevor, to 15th January, 1869; Sir C. Du Cane, to 28th November, 1874; Sir F. Weld, to 5th April, 1880; General Lefroy, to 7th December, 1881; Sir G. C. Strahan, to 28th October, 1886; Sir R. Hamilton, to 30th November, 1892; Viscount Gormanston, to 1900.

In his book, "Australia and New Zealand," Anthony Trollope, writing of the Vice-Regal residence in Tasmania, says:—"The Government House is, I believe, acknowledged to be the best belonging to any British colony. It stands about a mile from the town, on ground sloping down to the Derwent, and lacks nothing necessary for a perfect English residence."

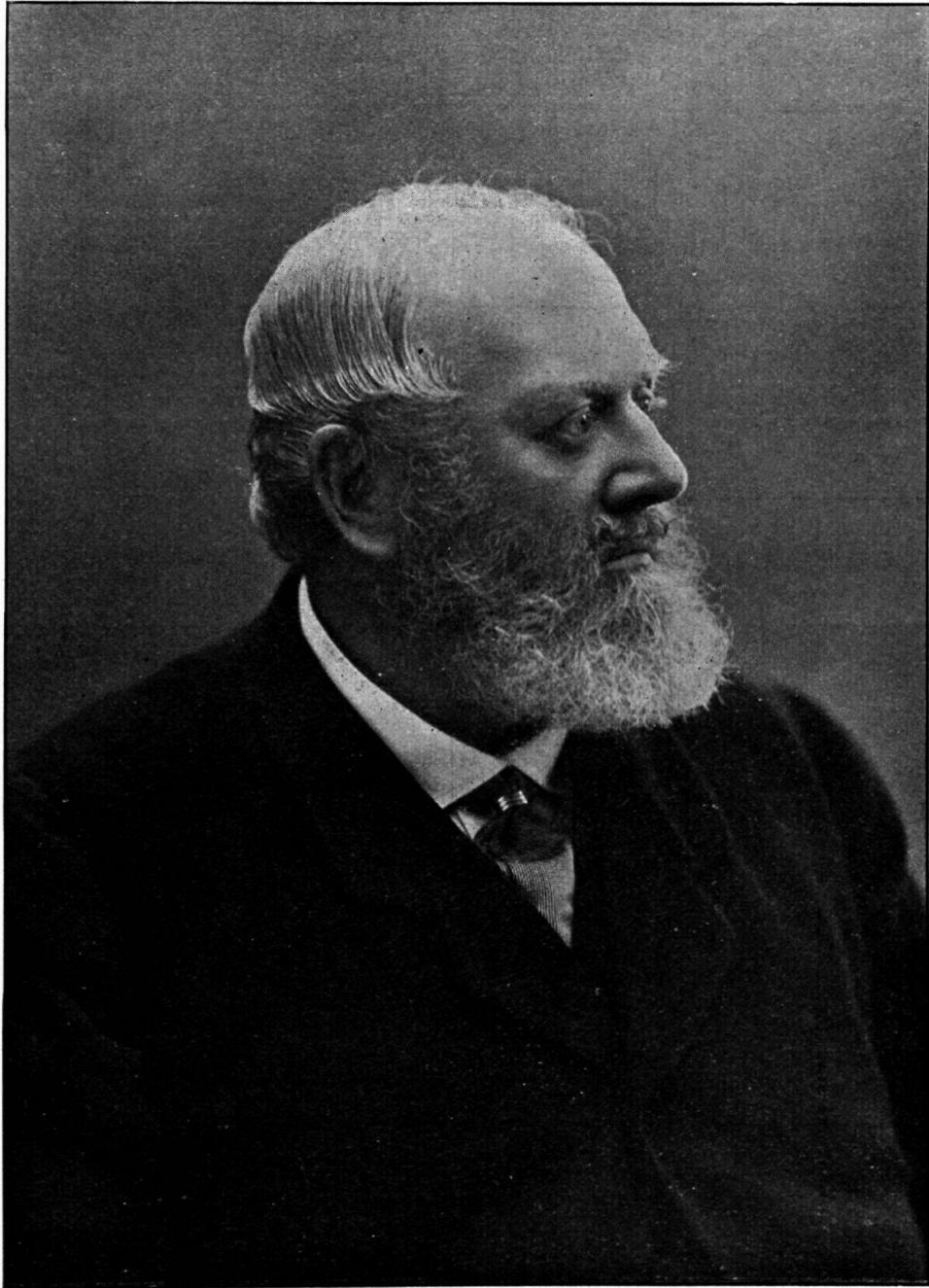
Unlike the practice in the other colonies, there is no guard maintained at Government House, our permanent military force being too limited in number to spare men for the purpose. Our financial condition, also, will not permit of such a luxury, because that is what it would be in Tasmania. There is little doubt, however, that His Excellency Lord Gormanston and family feel as safe within the walls of their temporary home, and with every reason too, as does the most elaborately-protected ruler in this or any other part of the world.

The cost of the Vice-Regal establishment does not alter much year by year. In 1898 the official records show that the expenditure was as follows:—Governor's salary, including allowance, £3,500; private secretary, £250; office attendant and caretaker, £97 10s.; overseer of grounds, £80; maintenance of Government House under 56 Victoria No. 11, stationery and stores, fuel and light, newspapers for public offices, and maintenance for gas lamps at gate, £600. Total, £4527 10s. The amount voted for 1899 was £4,530.

It only remains to add that old Government House in Macquarie Street was pulled down in October, 1858—that is, all of it except the ballroom, which for a long time afterwards was used by the Corporation as a Council Chamber, until the present palatial Town Hall was built.

#### VISCOUNT GORMANSTON.

JENICO WILLIAM JOSEPH PRESTON, fourteenth Viscount Gormanston (created 1478), also Baron Birmingham of Kells, in Ossory, and Baron Laundes of the Naas, all in the peerage of Ireland; Baron Gormanston of Whitewood (created 1868), in peerage of the United Kingdom. Son of Edward, thirteenth Viscount, and Lucretia, daughter of Wm. Jerminham, brother of the eighth Baron Stafford of Costessey, Norfolk. Born at Gormanston Castle, 1st June, 1837. His Lordship entered the 60th King's Royal Rifle Corps in August, 1855, with which regiment he served during the Indian Mutiny, in the operations at Rohilcund in 1858, including the actions of Buggawollah and Nugua, relief of Moradabad, capture of Bareilly, and attack on and relief of the garrison of Shahjehanpur; the frontier operations in Oudh in 1858, including attack on and capture of the fort of Mitrowhi, and action of Briwah—for which he obtained the Indian Mutiny medal. He retired from the Army in November, 1860, shortly after which he married Ismay Lucretia Ursula, daughter of Lord Bellew, who died in 1875. His Lordship married secondly in 1878 Georgina Jane, present Viscountess Gormanston, daughter of Peter Connellan, Esq., of Coolmore, County Kilkenny, and Anna Maria, daughter of Sir Hercules Langrishe, Bart., of Knocktopher Abbey, County Kilkenny. Their family consists of Jenico Edward Joseph, born 16th July, 1879, Lieutenant 5th Battalion Leicester Regiment; Richard Martin Peter, born 1884; Hubert Anthony John, born 1885; and Ismay Lucretia Mary, born 1882. His Lordship is a Deputy Lieutenant of County Dublin and magistrate for Counties Dublin, Meath, and Cavan; he was Chamberlain to the Lord Lieutenant of Ireland, the Duke of Abercorn, from 1866 to 1868; a Commissioner of the National Education Board of Ireland from 1874 to 1885; Governor of the Leeward Islands 1885 to 1887; Governor of British Guiana 1887 to 1893; appointed Governor of Tasmania in April, 1893, and assumed the Government on the 8th August of the same year. His Lordship's family originally resided at Preston, in Lancashire,



*Viscount Gormanston,*  
*Governor of Tasmania.*

whence they passed over to Ireland in the twelfth century, where they obtained large grants of land, principally in Counties Meath and Dublin. The first Viscount, Sir Robert Preston, was Deputy to the Duke of York, younger son of Edward IV., and was created by that monarch in 1478 Viscount Gormanston of Gormanston, which manor had been purchased by his ancestor, Sir Robert Preston, in 1361, from the Knights of St. John, and still belongs to the family. His Lordship's principal residence is Gormanston Castle, besides which he has Whitewood House, in the County Meath.



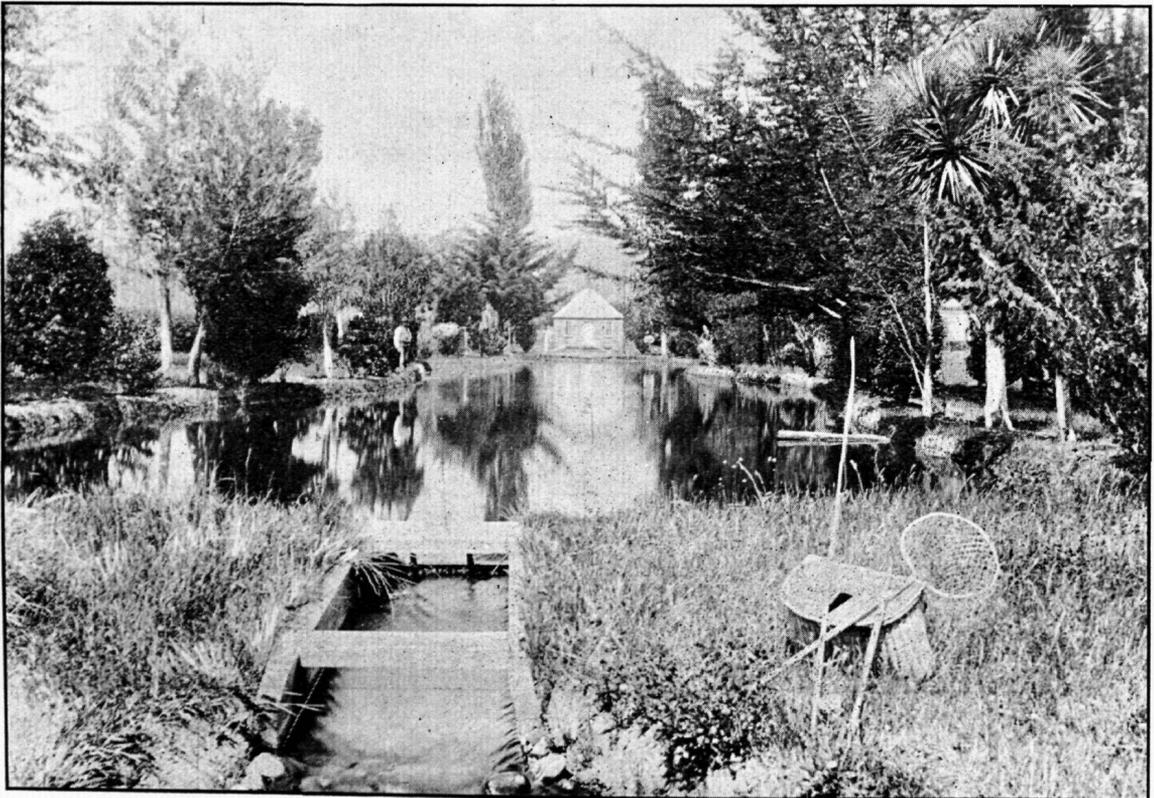
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HGBART.

MR. A. RAWLINSON.

#### MR. ALEX. RAWLINSON

is the eldest surviving son of Mr. Thomas Rawlinson, M.A. (educated at Harrow and Trinity College, Cambridge), and Isabella, daughter of the Rev. Charles Alexander. He was educated at Cardinal Newman's Oratory School, Edgbaston, Birmingham, and has been associated with Viscount Gormanston throughout the whole of the latter's career as a Colonial Governor, having acted continuously in the the dual capacity of Private Secretary and *Aide-de-Camp* to His Excellency, —firstly, in the Leeward Islands, West Indies (1885-88), afterwards in British Guiana (1888-93), and latterly in Tasmania (1893-99). He is consequently serving his fourteenth year on Lord Gormanston's staff. In 1897 Mr. Alex. Rawlinson was created a Knight of the Order of Pius by His Holiness Pope Leo. XIII.



J. W. BEATTIE, HOBART.

THE SALMON PONDS, NEW NORFOLK.

# Former Governors.

**F**OR the first fifty years of its existence, the colony was little more than a penal settlement, and the Governors were appointed with no consideration whatever as to the likes or dislikes of the governed. They were chosen because of qualifications which it was thought would enable them to discharge the duties of the office to the satisfaction of their employers, the Imperial Government; and out of the whole list it must be said that scarcely one failed in this respect; indeed they were nearly all able men, and as a rule they wielded the almost autocratic power entrusted to them with wisdom and moderation. Of the whole number, only one died in harness, Colonel Collins, whose remains were buried in St. David's Cemetery; but another, Governor Eardley-Wilmot, died in the colony a few months after he was superseded because of an accusation made against his private character to the Colonial Office.

More than half of our rulers have been military or naval men, as was no doubt necessary in the early stages of the colony's history; but the wisdom of appointing other than merely military men has been demonstrated during the latter part of our career as a community, notably in the case of Sir Robert Hamilton, whose training was obtained wholly in the Civil Service, and whose Governorship was a distinct success. Then, as in the other colonies, followed what may be termed the aristocratic era, by the appointment of His Excellency Viscount Gormanston, who is the very antithesis of governors like Colonel Arthur and Sir William Denison, and whose stay has been marked by neither great social nor political excitement. We give portraits of the various Governors as far as we could obtain them; and these, and the biographical sketches by which they are accompanied, will enable readers of the Cyclopaedia of Tasmania to form a fairly good idea of what manner of men our former Governors were.

## COLONEL DAVID COLLINS, R.M.,

the first Lieutenant-Governor of Tasmania, arrived from New South Wales in 1804. The original settlers comprised 367 prisoners, 44 marines, officials, and, later on, a few free settlers, and the site of the town was fixed in Sullivan's Cove. At first great difficulties were encountered by the new arrivals, and in 1806 they were brought to the verge of starvation owing to food supplies from New South Wales being suddenly cut off by a flood in the Hawkesbury River, which destroyed all the crops of wheat and maize. These cereals went up to £5 and £6 per bushel, and even at that price could only be obtained with difficulty. An effort was made to get relief from India, but it was not till nearly four years later that this was obtained, and the settlers relieved from the verge of starvation. On the arrival of the shipment wheat fell to 12s. per bushel, and thereafter there was no scarcity of food during Governor Collins's tenure of office. The pastoral possibilities of the new settlement were regarded favourably, and in 1805 some merino sheep from New South Wales were introduced and multiplied greatly; and an importation of cattle from Bengal also took kindly to their new location. The Governor was materially assisted in the successful treatment of the stock by Joseph Holt, one of the rebels of '98, who had charge of them. Matters were in a promising condition so far as the young colony was concerned, when the Governor took suddenly ill on the 24th March,



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HOBART.

COL. T. DAVEY.



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HOBART.

COL. D. COLLINS.

1810, and died the same day. He was buried in St. David's Cemetery, Hobart, where the monument erected to his memory by Sir John Franklin, in 1838, may still be seen.

The government of the colony then devolved upon Lieutenant EDWARD LORD, R.M., who acted as commandant till Captain MURRAY, 73rd Regiment, came and relieved him. The latter was replaced by Lieutenant-Colonel GEILS in February, 1812, who acted as commandant till February of the following year, when Colonel Davey arrived.

## COLONEL THOMAS DAVEY, R.M.,

assumed office as Lieutenant-Governor on the 4th February, 1813, and though his arrival was not heralded by any display of pomp or power, he was not long at the head of affairs before he made his presence felt. The colony had continued progressing in all essentials from the death of the first Lieutenant-Governor;

agriculture had wonderfully extended, cattle and sheep had multiplied, and the community, as a whole, was looking forward with hope to the future. The only blot on this fair picture was that escaped convicts had "taken to the bush," and were committing depredations on all sides. A reign of terror was established in many places, and the progress of the colony was consequently greatly retarded. During Governor Davey's term of office, corn was exported from the colony, a newspaper was established,—the *Hobart Town Gazette and Southern Reporter*, the foundation-stone of St. David's Church was

laid, the whale fisheries were started, and many exploring expeditions were made in the south and west of the island, resulting in important discoveries. The Governor relinquished his office on April 9, 1817, and lived for some time in the colony as a settler; but afterwards returned to England, where he died on the 2nd May, 1823. Governor Davey was weak in his administration and dissipated in his habits, and the result was that the community in large measure followed his example, so that immorality was rife, and the tone of the community was decidedly low.



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HOBART.

COL. W. SORELL.

#### COLONEL WILLIAM SORELL,

of the 48th Regiment, was Davey's successor in the Lieutenant-Governorship, and assumed the duties of office immediately on his arrival, April 9, 1817. Quite in contrast to his predecessor, he was firm, sagacious, and energetic, and in almost every direction made his influence beneficially felt. The outrages of the bushrangers were so serious and so glaring when he arrived that he at once set about the work of their destruction. In addition to a much more efficient administration of police affairs, the Governor sought to stamp out the highwaymen by offering large rewards for them, dead or alive, resulting in many instances in their apprehension or destruction. The population of the colony was ascertained by a census taken during this Governor's régime to be 3240 in 1818, of which Hobart had some 1000 inhabitants. Free immigrants now began to make their appearance in considerable numbers, "including many retired officers of the Army and Navy, besides gentlemen of moderate capital, who were attracted by the facilities offered to them for settlement in the shape of free grants of land."

The finest parts of the agricultural areas were alienated at this time. In 1820,

the first important importation of pure merino lambs (300), which were obtained from the flocks of Captain J. Macarthur, of Camden, New South Wales, arrived. Next year another census was taken, showing population, 7400; sheep, 182,468; cattle, 34,790; horses, 550; and land under cultivation, 14,940 acres. Twenty-six vessels arrived and 20 sailed, 20,000 bushels of wheat were exported to Sydney, and a weekly post was established between Launceston and Hobart Town. It was during this same year (1821) that wool was first exported from Tasmania, a consignment of 12 bales being despatched to the London market, where it realised 7d. per lb., or 3d. more than what it was purchased for in Hobart. Religion and education were also attended to during Colonel Sorell's administration, and altogether the colony made rapid strides in the path of progress. So successful indeed was his Governorship that the settlers presented Colonel Sorell with a purse of 750 sovereigns, and when he retired in 1824 he received a pension of £500 from the colonial revenues, which amounted in all to £11,500. Colonel Sorell died on the 4th June, 1848.

#### LIEUTENANT-COLONEL GEORGE ARTHUR,

who was the fourth Lieutenant-Governor of the colony, arrived in Hobart on the 12th January, 1824, and soon showed that he was a man of inflexible determination, unceasing energy, and great powers of administration. The difficulty of governing two classes of people, however, the one the free settlers, and the other the convicts, was such that even he did not succeed in solving, at any rate to the satisfaction of those immediately concerned. So that while on the one hand he restored order in all the Government departments, in improving the administration in almost every detail, and, generally in elevating the character of the colony, he for a time at least incurred great odium with the free settlers by his arbitrary conduct, especially by his endeavours to destroy the liberty of the press and his high-handed action in dismissing a popular Attorney-General. Again, he was merciless in his treatment of the convicts who offended against discipline, and the story of their sufferings during the lengthy term he held office is one of the most painful and horrible that can be conceived. Bushranging again sprang up, and increased rapidly; and as it was attended in many cases with outrage and murder, the community became thoroughly alarmed. The Governor, as usual, acted with energy and promptitude; and, organising a party of soldiers and civilians, he himself took command, and hunted the outlaws down. No fewer than 103 persons were executed in 1825 and 1826, and the colony was once more freed from a class of people who had not only done much to retard its progress, but had committed murder and outrage in almost every part of the island where settlement had taken place. The Supreme Court of Tasmania was opened in 1824, the first session being held on 24th May, before Judge Pedder. In the same year a petition was forwarded to the Imperial Government praying that Tasmania be made a separate colony, and the wishes of the colonists in this



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HOBART.

LIEUT.-COL. G. ARTHUR.

respect were complied with in December of the following year. In 1827 the colony was divided into districts, with a stipendiary magistrate over each; and in the following year the Van Diemen's Land Company commenced sheep-farming on their grant of 250,000 acres in the north-west part of the island; while progress was visible in various other directions, such as in the making of roads, bridges, wharves, &c., and in the establishment of a Mechanics' Institute and the Queen's Orphan Asylum. As the aborigines had become very daring in their depredations and outrages, due solely to the cruel and inhuman treatment they had received from the whites, the celebrated "black line" was organised, with a view to capture the blacks and place them on Tasman's Peninsula; but, after an expenditure of £30,000, the result was a complete failure, only one man and a boy being captured. Free immigration began to set in about 1831, in which year also public meetings were held in favour of the establishment of a Legislative Assembly and trial by jury. As is well remarked in the Tasmanian official record, "The progress made within Tasmania was very marked during Governor Arthur's rule. In 1835 the means of internal communication were wonderfully improved. The mail-cart twice a week now made the journey between Hobart and Launceston, 121 miles, in nineteen hours. In 1824, the mails were carried by foot post once a fortnight. There were now established throughout the colony, with a population of 40,172 persons, 29 schools with an attendance of 1177 children. There were also 18 places of worship as compared with four on Governor Arthur's arrival. Bushranging, formerly so common, was now almost unknown. Macquarie Harbour was abandoned, and the prisoners there were removed to the settlement at Port Arthur, where they were treated with less rigour. The Governor's term of office expired on the 31st October, 1836, and the high estimation in which he was held by a large number of the colonists was manifested in a striking manner at his final levee when he was presented with a largely signed complimentary address, and also a purse of 1000 sovereigns. On Colonel Arthur's return to England, he had a baronetcy conferred on him, showing the approval the Colonial Office had of his services in Tasmania, and he was afterwards employed in the highest positions in the gift of the department. He died in England on 19th September, 1854.

Lieutenant-Colonel K. SNODGRASS was then Acting Lieutenant-Governor, continuing in office for two months and six days.

#### SIR JOHN FRANKLIN, R.N.,

the fifth Lieutenant-Governor of the colony, arrived in Hobart and assumed the Governorship on 6th January, 1837. The appointment of so distinguished an officer was regarded as a great compliment to the colony, and his arrival was hailed with great enthusiasm. Although, however, "the new Governor was esteemed personally, he encountered great difficulties in administering the government of a colony amid the discordant elements of party strife, arising out of the unhappy condition of a mixed society of free colonists and the officials of penal institutions." His efforts, humanely directed to promote harmony and good government, met with indifferent success. In all matters tending to promote higher education and improvement in social condition, he took a prominent part, and was eminently successful. He was the founder and first president of the Royal Society of Tasmania; he increased the number of magistrates, threw open the doors of the Council Chamber to the public, promoted free immigration, and in company with his noble wife penetrated to many remote parts of the colony. A man of deep and unaffected piety, Sir John Franklin was widely and sincerely respected. His retirement from the government of the colony on the 21st August, 1843, was in a large measure due to unhappy differences between himself and the Colonial Secretary, Mr. John Montagu, who had been dismissed by Sir John Franklin for continued disrespectful conduct to himself as Governor. "His successor arrived before he received official notice of his recall, and he at once quitted Government House, and obtained private lodgings. Soon after his retirement the frank and generous Sir John Franklin went forth in command of the ill-fated expedition ("Erebus" and "Terror") for the purpose of discovering the North-West Passage, the fatal end of which expedition is now too well known. A bronze statue, above life size, is now erected in his memory in Franklin Square, Hobart, near the spot where he formerly resided at old Government House."



J. W. BEATTIE,

HOBART.

SIR JOHN FRANKLIN.



J. W. BEATTIE,

HOBART.

SIR JOHN E. EARDLEY-WILMOT.

#### SIR JOHN E. EARDLEY-WILMOT,

the sixth Lieutenant-Governor of Tasmania, was the first civilian who had been appointed to the position, and assumed the office on the 24th August, 1843. For many years a member of the House of Commons as representative of Warwickshire,

and well acquainted with the detail of county business in England, it was naturally thought that he would be a successful Governor. On his arrival, however, he found some very difficult problems awaiting a satisfactory solution; and there is but little room for doubt now, after a consideration of the facts, that he failed to accomplish this. The colony was at the time in a very disturbed condition, owing mainly to the breaking up of the convict settlement at Norfolk Island, and its

transfer to Port Arthur. The free colonists were now becoming more and more alarmed at the growing proportions of the fixed penal establishments throughout the island, and the agitation to put a stop to further importations of convicts from other parts of the Empire was most intense. Added to this, the local cost of maintaining such a large body of police as then existed, and the numerous gaols, plunged the colony into a debt of £100,000, which it could not and would not bear. The revenue was diminishing, and to meet the deficiency the Governor proposed to raise the taxes on imports from five to fifteen per cent., a proposal which was strenuously opposed by the colonists, and by the independent nominees forming the Council, six of whom resigned and thus brought about a deadlock. "The patriotic six," as they were designated, were greatly applauded by the colonists for their action. One of them, the late Sir Richard Dry, was honoured by a public entry into his native town, Launceston, while the leader of the movement, the late Mr. J. G. Gregson, was presented with £2000 on a handsome silver salver, on which a suitable inscription was engraved. The financial difficulty was afterwards overcome by a compromise, the Home Government agreeing to contribute £24,000 annually towards the maintenance of police and gaols. On 13th October, 1846, Sir Eardley-Wilmot was suddenly recalled from the government of the colony in consequence of secret accusations made against his private character. These accusations were repelled by the Chief Justice and 250 leading members of the community, but this had no effect on the Home Government. Mr. Gladstone, by whom the Governor was recalled, refused to give the names of his informants. Sir Eardley-Wilmot died soon afterwards of a broken heart, in consequence of this cruel assault upon his character. His remains were interred in St. David's Cemetery, near the tomb of Collins, the first Lieutenant-Governor of the colony, and the funeral evoked a great demonstration of the respect and esteem in which the deceased Governor was held.

Mr. CHARLES JOSEPH LATROBE administered the Government from 13th October, 1846, till the arrival of



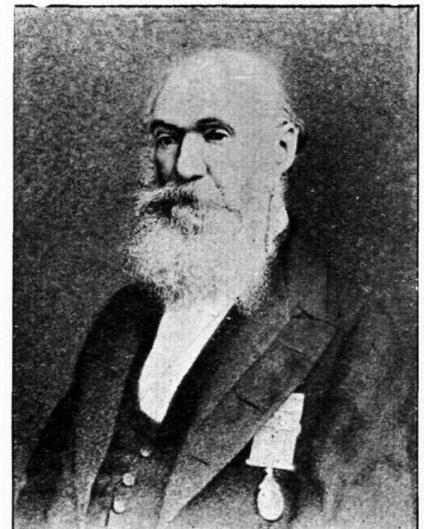
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HOBART.

SIR WM. T. DENISON.

## SIR WILLIAM THOMAS DENISON, R.E.,

the seventh Lieutenant-Governor of the colony, who took up the performance of his duties on 25th January, 1847. He had been a captain in the Engineers, and employed in English dockyards, where prison labour was largely used. One of the first acts of the new Governor was the restoration of "the patriotic six" to their seats in the Council, which gave great satisfaction. The anti-transportation movement was still vigorously continued by a large majority of the colonists, and its influence was greatly strengthened by the organisation of the "Australian League," which ultimately extended to all the colonies, and became a mighty power in the cause. The originator of the movement was the late Rev. John West, Independent minister of Launceston, afterwards a distinguished member of the Press, in whose admirable "History of Tasmania" the doings of the league are fully recorded. Sir William Denison strongly opposed the anti-transportation movement, and predicted that, if successful, it would in a very few years reduce Hobart Town to the position of a fishing village. He was supported by a number of the colonists, who were desirous not only of retaining the large Imperial expenditure (nearly £1000 per day) in the colony, but of keeping up the supply of necessary labour until a stream of free immigration could be established. On the creation of the new Legislative Council, that body adopted an address to the Queen, remonstrating strongly but respectfully on the influx of criminals, and eventually the combined efforts of the reformers brought about the cessation of transportation, the official notification to that effect appearing in the Hobart Town *Gazette* in May, 1853. Great rejoicing took place throughout the colony in consequence, and on the 10th August the event was celebrated publicly. This marked the beginning of a new era in the colony's history. Van Diemen's Land as a name disappeared with its evil associations; the colony henceforward bearing the name Tasmania, as a happy omen of the altered conditions in its history. In 1852 the first payable gold was discovered in Tasmania. Owing to the finding of gold in Victoria, the progress of this colony received a wonderful impetus for a time, though the population was afterwards seriously drained in consequence, almost one-half the adult males having migrated to the Victorian fields. The remainder of Sir William Denison's term of office was comparatively uneventful, and he retired from the Government on 8th January, 1855, having been appointed Governor-in-Chief of New South Wales. Sir William's career was marked by energy and prudence, and he did much to extend public works, and also to have the colony well represented at the Great Exhibition in 1851. His reign began in troublous times, but when he left matters were very peaceful; and the estimation in which he was held by a large section of the colonists was marked on the occasion of his departure by the presentation to him of a testimonial valued at 2000 guineas.



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SIR HENRY E. FOX YOUNG.

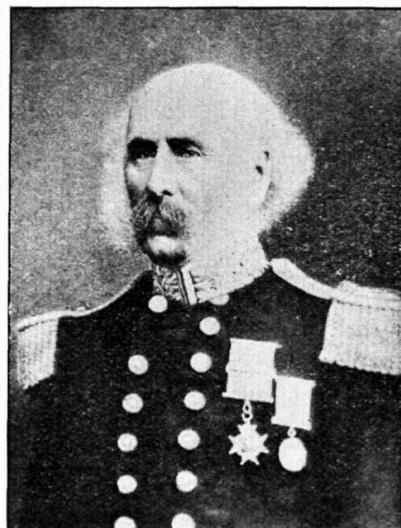
## SIR HENRY EDWARD FOX YOUNG, C.B.,

the first Governor-in-Chief of the colony, arrived from South Australia, where he had previously governed, on the 8th January, 1855. At that time the colony was in a most prosperous condition, and large shipments of a superior class of

immigrants arrived to fill the places of those who had left for the Victorian goldfields. The new Governor was the first occupant of the present handsome Government House, which had been erected at a cost of about £120,000. The first Parliament under the present constitution was opened on the 2nd December, 1856. Hobart was lighted with gas in the following year, and the Launceston waterworks were also completed in 1857, while the telegraph was added to our means of communication. The colony continued to progress under Governor Young, whose term of office expired on the 10th December, 1861, the last official act of his career being the opening of an exhibition at Hobart Town.

#### COLONEL THOMAS GORE BROWNE, C.B.,

the second Governor-in-Chief, then succeeded to the governorship, having come from New Zealand, where he had gained a reputation for wisdom and energy, especially in dealing with the troublous times of the Maori War of 1861. Colonel Browne had had a distinguished army career, and his administrative work in various parts of the Empire was considerable, so that he brought to the performance of his duties as Governor of Tasmania experience of a very valuable kind. In addition to this, his personal qualities were of a most attractive character; and in his amiable and accomplished lady, who did much to refine society in the capital, he had a helper who was not less admired and respected than she was loved and honoured. Lady Gore Browne, it may be said here, re-visited the colony in 1898, thirty years after she had vacated her position as leader of society in Tasmania, and the affectionate and hearty reception she met with from the leading people of the city of Hobart showed how gratefully and kindly she was remembered, and must have been as pleasing to her ladyship as it was certainly honourable to the citizens. Governor Browne was further favoured during his term of office by having no "burning question" to deal with. He witnessed the opening of the Town Hall at Hobart Town, which was built at a cost of over £10,000, and had the honour of receiving H.R.H. the Duke of Edinburgh, when that prince visited the colony in the "Galatea" in 1868. Colonel Browne remained in office till 30th December, 1868, when he retired amidst the regrets of the whole community. On his return to England he was knighted. He died on 17th April, 1887.



J. W. BEATTIE.

HOBART.

COL. T. G. BROWNE.

#### MR. (AFTERWARDS SIR) CHARLES DU CANE

was the first Governor and Commander-in-Chief of Tasmania, and, arriving in the colony on the 12th January, 1869, he was formally sworn in on the 14th. During the interval between Colonel Browne's departure and Mr. Du Cane's arrival, the Government was administered by Lieutenant-Colonel Trevor, of the 14th Regiment. Like his predecessor, Governor Du Cane had to deal with few matters of political consequence, and there were virtually only two Ministries during his term of office. He showed great interest in the progress of the colony, mixing freely in the amusements and movements generally of the colonists, and his speeches on public occasions were always read with interest, being of a practical and useful character. He especially interested himself in the progress of agriculture, and the various societies formed for that purpose always had his countenance and support. Telegraphic communication by cable across Bass Strait was established in May, 1869, and the opening of the Launceston and Western Railway took place under Governor Du Cane's auspices on 10th February, 1871. The discovery of tin at Mount Bischoff was made by Mr. James Smith in 1872, and direct telegraphic communication was established with England on 20th October in the same year. Mr. Du Cane's governorship expired on the 28th November, 1874. He was knighted on his return to England. He died on 4th September, 1894.

Sir FRANCIS SMITH, Chief Justice, administered the Government till the arrival of Mr. F. A. Weld.



J. W. BEATTIE.

HOBART.

MR. C. DU CANE.

#### MR. (AFTERWARDS SIR) FREDERICK ALOYSIUS WELD,

the second Governor and Commander-in-Chief of the colony, entered upon his duties on the 13th January, 1875. Arriving in New Zealand in 1844, Mr. Weld took up land, and followed the life of a settler. Elected to the first New Zealand Parliament, which assembled in Auckland in 1854, he became a member of the Executive Council in the same year, and Minister of Native Affairs in 1860. Four years later he became Premier; occupying the post from 24th November, 1864, till 16th October, 1865. In 1869 he was appointed Governor of Western Australia, where he did such good work that in 1874 he was promoted to the Governorship of this colony. His rule in Tasmania was marked by the display of judgment, tact, and energy; and in dealing with numerous political complications he was very successful. Governor Weld travelled the colony from end to end, visiting all the then known mineral fields, and took the deepest interest in the progress of agriculture, mining, and every material resource. He also took an active part in the reorganisation of the volunteer forces, and lent

his aid to all important public movements ; in fact, he was one of the first Australian governors who entered heartily into the life of the people, and showed by precept and example that he had an interest in their affairs beyond that of merely holding the position of head of the State and drawing the salary. During his term, Truganini, the last of the Tasmanian aborigines, died at Hobart on 8th May, 1876. Mr. (now Sir Philip) Fysh's great scheme of public works, involving an expenditure of £140,000, was passed by

Parliament in 1877, and the famous quartz reef now worked by the Tasmanian Gold Mining Company was discovered by Mr. William Dally in the same year. Governor Weld retired from the administration of the Government on the 6th May, 1880, and went from here to the Straits Settlements as Governor, retaining that position until 1887, when he retired from the Colonial Service on a pension. He was made a G.C.M.G. as a reward for his services. Sir F. Weld died in England on the 20th July, 1891.

Sir FRANCIS SMITH, Chief Justice, administered the Government from April 6, 1880, to October 21, 1880.

#### LIEUTENANT-GENERAL SIR J. H. LEFROY, C.B.,

who was deputed to temporarily administer the Government until Sir George Strahan, who had been appointed *locum tenens* for Sir Hercules Robinson, could arrive from the Cape, reached Hobart on 21st October, 1880. His reception was a very cordial one, and although his official career here was very short, only lasting till 7th December, he was long enough to most favourably impress all with whom he came in contact. During his short term of office several important measures were passed in continuation of the policy of opening up the country by means of roads and bridges. The proposal to extend the Western railway to the Mersey, however, was rejected by a majority in the Legislative Council after passing the House of Assembly. General Lefroy, who brought a ripe experience to bear in the performance of his duties, earned the respect and goodwill of everybody. When he gave up the reins of power to his successor, a writer said of him :—"General Lefroy only held the position temporarily, but showed himself to be a man of the greatest ability, and one whom the colonists bade farewell to with feelings of the most genuine regret. Few men who

have represented Her Majesty in the colonies have made themselves such universal favourites in so short a period as did Sir Henry Lefroy. He certainly made himself one of us, and by taking every opportunity to advance the moral and social well-being of all classes, it is not surprising to find that he became thoroughly respected." He left Hobart on November 25, and returning to England via New South Wales and Queensland, died there on the 11th April, 1890.

#### MAJOR SIR G. C. STRAHAN, R.A.,

the third Governor and Commander-in-Chief, began his career here on the 7th December, 1881. Born in 1838, he entered the Royal Artillery in 1857, in which he attained the rank of Major. He then retired from the service to enter on civil life, his first appointment being aide-de-camp to Mr. Gladstone, then High Commissioner of the Ionian Islands. For a time he was Chief Secretary to the Governor of Malta, after that Colonial Secretary of the Bahamas, and then Governor of those islands, holding the position from 1871 to 1873. Thence he was promoted to be Administrator of the Government at Lagos, on the Gold Coast, and his term of office there was signalled by the abolition of the slave trade. In 1876 he was appointed Governor of the Windward Islands, and after that Administrator of Cape Colony. Coming from there to Tasmania, Governor Strahan, who was very warmly welcomed to his new sphere of labour, soon proved that he well knew the duties of a constitutional governor, and in other respects he was found not wanting. Valuable lodes of silver, lead, gold, and copper were discovered in the western part of the island during his term of office, and important extensions of the railway system were projected and partly carried out. The franchise was also extended, and the number of members in the Legislative Council was increased from sixteen to eighteen, and in the House of Assembly the members were increased from thirty-two to thirty-six. At the same time the boundaries of the electoral districts were altered for the purpose of bringing the representation of the colony into greater harmony with the population of the respective electoral districts. The Federal Council was also established, and the first session was called together on 26th January, 1886, by Governor Strahan, in accordance with the express provision of the Imperial Act. Owing to impaired health His Excellency retired from the government of the colony on the 20th October of the same year, and died soon after in England.

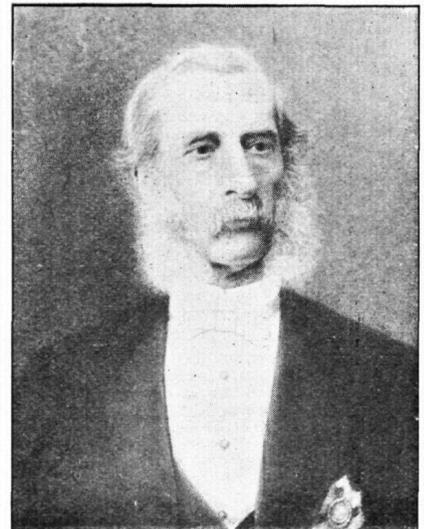
The Hon. W. R. GIBLIN, Acting Chief Justice, then administered the Government until Sir LAMBERT DOBSON returned from England on 18th November, and the latter then acted as Administrator till Sir R. Hamilton's arrival.



J. W. BEATTIE.

HOBART.

MR. F. A. WELD.



J. W. BEATTIE.

HOBART.

SIR J. H. LEFROY.

## SIR R. G. C. HAMILTON,

who occupied the Governorship from 11th March, 1887, to 30th November, 1892, had a distinguished career in the Imperial Civil Service before coming to the colony, especially as Under Secretary for Ireland during the troublous times which followed the assassination of his predecessor, Mr. Burke, and Lord Frederick Cavendish. On arriving in Hobart, Sir Robert and Lady Hamilton had a very hearty reception; and throughout their stay in the island the good impression they then created in the minds of the public was deepened and intensified. The colony continued to prosper during Governor



J. W. BEATTIE.

HOBART.

SIR G. C. STRAHAN.

Hamilton's *régime*, and its progress was facilitated as far as possible by the efforts of him and his amiable lady. They were very earnest in every thing to which they put their hands, and every public act of theirs met with approval. Of a studious and literary turn of mind, His Excellency gave time and attention to forwarding the aims of the Royal Society of Tasmania and other kindred work; and to him a large measure of the credit is due for the establishment of Museums and Art Galleries in the island, and also for the initiation of the teaching of technical education, which has already borne fruit of a most beneficial kind, and will be of greater advantage still in the future. During Governor Hamilton's term the Federal Convention was held in Melbourne for the purpose of determining the whole question of uniting the various colonies under a central government, and the practical out-



J. W. BEATTIE.

HOBART.

SIR R. G. C. HAMILTON.

come therefrom is the now almost achieved union of the colonies. The Main Line Railway was taken over by the Government this year (1890), and the University of Tasmania was established. His Excellency, on retiring from the Government, returned to England. It was at one time thought from what he had said that Sir Robert would come back to the colony and settle down here, as Sir George Grey did in New Zealand, but when he reached home he was employed by the Imperial Government on several important missions, until 22nd April, 1895, when death laid its hands upon him, and put an end to his career of increasing brilliance as well as conspicuous usefulness. He was certainly one of the ablest and most popular Governors Tasmania ever had.



WM. AIKENHEAD, ESQ., M.H.A.

PICNIC ISLAND, UPPER DERWENT, NEAR JUNCTION WITH RIVER OUSE.

# The Ministry.

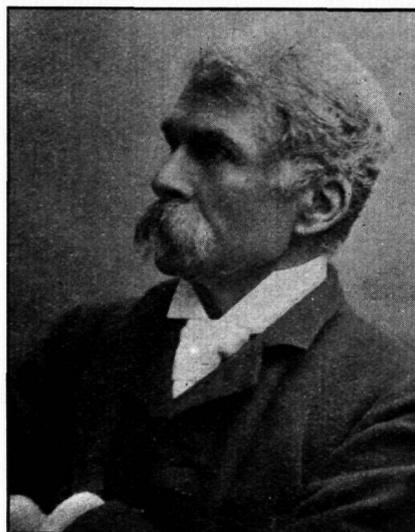
**T**HE Braddon Administration took office in April, 1894, at a time when depression was still weighing heavily on the colony, and increased taxation on the one hand and retrenchment on the other were absolutely necessary. During the remainder of the session of that year the new Government carried through Parliament the Income Tax, introduced by their predecessors; a Land Tax Act, which, as a temporary measure for one year, raised the tax on land to one penny in the £; and a revised tariff that increased the duties on Customs. They also effected very considerable reductions in the various departments of the State; and by amalgamation of offices, reorganisation of establishments and management, and the pensioning of many senior officials, were enabled to reduce the already reduced expenditure of 1894—£789,000—to £748,000 in the succeeding year. The floating deficit stood at the close of 1894 at £455,000. By persistent effort in the direction of economy, the financial years 1895-6-7 and 8 ended with surpluses always increasing, and at the close of 1898 the 1894 deficiency stood at £256,000 only.

One of the difficulties inherited by the Braddon Administration was that of the unemployed, and this was successfully coped with. Actual distress was met by relief works of a temporary character, and the unemployed problem ceased to be a cause for anxiety after 1897. During their term of office the Government have introduced and passed some measures of the first importance. Prominent among these is that legislation which provides for raising money for public works, etc., by locally issued inscribed stock. Tasmania led the way in this direction, and the stock first inscribed at  $3\frac{1}{2}$  per cent. is now freely taken at 3 per cent. Other important measures were the State Advance on Land Act (known also as Credit Foncier); the Police Regulation Act, by which the police of the colony were centralised; an Act providing by the State for Neglected Children and Youthful Offenders; and an Employers Liability Act.

From the time when Sir Edward led the Assembly as head of the Government in 1894, he has had the support of a substantial majority, and the Opposition, which was neither large nor very strong at the outset, has certainly not gained in numbers since that time. The Premier has, during his present term of office, seen three Opposition leaders opposed to him, and he has witnessed, and to some extent suffered from, a breach made in old party lines by a serious difference as to a southern railway. But the cost of this disruption was dearer to the Opposition than to the Government; and the Premier, although two of his colleagues of 1894 have left his side (Mr. A. I. Clark, Attorney-General, now Puisne Judge, and Sir Philip Fysh, appointed Agent-General from 1st January, 1899), now stands with sufficient strength behind him to meet his opponents.

The Right Hon. Sir EDWARD BRADDON, P.C., K.C.M.G., etc., who is now Prime Minister of the country, has held a leading position in political affairs ever since he came to Tasmania. Edward Nicholas Coventry Braddon was born in London on the 11th June, 1829, and was educated privately and at London University College. He went to Calcutta in 1847 to join his cousin's mercantile firm there, and subsequently was manager of some large estates. Later he acted as assistant engineer in charge of a section of the East Indian Railway, and in 1857 entered the Government service as a magistrate in charge of the Deoghur district of Santhalia. He served against the Santhals in their rebellion in 1855, and received the thanks of the Government of Bengal for this and for raising a Santhal regiment. Sir Edward also served in the Indian Mutiny under Sir George Yule, in the districts of the Bhagulpore division, and in defending Deoghur against the mutineers, and for this service received the medal and favourable mention in despatches. In 1862 he went to Oudh as Commissioner of Excise and Stamps, which appointment he held until his retirement in 1876, together with

additional appointments of Inspector-General of Registration and Superintendent of Trade Statistics. During twenty months of that period, he was also Financial Secretary to the Government of Oudh. After leaving India, Sir



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HOBART.

RIGHT HON. SIR EDWD. BRADDON.

Edward settled in Tasmania, arriving here in 1878. He was elected M.H.A. for West Devon, where he lives, in July, 1879, and, except when absent as Agent-General, has always represented that constituency since his first election. In 1885 he became leader of the Opposition, and in 1887 Minister of Lands and Works in the Fysh Administration and leader in the Assembly. In the following year he was appointed Agent-General in London, and held the office from 1st October, 1888, to 30th September, 1893, when he returned to the colony. He was re-elected for West Devon at the general election in that year, and when the House met was chosen leader of the Opposition. The Dobson-Henry Ministry resigned in April, 1894, and Sir Edward returned to power as Premier, which position he still holds, and seems likely to retain for some time. On the retirement of Sir Philip Fysh he accepted, on 1st January, 1899, the portfolio of Treasurer of the colony. He was made a K.C.M.G. on 1st January, 1891, and Privy Councillor during the Jubilee proceedings of 1897. He has been twice appointed a member of the Federal Council, and once elected President of that body; was also elected one of the

Tasmanian representatives at the Convention of 1897. Sir Edward has written a good deal in a fugitive way for reviews, magazines, and newspapers, and was a member of the original staff of writers for the *Pioneer*; and has published two books, "Life in India," and "Thirty Years of Shikar," the latter of which gives part of his biography in skeleton form, and more complete account of his doings as a hunter of big game.

The Hon. WILLIAM MOORE, Chief Secretary, Terranova, Table Cape, is a native of the Isle of Man, born 22nd August, 1823. After spending several years in Canada, he arrived in Tasmania in September, 1853. He settled at Table Cape and erected large sawmills, and carried on a very considerable business in the timber trade. He first entered Parliamentary life in 1871, when he was first elected to the House of Assembly for Wellington. He represented the Russell District in the Legislative Council from 1877 to 1891. He was elected to the President's chair of the Council in July, 1889, which he occupied until April, 1894, when he joined the present Government, taking over the portfolio of Chief Secretary, which he has held ever since. He was Minister of Lands and Works in Mr.



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HON. W. MOORE.

Kennerley's Ministry; Minister of Lands and Works and Colonial Secretary in Mr. Fysh's Ministry, and Colonial Secretary in Mr. Giblin's first and second Ministries; is a member of the Executive Council; Coroner and Magistrate of the Territory; was one of

the representatives of Tasmania at the Convention held in Sydney in 1880-81; was one of the delegates from Tasmania to the Federal Convention held in Sydney, March, 1891; President of the International Exhibition of Tasmania, 1894-5; is one of the Commissioners of Fisheries, and member of the Council of the University of Tasmania; elected one of the representatives of Tasmania at the Federal Convention held in Adelaide, March, and Sydney, September, 1897, and in Melbourne, 20th January to 17th March, 1898, and holds a seat in the Federal Council of Australasia; and an unbroken representation of one constituency of twenty-eight years.

The Hon. DONALD CAMPBELL URQUHART, the Attorney-General, is a Londoner, and was born in 1848. He came out with his parents to Geelong in 1850, and was educated at the Belle Vue Academy in that city. At the age of fifteen he entered the service of the Bank of Australasia at Ballarat, and remained in its employ for a period of twenty-one years, passing through the various grades from junior up to manager. He opened the first branch of the bank in Tasmania, outside of Hobart or Launceston, at Latrobe in 1876, and managed it for five and a half years, and in 1881 he went to the Invercargill branch, N.Z., the management of which was in his hands for three years. Mr. Urquhart then resigned his position in the bank for the purpose of taking up the law as a profession, for which he had been reading during his service in the bank, and was admitted to the Bar at Dunedin in June, 1886. Returning to Tasmania the same year, he commenced practice at Ulverstone, and remained there three years, when he sold out. Twelve months later he went to Zeehan and entered into partnership with Mr. Omant, in November, 1890, as barristers and solicitors, etc., of the Supreme Court, and has remained there since. Mr. Urquhart contested the electorate of Cumberland in December, 1893, against the Hon. N. J. Brown, Speaker of the Assembly, who had represented the district for a period of eighteen years. The contest was a keen and exciting one, and resulted in a victory for Mr. Urquhart by ten votes. He was, however, unseated on petition on the ground of "treating" by an agent. A fortnight later Mr. Urquhart contested the new electorate of Montagu against Mr. Arthur Morrisby, Chairman of the Zeehan Town Board, and was elected by a majority of 209. At the general election in 1897 he was again opposed, this time by Mr. J. J. Gaffney, Chairman of the Strahan Town

Board, but the electors stood by their first choice, and when the numbers went up he was found to have a majority of 205. A vigorous and effective speaker, Mr. Urquhart was not long in the Parliamentary arena before he showed that he was well able to hold his own, and he has more than justified the hopes of his friends by his rapid success.



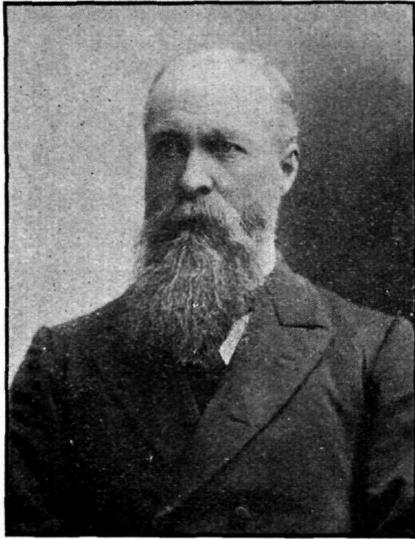
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HOBART.

HON. D. C. URQUHART.

When the Hon. A. I. Clark, now Puisne Judge, retired from the Ministry, Mr. Urquhart was offered by Sir Edward Braddon the position of Attorney-General in the Cabinet, which he accepted, and his constituents when he vacated his seat on taking office, returned him unopposed. As far as the public can judge, and from criticism worthy of attention, Mr. Urquhart has certainly not been a disappointment as Attorney-General; on the contrary, his political opponents have had somewhat of a "set back" in their belief that Mr. A. I. Clark's retirement from, and Mr. Urquhart's accession to, the ranks of the Ministry would weaken the Government.

The Hon. Captain EDWARD T. MILES, M.H.A. Born in Hobart in 1849, went to sea from Launceston in the barque "Nightingale" in 1863; traded on the coast of China from 1863 to 1867, during the Taeping War. After a varied experience on the West Coast of Africa, South America, Greenland, Labrador, and Hudson Straits, in one of the old Hudson's Bay Co.'s ships, returned to Tasmania and took command of the barque "Free-trader" in 1872, at the age of twenty-three. Married in 1874 the eldest

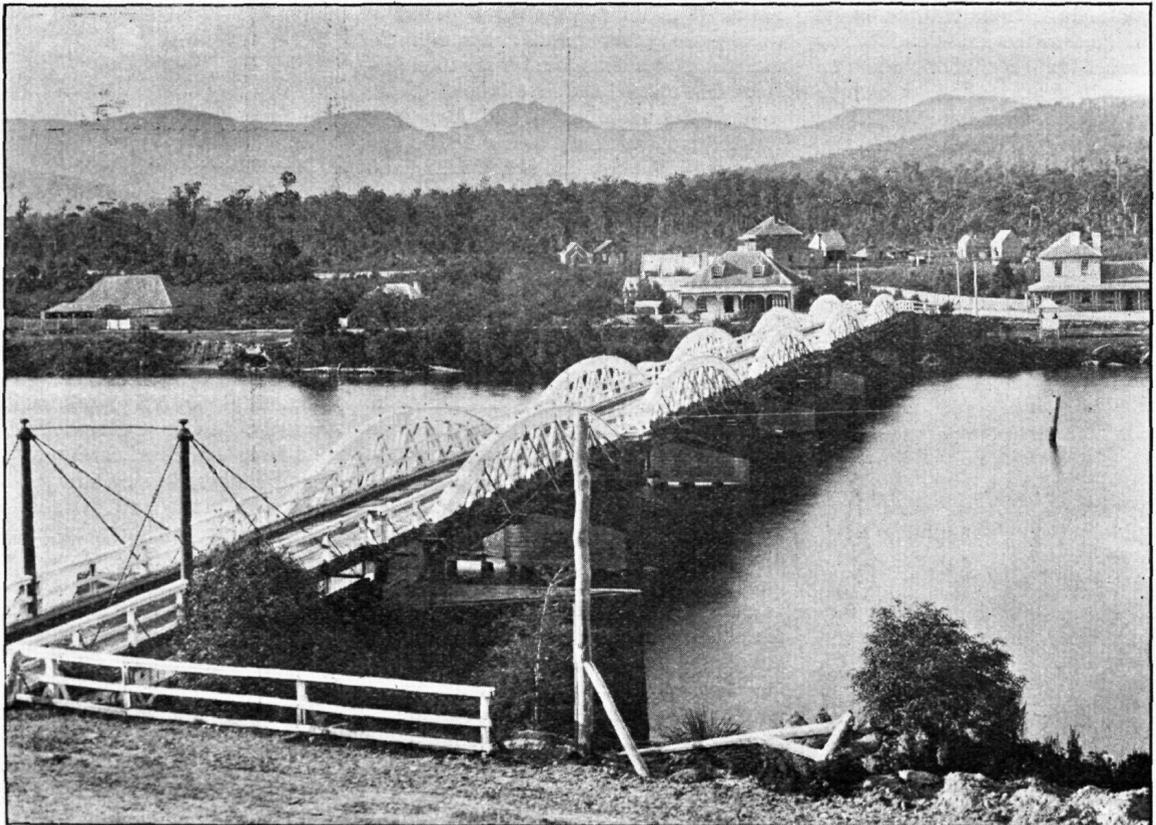


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HOBART.

CAPT. E. T. MILES.

daughter of T. A. Reynolds, of this city. Leaving Hobart again, and taking command in C. W. Nunn's employ, was employed in the Indian, China, and South African trade until 1879, and has been associated with the shipping industry of Tasmania since that date. As the managing owner of the fleet of steamers sailing under T. A. Reynolds and Co.'s flag, he assisted largely in developing the West Coast trade, until in 1896 it passed into the hands of the Union Steamship Co.; was one of the firm of contractors that constructed the Strahan to Zeehan Railway, and has been associated with the West Coast trade from its inception to the present time; has been associated with Marine Board work for many years; was the first Master Warden of the Strahan Marine Board; a member of the Maritime Conference which sat in Hobart in 1893; Warden of the Hobart Marine Board since 1888, and Master Warden since 1896. In 1898 he resigned the position to take that of Master Warden of the Marine Board of Strahan, and on his elevation to the Ministry Captain Miles retired from the Marine Board of Strahan. Appointed Minister of Lands, Works, Mines, and Railways on 10th May, 1899. Elected a member of the House of Assembly for Glenmorgan in 1893, and re-elected for the same constituency in January, 1897. A Justice of the Peace for the Territory.



VICTORIA BRIDGE, HUONVILLE, HUON RIVER.

# Past Premiers.

**S**INCE the establishment of responsible government in Tasmania, there have been twenty-one Administrations, including that at present in office, which has occupied the Treasury benches for more than five years. But there have been only eighteen Premiers, and of these fourteen occupied office during the lives of single Ministries only. Three were in office twice, viz., Mr. Weston, Mr. Giblin, and Mr. (now Sir) P. O. Fysh. While this has been so in regard to the Premiership, most of the other portfolios have been filled more than once by the same gentlemen in different Administrations. The Ministry headed by Mr. (now Sir) P. O. Fysh, which took office on 29th March, 1887, did not retire till the 17th August, 1892, thus being in power for five years, four months, and nineteen days—a longer period than any Ministry has occupied the Treasury benches before or since, though the Government in power promise to run it closely, judging by the present political outlook. The Coalition Administration, headed by Mr. W. R. Giblin, were the next longest occupants of the Treasury benches, retaining their seats for four years, nine months, and sixteen days. Mr. Whyte's Government were in power for three years, ten months, and four days; Mr. (afterwards His Honour Sir Francis) Smith's Government, for three years, five months, and twenty days; and Mr. (afterwards Sir) J. M. Wilson's Ministry, for three years and three months. The other Governments were in office for periods ranging from seventeen days up to two years, eleven months, and sixteen days.

Lieutenant W. T. N. CHAMP, who was previously Acting Colonial Secretary under Governor Denison in 1852, was elected one of the representatives for Launceston on the inauguration of responsible government in 1856. The influence of the old order of things was apparent when the Assembly met, as Mr. Champ was entrusted with the honour of forming the first Ministry, and he succeeded in getting together a team that promised well for the success of the new venture in the political life of the colony. The community, however, had fallen upon evil times, inasmuch as the revenue, instead of being £330,000, as was expected, only realised £250,000. The Ministry, to meet the difficulty, proposed a reduction of salaries, the raising of a loan by debentures, borrowing £100,000 for public works, and a new Customs tariff. It was in regard to the latter that a difficulty arose with the Council, which had not sanctioned the increased duties when they were put in force. Apart from this, however, the proposals of the Ministry were unpopular, and, on an adverse motion being carried, they resigned, after being in office only one hundred and eighteen days. During the session, however, the Premier received £6000 as compensation for loss of office on the establishment of responsible government. Mr Champ remained a member of the Assembly for some time afterwards, but he was not again in office.

Mr. T. G. GREGSON, who was the second Premier under responsible government, had long before been prominent in public affairs. As far back

as Arthur's time he was conspicuous, being one of that able Governor's most active and enterprising opponents; and at one period of his career he was regarded as a patriotic citizen who deserved well of the country. A fluent and incisive speaker, he had often been heard in public to great advantage, especially when attacking abuses or individuals; and satisfaction was felt by his many friends when the electors of Richmond chose him as their representative in the first House of Assembly. He was not long in the House, however, before he showed that he lacked that self-control and moderation which are indispensable in anyone aspiring to statesmanship, and the result was that he lost caste with members who had formerly been inclined to follow his guidance. When the Champ Ministry introduced their proposals to increase the revenue by an amended tariff, etc., Mr. Gregson moved a resolution which was regarded as a vote of censure, and, on this being carried, the Government resigned. Mr. Gregson was then "sent for" by the Governor, and consented to undertake the formation of a Cabinet. He succeeded in associating with him Mr. Charles Meredith and Mr. James Whyte, men who have left an indelible name in the political history of the country; besides Messrs. Maxwell, Miller, J. H. Wedge, and J. C. Gregson, his son, who was appointed Attorney-General. Individually, the Ministry was regarded as strong; but the leadership was of the most questionable kind, the Premier not only violently attacking those opposed to him, and making unseemly interruptions during debate, but often defying the

Speaker himself. After fifty-seven days of office, a motion of want of confidence in the Ministry was carried, and they resigned. Mr. Gregson, in opposition, rendered useful service during the sessions of 1858, 1859, and 1860, but in 1861 the Opposition became peculiarly annoying and embarrassing, Mr Gregson and ex-Judge Horne showing out conspicuously. The Chapman Ministry, however, which was then in power, retained their positions until 1863, and when they were displaced, in January of that year, on an amendment moved by Mr. Meredith, Mr. Gregson was not included in the list of new Ministers. After this his political career was not of a noteworthy character in this connection, as he did not again occupy a Ministerial position.

Mr. W. P. WESTON, who was at the head of the third Ministry established under responsible government, was a colonist of standing, a magistrate, and had been very prominently identified with the movement which had brought about the cessation of transportation. Indeed, he was associated with the Rev. John West as the delegation from Tasmania to the mainland colonies, which was mainly instrumental in establishing the Australasian League, whose formation sounded the death-knell of transportation to these lands. Mr. Weston, it may be added, was one of those who subscribed 100 guineas towards that movement, in addition to giving his time and great abilities to forwarding the good cause. When the new Constitution was promulgated, in 1856, he became a candidate for the representation of Ringwood in the

House of Assembly, and was returned. After the overthrow of the Gregson Ministry, on the 25th April, 1857, Mr. Weston, as the mover of the motion of want of confidence, was called upon to form an Administration. He did so, and conducted the business of the Assembly during the session, which ended on the 5th June. Mr. Weston in the meantime had resigned the Premiership to Mr. F. Smith, who was Attorney-General, but retained his seat in the Cabinet; and the Government, as reconstructed, had a long lease of power, remaining in office nearly three years and six months. Mr. Smith was elevated to the Bench in 1860, and Mr. Weston again became Premier, and the Ministry was otherwise reconstructed. In July of the following year, however, he resigned, and did not afterwards take a prominent part in public affairs. During the whole of his political career Mr. Weston was held in high estimation, and when he finally retired from public life his departure was regarded as a loss, not only to the party with which he had been long identified, but to the country at large.

Mr. (now Sir) FRANCIS SMITH first entered political life in this colony as a member of the old Legislative Council in 1851. He was not long there before he gave evidence of that ability which was for so many years afterwards employed in the service, and to the great advantage, of the colony. On Mr. Valentine Fleming being appointed Chief Justice in succession to Sir John Pedder, Mr. Smith was given the Attorney-Generalship, which he retained until the new constitution was granted. He was then elected one of the representatives of Hobart in the House of Assembly, and received £4500 as compensation for loss of office on the establishment of responsible government. He was chosen Attorney-General in the Champ Ministry, and, though he went out of office when the Gregson Ministry came into power, he was immediately reinstated in his old position when Mr. Weston's Government was formed a few months afterwards. Later on, he took up the duties of Premier as well as those of Attorney-General, and the Ministry, as reconstructed, remained in power for three and a half years. During that time legislation of an important and interesting character was effected, including the settlement of the celebrated "Abbott claim," the establishment of scholarships, the liberalising of the land laws, and the amendment of the Constitution Act so as to prevent members of the Legislative

Council from resigning out of the order otherwise set down. A bill was also passed to abolish State Aid to Religion, the State-supported churches receiving £100,000 by way of settlement of all claims in lieu of £15,000 per year; but this measure was disallowed by the Queen, on the ground that certain persons interested had been ignored in the bill. In 1860, Mr. Smith was appointed to the Bench in succession to Judge Horne, who had retired on a pension; and when Sir Valentine Fleming resigned the Chief Justiceship in 1869, Mr. Smith was chosen to fill the vacant post with the approval of almost everybody. While in that position he increased the esteem and confidence in which he was held by the community at large not less for his legal knowledge and ability than for his high and unblemished character. Mr. Smith received the honour of knighthood soon after his appointment to the highest judicial seat. His Honour acted as Administrator of the Government on two occasions during the intervals between the departure of Sir Charles Du Cane and the arrival of Sir F. Weld, and between the departure of the latter and the coming of Sir J. H. Lefroy. After a long and honourable career in the colony extending over a period of about forty years, His Honour retired from the Bench in 1886 on a pension, and returned to England, where he is still (1899) living in retirement.

The Hon. T. D. CHAPMAN, some particulars of whose career are given elsewhere, was one of the sixteen members elected to Denison's Council in 1851, and from that time forward until the day of his death, on 16th February,



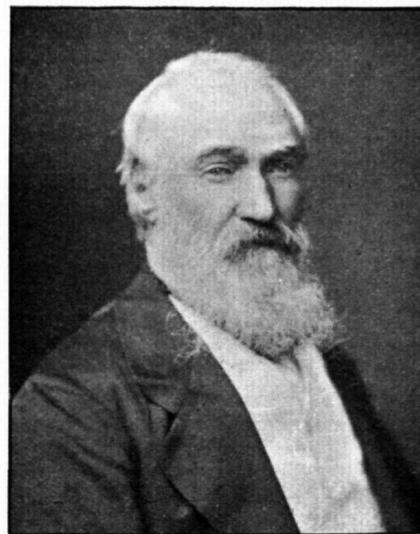
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HOBART.

LATE HON. T. D. CHAPMAN.

1884, he spent his whole life in the service of the country. He was Premier once—from August, 1861, to January, 1863—Treasurer twice, and Colonial Secretary once, and he occupied the position of President of the Legislative Council, which he held at the time of his death, for nearly two years. Fenton, in his admirable history, thus pays tribute to the memory of Mr. Chapman:—"He was one of the ablest politicians the colony ever possessed. He lived at a period of its history when changes in the administration of affairs, and many social and financial difficulties, required the presence of an able and practical mind to assist in laying the foundation and moulding the constitution of the future state. Mr. Chapman was essentially a public man. Regardless of personal considerations, the public interests of the community engrossed his undivided attention. His name is identified with the history of Tasmania as a prominent colonist for nearly forty years, during which time he rendered valuable assistance on all public questions. His talents were spent in the service of the country, and his devotion to its interests only ceased when his useful life ended."

The late Hon. JAMES WHYTE, who died at Hobart on the 21st August, 1882, filled an important place in



J. HUBERT NEWMAN,

SYDNEY

LATE HON. J. WHYTE.

the public life of the colony for very many years. Born in the vicinity of Greenlaw, on the Scottish border, in 1820, he was a son of Mr. George Whyte, who was a captain in the Yeomanry Cavalry, while his mother was a Miss Walker, cousin of Thomas Pringle, a well-known South African explorer,

poet, and Secretary of the Anti-Slavery Society. He came to Tasmania with his father, mother, five brothers, and one sister in 1832. The latter married Wm. Robertson, of Colac, Victoria. When only seventeen years of age, Mr. Whyte crossed the straits and settled on the station at Portland Bay known as Kononwotong. He and his brothers traded on a large scale under the style of Whyte Brothers, and were the pioneers of the present township of Coleraine. Owing to trouble with the blacks and other vicissitudes, Mr. Whyte removed from Portland Bay, and with Mr. William Lane and Mr. Robert McDonald, became the proprietor of a large station at Clunes, on which, at a subsequent date, the Port Phillip gold mine was discovered, which for years yielded a handsome royalty to them as its owners. Satisfied with the handsome returns he was receiving from the mine, Mr. Whyte returned to Tasmania about the year 1853, and, as his means were ample, he decided to try and obtain a seat in the then half-nominee, half-representative Legislative Council. Accordingly, in 1854 he contested the Brighton seat with the late Hon. Dr. Butler, but was defeated. In 1856, however, he was, under the new constitution, elected for Pembroke to the Legislative Council without opposition, and retained that seat until it became vacant by effluxion of time on the 21st March, 1876. He was for several years Chairman of Committees. He became a member of the Gregson Ministry in 1857, but its existence was only short-lived. In 1863, however, Mr. Whyte himself undertook the formation of an Administration, which continued in office nearly four years, when it was defeated on its taxation proposals, an income and property tax of five per cent. proving too much for the then Parliament. An appeal was made to the constituencies, but this also was unsuccessful, and the Ministry resigned. Mr. Whyte, however, carried out one great work as a politician, and that was when he succeeded in having the Scab Act (sheep) passed, a measure that was even then regarded as of so much importance that the Government of the day begged him to accept the office of Chief Inspector so that the Act might be effectually carried out. He did so, and succeeded in clearing the flocks of the colony of scab. He remained in that position until he died. He was a strong advocate of the anti-transportation movement, took part in three intercolonial conferences as a representative of Tasmania, and filled many public positions. He was one of the original proprietors of the *Tasmanian Daily News*, and retained his interest in

that paper until he sold it to the late Mr. John Davies, and it became incorporated with the *Mercury*. He took an interest in all charities and charitable institutions, and was devotedly attached to the Presbyterian Church, which, apart from pecuniary aid, had the benefit of his wise counsels and influence throughout his career. When he died, in 1882, both Houses of Parliament, of which he had long ceased to be a member, adjourned out of respect to his memory. He was at the time the last surviving member of the first Legislative Council of the Parliament of Tasmania. Mr. Whyte left an only son, Mr. James Whyte, solicitor, who now occupies the position of Recorder of Titles.

Sir RICHARD DRY was the eighth Premier of the colony, and one of the ablest and most popular statesmen Tasmania has ever produced. Born at Elphin, near Launceston, on the 15th June, 1815, Mr. Dry received his early education from the Rev. J. Mackersey, a Presbyterian minister, and master of a private school at Campbelltown. When twenty years of age he visited Mauritius and India, but was not long away from his native land. "As a young man, he was a favourite on the turf, where he was known as a high-spirited sportsman. His father was one of the earliest colonists, and he inherited a magnificent estate. His liberality knew no bounds; indeed, at one time he had well nigh crippled his resources." Governor Franklin perceived that Mr. Dry possessed abilities that would be of use in the government of the colony, and he induced him to take a seat in the old nominee Legislative Council. Mr. Dry was one of the famous "patriotic six," who in 1845 resigned their seats rather than submit to what was regarded as the unconstitutional conduct of the Governor, and he thereby gained great popularity. He was also one of the most prominent workers in the movement for the abolition of transportation, and when the object aimed at was achieved, he was among the most conspicuous in celebrating that joyful event. Mr. Dry was one of the sixteen elected members of the Legislative Council of 1851, and was unanimously chosen Speaker of that body, a position held by him with general acceptance till 1855, when he was compelled to retire in consequence of broken health. Mr. Dry in 1859 visited England, where he was knighted by the Queen, and on his return to the colony, in 1860, he re-entered Parliament. When the Whyte Ministry were defeated, Sir Richard Dry became Premier, and succeeded in forming a Government which kept in power for

over two years and eight months, and then retired only because of the death of its chief. To the intense regret of all parties, Sir Richard died on the 2nd August, 1869. The event was regarded as a national misfortune, and the marks of respect shown to his memory were many and widespread. The chancel in Hagley Church was erected by the colonists at a cost of about £1000, as a memorial of him, and under this his remains repose.

The Hon. Sir JAMES MILNE WILSON, K.C.M.G., who formed the ninth Administration under the present constitution, was born at Banff, Scotland, on the 29th February, 1812. Educated in his native town, and at Edinburgh under the celebrated Professor Wilson, he emigrated to Tasmania



R. MCGUFFIE &amp; CO.,

HOBART.

LATE HON. SIR J. M. WILSON.

when only seventeen years of age, and on arrival here, went through the ordinary pioneer life of a settler in a new country. He was connected with the Cascade brewery for a period of fourteen years, having married a daughter of Mr. Peter Degraives, the original proprietor, and during that period the brewery was under his sole charge, and attained a great celebrity both within and beyond the Australian Colonies. Mr. Wilson entered the Parliament of Tasmania as one of the three members for Hobart in the Legislative Council in 1859. Six years later he was re-elected on vacating his seat by effluxion of time, and again on accepting office as Premier and Colonial Secretary in succession to Sir Richard Dry, who died in August, 1869. His Administration lasted until November, 1872. Mr. Wilson had previously

been in office without portfolio in the Whyte-Meredith Administration, from 20th January, 1863, to 24th November, 1866. When his Ministry went out of office in 1872, Mr. Wilson was at once elected President of the Legislative Council, in succession to the Hon. F. M. Innes, who had resigned the position in order to form a Ministry, and he continued to perform the duties until within a few months of his death in 1880. In 1873 the Queen conferred the honour of knighthood upon him, and six years later he was made a K.C.M.G., with the warm approval of his fellow colonists. Sir James Wilson was for thirteen years a member of the Upper House for the City of Hobart; three years and eleven months a Minister without portfolio; three years and three months Premier and Colonial Secretary; eight years and nine months a member of the Executive Council; and one year and seven months Mayor of Hobart. During his mayoralty, H.R.H. Prince Alfred (now the Duke of Saxe-Coburg Gotha) visited the colony, and His Worship dispensed the hospitalities of the city on that occasion in such a dignified and generous manner as to earn universal approval. He was greatly interested in sport of all kinds, was a warm supporter of the volunteer movement and Rifle Association, and lent his active assistance on all occasions in the promotion of agriculture. Sir James died in February, 1880, amidst feelings of profound sorrow and regret throughout the island. His personal qualities and his courteous manners were not less manifest than his undoubted ability in the various important positions which he was called upon to fill, and, therefore, his removal, though in the course of nature to be expected, was justly regarded as a serious loss to the colony, and more particularly to a wide circle of private friends.

The Hon. F. M. INNES was elected for Morven in the first House of Assembly in 1856, and continued an active, able, and influential member of Parliament until he was stricken down by death on 11th May, 1881. He was offered and accepted a seat in Mr. Weston's Cabinet, in 1857, being appointed Colonial Treasurer; and on the reconstruction of the Ministry by Mr. Smith, he continued to fill the duties of that office until November, 1862, when he became Colonial Secretary in place of Mr. Chapman, who had succeeded to the Premiership, and now added the portfolio of Treasurer to his other duties.

Mr. Innes was in office during a period of nearly six years continuously. On the death of the Hon. W. Nairn, Mr. Innes was, in 1868, elected President of the Legislative Council, and he continued to discharge the duties of that office till 4th November, 1872, when he resigned for the purpose of forming a Ministry on the defeat of Mr. Wilson's Cabinet. The combination which he got together was an ill-assorted one, and fell to pieces in less than a year. But in Mr. Kennerley's Government, which succeeded, Mr. Innes was offered and accepted the portfolio of Colonial Treasurer on the resignation of Mr. (now Sir) Philip Fysh, and he remained so until the retirement of the Ministry on the 4th August, 1876. On the death of Sir J. M. Wilson, in 1880, Mr. Innes was elected for the second time President of the Legislative Council, and it was while holding this position that he died. Mr. Innes was a fluent speaker, and in Parliament and out of it his speeches were invariably listened to with attention. He displayed a great interest in educational and kindred institutions; and in all the leading questions of the day he took an active and prominent part. His death was mourned as a public loss.

The Hon. A. KENNERLEY was the tenth holder of the Premiership. His Ministry was formed in 1873, after the defeat of the Innes combination, and remained in power for nearly three years, during which time the Legislative Council showed marked hostility to the public works proposals of the Government, rejecting them on two occasions. On a reconstruction of the Ministry taking place, Captain Gilmore was appointed Colonial Secretary, but his Launceston constituents refused to re-elect him, and on his failing to obtain a seat in the Legislative Council, Ministers sent in their resignations. Mr. Kennerley continued a member of Parliament for some time afterwards, but he did not again take office.

The Hon. THOMAS REIBEY, Minister without portfolio in the present Administration, is referred to at length under the heading "House of Assembly." He formed an Administration in July, 1876, which remained in office a year and twenty days. During his term of office party-feeling ran high, and the opposition was of the most factious kind, so that the amount of useful legislation effected was very small. The notorious Hunt case arose during this time, in which the right of the Governor to relieve a criminal

sentenced to a term of imprisonment was subjected to severe criticism, both inside and outside Parliament—the Executive Council, it was asserted, being turned into a court of appeal. The struggle between those divided in opinion over the matter lasted three years, and then practically ended as it began. Mr. Reibey has been a member of the House of Assembly continuously since 1874; he was Colonial Secretary in the Crowther Ministry from December, 1878, to October, 1879, and filled the Speakership of the Assembly from July, 1887, to July, 1891. Mr. Reibey rarely speaks in the House now, but when he does rise to address members he is listened to with that respect and attention to which his long experience, his marked ability, and his unflinching courtesy amply entitle him.

The Hon. Sir P. O. FYSH is one of the oldest and most distinguished politicians in the colony. First elected a member of the Legislative Council for Hobart, in 1866, he has, with the exception of an interval of some few years, ever since been a member of either one House of Parliament or the other. He has been twice Prime Minister, and his second Administration had the distinction of having been longer in office than any Government before or since. He also held office in the Ministries of Mr. Kennerley, Mr. Giblin, and in the present Administration, in which he was Treasurer. When he took office under Sir Edward Braddon the colony was suffering from a depression of a very serious nature, and the outlook was of a most unpromising kind. By dint of great economy and drastic retrenchment, however, the expenditure was materially reduced; while increased Customs duties so swelled the revenue that the country was soon in a good financial condition again, and the outlook altogether improved. At the request of his colleagues, and with the approval of the colony generally, Sir Philip reluctantly resigned his position in the Ministry to take up the duties of Agent-General in England; and he left for London in the early part of 1899, with the best wishes of everybody for the success of himself and the important mission with which he is intrusted. Sir Philip is at times a speaker who rises to eloquence; at others he is somewhat obscure, and oftentimes, when the exigencies of the occasion require it, no one can so cleverly "talk a lot and say nothing" than Sir Philip Fysh. His career is referred to at more length under the heading "Agent-General's Department."

The Hon. WILLIAM ROBERT GIBLIN, who was a native of Hobart, and whose untimely death, on the 17th January, 1877, excited universal sorrow, first entered Parliament in March, 1869. He had been only a very short time in the Assembly when he created a most favourable impression, his oratorical powers being of a high order; and when Mr. J. S. Dodds was appointed one of the puisne judges, on the 5th February, 1870, Mr. Giblin succeeded him in the Attorney-Generalship. The Ministry was defeated in November, 1872, and Mr. Giblin retired with his colleagues; but, after only twelve months in "the cold shades of opposition," he was again called to office as Attorney-General in the Kennerley Government. This Cabinet had a long lease of power, during which Mr. Giblin's reputation was growing, but the Opposition was so determined in the Assembly that no useful legislation could be effected, and the Ministry gave up their seals of office. After an interval of little more than twelve months, the Reibey Ministry was defeated; and, on the Fysh Government being formed, Mr. Giblin again accepted the post of Attorney-General, and subsequently that of Colonial Treasurer. On the 5th March, 1878, the Ministry was reconstructed, Mr. Giblin becoming Premier in addition to Colonial Treasurer. Towards the end of the year he introduced a bill for the imposition of a property, dividend, and mortgage tax, but the House rejected it by a majority of two. The Crowther Government then came into power, but parties were at this time so evenly divided that there was no stability about the Administration, and, after a barren session of a little over nine months, the Ministry resigned. In this awkward state of affairs the Governor sent for Mr. Giblin again, and he endeavoured, by a coalition of both sides, to put an end to the senseless obstruction which had characterised the conduct of business in both Houses for a long time previously. That he was successful in this respect, and gained the confidence of the large majority, is proved by the fact that his Administration remained in power over four years and nine months. Mr. Giblin was Premier and Treasurer in the Administration, and it was not long before he had placed the finances, which had become completely disorganised, in a thoroughly sound and healthy condition. An important public works policy was also inaugurated; but many of the proposals contained therein were rejected by the Upper House on more than one occasion, and the result, eventually, was that a rather serious dispute arose

between the two Houses. The immediate cause of this was the rejection by the Council of proposed remissions of Customs duties. A conference was held between the two Chambers, but no agreement was arrived at, and the Customs Duties Amendment Bill was accordingly laid aside. The country was greatly excited and indignant at the action of the Council; and it was, perhaps, owing to this fact that the Council were afterwards so yielding in regard to the carrying out of public works which were proposed by the Government. The Administration remained in office till 1884. In 1886 Mr. Giblin was appointed to the office of Judge of the Supreme Court, rendered vacant by the retirement of Sir Francis Smith. During the absence of Sir Lambert Dobson in England, Mr. Giblin acted as Administrator of the Government from 27th April to 13th May, 1886, being the first native-born to reach that exalted position. He died, as stated before, on the 17th January of the following year, in his forty-sixth year, having achieved a place in the councils of the country, as well as in the esteem and affection of his countrymen, which has perhaps never been reached by anyone else. His abilities proved equal to the most severe demands made upon them; and by his friends at least it was fondly hoped that his career would yet see further triumphs. But it was not to be.

The Hon. WILLIAM LODEWYK CROWTHER was the fourteenth Premier of the colony, and a representative colonist in every respect. Born at Haarlem, in Holland, on the 15th April, 1817, he was the son of Mr. William Crowther, a member of the Royal College of Surgeons, England, and grandson of Mr. Philip Wyatt Crowther, Comptroller of the City of London. The subject of this sketch came to Tasmania with his parents when he was seven years of age, and received his education at Mr. Cleburn's school at Longford. He was then apprenticed to his father, who was in practice at Hobart Town, and who, it may be added, was for sixteen years "medical resident surgeon in Hobart Town," and died on Christmas Day, 1839, and whose remains were interred in the "Davey Street Cemetery." Having served his time, Mr. Crowther went to England, and studied medicine with great success at St. Thomas Hospital, London, passing his examination with honours. While in England he was married to Miss Victoria Marie Louise Muller, daughter of General

Bingham Muller, equerry to the Duke of Kent, who was her godfather. In 1842 Dr. Crowther returned to Tasmania, and took up the threads of his late father's practice, and he continued practising until his death, earning the reputation, not only of a highly skilful surgeon, but of a large-hearted, kindly gentleman. Dr. Crowther began his political career in 1866, when he was elected one of the members for Hobart Town in the House of Assembly; but when a new Ministry was formed, and he was not included in its ranks, as he expected, he resigned his seat two months afterwards. In March, 1869, he was elected for the Hobart Town seat in the Legislative Council, and sat in that Chamber until his membership expired, when he was returned unopposed. He was elected twice afterwards for the same constituency, and continued to represent it up till the day of his death. He was twice a Minister of the Crown—each time for nearly a year, and each time without portfolio. On the 20th July, 1876, on the collapse of the Kennerley Administration, he took office in the Reibey Government, and conducted the Government business in the Legislative Council until the 9th of August, 1877, when they were defeated. On the 20th December, 1878, he formed an Administration himself, with his former chief as Colonial Secretary. This Cabinet lasted until the 30th October, 1879. Dr. Crowther was a forcible speaker, and a patient and intelligent participator in the debates in Parliament. Apart from his political career, Dr. Crowther was a most enterprising colonist, entering largely into the whaling, timber, and guano trades; but the result of these ventures was by no means satisfactory. In various other directions he displayed a keen interest in the welfare of his adopted home. He supported the volunteer movement almost from the outset, and at his death held the rank of surgeon-major on the retired list. Dr. Crowther had eleven children, of whom eight survived him, including Drs. Edward and Bingham Crowther. He expired at Hobart on the 12th of April, 1885, at the age of sixty-eight years, and the announcement of his death was received with regret and deep sorrow from one end of the island to the other.

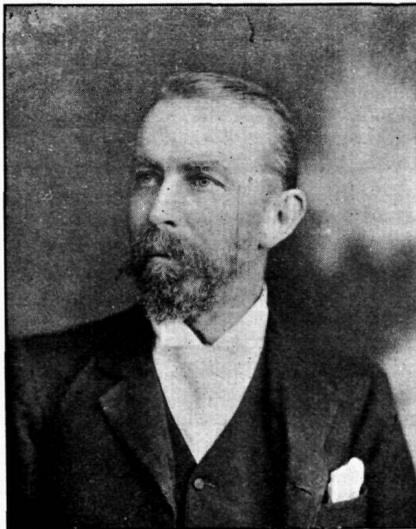
The Hon. ADYE DOUGLAS is the senior member of the Tasmanian Legislature, having been returned to the old Legislative Council in 1855, and, with the exception of the years 1886 to 1889, has continued a member ever since. He was Premier from 15th August, 1884,

to 8th March, 1886, and Chief Secretary in Mr. H. Dobson's Administration, from 17th August, 1892, till 14th April, 1894. On 20th April of the latter year he was elected President of the Legislative Council, and has held the position ever since. Mr. Douglas's career is referred to at greater length under the heading "Legislative Council."

The Hon. Sir J. W. AGNEW, K.C.M.G., has had a long and honourable career in this colony as a medical man, a politician, and a private citizen. He first took office in 1877 in the first Fysh Ministry, but did not hold a portfolio, and remained a member of the Ministry after it was reconstructed and Mr. Giblin became Premier. He was also a member of Mr. Giblin's second Administration, likewise without office, from 30th October, 1879, to 5th February, 1881, when he resigned in order to proceed to England. On his return to the colony, Sir James resumed his Parliamentary duties, and when the Douglas Ministry retired he himself undertook the formation of an Administration, and was successful. The Government retained their seats for a little over a year and then collapsed. Sir James has retired from politics for some years.

The Hon. HENRY DOBSON, who was Premier of the colony from 17th August, 1892, till 14th April, 1894, was elected member for Brighton in 1891, and has represented that constituency in the House of Assembly ever since. With his opening speech in the House, he made an excellent impression, which broadened and deepened as he became better known. He was almost immediately elected leader of the Opposition, and fulfilled the duties of that position during 1891 and 1892, until he was called upon to form his Administration. The whole time the Dobson Ministry were in office was the most disastrous period that the colony has ever passed through. Former Governments

had constructed non-paying railways, and the expenditure on public works of all descriptions had been most lavish and out of all proportion to the financial position of the colony, the Fysh Ministry alone, whom Mr. Dobson displaced, having spent £2,200,000 during their five and a half years' tenure of office. Mr. Dobson and his colleagues had, therefore, to inaugurate a policy of drastic retrenchment which their predecessors had stated was impossible, and the result of the efforts of



J. HUBERT NEWMAN,

SYDNEY.

HON. H. DOBSON.

the Dobson Ministry was a saving of considerably over £100,000 per year in the expenditure. They, moreover, put the taxation on a juster basis, and although they did not continue in office long enough to obtain the Governor's consent to the Income Tax Bill, it was practically passed when they vacated office, the incoming Ministry adopting their predecessors' work. Mr. Dobson claims that he and his colleagues inaugurated and carried out the policy which prac-

tically lifted Tasmania out of the serious difficulties which surrounded her owing to the bad financial policy of previous years. Mr. Dobson did not enter political life until he was nearly fifty years of age, deeming it his duty to make his profession his first business in life, and by following this course he and his partners have succeeded in establishing perhaps the largest legal business in the island. Mr. Dobson has been a member of the Federal Council since 1893, and represented Tasmania in that session, and in each session since then. He was elected a member of the Federal Convention, standing first on the poll after Sir Philip Fysh and Sir Edward Braddon. Mr. Dobson is now an ardent federalist, believing that the colonies of Australasia should have between themselves an unfettered market, and he is also an Imperialist in the best sense of the term, and has always considered that the colonies did not sufficiently appreciate the protection and aid of the mother country. He holds that the time is coming when far more liberal contributions from the colonies will be required for the defence of the Empire, in the strengthening of our Australian squadron. He has taken a great interest in primary and technical education, and he was really instrumental in starting the first Working Men's Club in the Southern Hemisphere, in conjunction with the late Mr. Justice Giblin, Mr. J. B. Walker, and others. It is not generally known, perhaps, that Mr. Dobson introduced into Parliament, and had it passed, the amended clause in the Education Act, making attendance at school compulsory on each day in the week, which is a step in advance of any colony in the group. As Premier he initiated and started the tourist movement, which has resulted in the establishment of Cook's Agency here, which has caught on, and is now spreading all over the island, and will probably end in making Tasmania the playground of Australia..

# Ex-Ministers.

**B**OTH before and since the establishment of responsible government, Tasmania has been well served by her public men ; and it is not too much to say that among those who attained leading positions were statesmen who would have done honour to any country. As a rule, too, they have been modest men ; though, when occasion arose, they were courageous enough in defending the rights and upholding the liberties of the colonists. Among those who did noble service in this respect, the names of Gregson, Dry, Chapman, and many others will be long held in grateful remembrance. It is noticeable that the character and calibre of the men chosen to represent the people has not materially altered since 1856, when the present Constitution was granted. In the other colonies a most marked change has taken place, and generally for the worse, in the complexion of both Chambers—of the Lower House especially. It has not been deemed inexpedient or unwise in those colonies to put at least some men into Parliament whose sole qualification was little more than “a lang tongue and an empty head,” with a result which might have been expected. Here, however, matters have been different, at least, in degree. From the inception of responsible government, those chosen to conduct the affairs of the country, in both the Upper and Lower Houses, have, as a rule, possessed both education and ability, as well as experience of affairs. So that while we have been regarded by our neighbours as in some senses “slow” and unenterprising, the work achieved by our public men collectively will compare more than favourably with that of any of the adjoining Parliaments. It would be idle to say that no mistakes have been made—very serious mistakes indeed,—but we repeat that the record, as a whole, is eminently creditable to our legislators, as well as to the country. Their efforts have resulted in Tasmania being one of the freest countries under the sun ; and it will be the fault of their successors if she does not continue to be so, and in every other sense a desirable home of the Anglo-Saxon race.

The Hon. JOHN WARRINGTON ROGERS, who arrived in Tasmania from England on the 4th August, 1855, brought the despatch announcing that the new Constitution for Tasmania had been assented to by the Queen. He came out to fill the position of Solicitor-General, and did so until the elections under the new Constitution took place in the following year. He was one of the three members then elected for Launceston, and on the formation of the first Ministry he was continued in his office of Solicitor-General. When the Ministry resigned the post was regarded as a non-political one, and Mr. Rogers did not afterwards hold Ministerial office.

The Hon. HENRY F. ANSTEY, who was one of the members elected to the old Legislative Council, served in that body until the new Constitution was granted, in 1856, when he was returned as representative for Oatlands in the House of Assembly, and sat as a member of that body for some years. He accepted office as Minister of Lands and Works in the first Ministry formed ; but, owing to the difficulty which arose between the two Houses in regard to increased Customs duties, which had been imposed on a resolution to that effect being carried in the Assembly, Ministers resigned, after a very short tenure of office. In 1859, Mr. Anstey, who was a Roman Catholic, brought in a bill to abolish State aid to religion at the end of three years ; but,

after passing its second reading in the Assembly, it was referred to a select committee, who as a report brought up an entirely new bill, providing that £100,000 should be raised, and divided among the churches *pro rata*, instead of the annual appropriation of £15,000, as provided by the Constitution Act. The measure passed both Houses ; but it was disallowed by the Queen, owing to no provision having been made for certain clergymen who had vested interests in the grant reserved for ecclesiastical purposes.

The Hon. W. E. NAIRN, who was returned as representative of Meander in the Legislative Council at the first election held in the colony under the present Constitution, held office without portfolio in the Champ Ministry. He was the second President of the Legislative Council, and occupied the position from 13th September, 1859, to 25th August, 1868. Mr. Nairn came to Tasmania with Sir John Franklin, and from that time until his death, on the 9th April, 1869, he occupied an official position. For twenty years preceding his death he held the office of Comptroller-General of Convicts under the Imperial Government, besides several important colonial offices, including that of Sheriff. He was three times elected without opposition to represent Meander in the Legislative Council, and three times he filled the chair of that House. Mr. Nairn was intimately connected with the rise and progress of the educational

system of the colony. He was Chairman of the Education Board when the system was introduced, and, on the formation of the old Council of Education, he was elected its president, and held the post almost till his death. A man of liberal education, Mr. Nairn was always regarded as possessing great ability, equal to any position he was called upon to fill ; and his death, which was not unexpected, caused general regret.

The Hon. CHARLES MEREDITH was a member of the original nominee-elective Council, and when constitutional government was granted in 1856 he was elected to represent Glamorgan in the House of Assembly. In 1857 he accepted office in the Gregson Ministry, taking the portfolio of Colonial Treasurer ; but the Administration, like the first Ministry, was very short-lived. When the House was dissolved in 1861, Mr. Meredith was again returned for Glamorgan ; and in 1863, when the Chapman Ministry was defeated, he accepted the position of Treasurer in the Cabinet formed by Mr. James Whyte, which retained office for nearly four years. Elected for West Devon in 1871, he joined the Innes Ministry in the following year, taking charge of the Lands and Works Departments, but nine months later it was superseded by the Kennerley Ministry. In 1876 he took office in the Reibey Administration, but his constituents refused to sanction the step, and Colonel Crawford was elected in his place. A seat was,

however, found for the Treasurer at Norfolk Plains, which was vacated on his behalf by Mr. Houghton. On the defeat of the Reibey Ministry in 1877, Mr. Meredith finally retired from official responsibility, though he still continued a member of the House. At the general election in 1877, he defeated his old antagonist, Colonel Crawford, for West Devon, and held the seat until 1879, when he resigned. Mr. Meredith was a member of the Legislature for twenty-four years, and a Minister of the Crown for nearly six years. After giving up Parliamentary life, he was appointed Acting-Police Magistrate at Launceston, and it was while holding this position that he died, in March, 1880, at the age of sixty-nine. He was the youngest son of Mr. George Meredith, who arrived in the colony in 1821, and was born at Rayston, Pembrokeshire, England, in 1811. Mr. Meredith, sen., was one of the pioneers of Swanport, where he obtained a grant of land from the Government, known now as the Cambria Estate, and which is still held by the family. He was a high-minded, honourable gentleman, and his death was much deplored. His widow, the late Mrs. Meredith, by her writings, has done much to spread the fame of Tasmania for beauty, fertility, and climatic excellence.

The Hon. T. J. KNIGHT was elected as the first representative for the Huon constituency in the Legislative Council, and he had the further distinction of moving the resolution which led to the serious difference between the two Houses, and the resignation of the Champ Ministry. He contended that the Governor's Order-in-Council, directing increased duties to be levied solely on a resolution of the Assembly, was issued without lawful authority; and the Council, on a division of six to five, agreed with him. He was appointed Solicitor-General in the first Weston Ministry, and retained the position during the tenure of office of the Smith Administration; and when the second Weston Ministry was formed he became Attorney-General, holding office from 1st November, 1860, to 4th February, 1861, when he resigned, and was succeeded by Mr. (afterwards Sir) W. L. Dobson.

The Hon. WILLIAM HENTY, who occupied the position of Colonial Secretary in four successive Ministries, viz., Weston's, Smith's, Weston's No. 2, and Chapman's, was in office altogether for a period of five years, six months, and six days continuously,

and during the whole of that time so demeaned himself and displayed such marked ability as to gain the unquestioned approval, not only of his colleagues in office, and of members of Parliament generally, but of the country at large. He was one of the original members of the first Legislative Council, having been elected for the Tamar district. Mr. Henty resigned his office and his seat on the 18th October, 1862, and retired from Parliamentary life, much to the regret of all parties. One critic says:—"He had gained the respect of all, on account of the amiability of his character, and the excellent temper and moderation he displayed in the Council."

The Hon. ROBERT QUAYLE KERMODE served the colony politically, even before the establishment of responsible government, having been one of the sixteen elected members of Denison's partly nominated and partly elected Legislative Council, in which he represented Campbell Town. When the present Constitution was granted, he stood for the Longford constituency in the Legislative Council, and was elected. On the formation of the Weston Ministry, in April, 1867, he accepted a seat in the Cabinet without portfolio, and when the Ministry was reconstructed by Mr. F. Smith, he continued a member of it till November, 1860, when it was again reconstructed on the Premier's elevation to the Bench, and Mr. Kermode retired. Mr. Kermode sat for a considerable time as member for Ringwood in the Legislative Assembly. He was re-elected to the Council in June, 1864, and some years later resigned and retired into private life. One of the most important sheepbreeders in the colony, Mr. Kermode exhibited wool from his flocks at the Paris Exhibition as far back as 1855, and received first-class medals for his exhibits. Mr. Kermode's estate at Mona Vale, near Ross, was visited by the Duke of Edinburgh in 1868. The mansion, it may be said, is even now one of the finest in Tasmania.

Sir LAMBERT DOBSON, whose career is referred to elsewhere in these pages, was appointed Solicitor-General in the second Weston Ministry on 1st November, 1860, and Attorney-General in February, 1861, retaining office until the Ministry retired in August of the latter year. He again accepted office in the Dry Ministry in 1866, and during their occupancy of the Treasury benches, which lasted till August, 1869, he introduced the measure which finally put an end to the connection between

Church and State. When the Ministry was reconstructed under Mr. (afterwards Sir) J. M. Wilson, Mr. Dobson retained the office of Attorney-General, continuing in power till 5th February, 1870, when he was elevated to the Bench. As Chief Justice, Sir Lambert Dobson administered the Government of the colony no fewer than five times.

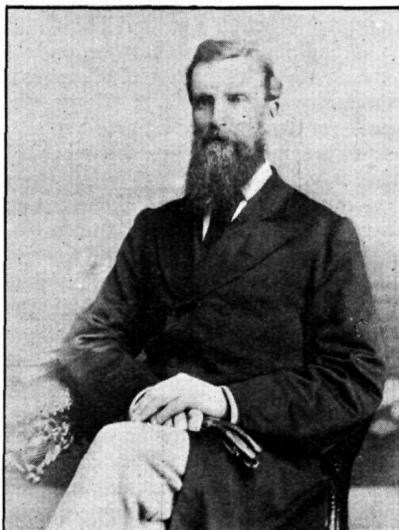
The Hon. ROBERT BYRON MILLER, member of the Executive Council, and ex-Attorney-General, is a colonist of over fifty years' standing. Born in London, on 19th April, 1825, he is a son of the late Serjeant Miller, a London barrister of high repute, who had a large practice in common law, and was afterwards judge in the County Courts of Leicester, and who numbered among his personal friends the leading lawyers, literary men, and artists of the day. Educated at private schools, and at King's College, London, Mr. Miller was a pupil in his father's chambers, and was admitted at the Middle Temple in 1848. After being in practice in London for several years, he decided to come to Tasmania, and arriving in Hobart in January, 1855, he at once resumed the practice of his profession. After a short stay in Hobart, Mr. Miller removed to Launceston, and with the exception of three years spent in the Victorian capital, he has resided in the Northern city ever since. His ability was recognised almost immediately on his arrival in the colony, and it was not long before he was justly regarded as one of the leading criminal lawyers of the day, a position he has held ever since. Mr. Miller entered political life in 1861, being elected as member for Launceston. He accepted the Solicitor-Generalship in the Chapman-Henty Administration, which he held till 1863, when the feeling in Launceston being very strong against the proposed *ad valorem* duties he resigned. The Government were shortly afterwards defeated. In the Whyte Ministry, Mr. Miller accepted the post of Attorney-General, which he filled for a period of nearly four years; and during his tenure of office, he was responsible for many important measures being placed on the Statute Book of the colony, while his administration of the department under his control was marked by vigour, honesty, and determination to do the right, resulting in changes not less marked than they were appreciated by the public. On the defeat of the Government on the income tax question, Mr. Miller resigned from Parliament and went to Melbourne, where he practised as a barrister for some three years. Returning to Tasmania in 1871, he

once more entered into practice. He was in partnership with Mr. Joseph Powell for five years, and later on his son, Mr. Ernest G. Miller, joined him under the style of Miller and Miller, 75 St. John Street. Mr. Byron Miller was an alderman of Launceston for three years, during which he was a strong supporter of improved drainage and local improvements; and he was for some years president of the Mechanics' Institute. He took an interest in ecclesiastical matters in the early days of his residence in the colony. Mr. Miller is the senior member of the Executive Council, with the exception of Sir Francis Smith, who is absent from the colony. Mr. Miller, it may be added, gave up Parliamentary life when in the height of his reputation, and he has carefully eschewed politics ever since, devoting himself wholly to his profession, of which, though advanced in years, and suffering slightly from the infirmity of deafness, he is still an active and successful member.

The Hon. Dr. HENRY BUTLER was a member of the old Legislative Council, and distinguished himself in that body by his opposition to the Clergy Pensions Act of 1854, which, however, was passed into law. Elected for Brighton in 1856, he was chosen as Chairman of Committees in 1861; and in 1869 he held a seat in the Wilson Cabinet, without office, from 5th August to 27th October, and was afterwards Minister of Lands and Works in the same Administration, until it resigned in November, 1872. On the retirement of Sir Robert Officer from the Speakership in 1877, Dr. Butler was elected to

the chair, and he continued to fill the office for a period of over eight years. Further particulars of Dr. Butler's career are given elsewhere.

The Hon. CHRISTOPHER O'REILLY, Stipendiary Magistrate for the Ringarooma district, had a long, interesting, and honourable career as a member of the Legislature. Born at Ballybeg, County Meath, Ireland, in 1835, he is the youngest son of the late Terence O'Reilly, of Ballybeg. He was educated privately, and, after leaving school, was brought up to mercantile pursuits, which he followed till 1854, when he emigrated to Tasmania, *via* Victoria. On his arrival here, Mr. O'Reilly settled in the Huon district, near Port Cygnet, and entered on farming pursuits. In 1871 he was elected member for Kingborough in the



HON. C. O'REILLY.

House of Assembly, and the confidence felt in him by his constituents was so great that he continued to represent them without any opposition until he resigned in 1882. In 1876 he accepted office in the Reibey Ministry as Minister of Lands and Works, and submitted a scheme of public works which included the Mersey and Deloraine Railway, amounting in all to £400,000, while his colleague, the Treasurer, proposed at the same time a property and income tax. Both proposals were rejected by the Assembly; and, on a dissolution being granted, Ministers were again defeated, and they resigned after being a little more than a year in power. Mr. O'Reilly took office again in the Crowther Ministry, as Minister of Lands and Works, in 1878; but the spirit of faction prevailed to such an extent that

no useful legislation could be effected, and, on the Ministry being defeated on their policy by a majority of one, they went out of office. It was evident that no Ministry could last in the divided state of parties; and the late Mr. W. R. Giblin sought a solution of the difficulty by the formation of a Coalition Government, and was eminently successful. In this Administration Mr. O'Reilly was offered and accepted the position of Minister of Lands and Works, and he submitted an elaborate scheme of public works which was agreed to almost without opposition in the Lower House, but was considerably modified in the Upper Chamber. During his term of office Mr. O'Reilly proposed surveys of railways to Scottsdale, Fingal, and Derwent Valley, and also took a prominent part in placing a large amount of useful legislation on the Statute Book. On the 31st December, 1882, he resigned his office and his seat in Parliament, and accepted the position which he still holds, of Stipendiary Magistrate of the Ringarooma district, where he has remained ever since. Mr. O'Reilly is a member of the Executive Council, and is Commissioner of Mines for the North-Eastern Districts of Tasmania.

The Hon. JOHN HENRY, member of the Executive Council, J.P. for the territory, and *ex-Treasurer* of the colony, was born at Lerwick, Shetland Islands, on the 1st September, 1834, and was educated there and at the Normal School, Edinburgh. On leaving school he entered a large grocery establishment, and remained in it until he was about twenty years of age, when he came out



BAILY.

HOBART.

LATE HON. DR. H. BUTLER.



JOHNSTONE, O'SHANNASSY &amp; CO.,

MELB.

HON. J. HENRY.

to the colony of Victoria, arriving in Port Phillip by the ship "Guiding Star" in May, 1854. Like most others in that exciting time, Mr. Henry immediately went on to the goldfields, fixing on the Castlemaine district as his sphere of operations; but after following the occupation of a miner for some twelve months with varying success, he sought and obtained employment in a general store at Chewton. In 1856 he removed to Ararat, where he started a general business on his own account, which he carried on until 1857, when he returned to Castlemaine, and became a traveller for Blyth Bros., merchants. In 1861 he acquired their business, and, in connection with his brother, carried on a wholesale and retail establishment there for many years, under the style of J. and W. Henry. About the year 1868 the firm opened a branch in Melbourne, under the charge of Mr. John Henry, and they also had a branch at Ballarat under the care of a third brother (by this time another partner), Mr. F. O. Henry. In 1872, Messrs. Lyell and Gowan, of Melbourne, trade assignees, had a large business for sale, viz., that of Cummings, Raymond, and Co., of the River Don, Tasmania, and Mr. John Henry was induced to join them in the purchase of it. The new firm first carried on as Cummings, Henry, and Co., and then as the River Don Trading Company, Limited; but subsequently, in 1898, the style was changed to the River Don Trading Company. There are four partners in the firm, Mr. John Henry being the principal, but he does not take an active part in the management of the business. Mr. Henry is also largely interested in mining, being a shareholder in the famous Mount Lyell and other mines, as well as in land. Mr. Henry began his public career in the colony as a member of the Don Road Trust, of which he was chairman for several years. He was a warden of the Mersey Marine Board from January, 1878, to July, 1886, and again from 1889 to 1892, and was master warden for four years. He was also a member of the Devonport Town Board for two years, and only resigned this position because he could not spare time to attend to the duties, owing to his being elected to Parliament. Mr. Henry was first returned as representative for Devonport in the House of Assembly on 22nd May, 1891, again on 26th August, 1892, a third time on 13th December, 1893, and lastly at the general election held on 20th January, 1897. When Mr. Henry Dobson was entrusted with the formation of an

Administration, on the defeat of the Fysh Government in August, 1892, Mr. Henry was given the portfolio of Treasurer, which he held until the Government were defeated on their taxation proposals a year and seven months afterwards. Mr. Henry continued a member of the Assembly until the beginning of last year (1898), when he was compelled, in consequence of failing health, to resign his seat. The announcement to this effect was received with great regret, not only in the House itself, but throughout the country, as Mr. Henry's ability and sterling character had manifested themselves very early in his Parliamentary career, and the years which followed but emphasised the opinion first formed of him. His disappearance from the Parliamentary arena was a distinct loss; and it is fervently hoped that he will again place his talents at the service of his adopted country. When it was decided, at the instance of the London Chamber, to hold a conference of Chambers of Commerce of the Empire in 1896, to discuss the great question, "How best to promote reciprocal trade relations between the colonies and Great Britain," Mr. Henry was appointed by the Hobart and Launceston Chambers of Commerce to represent the colony thereat. The conference, as is well known, took place in the world's metropolis, under the presidency of the Right Hon. Joseph Chamberlain, the Secretary of State for the Colonies, and proved a most important and interesting gathering, although no direct results ensued in regard to the main subject discussed. Mr. Henry has been further honoured by his fellow-colonists in being chosen as one of the ten delegates to represent Tasmania at the Federal Conventions held at Sydney, Melbourne, and Adelaide, and he discharged his duties there in a manner worthy of himself and of the colony, and in accordance with his views as an ardent Federationist. He was elected at each meeting of the Convention a member of the Finance Committee, on which was thrown some of the most difficult and important work that the Convention had to deal with. In the matter of sport, Mr. Henry is the owner of the yacht "Tasma," and derives great pleasure from sailing and cruising in her around the waters on the north-west coast of Tasmania.

The late Hon. ALFRED THOMAS PILLINGER, ex-Minister of Lands and Works, Minister of Railways, etc., is another native of whom the colony had reason to be proud. He was the son of the late Mr. James Pillinger, who

was born at Norfolk Island, and who came to Tasmania with his father when quite young. The future Minister was born at Oatlands in 1839, and was educated at Horton College and private schools, in the district of Ross; and when his school days were over, he took up the business of his father by following agricultural pursuits. He had various estates, totalling some 15,000 acres, stocked mainly with merino sheep and cattle, the principal place being "Millbrook," Tumbidge. From a very early age Mr. Pillinger began to take an interest in public affairs, and made his first entry into public life as a member of the municipality of Oatlands, of which he was warden from 1874 to 1876. He next sought political honours, and on the 31st May, 1876, was returned as



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LATE HON. A. T. PILLINGER.

representative in the Assembly of his native town. Mr. Pillinger's shrewdness and sterling worth, rather than his abilities as an orator, were soon manifested, and that they were amply recognised was apparent from his subsequent career. He was re-elected for the same constituency no fewer than eight times, and represented it continuously from the time he entered Parliament till his death. When Sir Edward Braddon accepted the Agent-Generalship in 1888, Mr. Pillinger was offered the portfolio of Minister of Lands and Works in the then Fysh Ministry, and he continued in office till it was defeated in August, 1892. On their return to power in 1894, Mr. Pillinger was again offered and accepted his old portfolio of Minister of Lands and Works, which he retained till he died in 1899. He discharged the duties

of his high office with so much ability and impartiality as to merit and receive the confidence and esteem of both political parties, as well as of the country generally. He was a coroner and magistrate of the territory.

Other ex-Ministers referred to elsewhere are the Hons. N. J. Brown, A. Dobson; J. S. Dodds, C.M.G., Chief

Justice; W. T. N. Champ, T. D. Chapman, F. Smith, T. G. Gregson, J. Whyte, W. P. Weston, F. M. Innes, J. M. Wilson, R. Dry, W. R. Giblin, A. Kennerley, P. O. Fysh, W. Moore, T. Reibey, W. L. Crowther, Alfred Dobson, J. W. Agnew, A. G. Douglas, B. S. Bird, A. I. Clark, H. Dobson, W. H. Burgess, N. E. Lewis, W.

Hartnoll. The following gentlemen have also been members of Cabinets since the inception of responsible government:—Messrs. J. C. Gregson, J. H. Wedge, M. Miller, W. Archer, J. A. Dunn, J. A. Jackson, G. Gilmore, C. H. Bromley, D. Lewis, T. C. Smart, H. I. J. Rooke, R. J. Lucas, G. P. Fitzgerald, C. H. Grant.

### SUCCESSIVE MINISTRIES

Since the establishment of responsible government in Tasmania in 1856.

NAME OF MINISTRY.	ASSUMED OFFICE.	RETIRED.
Champ	1st November, 1856	26th February, 1857
Gregson	26th February, 1857	25th April, 1857
Weston	25th April, 1857	12th May, 1857
Smith	12th May, 1857	1st November, 1860
Weston	1st November, 1860	2nd August, 1861
Chapman	2nd August, 1861	20th January, 1863
Whyte	20th January, 1863	24th November, 1866
Dry	24th November, 1866	4th August, 1869
Wilson	4th August, 1869	4th November, 1872
Innes	4th November, 1872	4th August, 1873
Kennerley	4th August, 1873	20th July, 1876
Reibey	20th July, 1876	9th August, 1877
Fysh	9th August, 1877	5th March, 1878
Giblin	5th March, 1878	20th December, 1878
Crowther	20th December, 1878	30th October, 1879
Giblin	30th October, 1879	15th August, 1884
Douglas	15th August, 1884	8th March, 1886
Agnew	8th March, 1886	29th March, 1887
Fysh	29th March, 1887	17th August, 1892
Dobson	17th August, 1892	14th April, 1894
Braddon	14th April, 1894	

# Parliament of Tasmania.

**A**LTHOUGH Tasmania, like the rest of the Australian Colonies, enjoys the full benefit of responsible government, the boon was not bestowed without seeking. On the contrary, the colony had to literally go through a long season of tribulation before it was obtained. From the time Governor Collins first pitched his tents in Sullivan's Cove until 1825, the Government of the colony was practically an autocracy, tempered by the Colonial Office in London; but in that year the first glimmering of political freedom dawned on the community. On the 3rd December, 1825, Van Diemen's Land was declared independent of New South Wales in its jurisdiction and the management of its internal affairs, a declaration that met with the warm approval of the colonists. Executive and Legislative Councils were also appointed by the Crown, the functions of the former being to advise the Governor on important occasions, and of the latter to make laws for the government of the colony. The members of the first Executive were—Captain Montagu, Colonial Secretary (nephew of the Governor); Chief Justice Pedder; A. W. H. Humphrey, Police Magistrate; and Jocelyn Thomas, Colonial Treasurer. The Legislative Councillors were Messrs. E. Abbott, W. H. Hamilton, E. Curr, and the four Executive Councillors. The Governor, however, was still all-powerful; and, as Colonel Arthur held the reins at the time, it need hardly be said that he did not fail to use all the power he possessed. In 1828 a new Constitution was granted, by which the number of the members of the Council was increased to fifteen, and the Governor was President, with a deliberative as well as a casting vote. As before, the members were appointed by the Crown, and vacancies that occurred were filled by the Governor's nominees. This was yet another step forward in the path of progress; but, as the debates of the Legislative body were conducted in secret, very little public interest was taken in its deliberations. The members, however, were relieved from the oath of secrecy formerly imposed. When Sir John Franklin arrived, in 1837, there was another change. At the first session of the Council which he opened, he announced that the public would be admitted to hear the debates, and accordingly the doors were thrown open. This concession was highly appreciated, and at once availed of, the proceedings of the Council being reported at more or less length in the newspapers, as well as commented on with more or less freedom in their leading columns. Governor Franklin would probably have got on very well with the Council, and with the colonists generally, had it not been for what one historian designates as the "Arthur faction," viz., the friends of the late Governor, and particularly Captain Montagu, his nephew. The latter became so overbearing and even insolent that Franklin removed him from office, a step which ultimately led to Franklin's recall. In 1843 Sir Eardley Wilmot succeeded to the Governorship, and, coming at a troublous time, he was soon involved in disputes with the Council. The free colonists objected to having the cost of gaols, police, etc., thrown upon their shoulders, and they found men even in the nominee Council to strenuously support their objections. To relieve the financial difficulties of the colony, caused by a falling revenue and an increasing expenditure, a bill was submitted to the Council raising the duties on tea, sugar, and foreign goods from 5 to 15 per cent. As Fenton says:—"It is needless to detail at length the humiliating proceedings of a legislative assembly where the official half voted according to dictation, without reference to conscience, and where the independent nominees were overruled by the Governor." Eventually the six country members, or independent nominees, resigned, as a protest against the proposed increase of taxes, as well as against the conduct of the Governor, in what was regarded as his abuse of power. The Governor filled up the vacancies caused by the resignation of "the patriotic six;" but on meeting the newly-constituted Council he found them not much more amenable to his desires than those who had resigned. Eventually, however, the difficulty was got over by a compromise, the Home Government agreeing to pay £24,000 a year towards the maintenance of the police, conditionally on the land fund being surrendered to the Imperial Government. When Governor Denison arrived in the colony, in 1847, he announced his intention of restoring "the patriotic six" to their seats in the Council. His method of doing so was somewhat novel. He assembled them and the six who had been appointed in their places, and asked that the twelve should select six from their number to complete the Council. "The patriotic six," however, would not agree to this, and thereupon the Governor declared Wilmot's appointments void, and re-appointed the old members. Objection was raised to this by the superseded members, on the ground that their appointments were held until revoked by the sign manual of the Queen. In this dilemma, Denison, acting probably on Cromwell's precedent, dismissed the Council until receiving instructions from the Home Government, thus involving a delay of twelve months in the Legislature meeting again. Later on the trouble was ended by the Queen reinstating "the patriotic six." The Imperial Government at this time evidently purposed giving the Australian Colonies some sort of representative government, as Earl Grey, who was at the head of the Colonial Office, had directed Governor Denison to furnish a report on the subject. Although this report was not published, its nature can be gleaned from a despatch which Denison subsequently forwarded to Earl Grey, opposing the concession, and condemning the "democratic spirit which actuates the large mass of the community." Needless to say the Governor's popularity was not increased when this became known in the colony, nor was his position strengthened by two Acts which came into force about this time, viz., the Differential Duties Act and the Dog Act. The former excited great opposition on the part of the mercantile community, and was eventually disallowed by the Queen; and the Dog Act was declared invalid by the Supreme Court, on the ground that the Government and Council had no right to levy a tax on the inhabitants for other than local purposes.

The resumption of transportation on a large scale in 1849, roused the colonists almost as one man to demand that their island home should not continue to be made the receptacle of the moral filth of the Empire, as well as to obtain those political rights to which they had long aspired. Greatly disappointed during the previous year that the "Act for the better

Government of the Australian Colonies" had not passed the Imperial Parliament, they renewed their efforts, and by the end of the year these were crowned with success. The amended bill of 1850 became law, providing that one-third of the members of the Legislative Council were to be nominated by the Crown, and two-thirds elected by the people. "This change," says Fenton, "did not come before it was absolutely necessary. The country members of Denison's nominee Council were, as a rule, independent men, desirous of advancing the colony; but they were continually getting entangled in broils with the Governor, who forced obnoxious measures through the Legislature in defiance of their votes and protests. The Government officials constituted one-half of the Council, liable to instant dismissal from the service if they wavered in their support of the measures proposed by the Governor." It is not on record that any of them were dismissed; and therefore, there is no doubt that they conscientiously believed in everything that the Governor submitted to their consideration; otherwise one is compelled to accept the alternative that they were determined to retain their positions whatever the Governor did; and no one would believe that of the high-spirited honourable people who were appointed to public, or rather Government, offices in those days. The new Act provided, among other things, that the Council could amend the constitution of the Legislature by forming two Houses or otherwise, subject to the Queen's consent, and, therefore, the conferring of a complete form of responsible government was looked upon as within reasonable distance. Owing, however, to the Governor's dilatoriness, the benefit of the new legislation was not conferred till a considerable time had elapsed, and he had, in a measure, been compelled to action by the voice of the colonists, as manifested in public meeting, assembled in Hobart Town. The writs were made returnable in November. There was considerable excitement over the election owing to some of the advocates of the continuance of transportation contesting some of the seats. In each case, however, these were defeated. The first election in the colony resulted in the following gentlemen being returned:—Messrs. R. W. Nutt, R. Dry, J. W. Gleadow, Michael Fenton, Askin Morison, T. G. Gregson, R. Cleburne, R. Q. Kermodie, T. D. Chapman, J. Dunn, junr., H. F. Anstey, Jos. Archer, James Cox, Jno. Walker, W. S. Sharland, W. Archer. The electoral districts represented were—Buckingham, Launceston, Cornwall, New Norfolk, Sorell, Richmond, Huon, Campbell Town, Hobart Town, Oatlands, Longford, Morven, Brighton, Cumberland, Westbury. The result of the election was regarded throughout the whole colony as most satisfactory, and the transportation question seemed in a fair way of almost immediate settlement. The new Council met on the 30th December, 1851, and consisted of four official and four other members nominated by the Governor, in addition to the sixteen elected by the colonists on a franchise of a freehold estate of £100 in value, or yielding an annual value of £10; and in the case of leaseholders, the occupancy of a house or land valued at £10 a year. The official members were—Messrs. Peter Gordon Fraser, Colonial Secretary; Adam Turnbull, Colonial Treasurer; Valentine Fleming, Attorney-General; and Francis Smith, Solicitor-General. The nominee members were—The Hon. Richard Gilbert Talbot, of Malahide; William Race Allison, of Streanshalh; Edward Bisdee, of Lovely Banks; and J. Leake, of Campbell Town. Mr. R. Dry was unanimously chosen Speaker. Although the new Government was a decided improvement upon the old, there was an anomaly in its constitution. The Ministers of the Crown were Government officials, and, unlike the Imperial Cabinet, were not amenable to the Legislature, "nor were they liable to be displaced by a want of confidence vote. They introduced measures emanating from the Executive, which the Council might reject, though it could not turn out the men who submitted them." The Legislature, however, had power to amend the constitution, and did so; and in reply to the Governor's speech, they expressed regret that his Excellency had made no reference to the important subject of transportation, and at the continuance of the system. This question was paramount during the session, and a majority of the Council adopted an address to the Queen remonstrating against the continued influx of criminals. About the only measures of real utility passed during the session were the Customs Duties Act and the Cross and By-roads Act. The second session of the Council opened on 15th June, and the transportation system was again the cause of much acrimony in the debates, as well as trouble with the Governor, who was in favour of the continuation of the system, and whose high-handed conduct gave much offence to the better class of colonists. Eventually the agitation of the people in this colony, as well as of those on the mainland, resulted in their wishes being acceded to, an official notification appearing in the *Hobart Town Gazette* in May, 1853, that transportation had absolutely ceased. The announcement was publicly celebrated with every mark of rejoicing throughout the island. The colony was then in a remarkably prosperous condition, there being a surplus revenue that year of £66,000 over expenditure, so that the people had every ground for rejoicing. In 1854 an Act was passed to increase the number of members of the Council from twenty-four to thirty-three, six of the nine additional members to be elected by the people, and three to be nominated by the Governor. New electoral districts were thus created; three additional members were nominated by the Governor, and six were elected, who took their seats when the Council met on 17th July, 1855. The six newly elected members were—Messrs. Abye Douglas, Charles Meredith, T. W. Field, James A. Gibson, A. Perry, and Dr. W. Croke; while the new members included Messrs. W. L. Goodwin, Joseph Bonney, James Lord, and J. H. Wedge, who had replaced others resigned or deceased. The new nominee members were Messrs. T. J. Knight, James Lord, and W. G. Elliston, Mayor of Hobart Town. The session is memorable for the "Hampton incident." The Council had decided to enquire into the convict system, and summoned Dr. Hampton, the Comptroller-General of Convicts, to give evidence. He refused to appear, on the ground that the Council had no legal power to call him. The House adjudged him guilty of contempt, and ordered his arrest, and an attempt was made to enforce this order when the Governor (Sir Henry Fox Young) stepped in and prorogued the Council till 20th October to allow of the Supreme Court pronouncing as to the legality or otherwise of the Council's action. The Supreme Court decided against the Council, and an appeal to the Privy Council confirmed this decision. In the meantime a new Constitution for the colony had been passed by the Council and forwarded to the Queen for Royal assent. On the 1st May, 1855, at a meeting of the Privy Council the Royal assent was given to this measure, and Tasmania was thus the first colony of the group to receive free institutions. The new Act provided for the election of fifteen members of the Legislative Council, five of whom were to retire in three years, five in six years, and five in nine years, the date of each member's retirement to be decided by lot. The House of Assembly was to consist of thirty members elected for five years, subject to being dissolved by the Governor. The new Constitution was proclaimed on 30th October, 1855, and the elections took place in the following year, and excited a great deal of interest. The first Ministry of Tasmania consisted of—William Thomas Napier Champ, Colonial Secretary and Premier; Thomas

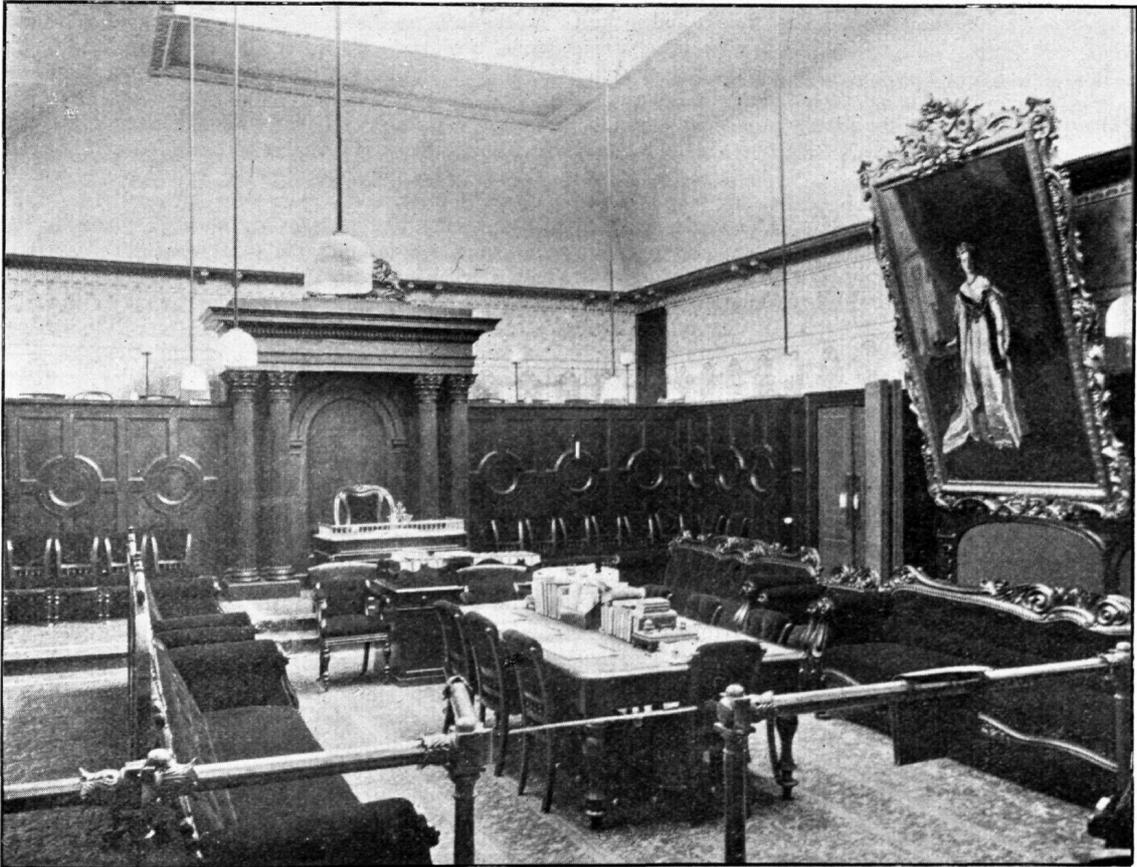
Daniel Chapman, Colonial Treasurer; Francis Smith, Attorney-General; John Warrington Rogers, Solicitor-General; Henry Frampton Anstey, Minister of Lands and Works; and William Edward Nairn, without portfolio. The new Parliament was opened on 2nd December, 1856, by commissioners appointed by the Governor. Judge Horne was elected President of the Legislative Council; and Captain Fenton, who had acted as Speaker in the old Council in succession to Mr. R. Dry, was chosen Speaker of the Assembly. Thus was the Parliament of Tasmania inaugurated; and while the high hopes of its usefulness—that were entertained at the start—were certainly not realised for a long time afterwards, it must be admitted that, as a constitutional body, it has, taking all the circumstances of its career into consideration, done its work honestly and well.

The building in which the Parliament of Tasmania holds its sittings, and has held them ever since it was constituted, was erected by the Imperial Government as a Custom House. Plans for the structure were prepared as far back as 1830, during Governor Arthur's *régime*, the architect being Mr. Thomas Archer, and these, with some modifications, were adopted, and the erection of the building proceeded with in 1835. Now that the unsightly remains of the old market have been removed, a good view of the frontage can be obtained, and the result is to very favourably impress the beholder. Erected on an excellent site, between Murray Street and Salamanca Place, the building is admirably situated for the purposes of a Custom House, for which indeed a part of it is still used; and it is scarcely less convenient, so far as site is concerned, for the business of the national legislature. Of the classic order of architecture, a mixture of the Doric without columns, the structure has been proved to be a thoroughly faithful work in almost every detail, and it stands to-day a most creditable monument of the builders of nearly seventy years ago. The walls are of stone obtained from the Government quarry in the Domain, and the excellence of the material, as well as its suitability in every other respect, is amply demonstrated by the well-preserved appearance the building presents throughout. It may be here said, in connection with the excellence of the workmanship, that this building was not "a contract job," but was carried out by day labour, and there was no hurry—the work having been done by the convicts. The building is of two stories, and provided ample accommodation for the Custom House business (what is now the Assembly Chamber having been the "long room"), as well as rooms for other public officials, including the Surveyor-General, and it was so used for very many years. When the first elected Legislative Council was returned, accommodation was provided for it in the then Custom House, the long room being turned into a Council Chamber; and other provision made for the important change which then took place in the legislative machinery. The demand for responsible government followed, and on this being acceded to, provision had to be made to suitably house the "Parliament of Tasmania." The propriety of erecting new Houses of Parliament was even mooted; but the finances of the colony would not permit of this laudable desire being indulged in, although even the choosing of site was entered upon. This was in the Barrack Square, and there is no doubt whatever that, had the money been available, the Houses of Parliament would have now been erected in that position. As it was, it was resolved to make the Custom House serve both purposes, the other public officials being removed elsewhere, and the Custom House business being confined to that portion of the building abutting on Salamanca Place. The old Council Chamber was, after alteration and renovation, given over to the House of Assembly, and a new chamber for the Legislative Council was provided on the same floor, but further along towards the eastern end of the building, and the alterations and arrangements then made have, in the main, continued to the present day.

Entering the building from Murray Street the visitor finds himself in a large vestibule. On the left are the office-keeper's quarters—four spacious rooms and hall, with an outlook on the harbour; and facing the entrance is the staircase leading immediately into the Legislative Council Chamber. On the right of the staircase are two rooms which have been used as a messenger's room and reporters' transcribing room respectively. The "treads" of the staircase are of pine, covered with Brussels carpet, and the hand-rails are of polished cedar, of the best class of workmanship. On ascending the stairs the visitor finds himself at the entrance to the Chamber, into which he passes through folding-doors covered with blue-black cloth. Though not of large dimensions, measuring as it does only forty-eight feet by thirty-one feet, the Chamber impresses one by its chasteness, elegance, and simplicity. What may be termed the only ornament in the apartment is a portrait of the Queen, copied by J. Prescott Knight, R.A., from Winterhalter's famous picture, which is regarded as one of the best portraits of Her Majesty. This painting measures about fifteen feet by eight feet, is most handsomely framed, and cost 250 guineas, being paid for out of a vote passed by the House for the purpose. The Chamber is wainscotted in "Sydney cedar," and is of pleasing design; the walls are covered with a light paper, while the oval-shaped roof and lantern are painted white, picked out in gold. In the daytime there is ample light from the lantern, and at night the illuminating power is gas, incandescent burners being used with the most satisfactory results. At one time electricity was installed; but, in addition to the light being defective, it was so uncertain—it went out so often—that relief was felt when it was done away with, and gas reverted to. The President's chair is beneath a canopy, "done in cedar," which is a remarkably fine piece of work. It is supported by four fluted Corinthian pillars, and surmounted by the Royal coat of arms, all most elegantly carved and polished, and looking as new as the day it left the artist's hands. At the back of this canopy is the reporters' gallery, affording accommodation for about half a dozen members of the press. The honourable members are seated on the right and left of the President, in the body of the Chamber, the benches being upholstered in maroon Utrecht velvet. The members of the other Chamber who desire to listen to the debates are provided with benches just outside the bar, and the public, or strangers', gallery is at the back; while special or distinguished visitors, admitted by the President, have chairs allotted to them immediately to the right and left of the President's dais. Brussels carpets cover the floor, ventilation is amply provided for, and altogether the Chamber is worthy of the exalted functions performed in it.

The accommodation provided in connection with the Legislative Council, and on the same floor as the Chamber, includes the President's room, which commands a fine view of Sullivan's Cove and the scenery beyond, and is comfortably, though by no means extravagantly, furnished. The pictures on the walls include portraits of the members of the first Federal Convention; an interior view of the British House of Commons; and portraits of the members of the Tasmanian Delegation to the last Federal Convention; the "counterfeit presentment" of the Venerable the President standing out prominently in the latter. The Clerk to the Legislative Council, Mr. Nowell, who by the way has held the position for

thirty-seven years, has his office at the extreme end of the building, facing Murray Street; and while it is a large and airy apartment, well suited for the purpose, its furniture and appointments are such that they are not likely to have had any influence in increasing the financial responsibilities of the colony. Adjoining this room is the Clerk Assistant's office. Then there are the Usher of the Black Rod's room, a room adjoining the President's in which are stored volumes of the votes and proceedings of the old nominee Legislative Council, besides other records which are necessarily both curious and interesting. The records are not complete before 1852, and some later dates are even missing; but those that have been preserved are now carefully looked after and neatly shelved. The other accommodation includes lavatory, etc., and sessional paper room.



J. W. BEATTIE, HOBART.

**LEGISLATIVE COUNCIL CHAMBERS, HOBART.**

The latter contains, in addition to sessional papers, "His Excellency the Governor's chair," which is used only at the opening and closing of Parliament, when the Queen's representative attends. This chair on such occasions is brought out from the room in which it now reposes and placed on the President's dais in the Council Chamber, the President's chair being moved to the right. An arm-chair, in the full sense of the term, it is, made of native blackwood, beautifully and elaborately carved and polished, the top being surmounted by the Royal coat of arms, and the arms of the chair ending in lions' heads, while the two front legs represent lions' heads and paws. The upholstery is in scarlet leather. Seeing that the chair was made forty-six years ago, it is in a most excellent state of preservation, being in fact almost as good as the day it was made.

After completing the round of that part of the building which has just been described, the visitor is taken through the Legislative Council Chamber again, and into the "Upper" library, one of several compartments into which the Library is divided. This is considered to be more particularly the resort of members of the Council, although, of course, it is common to members of both Houses. The works shelved comprise all branches of literature, classified in the ordinary way; but there are four separate volumes in a small compartment which is kept carefully locked "out of session," and these immediately attract attention, because of the inscription on the outside, "Presented by Her Majesty the Queen." They are the works of Her Majesty herself, "Leaves from the Journal of our Life in the Highlands," and "More Leaves."

Passing into the room opposite, we find another section of the library, where also the principal newspapers of the colonies are filed. The books here are mostly miscellaneous works. The "Library proper" is next visited. It adjoins the "Upper" library, and, as far as light and arrangements are concerned, it is well suited for the purpose. But the whole library question is one that has exercised the minds of many people for a long time past. The simple fact is that there is not nearly enough accommodation, and what there is is not convenient. Leaving the Library proper and proceeding down stairs, the visitor is taken to a room where there are hundreds of volumes shelved, and hundreds of other volumes lying about the floor for want of a proper place in which to put them. These are reports and proceedings of the United States Congress, Scientific bodies, etc., and in their present state of chaos are simply little better than waste paper, because, until

they are properly classified and shelved, they are not available. "That is the way they treat the Library," it is pertinently remarked. "How can legislation be properly conducted if the information which is required, and which is really here, cannot be obtained when wanted?" The writer did not attempt to answer. It seems, however, that the matter has been brought before the library committee year after year for years past; but of course the committee cannot do anything without the active co-operation of the Executive Government. The Library committee, however, might do something more than they have done to improve matters by more pointedly bringing the subject before Parliament. The "Blue Book room," which is also the reporters' transcribing room, is farther along on the ground floor, and, like other parts of the "Library," is suffering from the defective arrangements and want of space. It will require a separate wing, built, say, at the rear of the present structure, to properly provide for the wants of the library, and make the works in it, as they should be, readily available for the use of members. At present it would be idle to ask, during the course of a debate, for some works, because, although they are no doubt in the Library somewhere, they could not be got in time. There are about 5000 volumes altogether, but only some 3000 are embraced in the catalogue which has just been prepared.

Returning upstairs to the library proper, we pass along a passage having on the right the telephone and messengers' rooms, and then arrive at the Clerk Assistant's room, where all the Parliamentary papers put through during the session are kept. Here the want of accommodation is severely felt, Mr. Freney, the assistant librarian, not having even enough presses in which to hold his papers. It would appear that, in addition to reasons of economy for not expending in this and other directions connected with the Houses of Parliament, the fact that federation is regarded as within measurable distance has had something to do with it; but should there be any hitch in the arrival of the federal machine, much greater accommodation will have to be provided for the housing of the local Parliament, its officials and its library.

The dining-room, common to both Houses, is on the ground floor, and is a very modest apartment in its fittings and furnishings, if not in size, measuring as it does 36 feet by 20 feet. Here are framed photographs of all the members of Parliament since the inception of responsible government, including presidents and members of the Legislative Council and Speakers and members of the House of Assembly. The photographs, we are assured, are all excellent portraits, and the group is therefore personally and historically interesting and valuable. The lavatory is opposite to the dining-room, and on the same side of the passage are the smoking-room, bar, and kitchen. The modest proportions and style of the bar would almost indicate that the Houses were composed largely of teetotalers; but it is said that it would be rash to come to a conclusion of this kind, because there are at least some members who know what good whisky is as well as anyone.

Passing along the passage, we again come to the reporters' transcribing room, and then emerge into the corridor of the main entrance to the building in Morrison Street. Proceeding up the stairs on the left from the entrance, we find on the right of the landing the rooms of the Sergeant-at-Arms and the Chairman of Committees of the Assembly. At the end of the passage, the windows of which look out on the rear of the premises, is the committee room, a spacious and suitable apartment, at the time of writing occupied by the officers of Her Majesty's ship "Dart" in preparing the results of the surveys made during her late cruise. Next to the committee room is that occupied by Mr. J. K. Reid, Clerk to the Assembly, which is the best-furnished room in the Parliamentary building, although that only means that it is comfortably appointed and has the necessary conveniences in the shape of presses, furniture, shelves, telephone, bells, etc. The Honourable the Speaker's room adjoins, and is also comfortably furnished, though compared with some other Speakers' rooms in the colonies it is a very modest apartment.

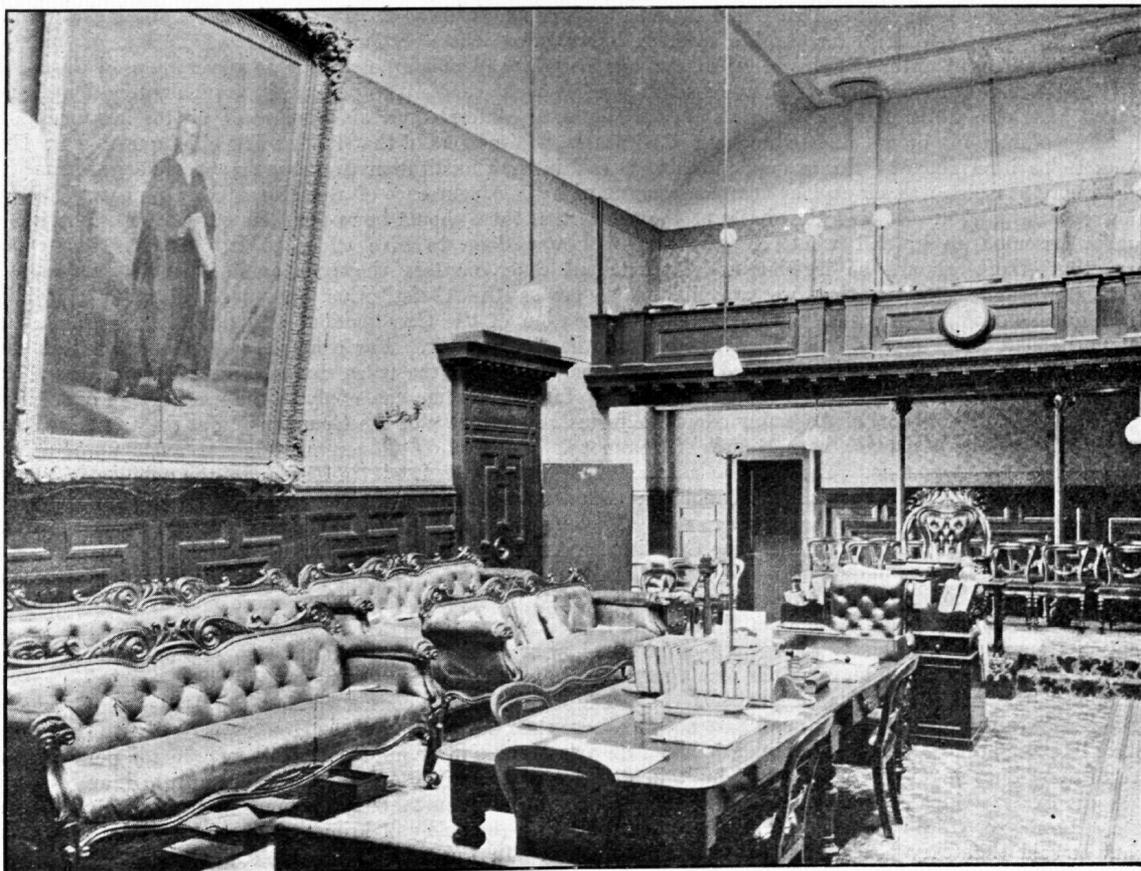
From this room the Assembly Chamber is entered by the Speaker's private door. Like the "Upper" Chamber, it at once gives the visitor a favourable impression, though it is not quite so large, being only 46 feet in length by 26 feet in breadth. In its main features, also, it resembles the Council Chamber in that it is wainscotted in Sydney cedar, is lantern lighted, and the walls are covered with a light paper. But there are differences. For instance, the reporters' gallery over the Speaker's dais is larger and more imposing than that in the Council, and its cedar front, panelled and polished, adds not a little to the general effect. On the north-west side of the building is the ladies' gallery, in an alcove, which is generally well filled when a debate of importance is taking place. At the further end of the Chamber is the strangers' gallery, directly opposite to that occupied by the reporters, which is not infrequently crowded during the session, the public being admitted by ticket obtained through a member. Privileged visitors are accommodated on the floor of the House on seats at the rear of the Speaker's dais, being admitted by ticket issued by the Honourable the Speaker himself. The arrangement of the benches is much the same as in other Chambers. Ministerialists occupy those on the right-hand side, and the members of Her Majesty's Opposition face them from the other side of the Chamber. There are two rows of benches down each side of the apartment, each accommodating four members, and then there are the "cross" benches, appropriately named in more senses than one, because it frequently happens that the gentlemen who occupy them are "cross," or at any rate do not altogether agree with either the Ministry or the Opposition as the case may be. What may be called the only striking adornment of the Chamber is the oil painting of Sir Richard Dry, a native of the colony, who rose to the highest offices in the land, was knighted by the Queen in person, and died full of years and honours. Sir Richard was for years Speaker of the old Legislative Council, partly elective and partly nominee, and in 1855 was compelled to resign his seat, as well as the speakership, in consequence of ill-health. The announcement to this effect was received with intense regret by the Governor, as well as by the whole body of the colonists, and the Council expressed its feelings in very handsome terms, and asked Sir Richard to have his portrait painted for the purpose of having it placed "in the library of the Council." The request was complied with, the execution of the work being entrusted to Mr. Conway Hart, of Hobart, who turned out a full-length life-sized portrait, which is generally admitted to be a most faithful likeness, and an appropriate memorial of an able and upright citizen, a patriotic colonist, and a "native" of whom Tasmanians have every reason to remember with pride.

The lighting of the Chamber is good, both in the day time and at night, when the gas is the illuminant; but the ventilation is not all it might be, and the necessity for repairs was, at the time of writing, most unpleasantly evident in many directions. The benches, covered in morocco leather, required renewing; the ceiling leaked; the carpets were worn thread-bare in places; and other defects were noticeable, which should not exist in the Chamber occupied by the first Assembly in the land. The accommodation for the Press also is none too good. At the end of the Chamber, opposite the Speaker, on

the ground floor, Members of the Upper House have seats provided outside the bar, from which they can listen to the debates ; and here also are kept all the Acts of the Tasmanian Parliament, handy for reference at a moment's notice. Private pigeon holes are also provided here for the use of honourable members.

The cost of Parliament has much increased since the first year of its existence, but this has been brought about solely by honourable members voting themselves salaries or allowances. Otherwise the expenses for 1899 are actually little more than half what they were in 1857. From the official record for the latter year the estimate of expenditure for the two Houses of Parliament was £4501, of which the Council had £1600 and the Assembly £2901. In 1877, twenty years later, the cost was £2437, of which the Council were credited with but £989, while the Assembly only spent £1448. For 1899 the estimate of expenditure for both Houses is £7214 6s. 8d., including the salaries, but outside of these the estimate voted was £2514 6s. 8d. In 1857, the President of the Council was voted £500 a year, as was also the Speaker of the Assembly ; while the Chairman of Committees in each House received £200 and £220 respectively. The Clerk of the Council got £300, and the Clerk of the Assembly £400, and the other officers were paid in like proportion. A change had come over the scene in 1877, as the following figures will show :—Legislative Council (salaries)—President, £200 ; Chairman of Committees, £150 ; Clerk of Council, £300. House of Assembly—Speaker, £200 ; Chairman of Committees, £150 ; Clerk of the House, £400. The estimates for 1899 are :—Council—President, £350 ; Chairman of Committees, £150 ; Clerk of Council, £400. Assembly—Speaker, £350 ; Chairman of Committees, £220 ; Clerk of the House, £300. The salary or allowance paid to each Member of Parliament is £50 per year. While Parliament is sitting only members are allowed access to those portions of the House not specially set apart for the public, but during the recess the building may be visited and inspected on an order from the proper authorities.

In conclusion, it may be said that the old market site might be planted with trees and flowers, and thus made a fitting frontage to the Parliament House, as well as “a thing of beauty and a joy for ever” to all whose business or pleasure takes them in the vicinity.



J. W. BEATTIE, HOBART.

TASMANIAN HOUSE OF ASSEMBLY.

# Legislative Council.

**B**Y some hasty and inconsiderate writers, Legislative Councils in the Australian Colonies have been spoken of, and evidently regarded, as analogous in their powers and functions to the House of Lords in the British Parliament. As a fact, there is scarcely any analogy whatever, even between the nominee Councils in the colonies, such as those of New South Wales and New Zealand, and the Upper House of the Imperial Parliament; and in the case of elective Councils, such as our own and that of South Australia, the analogy is still more difficult to discover. As the merest tyro in political matters knows full well, the British Constitution has grown up "from precedent to precedent" from time immemorial, and there is scarcely any written constitution at all, whereas ours is solely a written constitution embodying, no doubt, the main features and virtues of that from which it was framed; still we are confined within the four corners of it. On many occasions doubts have arisen as to the powers of local Parliaments as compared with those possessed by the Imperial Parliament. But cases have been decided over and over again that colonial Legislatures have not the powers peculiar to the Imperial Parliament—such, for example, as the power of punishing for contempt, even of their own members, without getting permission *ab extra*. This was strikingly illustrated not long since in a case which arose in the New South Wales Parliament. The Legislative Assembly endeavoured to expel one of their own members, but on appeal to the Privy Council, the expulsion was held to be null and void, and the member again took his seat. It was, in effect, held that such body could not of its own inherent power expel a member, but required the sanction of an Act of Parliament or standing orders approved by the Governor. This being so, and our Legislative Council possessing no powers beyond those inherent in every Legislative body, viz., those which are absolutely necessary to enable it to perform its ordinary functions, a number of Acts have been passed defining the privileges of each House, or conferring certain privileges; as, for instance, in regard to the framing of standing orders, the summoning of witnesses, and matters of that kind. The chief question is, How are these Acts to be interpreted? For example, nothing is said in the Constitution Act about responsible government here. This was a matter which was adopted by common consent with the concurrence of the Home Government. There is no legislation on the subject. It was the desire of the people that there should be responsible government, and the Home Government assented to it, and whatever was necessary was done to give effect to it. It was not considered necessary that there should be legislation. And in all other matters the best opinion is that we are bound by the Constitution—certainly that we are limited, so far as the Constitution extends. Then, of course, comes the whole question of what is the natural legal interpretation of the Constitution. So far as the practice of the Imperial Parliament really applies, it is adopted here where the Act is silent. For example, both Houses have a standing order that "in all cases, not otherwise provided for, resort shall be had to the rules, forms, and usages of the Commons House of the Imperial Parliament, which shall be followed so far as the same can apply to the proceedings of the House." Both the Council and the House of Assembly adopt the forms and usages "of the Commons," not the Lords. Therefore, it is contended, they are, in a sense, both Houses of Commons. Our form of Government is not made up of a House of Lords and a House of Commons. There is no class here answering to the Lords in England—the nobility. There is no doubt we have nobility here, but they are not ennobled; they are not a privileged class as in England, and they have no special representation in Parliament or anywhere else. The only difference between the powers of the two Houses is that the Council cannot initiate a money bill. By the Constitution Act money bills are required to be initiated in the Assembly, but the Constitution Act does not say that the Council shall not have power to amend those bills. It is perfectly silent on the matter, and it is in consequence of this silence that at times differences of opinion, more or less grave, have arisen between the two Houses, just the same as in the United States, where frequent squabbles occur between the Senate and the House of Representatives, but they always manage somehow or another to make it up. There has, however, never been any trouble between the Houses here of so serious a nature as to involve the country in any suffering,—nothing comparable with the famous deadlock in Victoria, when the McCulloch Ministry actually contended that the House of Commons had of itself legal power to impose taxation, and that nothing more than a resolution of the House was required for the purpose. There have likewise been differences of opinion between the two Houses in regard to matters of general policy, notably in reference to those lines of railway which were built in defiance of the wishes of the Council, and which are now a yearly burden on the State. Such cases as these are mainly questions of policy, money only coming in incidentally. Then there have been a number of cases where the Council have disagreed with the policy of Ministers as endorsed by the Assembly, and it may be said that they commenced early at this practice. In the very first session of the first Parliament, the Assembly, at the instance of the Ministry of course, passed a measure to increase the Customs duties, which was rejected by the Council on the ground that it was repugnant to the feelings of the colonists, and a deadlock between the two Houses ensued. On another occasion—in 1862—the Council took the unusual course of passing a vote of want of confidence in the Ministry of the day (that headed by Mr. Chapman), and they forwarded their resolution by message to the Governor. His Excellency, in reply, gave answer as follows:—"It is a subject of great regret to me that I am unable to comply with any request preferred by the hon. the Legislative Council. I am not, however, aware of any precedent showing that the Crown, or any officer representing the Crown, has interfered at the suggestion of an Upper House of Legislature in opposition to the advice of Ministers possessing the confidence of the House of Representatives." The powers claimed by the Upper House have thus been long a bone of contention between the two Chambers. To put it shortly, the Council having adopted standing orders based on those of the House of Commons, claims to have co-ordinate powers with the

Assembly as regards the modification of the details of all bills introduced. The Assembly deny the legality of those claims, and the practice of the Council in regard to money bills; and although up to the present no serious difference has arisen, as stated before, between the two Houses in respect to this matter, yet the Assembly only tolerates or accepts under protest what they deem to be an encroachment upon their exclusive privileges. On this important subject the following pertinent remarks are taken from the "Tasmanian Official Record":—"There is no constitutional provision for the final settlement of serious differences should they arise between the two representative Houses. That no serious or prolonged deadlock in politics has resulted hitherto from this want is, in a large measure, due to the circumstance that a spirit of conciliation and compromise has always pervaded the leading statesmen of both Houses. It may seem extraordinary that the two Houses, almost co-ordinate in power, but differently constituted as regards representation and responsibility, should not have more seriously paralysed each other's operations hitherto; but a reference to the qualifications of their respective electors, shows that in a large measure the same individuals and the same interests are common to them both, and in this way a common pressure is brought to bear on individual members of the Legislative Council when the general feeling is strong in favour of certain schemes brought under their consideration. Indirectly, therefore, the element of a common representation conduces to lessen the friction caused by the differences or independent action of the respective Houses in dealing with matters of legislation. Possibly another reason why deadlocks of an inconvenient nature have been avoided hitherto may be due to the very circumstance that the powers assumed by the Legislative Council in amending or eliminating any item of a money or other bill, without rejecting it as a whole, prevent the abuse of 'tacks' to bills of supply, which have occasionally caused so much trouble elsewhere. It must be clearly understood, moreover, that although the Legislative Council claims to have powers co-ordinate with the House of Assembly in altering or amending money bills when presented, and although the latter branch have in practice tacitly assented to the claims of the Upper House, under ordinary circumstances, it must be confessed that there is a division of opinion between the members of both Houses generally as regards the strict legality of the claims and practice of the Upper Chamber in respect of bills dealing with money matters. It may be urged that so long as a legitimate mode of terminating any seriously prolonged difference of opinion between both Houses is lacking, the Constitution is theoretically imperfect, and serious difficulty may yet arise."

The Legislative Council is an elective body, and comprises nineteen members, representing fourteen seats, Hobart having three representatives, Launceston two, and the other constituencies one each. It is presided over by one of its number, elected by the members themselves. A member holds his seat for six years, and the Council, as such, cannot be dissolved at any time. Originally its powers and privileges were more restricted. The number of members was limited to fifteen, and it was imperative that a dissolution of one-third of the whole Council should take place at the end of every three years; the members who thus retired consisting of such as held their seats continuously for the longest period. The original intention of the framers of this Act, however, was frustrated to some extent by certain of those who should naturally retire at the regular period, electing to resign at a time just sufficiently distant from the end of the period to admit of their re-election. The provisions now in force prevent this objectionable course, and have the effect of causing one-sixth of the Council to appear before their constituents every year for re-election. In examining old papers, we find that the able committee who drew up our Constitution Act, and the interesting reports in advocacy of it (with which Sir Richard Dry's name will be inseparably connected), said among other things:—"Your committee are of opinion that while the Assembly should represent the great mass of the people, whatever may be their occupations or interests, the Council should chiefly represent property; and the Bill has been framed on this principle." This fact is overlooked nowadays. They also state, and very clearly, that they had to make the Council elective because we had neither peers nor baronets, nor anything to make them out of; and, in addition, they strongly opposed a nominee Chamber. "Your committee, therefore, consider that nothing but an elective Upper Chamber was open for their consideration. They have accordingly limited themselves to devising expedients calculated to render the Legislative Council conducive to the end for which a Legislative Upper Chamber is usually recommended by political writers, viz., to guard against hasty and inconsiderate legislation by securing due deliberation previous to the final adoption of any legislative measure." It is interesting to note also that Sir George Grey, in a despatch to Governor Denison, stated the opinion of the Imperial Government to be as follows:—"Provided the Legislative Council is so constituted as to possess the respect and confidence of the community, and at the same time to be less directly liable than the Assembly to popular impulse, and to be capable of acting as a salutary check against hasty legislation, the particular mode of constituting it is not a matter of primary importance; and they do not, therefore, feel it necessary to insist on its being nominated by the Crown."

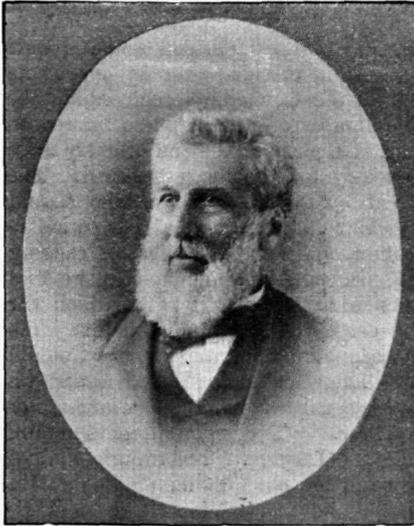
The qualifications for the Legislative Council are:—Members hold their seats for six years. Members to be thirty years of age, natural born or naturalised subjects, or having obtained letters of denization or certificate of naturalisation. Persons not eligible as members are judges of the Supreme Court; persons holding offices of profit or emolument by the appointment of the Governor or the Governor in Council, except responsible Ministers; and contractors on account of the public service. Electors to be twenty-one years of age, and to be natural born, etc. Qualifications:—Freehold estate of £15 per annum; occupancy of property of the value of £50 per annum; degree of any University in British dominions; or an Associate of Arts, Tasmania; being legal practitioner on roll of Supreme Court; legally qualified medical practitioner; officiating minister of religion; officer or retired officer of H.M. army or navy not on actual service, or retired officer of Tasmanian Volunteer Force.

Since the Constitution Act was first passed it has been several times amended, principally in the direction of liberalising the franchise for both Houses, increasing the number of members, and re-arranging the electoral districts, etc. In the main, however, it is the same as when it came from the hands of Sir Richard Dry and his fellow-Constitution builders, and its warmest advocates cannot do better than simply point to the success of its working during the forty-four years it has been in force in Tasmania. The President of the House is the Honourable Adye Douglas.

## MEMBERS OF THE LEGISLATIVE COUNCIL, 1899.

Butler, Gamaliel H., Hobart; Collins, George T., Tamar; Crosby, William, Hobart; Davies, Charles Ellis, Cambridge; Dodery, William, Westmoreland; Douglas, Adye, Launceston; Gellibrand, Walter A. B., Derwent; Grant, Charles Henry, Hobart; Grubb, Frederick W., Meander; Hart, William, Launceston; McCall, John Hair, Mersey; Moore, William, Russell; Page, Alfred, Macquarie; Piesse, Fredk. Wm., Buckingham; Rooke, H. Isidor J. R., North Esk; Scott, Robert Steele, South Esk; Watchorn, John, Huon; Morrisby, A., Gordon; and Perkins, W., Pembroke.

The Hon. ADYE DOUGLAS, President of the Legislative Council, was born at Thorpe, Norfolk, England, on 31st May, 1815, but is of Scottish descent, being a grandson of Admiral "Billy" Douglas. He was educated in Hampshire, and at Caen in Normandy, where he attended college for two years. Returning to England, he passed his articles as a solicitor in Southampton, and was admitted in 1838. He came to Tasmania in 1839, in the ship "Louisa Campbell," and was admitted to the bar at Hobart in the same year. In the following year, Mr. Douglas went to



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MELBOURNE.

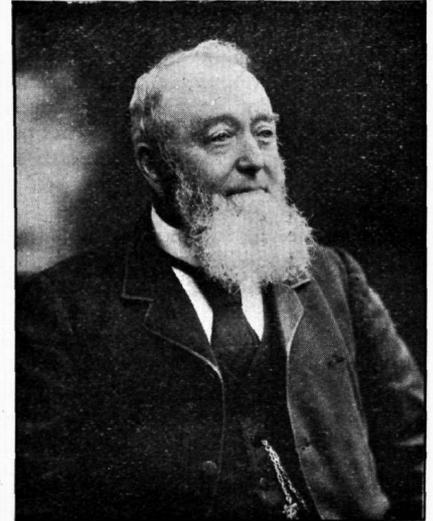
HON. A. DOUGLAS.

Victoria and became a squatter or sheep owner, a business he carried on for two years, and then relinquished. He then came back to Tasmania and settled down to the practice of his profession in Launceston, where he remained until about three years ago, when he took up his residence in the capital. Mr. Douglas has been President of the Legislative Council since 1894, and was first elected to that body in 1890, and re-elected in May and August, 1892. He held office as Chief Secretary in Mr. Dobson's Ministry, from 17th August, 1892, to 14th April, 1894. Before entering the Council, Mr. Douglas had a long and brilliant career in the Assembly. Upon the introduction of responsible government in 1856, he was elected one of the

members for Launceston, and his record afterwards for that Chamber is:—M.H.A. for Westbury, elected 20th November, 1862, re-elected 29th September, 1866; M.H.A. for Norfolk Plains, elected 15th September, 1871; M.H.A. for Fingal, elected 24th September, 1872, re-elected 25th June, 1877, and 25th May, 1882. He was Premier and Chief Secretary from 15th August, 1884, to 8th March, 1886. Mr. Douglas is senior member of the Tasmanian Bar, as well as of the Tasmanian Legislature; and has been a representative of the people continuously, except for the years 1886 to 1889, since July, 1855, when he was returned as one of the members for Launceston in the old Legislative Council. In this year he brought forward a proposal for a vote for the survey of a railway from Launceston to Hobart. He was also one of the originators of the Launceston and Western Railway, and succeeded in getting the Bill authorising its construction passed through Parliament in the face of strong opposition. When the anti-transportation agitation began, Mr. Douglas entered into the movement with all that enthusiasm and determination which have ever remained his most striking characteristics as a public man. He not only subscribed £100 toward the fund which was raised by the Anti-Transportation League, but with voice and pen rendered service which undoubtedly had a material affect in bringing about the successful result achieved. In addition to the valuable services which Mr. Douglas has rendered to the colony as a politician, he served the burgesses of Launceston as an alderman from 1853 to 1884, and in 1889 and 1890; and was mayor of that city for five years—three years in succession. Mr. Douglas also acted as the first Agent-General for the colony in London, from March, 1886, to October, 1887. He is a member of the Executive Council; a member of the Council of the University of Tasmania; a magistrate of the territory; was one of the Tasmanian representatives to the Inter-colonial Tariff Conference held in Melbourne in March, 1863; was one of the representatives of Tasmania in the Federal Council held in Hobart, session of 1886; was one of the delegates from Tasmania to the Federal Convention held in Sydney in March, 1891; is one

of the representatives of Tasmania in the Federal Council of Australasia; and was one of the ten delegates elected to represent the colony at the recent Federal Conventions held at Sydney, Melbourne, and Adelaide.

The Hon. WILLIAM DODERY, "Lauraville," Longford, is representative for Westmoreland in the Legislative Council, a position he has held for many years. Mr. Dodery is a native of Clonmel, Ireland, and was born 30th August, 1819, his father, Mr. George Dodery, being at the time in H.M. 57th



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HOBART.

HON. W. DODERY.

Regiment of Foot, which was quartered there. George Dodery came out to Sydney as one of the guards in the convict ship "Asia" in 1825, bringing his only son William with him. The latter was sent to school in Sydney, and, when his parents removed to Launceston in 1831, completed his education in the northern city. After leaving school, William was employed in mercantile pursuits until 1835, when his parents took a trip to England and he accompanied them. A year was spent in the old country, and then William returned to Launceston, where he again became engaged in mercantile pursuits. In 1846, when he had reached the age of twenty-seven, Mr. Dodery erected the Blenheim Hotel at Longford, and

carried it on for twelve years, at the end of which time he retired from the business. Since then he has devoted his attention to agricultural pursuits and sheep-breeding. In 1859 Mr. Dodery paid a second visit to England, and while there purchased Lincoln and other horse stock for breeding purposes, which proved very successful. He is also a breeder of Lincoln sheep, and has exhibited on many occasions at the annual shows of the Northern Agricultural Society at Longford, where his fame as a prize-taker is great and widespread. Mr. Dodery is also a large landowner in the district. From his early manhood he has taken an active interest in public affairs, and was an aspirant for political honours as far back as 1861, when he was returned as member of the House of Assembly for Norfolk Plains. He continued to represent that constituency for nearly ten years, when he resigned, and did not again seek a seat in Parliament for some years. In 1877 he was chosen member for Westmoreland in the Legislative Council, and has continued to represent that electorate ever since. In addition to his general worth and weight as a member of Parliament, acknowledged on all sides, Mr. Dodery, from an early period of his career, displayed a special knowledge of Parliamentary law and procedure, which he has emphasised in the position of chairman of committees that he has filled for a number of years past. Although so largely occupied with Parliamentary duties, Mr. Dodery has found time to devote to municipal matters; the Longford Municipal Council having had the benefit of his services for not less than twenty years, during nine of which he filled the warden's chair. Mr. Dodery is a magistrate of the territory, a justice of the peace for the colony of Queensland, member of the Longford Road Trust, member of the Northern Agricultural Society, etc. He was married at Longford in 1842 to Mary Webb, and has eight children living—two sons and six daughters. It is interesting to note that his father, the late Mr. George Dodery, was one of the imperishable heroes who constituted the British army at the Battle of Waterloo, having served in that ever-memorable engagement in the ranks of the 3rd Scots Fusiliers.

Mr. EDWIN CRADOCK NOWELL, Clerk to the Legislative Council and to the Executive Council, is another Tasmanian native of whom the colony has reason to be proud. He was born at Hobart in 1831, and received his education in his native city, in which

he has resided ever since. Beginning his official life in the Commissariat Department, he was after that for some years a teacher in the High School. On 10th October, 1857, he was employed at Government House under Governor Sir Henry Young, and continued there till the arrival of Sir Thomas Gore Browne, when the Governor, bringing his own Private Secretary, he was, after a short interval, appointed Acting Clerk to the two Councils, from April, 1862. In May, 1864, he was permanently appointed Clerk to the Legislative Council, which position he has held ever since. Mr. Nowell is president of the Homœopathic Association, president and treasurer of St. John's Friendly Society, and has always taken an interest in temperance matters, and in his particular domain of parliamentary law and procedure he is justly regarded as an authority, not only in Tasmania but far outside its limits. He is the author of a "Parliamentary Handbook," and a work on the monetary powers of the Legislative Councils of Tasmania and South Australia. He was clerk to the Federal Council in its first seven sessions. He has been married twice; his first wife being the youngest daughter of the late John Hunt Butcher, of Lowlands, Richmond, and formerly of Parkhatch, in the county of Surrey, England, and his second wife being the daughter of the late Mr. Skinner Prout, the well-known artist.



WHERRETT &amp; CO..

HOBART.

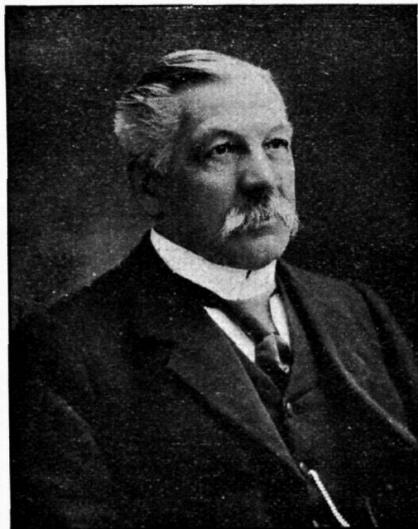
HON. G. H. BUTLER.

The Hon. GAMALIEL HENRY BUTLER, M.R.C.S., is one of the members for Hobart in the Legislative Council, having been elected to fill a

vacancy on 5th May, 1896, and re-elected in May, 1898. He is a native of Hobart, having been born in June, 1854, and is a son of the late Hon. Henry Butler, F.R.C.S. Eng., who came to the colony in the forties, and whose father, Mr. Gamaliel Butler, solicitor, arrived in Tasmania early in the year 1823, and was the founder of the well-known firm of Butler, McIntyre, and Butler, solicitors, etc., of Murray Street. The late Hon. Henry Butler was a member of the first Parliament in Tasmania, and served in the Legislature with two years' intermission, until July, 1885. He was Speaker of the House of Assembly from April, 1877, to July, 1885, and had previously been Minister of Lands from 1869 to 1872, and Chairman of Committees for several years. The subject of this notice received his education at the Hobart High School, and then, having determined to become a member of the medical profession, proceeded to London in January, 1875, to pursue his studies. For four years he was a student at Westminster Hospital, and he took his degree of L.R.C.P. London, and M.R.C.S. Eng., in 1879, and was in residence at St. Paul Hospital for one year as House Surgeon and Honorary Physician. On his return to Tasmania, Dr. Butler began the practice of his profession, and is now justly considered one of the leading members of it. In addition to being a diligent and conscientious performer of his Legislative duties, the doctor has shown himself to be a public-spirited citizen in other directions. He is one of the board of directors in Tasmania of the A.M.P. Society, honorary medical officer of the Hobart General Hospital, vice-president of the Tasmanian Racing Club, president of the Hobart Polo Club, and of the Hobart Hunt Club, and member of the Court of Medical Examiners.

Hon. GEORGE THOMAS COLLINS, "Ila House," Launceston, represents Tamar in the Legislative Council. He was elected on 7th May, 1895, and since his appearance in the House has made a most favourable impression on friends and opponents alike. Essentially a good speaker, he has markedly increased the debating power of the Chamber, and this, and his attention to his Parliamentary duties, as well as his courtesy in debate, have established him as a decidedly prominent member of the Parliamentary arena. Mr. Collins is a barrister of the Supreme Court, chairman of the Launceston General Hospital, lieutenant-colonel commanding Launceston Artillery, and vice-chairman of the Launceston Technical School Committee.

The Hon. WILLIAM CROSBY, M.L.C., was born at Sunderland, county Durham, England, in 1832, and was educated at private schools and the grammar school of his native town. He began his business career at the age of sixteen years, in the office of a ship-building firm in Sunderland, where he remained a year. Thence he went to



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HON. W. CROSBY.

London, and was employed in mercantile pursuits till 1853, when he left Tasmania in the ship "Wellington," in company with his father, Captain William Crosby, and the rest of the family. Captain Crosby had previously been in command of the "Wellington," and was part owner of the vessel, in which he had traded between Hobart and London. The "Wellington" arrived in the Derwent in due course, and soon after the family settled in Tasmania the firm of William Crosby and Co. was founded by Captain Crosby and the subject of this notice. In 1859, Mr. Crosby went to Melbourne, where he opened a branch business, which he conducted successfully for some twenty years. In 1876, he made a trip to the old country, and on his return to Hobart his father retired from the firm, which was afterwards composed of William and Charles Crosby; the former remaining in Hobart and carrying on business here. The firm are importers and exporters, and are agents for the Commercial Union Co. of London; Shaw, Savill Co.; Green and Co.; Fenwick, Stobart and Co., etc. Mr. Crosby is also Consul for Belgium and for Holland. He is a magistrate for the territory. For many years Mr. Crosby has taken an active interest in the

Southern Tasmanian Agricultural and Pastoral Association, of which he has been president for the past ten years. He is a member of the board of directors for Tasmania of the A.M.P. Society, is also a trustee of the Hobart Savings Bank, director of the Perpetual Trustees Co. of Tasmania, was chairman of the Chamber of Commerce in 1884, and had previously been vice-president of the Melbourne Chamber of Commerce. Mr. Crosby has always taken an active interest in the political life of the colony, and since 1885, when he was first elected to represent Hobart, has been one of the most respected members of the Upper Chamber. He was re-elected in 1887, 1891, and 1897, and stands high in the confidence and esteem not only of his own constituents, but of the citizens generally. It is an open secret that Mr. Crosby's weight and influence in the councils of the country have brought him offers of office in several administrations, which were not entertained owing to pressure of private business.

The Hon. CHARLES ELLIS DAVIES, M.L.C., J.P., is a native of New South Wales, and was born in 1848. Coming to Tasmania when quite young, he was educated at various schools, finishing at the High School (of which the Rev. R. D. Poulett-Harris was rector), where he took the degree of Associate of Arts in 1865. He went to Melbourne in the following year, and joined the Victorian Railways, where he remained some three or four years, and then resigned and returned to Hobart. He entered the service of his father, Mr. John Davies, who was proprietor of the *Mercury*, taking the commercial management of the newspaper. On the death of his father, a few years later, the business was taken over by Messrs. J. G. and C. E. Davies, who conducted it until 1895, when it was turned into a liability company, and Mr. C. E. Davies assumed the position of manager. Mr. Davies was the founder of the Southern Tasmanian Agricultural and Pastoral Society, was honorary secretary for over twenty years, and is at the present time chairman of the committee. Fond of sport from boyhood, he has long been identified with the Tasmanian Racing Club, of the committee of which he has been a member for many years. He was a player as well as a patron of cricket for many seasons, and, in fact, all sorts of healthy out-door sports and pastimes have met with his warm approval and support. In 1897 he was returned unopposed to represent the constituency of Cambridge in the Legislative Council in the

Parliament of Tasmania, and still retains his seat. Mr. Davies is one of the prominent Freemasons of these colonies. Initiated in the Tasmanian Union Lodge, E.C., on the 9th September, 1874, he has filled all the leading positions in the craft and Royal Arch Masonry, and in January, 1896, he was unanimously appointed to the distinguished position of Grand Master of the Tasmanian Grand Lodge, a similar honour being paid to him in 1897 and 1898 and 1899. At the inauguration of the Tasmanian Grand Lodge, at which five Grand Masters were present, including Brothers Earl, of Kintore, Lord Carrington, Sir William Clarke, and the Right Hon. S. J. Way, Brother C. E. Davies was elected Grand Warden, and afterwards filled the positions of Deputy and Pro-Grand Master, till the death of the late M. W. Brother Dr. E. O. Giblin, whom he succeeded. Recently he was further honoured by being appointed by H.R.H. the Prince of Wales, M.W.G.M.M., District Grand Mark Master for Tasmania, and was also cordially received by His Royal Highness. Mr. Davies, accompanied by his wife and daughter, went to England in March, 1898, on a trip for the benefit of his health. Mr. Davies was married at Melbourne in



WALERY,

HON. C. E. DAVIES.

LONDON.

1870 to Miss S. M. Wilson, a native of Belfast, Ireland. His private residence is at "Lyndhurst," Hobart.

The Hon. WALTER ANGUS BETHUNE GELLIBRAND, "Cleveland," Ouse, was first elected a member of the Legislative Council on 8th December, 1871, when he was

returned for the Derwent constituency. The estimation in which Mr. Gellibrand is held by the electors is shown in the fact that he has been re-elected four times, and has thus represented the one electorate for a period of twenty-eight years continuously. He acted as President of the Legislative Council from 1884 to 1889. Mr. Gellibrand is one of the Commissioners of Fisheries.

The Hon. CHARLES HENRY GRANT, M.L.C., A.M.I.C.E., "Addlestone," Hobart, is a prominent member of the Legislative Council, and a citizen who has made his mark in various other directions. Mr. Grant was born at Great Marlow, Buckinghamshire, England, on 9th November, 1831, and was educated at King's College, London, of which institution he is an Associate. As he had decided on civil engineering as a profession, Mr. Grant was indentured to Mr. Edwin Clark in the office of Robert Stevenson, London, the well-known engineer, and was connected with the firm until 1866, during which time he had a vast and varied experience in all works appertaining to his profession, such as railway engineering, the construction of floating and dry docks, harbours, telegraphs, and especially iron bridges, etc., in various parts of



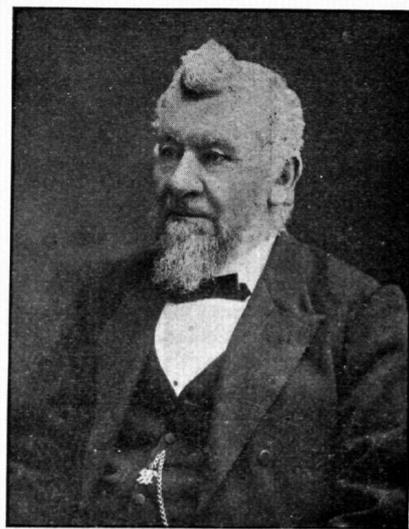
TALMA, MELBOURNE.  
HON. C. H. GRANT.

the world, including six years in the Dominion of Canada, which were spent in the construction of railways. Mr. Grant came to Tasmania in 1872 to superintend the construction of the Main Line Railway, a work which he carried out to the entire satisfaction of his directors, and when it was completed he was offered and accepted the manage-

ment of the line. This position he held until the railway was purchased by the Government in 1890. Mr. Grant was engineer for the construction of the electric trams in Hobart, and also of the tramway at Zeehan; and his professional services were secured by the Government of Victoria for an enquiry into their railway management, etc. He began his political career on 24th June, 1892, when he was elected member for Hobart in the Legislative Council, and that it opened auspiciously is proved by the fact that he almost immediately took a direct part in governing the country, as a member of the Dobson Ministry, holding office without portfolio. Mr. Grant was re-elected for Hobart on 2nd May, 1893, and he continued to act as a member of the Government until it was defeated on 14th April, 1894. Mr. Grant is a member of the Executive Council, a magistrate for the territory, chairman of the Glebe Town Board, and a member of the Metropolitan Drainage Board, and the Domain Committee; one of the Council of the Royal Society, and trustee of the Tasmanian Museum and Botanical Gardens. He was elected one of the representatives for Tasmania at the Federal Conventions held at Sydney, Adelaide, and Melbourne in 1897-98. Mr. Grant is also a director of the Hobart Tramway Company, the Zeehan Tramway Company, the Cascade Brewery Company (chairman), the Perpetual Trustees, Executors and Agency Company, the Hobart Gas Company, and the Hobart Coffee Palace and Parattah Hotel Companies. The first-named company he floated in London, with a capital of £95,000. He takes a great interest in mining and the mineral development of the country, and is a director in the Tasmanian Gold Mining and Quartz Crushing Company, Silver King Mining Company, Oonah Silver Mining Company, and Roy's Hill Tin Mining Company; and he is a local director of the Alliance Insurance Company of London. Mr. Grant has been connected with the Chamber of Commerce for several years, during the past three of which he has been chairman, a position he holds in regard to other local societies.

The Hon. FREDERICK WILLIAM GRUBB, "Hatherly," Launceston, member for Meander in the Legislative Council, was elected on 12th February, 1881, and has represented the same constituency ever since. He served one term in the Council as member for the Tamar, from 6th March, 1879. By profession he is solicitor.

The Hon. WILLIAM HART, M.L.C., is a native of the world's metropolis, where he first saw the light in the year 1825. His parents came to Launceston by the ship "Helen Mather," in 1833, and he accompanied them. The late William Doubleday Hart, his father, established himself in the hardware business at Launceston the same



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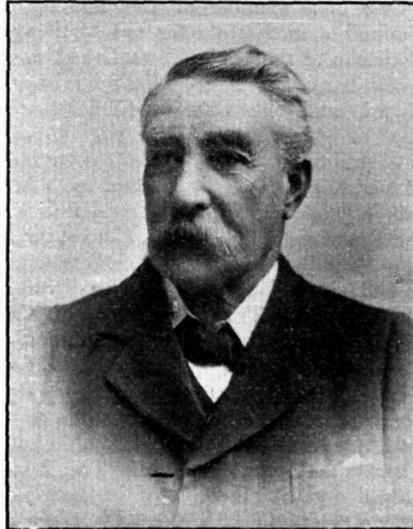
HON. W. HART.

year, and gradually built up an extensive connection. Educated at Launceston, Mr. William Hart, on leaving school, was received into his father's employ, where he remained for several years. On reaching his majority, he started for himself as a hardware merchant and importer, and carried on the business for forty years, until in 1886 he handed it over to his sons, who have since conducted it under the name and style of William Hart and Sons. Mr. Hart was married in Launceston in 1847, and has a family of seven children living, all of whom are grown up. In addition to carrying on an extensive and successful business, Mr. Hart has manifestly ever borne in mind the Scriptural instruction: "Whatever thy hand findeth to do, do it with all thy might." He has served his fellow-citizens in many and varied ways, and, without the slightest ostentation or desire for applause, has gained almost universal approval. For some years he acted as a warden of the Launceston Marine Board, and was chairman of the Chamber of Commerce, and he served the burgesses of the northern capital as alderman from 1858 to 1875, filling the mayoral chair in 1863 and 1869. Mr. Hart entered the political arena as member for Central

Launceston in the House of Assembly, for which seat he was elected on 30th May, 1877, and he continued a representative of the constituency, being re-elected twice, until December, 1885, when he retired for the purpose of seeking a seat for Launceston in the Legislative Council. In this he was successful, being elected on 21st December of that year, and he has continued to sit for that constituency ever since, having been twice re-elected. Mr. Hart has been connected from the commencement with the famous Mount Bischoff Tin Mining Company, and has been chairman of directors for many years; and he was one of the purchasers of the Tasmania Gold Mine, which was formed into a company in 1877, and has since paid large dividends. Mr. Hart was appointed director at that time, and has been chairman of directors ever since. He is a director of the Western Silver Mining Company, and many other companies, and was, on the failure of the Bank of Van Diemen's Land, elected by the shareholders as one of the official liquidators. He is also a Launceston director of the Commercial Bank of Tasmania. Mr. Hart is a most munificent patron of all religious and charitable objects. He resides at "Bifrons," Launceston.

The Hon. JOHN HAIR McCALL, member for the Mersey in the Legislative Council, was born, in 1835, in the Royal Scots Regiment, and brought up in Glasgow, Scotland, and is the eldest son of the late John McCall, who was adjutant for the forces at Glasgow, and was in the famous charge of the Scots Greys at the Battle of Waterloo. Educated in Glasgow, at the Andersonian University, Mr. McCall was apprenticed to Professor James Morton, M.D., of Andersonian College, and brought up to the profession of an apothecary. He left Scotland for Victoria at the time of the gold rush in 1854, and joined in the search for the precious metal, visiting all the principal diggings in that colony. In 1857 he gave up gold mining, and, owing to the glowing description he had heard of Tasmania, and particularly of the Mersey district, from Captain William Brodie, he decided to settle at what is now West Devonport, and accordingly took passage across the straits in Captain Brodie's vessel. Mr. McCall has never regretted the action he took then, as may be judged from the fact that he has remained in the district ever since. He at once began to practise his profession on arrival, and continued doing so till 1896, when he retired from active life. From the outset Mr. McCall took

an active interest in public matters, and in almost every direction he did whatever he could to forward the rising town of Devonport, and the Mersey district generally. He was elected to represent the constituency of the Mersey in the Legislative Council in 1888, and when he retired by effluxion of time in 1894 his constituents re-elected him. He has for the past two years been a member of the Devonport Town Board, and was for twelve months chairman of the board. He has been a warden of the Mersey Marine Board since 1881, and was master warden from 1886 to 1888; and has been treasurer of the Harford and Templeton Road Trust since 1876. He is a commissioner of the Supreme Court, and a coroner and magistrate for the territory. He has always taken a



J. W. BEATTIE.

HON. J. H. McCALL.

HOBART.

great interest in the volunteer movement, and holds a captain's commission in the 3rd Battalion Tasmanian Infantry Regiment. Mr. McCall was, with Mr. J. G. Davies, commissioner for Tasmania at the Paris Exhibition in 1890, and during this trip he travelled in England, Scotland, and on the Continent. He was made a Mason in St. John's Lodge, Launceston, in 1864, and has ever since taken a great interest in the craft. He was the first W.M. of the Mersey Lodge, and was also worshipful master of the Forth Lodge. Mr. McCall was married in September, 1858, to Miss Shanahan, of the Mersey, and has a family of one son and one daughter. His son, Dr. John McCall, who was formerly a member of the House of Assembly, took the degrees of M.B. and C.M. at Glasgow University, and practises his profession at Ulverstone.

The Hon. WILLIAM MOORE represents Russell in the Legislative Council. He was first elected for that constituency in 1877, and has filled a large part in the affairs of the country ever since. As a member of the Government he is dealt with at greater length under the heading "The Ministry."

The Hon. ALFRED PAGE, J.P., member for Macquarie in the Legislative Council, was elected on 26th July, 1887, and has been re-elected twice since. He resides at New Town.

The Hon. W. W. PERKINS first entered political life in 1899, being elected as representative for Pembroke, in the Legislative Council. He is an effective speaker, and undoubtedly adds to the debating power of the Upper Chamber.

The Hon. FREDERICK WILLIAM PIESSE, member of the Legislative Council, represents the constituency of Buckingham, and has done so since 8th May, 1894. He was formerly in the Assembly, having been elected for North Hobart in December, 1893, but he resigned in April of the following year, and was, as stated, elected to the Council. Although only a short time in Parliamentary life, Mr. Piesse has earned the respect and esteem of his colleagues, both for his oratorical powers, his devotion to duty, and the grasp he displays of any subject that may be brought before the House. He is a native of the city of Hobart, and was born on 10th December, 1848, being son of the late Mr. Frederick Henry Piesse, who came out from England in the ship "Derwent," early in the "forties," and who was the first collector for the Municipal Council of Hobart. This position Mr. Piesse retained for thirty-three years, and died in 1886. The subject of this sketch was educated at the Commercial Academy, and after leaving school was employed in various legal offices. In 1870, he passed his examination, and on 23rd March of the following year, he became a certificated conveyancer. He purchased a tannery business at Hobart in 1881, and carried it on for several years; and he has for some twenty years been engaged in horticultural pursuits, growing all kinds of fruit, etc.. Mr. Piesse was for a time a member of the firm of C. Piesse and Co., Shipping Agents, etc. He resides at New Town, and was one of the first members of the Town Board there, and the first chairman. He is also treasurer of the New Town Library.

Hon. HENRY ISIDOR JOACHIM RAPHAEL ROOKE was born in Spain in 1845, and is the only son of the late Colonel Rooke, of the English Legion, who fought all through the Carlist war. Mr. Rooke was educated in London, and came to Tasmania with his parents when sixteen years of age. After spending some years in the country he went to Launceston and started business as a merchant and importer, which he carried on for many years. He has now retired from active business life. Mr. Rooke first entered political life as member for Deloraine in the Legislative Assembly, being elected on 25th May, 1882. He stood for the representation of North Esk in the Legislative Council in July, 1886, and was successful, and has continued to represent that constituency ever since, having been re-elected each time without opposition. He held office as Chief Secretary from 1st March to 29th March, 1887, in the Administration formed by Mr. J. W. Agnew, which was defeated in its taxation proposals. Mr. Rooke is a prominent member of the Upper Chamber, and contributes materially towards brightening the debates by his animated speeches, largely commingled of shrewdness, grasp of facts, and a caustic wit that has nothing spiteful about it. He is a member of the Executive Council, a magistrate of the territory, and visiting justice of the gaol at Launceston. He is connected with all sporting institutions, is a steward of the Tasmanian Turf Club, and president of a number of athletic clubs. Mr. Rooke has always taken a deep interest in the volunteer movement, holds the long service medal, and is captain and paymaster of the Launceston Rifle Corps. He has been married twice, on the last occasion to his cousin, daughter of the Hon. A. T. Rooke.

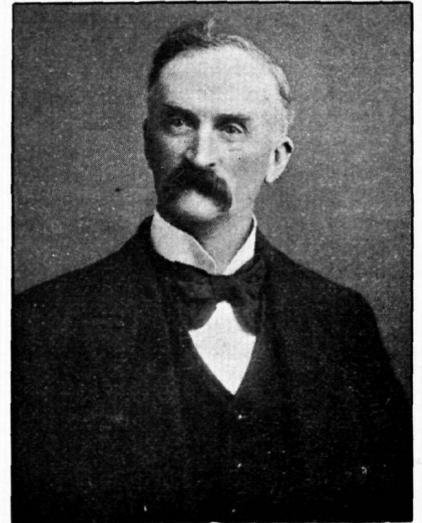
The Hon. ROBERT STEELE SCOTT, J.P., M.L.C., Brisbane Road, Launceston, was born in 1839, and hails from the county Tyrone, Ireland, where he was also educated. He came to Victoria in 1858, and was engaged in mercantile pursuits in different parts of that colony for a period of ten years. He then started as an importer in Melbourne, and continued in that business for twelve years, when he crossed the straits, and opened up business as an importer in Launceston, which he has carried on ever since. He imports principally hardware goods. In 1885, in company with Mr. M. Boland, Mr. Scott took the contract for making the Launceston to Scottsdale Railway, the contract price for which was £260,000, and they completed the work in four and a half years. Mr.

Scott has represented Lysaght's Galvanised Iron Co. for sixteen years. He has been identified with masonic matters for the past thirty years. He was made a J.P. in 1890. Always active in regard to public matters, Mr. Scott was returned as representative for South Esk in the Legislative Council in 1899. He is married to a daughter of Captain Samuel Tulloch. His private residence is at Brisbane Road, Launceston.

The Hon. JOHN WATCHORN, "Ashlar," St. George's Terrace, Hobart, has long served his fellow-colonists, both as a municipal councillor and parliamentarian. He was first elected to the Upper House as member for the Huon on 29th April, 1882, and was re-elected in May, 1888, and May, 1894; so that he has sat in the Council for a period of seventeen years continuously. He has been a most conscientious performer of his Parliamentary duties, and though not brilliant as a speaker, he expresses himself clearly and at times with considerable vigour; while he always has an attentive audience. In regard to municipal matters, he began his aldermanic career in 1877, and, with the exception of the two years 1880 to 1882, was a member of the Hobart City Council for nineteen years, during which he filled the mayoral chair four times, with an ability and impartiality that received unanimous recognition from his brother aldermen, as well as from the ratepayers generally. Mr. Watchorn, owing to ill-health, did not seek re-election in 1896. He is a magistrate of the territory, and a member of the Metropolitan Drainage Board.

The Hon. ARTHUR MORRISBY, J.P., Zeehan, member of the Legislative Council for the electorate of Gordon, is a native of the Clarence district, Hobart, where he was born in December, 1847. Educated at the Rokeby and Mornington School, under Mr. J. L. McArdell, he was afterwards engaged in agricultural pursuits at Sandford, and following this went farming on his own account at Rokeby. His farm of some hundred acres was a model of its kind, and in working it every advantage was taken of improvements in order to add to its productiveness. Thus he was the first to introduce into Tasmania the American "steam baling process," by which straw and hay are reduced in size to the handy bales which are now common, and facilitate transport immensely. He also embarked largely in the shipment of hay, chaff, and straw to Sydney, conducting operations principally from the northern part of the island; and the American

baling presses were utilised to great advantage in this direction. In 1891 he also opened sales of the same produce at Trial Harbour and Zeehan, for the disposal of his surplus supply, and met with fair success. It was while so engaged that he first entered public life, being elected councillor of the Clarence Municipality in December, 1889, a position he held until 1892, when he did not offer himself for re-election, as he had in the meantime moved to Zeehan (May, 1891). In August, 1892, he was elected a member of the Zeehan Town Board, being returned at the head of the poll out of thirteen candidates, and at the first meeting of the Board he was chosen chairman by his brother councillors. The following



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year he was again chosen chairman; and he continued a member of the Board till August, 1895, when he resigned. Mr. Morrisby was induced to stand again for the Town Board in April, 1896; and in April of the following year he was again chosen chairman. In April, 1898, having retired from office by effluxion of time, he was once more elected at the top of the poll, and for a fourth time was chosen chairman; and in April of the present year chairman for the fifth time. Not only have the residents of Zeehan honoured him in this way. Ever since the trade of the Coast began to grow, the necessity for improving the entrance to Macquarie Harbour has been increasingly manifested; and in August, 1897, a numerous and influential deputation was formed to proceed to Hobart and endeavour to induce the Government to make a survey and furnish a report as to

the best means of bringing about the desired result. Deputations usually separate when the main object is achieved, but in this case it was deemed advisable to keep the deputation intact, in order to take any further action that might be necessary. The wisdom of this was apparent at the time, and it was unmistakably so later on. After gathering all information on the subject obtainable, which was published in pamphlet form, the deputation again waited on the Government, headed by Mr. Morrisby as chairman, and the outcome of this second interview was that the Premier promised to introduce a bill providing for the appropriation of £60,000 for the purpose of carrying out in part the scheme which had been prepared by Mr. Napier Bell. A draft bill was accordingly prepared and forwarded to the deputation for their consideration. Some of its provisions met with adverse criticism, and Mr. Morrisby was himself sent to Hobart to try and have the measure altered in the desired direction, and also to watch its progress through Parliament. He was successful in gaining several concessions; and the measure, as amended, was passed by both Houses, the opposition being of the most feeble character. Under its provisions, the Marine Board of Strahan was constituted, and the first elections for the Board took place in December, 1898, when Mr. Morrisby, as one of the candidates for the representation of Zeehan, was returned at the head of the poll. He has always taken a great interest in politics, and has proved himself an able and eloquent speaker on many notable occasions. His first essay to obtain a seat in Parliament was in 1894, when he contested the Montagu seat in the House of Assembly with Mr. (now the Hon.) D. C. Urquhart, but was not successful. This, however, in no way daunted him, and when, in April, 1899, he announced his candidature for the representation of the new

constituency of Gordon in the Legislative Council, his numerous friends were confident that he would be returned in spite of all opposition, and their confidence was not misplaced, as he had a comparatively easy victory. In October, 1893, a Cemetery Trust was formed for Zeehan, the members of which were appointed by the Government, and of that body Mr. Morrisby has been chairman since its inception. He was appointed a member of the Macquarie School Board of Advice in 1894, and elected chairman in 1895, holding that position until 1897, when the Board was divided, and he was appointed to the position of chairman of the Zeehan Board of Advice, which he still holds. In 1883 he became a corporal in the Southern Tasmanian Artillery, at Hobart, and served in that corps some eight years. In September, 1896, he induced the Government to sanction the formation of a rifle company at Zeehan, now the Zeehan Rifle Company, of which he was appointed captain, and has filled that position ever since. He has always taken an active interest in the corps, which has flourished from the outset, and is now at its full strength. At the recent Easter encampment, held at Hobart, Captain Morrisby was complimented by the Commandant, Colonel Legge, on the excellent discipline of his men. Mr. Morrisby is interested in athletics, and is president of the Western Football and Cricket Associations, and when residing in the Clarence district was an enthusiastic oarsman. He was a member of both the Bellerive and Mercantile Rowing Clubs, and a member of the four-oared crew which defeated the famous Sharland crew on three different occasions. When in the Artillery he was an expert rifle shot, and was one of the winning team at the Association meeting at Hobart in 1889. In 1893 a brass band was formed at Zeehan, and Mr. Morrisby was made a trustee on behalf of the public. He

was also appointed chairman of the band committee, holding that position till now. Owing to the interest he displayed in the band he was made a life member, also holding the position of president. He was made a justice of the peace for the Clarence district in 1890, also for the district of Macquarie in 1893; and appointed a member of the Zeehan Licensing Bench, holding that position now. He is an active member of several debating and literary clubs in Zeehan. Mr. Morrisby first visited the West Coast in September, 1882, travelling overland from Mount Bischoff, and he took up several sections for mining purposes, on which a great deal of prospecting was done; but owing to the financial crisis which occurred at that time, work in this direction was suspended. In October of the same year (1882) he visited Macquarie Harbour to report on the bar for a syndicate in Hobart; and he also went up the Gordon River some thirty or forty miles, prospecting for mineral purposes. He is a large speculator in mining properties, and has greatly contributed towards the development of the Western fields.

#### SUCCESSIVE PRESIDENTS OF THE LEGISLATIVE COUNCIL SINCE 1856.

Hon. Justice Horne, 2nd December, 1856, to 12th September, 1859; Hon. William Nairn, 13th September, 1859, to 25th August, 1868; Hon. Frederick Maitland Innes, 25th August, 1868, to 4th November, 1872; Hon. Sir James Milne Wilson, 4th November, 1872, to 29th February, 1880; Hon. Frederick Maitland Innes, 3rd March, 1880, to 11th May, 1882; Hon. Thomas Daniel Chapman, 11th July, 1882, to 17th February, 1884; Hon. Walter Angus Bethune Gellibrand, 1st July, 1884, to 9th July, 1889; Hon. William Moore, 9th July, 1889, to 20th April, 1894; Hon. Ayle Douglas.

# House of Assembly.

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**T**HE House of Assembly up till last year consisted of thirty-seven members, but under the Amending Act, which was passed last session, the number was increased to thirty-eight, representing thirty-one constituencies. This change was brought about owing to the great increase of population on the West Coast, which necessitated increased representation in both the Council and the Assembly. For the latter the electorate of Montagu was abolished, and in place thereof the electorates of Zeehan and Lyell were created, returning one member each ; while for the Legislative Council the electorate of Derwent was divided, one half retaining the old designation, and the other being named Gordon. The duration of each Assembly is three years, unless sooner dissolved by the Governor. The Assembly is the popular branch of the Legislature, and every member is, by reason of the insecurity of his seat, compelled to keep in touch with and carefully note the feelings of his constituents, and thus the Chamber "reflects rapidly and instinctively the current life and aspirations of the whole people ;" and so nearly every sound of the progress, the aims and the aspirations of the people is first heard within its walls. The members of this Chamber, on accepting office as responsible Ministers, vacate their seats and require to be re-elected. All bills for the appropriation of any part of the revenue, or for the imposition of any tax, duty, rate, or impost must originate in the Assembly, although, of course, the concurrence of the Council must be obtained before such bills can have the force of law. Appropriation Bills must first be recommended by the Governor during the session in which such bills shall be passed. This is done by message. In the case of other bills, where expenditure is not involved, the procedure detailed below is followed. Although, as has been well said, "the legislative powers of the House of Assembly are in practice little more than co-ordinate with those of the Legislative Council, its responsibilities are immeasurably greater. For while each individual member of the Legislative Council need only come before his constituents individually, yet the Council in itself, may now be said to be permanently established, and quite independent of the Executive or any constituency. The House of Assembly, on the contrary, both individually and collectively, must certainly be brought before the electors once in every three years, whilst it is also individually and collectively liable to dissolution at any time. For these reasons it is tacitly assented to in practice to be fit and proper that all important monetary measures should originate in the more directly responsible House of Assembly ; while the exercise of those necessary functions, which might be impaired by timidity, or by unduly casting side glances at consequences, personal to individual members, is more fitly carried on in the more protected sphere of the Legislative Council." The act of the majority of the House binds the whole, and this majority is declared by votes openly and publicly given. Mr. Speaker never votes unless the numbers are equal, when he gives a casting vote, generally in favour of the matter before the House being further considered. The course of procedure in legislation is as follows :—When it is desired to introduce a bill, a motion is submitted to obtain leave for that purpose. This being agreed to, the bill is brought in, read the first time, and ordered to be printed ; a motion for its second reading at a future day being then agreed to. Rarely does discussion arise on a bill at its first reading, but on its second reading its principles are discussed at length. If the House disapprove of the bill it is dropped for the session ; but if the second reading be agreed to the bill is referred to a committee, either of the whole House or to a specially selected committee, the members of which are either named or are chosen by ballot. Should the House itself go into committee on the bill, the Speaker leaves the chair, and the Chairman of Committees presides. The Speaker on such occasions may then speak and vote as a private member. The bill is debated clause by clause, and, if considered necessary or desirable, amendments are made. It very often happens that bills emerge from committee in a very different condition from that in which they entered it, being not infrequently entirely remodelled. The House then reconsiders the whole bill again, and in the event of the amendments made in committee being agreed to, it is reprinted. It is next read the third time, and if no new amendments are moved, the Speaker puts the question, "That this bill do now pass." If this is agreed to, the title is then settled, and the bill is forwarded to the Legislative Council, where it goes through the same forms. Should the Council make amendments, the bill is returned to the Assembly for its concurrence ; but should the latter disagree with the amendments, the Council may reconsider them, or ask for a conference. When this takes place an equal number of managers is appointed from each House, and these as a rule arrive at a settlement of the differences. Should no agreement be come to, the measure is dropped ; but, if the bill passes, it then receives the assent of the Governor, and becomes an Act or Statute. The procedure in the House is regulated by standing orders, of which the Speaker is the sole interpreter, although it is competent for the House by a majority to disagree with the Speaker's ruling. When it is desired to carry a bill through all its stages at one sitting, and the House is agreeable to that course, the standing orders are suspended. This practice is one that should be avoided as far as possible for obvious reasons, but, unfortunately, in our Parliament it is so frequently followed that it has been asked more than once in the House, "Of what use are standing orders when they are so often disregarded ?" The practice is reprehensible from every point of view, as well as dangerous, and to it no doubt is due much of the slipshod and faulty legislation which has been placed on the Statute Book during the past few years. Parliament may be prorogued, adjourned, or dissolved. An adjournment is the continuance of the session from one day to another, which is done by the authority of the House itself. A prorogation is the continuance or adjournment of Parliament from one session to another. Both Houses are necessarily prorogued at the same time, the prorogation being the act of the Governor. A dissolution is the civil death of a Parliament, and is effected by the Governor, on the advice of his Ministers, declaring it dissolved, or it may expire by effluxion of time. Ministers may apply for a dissolution if they are defeated on a measure of

policy which they have reason to believe is the desire of the country, and on that the Governor, if he sees fit, grants a dissolution, and a fresh election takes place. If Ministers secure a majority, they continue in office; if they are defeated they resign, and the Governor sends for the Leader of the Opposition, or a member thereof, who then, if he can, forms a Cabinet to conduct the affairs of the State.

The qualifications for the House of Assembly are as follows:—Members to be twenty-one years of age, and to be natural born or naturalised subjects, or having obtained letters of denization or certificate of naturalisation. Persons not eligible as members are the same as those ineligible for the Legislative Council. Electors to be twenty-one years of age, and to be natural born, etc. Qualifications—(1) Owner or occupier of property of any value as shown by assessment roll, or (2) income, salary, or wages of £40 a year; of which £20 must be received during the last six months before the claim to vote is sent in; but persons who by sickness or inability to obtain employment have been prevented from earning income, etc., in said period, and had the disqualification in the preceding six months, retain such qualification. Persons cannot claim to vote under qualification unless they have resided in Tasmania for twelve months. Board and residence, clothing, and services are deemed income under the Act. Where any person who claims to be entitled to vote under the wages qualification occupies a house, or is in receipt of rations in connection with his employment, or is in receipt of both house allowance and rations, as the case may be, such is included in the computation of the wages of such person, and for the purpose of such computation the following valuation is adopted:—(1) In the case of house allowance, £10 sterling a year; (2) in the case of rations, £20 sterling a year; (3) in the case of board and residence, £25 sterling a year; (4) in the case of house allowance and rations, £30 sterling a year.

The Speaker of the House is the Hon. Nicholas J. Brown.

#### MEMBERS OF THE HOUSE OF ASSEMBLY, 1899.

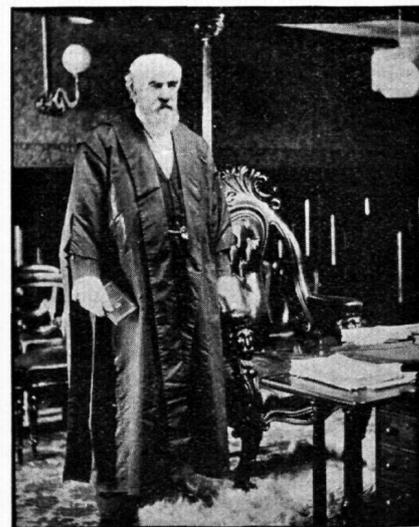
Aikenhead, W., Latrobe; Archer, Frank, Selby; Bird, Hon. B. S., Franklin; Braddon, Right Hon. Sir E. N. C., West Devon; Bradley, John, Hobart; Brown, Hon. N. J., Cumberland; Brown, W. H. T., Campbell Town; Burke, Daniel, Cressy; Burbury, Wm., Oatlands; Cameron, Donald N., Deloraine; Clarke, Matthew J., Launceston; Crisp, Alfred, Hobart; Crowther, Dr. E. L., Queenborough; Davies, J. G., Fingal; Dobson, Hon. Henry, Brighton; Dumaresq, Henry R., Longford; Evans, John W., Kingborough; Fowler, Alexander R., Launceston; Gilmore, George Crosby, George Town; Gaffney, J. J., Lyell; Hall, Charles Henry, Waratah; Hamilton, John, Glenorehy; Hoggins, C. D., Hobart; Hartnoll, Hon. W., Launceston; Leatham, George, New Norfolk; Lewis, Hon. N. E., Richmond; Mackenzie, C. J., Wellington; McWilliams, W. J., Ringarooma; Miles, Edward T., Glamorgan; Mulcahy, Edward, Hobart; Murray, Henry, Devonport; Page, William H., Hobart; Propsting, W. B., Hobart; Reibey, Hon. Thos., Westbury; Smith, Ronald W., Launceston; Urquhart, Hon. Donald C., Montagu; Von Stieglitz, John C., Evandale; Woollnough, J. B. W., Sorell.

Sir ROBERT OFFICER, who filled the Speaker's chair in the House of Assembly for nearly sixteen years, arrived in the colony in the year 1821. Born at Montrose, Scotland, in 1800, he was educated at the University of Aberdeen, where he graduated M.A., and afterwards obtained his diploma from the Royal College of Surgeons, England. On arrival in Tasmania, he was at once appointed by Governor Sorell, Government Medical Officer for New Norfolk and adjacent districts. About 1859 he went into a partnership with Dr. (now Sir James) Agnew, which lasted about a year, and was then severed, owing to Dr. Officer leaving for Victoria to try his luck on the goldfields. After a few months, however, the latter returned to Tasmania, and resumed the practice of his profession, in which he was highly successful. At the election for the old Legislative Council in 1853, he was prevailed upon to stand for Buckingham, and was returned; and when the new constitution was granted in 1856, he was elected member for Glenorchy in the House of Assembly. On the House assembling, he was chosen Chairman of Committees, the duties of which he discharged with so much ability and tact that, upon the Speakership becoming vacant by the retirement of Mr. Michael Fenton, in 1861, Dr. Officer was unani-

mously elected to the position, and he continued to fill the chair, with credit to himself and to the Assembly, until compelled by failing health to retire in 1877. He was re-elected with every mark of confidence and respect no fewer than five times. All this time he was the trusted member for Glenorchy, having been elected without opposition each time he had to seek the suffrages of the electors. In 1869, he received the honour of knighthood from the Queen for his long and able services as Speaker. He filled many public positions, and lent his active assistance to every movement tending to benefit the colony. He was a most ardent advocate and supporter of the acclimatisation of salmon, and had the satisfaction of seeing success attend his efforts in this direction. Sir Robert died full of years and honours on the 8th July, 1879, and his remains were interred in Cornelian Bay Cemetery.

The Hon. NICHOLAS JOHN BROWN, M.H.A. for Cumberland and Speaker of the Assembly, has been a conspicuous figure in the public life of the country for many years. A native of Hobart, Mr. Brown was born on the 9th October, 1838, and was educated for a short time at St. Andrew's School, and subsequently by a private tutor and at the Hutchins School, attending the

latter institution for five years. At fourteen years of age he started life by engaging in agricultural pursuits in the Richmond district, where he remained until he was about nineteen years of



J. W. BEATTIE.

HOBART.

HON. N. J. BROWN.

age, and then went to Victoria, where he secured employment on a large cattle station, and gained a good knowledge of stock during the twelve months he

stayed there. He then came back to Tasmania and entered upon pastoral pursuits, managing station properties for his brother-in-law, Mr. Bassett Dickson, and the Syndal Estate, near Ross, for the late P. T. Smith, and afterwards going into business on his own account. The Meadow Bank Station, in the Hamilton district, together with the Macclesfield property, near Lake Echo, was first rented and subsequently purchased by Mr. Brown, who carried on the business of a pastoralist up till 1891. In the following year he started business in Hobart as a legal manager and general agent for estates, etc., and has been conspicuously successful in this line, being agent for the Mount Lyell Mining and Railway Company Limited, the Lyell Tharsis, the Tasman Lyell, the Curtin-Davis Proprietary Company, Zeehan Bell Silver Mining Company, Lyell Tyndal and Dundas, and many other companies. Mr. Brown first entered the political life of the colony on 29th January, 1875, when he was chosen as representative of the constituency of Cumberland in the House of Assembly. But very little time elapsed before the House and the country were made aware that in Mr. Brown it had a clear and forceful speaker, and a politician of ability far above the average. The good impression he made at the outset of his political career deepened as time wore on, so that his friends were by no means surprised, nor were the public dissatisfied, when he was offered and accepted the portfolio of Minister of Lands and Works in the Fysh Administration, formed on the 9th August, 1877. Mr. Brown was re-elected for Cumberland on his acceptance of office, and continued in the Ministry till it retired on the 5th March in the following year. Mr. Giblin then formed an Administration, and Mr. Brown again took office as Minister of Lands and Works, which he held till the 20th December, 1878, when the Crowther Ministry assumed the reins of power. A year later, Mr. Giblin once more became Premier, and in his Ministry Mr. Brown again held the portfolio of Minister of Lands and Works, from 1st December, 1882, till 15th August, 1884. He then accepted the same portfolio in Mr. Adye Douglas' Ministry, which retained office till March, 1886, and on the Agnew Administration then taking office, Mr. Brown was given his old position, each time he took office being with the entire approval of the House, and the endorsement of his constituents. In March, 1887, the Ministry were defeated, and retired from office, but Mr. Brown continued to repre-

sent Cumberland in the Assembly, and when the Speakership became vacant, in July, 1891, he was elected to the position, and continued to discharge the duties with much satisfaction till the dissolution of Parliament on 2nd December, 1893. At the general election which followed, Mr. Brown again stood for Cumberland, including Montagu, but was defeated. In December, 1893, however, he was again returned for Cumberland, separated from Montagu, and has continued to represent the constituency ever since. The high honour of being chosen Speaker a second time was conferred upon him on the 9th of March, 1897, and he still holds the office, with credit to himself and satisfaction to the House generally. One of his most important Ministerial acts, and one highly appreciated by the mining community, was the separation of the Mines from the Lands Department, and the appointment of a Secretary for Mines, and subsequently the introduction of amended mining legislation, and a much-needed reform of the mining regulations. Mr. Brown was one of the representatives of Tasmania at the Federation Convention held at Sydney in 1883, at which the draft of the Federal Council Bill was agreed to; was appointed on 22nd March, 1886, one of the Tasmanian representatives in the Federal Council of Australasia, but upon a change of the Administration Mr. Brown was objected to by the Ministry as a political opponent, and therefore did not take his seat in the Council; was appointed a member of the Federal Council by the Dobson Ministry in 1892, and sat as a member of the Council in the session of January, 1893. When the Dobson Ministry resigned, in April, 1894, Mr. Brown offered to resign his position as a member of the Federal Council rather than enter upon any controversy with the incoming Ministry as to his right to retain it, and the offer was accepted. He was one of the delegates to the Federal Convention held in Sydney in 1891; also to the Conventions held in Sydney, Melbourne, and Adelaide in 1897; has been a member of the Council of the University of Tasmania since its inception in 1890, and takes a warm interest in its welfare; is a member of the Council of the Royal Society of Tasmania, a magistrate of the territory, and a justice of the peace for the colony of Queensland.

Mr. JOHN KIDSTON REID, Clerk of the House of Assembly and Librarian to Parliament, is a native of Stirling, Scotland, and was born on 15th

June, 1863. He received his preliminary education at the High School in his native town, and afterwards studied in Germany and France, remaining eight years on the Continent. He came to Tasmania with his family in the year 1880, and, entering the Civil Service four years later, became Clerk Assistant of the Legislative Council in 1887. Here, under the training of Mr. Nowell, an acknowledged Australian authority on constitutional matters, Mr. Reid made such progress in Parliamentary law and procedure, that in 1896, on the death of the late Mr. Maning, the then Clerk of the House of Assembly, Mr. Speaker Bird nominated him to fill the vacant position. Mr. Reid was Clerk Assistant of the Federal



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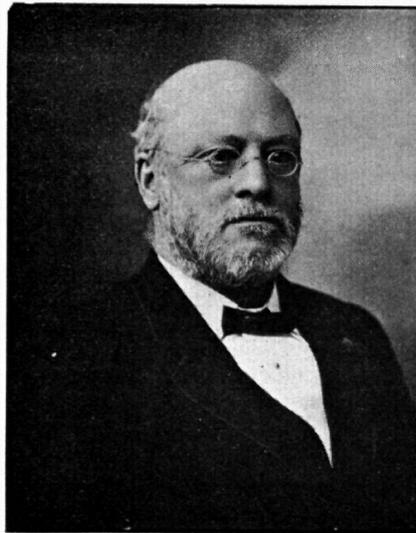
MR. J. K. REID.

Council of Australasia during the last six sessions of the Council held at Hobart. He was also secretary of the Tasmanian delegation to the Australasian Federal Convention, in Sydney in 1897 and in Melbourne in 1898. In the matter of sport, Mr. Reid was at one time an enthusiastic footballer, and was a member of the first Tasmanian representative team which visited Victoria in 1887. Mr. Reid is an elder of St. Andrew's Presbyterian Church, and takes an interest in church work. He represents Bothwell and Kempton in the General Assembly of the Presbyterian Church of Tasmania and in the Presbytery of Hobart, of which latter court he is clerk. Mr. Reid married, in 1894, a daughter of the Rev. James Scott, D.D., minister of St. Andrew's Church, Hobart.

Mr. WILLIAM FRENEY, Assistant Librarian at Parliament House, was born in Hobart in 1855, and is a son of Mr. John Freney, who was for many years in the Government service. Educated at Bromfields Academy and Pike's school, Mr. Freney entered the Government service in 1873 as chamber messenger and parliamentary library attendant to both Houses, a position he held until some five or six years ago, when he was appointed to his present office. Mr. Freney has thus been twenty-six years in the service, and by his assiduity and unflinching courtesy he has earned the respect and esteem of hon. members generally, as well as of members of the press. He has served under every Speaker, except the first, since the inception of responsible government, and, it is needless to say, he is thoroughly well up in his arduous and multifarious duties.

Mr. WILLIAM AIKENHEAD, M.H.A., of Malunnah, West Devonport, is a native of Tasmania, having been born in Launceston on 7th May, 1842, and is partly of Scotch and partly of English descent. He is the only surviving son of the late Hon. James Aikenhead, M.L.C., formerly of Montrose, Scotland, who settled in Tasmania so far back as 1834, and several years after married a daughter of the late Rev. Wm. Judson, of High Wycombe, Bucks, England. The late Hon. James Aikenhead was among the founders and supporters of many of the leading public institutions in the northern capital of Tasmania, and his parliamentary career, as representative for many years of the important district of Tamar (which then included the city of Launceston), in the Legislative Council, and also as Chairman of Committees in that branch of the legislature, was exemplary. His son, William, the subject of the present notice, has worthily trodden in the footsteps of his much-respected father. When a youth, he entered as a clerk in head office of the Cornwall Fire and Marine Insurance Company, of which his father was a promoter, and also manager for over forty years. Here he acquired his first knowledge of business, but, like his father, having a decided *penchant* for the law, he devoted a considerable portion of his leisure hours to studies such as would tend to qualify him for the legal profession. Subsequently, however, in compliance with the wishes of his father, he joined the literary staff of the *Launceston Examiner* (of which his father was the original proprietor, and which now ranks as one of the three oldest surviving journals in

Australasia). From a junior reporter-ship, Mr. Wm. Aikenhead soon worked himself up to the position of chief reporter and sub-editor. In 1866 he went to Melbourne, where for several years he held a responsible post in the Queen Fire and Life Insurance Company, and was offered a lucrative appointment as manager of the Queensland branch, but declined, fearing the hot climate would not agree with him. Returning to Tasmania, he arranged to purchase his father's interest in the *Launceston Examiner*, and for some eighteen years was the senior partner and conductor of that journal. In 1887, partly owing to ill-health, the consequence of an accident which befell him whilst on a visit to one of the tin-mining centres, he disposed of his interest in the *Examiner* to his partner, and retired to Formby (now



WHITELAW, LAUNCESTON.  
MR. W. AIKENHEAD.

known as West Devonport), where he purchased, cleared, and laid out some ten or twelve acres of land, and thereon erected the charming seaside residence known as "Malunnah" (the aboriginal synonym for a "nest," or "home"), most beautifully situated near the entrance to the Mersey, commanding as it does, a magnificent panoramic view of ocean, mountain, land, and river. In Launceston, Mr. Wm. Aikenhead ever displayed a deep and practical interest in public matters, and particularly in mining, and with his pen and pocket he has undoubtedly done much to advance the mining industry, in which he still continues to take a lively interest as an investor, etc. He was one of the originators of the first exchange established in Tasmania, namely, the Launceston Stock Exchange, of which he was

the chairman for several years in succession. He is one of the oldest volunteers in the island, serving first as a private in the Launceston Artillery Corps as far back as 1860. In 1878 the Launceston Rifle Regiment was formed, and he was selected as one of its first officers, with the provisional rank of captain, which was confirmed after successfully passing a theoretical and practical examination. Subsequently he was promoted to the rank of major-commanding, and served in that capacity until 1887, when he removed to the Mersey, where for a time he acted as president of the local rifle club. Major Aikenhead was the founder of the first military cadet corps in the island, this corps being attached to his own regiment in Launceston. It still exists in a flourishing condition, and has proved a valuable feeder to the Launceston forces, in addition to inciting the formation of other cadet corps at both Hobart and Launceston. In acknowledgment of his military services, Major Aikenhead was gazetted as having been placed on the unattached list of the defence forces of the colony. Mr. Aikenhead was appointed a territorial justice of the peace in 1879, and for some years was one of the two visiting magistrates to the Launceston Gaol, House of Correction, Invalid Depot, etc. Later on he was appointed a coroner for Tasmania. He is also a commissioner of the Supreme Court. He holds high rank in Freemasonry, being a Past Master under the English, Irish, Scotch, and Tasmanian Constitutions respectively, and he has been the recipient of valuable presentation jewels in recognition of his substantial services to the craft. He is also an honorary member of the Independent Order of Oddfellows, Manchester Unity. During his residence in Launceston, he was frequently urged to enter Parliament, but following the example of his father, he steadily declined, partly on the ground that he could not devote the time necessary to a due fulfilment of his duties in the Legislature, and partly because he considered the reputation for impartiality in political matters, which his journal, the *Examiner*, had always enjoyed, and which consequently gave it great influence, might be impaired. Mr. Aikenhead's enforced retirement from active life, though only for a time, was, to a man of his temperament, anything but congenial, and consequently as soon as he had, under the influences of the mild and restorative climate of Devonport, regained something approaching his usual health and vigour, he threw himself heartily into every movement calculated to promote

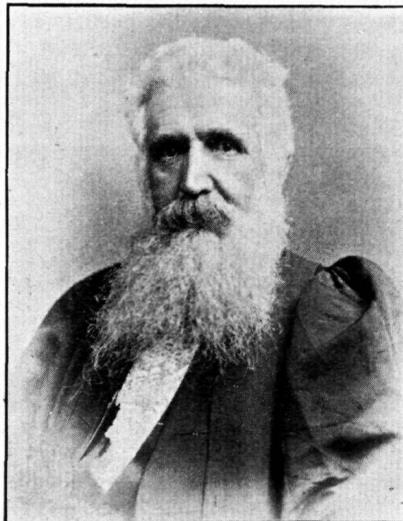
the interests and welfare of the community of which he had become a unit. Devonport, now ranking in this year of grace, 1899, so far as actual tonnage inwards and outwards is concerned, as the second port in Tasmania, owing to its proximity to the mainland of Australia, its accessibility as a port at all times of tide—day or night, to the great improvements effected to the harbour by dredging operations, and also to the circumstance of its being the natural outlet for one of the most extensive and productive agricultural areas in Tasmania, with great possibilities in the future as regards mineral developments also, was, twelve years ago, a comparatively insignificant town, only just commencing to move under the influence of railway extension. The newcomer soon grasped the situation, and working shoulder to shoulder with a few kindred spirits, struck out vigorously in the direction of progress, and the recognition of the claims of the Mersey district by Government and Parliament. He was unanimously chosen first chairman of the Formby Town Board, which, among other good things, took the initiative in procuring the excellent water supply with which Devonport is now blessed. He was also elected first chairman of the Devonport Town Board (when the townships of Formby and Torquay, separated only by the Mersey River flowing between them, were merged into one town under the appellation of Devonport), and also chairman of the Board of Health, positions to which he was re-elected for several successive years. He has been president of the Devonport Chamber of Commerce since its formation in 1892. He was one of the founders of, and most liberal donors to, the Devonport Public Library and Reading Room, of which institution he has been the president since its establishment, and has been made a life member thereof. He is also president of the local Fire Brigade, chairman of the Board of Advice (under the Education Department) since its formation nine years ago, chairman of the Mersey Licensing Bench, etc. In Parliament he now represents the district of Latrobe in the House of Assembly. Mr. Aikenhead may be described as a man of many parts. Though devoting a considerable portion of his time to public and social matters, in his beautiful home he may be found busily engaged in horticulture, or in his workshop, or studio, for he is one of the oldest and best amateur photographers in Tasmania, and he possesses one of the largest and most varied collections of photographs of real merit that we have seen. Indeed, the compilers

of *The Cyclopaedia of Tasmania* are indebted to the productions of this gentleman for many of the illustrations which adorn this work, and which were freely and generously placed at their disposal by him. He is in every sense of the word a busy worker, clear-headed, with a legal bent of mind, and energetic, painstaking, and indefatigable in any matter which he takes in hand. We may add that Mr. Aikenhead has been twice married. His present wife is Helen, third daughter of the late Robert Hunter, formerly of Evandale, who arrived in Tasmania from Scotland *via* America in the year 1840.

Mr. FRANK ARCHER, "Land-fall," Newnham, represents Selby in the House of Assembly. He was elected on 19th December, 1893, and re-elected on 20th January, 1897. He is a coroner and magistrate for the territory, and chairman of the Dorset Road Trust.

The Right Hon. Sir EDWARD BRADDON, P.C., Premier, and Leader of the House of Assembly, is dealt with at length under the heading of "The Ministry." He represents West Devon.

The Hon. BOLTON STAFFORD BIRD, M.H.A. for Franklin, and ex-Speaker of the House of Assembly, is a



J. W. BEATTIE,

HOBART.

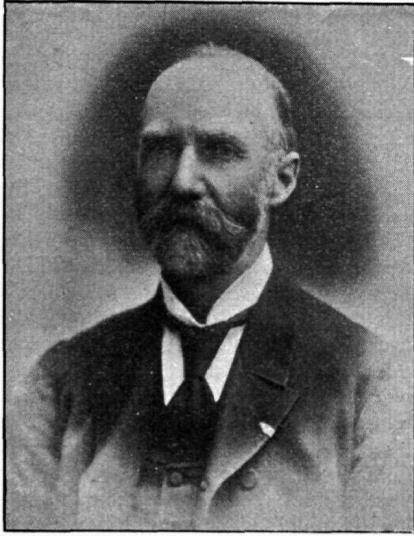
HON. B. S. BIRD.

native of Northumberland, England, and was born in 1840. He received his early education in his native county, and continued it in Victoria, where he came with his parents in 1852. While in that colony he received his training for the Wesleyan Church, of which he

became a minister in 1865. Subsequently he joined the Congregational body, his first charge in connection therewith being at Ballarat, where he remained for three years. He was afterwards for three years in charge of various churches in the Avoca district, and in 1874 he came to Hobart as minister of the Davey Street Congregational Church, where he remained until, in 1879, he retired from the church, and entered upon farming and orchard pursuits at the Huon, and engaged largely in the fruit export trade. Mr. Bird first entered political life as member for Franklin in the House of Assembly on 27th May, 1882, and has been re-elected five times in succession. He held office as Treasurer, Postmaster-General, and Minister of Education in the Fysh-Bird Government from 29th March, 1887, to 17th August, 1892. He was leader of the Opposition from 17th August, 1892, to 28th February, 1894, when he became Speaker of the House of Assembly, and remained in that position until the dissolution of the Assembly on 29th December, 1896. He is now again leader of the Opposition. He is a magistrate for the territory; was one of the Tasmanian representatives in the Federal Council of Australasia, held in Hobart, in the sessions of 1889 and 1891; was one of the representatives of Tasmania in the Federal Conference held in Melbourne in February, 1890, and at the Federal Convention held in Sydney in March, 1891. Apart from public matters, Mr. Bird has during the past three years devoted his attention principally to mining, as legal manager, etc., and also as an investor, and has taken an active part in forwarding the progress of the West Coast.

Mr. JOHN BRADLEY, M.H.A. for Hobart, is also one of the aldermen for the city. He was born at Dundee, Scotland, in 1844, and came with his parents to Tasmania in 1855. Mr. Bradley's father started in business as a shipwright on his arrival in Hobart, and young Bradley, determining to follow the same calling, was apprenticed to the late Mr. John Ross. After he had finished his indentures, Mr. Bradley worked at the trade for many years, during which he built several vessels that are now running, the last being the ketch "Berean" of 100 tons, which is employed in the North West Coast trade. When the shipbuilding industry fell away, he started contracting for public works, and was fairly successful. Afterwards he entered the public works service as an inspector, a position which he held until 1891, when he retired.

Mr. Bradley was a candidate for aldermanic honours in the City Council for the first time in December, 1892, and was duly elected, and in the following year he contested the South Hobart seat in the House of Assembly, and was returned at the head of the poll. He has been re-elected both to the Council and the Assembly, and now sits as one



R. M. GUFFIE &amp; CO.,

HOBART.

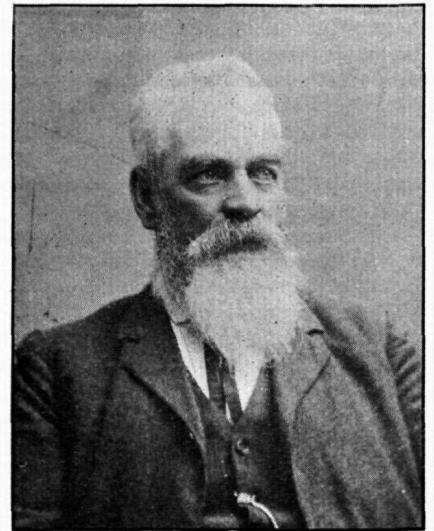
MR. J. BRADLEY.

of the members for Hobart in the people's chamber, having been elected under the Hare system. In both capacities of alderman and legislator, Mr. Bradley has made his mark. Having been brought up as a mechanic, he naturally takes a very great interest in the industries of the colony, and embraces every opportunity of pushing them ahead. He is a member of the Technical School Board, in which he takes a deep interest, and a member of the committee of the Blind, Deaf, and Dumb Institute, and is a frequent writer to the press on industrial questions. As a Freemason, Mr. Bradley belongs to Pacific Lodge, No. 5, under the Tasmanian Constitution. He is a member of the Stock Exchange, and has been connected with mining for the past fifteen years. Mr. Bradley was married in 1872 to Miss A. Purdy, of Hobart, and celebrated his silver wedding in 1897. In 1894 he had the pleasure of taking part in the celebration of the golden wedding of his father and mother. Mrs. Bradley died three years ago, but Mr. Bradley's father (Mr. Charles Bradley) is still living, and although he has arrived at the ripe age of seventy-seven years, enjoys very good health for one so old.

Mr. DANIEL BURKE, member for Cressy, has long represented that constituency in the House of Assembly, of which personally he is one of the most popular members. Mr. Burke was elected a member of the Eaton Road Trust in 1857, has been chairman since 1862, and treasurer since 1863, and is still in office. He has been a councillor of the Westbury Municipality since 1863, and warden for twenty-two years, and is still in office. He is a coroner and magistrate for the territory, and fills other public positions.

Mr. WILLIAM BURBURY, J.P., M.H.A., "Inglewood," Andover Post Office, Oatlands, is a native of Oatlands, born on the 11th February, 1836, and a son of the late Mr. Thomas Burbury, who came to Tasmania from England in the very early days. The Burbury family, it may be remarked, is one of the oldest in Warwickshire. Some of the late Mr. Burbury's cousins are now tenants under the Earl of Denbigh and Warwick, and his relatives have been so for more than a century. On his arrival in this colony, the late Mr. Burbury took up land at Oatlands, and entered upon agricultural and pastoral pursuits, which he carried on with great energy, industry, and ability, so that his efforts were crowned with unmistakable success. He not only looked after his own private affairs, but took an active part in all movements having for their object the welfare of the district, continuing a member of all the local bodies until his death in 1870. The late Mr. Burbury's father was in the army when the Waterloo campaign was entered upon. He was an adjutant on the staff of the Iron Duke himself, and took part in both battles, Quatre Bras and Waterloo. Lord Edward Fitzroy Somerset, afterwards Lord Raglan, who also went through the same campaign, was the late Mr. Burbury's godfather. Mr. William Burbury was educated at Cambridge House Academy, Hobart, under the late Mr. William Slade Smith, M.A., Downing College, Cambridge, and when his school days were over he was placed in a mercantile establishment in order to receive a commercial training, which extended over a period of eighteen months. In 1852, he joined his father in the management of the "Inglewood" estate, which then consisted of 2500 acres, and he assumed the chief part in the direction of its affairs until his father's death, when he took over the property. "Inglewood" now embraces an area of 4000 acres, and is one of the finest properties of its size in the island. This, however, is only one of Mr. Burbury's estates. He owns "Fonthill,"

adjoining "Inglewood," with an area of 5000 acres; "Bowhill," on the western side of Oatlands, and adjoining the late Hon. A. T. Pillinger's property, with an area of 7000 acres; "Stonehouse," of 5000 acres; "Barren Plains," fronting on the Great Lake, of 3000 acres; "Glen Morey," near Antill Ponds and Tunbridge, of 8000 acres; and "Newstead," in the Ross district, of 5600 acres. The mere enumeration of these estates shows that Mr. Burbury has not only been an indefatigable worker, but that his affairs have been directed by rare knowledge, skill, and judgment, that in many matters have been unerring. As a judge of sheep and stock generally, he has long had the reputation of being inferior to none, and the assertion can be more readily be accepted, seeing the extraordinary success which has attended his business affairs. Sheep-breeding has been the principal industry on his estates; merinos at first being the breed preferred, as was the case generally throughout the island, and the success with them was beyond question, Mr. Burbury having exhibited and taken prizes at shows, not only in Tasmania, but in the other colonies as well. The Shropshire breed was next introduced, and from the outset they proved a great acquisition, extending the name and fame of their breeder far and wide, until



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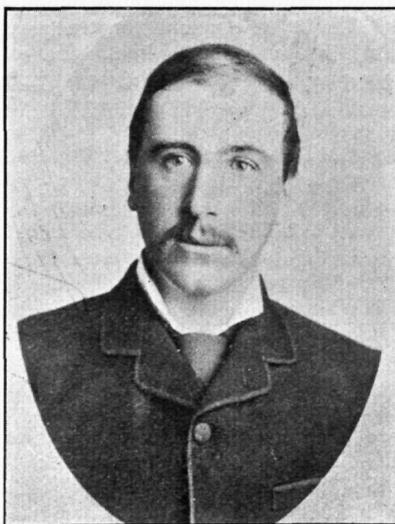
MR. W. BURBURY.

Mr. Burbury became one of the principal breeders of Shropshires in the colonies. He was the first, in conjunction with Mr. George Wilson and the late Mr. James Wilson, to import pure-bred Shropshire sheep into Tasmania. They were bred by and obtained from Bradbourne, of Pipe Place, England, and landed in

Hobart in 1871 from the barque "Runnymede," for which Macfarlane Bros. were the agents. Cultivation is also carried on on each of the estates. In 1893 Mr. Burbury retired from active business life, handing over the management to his sons, and, as is well known, they have maintained the good name and reputation of their sire in this as in other directions. Mr. Burbury has always taken an active interest in local public affairs, and in that respect particularly has followed in the footsteps of his late father. He has been a member of the Municipal Council of Oatlands since 1875, with the exception of two years, and filled the warden's chair for three years. He was a member and chairman of the Oatlands Road Trust for many years, and on the division of the district into three trusts, he was elected to the Tunnack Road Trust, of which body he has continued to be a member, and is now chairman. He is also again a member of the Oatlands Road Trust. Mr. Burbury is a member of the Licensing Bench, and was appointed a magistrate for the territory on 19th February, 1877. Always a supporter of manly games, Mr. Burbury is president of the Oatlands Cricket Association, and has done much to foster the growth of the national game in the district. He is likewise vice-president of the Oatlands Football Club, and holds office in various other sporting associations. Six years ago Mr. Burbury was requisitioned to stand for Oatlands in the House of Assembly in opposition to the late Hon. A. T. Pillinger, and he consented to do so, but was defeated by a narrow majority. When Mr. Pillinger died in 1899, Mr. Burbury was again approached by an influential deputation of the Oatlands electors, and asked to allow himself to be nominated to fill the vacancy in the Assembly caused thereby. After consideration he complied with the wishes of the deputation, and the high estimation in which he is held was manifested in a striking way by the candidates who were announced retiring in his favour, and his being returned unopposed. As a member of Parliament Mr. Burbury has yet his reputation to make; but his friends, and with good reason we think, look forward to his career with the utmost confidence, feeling assured that the probity and ability which have characterised him hitherto will be found to stand him in good stead in the "first assembly in the land." Of a modest and retiring disposition, Mr. Burbury may not attempt "oratory," but as his friends contend, his judgment will be correct, and his vote recorded honestly and straightforwardly. Mr. Burbury

was married in Hobart in September, 1857, to Christiana, daughter of the late Thomas Whitney, and they have thirteen children, eight sons and five daughters. Of the sons, the eldest, Thomas James, has the "Park farm" at Jericho; Arthur H. manages "Fonhill" estate; Frederick manages "Stonehouse"; Alfred William, "Glen Morey"; Charles and Sydney, assisted by Leslie D., the youngest, "Inglewood"; and Gerald is council clerk to the Oatlands Municipality. The eldest daughter, Caroline, married Mr. Percy Hood, accountant at Adelaide for the A.M.P. Society; Isabella Mary married Mr. George Arthur Sinclair, second master at the Dookie Agricultural College, Victoria; Florence married Mr. George R. D. Ferguson, of Flinders Island North; and Emily Gertrude married Mr. William Montgomery Lester, manager for Mr. Robert Gardner of the "Stonor" estate, near Parattah. The youngest daughter, Katie Christina, is unmarried, and resides with her parents. Mr. Burbury has thirty-two grand-children.

Mr. DONALD NORMAN CAMERON, M.H.A. for Deloraine, landowner, "Bentley," Deloraine. Mr. Cameron is a native of the colony, having been born near Launceston in 1852, and is a grandson of Dr. Cameron, who came out to Tasmania some seventy-two years ago, and received a grant of land as an officer of the British Navy. Mr. Cameron's father, who was an extensive



R. MCGUFFIE & CO., HOBART.  
MR. D. N. CAMERON.

landowner, took an active part in political life, and was for eighteen years a member of the Legislative Council. He died in 1890. Mr. Donald Cameron went to

Scotland when he was eight years of age, and was educated at Glenalmond College, Perthshire, and afterwards at St. Andrews University, Fifeshire. He married, in 1880, Anne Lilius Scott, eldest daughter of the late J. R. Scott, M.L.C., and has issue three sons and one daughter. He returned to the colony in 1870, and has followed sheep raising, farming, etc., on his own property near Deloraine. He was first elected to represent Deloraine in the Assembly in December, 1893, but after sitting for six months he resigned, and contested the Tamar district for the Legislative Council. He was re-elected for his old constituency on 20th January, 1897, and has proved a useful, energetic, and decidedly attentive member ever since. He is not a frequent speaker, but when he does rise, he commands the attention of the House.

Mr. MATTHEW JOHN CLARKE, B.A., one of the members for Launceston in the House of Assembly, is a native of



FREEMAN & CO., SYDNEY.  
MR. M. J. CLARKE.

Downpatrick, county Down, Ireland, and was born in 1863, being a son of the late Mr. James Clarke, solicitor, of Belfast. Mr. Clarke received his preliminary education at St. Malachy's College, Belfast, and afterwards at the University College, Blackrock, county Dublin, where he gained a middle grade intermediate exhibition in 1879, and was a senior exhibitor in the following year. In 1881 he matriculated in the Royal University, Dublin, gaining a first-class entrance exhibition, and in 1882 he won the first mathematical scholarship and other honours at the University

examinations. He graduated B.A., with honours in civil and constitutional history, political economy, and general jurisprudence, in 1884, and was called to the Irish Bar in 1886. Mr. Clarke began the practice of his profession in Dublin, and went the north-east circuit, but failing health compelled him to seek a warmer climate, and he accordingly came to Tasmania in 1888. Admitted to the bar of the colony in the same year, he began practice at Launceston, and soon came to the front in his profession, especially in criminal cases. He was first associated in partnership with Mr. Crosby Gilmore, and latterly with Mr. Croft. Mr. Clarke, in addition to being a sound lawyer, is a fluent speaker, and, like most of his countrymen, has a great fund of wit and humour. It may be stated here that a few weeks after his arrival in Tasmania, Mr. Clarke received an address from the father and other members of his old circuit in Ireland expressing regret at the bad state of his health, and wishing him success in his new home; the address being accompanied by a handsome souvenir of their esteem. Mr. Clarke was elected one of the four representatives for Launceston in the House of Assembly at the last general election in 1896, being the youngest member in either House of Parliament, and he had the further distinguished honour of being elected one of the ten representatives of Tasmania at the Federal Conventions held at Adelaide, Sydney, and Melbourne. Tasmania at the Convention supplied the oldest and the youngest representative, the veteran being the Hon. Adye Douglas, and the youngest being the subject of this notice. Mr. Clarke is an ardent advocate of federation, and travelled over a great part of the colony for the purpose of explaining to the electors the provisions of the Commonwealth Bill. He is a member of the council of the Northern Law Society, and vice-president of St. Patrick's Day Association; and is a prominent member of the Roman Catholic Church. He was married in 1888 to Miss Roughan, daughter of Mr. Henry Roughan, a gentleman well known in county Clare, Ireland.

Mr. ALFRED CRISP, M.H.A., is a native of Hobart, born on 19th May, 1843; and was educated at the High School (now the University of Tasmania), under the Rev. R. D. Poulett-Harris, M.A. Mr. Crisp on leaving school was placed in the office of his brother, Mr. George Crisp, to learn the business in connection with the timber trade. After being with him about seven years, Mr. Crisp was taken into

partnership, and they carried on business under the name and style of G. and A. Crisp, timber merchants, for about ten years. Mr. George Crisp then retired, and the subject of this notice conducted the business on his own account. Seeing the possibilities of a greatly expanded trade, he soon afterwards bought the whole block of buildings at the angle of Campbell and Macquarie Streets, and sent to England and America for the latest descriptions of wood-working machinery, which came duly to hand and were utilised to the full; the correctness of Mr. Crisp's foresight being proved by a rapid and continuous extension of business, lasting until he retired, after thirteen years' sole control. He then handed the business over to his eldest son, Mr. Ernest T. Crisp, who still carries it on successfully. The increase in the business has been extraordinary. From premises of what may be termed "the sentry box order," the establishment has grown till it now covers a large block, and as it still continues to increase, the whole of the adjoining premises have been purchased, so that if necessary the works can be extended right up to the Hobart Tramway Company's station. Mr. Crisp has always been an active and public spirited citizen, and has given his services to his fellow-citizens in many capacities. When Alderman Maher retired from the City Council, on his acceptance of the office of superintendent of the Hobart Fire Brigade, Mr. Crisp was elected to fill the vacancy, and he continued to be a member of the Council for ten years, being re-elected four times. He was mayor in 1888 and 1889, and during the latter year the new storage reservoir in connection with the waterworks was completed and formally taken over; the event being celebrated by his worship inviting all the leading citizens of Hobart to take part in the ceremony, at which they were lavishly entertained. Mr. Crisp was one of the Tasmanian commissioners to the Melbourne International Exhibition, as well as the special representative of Hobart; and he likewise represented the city at the centenary celebration held in Sydney in 1888. The largest juvenile ball ever held in Hobart was given by Mayor Crisp during his second term of office, over 1500 invitations being accepted, and the sight in the ballroom—the children being all in fancy costumes—was the prettiest of the kind ever seen in the capital. Nothing was wanting to add to the general effect, and the presence of the Governor and Lady Hamilton gave the stamp of vice-regal approval to a most successful function.

Mr. Crisp sought political honours from his fellow-citizens in 1886, and was returned as representative in the Assembly for Hobart on 26th July in that year. He was re-elected on 22nd May, 1891, 19th December, 1893, and on 20th January, 1897, and is still a member, his present term expiring in 1900. During his career in the Assembly, Mr. Crisp has been most punctual and earnest in the discharge of his duties, and, sitting as an independent member, has served his constituents faithfully and well. He was appointed a J.P. for Hobart in 1884, and a magistrate for the territory on 10th September, 1888. He is a member of the Metropolitan Drainage Board, and has been for years a member of the Queen's Domain Committee, which has done such good work in beautifying that splendid reserve. Mr. Crisp was a member of the Masonic Order, and reached master mason's rank, but he has not had time to devote to the craft; he is also an Oddfellow, a Druid, and a Forester. He was married in October, 1867, to the daughter of the late Mr. Thomas Green, a very old identity of Hobart, and has issue ten children—seven boys and three girls. The eldest son carries on the timber business; one son, Alfred Basil, who served his articles with Dobson, Mitchell and Allport, is practising as a solicitor in Hobart; and another son, Cecil, who is serving his articles with Messrs. Perkins and Dear, presents himself for his examination next month (July, 1899.)

Dr. EDWARD LODEWYK CROWTHER, M.D., M.H.A., is a native and one of those who have identified themselves with the public life of Tasmania, of whom the community has every reason to be proud. Born in Hobart on 3rd October, 1843, Dr. Crowther is a son of the late Hon. Dr. Crowther, whose services to the colony are commemorated by a handsome statue in Franklin Square. He was educated privately and at the Hutchins School. Having resolved to follow in the paternal footsteps in the choice of a profession, he became a student at the Hobart General Hospital, and under his father he attended there for two years. Incidentally it may be mentioned that Dr. Crowther, sen., was one of the very early settlers in Tasmania, having arrived in the colony in the year 1826 with his father, who was also a medical practitioner. After finishing his course at the Hobart Hospital, Dr. Crowther went to England to complete his studies, and successively walked Guy's Hospital, London Hospital, Moorfields, and the Birmingham Lying-in Hospital. He then proceeded to

Aberdeen University, Scotland, where he went through the prescribed course, and took his degree of M.B. and C.M., with honours in Medicine, and subsequently received the M.D. degree. Returning to England, Dr. Crowther commenced practice in Lincolnshire, and continued there for a period of six years, when he decided to return to his native land. On



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HOBART.

DR. E. L. CROWTHER.

reaching Tasmania, he settled in Hobart, and entered upon the duties of his profession with a zeal and skill which soon brought him a very extensive practice, which he has retained ever since. Despite his large and increasing practice, Dr. Crowther found time to interest himself in public matters in various directions, particularly in the political life of the colony. He became a candidate for the representation of Queenborough in the House of Assembly in November, 1878, and was duly elected, and his constituents were so satisfied with his conduct in Parliament that they re-elected him on 23rd May, 1882, and on 10th March, 1884. In 1886, Dr. Crowther transferred his services to the electorate of Kingborough, which not only elected him in July of that year, but has returned him at every election since. Dr. Crowther is not a frequent speaker in the Assembly, but when he does address the House, he is listened to with attention, couched as his arguments invariably are in language the principal characteristic of which is simplicity almost to abruptness. The doctor is exceedingly popular inside and outside the House, and he deserves to be. Under a somewhat brusque manner, Dr. Crowther has a heart "tender as a woman's," and in the exercise of the duties of his

profession he has given full play to his benevolent feelings, so that in many a humble household "Dr. Ted" is not less loved than he is honoured and respected. Dr. Crowther is a coroner and magistrate of the territory, is major (unattached) in the Tasmanian Defence Force, in which he takes and always has taken a deep interest, and is a member of the Court of Medical Examiners and of the Council of the University of Tasmania, and one of the honorary surgeons to the Hobart Hospital.

Mr. JOHN GEORGE DAVIES, M.H.A. for Fingal, Chairman of Committees of the House of Assembly, and Mayor of Hobart, was born at Melbourne on the 17th February, 1846. His early education was received at the Church of England Grammar School, Melbourne, under the late Dr. Bromby, and afterwards he was a pupil at the High School, Hobart, under the Rev. R. D. Poulett-Harris. He was brought up to the literary profession, in which he was trained on the *Mercury*, which was founded by his father. Mr. Davies was married first in 1868 to Miss Pearce, daughter of Mr. Henry Pearce, of Risdon Road, by whom he had issue two girls and two boys. She died in 1888, and in 1893 Mr. Davies was married again to Miss Constance Giblin, a sister of the late Mr. Justice Giblin, by whom he has two sons. His eldest son, it may be here remarked, has passed his examinations as an electrical engineer at the famous establishment of Siemens Bros. and Co., Limited, of London. Mr. Davies has always been deeply interested in public affairs, and has served the city and State for a long term of years. He entered the Assembly as member for Fingal in 1884, and has been re-elected for that constituency four times, having represented it continuously since that date. He has been Chairman of Committees in the House of Assembly since 1892, a position which he fills with general acceptance; and in the debates, when he does speak, which is now not frequently, he figures with credit to himself and undoubted support to the cause he champions. Mr. Davies has long been a member of the Hobart City Council, having been first elected in 1883; has served three terms as mayor, and has now entered on his fourth occupancy of the office of chief magistrate of the city. He has been a magistrate of the territory for many years; was commissioner for Tasmania at the Paris Exhibition of 1889; was major in the Defence Force, but retired in 1891 with the rank of lieutenant-colonel; is honorary secretary of the Federal

Rifle Association of Australasia; honorary secretary of the Tasmanian Rifle Association; and, as a Freemason, he is Deputy Grand Master of the Grand Lodge of Tasmania, his mother lodge being Tasmanian Union, No. 3. Mr. Davies was the founder of the Southern Tasmanian Cricket Association, and it was largely through his energy that the cricket ground in the Queen's Domain was made, and the drive to it was carried out. As a player of cricket, Mr. Davies has only recently retired. While he was available he always held a prominent place among the best batsmen of the colony, and was a thoroughly good all-round cricketer. At the first meeting of the Metropolitan Drainage Board, in 1899, Mr. Davies was appointed chairman. His private residence is situated at "Roseville," Augusta Road, New Town.

The Hon. HENRY DOBSON, member for Brighton, has his career sketched under the heading "Past Premiers."

Mr. HENRY ROWLAND DUMARESQ, "Mount Ireh," Hadsphen, holds the Longford seat in the House of Assembly, having represented that electorate for the past thirteen years. He is a magistrate for the territory, and was formerly chairman of the Carrick Road Trust. He is one of the Commissioners of Fisheries.

Captain J. W. EVANS, M.H.A. for Kingborough, was born at Liverpool, England, in December, 1855, and coming to Tasmania with his father, the late George Matthew Evans, in



R. MCGUFFIE &amp; CO.,

HOBART.

CAPT. J. W. EVANS.

1859, settled in Hobart. After his school days were over, Captain Evans went to sea and served his apprenticeship out of the port of Hobart in the barque "Helen," now employed as a whaler. He rose to the position of second mate on that vessel in 1875, and then went to the "Wynaud," and subsequently to the "Harriet McGregor," both well-known sailing ships. He then joined the T.S.N. Company's service as second mate of a small coastal steamer named the "Truganini," in which he remained only a short time, and was then promoted in succession to the "Southern Cross," "Tamar," "Mangana," "Esk," and "Flinders," taking command of the "Tasman" early in the year 1883, being in charge of the latter steamer when she was wrecked, as also the s.s. "Esk" in 1886. Leaving the sea the same year, Captain Evans went into business with his father-in-law, Mr. James Harcourt (an ex-mayor of the city), in the ironmongery trade, and stayed with him for two years. Getting tired of indoor life, however, he went to sea again, taking charge of one the river and channel steamers, the s.s. "Huon," for three years. He was then offered the position of traffic representative of Messrs. Huddart, Parker and Company, Limited, which he accepted and retained for three years, and in 1894 was appointed manager of their Hobart branch in succession to Mr. Murrell, who was sent to New Zealand to represent the company there. Captain Evans was elected to the House of Assembly as representative for Kingborough in 1896, and has taken quite a prominent part in debates, and proved himself a good all-round useful member. He was a director of the International Exhibition held in Hobart in November, 1894. He has been a warden of the Marine Board of Hobart for the past eight years, holding the position of acting master warden since December, 1896; and is a member of the Technical School Board. For several years Captain Evans was a prominent member of the committees appointed for the management of football and cricket; and takes great interest in social as well as in political matters. He is a Freemason, his mother lodge being the Operative; and is also a J.P. Captain Evans was married in 1883 to Miss Emily Mary Harcourt, and has a family of three, two boys and one girl.

Mr. ALEXANDER RICHARD FOWLER was returned as one of the members for Launceston at the last general election, but formerly sat in the

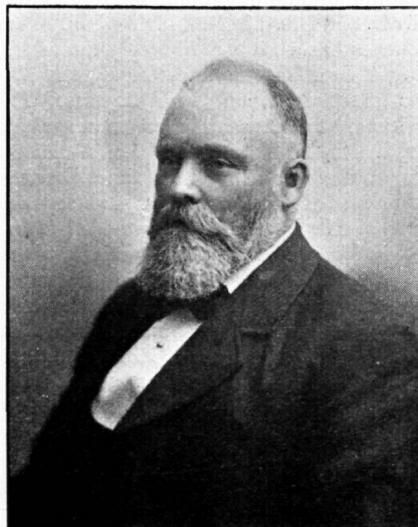
House of Assembly, as representative for North Launceston, from January to December, 1893. He is president of the Launceston Chamber of Commerce,



LOUIS KONRAD. LAUNCESTON.  
MR. A. R. FOWLER.

vice-president of the Launceston Mechanics' Institute and Public Library, and secretary of the Launceston Savings Investment and Building Society.

Mr. JAMES JOSEPH GAFFNEY, M.H.A. for the newly-constituted Lyell constituency, was born in Launceston in 1853, and resided in



R. MCGUFFIE & CO., HOBART.  
MR. J. J. GAFFNEY.

Westbury for five years. His father was a farmer near Deloraine, and he remained with his parents till he was twenty-two years of age, when he went

to Bischoff, and worked at the famous tin mine there for nine years. He then tried his luck on the West Coast, going to Strahan, where he was the second man to start in business as a storekeeper and contractor, and he has remained there ever since. He has been identified with every kind of business on the Coast, and ran four hotels and three stores at the one time, and has been a hotelkeeper and storekeeper ever since. He carries on two hotels and one store at the present time in Strahan. Mr. Gaffney has been a member of the Strahan Town Board since its inception, is a warden of the Strahan Marine Board, and takes an active part in all public movements. In the matter of sport, he is a member of the racing clubs on the Coast, and has owned some good horses. He is a member of the Oddfellows. He is married, and has a family of seven children.

Mr. GEORGE CROSBY GILMORE, B.A., LL.M. (Trinity College, Cambridge), barrister-at-law, St. John Street, Launceston, represents George Town in the House of Assembly. He was first elected on 19th December, 1893, and re-elected on 20th January, 1897.

Mr. CHARLES HENRY HALL, M.H.A. for Waratah, was returned for that constituency in 1897, and has proved a vigorous and pushing representative during the two sessions he has been in the Chamber. He has the gift of lucid expression, with a turn of humour, and in the debates is always listened to with interest and attention, and not infrequently with pleasure. He resides at "Kanunda," South Burnie, and fills several public positions in that district.

Mr. JOHN HAMILTON, member of the House of Assembly for Glenorchy, which district he has represented since 1887, having been re-elected on four different occasions, was born at Hobart on 11th July, 1834, and commenced his mercantile career in the exciting fifties, entering the counting house of the late Askin Morrison, one of the largest and most successful merchants and shipowners in Australia, and after a few years he was entrusted with the management of the business. In the seventies he established the present firm of John Hamilton and Co., well-known merchants of this city. Mr. Hamilton has always taken an active interest in the development of the timber, mining, and other industries, and was for some years proprietor of the Surges Bay sawmills, on the river Huon, exporting

largely to the other colonies. He has always been associated with the Hobart Chamber of Commerce, of which he is a past president, and still an active member. Is a justice of the peace for the territory, and one of the senior directors of the Hobart Gas and other companies. Is a staunch member of the Church of England, and one of its oldest representatives in the General Synod. In Freemasonry the subject of this notice is a conspicuous figure, being chairman of directors of the Freemasons' Hall Company and Grand Secretary of the Grand Lodge of Tasmania.

Mr. CHARLES DAVENPORT HOGGINS, M.H.A. for Hobart, is a barrister and solicitor, who was elected member for Hobart in the House of Assembly in place of the Hon. A. Inglis Clark, who had become a Judge of the Supreme Court. He was born in Hobart on 27th May, 1862, and both on his father's and his mother's side comes from old English families, which, to within about 100 years ago, were located in the county of Shropshire, England, when they gradually became scattered. The only kinsman known to the family as being resident in the Australian Colonies is the Rev. Albany Charles Hoggins, a son of Mr. Albany Wyvil Hoggins of the Middle Temple, barrister-at-law, and nephew of Mr. Christopher Hoggins, Q.C., of the Inner Temple. The late Mr. John Hoggins, the father of Mr. Hoggins, M.P., was one of the oldest Tasmanian colonists, arriving in Hobart with his parents in the year 1833, and continuing to reside in Hobart until his death at the age of eighty-one years, a period of nearly seventy years. He was a prominent office-bearer of the Wesleyan Church for over thirty years, and during a business career in the city of just on a quarter of a century, from which he retired on a competency, he was universally esteemed and respected for his unswerving rectitude and quiet dignity of character. His wife was Miss Elizabeth Davenport, who arrived in Hobart at the early age of two years, with her parents, the late Mr. and Mrs. John Davenport. Her death, about six years prior to her husband's, was deeply regretted, her sympathetic nature and kindness of heart endearing her to all classes. Mr. Charles Davenport Hoggins, M.P., the youngest surviving son, was educated partly at Mr. Alexander Ireland's Collegiate School, and latterly at the High School (now the Tasmanian University), the head master being then the Rev. R. D. Poulett-Harris, M.A. In scholastic matters Mr. Hoggins achieved

pronounced success, winning a scholarship, very many prizes, and obtaining from the Council of Education several certificates of proficiency. In the art of elocution and public speaking he received a special training at the hands of the late Mr. Alexander Cairnduff and Mr. Ireland, two of the best elocutionists of their time, which fact, combined with his exceptional natural gifts, has resulted in his many great successes on the public platform. In the year 1878, just over twenty years ago, Mr. Davenport Hoggins decided to choose the law as his profession; his first intention being to practise at the bar only. Later he determined to enter upon an exhaustive study of the abstruse subject of conveyancing, with the object of making himself a "specialist" in that particular branch of the law. In due course his labours



MR. C. D. HOGGINS.

were rewarded, as in July, 1886, he was granted by the Supreme Court a certificate as a conveyancer, having passed the specialist examination prescribed by the law with the "highest honors." The examiner appointed by the Supreme Court Judge to examine Mr. Hoggins as to his "skill and ability to practise," was the then Solicitor-General, Mr. R. Patten Adams (lately Mr. Justice Adams), who, in conjunction with the late Mr. J. A. Jackson, B.A., barrister-at-law, acted in that capacity. The seven years' active service from the date of certificate in the offices of practitioners, which is required by the Legal Practitioners Act, was passed by Mr. Davenport Hoggins as manager to some of the largest legal firms in Hobart; and in the month of July, 1893, he passed his final bar examination, achieving the brilliant success of heading the

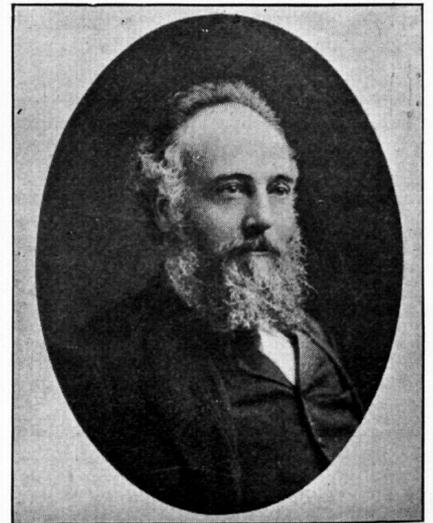
list of candidates with 1050 marks out of a possible 1200, being the second highest on record in Tasmania. Within a few weeks after being admitted to the bar, Mr. Davenport Hoggins commenced the active practice of his profession as a barrister and solicitor at Treasury Chambers, Hobart. It is interesting to note as a coincidence that Mr. Hoggins' first criminal brief was in a celebrated murder case, in which he was associated as counsel for the defence with the present Mr. Justice Clark, the late member for Hobart, to whose seat in the House of Assembly Mr. Hoggins was elected on Mr. Clark's elevation to the bench. In addition to his practice, Mr. Hoggins for many years past has been a very successful law lecturer and "coach." He always has a large number of law students under his care, who attend his law lectures and participate in the benefits of a specially comprehensive "system" which he has invented to assist and guide his students through "the labyrinths of the law." Mr. Hoggins' success with his candidates for legal honours has been most marked, and his students (now practising lawyers) can be found throughout Tasmania and in the neighbouring colonies. In years past Mr. Davenport Hoggins was a prominent and energetic member of the Hobart Parliamentary Debating Association, in which he held office in the "Ministry," both as "Attorney-General" and "Treasurer." "Coming events cast their shadows before." It is interesting to note that Mr. John Bradley, M.H.A., one of Mr. Davenport Hoggins' present colleagues in the representation of Hobart, was also his colleague as "Minister of Lands," in one of the "Ministries" referred to above. When the Tasmanian literary and debating societies resolved to form themselves into a union, Mr. Davenport Hoggins held the onerous position of first honorary secretary of the union, sharing the responsibility necessarily attaching to the establishment of a new institution with an energetic committee and the other officers, the latter comprising the late Sir Robert Hamilton (the then Governor of Tasmania), president; the Premier (Sir Edward Braddon), vice-president; and Captain J. W. Evans (the present member for Kingborough), treasurer. At the public literary competition held by the union in 1889 and 1890, at the Town Hall, Hobart, Mr. Davenport Hoggins obtained first prizes and certificate for "extempore speaking," an "impromptu essay," the "Governor's special essay," and for original "Australian novelettes." For the last named he received both

first and second prizes, and also first prize as editor of a MS. magazine, written by members of the Parliamentary Debating Association. As a public elocutionist and lecturer upon the works of Charles Dickens, Mr. Davenport Hoggins has attained great popularity; for the past ten years his lectures and entertainments, generously given for the benefit of charities, etc., always attracting large and delighted audiences. A Melbourne paper, referring to Mr. Hoggins, says:—"He has an ardent love and knowledge of Dickens, a marvellous memory, a mellow and plastic voice, and a power of imitation that is uncommon," and classifies him as an artist with such men as Rev. Charles Clark, Locke Richardson, and Frank Lincoln. In 1896, by special invitation, Mr. Hoggins travelled to Launceston and gave a series of three consecutive lectures and entertainments with much success; and in 1897, while enjoying his annual holiday in Victoria, he was induced to give four Dickens entertainments at the Melbourne Athenæum, to the great pleasure of those who attended them; His Excellency Lord Brassey, the Governor of Victoria, expressing his regret that absence from town prevented Lady Brassey's and his own attendance. While in Victoria, Mr. Hoggins was hospitably received in Melbourne society, and was made an honorary member of the Yorick Club, the Celtic Club, and the Reform Club. Afterwards, during a visit to Ballarat, Victoria, he gave two entertainments, which were criticised most favourably in the press, and received with enthusiasm by the audiences. Mr. Hoggins' recitals extend over two hours, and are delivered without note or book. He possesses a keen sense of humour, and has the happy power of being able to impart his merry feelings to his audiences. Prior to his election for Hobart on 17th June, 1898, Mr. Davenport Hoggins has twice been requested to allow himself to be nominated for Parliament, and has twice refused. On the elevation to the Supreme Court Bench of the Hon. A. Inglis Clark, three candidates presented themselves, viz., the Mayor of Hobart (Mr. George Hiddlestone), and Colonel St. Hill—both old politicians—and Mr. C. Davenport Hoggins, who was, to use the campaign cry, "the native-born new blood" candidate. A most spirited contest ensued, each party working energetically. Mr. Hoggins, supported by an enthusiastic band of adherents, carried on his campaign with vigour, delivering election speeches in all parts of the city, the result being the return of Mr. Hoggins at the "head of

the poll" by a majority of 165 over the mayor, who was second on the list. Three days after his election Mr. Hoggins was introduced to the House of Assembly by the Premier, the Right Hon. Sir Edward Braddon, and Captain Evans, member for Kingborough, and took the oaths and his seat. He sits immediately behind the Ministry, to whom he has declared it is his intention to give an independent support. Mr. Hoggins is personally popular in Hobart, and is regarded as a very useful member. At the time of the campaign a burning question was being discussed, as to whether the Government should expend £200,000 in an attempt to remove a sand bar which interferes with the entrance to Macquarie Harbour on the West Coast. Mr. Hoggins having declared himself against the expenditure, in fulfilment of his promise, took occasion to make an address in Parliament on the subject, with the unique result that he had the distinguished honour of being immortalised within a month of his entering Parliament by the action of some West Coast residents, who took occasion to give expression to their feelings of resentment by burning Mr. Hoggins in effigy at Strahan. In politics Mr. Hoggins is liberal and progressive, the following being some of the measures he advocates:—Adult suffrage; extension of Legislative Council franchise; centralisation of police; speedy communication with the West Coast mining centres; no taxes on necessaries; no taxes on raw material; Australian federation; tax on unimproved capital value; absentee tax; old age pensions; grants to recreation grounds; Civil Service reform; exhibitions from elementary schools; extension of technical education; more liberal provision for volunteers and cadets corps; compulsory early closing; minimum wage on Government contracts; and abolition of sweating. Mr. Davenport Hoggins is of a genial and happy disposition, looking always at the "sunny side of things." He is the author of many tales and sketches, and is decidedly artistic and literary in his tastes.

Hon. WILLIAM HARTNOLL, M.H.A., Launceston, and "Fallgrove," Evandale, is a son of the late William Hartnoll, of Devonshire, England, who came to the colony at an early date, and was engaged largely in agricultural pursuits. Journeying to England upon two occasions, he imported upon his return several high-class thoroughbred and cart horses, and was the first introducer to the colony of Southdown, Lincoln, and Hampshire Down sheep.

The subject of this sketch was born at Longford, in Tasmania, 1st April, 1841; was educated at the Grammar School, Launceston, and subsequently at Hobart. He then went to Barnstable, Devonshire, England, where he completed his education. Returning to Tasmania in 1861, he engaged in mercantile business, opening a general store at Longford, and a few years later established the firm of William Hartnoll and Co., auctioneers, at Launceston, which firm Mr. Hartnoll remained a member of until some three years ago, when he retired. Mr. Hartnoll has always taken an active interest in political matters. He was elected as one of the representatives for Launceston to the House of Assembly, 12th November, 1884; re-elected 26th July, 1886; 22nd May, 1891; 26th August, 1892; 19th December,



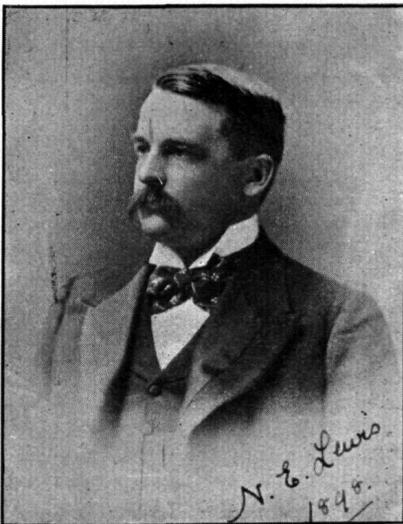
HON. W. HARTNOLL.

1893; and again, 20th January, 1897. He is not only the senior member for Launceston by length of service, but topped the poll at the last general elections. Mr. Hartnoll held the portfolio of Minister of Lands in Mr. Henry Dobson's Ministry from 17th August, 1892, to 14th April, 1894. He is a ready debater, and drives home his arguments with considerable elocutionary force, learning the art in early life as one of the prominent pupils of the Rev. Canon Ewing. He was appointed a magistrate of the territory 4th May, 1895; is a member of the Executive Council, and commissioner of the Supreme Court for the district of Evandale.

Mr. GEORGE LEATHAM, M.H.A. for New Norfolk, was born at Hobart in 1849, received his education

at Glenora, and has spent all his life in the district. He is a son of Mr. John Leatham, who was born in 1810, and is still alive and active, and indulges in farming, a pursuit in which his son has been almost wholly engaged. Mr. Leatham, jun., has always taken a great interest in public affairs. For fourteen years he has been a member of the New Norfolk Municipal Council, of which indeed he is the oldest member by service. He was first elected a member of the House of Assembly in January, 1891, defeating F. H. Wise, his constituency being of course New Norfolk. He was re-elected in May of the same year, defeating Mr. C. G. H. Lloyd, and in 1893, his opponent being Mr. J. G. Brown, and in 1897 he was returned unopposed. In June, 1892, he was appointed a justice of the peace for the territory. Mr. Leatham's farm consists of between 3000 and 4000 acres, on which he breeds horses and cattle. In his younger days he was a very good athlete, and as a rowing man was well-known and successful. He was married in 1875 to Miss Thompson, daughter of the late Mr. Richard Thompson of New Norfolk, and has a family of six children. He is a Freemason, and a member of the Fruit Board.

The Hon. NEIL ELLIOTT LEWIS, member of the House of Assembly for Richmond, is another Tasmanian of



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HON. N. E. LEWIS.

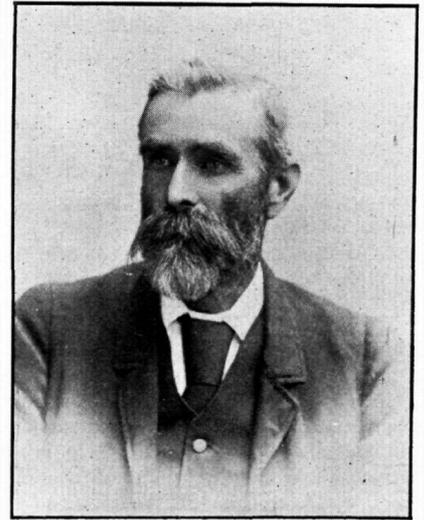
SYDNEY.

whom the colony has reason to be proud. He is not only a native, but the son of a native, the late Mr. Neil Lewis, merchant, of the well-known firm of R. Lewis and Sons, who died in 1891. Mr. Richard Lewis, the founder of the firm,

and grandfather of the subject of this sketch, came out to Tasmania in 1815, and was one of the pioneer colonists. The late Mr. David Lewis, another member of the firm, and uncle to Mr. N. E. Lewis, took an active interest in municipal affairs, and was an alderman of the City of Hobart for several years, and mayor for a term. He also sat for many years in the House of Assembly, and was Treasurer of the colony in the Crowther Administration from December, 1878, to October, 1879. Mr. N. E. Lewis was born in Hobart, on 27th October, 1858, and received his early education at the High School, taking the A.A. degree and gold medal in 1875, and a Tasmanian scholarship in 1877; afterwards going to Balliol College, Oxford, where he took the degrees of B.A. in 1882, and of M.A. and B.C.L. in 1885. He was also entered as a student at the Inner Temple, and was called to the bar in 1883. Returning to Tasmania in December, 1885, Mr. Lewis was immediately admitted as a barrister, solicitor, etc., of the Supreme Court of Tasmania, and has since practised his profession in Hobart, at first alone, and subsequently in partnership with Mr. Tetley Gant, the firm being known as Lewis and Gant. After his return to Tasmania he lost no time in attempting, and with entire success, to enter public life. He stood as a candidate for Richmond, and was returned to the House of Assembly at the general election on the 26th July, 1886, and since that date he has continued to represent that constituency, having been re-elected four times. When Mr. Henry Dobson formed his Administration in 1892, Mr. Lewis, who had already made his mark in the House, was given the post of Attorney-General, and though somewhat young, he "developed" very rapidly, discharging the duties of his important department with a conscientiousness and ability that gained general recognition. On the retirement of the Dobson Government in 1894, Mr. Lewis was chosen leader of the Opposition, and he continued to act in that capacity till November, 1897, when he resigned. Mr. Lewis has been a member of the Council of the University of Tasmania since its establishment in 1890. He was elected one of the representatives of Tasmania at the Federal Convention held at Adelaide, Sydney, and Melbourne, 1897-8. He has been an officer of the Tasmanian Defence Force since 1886, when he was appointed a lieutenant; and in July, 1897, was promoted to the rank of captain in the Southern Tasmanian Artillery, in which corps he has always taken very great interest. Mr. Lewis is

also one of the directors on the Tasmania (local) board of the A.M.P. Society; a director of the New Golden Gate Gold Mining Company, No Liability; and of the Tasmanian Exploration Company, Limited.

Mr. CHAS. JOHN MACKENZIE, M.H.A., landowner, Fairhill, Somerset, North-West Coast, was born at Trichinopoly, Madras, India, in 1837, and



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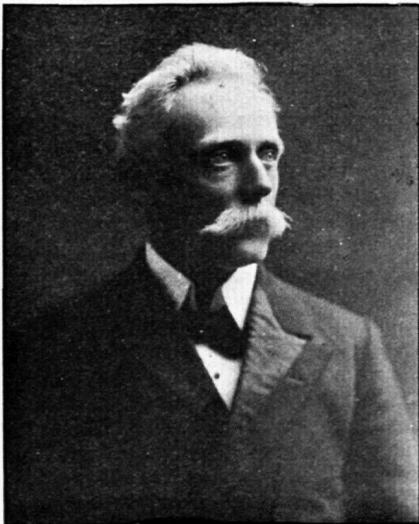
HOBART.

MR. C. J. MACKENZIE.

came with his parents to Tasmania in 1842. His father (Chas. Ross Mackenzie) was a captain in the East India Company's service, from which he retired in 1848. He afterwards, in 1855, received the rank of major. On their arrival in Hobart Town (as it was then called) they remained there for a short time, and then came to live at Longford, and afterwards on a purchased farm, Glendessy, near Evandale. In 1854 Captain Mackenzie selected, under the pre-emptive right system, three sections of Crown land, and on one of these Mr. C. J. Mackenzie has lived ever since. His father died in 1857, leaving a widow, who is still living, and six children—four sons and two daughters, all of whom are married and have families. One brother died in 1896. Mr. Mackenzie early began to take an interest in public affairs, being elected a member of the Table Cape Road Trust in 1859, and, with the exception of an interval of some four years, has continued to be a member of it ever since, being chairman most of the time. He is a coroner and magistrate of the territory, master warden of the Marine Board of Table Cape, a member of the Emu Bay School Board of Advice, also treasurer

of the Table Cape Agricultural Society, and president of the Wynyard Horticultural Society. He is a member of the Church of England, and has taken a deep interest in all matters connected with the religious, social, and political advancement of the district. In 1886 Mr. Mackenzie was elected as one of the representatives of the electoral district of Wellington, being returned by a large majority; again elected in May, 1891, and in December, 1893, and was returned without opposition in January, 1897, which is testimony enough of the high appreciation in which the electors hold his services. In 1865 Mr. Mackenzie married the eldest daughter of Mr. George Shekleton, J.P., of Tollymore, Table Cape, and had a family of three, one son and two daughters. One daughter died in 1884. The remaining son and daughter are now married, and reside in the district.

Mr. WILLIAM JAMES McWILLIAMS, M.H.A. for Ringarooma, who is now in his thirty-ninth year, has for some years occupied a prominent part in Tasmanian politics, both as journalist and member of Parliament. He is a native of the colony, youngest son of the late Thos. Cole McWilliams, who landed in Hobart in 1855. The subject of this sketch was educated for the



R. MCGUFFIE &amp; CO.,

HOBART.

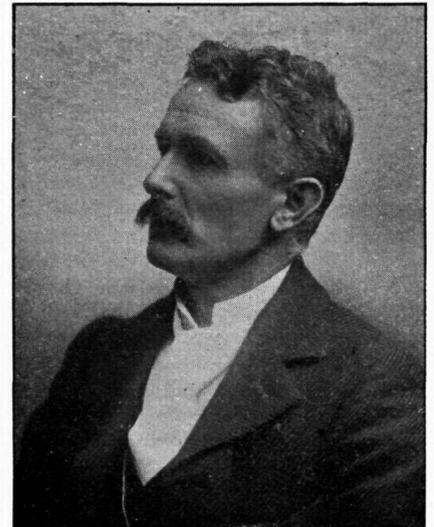
MR. W. J. McWILLIAMS.

scholastic profession, but he early showed a preference for journalism, and his first position was on the *Tasmanian Mail*. He then joined the literary staff of the *Launceston Examiner*, and was soon promoted to the responsible post of Parliamentary reporter for that journal.

The work done for this paper attracted the attention of the proprietor of the *Daily Telegraph*, then in its early stages as a daily newspaper, and Mr. McWilliams, at the age of twenty-seven, was offered the editorial chair of the *Telegraph*, a position which he filled for eight years. During these years the *Telegraph* was vigorously conducted, and it was the first newspaper in the colony to advocate the unimproved value land tax. This, coupled with reduction of Customs duties, was the prominent feature of its policy. Nearly three years ago Mr. McWilliams purchased the *Tasmanian News*, a Hobart evening paper, occupying the joint positions of editor and manager with very satisfactory results. At the general elections in 1893, Mr. McWilliams won the Ringarooma seat in the House of Assembly, standing as a pronounced opponent of the Dobson-Henry Government, especially condemning their land tax proposals and increases in the tea and sugar duties. At the general elections in 1896 he was re-elected as a supporter of the Braddon-Fysh Government, of which he has generally been a supporter, though recently a candid critic. During last session, however, Mr. McWilliams worked with, and was one of the leaders of, the "Corner" party, the more democratic members generally working together, although not a recognised party. He is one of the most democratic members of the Tasmanian Parliament, and has during the last three sessions carried through the Assembly a motion affirming the principle of universal suffrage, and it is to his efforts very largely that the recent reduction in the franchise of the Legislative Council is due. Mr. McWilliams is also a determined opponent of what is by the more Liberal members regarded as the encroachments by the Council on the privileges of the Assembly, and led the "Corner" party last session in its unsuccessful efforts to prevent the acceptance of amendments made by the Council in the Constitutional and Electoral Amendment Bills, and especially in the reductions made by the second Chamber in the Land and Income Tax Bills. A ready and fluent speaker, with a good grip of finance and constitution questions, Mr. McWilliams is generally regarded as one of the most promising of the young members of the House. On the subject of federation the subject of this sketch takes up an extreme position on the question of State rights, and on those grounds opposed the adoption of the Federal Constitution Bill prior to the referendum.

The Hon. EDWARD THOMAS MILES, Minister for Lands and Works, represents Glamorgan in the popular Chamber, and is one of the most vigorous members in it. His career is given at some length under the heading "The Ministry."

Mr. EDWARD MULCAHY, M.H.A. for Hobart, is a native of Limerick, Ireland, where he was born on



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HOBART.

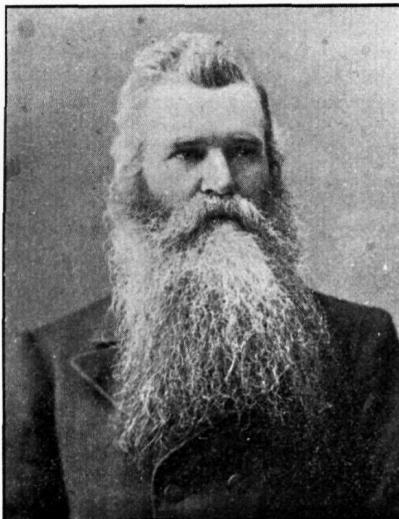
MR. E. MULCAHY.

28th March, 1850. He came out to Tasmania with his father, the late Mr. James Mulcahy, in 1854. The latter engaged in business as a blacksmith on arrival at Hobart, and continued in that business until he died in 1890. Mr. E. Mulcahy began his education at St. Mary's Seminary, and afterwards attended various schools, finishing at St. Joseph's under the late Mr. Joseph Roger. He left school at the age of fifteen years, and for a few months served as a compositor in the office of the *Advertiser*, but this not suiting his health, he was apprenticed to the late Mr. John Ross, the well-known ship-builder. After serving three and a half years of his time there, he joined his father in the blacksmith's business, and continued at it for over two years. At the age of twenty-two, he turned his attention to the softgoods trade, and was in the employment of several retail firms until 1878, when he started business on his own account, in partnership with the late Mr. Mathew Ready, under the style of Ready and Mulcahy, general drapers. The partnership was continued for some eight years, and was then

dissolved; Mr. Mulcahy continuing the business on his own account. He enlarged the scope of its operations, and it prospered to such an extent that in 1894 he had two places in Hobart, one in Launceston, and two on the West Coast, all doing a flourishing business. Since then he found it desirable to contract his operations, as political affairs and public duties demanded a considerable share of his time and attention. He is now running the principal business at Hobart, and two highly successful branches at Queenstown and Zeehan. That Mr. Mulcahy has a firm faith in the future of the West Coast is evidenced by the fact that in 1898 he built the Grand Hotel and Gaiety Hall at Zeehan, a fine block of buildings which would do credit to the capital. There are forty rooms in the hotel, including first-class dining rooms, billiard rooms, and all modern appointments, and it is in all respects most complete. It is lighted throughout with acetylene gas, with which the hall can also be lighted if required, although there is an electric light installation for it. The hall is a very fine one in all respects; fitted with all modern improvements in regard to ventilation, seating, and so forth, being large enough to seat 1000 people, and is lighted by electricity. Mr. Mulcahy has always taken an active interest in the progress of Zeehan, and has assisted materially in building up the place. He erected a large hotel there, the Royal Exchange, more generally known as Mulcahy's hotel, which was destroyed by fire in 1892. He also built the first softgoods establishment at Zeehan, which was opened early in 1890, and his business there now is the outcome of that venture. Mr. Mulcahy first entered political life in August, 1891, being elected to represent West Hobart in the House of Assembly, a vacancy having been caused by the retirement of Mr. W. H. Burgess. On that occasion he had two opponents to contend against. He was re-elected in 1893 by a very large majority, there being five candidates for the two seats, and was again re-elected in January, 1897, on the occasion of the last general election, when he was chosen one of the members to represent Hobart under the Hare system; a method of election on the proportional system, of which he is a staunch supporter, and helped to bring it into practice in Hobart. He has always displayed a deep interest in all matters relating to political affairs, and as a member of the Assembly has done good service almost from the day he entered the Chamber. He is a J.P. for Hobart, and a member of the

Metropolitan Drainage Board. In church matters Mr. Mulcahy is a prominent member of the Catholic Church, in the welfare of which he has always taken a zealous and active interest.

Mr. HENRY MURRAY, M.H.A. for Devonport, is an old Parliamentarian, and stands high in the estimation of his fellow members, as well as of his constituents. A slow and deliberate speaker, he never rises in the House unless he has



A. W. MARSHALL,

LATROBE.

MR. H. MURRAY.

“something to say,” but then he receives the respectful attention that his deliverances always deserve.

Mr. WILLIAM HUMPHREY PAGE, “Manresa,” Lower Sandy Bay, was, in 1894, elected one of the members for Hobart in the House of Assembly. He is a magistrate of the territory. Mr. Page was formerly in the Covenanted Civil Service of India, from 1868 to 1894, retiring in the latter year as Judge of Tirhoot.

Mr. WILLIAM BISPHAM PROPSTING, M.H.A. for Hobart, of the firm of Tinning and Propsting, solicitors, etc., Murray Street, Hobart, was born at Hobart in 1861, and is a son of Mr. Henry Propsting, who came to the colony in 1831, and followed stock-dealing, grazing, and other pursuits, and who is still hale and hearty, although he has reached the ripe age of eighty-nine years. Mr. Propsting was educated at a private school known as the Derwent, kept by Mr. F. W. Norman, and in 1879 went to South Australia and entered the Education Department as a pupil teacher. He

remained there till 1886, during which time he entered as a student at the Training College and attended the



R. MCGUFFIE &amp; CO.,

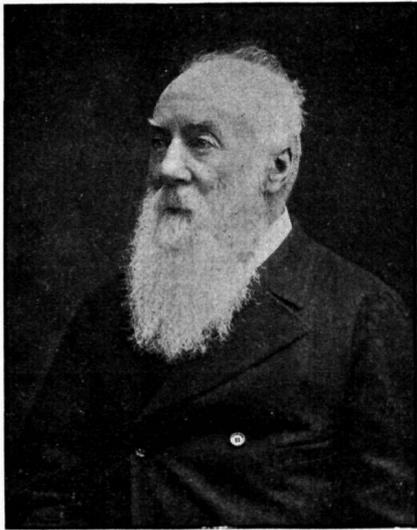
HOBART.

MR. W. B. PROPSTING.

Adelaide University, and was subsequently appointed first assistant at the Sturt Street school, Adelaide. Returning here in 1886, he was articled to Messrs. Elliston and Featherstone, solicitors, and was admitted to the bar in the early part of 1892, and then joined Mr. Tinning. He was married at Kapunda, South Australia, in May, 1892, to Caroline, daughter of Sir Jenkin Coles, K.C.M.G., Speaker of the House of Assembly, South Australia, and there are two children of the union. Mr. Propsting took an active part in the Railway League for the construction of the railway from Hobart to the mineral fields on the West Coast; is a prominent member of the Tasmanian Federation League, and a strong advocate of the cause; and has always taken an active interest in politics, and was elected to the House of Assembly in 1899. He is a frequent public speaker, and a well-known pleader at the bar.

The Hon. THOMAS REIBEY, M.A., and M.H.A. for Westbury, has represented that constituency since 18th May, 1874, having been re-elected no fewer than six times, so that if he continues to hold the position till May next, he will have represented Westbury for a quarter of a century. During all this long period the election has only been contested twice, and Mr. Reibey stands in a position probably unparalleled in the Australasian Colonies, in that his record is unbroken for the twenty-five years. It is interesting to note also that Mr.

Reibey is a freetrader, and that each time the election was contested he was opposed by a protectionist; but his sterling worth as a representative was so well known, and so highly appreciated, that he was returned by large majorities on both occasions, many protectionists being among those who recorded their votes in his favour. Mr. Reibey has



R. MCGUFFIE &amp; CO.,

HOBART.

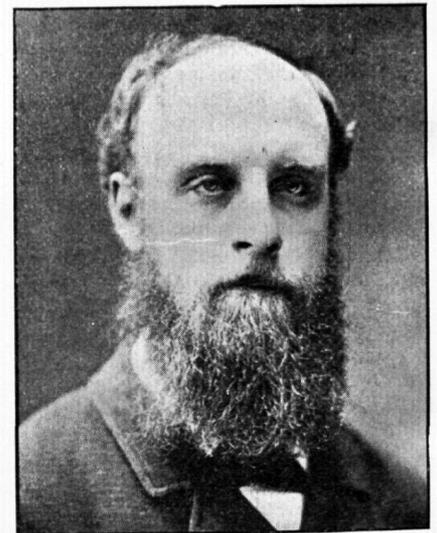
HON. T. REIBEY.

filled a large place in the political life of the country ever since he entered Parliament. He was leader of the Opposition from 13th March, 1875, till 20th July, 1876, and from August, 1877, to 20th December, 1878; and during the interim was Premier and Colonial Secretary from 20th July, 1876, to 9th August, 1877. In 1878 he joined Dr. Crowther's Ministry as Colonial Secretary, and continued in office till the following October. Elected Speaker in July, 1877, Mr. Reibey discharged the duties of that high and dignified position with great ability and courtesy, so that his retirement from the chair was regretted by both sides in the Assembly. Mr. Reibey was born at Launceston on 20th September, 1821, being the son of Mr. Thomas Reibey, shipowner, who came to Tasmania in 1817, in one of his own vessels. When quite young Mr. Reibey went to England, and was educated there, first at a public school, and afterwards under private tutors, eventually proceeding to Trinity College, Oxford. While at the university, Mr. Reibey evinced great interest in all sports, particularly in rowing and hunting. Mr. Reibey returned to his native land in 1843, and took holy orders at Launceston, being ordained by Bishop H. Nixon. He was for some thirty years connected with the

church, being a volunteer without pay, and during twelve years of that period was Archdeacon of Launceston, also without pay. He erected a small English church at Carrick, and partially endowed it, and conducted service there for many years. On his retirement from active service in connection with the church, Mr. Reibey largely devoted his attention to public affairs, with conspicuous success, both to himself and the country. Mr. Reibey has two fine estates in the island—"Entally," near Carrick; and "The Oaks," in the Westbury district, which he represents in the Assembly. He is a large breeder of racehorses, and the fame of the Entally stud is spread far and wide over the whole of the Australias. The famous Malua and Stockwell were his property, and Coronet, Anchorite, Meteor, Kittawa, Moata, Eumanah, Hermit, and other "good ones," to use a racing term, were bred by him in days gone by; and at the present time he has Sentinel, Marcella, Tara, Surprise, Muriel, and many others, disporting themselves on the meads of Entally. Mr. Reibey was also a great breeder of dogs—setters,—and has taken prizes at the kennel shows in nearly all the colonies. He is president of the Carrick Racing Club; president of the Rosedale Racing Club; and president of the Newnham Racing Club; and was first president of the Northern Agricultural Society, and drew up the rules by which it is at present governed. He is a great lover of horses and dogs, and has done much to improve the breed of both, not only in Tasmania, but in the other colonies. Personally, Mr. Reibey has always been highly popular, as he possesses, in a large measure, that gentle courtesy which is so attractive, and which helps so materially to make the wheels of life run smoothly, not only for its happy possessor, but for all who come within its benign influence. Mr. Reibey did not take his degree at Oxford, ill-health compelling him to leave England. But the Archbishop of Canterbury conferred the degree of M.A. on him in 1853. He has not bred setters for some years past, but some very pure beagles.

Mr. RONALD WHITEFOORD SMITH, M.H.A. for Launceston, was born at Sandy Bay, near Hobart, in 1855, and is a son of the late Mr. Malcolm Smith, and grandson of Captain Malcolm Laing Smith, of the 83rd Regiment. The latter came to Tasmania in 1825, to take the position of barrack master in Hobart, which he held for a lengthy term, and was subsequently police magistrate at several centres. Mr. Malcolm Smith was in

the Civil Service for many years. The subject of this sketch was educated at a private school and at the Church of England Grammar School, Melbourne, where he had as a class-mate the now brilliant orator and prominent federalist, Mr. Alfred Deakin. On leaving the Grammar School, Mr. Smith proceeded to the Melbourne University, where he matriculated in 1870; but his educational career was interrupted by his father's death. For a time he followed mercantile pursuits; but in 1873 he crossed over to New Zealand and joined the press of that colony, remaining there for about two years. Returning to Tasmania, he accepted a position on the Hobart *Tribune*, going from there to the sub-editorship of the *Mercury*, which he held for about eighteen months. The editorial direction of the *Tribune* was then offered him, and he accepted it, performing the duties until the collapse of the paper in 1879. For some time after that he was on the staff of the Cornwall *Chronicle*, and also the Launceston *Examiner*; but, deciding on seeking a more extended sphere, he proceeded to Rockhampton, Queensland, where he edited the Northern *Argus* with marked ability for a considerable time. He then came back to Tasmania and rejoined the *Examiner* as editor, a position he vacated to make a journalistic venture on his



J. W. BEATTIE,

HOBART.

MR. R. W. SMITH.

own account, the outcome of which was the *Democrat*, which had a useful career until merged into the *Federalist*, a journal that has been highly successful, and commands a large amount of support. In 1893 Mr. Smith unsuccessfully contested the Ringarooma seat for the House of Assembly; but in 1896 he

was returned as one of the four members for Launceston in the Assembly, and is now completing his first term as a member of Parliament. Mr. Smith delivered the first public address in Launceston on federation—that was in 1894; two years later he lectured again on the same subject in the northern city, when both Sir Philip Fysh and Sir Edward Braddon were present, and the former declared that that was practically the opening of the federal campaign. He has been an ardent federalist throughout, and by pen and voice materially influenced the result of the referendum in this colony, which was so decidedly in favour of union. Mr. Smith is a brilliant journalist, and a bright, attractive speaker, and when heard at his best his deliverances rank high among platform orations.

Mr. WILLIAM HENRY THOMAS BROWN, member for Campbell Town in the House of Assembly, was first elected for that constituency on 26th May, 1882, and re-elected on 26th July, 1886. He retired on 1st April, 1889, and was appointed Conservator of Forests, a post which he filled until 1892. He re-entered public life as member for Campbell Town on 19th December, 1893, and was again elected on 20th January, 1897. Born at Hobart on 14th August, 1840, Captain Brown is a son of the late Mr. Thomas Brown, who came to the colony in 1818, and was in business at Hobart as a merchant for many years, and died in 1864. William Henry received his education at the

High School, and his health being delicate he was sent to sea at the early age of twelve years, with the best results physically and otherwise. He made such rapid progress in his profession that he became master of a ship at the age of nineteen years—the “India,” trading to New Zealand. He afterwards had command of the “Pet,” in the Mauritius trade, and then of the “Thomas Brown,” in the general foreign and intercolonial trade. He followed the sea for fourteen years, and then retired for the purpose of devoting his attention to farming pursuits at Campbell Town, in the Midland district, where he has an estate of some 16,000 acres, principally devoted to stock. Of late years Captain Brown has been relieved of the management of the estate by his sons, and he has thus been able to give his time and attention more completely to public affairs. He was councillor of the Ross Municipality from 1875 to 1884, and trustee of the South Macquarie Road District from 1876 to 1888; so that he had a good training for the Parliamentary arena, in which he certainly cuts no mean figure. Although so long retired from the sea, Captain Brown has not given up all connection with it, as he possesses an interest in the whaling barque “Helen,” which is so well known on the Tasmanian coast, and from which so much is hoped and expected in regard to a revival of the whaling industry. Captain Brown has been married twice, the first time at Campbell Town, in 1863, to Miss

Page, daughter of the late Mr. Samuel Page, coach proprietor, a very old colonist. She died, leaving eight children. His second marriage took place in 1879 to Miss Connell, daughter of Mr. John Connell, also an old settler, and by her he has a family of four children.

The Hon. D. C. URQUHART, Attorney-General, who has been the representative of the Montagu constituency for several sessions, is personally a popular member, and has served his constituents well. As Attorney-General he has done excellent work, proving a success beyond what even his friends expected, and a complete disappointment to his enemies. His biography is given at length elsewhere.

Mr. JOHN CHARLES VON STIEGLITZ, “Andora,” Evendale, represents that district in the House of Assembly. He was first returned on 22nd May, 1891, and was re-elected in 1893 and 1897. He is a magistrate for the territory, and member of the Road Board.

Rev. JOSEPH BOSS WILLIAMS WOOLLNOUGH has represented the district of Sorell in the House of Assembly since 1893. He is senior chaplain to the Tasmanian Defence Force, and a magistrate of the territory. He was formerly chairman of the Carnarvon Town Board.

PARLIAMENTS.

NUMBER OF PARLIAMENTS SINCE THE CONSTITUTION ACT WAS PASSED, CONFERRING REPRESENTATIVE INSTITUTIONS UPON THE COLONY OF TASMANIA, WITH THE DATES OF OPENING OF SESSIONS AND DATES OF CLOSING OR DISSOLUTION.

FIRST PARLIAMENT.

DATE OF OPENING OF SESSION.	DATE OF CLOSING OR DISSOLUTION.
2nd December, 1856.	5th June, 1857.
13th October, 1857.	25th February, 1858.
7th September, 1858.	5th November, 1858.
9th December, 1858.	10th December, 1858.
4th August, 1859.	23rd September, 1859.
18th July, 1860.	4th October, 1860.
	Dissolved 8th May, 1861.

SECOND PARLIAMENT.

15th August, 1861.	1st February, 1862.
22nd July, 1862.	20th October, 1862.
	Dissolved 21st October, 1862.

THIRD PARLIAMENT.

15th January, 1863.	25th March, 1863.
16th June, 1863.	29th September, 1863.
13th October, 1863.	17th October, 1863.
29th June, 1864.	21st September, 1864.
18th July, 1865.	29th September, 1865.
21st July, 1866.	10th September, 1866.
	Dissolved 18th September, 1866.

FOURTH PARLIAMENT.

DATE OF OPENING OF SESSION.	DATE OF CLOSING OR DISSOLUTION.
20th November, 1866.	20th February, 1867.
20th August, 1867.	11th October, 1867.
28th July, 1868.	17th September, 1868.
24th August, 1869.	22nd October, 1869.
23rd August, 1870.	18th October, 1870.
	Dissolved 7th August, 1871.

FIFTH PARLIAMENT.

7th November, 1871.	21st December, 1871.
25th June, 1872.	19th August, 1872.
	Dissolved 20th August, 1872.

SIXTH PARLIAMENT.

22nd October, 1872.	27th December, 1872.
17th June, 1873.	31st October, 1873.
21st July, 1874.	18th September, 1874.
27th July, 1875.	30th September, 1875.
26th October, 1875.	3rd November, 1875.
12th September, 1876.	20th November, 1876.
18th January, 1877.	27th January, 1877.
24th April, 1877.	17th May, 1877.
	Dissolved 19th May, 1877.

## SEVENTH PARLIAMENT.

DATE OF OPENING OF SESSION.	DATE OF CLOSING OR DISSOLUTION.
12th July, 1877.	9th August, 1877.
25th September, 1877.	11th December, 1877.
16th July, 1878.	19th June, 1879.
9th September, 1879.	11th March, 1880.
10th August, 1880.	1st November, 1880.
19th July, 1881.	8th November, 1881.
	Dissolved 5th May, 1882

## EIGHTH PARLIAMENT.

11th July, 1882.	6th November, 1882.
24th July, 1883.	29th October, 1883.
14th December, 1883.	20th December, 1883.
1st July, 1884.	24th November, 1884.
21st July, 1885.	5th December, 1885.
	Dissolved 28th June, 1886.

## NINTH PARLIAMENT.

24th August, 1886.	8th December, 1886.
7th July, 1887.	20th December, 1887.
29th May, 1888.	4th February, 1889.
9th July, 1889.	11th December, 1889.
1st July, 1890.	28th November, 1890.
	Dissolved 30th April, 1891.

## TENTH PARLIAMENT.

DATE OF OPENING OF SESSION.	DATE OF CLOSING OR DISSOLUTION.
7th July, 1891.	23rd December, 1891.
26th July, 1892.	21st December, 1892.
18th July, 1893.	14th November, 1893.
	Dissolved 2nd December, 1893.

## ELEVENTH PARLIAMENT.

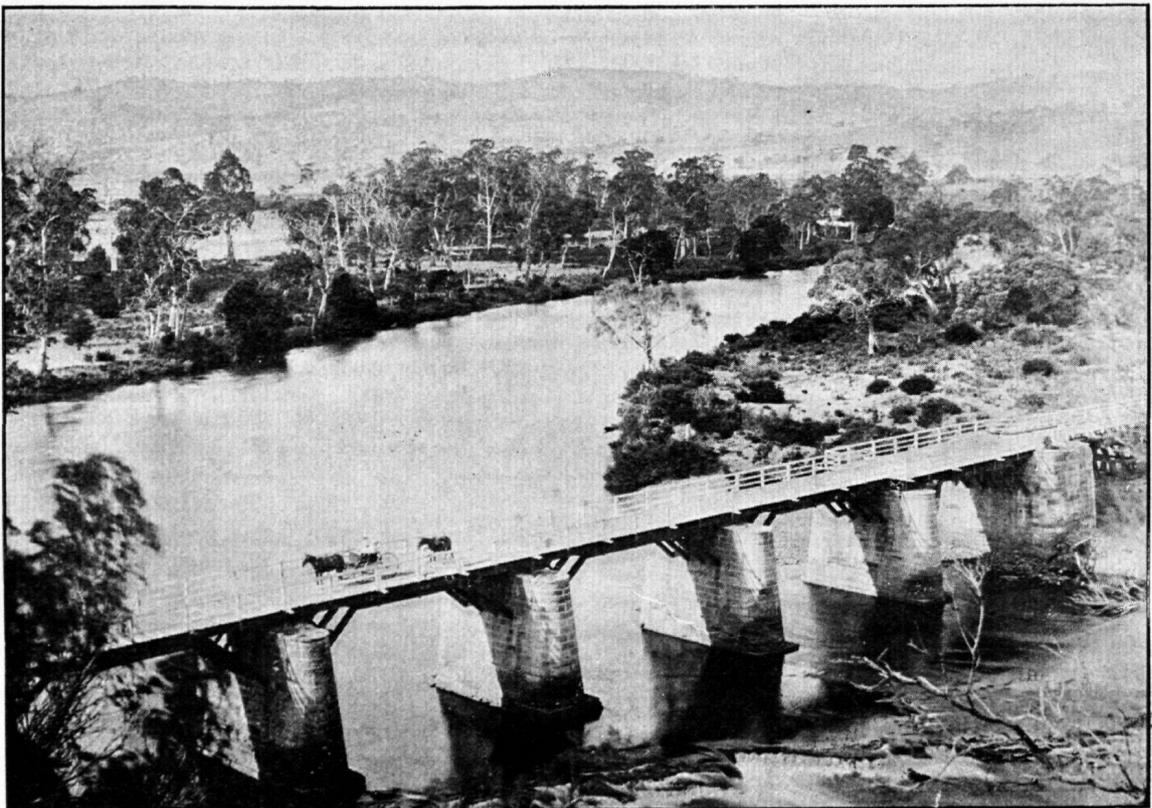
27th February, 1894.	3rd September, 1894.
23rd October, 1894.	26th October, 1894.
25th June, 1895.	25th October, 1895.
7th January, 1896.	10th January, 1896.
7th July, 1896.	26th November, 1896.
	Dissolved 29th December, 1896.

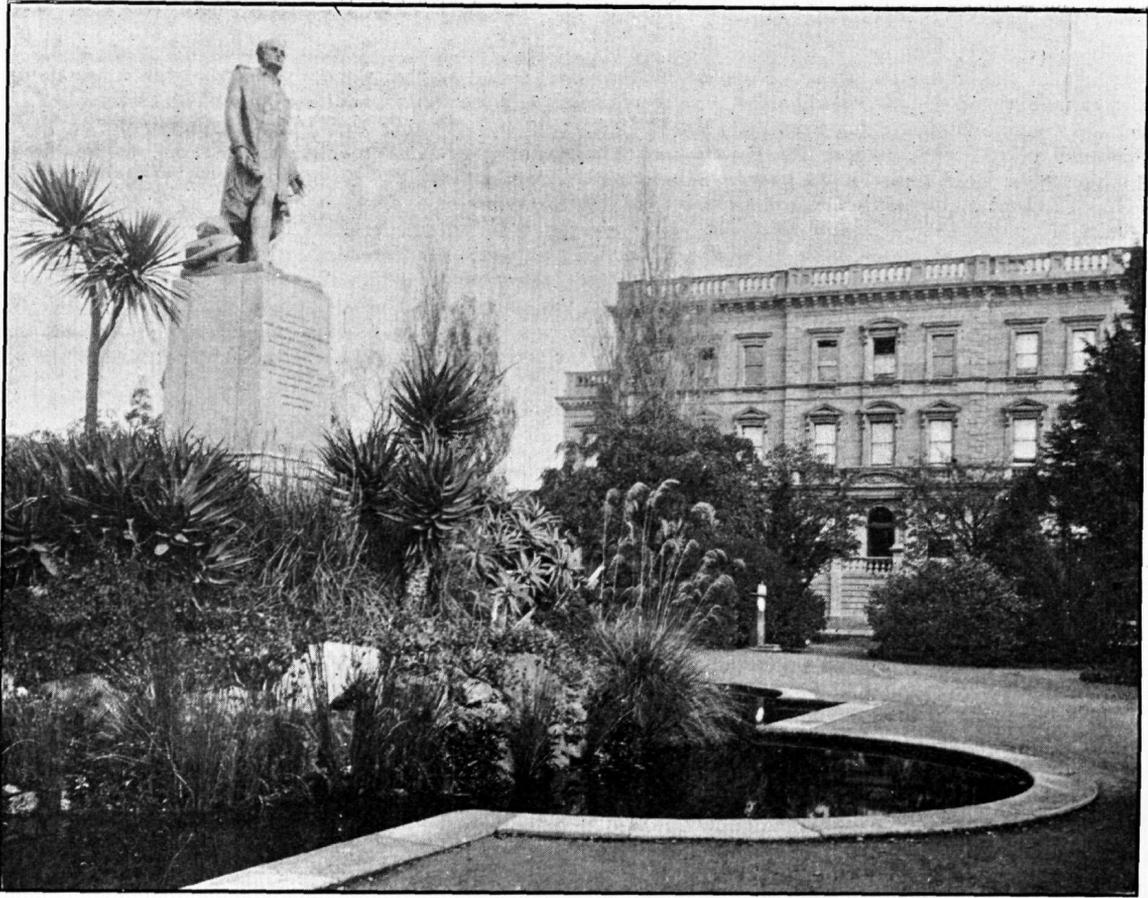
## TWELFTH PARLIAMENT.

9th March, 1897.	11th March, 1897.
July, 1897.	24th December, 1897.
3rd May, 1898.	29th October, 1898.
30th May, 1899.	

## SUCCESSIVE SPEAKERS OF THE HOUSE OF ASSEMBLY SINCE 1856.

Hon. Michael Fenton, 2nd December, 1856, to 8th May, 1861; Hon. Sir Robert Officer, 15th August, 1861, to 20th April, 1877; Hon. Henry Butler, 24th April, 1877, to 1st July, 1885; Hon. Alfred Dobson, 1st July, 1885, to 31st May, 1887; Hon. Thomas Reibey, 12th July, 1887, to 30th April, 1891; Hon. Nicholas John Brown, 7th July, 1891, to 2nd December, 1893; Hon. Bolton Stafford Bird, 28th February, 1894, to 29th December, 1896; Hon. Nicholas John Brown, 9th March, 1897.





FRANKLIN SQUARE, HOBART.

## General Government Departments.

**T**HE Civil Service of Tasmania is composed of a body of men who are worthy of the respect and confidence of the taxpayers. A distinguished statesman (Lord Dufferin) has well said, speaking more than twenty years ago, that "the Civil Service of the country, though not the animating spirit, is the living mechanism through which the body politic lives and moves and has its being. Upon it depends the rapid and economical conduct of every branch of your affairs, and there is nothing a nation should be so particular about as to secure in such a service independence, zeal, patriotism, and integrity. But in order that this should be the case, it is necessary that the Civil servants should be given a status regulated by their acquirements, their personal qualifications, their capacity for rendering the country efficient service, and that neither their original appointment nor subsequent advancement should in any way have to depend upon their political connections or opinions." Now, while it would be idle to contend that this wholesome advice has been the rule of conduct here on all occasions, yet in the higher branches, at any rate, but few examples to the contrary can be pointed to, and the fact is all the more creditable because there has been nothing but an "unwritten law" for the guidance of those who have had the power of appointment. Among the heads of departments are men who would do honour to any country; their learning and scientific achievements command the ready and willing acknowledgment of the best men elsewhere; and of the others it can be truthfully said that they have gained their positions by their ability, experience, and high character. As to the salaries of the Civil servants, it is notorious that the higher-paid officials receive very much less than men holding similar positions elsewhere, both actually and relatively; and while "the climate" is no doubt a great advantage, as the late Treasurer urged on one occasion when defending some of his estimates, still the country, if it continues prosperous, will have to seriously consider the question of giving more adequate remuneration to officials whose experience, ability, and responsible and arduous duties fully entitle them to it. The pension system was abolished in 1863, and there are now in the service but few officers entitled to draw the allowance on retirement. In regard to admission to the service, this was, up till the 21st March, 1899, obtained simply by nomination. There was no examination, and, in regard to the clerical branch at any rate, no particular qualifications were specified. When a vacancy occurred it was filled, as a rule, by nomination of the head of the department, approved by the Minister, and subsequently ratified by the Executive Council. At the instance of the Right Hon. the Premier, this order of

things has been changed, and now all candidates for admission to the clerical division have to lodge an application on a prescribed form at the Premier's office. These applications are registered, and, when a vacancy occurs in any department, a competitive examination is held by the Board of Examiners, and the most fitting candidate chosen. The Board of Examiners consists of the General Manager for Railways (Mr. F. Back), who is chairman; the Under-Secretary (Mr. G. Stewart), the Auditor-General (Mr. J. W. Israel), the Government Statistician (Mr. R. W. Johnston, F.L.S.), the Registrar of the Supreme Court (Mr. P. S. Seager), the Surveyor-General (Mr. A. Counsel), the Recorder (Mr. E. D. Dobbie), the Deputy Sheriff (Mr. W. Hunt), and the Collector of Customs (Mr. W. J. Bain).

Under the "volunteer system," which obtained for many years, it was possible for people to get their friends and relatives into the service, although, perhaps, really unqualified. A youth would serve for five or six months without pay in a department, and then if a vacancy occurred he would receive the appointment, having by his service established what was generally regarded as a right to favourable consideration, his fitness for the post being quite an after consideration. That evil system is now abolished; and the action taken in this way may be regarded as a precursor of still more important and equally necessary reforms, which will, it is hoped, be of advantage to the service itself, and benefit the public at large.

### AGENT-GENERAL'S DEPARTMENT.

UNTIL the appointment, at the end of 1898, of Sir Philip Fysh to represent the colony in London, a considerable amount of controversy arose as to the value of the Agent-General's Department, and even now there is a division of opinion as to whether the department is worth the money spent on it. Before there was such an office as that of Agent-General, the official business of the colony was transacted by Crown Agents—Messrs. Julyan and Sergeant and Messrs. Ommanney and Blake, merchants,—and, so far as we can ascertain, the arrangement worked satisfactorily, although at various times efforts were made inside and outside Parliament to bring about a change to what was regarded as a fuller and more direct representation by some one sent from the colony. This feeling became more pronounced as one colony after another appointed an Agent-General in London; and when Parliament, in 1886, resolved to enter upon a large railway scheme, it was also decided that an Agent-General should be appointed to supervise the purchase and shipment of railway material. The Hon. Adye Douglas, who was Premier at the time, was selected for the position, his salary being fixed at the rate of £1250 per year, and he took up his duties on the 9th March, 1896. The Indian and Colonial Exhibition was held in London the same year, and Mr. Douglas and Mr. J. S. Dodds (now His Honour the Chief Justice) were appointed Commissioners for Tasmania thereat. During Mr. Douglas' tenure of office, he did good service for the colony in regard to the main object of his mission, viz., the purchase and shipment of railway and other material, by effecting a considerable saving in freight and commission; but apart from that there was very little to do beyond answering enquiries from persons who desired information about Tasmania or the other Australian colonies. Mr. Douglas was not enamoured of the position, and when a change of Ministry occurred in the following year, he determined to return to Tasmania. He held office until the 25th October, 1887, a period of one year and eight months, and was then succeeded by Sir Arthur Blyth, the Agent-General for South Australia, who was appointed to act for Tasmania until a permanent appointment could be made. This arrangement lasted till 18th February, 1888, and for his services Sir Arthur Blyth was paid at the rate of £625 per year. Mr. (afterwards Sir) J. A. Youl was the next occupant of the office. He began his duties on the 18th February, 1888, and retired on the 29th October the same year, having been eight months and sixteen days in office, for which the country had to pay at the rate of £1250 per year. Then Mr. (now Sir) E. N. C. Braddon, who was at the time Minister of Lands and Works in the Fysh Administration, was chosen as Agent-General, and he remained in London nearly five years at salary of £1250 per year. There was no doubt that Sir Edward Braddon did much to advertise the colony, and rendered good service all round as far as his office would permit. No complaint was ever made against him of inattention to duty, or of failure to carry out instructions; but the cost of the department was great, much too heavy for the colony to bear in its then financial condition; and, as part of the retrenchment scheme of the Dobson-Henry Government, it was decided that the expenses of the Agent-General's office should, if possible, be curtailed. As was pointed out at the time, Mr. Dobson considered that in view of the small amount of financial business transacted through the Agent-General, the office was not required for such a purpose; and even with reference to this matter, the colony and its Agent-General would be guided solely by the advice of its bankers. It was with this view that the Dobson-Henry Government entered into negotiations with Sir Robert Hamilton to undertake the office at a nominal salary of £500 per annum when Sir Edward Braddon vacated it. The late Governor seemed disposed to favourably regard the proposal; and accordingly, as Sir Edward Braddon desired to return to Tasmania, it was arranged with him that he should resign a year before his term expired. A great deal of misconception has prevailed on this point, and the statements that Sir Edward was recalled have been frequently made; but the facts are as stated. Unfortunately this arrangement fell through, as Sir Robert Hamilton was unable to accept the position, owing to being engaged by the Imperial Government on an important mission in the West Indies. In this emergency Sir Edward Braddon suggested the appointment of Sir R. Herbert, at a salary of £500 a year, and this was immediately acted upon. After performing the duties for a year, Sir R. Herbert retired in consequence of ill-health, and was succeeded by Sir Andrew Clarke as Acting Agent-General at the same salary. The latter was only in office some eight months, and was followed by Sir Westby Perceval, who as a native of the island (although serving New Zealand as Agent-General), and an able man, it was thought would prove a success. Complaints, however, were made, and, as a result of these, he gave up the office in 1898, after representing the colony for two years. Sir Andrew Clarke once more came to the rescue, and performed the duties for three months, viz., from 1st October, 1898, to 1st January, 1899, when Sir Philip Fysh succeeded him. Great hopes are entertained that Sir Philip's stay in London will benefit the colony in more ways than one; but it is idle to disguise the fact that serious doubts exist in regard thereto in well-informed quarters. Not that there is any question as to the present Agent-General's ability, whether as a statesman or commercial man; but without trenching too much on controversial points, it may be said that it is felt we will "pay too dear for our whistle," and that all the work really required from such an officer could be got done for less than half the money. The following official figures should prove interesting to our readers,

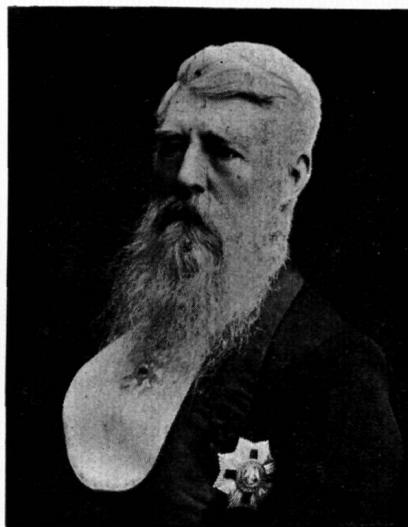
## AGENTS-GENERAL.

Dates of appointment and salaries per year:—Hon. Adye Douglas, 9th March, 1886, £1250; Sir Arthur Blyth (acting), 25th October, 1887, £625; Sir J. A. Youl, 18th February, 1888, £1250; Sir E. N. C. Braddon, 29th October, 1888, £1250; Sir R. G. W. Herbert, 1st October, 1893, £500; Sir Andrew Clarke (acting), 1st August, 1896, £500; Sir W. B. Perceval, 1st October, 1896, £500; Sir Andrew Clarke (acting), 1st October, 1898, £500; Sir P. O. Fysh, 1st January, 1899, £1500 (£1250 salary, £250 special allowance).

Expenditure on account of the Agent-General's Department for the undermentioned years:—1886, from 9th March, £1833 13s. 10d.; 1887, £1819 2s. 3d.; 1888, £1924 11s. 1d.; 1889, £2141 4s.; 1890, £1961 11s. 5d.; 1891, £1959 11s. 9d.; 1892, £2071 8s. 11d.; 1893, £2278 18s. 6d.; 1894, £1173 18s. 3d.; 1895, £1091 18s. 4d.; 1896, £1092 19s. 2d.; 1897, £1061 7s. 9d.; 1898, £1217 8s. 9d. The estimated expenditure for 1899 is £2250, which was passed by Parliament.

The Hon. Sir PHILIP OAKLEY FYSH, K.C.M.G., who was, in October, 1898, appointed Agent-General for the colony in London, has long occupied the most prominent position in the political life of Tasmania, and has worthily carried himself throughout. Born in the parish of Islington, London, in the year 1835, he was at first educated privately, and afterwards attended the Denmark Hill school. On completing his studies, he had two years' experience in London Stock Exchange life, being a constant attendant in the Bank of England Rotunda upon the transferrors and transferees of British funds, and thereafter in an Australian merchant's office, where he remained until 1859, when he came out to Hobart, and engaged in mercantile pursuits. The energy and ability which have been such conspicuous features of his entire career soon brought him forward, and in 1862 he established the well-known firm of P. O. Fysh and Company, general merchants, which he carried on until 1894, and which is continued by his eldest son. He first entered Parliament as a representative in the Legislative Council for Hobart, being elected on 5th June, 1866, and he occupied the seat for three years, during which he displayed oratorical powers and political knowledge and ability which rapidly gained recognition. Elected for Buckingham on 9th November, 1870, he again sat for three years in the Legislative Council, at the end of which time he transferred his services to the Assembly, being chosen representative for East Hobart on 8th August, 1873. In the same year he took office as Treasurer in Mr. Kennerley's Ministry, performing the duties till 12th March, 1875, and was afterwards a member of the Ministry without portfolio till 20th July, 1876. He was re-elected for East Hobart in June, 1877, and acted as leader of the Opposition from 14th July till 9th August of the same year, when he was entrusted with the task of

forming an Administration. This he succeeded in doing, but retired on his going to Europe for a period; that Ministry was only short-lived, but on the 5th March of the following year coalesced. On 15th March, 1884, he was again returned as representative in the Legislative Council for the constituency of Buckingham, and was re-elected on 7th April 1887, and 6th May, 1890. In his second Administration, which assumed office on the 29th March, 1887, Sir Philip was Premier and Chief



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HON. SIR PHILIP O. FYSH.

Secretary, and the Government proved so strong and popular that it retained the reins of power till 17th August, 1892, when it was displaced by the Dobson-Henry Ministry. Sir Philip was elected one of the members for Hobart at the last general election, and on the defeat of the Dobson-Henry Government, he again took office in the Administration formed by Sir Edward Braddon, filling his old position of Treasurer with that address and ability which have

gained him so high a place in the estimation of his fellow citizens. This position he retained until his appointment to the Agent-Generalship, amid a chorus of approval from all sections of public men, as well as from the press generally. In addition to his long and able political labours, Sir Philip has served the public in numerous other directions with scarcely less satisfaction. He was an alderman of Hobart in 1868 and 1869, and was major commanding the Tasmanian Rifle Regiment from 1880 to 1884. He was one of the delegates from Tasmania to the Federal Convention held in Sydney in March, 1891; is one of the representatives of Tasmania in the Federal Council of Australasia, and was elected one of the representatives of Tasmania at the Federal Convention held at Adelaide, Sydney, and Melbourne, 1897-1898. Sir Philip is a member of the Executive Council, a magistrate of the territory, and was president of the Central Board of Health, chairman of the Metropolitan Drainage Board, chairman of the Board of Directors in Tasmania of the A.M.P. Society since 1882, and chairman of the Board of Directors of the Bank of Van Diemen's Land from 1870 to 1873, and was instrumental in its reconstruction in 1880. He continued to be a director of that institution up till 1885, when he resigned. He visited England in 1868-69, and also in 1878-79, so that his appearance in London as Agent-General will be his third trip to the old country since he first landed at Hobart, thirty-nine years ago. At the closing sitting of the last session of the Assembly, Mr. Bird, leader of the Opposition, paid Sir Philip a compliment, which was not less graceful than it was true, that Sir Philip went away with the best wishes of the House and the country, and with a full belief that his services in his new position would be of very great advantage indeed to Tasmania. Sir Philip was created K.C.M.G. on 1st January, 1896.

## CHIEF SECRETARY'S DEPARTMENT.

THIS department, which was known in former years as the Colonial Secretary's office, is the largest and most important department of the Government of the colony. A large number of the various branches of the Public Service of the colony are administered from this office, comprising:—

Statistical and Registrar-General's Department  
 Government Analyst's Department  
 Machinery Department  
 Audit Department  
 Defence Department  
 Charitable Grants  
 Benevolent Asylums  
 Hospital for the Insane and General Hospitals  
 Public Health and Medical Department  
 Boys' Training School, and some minor departments.

The total annual outlay upon the maintenance of these departments amounted during the year 1898 to £657,329.

The work of the Chief Secretary's Department is done by the Under Secretary, with a staff of four clerks, at an annual cost of £900 per annum. To this sum should be added the messenger staff and contingent expenses, amounting to £210 a year, making a total of £1110 per annum.

The CHIEF SECRETARY, the Hon. WILLIAM MOORE, is fully referred to on page 53.

Mr. GEO. C. T. STEWARD, Under Secretary of the Colony and Secretary to the Premier, was born 17th March, 1865. He entered English Civil Service 1880,



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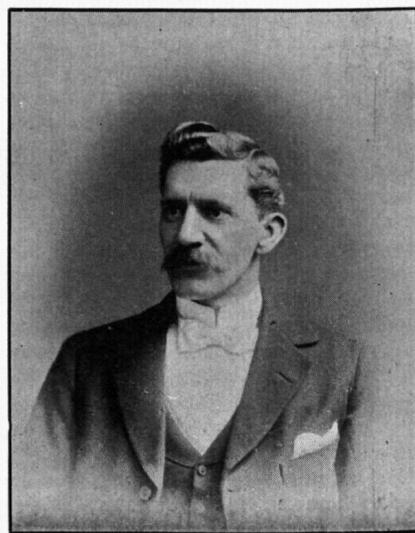
HOBART.

MR. G. C. T. STEWARD.

and retired therefrom with a gratuity in January, 1892. He entered the Tasmanian Government Railway Service in June of the same year; appointed chief clerk in the Education Department in July of the following year, and subsequently undertook, in addition, the duties of Accountant in the same department. Mr. Steward was appointed Under Secretary of the colony, and Secretary to the Premier, January, 1897, and resigned on appointment to the office of town clerk of Hobart in October, 1897. From this position he retired on reappointment to the Government service in February, 1898. He now holds the offices of Under Secretary of the colony, Secretary to the Premier, Secretary to the Defence Committee, and Secretary for Immigration.

Mr. ROBERT TAPSELL, Head Office-keeper and Supervisor of Stores, joined the service in 1888 as messenger to the Land Titles Department. He was appointed office-keeper in 1892, which position he held till 1895, when he was promoted to the position of head office-keeper and supervisor of stores, a

new office. He has thus had rather rapid promotion. Mr. Leslie Tapsell, son of the above, is clerk assistant to the Legislative Council.



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HOBART.

MR. R. TAPSELL.

## THE AUDIT DEPARTMENT.

THE first Audit Act passed by the Parliament of Tasmania was assented to on the 22nd October, 1858; its purpose was "To alter the tenure of the office of Colonial Auditor, and to provide for the more effectual audit of the public accounts."

It was then enacted "that the Colonial Auditor for the time being shall hold his office during good behaviour, and shall not be removed therefrom unless upon the address of both Houses of the Parliament of Tasmania." The Auditor was thus made independent of the influence of the Government of the day; and, at a subsequent period the salary attached to the office was reserved by Act of Parliament. Mr. E. J. Manley, formerly Accountant of Stores, was appointed Colonial Auditor from 20th August, 1853, which position he held until the 7th July, 1873. That gentleman therefore was the first Colonial Auditor under the Colonial Act. Mr. Wm. Lovett was transferred from the office of Assistant Treasurer to succeed Mr. Manley on the 8th July, 1873. During Mr. Lovett's tenure of the office, the title of Colonial Auditor was altered to that of Auditor-General. Mr. Lovett retired upon a pension on the 31st December, 1894, and he was succeeded by Mr. J. W. Israel, who holds the appointment of Auditor-General at the present date.

The original Act empowered the Governor-in-Council to frame and promulgate regulations for the due care and management of the public moneys of the colony. In the year 1859 regulations were promulgated for general information, but in subsequent amendments of the Audit Act the regulations were embodied in and incorporated with the Act itself. These regulations, together with the ordinary provisions of the Act, secure ample checks upon the administration of the public money, and empower the Auditor to make surcharges upon the Treasurer for all amounts in the Auditor's opinion not properly disbursed or vouched for.

By an amendment of the Audit Act passed in 1875 all the accounts of rural municipalities and road trusts were brought under the operation of the Act. At a later period the accounts of the municipalities of the two chief cities—Hobart and Launceston—were made subject to its provisions. The accounts of all marine boards, town boards, main road boards, cemetery trusts, education boards of advice, fruit boards, and other public or semi-public bodies are under the control of the department. The work of the office has also been largely added to by recent legislation in connection with the construction of railways by various companies—the construction accounts in a number of instances being required to be examined by the Auditor-General.

The Secretary to the Board of Tenders, who also acts as Inspector of Stores, is attached with his staff as a sub-branch to the Audit Department. The officers of the department, as selected for the purpose from time to time during the year, make numerous local inspections of the accounts of public departments and of local bodies throughout the island; and the stores accounts of all public institutions and the urban municipalities are similarly inspected.

The total number of officers in the department, including the Auditor-General, Secretary to Board of Tenders and staff, is fourteen; the annual cost in salaries, messenger, and contingencies, as provided for the year 1899, being £2860. No part of this amount is returned by local bodies in connection with the examination of their accounts.

Mr. JOHN WILLIAM ISRAEL, Auditor-General, was born at Launceston in 1850, and educated there privately, for some years attending Mr. Abraham Barrett's well known private academy. He began his business career in a general store at Latrobe in 1867, as clerk and assistant. Leaving there in the early part of 1870, he resided on the goldfield at Waterhouse for several months, until the opening of the Launceston and Deloraine Railway, when he received the appointment of ticket check clerk, and subsequently became station master at the chief terminus, Launceston. On the transfer of the railway accountant to Hobart, to the position of chief clerk of the Audit Department, Mr. Israel became the accountant of the railway. In 1882 he was transferred to the Audit Office, Hobart, as chief clerk. He was made deputy auditor by the Fysh-Bird Administration, and succeeded to his present position on 1st January, 1895. It may be added that a prominent feature of the department under Mr. Israel's control is the local inspection of stores and money accounts by its officers, who travel throughout the year among the Govern-

ment departments and the various local bodies of the colony. These accounts



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MR. J. W. ISRAEL.

are thus brought repeatedly under the inspection of the Audit Department, in

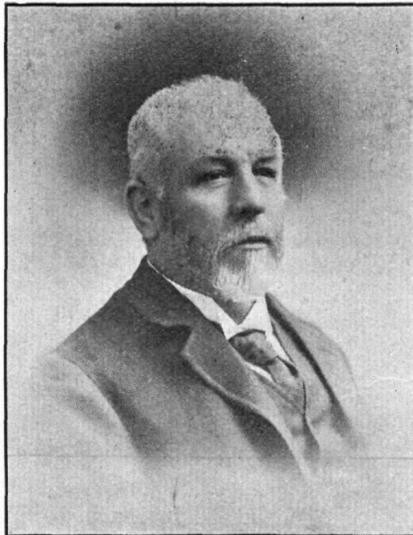
addition to being subject to periodical investigation therein. The Act under which this department was constituted was passed on the 22nd October, 1858, to alter the tenure of the office, and "to provide for the more effectual audit of public accounts." (27 Victoria No. 6.) Mr. Israel's entry into the public service dates from 1872, when the Government acquired control of the Launceston and Deloraine Railway. He took a leading position in the movement for the establishment of the Civil Servants' Association, and upon its foundation in 1897 he was unanimously elected president, from which office he retired in May, 1898, on the ground of ill-health. Mr. Israel has been very prominently connected with Freemasonry for many years, and is president of the Board of Benevolence in the Grand Lodge, having previously acted for many years as secretary of the Tasmanian Masonic Benevolent Fund. He is a P.M. of the Pacific Lodge, No. 5, T.C., and now for the second time has been appointed the first principal of the Tasmanian Union Chapter held under the Scottish Constitution.

## CHARITABLE GRANTS DEPARTMENT.

THIS department, which is administered by the Chief Secretary, has its headquarters in the New Town Charitable Institution building, and is presided over by Mr. F. R. Seager, who is officially Administrator of Charitable Grants, Superintendent of the New Town Charitable Institution, Superintendent of the Boys' Training School, and Secretary of the Neglected Children's Department. On the face of it, this would appear a very "large order" for one man to execute, but owing to the system prevailing the duties seem to have been performed satisfactorily, alike to those who are the immediate object of State assistance as well as to the taxpayer, who of course has to foot the bill. As Administrator of Charitable Grants, Mr. Seager administers a vote (last year it was £2000) for out-door relief in country districts, and another for out-door relief in the cities of Hobart and Launceston (£740 and £380 respectively). In the former case Stipendiary Magistrates and Wardens of the respective districts see to the proper distribution of the vote; and in the cities this duty is undertaken by the Benevolent Societies. Then there is another vote (£750) for the maintenance of the deaf, dumb, and the blind; the examination of persons who are supposed to be insane; the assistance of destitute persons, "not otherwise provided for"—that is, cases requiring temporary assistance, which is expended under the immediate supervision of the Department, as is also a vote of £400 for the transport and funeral expenses of paupers throughout the island. In addition to those votes, there are votes

for the various country hospitals, which are disbursed on the £ for £ principle by the Department. The most important charity under the control of the Department is the New Town Charitable Institution, in which the aged men and women of the southern portion of the island, who are unable to provide for themselves, or whose friends are either powerless or unwilling to look after them, find refuge. When the writer visited the place, where he was courteously received and afforded all the information asked for, there were 252 men and 170 women in the Institution. On the 31st December last, eighty per cent. of these were upwards of sixty years of age, five were over ninety, and one had reached the patriarchal age of ninety-seven. The accommodation is ample, the discipline good, and the old men and women seemed happy enough. The total expenditure on the institution last year was £5175 13s. 10d.; the average number of inmates was 470; and the nett cost per head was £11. Where friends are able to do so, the Department compels them to pay up to one shilling per day, according to the circumstances, for the support of the inmates. Strict enquiry is made into every case by an officer of the Department. Asked as to the general health of the inmates, the visitor was informed that it was fairly good, and that of the 131 deaths which took place last year the average age was seventy-two, the eldest being ninety-six, and the youngest twenty-seven. Thirty-nine of these were over eighty years of age, and the sixteen eldest averaged over ninety. The Training School for boys has accommodation for sixty. About fifty-four boys was the average last year. They have each committed an offence against the laws, and have been sent by the Magistrates to the school to be reformed. The ages vary from eleven or twelve up to sixteen, which is the limit; no boy over sixteen can be sent to the school. The boys are taught farming and various trades. Their general welfare, as well as the working of the school, is supervised by a committee, and the results altogether are regarded as favourable. After being in the Institution for some time, the boys are apprenticed out to farmers, and in very few cases do they turn out other than satisfactory. This Institution is almost self-supporting, and would have been so last year had anything like fair prices been got for farm produce. The Neglected Children's Department was established by the State, to take care of children who either have no parents or friends to look after them, or who are abandoned or neglected by their natural protectors. The children are boarded out with respectable people (ascertained to be so by the Department's officers), who are paid so much a month, according to the age of the children, from 21s. 6d. up to 25s. 6d. for each child. This Department cost the State £3400 last year, and the expenditure for this year is set down at £3700.

Mr. FREDERICK ROBERT SEAGER, Superintendent of the New Town Charitable Institution, Superintendent of the Boys' Training School, Administrator of Charitable Grants, and Secretary of the Neglected Children's Department, first saw the light in Port Louis, Mauritius, in 1846, and is a son of the late Mr. Charles Seager, who was in military service on that island. Educated in the army schools, Mr. F. R. Seager came, with his parents, to Tasmania when quite young, and entered the public service as a junior clerk in the Education Department on 3rd March, 1869. Three years later he was transferred to the Cascade Establishment as assistant superintendent and under-gaoler, and in July, 1879, he was appointed assistant superintendent of the New Town Charitable Institution, a position he filled until 31st December, 1898, when he received his present

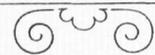


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HOBART.

MR. F. R. SEAGER.

appointment. Mr. Seager has always taken a great interest in military matters, and served ten years as a member of the Southern Tasmanian Volunteer Artillery. A passionate lover of flowers, he has devoted his leisure to their cultivation, especially the choicest sorts, and with very great success. Chrysanthemums have received his particular attention; and as a grower of these Mr. Seager has figured conspicuously at all the local shows, and taken many prizes.



## DEPARTMENT OF AGRICULTURE.

THIS department dates its birth from March, 1891, when a bill was introduced and passed, entitled "An Act to provide for the establishment of a Council of Agriculture, and for other purposes." Primarily it was intended that its work should be strictly confined to matters of agriculture, but since the date of its establishment there have been amalgamated and brought under the administration of the department the following Acts:—"The Stock Act," "The Codlin Moth Act," and "The Rabbits and Californian Thistles Destruction Acts;" the secretary of the department being also the officer charged with the administration of these latter Acts. The Council, as it originally stood in the Act under which it was established, consisted practically of eleven gentlemen, drawn from various parts of the colony, who met at intervals to treat with matters of farming interest, and although in 1898 the original bill was somewhat amended it left the constitution of the department very much as it was before. The Boards of Agriculture distributed throughout the colony periodically elect representatives who comprise the Council. There are some forty boards, all composed of practical farmers, who meet monthly to discuss matters immediately relating to the agricultural industry. Reports of these discussions are published in the *Agricultural Gazette*, which is issued by the Government gratis to its members. The paper includes selected articles, which are calculated to be of interest to agriculturists, extracted from the many valuable publications received at the head office.

In regard to the other Acts administered by the Department of Agriculture, it may be well to note that the working of the "Stock Act" has been so effective that the colony has been declared free from "scab" for the past eighteen years.

"The Manures Adulteration Act" was introduced in 1893 for the purpose of protecting the farmers and others from fraud in the sale to them of manures for agricultural purposes. It provided for the appointment of officials who were empowered to take samples of manures offered for sale, and have the same analysed, and inflict penalties on the sellers of an adulterated article. It also made it mandatory for every person selling manures, in any quantities not less than one hundred-weight, to furnish to the purchaser at the time of delivery a certificate, which, besides giving a description of such manure, supplies other information; in fact, gives the purchaser absolute protection against unscrupulous merchants.

The provisions of the "Rabbits Act" are very stringently enforced; whilst the "Codlin Moth Act" has engaged the attention of the department and its experts to a very serious extent.

For the diffusion of scientific knowledge an Agricultural and Technical College, which was established some time back as a private concern, has been subsidised by the Government. Text books on agriculture are distributed throughout the colony through the medium of the State schools and the members of the Council of Agriculture, and form part of the curriculum of such schools. The latest addition to the machinery of the department has been the provision for the fumigation of fruit before export.

The work of the department is carried on in the Public Buildings, Murray Street, and is in the hands of the Secretary and a clerical staff, together with an entomologist. The outside work is in the hands of a number of inspectors, which comprises, in addition to the carrying out of the Rabbits Destruction, the Californian Thistle, and Codlin Moth Acts, the provisions of the Registration of Brands of Sheep and Cattle Act, not the least important branch of the work of the amalgamated offices.

Mr. THOMAS ALFRED TABART, Chief Inspector of Stock, etc., is a native of the colony. He was appointed inspector of stock in 1870, and has been head of the department since 1885.

## INSPECTION OF MACHINERY DEPARTMENT.

CHIEF INSPECTOR: MR. E. C. ROSS.

THIS department, though not of great dimensions, does good work for the community at large, and for individuals in particular. At one time accidents were not uncommon, owing to boilers exploding, and such-like; but the precautions which this department was constituted to enforce are so complete, and the work of enforcing them is so faithfully performed, that it is seldom any serious accident occurs. All steamers engaged in trading in the colony, whether in the foreign or home trade, or in river or harbour service, are surveyed—one class every six months, and the other every twelve months, according to their machinery, whether it is compound or the old style. In 1898 there were forty-two steamers engaged in the trade of the colony, with an aggregate register tonnage of 1117 tons, which were all surveyed. They are mostly small boats, built for bar harbour work, such as that to Strahan. The chief inspector of the department is also Board of Trade Examiner for Marine Engineers, being an Imperial officer in that respect, though his appointment rests of course with the Government here. All land boilers and machinery are also inspected every year, and if they comply with the requirements of the Act, a certificate is granted, but otherwise the certificate is withheld until all defects are made good. The number of boilers inspected and for which certificates were issued in 1898 was 540, and fifteen boilers were condemned. Other minor duties are performed by officers of the department. There were no fatal accidents in 1898; three caused serious bodily harm, and nine were of a trivial nature. Fifty-five certificates were granted to land engine drivers, and the total revenue received by the department in fees was £858, which almost makes it self-supporting, the expenditure in salaries, etc., in 1898 being £960, while the estimated expenditure for 1899 is £970. It is expected that the fees will more than repay the expenditure this year.

## THE HEALTH DEPARTMENT.

THE Health Department is under the control of the Central Board of Health. This board was appointed under the provisions of the Public Health Act, 1885, and administers that Act, its amendments of 1887, 1889, and 1896, and the Vaccination Act of 1898, the Quarantine Act of 1881, certain provisions under the Licensing Act, the Chinese Immigration Act, and other Acts connected with the public health. The central board consists of a president, who at present is the Chief Secretary (the Hon. William Moore), the Government Medical Officer for the time being (Dr. Crouch), Drs. Barnard and Bright, and Messrs. T. Bennison, E. M. Fisher, C. Harbottle, and the Hon. W. W. Perkins, M.L.C. Mr. A. Mault is the engineering inspector and secretary, and Mr. T. O'Shea is clerk. The municipal council of every city and of every rural municipality, and the town board of every town is *ex officio* a local board of health. There are also local boards of health for certain extra municipal health districts that are nominated by the Governor-in-Council. For all districts beyond the jurisdiction of any of the above-mentioned local boards, the Central Board of Health acts as the local board of health. The Central Board of Health does not intervene in matters under the jurisdiction of local boards, except in cases that are brought under its notice by a formal complaint that the local board of health has made default in matters relative to safeguarding the public health. It is also a court of appeal from the decisions of local boards in such matters as permission or refusal to permit the establishment of noxious trades within health districts, the closing of cemeteries, and such-like matters. Under the Public Health Act, medical practitioners are bound to give early notification to the local board of the district of every case of certain infectious diseases which are scheduled. The local board transmits these notifications to the Central Board of Health, with reports of the inspections made and precautions taken by the local authorities in every such case; and

failing such report, the Central Board immediately requires it to be made. Up to the time of writing, the regulations and other arrangements necessary for carrying out the Vaccination Act of last session were not fully completed. Under its provisions, every medical practitioner, unless he objects, is to be appointed a vaccinator. The compulsory clauses are modified so as to protect parents with "conscientious" objections to vaccination. The children of all other parents will be gratuitously vaccinated, and glycerinated calf lymph will be used in all cases. It seems that the only objection to ordinary calf lymph is that it is too virulent in its action. This objection will, therefore, be removed, and all the alleged dangers attending the use of humanised lymph will also be avoided. In regard to the Quarantine Act, the Central Board, as a rule, acts in concert with the quarantine authorities of all the other Australian colonies. Under the Licensing Act, no license can be given without a certificate from the local health authority of its satisfaction with the sanitary arrangements and accommodation of the house. Under the Chinese Immigration Act, every Chinaman arriving is examined as to his freedom from leprosy and other diseases, and, unless he has marks of recent successful vaccination, he is vaccinated. Under the Cemeteries Act, every new cemetery has to be approved by the local health authority, which has full powers to close all existing cemeteries that in its opinion, from their condition or position, menace the public health. The authority of the Chief Secretary, in reference to exhumation, is usually exercised through the Central Board. Plans of all new public buildings within the meaning of the Act are to be submitted to the local health authorities, and such buildings cannot be opened to the public without the approval, in writing, of the Central Board. No new noxious trades can be established without the permission of the local health authority, there being appeal from its decisions to the Central Board of Health, as above mentioned.

The provisions of the Public Health Act are greatly amplified by the enactment relative to the powers of local boards of health to frame bye-laws. These bye-laws, under the powers granted, cover, with the Acts above cited, the whole ground of sanitary administration, both as regards the treatment of infectious diseases, the sanitation of houses, their drainage, the necessary control of the whole food supply, including bread, milk, meat, and pure water, the prevention of adulteration of food, the protection of infant life, the provision of hospitals; and in most of these affairs the Central Board renders all the assistance in its powers to the local boards. The work done by the department is thus of vital importance to the community, and it would naturally be thought that the expenditure on it would in some degree correspond therewith. Last year (1898) its cost in salaries and for expenses was £426, and this year the estimate is £471. In contrast with this may be pointed out the expenditure on the stock department, no doubt absolutely necessary, which last year was £2129, and this year is estimated to be £2386.

## REGISTRAR-GENERAL'S DEPARTMENT.

TO this department is entrusted—(1) the collection and compilation of the yearly statistics; (2) the control of friendly societies; (3) the registration of births, deaths, and marriages; (4) letters patent, designs, and trade marks; (5) the registration of dentists.

### STATISTICS.

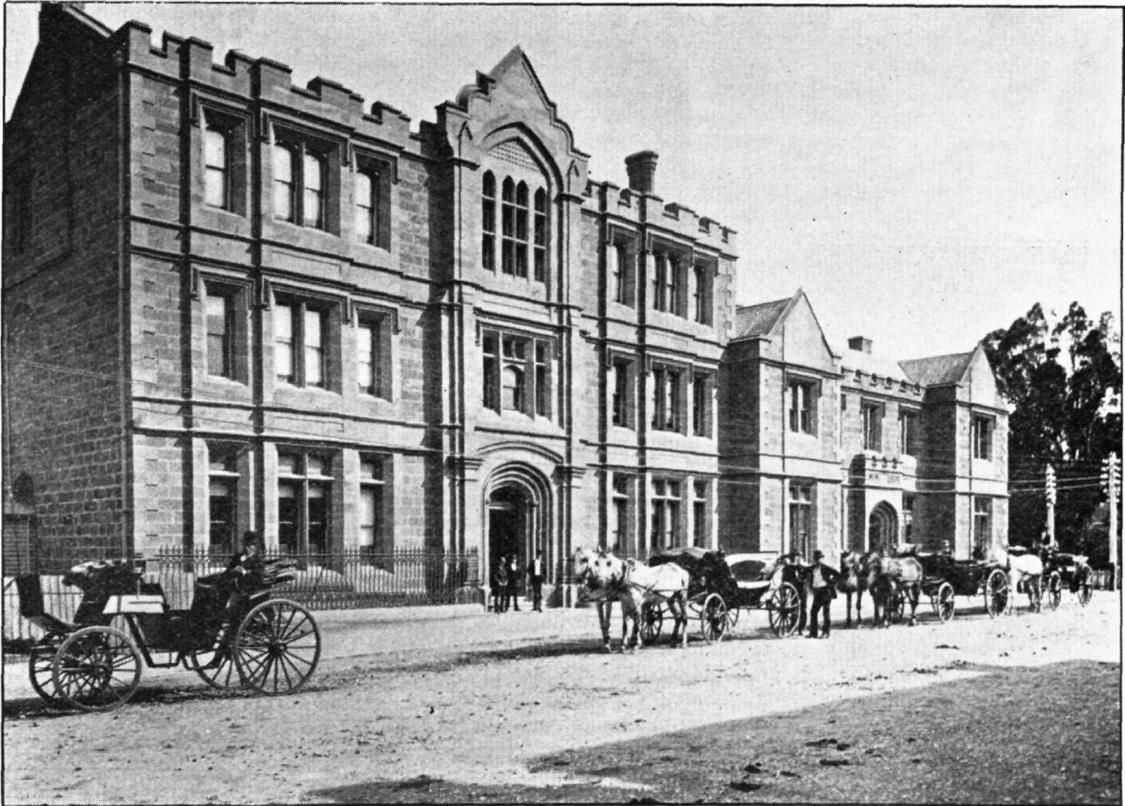
The Statistics of Tasmania are published in seven parts. No. 1 Blue Book gives detail information as to Governors, Parliaments, Ministries, and the whole of the staff of the Civil Service. No. 2, Population, relates to the people of the colony, immigration and emigration, political franchise, and the number exercising their voting rights year by year. No. 3, Vital and Meteorological, deals with the following matters:—Births, deaths, and marriages, and contains the most comprehensive tables as to the people dying during the period; classification as to the ages, diseases, and places where each death occurred; deaths in institutions; marriages of the different denominations; and meteorological observations, including rainfall at the different stations throughout the colony. No. 4, Interchange, gives detail particulars as to imports and exports, the tables being arranged to give valuable information in a handy way and on all points likely to be enquired about; railway receipts and expenditure for both Government and private railways; tramways, post and telegraph, and the various rates of wages and prices ruling of items of commerce and manufacture. In No. 5, Finance, are found elaborate tables as to Government and Local Government receipts and expenditure; special tables as to loans, public debt, and sinking funds; taxation, general and local; and other information of a similar nature. Part 6, Accumulation, comprises information as to rates of exchange, banking, valuation of property, and registration of deeds. Part 7, Production, relates to land and the products of land, either from its agricultural, pastoral, or mining point of view. General industries and detail list of patents granted during the year are here given. No. 8, Law, Crime, and Protection, refers to litigation in all courts, and crime and its punishment in all its aspects. No. 9, Intellectual, Moral and Social, gives particulars as to the educational and moral welfare of the people, as well as the provision made by them for future benefit. In this part are found detail tables as to friendly societies, giving the number and detail ages of members, finances, and the investments of the several funds, which at the end of 1897 amounted to a sum of £91,948, the accumulated funds of 127 lodges. Under the Friendly Societies Act all lodges must send by the 1st day of February in each year returns on prescribed forms, duly audited, setting forth in detail number of members, ages, and details of receipts and expenditure of the several funds. Valuations are required to be made at least once in five years, and the report of the actuary is submitted with the other returns. In addition to these parts, a Statistical Summary, showing progress from the earliest days of the colony, and detailed statistics of the whole Australasian Colonies, are published. An official record is issued from time to time containing items of interest as to the history, geology, fauna, flora, etc., of the colony, as well as other matter not contained in the general statistics.

### REGISTRATION OF BIRTHS, ETC.

This branch of the department regulates the registration of births, deaths, and marriages, and the registration of officiating ministers, and matters relating thereto. There are fifty registrars of births, two alone being on the salaried list, the remainder receiving remuneration by fees.

## LETTERS PATENT, DESIGNS, AND TRADE MARKS.

Patents may be applied for by :—1. The true and first inventor. 2. The inventor's agent. 3. The inventor's assignee. 4. A person or persons claiming to be the true or first inventor by virtue of being the introducer into the colony of an invention new to the colony, provided that the applicant or applicants insert after the words "true and first inventor" the following phrase :—"By virtue of a communication from abroad from." 5. A deceased inventor's legal representative, provided the application be made within six months of the decease of the first inventor. 6. Two or more persons may make a joint application for a patent, and a patent may be granted to them jointly, or a patent may also be granted to several persons jointly, some of whom only are or is the true and first inventors or inventor. 7. Application to be made either personally or through a duly authorised agent. In any case of agency or assignment proof thereof must be furnished to the satisfaction of the registrar.



J. W. BEATTIE, HOBART.

**GOVERNMENT OFFICES, DAVEY STREET, HOBART.**

The documents to be deposited are :—Application declared to and attested by a witness ; appointment of a local agent if applicant resides out of the colony ; and either a provisional or complete specification in duplicate, together with drawings, if any, also in duplicate. Fee on application, 10s. If a provisional specification be first lodged, a complete one must be lodged within nine months, together with copies of drawings, if necessary. Fee, 10s.

The acceptance of the complete specification is notified to the applicant or agent, and the requisite advertisement must be at once attended to. Objections, stating the grounds of such objections, may be lodged within two months of last advertisement. The registrar in this case may then fix a time for hearing, decide the case, and make an order for such costs as he may think fit. The grant of letters patent must be issued within fifteen months from date of application. Fee, £2. Papers containing advertisements must be produced in proof of such having duly appeared. Term of patent, fourteen years ; subject to a payment of £15 at or before the expiry of the third year, and £20 at or before the expiry of the seventh year. *Trade marks* and *designs* are registered on application, on prescribed form, accompanied by appointment of local agent if applicant resides out of the colony, and three representations of such mark or design. In the case of a trade mark, the essential features are gazetted (fee, 7s. 6d.), and three months are allowed for objections. At the expiry of this time, should there be no objection, a certificate will be issued. Fee, £1 ; or, in the case of a series of marks, according to the scale. Printed instructions and forms may be obtained, free of cost, at the Patent Office, and all information at the disposal of the staff readily given.

## DENTISTS.

A dentist, before practising in the colony, must be registered, and to this end must produce the document evidencing his qualification, with a statement of name and address. Fee on application, £1 ; for certificate, 5s.

## OTHER OFFICERS OF THE DEPARTMENT.

Assistant Statist and Deputy Registrar-General, F. M. Hudspeth ; Examiner of Patents and Clerk, F. E. Turner.

The staff consists of the Registrar-General and four assistants in the head office in Hobart, besides officers in other centres ; and the annual cost of the department is about £2000.

Mr. ROBERT MACKENZIE JOHNSTON, F. L. S., Government Statistician and Registrar-General of the Colony of Tasmania, was born at Connage, Inverness-shire, Scotland, in the year 1844, and completed his education at the Andersonian University, Glasgow. Coming to Tasmania in 1870, he was appointed to organise and superintend the working of the accountants and traffic audit branch of the Launceston and Western Railway, and he continued to perform the duties until transferred to the Government service in 1872. In 1880, he was appointed chief clerk in the Auditor-General's office, and two years later was appointed to re-organise and conduct the combined



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MR R. M. JOHNSTON.

offices of Registrar-General and Government Statistician, and he has been at the head of these departments since. He was appointed a Royal Commissioner to enquire into and report on the fisheries of the colony, and the same year was appointed a salmon fisheries commissioner. In 1887, he was appointed a member of the Fisheries Board. He was a member of the Technical Education Board from 1888 to 1890, and chairman of Board of Advice for 1890. He originated the "Tasmanian Official Record," which was published yearly, but is now suspended; and has since 1870 taken an active part in the exploration and development of the natural history, geology, and mineral resources of the colony. In 1888, the Government published his large and comprehensive work, "Systematic Account of the Geology of Tasmania," for which he received a bonus of £500 from the Government, and a large amount of eulogy from scientists generally. Mr. Johnston has published a large number of works on scientific, social, and economic subjects, which have gained him much credit among his scientific *confrères*. He was elected president of section F—economic and social science and statistics—at the meeting of the Australasian Association for the Advancement of Science held in Melbourne in 1890; is an honorary fellow of the Royal Statistical Society of London; member of the council and a vice-president of the Royal Society of Tasmania; fellow of the Royal Geographical Society of Australasia; fellow of the Linnaean Society of London, and of several other kindred societies; and member of the council of the University of Tasmania.

Mr. FRANCIS ROWLAND MAULE HUDSPETH, Deputy Registrar-General, Assistant Statistician, and Chief Clerk Registrar-General Department, was born at Hobart in 1862, and is the eldest son of the Rev. Canon Hudspeth. He was educated at Hutchins School, taking his A.A. degree in 1878, and shortly afterwards entered the Government service by receiving an appointment in the Audit Department. From there he was transferred to the Lands Department in 1882, and two years later was again transferred, this time to the Registrar-General's Department. Mr. Hudspeth was appointed to his present position in February, 1897.



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MR. F. R. M. HUDSPETH.

## METEOROLOGICAL DEPARTMENT.

### THE OBSERVATORY.

THE Observatory is situated on the highest part of the Barrack Square, with an uninterrupted view in almost every direction. The staff consists of the Government Meteorologist, Mr. H. C. Kingsmill, M.A., and Mr. B. E. McDonald, assistant.

Meteorological observations in Tasmania were begun by Sir John Franklin in 1840. Being Governor of the island then called Van Diemen's Land, he sent home for instruments; and when Captain Ross arrived in Hobart in August, 1840, in command of the "Erebus," an observatory was built near Government House, and three magnetometers, transit-instrument, clocks, and other instruments were set up. Lieutenant Kay was put in charge of the Royal Observatory, which was called "Rossbank"—lat. 42° 52' 27.4", S. long. 147° 27' 30" E. Mean magnetic dip, 70° 40' S. Variation, 10° 24' 24" E. Here, Lieutenant Kay took hourly observations for eight years, Sir John himself helping in the magnetic observations.

Mr. Francis Abbott, who had a private observatory in Murray Street, carried on observations tri-daily from 1841 to 1880. Being a member of the Royal Society, he supplied them with monthly meteorological reports, which are published in their yearly reports. Observations were taken of barometer, temperature, humidity, clouds, and rain. In 1858 ozone was added.

Observations were also started of rainfall, etc., by the Marine Board at the lighthouses under their care, and by gentlemen in different parts of the island; observations being taken in 1864 by Mr. J. Boyd, of Port Arthur, Dr. Story, at Swansea, and Mr. R. Henry, at Tamar Heads. In 1865 Mr. M. Duncanson, at Ross, Mr. F. A. Belstead, at Westbury, and Mr. W. E. Shoobridge, at New Norfolk, also began observations.

Mr. Francis Abbott was obliged to relinquish his work in March, 1880, and in 1881 observations were taken only at New Norfolk, by Mr W. E. Shoobridge. In 1882 Captain Shortt, R.N., was asked by the Royal Society to undertake the work. In March, 1882, a deputation from the Royal Society waited on the Premier and asked him to establish a Government



HOBART OBSERVATORY GROUNDS, SHOWING INSTRUMENT SHEDS.

Observatory. This was done, and the present Observatory in the Barracks started under Captain Shortt in 1882—lat.  $42^{\circ} 53' 28.3''$ , S. long.  $147^{\circ} 19' 45''$  E. Captain Shortt remained in charge till his death, in 1892, when Mr. H. C. Kingsmill, M.A., the present Government Meteorologist, was appointed.

The work of the Observatory comprises the maintenance of a time service, both for general purposes and for the regulation of ships' chronometers, the preparation of meteorological records, and the direction of observers who supply the materials for them. An interesting addition to this work has been recently made, in the observatory on the summit of Mount Wellington, where at the present time there is a resident observer working with instruments, some of which are supplied by Mr. Wragge, the Queensland meteorologist, who supplies the daily weather forecast for Tasmania.

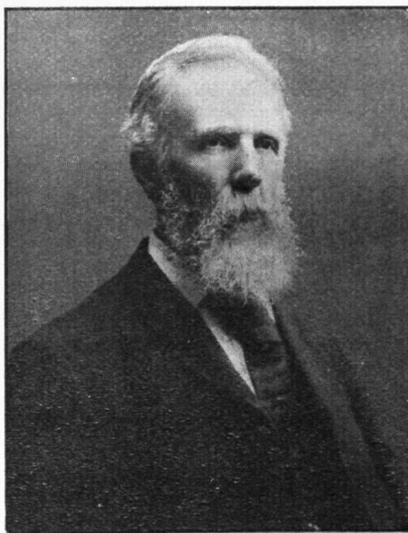
The time is ascertained at the Observatory from the sun or stars by observations with the transit-instrument, and electric signals are sent

automatically from the Observatory clock at 1 p.m. daily, along all the telegraph lines in the island. At the service signal a time-ball is dropped at the Flagstaff Fort, Mulgrave, and a gun fired at the Queen's Battery.

The meteorological branch of the service comprises ten observing stations—five coastal, viz., Southport, Swansea, Low Head, Stanley, and Strahan; and five inland, viz., Hobart, The Springs (Mount Wellington), Oatlands, Waratah, and Launceston. From those stations daily observations are cabled to Australia, and morning and afternoon reports posted at the Post Office and Marine Board Office, Hobart, and at the Post Office, Launceston. At the meteorological station on the summit of Mount Wellington simultaneous observations are being taken with those taken at the Hobart Observatory, for the purpose of comparison. It is expected that these observations, in conjunction with those on Mount Kosciusko, will throw some light on the movements of the storm systems which travel along the southern coast of the Australian continent. In addition to the above ten stations, there are about sixty rainfall stations, from which monthly reports are received, which are published every month in the *Agricultural Gazette*.

The results of the Tasmanian meteorological observations are being incorporated in a climatological atlas which is now being prepared in London under the auspices of the Royal Meteorological Society of Great Britain.

Mr. HENRY CHARLES KINGSMILL, M.A., the Government Meteorologist, was born in Donegal, Ireland, and is the eldest son of the Rev. Henry Kingsmill, D.D., Fellow of Trinity College, Dublin, by whom he was educated till he went to the university. He graduated at the University of Cambridge, and possesses high testimonials relating to his university career by Professor Blaikie and others. His course in the university was interrupted by a serious illness. This led him to seek change and rest by coming to Australia, where he recovered his health and obtained a grammar-school appointment at Ipswich, in Queensland. He afterwards had charge of the Toowoomba Grammar School for a short time as acting headmaster. During the period of his administration the school increased considerably in numbers, and was successful at the university examinations. He was also employed by the Queensland Government as an examiner for surveyors' licenses, and the Surveyor-General testifies



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MR. H. C. KINGSMILL.

as to his part of the work that it was practical and searching. Coming to Tasmania, in 1882, to an appointment on the staff of Christ's College, Mr. Kingsmill formed evening classes, in 1883, in connection with that establishment, which were a beginning in technical education. His classes were, in 1888, transferred to the Government Technical School, where he continued to teach for several years. He was appointed to the charge of the Observatory on the death of Captain Shortt, in 1892. In addition to the work of the Observatory, Mr. Kingsmill is a lecturer for the Technical Education Department in Launceston, and a lecturer and examiner for the University of Tasmania. Mr. Kingsmill is married to a daughter of Colonel Cruickshank, Registrar of the University of Tasmania, and great grand-daughter of Sir John Hayes, the first English navigator to make detailed surveys of the Derwent (which he named) and the south coast of Tasmania.

## EDUCATION DEPARTMENT.

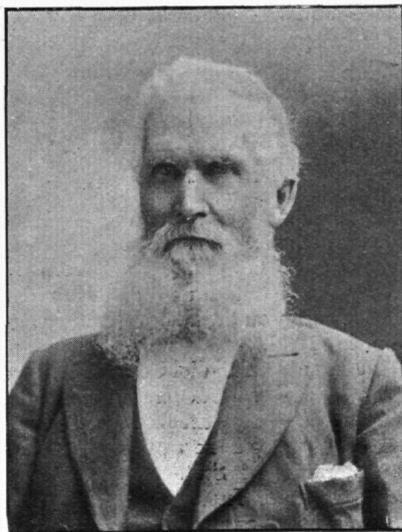
PREVIOUS to the year 1839 a denominational system of public education prevailed in the colony, the number of schools in January of that year being twenty-two, with an enrolment of 785 scholars, and the cost to the Government was about £2000 per annum. A Board of Education of a nominee character then took charge of the public education, and immediately began to extend its scope. Only undenominational religious teaching, mostly confined to the reading of Scripture, was now to be given, the teaching of sectarian dogmas being left to the clergy of the various religious denominations, who were allowed the privilege of visiting the schools for the instruction of their flocks. This principle has been generally adhered to ever since, and is that which now prevails. About the year 1846, the system of subsidising denominational schools at the rate of a penny a day for each child daily present was introduced. This change, withdrawing one-half of the schools from the control of the Board of Education, led to that body tendering its resignation in September, 1848. In October of the same year a code of regulations was issued, by which the schools which had been under the superintendence of the board were in future to be "governed;" that meant the schools which had been under the superintendence of the board were in future to be under the direct control of the Colonial Secretary. Fixed salaries were abolished, the occupation of all school houses rented by the Government was ordered to be relinquished as soon as practicable, and the mode of payment, first suggested by Mr. Gladstone, was, with modifications, adopted for all the schools, viz., the "penny a day." In 1853 another board was created, which continued till 1857, when the control of the schools was vested in two boards, the southern and the northern. This arrangement lasted till 1863, when all the schools were again placed under a single board, nominated by the Governor-in-Council, and having its headquarters and holding its meetings in Hobart. The administration of this Board of Education lasted up to the end of the year 1884, when the control of elementary education was provisionally transferred to the Chief Secretary by Act of Parliament passed during the session of 1884. By the Education Act of 1885, the Department of Education was constituted, under the control of a Minister of the Crown, with a professional head of the department to be styled "Director of Education." The first Minister of Education was Sir J. W. Agnew, and the first director Mr. Thomas Stephens, M.A., formerly chief inspector of schools. The reason for this change was a feeling that the service had grown too large and too important, and, it might be said too costly, to be left to the administration of a board. Therefore it was judged advisable that a regular Government Department of Education should be created. It cannot be doubted that an improvement in the administration was brought about by the change to the benefit of both teachers and the public. In 1885 the number of schools in operation was 204, with an average enrolment of scholars for the year of 10,531, the average daily attendance being 7465. The total expenditure amounted to £21,861 18s. 9d. The system of administration introduced by the Act of 1885 still continues in operation; and to show the advance made since then, it may be said that the number of schools open at any time during the year 1898 was 296; the average enrolment, 17,136; the average daily attendance, 12,015; and the total expenditure, £37,836 10s. 5d. At the time of writing (1899) there were 300 schools in operation. The system is compulsory, and, so far as the teachers are concerned, unsectarian; but, as stated before, facilities are given to the clergy of the different denominations to impart religious instruction to the children enrolled as belonging to their flocks. Fees are charged to the parents according to rates fixed by the department, which may be reduced by the boards of advice, or remitted altogether in cases of poverty. At the present time attendance on all the days on which a school is open is compulsory, provision, of course, being made in cases of necessity for absence, according to the discretion of the boards of advice. The course, both as to range and standards of education, is the same as that which prevails in most of the other colonies and in Britain. Nothing is aimed at beyond imparting a primary education, but an endeavour is made to secure that this shall be as practical as possible. In addition to the ordinary subjects of school instruction, including of course "the three r's," drill, singing (in a fair number of cases by note, and the rest by ear), drawing, and a little elementary science are taught. Provision has to be made for the training of teachers under the well-known pupil teacher system, and for about ten years past a model school has been in operation. Two of the most eligible pupil teachers are selected each year, generally according to their superiority in the examination rank, for admission to the model school as students. Studentships are tenable for one year, and the students receive a liberal allowance in the way of salary, get their tuition and training, and at the end of the time are under bond to serve the department for a period of three years. In addition to the studentships there are also two "Smith" exhibitions, so named after the benefactor who left the funds for this purpose. These are tenable also for one year, and awarded to deserving country teachers who have not had a previous opportunity of training, but have given promise by their work that they would profit by such training if they were put in the way of receiving it. This provision for training teachers may seem to be on a very modest scale; but experience has shown the wisdom of restricting the numbers of teachers to be trained, as in at least one other colony it has happened that a glut has taken place, and training institutions have had to be closed, the supply of teachers being greater than the demand. The schools are under inspection; but till the end of last year (1898) the staff of inspectors, which was reduced in the times of retrenchment, was quite inadequate to cope with the work. An additional inspector was appointed in December, 1898, and there is now a better chance of the work being fairly overtaken. The scheme of inspection always recognises as desirable that one visit per year, with due notice to the teachers, should be paid for the purpose of holding a detailed examination of the pupils, and that another visit, generally called a "surprise" visit, should be made without notice, to enable the inspector to observe the school in its ordinary working condition, and to note the methods of teaching. The complete carrying out of this system has been interfered with a good deal in recent years owing to the smallness of the staff. Now that there are more inspectors it has been resumed. The children present are examined individually in the essential subjects, and the classes are examined collectively in the other subjects. The link between the State schools and the secondary schools is a missing link at present. For many years exhibitions were awarded on the result of a competitive examination of *bona fide* State school scholars under twelve years of age, of both sexes, for the purpose of enabling the winners to pursue their education at a higher grade school. Twelve exhibitions were offered annually, six for boys and the same number for girls. Generally the boys' exhibitions were all secured; but this was not always the case with the girls, though certainly not through lack of capacity, it being the opinion of those best able to judge, that the sole reason was that the inducement offered to girls was not sufficient. The good education of a boy generally means opening the way to a profession or some other advancement in life; but to a girl teaching, or a governess-ship, or such like, is the only reward that awaits her, and she or her parents

wisely consider that that is not sufficient. The value of these exhibitions was sufficient to pay ordinary grammar school fees, and in the case of those exhibitors who resided more than five miles from a higher grade school, board allowance of £20 per year was added. These exhibitions were tenable for four years. The scheme was abolished in the recent years of financial stress, but there is a strong desire in some quarters to revive it, an attempt to do so being made only during the last (1898) session of Parliament, but without success. These were the only links between the State schools and the University, except that the Council of Education used to award an exhibition to candidates under fourteen years of age. The present ministerial head of the department is the Right Hon. Sir Edward Braddon, Premier of the colony; Mr. James Rule is Director of Education; and the inspectors are Messrs. J. Masters, M.A., S. O. Lovell, and A. W. Garrett, M.A.

Provision is also made for imparting technical education at both Hobart and Launceston. The Hobart school was established in 1888, and the fine building in Bathurst Street in which operations are now carried on, was opened in 1891. The school is governed by a committee under the Education Department. Eleven classes were taught each week during last year, the subjects being art, mathematics and applied mechanics, machine construction and engineering, book-keeping, shorthand, practical assaying, building construction, electricity and magnetism, carpentry. The Launceston school is conducted on much the same lines as the Hobart institution, and both have done excellent work for the boys themselves as well as for the State.

The first Roman Catholic priest to land in Tasmania was the Rev. Father Conolly, who reached Hobart in the year 1820. He encouraged private Roman Catholics to open schools for the education of Roman Catholic children, but he was not in a position to supplement their support from church funds. The Rev. Father Therry, so well and favourably known in Australia and Tasmania, improved educational matters by establishing a few Roman Catholic schools on a firmer basis. When Bishop Willson arrived in 1844 he saw the necessity of greater exertions in behalf of the young, and through his influence the Governmental Board of Education generally appointed Roman Catholic teachers in their schools where the proportion of Roman Catholics warranted. Efficient primary schools were established in Hobart, Launceston, and many country districts under the board, with Roman Catholic teachers, and though Roman Catholic prayers, Bible history, and catechism were not officially included in the course of instruction, those subjects were allowed to be taught by the teachers. In 1854 Bishop Willson established a seminary for the superior education of boys, and the institution was frequented by many youths from Victoria, who, now advanced to manhood, look back with pleasure to the years spent there under the rectorship of the Rev. Father Bond. The present Under Secretary of Education in Sydney, Mr. C. Maynard, was for a time assistant master in the seminary. Adverse circumstances necessitated the closing of this establishment in 1860. The girls were in the primary schools under the care of the Sisters of Charity in Hobart, and under secular teachers in other districts. A superior Roman Catholic ladies' school was established by Miss Lavers, an English lady, about the year 1849, and, like the seminary, drew a goodly number of pupils from Victoria as well as Tasmania. Archbishop Murphy revived the boys' seminary for a few years in 1872; but the attendance, owing to the depressed state of the colony, did not warrant its continuance. Mr. Mitchell's boys' school at St. Joseph's, and now in St. Mary's Cathedral parish, has done something to supplement the want of superior education in Hobart. The introduction into Tasmania by the Archbishop in 1866 of the Presentation Nuns, supplied the needs of the girls, and there are now several flourishing schools under their charge in Hobart, Launceston, Queenstown, and Beaconsfield. The Sisters of Mercy have also well-established excellent superior schools for young ladies at Deloraine and Latrobe. The primary Catholic schools in the country generally are under the care of the Sisters of St. Joseph, an Australian foundation, called into being by the Very Rev. J. E. Tenison Woods, and the sisters have ten well-established schools in various parts of the island, and other similar foundations are in course of preparation. The Right Rev. Dr. Delany, Coadjutor Bishop of Hobart, has given a great impetus to Catholic educational reform and progress since his advent to the colony in 1893. In the colony there are at present three Catholic superior schools, twenty-eight primary schools, of which twenty are under *religieuses*, and one orphanage for girls; with a total of 3000 children attending Catholic schools in Tasmania.

Mr. JAMES RULE, who, under the title of Director of Education, performs the duties of Secretary of the Education Department and Inspector-General of Schools, is not only the senior officer and head of his department, but is also, as regards length of service, the senior Civil servant under the Tasmanian Government. He joined the Education Department in May, 1855, and has an unbroken record of service since, passing from grade to grade until he was rewarded by his appointment to the position which he now fills. Mr. Rule was born in Northumberland, England, in July, 1830. He was educated at the village school of Norham-on-Tweed, and subsequently trained as a teacher at St. John's College, Battersea, where he passed his final examination in December, 1851, and was enrolled on the list of certificated teachers by the committee of the Council of Education. After a year's experience in charge of



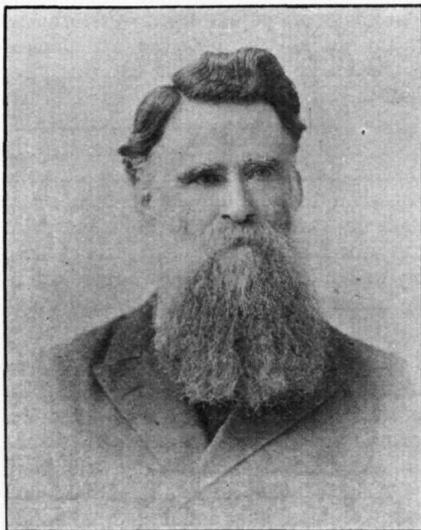
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HOBART.

MR. J. RULE.

a large school in Monmouthshire, he abandoned the profession of teaching for a time, and determined to seek his fortune in the new world. He came to Melbourne, Victoria, by the ship "Queen of the East" in 1854, and fourteen days after landing there sailed for Hobart, where he determined to settle. Mr. Rule joined the department as a teacher, and had charge of various schools until 1876, when he was appointed an inspector, in which position he did much to raise the standard of education. Mr. Rule has been a member of the Royal Society for some twenty-five years, and has taken an active interest in its affairs throughout that period. He is also one of the members of the University Council elected by the two Houses of Parliament.

Mr. JOSEPH MASTERS, M.A., Inspector of Schools, was born at Islington, London, in 1845, and came out to Melbourne with his parents in 1849. He received his early education in the Victorian capital, and in 1863 was appointed second master in a public school at Sandhurst. Two years later he proceeded to the Congregational College, Melbourne, and to the Melbourne University, where he subsequently took the degree of M.A. After taking his degree he was ordained a minister of the Congregational Church at Stawell, and had charge of the church there for two years. Mr. Masters was then invited to Tasmania as Congregational minister at Formby (now West Devonport), The Don, The Forth, Ulverstone, and The Gawler. At the end of two years he was appointed principal of the Camden College School, Sydney. In 1876 he accepted an offer of the pastorate of the Congregational Church at Albury, N.S.W. While in the "Federal City" Mr. Masters was instrumental in establishing the Albury High School, which at once became a flourishing institution.



VANDERWYDE,

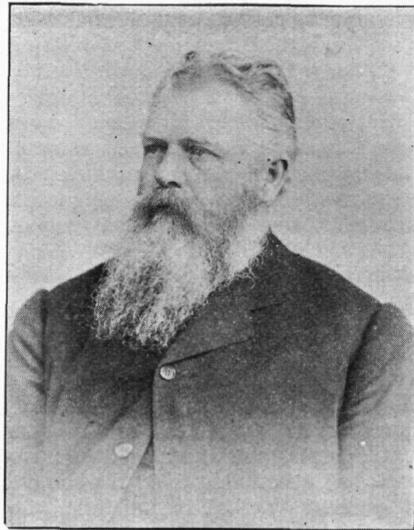
MELBOURNE.

MR. J. MASTERS.

Mr. Master's health failing under the heavy strain, he, in May, 1887, applied for and received the position of inspector of schools in Tasmania, which he now holds.

Mr. SAMUEL OUSTON LOVELL, Inspector of Schools, is a native of New Town, Tasmania, where he was born in 1851. Educated chiefly at private schools, he passed his examination under the Council of Education, and obtained

the degree of Associate of Arts in 1868. He entered the Department of Education as a State school teacher in the following year, and during his long years of service



MR. S. O. LOVELL.

he was in charge at times of schools at Geeveston, Stanley, and New Norfolk, and for a short time, during 1892, was a teacher at the Hutchins School, Hobart, which position he resigned to accept that of inspector of schools. Mr. Lovell has thus been almost continuously in the service of the Education Department for a period of twenty-nine years. He is a member of the Civil Service Council, on which he represents the Education Department. Mr. Lovell's grandfather, Mr. Esh Lovell, came out from Yorkshire to Tasmania in the early days of the colony, and eventually settled at Richmond, where he followed farming pursuits. Mr. Samuel O. Lovell, father of the present inspector, was a well-known citizen, and took an active part in politics up to the time of his death in 1878.

Mr. ALFRED WILLIAM GARRETT, B.A. of Oxford, Fellow of Calcutta University, Inspector of Schools for the Eastern District, was born in Hobart, and educated at Hutchins School. He won the Tasmanian Scholarship in 1862, and went to England, where he entered Balliol College, Oxford. He took honours in Moderations in 1865, and also in Final Schools in 1867. In the following year he was appointed by the Secretary of State for India to a clerkship in the India Office, and then, in the same year, to a position in the Education Department of Bengal. He

was at first Professor of English Literature, and afterwards Principal in Dakka College; and in 1875 he was appointed Inspector of the schools of the Presidency Circle and of the schools for European children in Calcutta and the rest of the Lower Province of Bengal. For many years he was an examiner to the Calcutta University. He retired from the Indian Service in 1884, and has since then resided in Tasmania, near Hobart. Mr. Garrett has done some private teaching since coming back to his native land. He was tutor for two years to H.E. Viscount Gormanston's three sons, was an examiner to the University of Tasmania for several years, and for a short time he was on the staff of Officer College. He was appointed to his present position of Inspector of Schools in Tasmania in December, 1898.

Mr. PERCY CUNNINGHAM DOUGLAS, Chief Clerk and Accountant, Education Department, was born at Hobart on 1st January, 1870, and educated at the Hutchins School. He is the son of the late Mr. A. C. Douglas,



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MR. P. C. DOUGLAS.

who came out to the colony at an early date and was for over thirty years secretary to the Post Office Department. Entering the Government service as a clerk in the Audit Department in January, 1887, Mr. Douglas was transferred to the Education Department in April, 1890, and after passing through the different grades was appointed to his present position in January, 1897.

## UNIVERSITY OF TASMANIA.

The University was incorporated on the 1st January, 1890, with a view to hold forth to all classes of Her Majesty's subjects resident in Tasmania, without distinction of sex, creed, or sect, encouragement for pursuing a regular and liberal course of education.

The site of the University is on the border of the Queen's Domain, on a slope high above and immediately in view of the Railway Terminus, with a commanding view of the city and the river Derwent; so that it is itself a conspicuous object from almost any point of the city. It stands in about five acres of ground; and the block of handsome stone buildings which occupies a central position in the grounds at present contains a main hall, lecture rooms, and a physical laboratory, with a residence in each wing for the President of the Board of Studies and the Registrar respectively.

There are as yet no affiliated colleges or hostels; the need for making arrangements for residence of students has not yet arisen, undergraduates as a rule belonging to Hobart, or being domiciled with relatives in it or its suburbs.

The University consists of a Council and Senate. Admission to membership of the latter body is open to all male graduates of the University of the Degree of Master or Doctor, or Bachelors of at least three years' standing. The Council, which is the executive body, is elective, and consists of eighteen members; of these, half are elected by the Senate, and half by both Houses of Parliament. Three of the former and four of the latter retire every year, but are eligible for re-election.

The Council has power, after examination, to confer on persons of either sex such degrees and certificates as it shall think fit, in all branches of knowledge except Theology or Divinity.

Degrees are obtainable after passing first, second, and third examinations in three separate academic years.

The academic year is from March to November, and is divided into three terms of from ten to twelve weeks each.



J. W. BEATTIE, HOBART.

THE UNIVERSITY, HOBART.

All lectures are public upon payment of the prescribed fees. These fees have been regulated by the desire of the authorities to provide courses of study which shall be within the means of all students to enter for. Attendance at lectures is not compulsory, except in those in the Faculty of Law, which makes an attendance at three-fourths of the lectures of the year a condition precedent to admission to examination at the end of the year.

The fees payable per course for the B.A. or B.Sc. Degree are £10 10s. per annum, or for each subject in a course for any degree £3 3s. per annum, or £1 11s. 6d. per term. The fees for examinations are half-a-guinea for each subject taken at an ordinary examination, and one guinea at the honour examination in any school.

The Ordinary Examinations for Degrees are held annually in November, and the Honours Examination in March.

A Junior Public Examination and a Senior Public Examination are held annually in November at the University, and simultaneously under local examination committees at a number of local centres in country districts.

The Senior Public Examination is made the Matriculation Examination, and as such is accepted in lieu of the Preliminary Examination of the Council of Medical Education and Registration of the United Kingdom, of the Literary Examination for Commissions in the British Army, and of other preliminary examinations. On the results of the senior public examinations two Scholarships of £25 per annum, and on the results of the junior public examinations five Junior Exhibitions of £20 per annum are given annually. The exhibitions and scholarships are tenable for three years each.

There is also a "Sir Richard Dry" Prize of £10 given annually for proficiency at the senior public examination in Modern Languages, including English.

Although the sister Universities of Australasia have all received many and munificent bequests, the University of Tasmania has not as yet been the recipient of any legacy of any kind, neither has it been endowed with land by the Government of the colony, as has been the case in New Zealand.

It was provided by the Act of Incorporation that for each of the years 1890, 1891, there should be paid out of the Consolidated Revenue Fund to the University the sum of £3000, and in the year 1892, and in every subsequent year, the sum of £4000. But the said annual endowment of £4000 was disbursed in the year 1892 only. From the year 1893 inclusive Parliament has annually reduced this grant, and for the year 1899, notwithstanding a surplus, the grant was only £3200.

The following statement shows what the Council has done with the means placed at its disposal since the inauguration of the University :—

INCOME AND EXPENDITURE OF THE UNIVERSITY SINCE ITS COMMENCEMENT.

INCOME.

Year.	Provided by Tasmanian University Act.	Deducted by Annual Legislation.	Actually Received from Consolidated Fund.	Donations to Building Fund.	Fees.	All Other Sources of Income.	Total.
	£	£	£	£	£	£	£
1890	3000	—	3000	—	1	—	3001
1891	3000	—	3000	—	63	25	3088
1892	4000	—	4000	—	77	76	4153
1893	4000	1000	3000	200	255	175	3630
1894	4000	1000	3000	—	278	170	3448
1895	4000	1200	2800	—	235	100	3135
1896	4000	1500	2500	—	269	108	2877
1897	4000	1500	2500	—	345	117	2962
1898	4000	1100	2900	—	438	97	3436

EXPENDITURE.

Year.	Tasmanian Scholarships.	Other Scholarships and Exhibitions.	Teaching (including Extension Lectures).	Buildings (Construction, Repairs, and Maintenance).	Examination (including Prizes).	All Other Expenses.	Total.
	£	£	£	£	£	£	£
1890	1167	455	—	—	297	149	2068
1891	1550	438	—	—	340	226	2554
1892	1600	650	—	—	218	226	2694
1893	1200	750	1899	1416	288	275	5828
1894	800	625	1705	131	271	273	3805
1895	450	500	1828	118	311	160	3367
1896	—	472	1644	129	354	227	2826
1897	—	600	1817	132	449	207	3205
1898	—	593	1909	117	540	200	3359

And the following shows the number of students who have during this period completed their courses of study and obtained their degrees :—Master of Arts, 1 ; Bachelors of Arts, 16 ; Bachelors of Laws, 10 ; Bachelors of Science, 3. In all, thirty degrees have been conferred on students of the University ; six of the degrees in Arts and one of the degrees in Science having been awarded to women.

Owing to the natural advantages of the colony in the way of mineral wealth, it has for some time been desired to form a course for the benefit of students in Mining, on somewhat similar lines to those on which the University of Durham has for several years been working. Want of funds has been in the way, but pending the grant of an annual sum sufficient to provide a complete course for such students, a provisional course has been started at the commencement of the academic year 1899, for which five students have entered in the first term. Others will, it is hoped, join when the instruction obtainable becomes better known ; and if during the next session of Parliament the full grant of £4000 be made for 1900, the Council will then be in a better position to arrange for such teaching as will be of full practical benefit to many who may be intending to adopt the mining industry for their professional career.

## DEFENCE FORCE OF TASMANIA.

MINISTER FOR DEFENCE: HON. WILLIAM MOORE.

THE first volunteer force of Tasmania was organised in the year 1860, and numbered 1100 men—700 in the south and 400 in the north. After many changes the force decreased in numbers, and after the year 1870, when the Government discontinued the vote for its maintenance, ceased to exist, with the exception of a company of artillery in Launceston.

Early in 1878, the present force came into existence under the Volunteer Act of 1877, but was re-enrolled in 1886 in accordance with the Defence Act of 1885, which provided for the establishment of an active force, each man to be enrolled for three years, and liable to be called out for continuous drill and training for sixteen days, at a prescribed rate of pay; the Government to provide uniforms, arms, and accoutrements. For several years this force assembled in camp at Easter, and received pay, the privates receiving 3s., and the sergeants 4s. From time to time various changes have taken place in organisation, etc., and at the present time the whole force is arranged as follows under Colonel W. V. Legge, late R.A., as Commandant, with the following staff:—Lieutenant-Colonel Wallack, A.A.G. (acting) and Commander of Infantry; Lieutenant-Colonel Reid, V.D., D.A.Q.M.G.; Major R. Henry, Staff Officer for Submarine Mining; Lieutenant A. C. Parker, Field Aide-de-Camp (acting); Captain A. W. B. Perceval, Adjutant for Infantry; Captain W. J. J. Reynolds, Range Officer for Hobart; Lieutenant-Colonel E. J. Crouch, Principal Medical Officer; Rev. J. B. W. Woollnough (Hon. Lieutenant-Colonel), Senior Chaplain to the Forces:—

1. A small force of paid Permanent Artillery.
2. The Launceston Artillery, under the command of Lieutenant-Colonel Collins, V.D.
3. The Southern Tasmanian Artillery, consisting of two batteries, under the command of Lieutenant-Colonel Evans, V.D.
4. An Engineer Corps of 50 men, under Captain H. E. Packer.
5. The Infantry Forces of the colony, which have been reorganised and placed under the command of Lieutenant-Colonel Wallack. These consist of 1700 men, thus distributed:—The 1st Battalion, 620 men, under Lieutenant-Colonel E. T. Watchorn, comprising the headquarters companies in Hobart, and detachments in the southern and western parts of the colony. The 2nd Battalion, 630 men, under Lieutenant-Colonel W. Martin, headquarters in Launceston, with detachments in the central and north-eastern parts of Tasmania. The 3rd Battalion, 450 men, under Major H. G. Brown, headquarters at Ulverstone, with detachments on the North-West Coast. There are also cadet corps both in Hobart and Launceston. During the last three years, camps of exercise have been held with great success; as many as 800 men attending without pay. The whole force is at present armed with the Martini-Henry rifle. Rifle ranges are in existence all over the colony, and great interest is taken in shooting.

The defence force of Tasmania is maintained at a cost of £8051 per annum, and the colony contributes £4850 annually as its share towards the naval defence of the Australian Colonies. Lieutenant-Colonel Reid courteously supplied the above information.

## THE TREASURY DEPARTMENT.

TREASURER: THE RIGHT HONOURABLE THE PREMIER, SIR EDWARD BRADDON.

THIS all-important department controls the finances of the colony, and some testimony that it has been well looked after in the past is to be found in the present financial condition of Tasmania, which must be regarded as exceedingly satisfactory. The outlook, too, is not less gratifying, so that while the taxpayer has had to bear a somewhat heavy burden at times, he has the solace of knowing that it has not been vainly borne, but has realised the purpose for which it was imposed. The public revenue is derived from Customs duties (which is the largest asset in the national balance-sheet), excise, land tax, companies' tax, income tax (on dividends), stamp and probate duties, police rates, publicans' and other licenses, post and telegraph services, the rental of waste and mineral lands, the sale of Crown lands, railway revenue, fees and fines, and from various minor sources. The revenue for the year 1898 amounted to £908,223 8s. 5d.; and, the mean population of the year being stated at 174,530, this gives a revenue per head of £5 4s. 1d. The expenditure for the same year was £830,168 0s. 6d., equivalent to £4 15s. 2d. per head. The permanent debt of the colony on the 30th June, 1899, was £7,721,220, of which £7,480,250 was raised in London, and the balance in the colony. In addition to this a balance of Treasury bills, temporarily raised in the colony in aid of revenue, amounting to £99,500, was outstanding at that date, but will all be paid off before the close of the year 1900. During the last five years the Legislature has authorised the issue of £250,000 of local inscribed stock, bearing interest at  $3\frac{1}{2}$  per cent., and further loans of £600,000 at 3 per cent., the currency of the loans being from one to ten years. This stock has all been issued, the amount outstanding at the end June last being £622,891, of which £106,965 bore interest at the rate of  $3\frac{1}{2}$  per cent. In the year 1881 provision was made for a sinking fund for the redemption of debentures, more particularly in connection with those raised for the purpose of making roads through Crown lands, but it is also available to pay off any debentures. The fund is managed by Commissioners, who consist of the Treasurer, the Chief Secretary, and the Speaker of the House of Assembly for the time being, and one other member appointed by the Governor-in-Council. Mr. William Lovett, formerly Auditor-General, was the other member appointed, and he has held the position ever since. The fund is supported by one-half of the proceeds of lands sold, premiums on debentures, and Treasury bills sold, and special contributions in connection with certain loans. This fund is also used for paying pensions, in consideration of which an annual contribution is paid to the Commissioners by the Government for a period of thirty years.

The total receipts of the fund up to 30th June, 1899, have amounted to £471,498, made up from—Reserves under Crown Lands Acts, £312,877; contributions in connection with Mount Cameron water race and pensions, premiums on sale

of debentures and sundries, £79,675 ; and from interest on investments, £78,946. The Commissioners have redeemed debentures to the extent of £208,330, and paid on account of pensions £106,208, leaving a fund in hand of £156,960, and an accruing amount due in respect of pensions of £53,400.

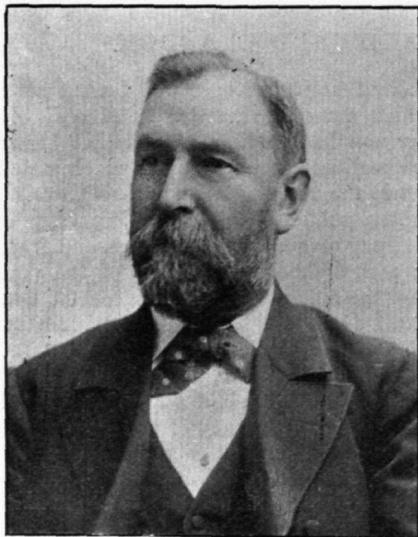
The accumulated deficiency on the revenue account of the colony, on 31st December, 1894, was £455,127 ; but, by the imposition of fresh taxation and timely prosperity, the colony has recovered itself in a wonderful manner. At the end of 1898 the deficiency had been reduced, out of revenue, to £256,322. There was a surplus of over £78,000 last year, and, notwithstanding remissions in taxation in various directions, the surplus of 1899 will probably exceed that amount, so that the speedy wiping out of the deficit may reasonably be looked for. The accounts of each year are finally closed on the 28th of February of the following year. The annual accounts have to be made up by the 30th April. The Auditor-General is allowed two months for checking same and making his report, and the Treasurer usually makes his financial statement to Parliament shortly afterwards. This embraces a statement of the accounts for the past year, a re-estimate of the revenue and expenditure for the current year, and an estimate of the probable revenue and expenditure for the following year, besides proposals for alterations in taxation. A glance over the list of names of gentlemen who have filled the office of Treasurer since the present Constitution was granted shows that the ablest men in the political life of the colony have served the taxpayers in this capacity. The first Treasurer was Mr. T. D. Chapman, whose name will not readily be forgotten. He held the office three times subsequently. Mr. C. Meredith was Treasurer in the second Ministry, in 1857, and also in the seventh and twelfth Ministries. Mr. F. M. Innes joined the third Ministry as Treasurer, and continued in the office during three Administrations, a period of over four years and three months continuously. He was again Treasurer in the Kennerley Ministry, holding the portfolio for over a year. Sir Philip Fysh, the late Mr. W. R. Giblin, the late Mr. D. Lewis, Mr. J. S. Dodds, Mr. W. H. Burgess, Mr. B. Stafford Bird, and Mr. John Henry have each occupied the position in turn, and now it is filled by the Right Hon. the Premier, Sir Edward Braddon. There have been five Under-Treasurers. The first was Mr. T. V. Jean, who was succeeded by Mr. William Lovett ; then followed Mr. W. H. Windsor and Mr. J. E. Packer. The latter, who is now enjoying a pension, was succeeded by the present Under-Treasurer, Mr. Alexander Reid, who has been forty-one years in the public service. Mr. J. E. Bennison is accountant to the department, and Mr. W. Benson receiver and paymaster.

The banking business of the colony within its bounds is transacted by the Commercial Bank of Tasmania, Limited, and in London by the London and Westminster Bank. The latter has also floated all the inscribed stock loans of the colony in London, previous loans in debentures there having been managed by the Consolidated Bank and the Bank of New South Wales.

In 1895 the Treasury took over the payment of Imperial pensions and other charges, which had hitherto been managed by an Imperial officer. For this service the Imperial Government allows 3 per cent. commission on the amount actually paid. Mr. James Finchan is the paymaster.

The total expenditure on the department for the year 1898 was £3800, and for 1899 the estimated expenditure is £3950.

Mr. ALEXANDER REID, Under Treasurer, was born in 1843, and educated at Hobart privately. After leaving school at the age of about four-



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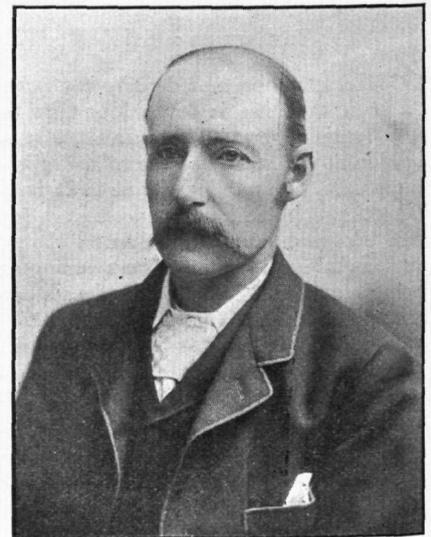
MR. A. REID.

HOBART.

Treasury in 1867, being placed in the account branch, and some two years later was made pay clerk. He was appointed accountant in 1882, and acting Under Treasurer in 1894, in which position he was confirmed in the following year. He is also secretary of the Commissioners of the Public Debts Sinking Fund, and a Commissioner under the Real and Personal Estates Duties Act. Mr. Reid has been in the Government service over forty years. He is a son of the late Mr. Alexander Reid, of Water Meetings, Swansea, who came to the colony at an early age, and followed agricultural pursuits, and was drowned when the subject of this sketch was very young.

Mr. JAMES ERNEST BENNISON, Accountant to the Treasury, Hobart, is a son of the late Mr. Robert Bennison, who came out to Tasmania about 1830, and practised his profession of barrister and solicitor for many years, and died in 1877. Born at Hobart in 1854, Mr. J. E. Bennison was educated at the City School, and entered the Treasury Department as junior clerk in 1869. He was promoted step by step till reaching the position of cashier, and then in 1886 he was transferred to Launceston, where he was appointed

chief clerk in the Post Office. After remaining there for eight years, he was, in 1894, appointed to his present position. He is thus one of the oldest



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MR. J. E. BENNISON.

HOBART

teen, he entered the Survey Department as a volunteer, and received an appointment as junior clerk in April, 1858. Thence he was transferred to the

officers by service in the Treasury Department. Mr. Bennison has from almost boyhood taken an active interest in cricket, having played in many of the

matches between this and the adjoining colonies as well as in important local contests, and he still appreciates witnessing a worthy exposition of the time-honoured game. For many years he was a member of the Defence Force.

He was connected with the S.T. Artillery from 1878 to 1886, during which period he rose from the ranks through the various grades till he received his commission as a lieutenant. On his removal to Launceston he was attached to the

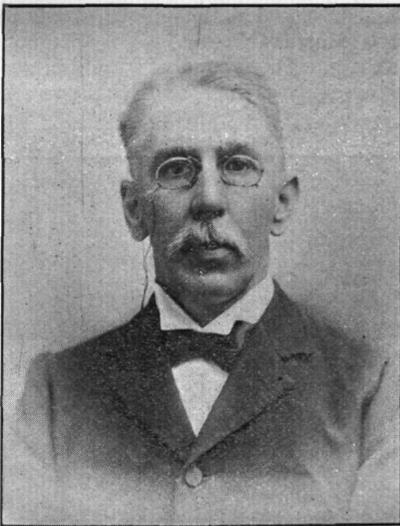
Launceston Battery, in which he was promoted to be captain, and when he came back to Hobart he was placed on the unattached list, retaining the rank of captain. His military service extended over a period of sixteen years.

## CUSTOMS DEPARTMENT.

THE administration of the Customs and excise service of Tasmania is vested by law in the Treasurer of the colony for the time being—answering to the Commissioners who control the Customs and excise in the United Kingdom—the immediate responsible head of the department being the Collector of Customs of the Port of Hobart, who is *ex officio* Secretary and Collector of Customs for Tasmania and Registrar of Shipping. There are only two Customs ports in the island—Hobart and Launceston, the latter port having a Collector of Customs and Registrar of Shipping; and five sub-ports, viz., Devonport, Ulverstone, Burnie, Stanley, and Strahan, in charge of sub-collectors, the officers employed in the department being some fifty in number. The term "Customs" applies solely to the duties or tax levied on merchandise imported from abroad, and forms the most considerable portion of the consolidated revenue of the colony. And while revenue may be said to be the main object of the imposition of the tax, yet due regard is at all times given by Parliament, when arranging the tariff of duties, to the encouragement of trade and manufacture in the colony, not only by the free admission of goods expressly imported for the purpose of being worked up into manufactures, but by the method of allowing drawback on the exportation of goods by repaying the duties charged on importation; and again by the system of allowing the importer to bond goods in either the Government or private warehouses until the duties payable on the goods entering into home consumption are paid.

The gross Customs and Marine Board collections for the colony totalled some £447,543 during the year 1898, while the imports and exports taken together for the same period give a value of £3,453,386, showing a volume of trade on the basis of population equal to some £19 9s. 5d. *per capita*; the total cost of the department to the colony being considerably under two per cent. of the gross collections.

Mr. JAMES BARNARD, Secretary and Collector of Customs for Tasmania, entered the Government Service as a volunteer in the Audit Department in 1862, and was permanently appointed a junior in the Customs Department at Launceston in 1864. After passing through the various grades, he was

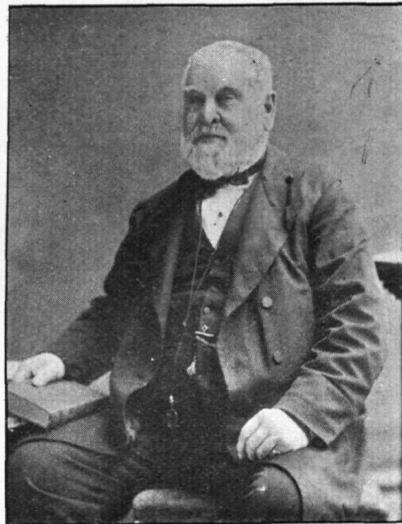


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HOBART.

MR. J. BARNARD.

appointed Collector of Customs at Launceston in the year 1893, and received his present appointment in 1894. He is thus not only at the head of the



ANSON BROS.,

HOBART.

LATE MR. J. BARNARD.

department, but is senior officer by length of service. Mr. Barnard is a native of Hobart, and was born in 1847, being a son of the late Mr. James Barnard, who came to the colony in the year 1838, and was appointed Government Printer by the Imperial authorities. He was a pupil at the Hutchins School, and went to England to complete his education, first attending the Royal Grammar School, Huntingdon, and afterwards the Mill Hill School, Hendon, opposite Harrow on the Hill, where he remained

five years. He was a member of the first Civil Service Council in 1897.

Mr. JOHN LOUIS HARBROE, Chief Clerk of Customs and Registrar of Shipping, entered the Government service on 3rd January, 1875, as a clerk in the Lands Titles Office, and joined



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HOBART.

MR. J. L. HARBROE.

the Customs Department as a landing waiter on 11th February, 1878. He was promoted to be clerk in the Long Room on 1st March, 1883, and was

appointed to his present position on 1st June, 1893. Mr. Harbroe superintends the entire work of the indoor department, and in the absence of the Secretary of Customs acts in that capacity. He was born at Woodlands, New Town, in April, 1859, and educated at the High School, after leaving which he entered the Government service.

Mr. WILLIAM JOHN BAIN, Collector of Customs and Registrar of Shipping, Launceston, entered the Government service in 1873, as a junior in the Telegraph Department at Launceston. He was transferred to the Customs Department in 1876 as a junior clerk in the Long Room, and passed through the various grades of landing waiter, chief clerk, etc., until appointed to his present position on 1st August, 1894. Mr. Bain is a member of the Launceston Fire Brigade Board, representing the Government, to which he was appointed in 1896. He was also a member of the Board of Advice for the Commissioner of Taxes, Northern District, in connection with the administration of the income tax, and was appointed a Justice of the Peace on 28th December, 1897. Mr. Bain takes a great interest in aquatics, and is vice-president of the Tamar Rowing Club, and also of the Tamar Yacht Club. In the Launceston Sailors' Home he also takes a warm interest, and is chairman of the institution. Mr. Bain was born in Launceston in 1858, and educated at a private school.

Mr. MARCUS FRANCIS BROWNRIGG, Chief Clerk Customs Department, and Deputy Registrar of Shipping, Launceston, was born at

Albury, New South Wales, in 1866. His father, the late Rev. Canon Brownrigg, was incumbent of St. John's Church, Launceston, for twenty years. Mr. Brownrigg came to Launceston with his parents in 1867, was educated at the Church of England Grammar School under the Rev. W. H. Savigny, and entered the Customs Department in March, 1882, as a volunteer. He was appointed a junior on the permanent staff in January, 1883, and has passed through the various grades till reaching his present position. He was appointed Chief Clerk in October, 1893, and Deputy Registrar of Shipping in February, 1894, to which he was appointed in October, 1893.

Mr. WILLIAM REYNOLDS LISBEY, Landing Surveyor, Customs, Launceston, was born in Hobart in 1856, and educated at the Trinity Hill Public School and Cairnduff's Commercial



CHARLEMONT SYDNEY AND MELB.  
MR. W. R. LISBEY.

Academy. He then joined the staff of the Government Printing Office, receiving an appointment in the reading department, which he retained for two and a half years. He then resigned, and went to sea, serving in the mercantile marine—in the intercolonial and foreign trades—and he rose step by step, gaining the certificates of second mate, first mate, and ultimately master. In 1884 he left the sea on being appointed to the Customs Department in Hobart as third landing waiter, and ten years later he was transferred to Launceston, where he was appointed landing surveyor. In Masonic matters, Mr. Lisbey has evinced a lively interest. He was initiated in the Tasmanian Operative Lodge (now No. 1, T.C.), and subsequently occupied the

chair as W.M. He was also senior warden in the Mark Master Lodge, No. 274, E.C., at Hobart; and on transference to Launceston was duly installed the W.M. of St. John's Lodge, No. 2, T.C., and held office in the H.R.A. Chapter. He has also been a prominent officer of the Grand Lodge of Tasmania, and besides being a member of the board of general purposes, has attained to the positions of grand director of ceremonies and senior grand warden.

Mr. VINCENT FREDERIC CHAMBERS, Warehouse Keeper, Hobart, was born at Cullenswood, Fingal, Tasmania, in 1868, and is the third son of the Rev. John Chambers, now of Hobart. He received his education at the Bothwell and Evandale State Schools—at the latter under the well-known and capable tuition of Mr. J. M. Clemons. Entered the Government service on 1st January, 1884, receiving the appointment of fourth clerk in the Long Room of the Customs Department at Launceston. Was promoted to be third clerk in 1888, and third landing waiter, also at Launceston, in 1890. Remained there until 1893, when he was removed to Hobart, having been appointed invoice clerk at the head office, and continued to perform the duties of that office, in addition to those of jerquer, from May, 1895, until May, 1898, when he was appointed warehouse keeper. Mr. Chambers takes a great interest in church matters, and is secretary of St. John the Baptist parish council. He was married in 1892 to Miss Martha Frances, eldest daughter of the late Dr. Elliott, of Franklin, and has a family of three, two daughters and one son.



LOUIS KONRAD. LAUNCESTON.  
MR. M. F. BROWNRIGG.



R. MCGUFFIE & CO., HOBART.  
MR. V. F. CHAMBERS.

## OFFICE OF TAXES.

THIS department, which was created upon the passing of "The Real and Personal Estates Duties Act 1880," collects Land Tax of one half-penny in the pound of capital value of real estate, and Police Rate of fourpence in the pound on annual value of all freehold property, and half this rate on all lands rented from the Crown. The department also administered the Income Tax Act, which was introduced during the depression of 1894, but which was allowed to lapse on 31st December, 1897, except as regards the portion which levies a tax on the dividends declared by companies.

The head of the department is the Commissioner of Taxes, and there is a branch office in Launceston.

Mr. CHARLES MITCHELL, Commissioner of Taxes, was born in Hobart in 1859, and joined the Government service as junior clerk in the House of Assembly in 1876. He was subsequently promoted to the Stores Department, then to the Audit Department,

then to Customs, and again to the Audit Department, in which office he was promoted to rank of Deputy Auditor. On the retirement of the late Commissioner of Taxes (Mr. Francis Butler) he was appointed to that office. He was married in 1898 to Miss Windsor, daughter of the late Edward Charles Windsor, of Launceston.

Commissioner of Taxes. He takes a great interest in all sport, particularly cricket, and is a playing member of the New Town Cricket Club. He was married in 1891 to Miss Nisbet, daughter of the Rev. John Nisbet, of New Town.

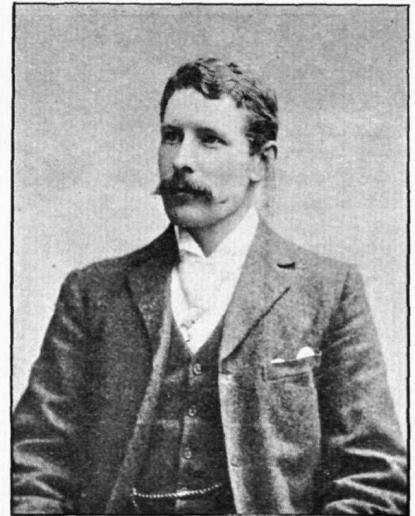


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HOBART.

MR. C. MITCHELL.

Mr. HENRY EDMONDS DOWNIE, Deputy Commissioner of Taxes, was born on the 13th July, 1867, and is the second son of Mr. Thomas Downie, of Hobart. Educated at Ireland's Collegiate School, in his native city, he afterwards went into the Government service, joining the office of Stores Department on the 1st January, 1882. He was there for two years, and was then transferred to the General Post Office, where he served three years before being again transferred to the Office of Taxes Department on 1st April, 1887. During the depression of 1894, when the Income Tax Act was passed, he was promoted to the position of Chief Clerk, and later—1st January, 1898—for meritorious services, received further distinction by being raised to the position of Deputy



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HOBART.

MR. H. E. DOWNIE.

## POST OFFICE DEPARTMENT, HOBART.

POSTMASTER-GENERAL: THE RIGHT HONOURABLE THE PREMIER, SIR EDWARD BRADDON.

UNTIL 1832 the Post Office Department was conducted chiefly by private enterprise, the offices being managed by a postmaster at Hobart and another at Launceston, under the verbal sanction of the Governor, the sums received for postage being appropriated to their own use. On the 1st June, 1832, the Act of Council "to provide for the temporary conveyance and postage of letters" was brought into operation, from which date the Post Office became a Government department, and the postage of letters Government property. Twenty post offices were established. By end of September, 1832, ten extra post stations opened, the number at end of 1897 being 336. No statistics of numbers of letters, etc., can be procured prior to 1832, but in that year 22,255 letters and 13,000 newspapers were forwarded, and 23,005 letters received. The revenue was £1398, and the expenditure £2283. For year 1898 the department shows, as the result of its operations, a circulation of 9,114,855 letters, 1,477,871 packets, 281,944 post cards, 5,574,850 newspapers. The average number of letters posted in the colony by each person is an extraordinarily high one, being nearly thirty-nine per annum. Revenue, £92,667 7s. 4d.; expenditure, £73,248 8s. 10d.

RATES OF POSTAGE.—In 1832 the postage of letters varied according to distance travelled: Town letters, 2d.; inland, two miles and under fifteen, 4d.; fifteen miles and under thirty, 5d.; thirty miles and under forty-five, 6d.; and so on progressively. Sea postage in addition to inland postage, half ounce, 4d.; one ounce, 8d., and so on. Under this regulation it cost 9d. for a letter to Launceston, 120 miles.

POSTAGE RATES NOW.—Town, 1d.; inland and intercolonial, 2d.; all other places, 2½d. per half ounce. One post office for every 495 inhabitants. Numerous deliveries in Hobart, Launceston, Zeehan, Queenstown, and other centres, and a liberal mail service by rail, coach, and coasting steamers. Communication with Victoria is maintained by contract steamers of Union Steamship Company (bi-weekly in winter months, tri-weekly in summer), and by numerous other boats to and from Victoria and other colonies. Prepayment of postage by means of postage stamps came into operation on 1st November, 1853.

**OCEAN MAILS.**—For very many years communication with England was maintained by ships visiting the colony at uncertain intervals. On 6th October, 1854, “an Act to provide for the better transmission of letters by ship” was passed by Legislature, and fixed rate of postage to the United Kingdom at 6d. per half ounce; reduced in 1891 to 2½d. per half ounce. Once a week mails between Tasmania and England are now maintained, the colony contributing towards expense of Federal Mail Service, the average time of transmission being thirty-five days.

**MONEY ORDERS.**—Established in Tasmania 1st May, 1865, and the following will show the progress made:—

	No. of Orders Issued.	Amount of Commission.	Amount of Orders Issued.	No. of Orders Paid.	Amount of Orders Paid.	Total Amount of Transactions.
1867	3,319	£214 0 0	£11,729 0 11	2,412	£10,332 17 5	£22,275 18 4
1877	13,068	687 9 6	47,273 12 0	8,544	30,577 2 4	78,538 3 10
1887	52,527	1,762 13 9	131,590 19 4	43,513	102,364 16 4	235,718 9 5
1897	102,775	2,461 5 6	204,510 10 9	209,518	307,611 15 4	514,583 11 7



J. W. BEATTIE, HOBART.

GENERAL POST OFFICE, MACQUARIE STREET, HOBART.

**POSTAL NOTES.**—System introduced in 1890 has been of immense benefit to the public as a means of transmitting small sums of money. In 1890 4556 were issued of value of £1435 9s. 4½d.; in 1898 50,353 were issued of value of £15,530 8s. 5d. The notes range in value from 1s. to £1. No limit of currency. Every town and village of any importance has a Money Order Office and Post Office Savings Bank, the number of such being 126.

**POST OFFICE SAVINGS BANKS.**—System established 1st July, 1882. The following shows progress of business:—

	Accounts Remaining Open.	No. of Deposits.	Amount of Deposits.	Withdrawals.		Balance to Credit of Depositors At End of Year.
				No.	Amount.	
1882*	874	2,349	£14,147 15 0	337	£3,493 7 9	£10,654 7 3
1887	2,996	7,782	41,211 10 1	3,144	35,229 2 8	46,001 6 6
1897	9,163	21,151	106,665 16 2	9,211	84,804 17 10	155,750 6 6

\* Six months.

Large number of depositors. Average, one of the best in the world: £16 19s. 11d. to credit of each depositor. \* There is one Post Office Savings Bank depositor to every eighteen persons.

EXTRANEOUS SERVICES.—Miners' Rights issued at very many offices. Large amount of Customs duty collected on account of parcels post. Registration of births, deaths, and marriages at many Post Offices. Rates of all kinds transmitted without charge.

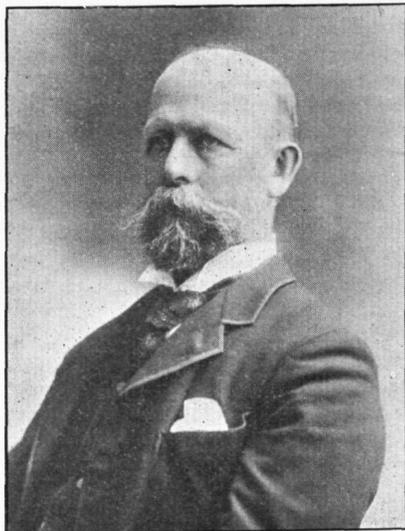
TELEGRAPHS.—Semaphore telegraphy was in use between penal establishments for many years before establishment of electric telegraph, which commenced working on 2nd August, 1857, with two offices only (Hobart and Launceston). During 1859 two more offices were established (Oatlands and Campbell Town). The revenue for 1867 was £265, and the expenditure £472; 1877, £3610, and £5364; 1887, £9631, and £13,497; 1897, £15,529, and ———.\*

Year.	No. of Miles of Line.	Stations.	Staff.	No. of Paid Messages.
1867	120	2	6	6,150
1877	763	46	53	79,999
1887	1,915	139	164	228,692
1897	2,446	160	*	299,212

\* Amalgamated with Post Office. Figures cannot be given.

First cable to Victoria was laid between Cape Otway (Victoria) and Cape Grim (Tasmania) in August, 1859, but the rocky nature of the bottom soon destroyed it. A cable was laid in 1869 between Flinders (Victoria) and Low Head (Tasmania), and communication obtained 1st May, 1869. This was duplicated in November, 1885, and a new cable was laid in July, 1898, to replace the old 1869 cable. The rates for inland telegrams reduced to the present tariff (1s. for ten words) in 1870. Rates to the colonies and for press messages are on a liberal scale. Quadruplex instruments in use at Hobart, Launceston, and Zeehan, and duplex at Hobart and Cable Station. Translators are used at chief offices. Telephones are freely utilised in connecting country places, Tasmania being the first colony to introduce this system. Telephones were introduced in 1881. Exchanges opened at Hobart 6th August, 1883; Launceston, 12th December, 1883. There are now four Exchanges, with 810 lines, 570 miles of wire, and annual value of rental £4724 5s.

Mr. HENRY VINCENT BAYLY, Secretary to the Postal Department and Superintendent of Telegraphs, is the youngest son of the late Captain



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HOBART.

MR. H. V. BAYLY.

Benjamin Bayly, of the 21st Regiment, and in after years Commandant of Maria Island. He was born in Richmond district, Tasmania, in 1850, and was educated at Hutchins School, Hobart. In 1868, he entered the Government service, joining the Stores Department.

From there he went to the Customs Department, and in 1875 was transferred to the Post Office, where he has remained ever since, and has worked his way up until, in 1894, he was appointed head of the department. Mr. Bayly is well known as a cricketer, and in his day ranked with the very best exponents of the game, having frequently represented Tasmania in contests with the other colonies. He was a very fast bowler, his deliveries being so lightning-like that he earned for himself the name of "the demon bowler." In 1896 Mr. Bayly took a well-earned rest from his official duties, and had a three months' holiday trip. He was married in 1885 to Miss Bayley, of Runnymede, New Town, and has a family of four girls and two boys. Mr. Bayly is an ardent fisherman, and is at home with both rod and gun.

Mr. HENRY LYNDHURST D'EMDEN, Chief Clerk and Accountant Post and Telegraph Department, was born in Hobart in 1858, and is the youngest son of the late Mr. Henri James D'Emden, solicitor, of Hobart. He was educated at the Trinity Hill State School, and shortly after leaving school received an appointment in the Telegraph Department on 1st July, 1873. In 1874 he was transferred to the Post Office, and in 1882 he was transferred from that department to that

of Auditor-General, in which department he for a time acted as Inspector of Post Offices. Returning to the Post Office on the 1st August, 1890, he was



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HOBART.

MR. H. L. D'EMDEN.

appointed Chief Clerk, and when the two departments were amalgamated on the 1st January, 1895, he was appointed Chief Clerk and Accountant. He acted as secretary and superintendent for three months in 1897, while Mr. Bayly was away on leave of absence.

Mr. D'Emden is a member of the Masonic fraternity, his mother lodge being Pacific, No. 5, T.C. He is Past Master of the lodge, and at present is Grand Senior Warden of the Grand Lodge. He was married in 1885 to Miss Julia H. Lovett, daughter of the Auditor-General of Tasmania, and has a family of one girl and two boys.

Mr. FRANK PROSSER BOWDEN, Chief Clerk Telegraph Department, was born in Launceston in 1860, and is the only son of the late Mr. John Gibson Bowden, of Hobart. He received his education at Mr. E. D. Oldfield's school, and on completing his studies, went into a stationer's warehouse, where he remained two years. In 1875 he entered the Post and Telegraph Department as a message boy; in the following year was appointed an operator, and then went through the various grades of the service till, in 1893, on the amalgamation of the Postal and Telegraph Department, he was appointed to his present position. From boyhood Mr. Bowden has been closely identified with music. He was senior chorister in the first choir when the new St. David's Cathedral was opened, and he sang the first solo in that cathedral. He is secretary to the Philharmonic Society, choirmaster of Holy Trinity Church, and local secretary to Trinity College, London. A Mason, Mr. Bowden is a member of the Pacific Lodge, and a Past Master of that lodge, and is at the present



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HOBART.

MR. F. P. BOWDEN.

time Immediate Past Master; and also holds the office of Grand Director of Ceremonies in the Grand Lodge of Tasmania. He was married at Lovett,

Port Cygnet, to Miss Grace Hill, daughter of the late Mr. Walter Hill, of that township, and has a family of three children.

Mr. JOHN JAMES McDONALD, Superintendent of Railway Telegraphs and Inspector of Postal Telegraphs, was born at Hobart in 1850, and educated at Mr. Bromfield's Tasmanian Academy. He entered the service of the Post and Telegraph Department when thirteen years of age, in November, 1862, and was promoted, step by step, till reaching the position of chief operator at Hobart. He was next appointed Manager of the Launceston Telegraph Office, a position he retained for some four years, and then Superintendent of Railway Telegraphs. When the amalgamation took place, he received the dual appointment of Superintendent of Railway Telegraphs and



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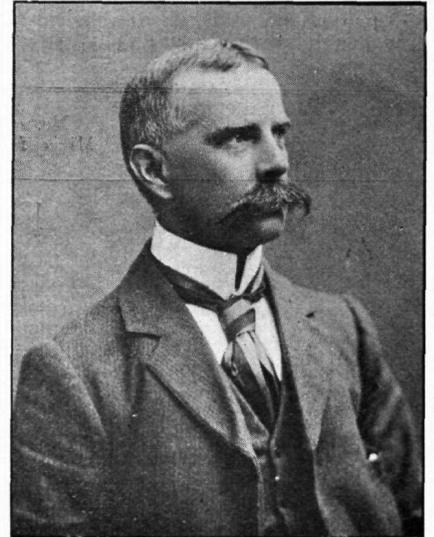
HOBART.

MR. J. J. McDONALD.

Inspector of Postal Telegraphs, which he now holds. Altogether Mr. McDonald has thirty-six years of service. He is a member of the Council of the Civil Service Association; a lieutenant (on the unattached list) of the Tasmanian Torpedo Corps; and a member of the Masonic fraternity, his mother lodge being the Lodge of Hope, Launceston. Mr. McDonald was married in 1872 to Miss Self, of Hobart, and has a family of seven children.

Mr. OCTAVIUS LORD, Superintendent of the Money Order Office and Post Office Savings Bank, Hobart, was born at Hobartville, Hobart, in 1855, and is the eighth son of the late Hon. James Lord, member of the Legislative Council, who died at Hobartville in 1881. The

subject of this sketch was educated at the High School, Hobart, under the Rev. R. D. Poulett-Harris, M.A., and entered the Government service as a junior clerk in the mails branch, from which he rose step by step till receiving



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HOBART.

MR. O. LORD.

his present appointment. Mr. Lord has always been prominent as a cricketer, and was for years secretary of the Wellington Cricket Club. He was married on the 31st August, 1888, to Miss Ida, youngest daughter of the late Bingley Watchorn, of Hobart, and has a family of three sons. In church matters Mr. Lord is the Dean's warden for 1898, and was treasurer of St. David's Cathedral for three years.

Mr. EDGAR MORRAH HANNAFORD, Clerk in Charge of the Registered Letter and Parcel Post Branch and Customs Officer, etc., is a native of Geelong, Victoria, where he was born in 1863. He came with his parents to Launceston when a child, and was educated at Hobart, to which city he came in 1869. His father, the late Mr. Samuel Hannaford, was formerly connected with the Bank of Australasia at Launceston, but retiring from that position, he took up literary work, and published several interesting works on botany. He was librarian to the Public Library, Hobart, at the time of his death in 1874. In the same year Mr. Hannaford was appointed to a position in the Library, which he held for five years, and then in 1879 he accepted a position in the mail branch of the Post Office. Here he went through the different branches, and on the amalgamation of the services in 1894, was appointed to

his present position. He was married to Miss Edith Mary Lovett, daughter of Mr. G. F. Lovett, surveyor, of Hobart. Mr. Hannaford has been connected with music since his boyhood, is now a member of the orchestra of the Philharmonic Society, and has been associated with the musical societies of Hobart for years.

Mr. JOHN WRIGHT CLINCH, Clerk in Charge of the Mails Branch, General Post Office, was born at Launceston, Tasmania, on the 6th October, 1866, and is a son of Mr. Joseph Clinch, and grandson of Captain Clinch, one of the best known and respected of the seafaring identities who were connected with the comparatively early days of the colony. Educated at the public school, Battery Point, and the City School, Mr. Clinch received an appointment in the Telegraph Department on the 1st January,



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HOBART.

MR. E. M. HANNAFORD.

1881. Transferred to the Post Office on the 22nd January, 1883, he was eight years later appointed Clerk in Charge of the Mails Branch, which position he still retains. He married Miss Boxall, daughter of the late Mr. J. P. Boxall, of Liverpool Street, Hobart, and has a family of one son and one daughter.



## THE PRINTING DEPARTMENT.

FEW of our readers, perhaps, are aware of the age of the Tasmanian *Government Gazette*, and many will, no doubt, be surprised to learn that it is over eighty-two years of age. Although not the property of the Government in the early part of the present century, it dates back to 1816, and the issues consecutively follow from that date to the present time. Tracing back the records of this publication—*The Hobart Town Gazette and Southern Reporter*, as it was then called—we come to the present *Government Gazette*, and the establishment of the Government Printing Department.

The first number of the official organ of the Government (*The Hobart Town Gazette and Southern Reporter*) was published on Saturday, 1st June, 1816, by Andrew Bent, in a small office situated in Elizabeth Street, just below Melville Street, and eight years after its establishment the staff consisted of the following:—Government Printer (Mr. Andrew Bent), two compositors and one pressman, one supernumerary, and one bookbinder. The size of the *Gazette* was half a sheet of foolscap, and the paper cost £5 per ream, according to a memo. found on one of the papers, which is printed on one side, and contains one Government notice, a magistrate's notice, an anecdote of Frederick the II., the late King of Prussia, and the following ship news:—"To-morrow is expected to sail the ship *Frederic*, Capt. Williams, for Port Jackson." The Government notice, which is the first one in the *Gazette*, is rather interesting, relating to the anniversary of His Majesty's (George III.) Birthday, which "will be observed as a holiday throughout the settlement." It also notifies that the "Deputy Assistant Commissary-General will cause to be issued one pound of fresh meat and half a pint of spirits to non-commissioned officers and private soldiers, to the several superintendents, overseers, constables, etc., to drink His Majesty's health." Also that "all Government mechanics and labourers will be exempted from work on that day."

The Government at that time had no printing plant of their own, but money was advanced to Mr. Andrew Bent for the purchase of material, and this he was expected to repay. The *Gazette* was for a long time a mere vehicle of the Government. Mr. Bent, however, on the arrival of Colonel Arthur, determined to throw off this official supervising, and, after a hard fight, in June, 1824, appeared the first article, "The Press set free." Bent grew very daring, and a prosecution was instituted against him, and the Lieutenant-Governor tried to deprive Bent of his property, and in the following year—June, 1825—we find a Government notice appointing Messrs. Ross and Howe Government Printers, *vice* Andrew Bent. Mr. Bent was very bitter at what he called the "piracy of his title." However, he changed the title of his paper to the *Colonial Times* in August, 1825. The partnership of Ross and Howe as Government Printers did not last long, for on 3rd December in the same year the *Gazette* was printed by George Terry Howe, Government Printer, and it again changed hands on 24th February, 1827, when the imprint reads—"Dr. James Ross, sole printer of the Hobart Town *Gazette*, Collins street." In January, 1838, the paper had again changed hands, William Gore Elliston being printer from that date to the end of June, 1839. And on Friday, 5th July, 1839, the records show that James Barnard was Government Printer.

During this period (1816-39) all the Government printing seems to have been done by arrangements with the publishers of the *Gazette* or with private firms.

In 1838 Mr. James Barnard was appointed Government Printer by the Imperial Government. Mr. Barnard arrived in the colony early in 1839, and brought a small printing plant out with him, the value of which was £1200. Soon afterwards he established the Government Printing Office in Macquarie Street. Mr. Barnard had charge for nearly forty-three years, and during that period the cost of the establishment increased from about £1000 to £6000 per annum. Mr. Barnard retired at his own request on a pension.

In 1881 Mr. W. T. Strutt was appointed Government Printer, and during his term of office the Government printing increased to a great extent, the colony at this time being in a flourishing condition; more labour was employed, and new

machinery and materials were introduced. During Mr. Strutt's term many important Government publications were issued, viz., "The Statutes of Tasmania," Mr. R. M. Johnston's "Geology of Tasmania," "The Official Record of Tasmania," and other smaller works. In 1892 the cost of the establishment was nearly £13,000. Subsequently, owing to the financial condition of the colony, the Government had to study strict economy, and retrenchment was the order of the day for some time. Mr. Strutt retired on a pension at the end of 1892, and was succeeded by the then overseer, Mr. Wm. Grahame, who was appointed in 1893, and retained the position until May, 1899, when he retired, and was succeeded by Mr. John Vail. During the last few years many additions and alterations have taken place, and much more responsibility has been thrown on the department.

The photo-lithography and the lithographic branches, which were formerly attached to the Survey Department, are now under the control of the Printer. The Government Stores, which was a large department in itself—having the supervision of the whole of the Government stationery for the entire service, and the paper used for all Government printing—is also now under the control of this department. An approximate value of the paper and stationery kept in store is between £5000 and £6000.

The cost of the department has been much reduced during the last few years, but this is not an indication of less work being done, being largely due to a general fall in prices all round, especially in the purchase of paper.

To give some idea of the amount of work turned out annually for but one department (the Post and Telegraph), over nine and a half million forms have been printed, and five thousand books bound during the year 1898; while for the Railway Department the work is about the same, and a great strain is annually put on this office during the session of Parliament.

It is now over sixty years since Mr. James Barnard established the printing department, the work then being done by two or three hands and some prison labour, at a cost of under £1000 per annum. The number of hands now employed is sixty-two, and the annual cost of the department about £10,000. The work has outgrown the present building, and £1500 has been voted for extensions of and alterations to the structure.

The present staff consists of the following officers:—Government Printer, overseer, foreman, readers, clerk, junior clerk, stores accountant, storekeeper, and messenger; thirty compositors, five machinists, seven bookbinders, warehouseman, and six girls; photo-lithographer (who is also lithographer), and assistants.

Mr. JOHN VAIL, Government Printer, is a native of London, born in 1861, and was educated at public schools. Entering the office of his father, styled Messrs. J. A. Vail and Co., steam printers, of that city, he passed through all the branches, obtaining a thorough knowledge of the printing business. He remained with his father until reaching twenty years of age, when he came out to Australia, taking up his residence in

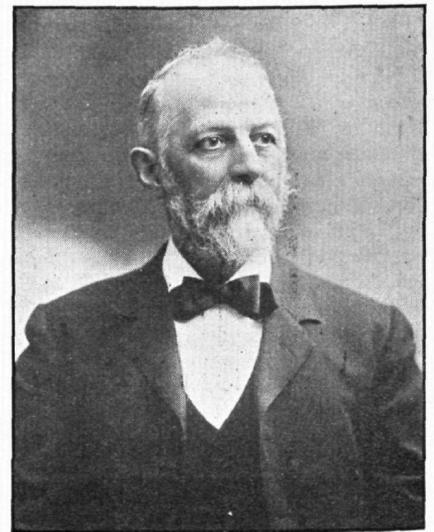
offered a position as manager of the Suva *Times* office, Suva, Fiji, and he accepted it. After nine months' residence in Suva he was removed to Levuka, when he took charge of the *Fiji Times* (both these papers being the property of Mr. J. G. Griffiths). He remained in Fiji about eighteen months, and then had to leave the country, owing to being stricken with dengue fever. Mr. Vail went back to Melbourne, where he rejoined the firm of Messrs. Barton and McGee, and acted as reader, etc., until he resigned twelve months later, for the purpose of taking charge of the office of Messrs. J. J. Miller and Co., which position he filled for three and a half years. He next took charge of Mr. W. Marshall's office as manager, which position he held for two and a half years, and then went to Brisbane, Queensland, for the purpose of publishing a directory. When this work was completed, he obtained a position on the *Brisbane Courier* as reader, and remained on that journal for three and a half years. Returning to Melbourne he took the foremanship of the office of the *Sun* Printing and Publishing Company, which he retained until the company dissolved, and the business was closed up three years later. For six months after that he was engaged in publishing the *Sun* newspaper, and from there he went to Messrs. Ferguson, Mitchell, and Co., the well-known printing house of Melbourne, and took charge of the letterpress department. In 1896 he took charge of the Salvation Army Printing Department, which he completely reorganised, improving the work in the various departments of the estab-

lishment. On 21st March, 1899, he was appointed Government Printer of Tasmania, and resigning his position in the Salvation Army printing department, took up his new duties in May. Mr. Vail has thus had a wide and varied experience of his business, extending over a period of twenty-two years, and confidence is felt that in his new position he will add to the laurels that he has gained in every office he has served.



TALMA. MR. J. VAIL. MELBOURNE.

Melbourne, in 1881. He entered the employ of Mason, Firth, and McCutcheon, printers, etc., as compositor and reader, and remained with them for eighteen months, afterwards going to Barton and McGee for nine months. He was then



R. McCUFFIE & CO., HOBART. MR. W. GRAHAME.

Mr. WILLIAM GRAHAME, late Government Printer, Stationery Store Manager, Photo. and Litho. Printer, was born in Hobart in February, 1836, being a son of the late Mr. W. Grahame,

who came to Tasmania in December, 1853, with the 21st Fusiliers, subsequently entered the Civil Service, of which he was a member for some thirty years, and died in 1898. William Graham was educated at the public schools, and at thirteen years of age was apprenticed as a compositor in the office of the *Courier* for a period of seven years, at the end of which time he was immediately appointed overseer of the business, and

continued so until the paper closed. He entered the Government service as a compositor in July, 1859, and after passing through the various grades of assistant reader, reader, foreman and overseer, was appointed Government Printer in 1893, which position he held till 1899, when he retired on a pension. He is a member of the I.O.O.F., Hobart District, Manchester Unity, Tasmania's Hope, has passed through

the various chairs, and is a past provincial grand master. He is a trustee of the lodge, and also of the district, and has been an oddfellow some thirty years. He has been a member of St. John's Friendly Society since its inception, and also a trustee; is a member of St. John's Anglican Church, Goulburn Street, and of the parish council and board of patronage.

## ATTORNEY-GENERAL'S OFFICE.

THE office of the Attorney-General is a political one, and the holder is always a member of the Cabinet. The Attorney-General advises upon legal matters appertaining to the Government of the colony, and is the Ministerial head of the following departments, namely:—The Supreme Court, Solicitor-General, Lands Titles Office (Torrens' system), Police, Gaols, Police and Sheriff, Stipendiary Magistrates, and all Courts of General Sessions and Petty Sessions. The Attorney-General is also responsible for the drafting of all public bills introduced by the Government into Parliament, and appears when necessary in the Supreme Court, in its civil and criminal jurisdiction, on behalf of the Queen. He is leader of the Bar, and as the Attorney-General, is entitled when appearing in Court to "wear silk." The Honourable Donald Campbell Urquhart is the present Attorney-General, and he has as Secretary of the Law Department and Parliamentary Draftsman Mr Walter Ormsby Wise, who is a legal practitioner. Last year (1898) the department cost the State £1806.

The Hon. D. C. URQUHART, Attorney-General, is referred to fully on page 53.

Mr. WALTER ORMSBY WISE, Secretary to the Law Department and Parliamentary Draftsman, Hobart, is the third son of Mr. Frederick Henry Wise, and was born at Hobart in August, 1862. He was educated at the City School, and after three years spent in mercantile pursuits, was articled to Mr. R. P.

Adams, solicitor (afterwards Mr. Justice Adams). Admitted as a solicitor in July, 1887, he simultaneously entered the service of the Government as Parliamentary Draftsman, and on the amalgamation of the office of Parliamentary Draftsman and Solicitor to the Lands Titles Commissioners, he was appointed, and discharged the duties of the dual offices until January, 1899, when he was appointed secretary to the Law Depart-

ment. Mr. Wise takes an interest in all manner of sports.

Mr. FRANK A. DODDS, Clerk to the Law Department, is the second son of the Chief Justice, His Honour the Honourable John Stokell Dodds, C.M.G., and was born in Hobart in 1873. He was educated at the High School, Hobart, and in 1891 was appointed to his present position.

## SUPREME COURT.

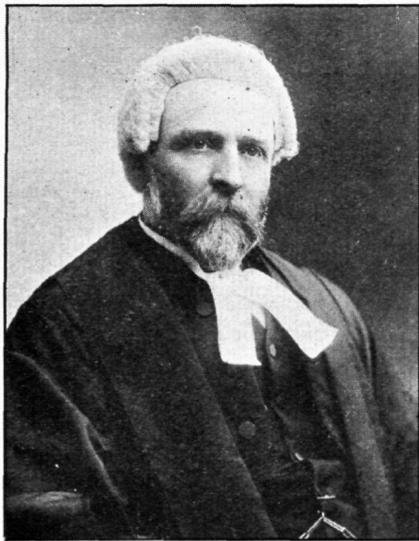
The Supreme Court of Tasmania was founded under the provisions of an Act of the Imperial Parliament passed in the reign of William IV., in 1828, which appointed two judges, named therein, to be the first Chief Justice and Puisne Judge respectively of such Court. The Court continued to be composed of two judges only up to the year 1887, when an additional Puisne Judge was appointed under the authority of a local Act of Tasmania. As the Judicature Act of England has not been adopted in Tasmania, the procedure is founded upon the Common Law Procedure Act and the Equity Procedure Act used in England before the passing of the Judicature Act. The Court has jurisdiction also in all ecclesiastical matters, bankruptcy, and admiralty. Sittings for the hearing of all civil and criminal causes are held at Hobart and Launceston at such times as may be appointed by the judges, usually five criminal and four civil sittings in the year at each place. Under the Local Courts Act, sittings of the Supreme Court before a judge with a jurisdiction of £100 in civil matters, are held at such places throughout the island as may be appointed by the Governor-in-Council. The judges are appointed for life, or during good behaviour, and can only be removed from office by a resolution of both Houses of the Legislature. At the age of sixty years and after holding office for a period of fifteen years, a judge is entitled to a pension ranging from £600 per year upwards. For every year's service over fifteen years he gets so much a year additional; but nothing is added for any service after he shall have attained the age of seventy years. During recent years the great increase of population on the West Coast has been followed by an expressed desire that sittings of the Court should be held at one or other of the centres there—Zeehan, Queenstown, or Strahan; and, as the request is a reasonable one, it is understood that sittings of the Supreme Court will be held on the West Coast early in the year 1900. The cost of the Supreme Court department in salaries last year (1898) was £5500. The Chief Justice receives £1500 per year, and the Puisne Judges £1200 each.

The Hon. JOHN STOKELL DODDS, C.M.G., Chief Justice of the Colony and Administrator of the Government thereof, a gentleman whose achievements at the bar, in the senate, and in various other directions, have fairly earned for him the exalted position which he now fills. Born at Durham, England, in 1848, his

Honour springs from an old north country family; his grandfather having been for many years vicar of Kirkleatham, in Yorkshire, while on the maternal side he is descended from a younger branch of the Shute family, members of which have attained high positions in the state, the church, the law, the army, and the navy. He arrived in Tasmania when

quite a lad, coming to Hobart, where his uncle was then in medical practice. His father died when he was young, and the future judge was left to the care of his mother, a lady of culture and refinement, to whose example and teaching he affectionately ascribes all his successes in life. Soon after he was sixteen years of age, he began the study of the law under the

late Mr. William Pitt, and was admitted to the bar in February, 1872. The political career of the Chief Justice was a comparatively brief but brilliant one, lasting less than ten years, the whole of which time was spent by him as a representative of Hobart in the House of Assembly, and the whole of it also as a responsible Minister of the Crown; in



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HON. J. S. DODDS.

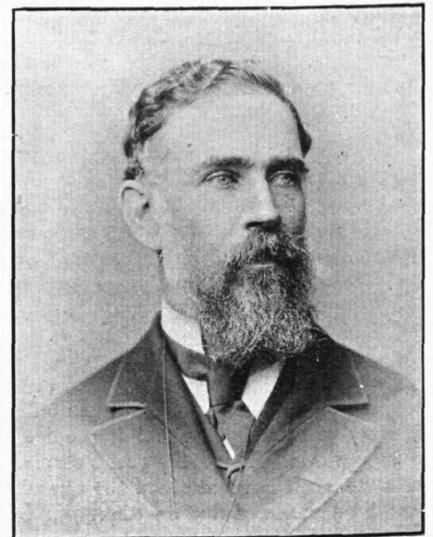
HOBART.

fact his career was remarkable in that he never spoke in Parliament except as a Minister of the Crown, and that he held office uninterruptedly from the time he first accepted a portfolio; the portfolios he held being those of Attorney-General and Treasurer. Mr. Dodds entered public life at the instance partly of the late Sir James Wilson, then President of the Legislative Council, who discerned in the early career of the young lawyer those qualities which were so soon to take him to the forefront of the battle, and to keep him there until he was elevated to the bench. He first entered the Assembly in 1878 as representative for East Hobart, and retained the confidence of the electors of that constituency throughout his political career. As an effective speaker, rising at times to eloquence, Mr. Dodds soon made his mark in the Assembly, and, as he was not less successful in the administrative duties of the departments over which he presided, he proved a veritable tower of strength to his party and was held in high esteem accordingly. His name is most justly associated with some of the most valuable legislation passed and reforms effected during the time he was in Parliament; notably the Education Act, Public Health Act, Corrupt Practices Act, Constitution Amendment Act, Electoral

Act, and other measures. The session of 1886 was his last, and the press commenting on it remarked:—"The Attorney-General (Mr. J. S. Dodds), as leader of the House, has added another session to the period of his successful political life, and if it be true that it is his last, he will have a unique career to look back upon, not the least satisfactory portion of which will be the successful manner in which he has steered the Government through a period of difficulty, when the opposition against it was strong enough to have supplanted it but for the ability of its leader." In 1887, he was appointed to the Supreme Court Bench, and in 1898 he succeeded the late Sir Lambert Dobson as Chief Justice, and it is not too much to say that he has discharged the duties of his judicial positions with an ability and impartiality which have commanded the entire approval of the community. His Honour had the C.M.G.-ship conferred upon him in 1889, having previously (in June, 1883), received the title of "Honourable" from the Queen. He has been for many years a member of the Council of the University of Tasmania, and is always to be found supporting any proposal for extending the usefulness of that institution and adapting its work to the conditions of colonial life. He occupies several honorary public positions, amongst them that of president of the Literary and Debating Societies' Union, to which office he was elected in succession to our late Governor, Sir Robert Hamilton; president of the Southern Tasmanian Cricket Association, to which he was elected in succession to the late Sir Lambert Dobson; and president of the Lawn Tennis Association. He is also a member of the Executive Council. His Honour married a daughter of the Rev. J. Norman, and has issue three sons, two of whom are studying for the law. It may be added that, as one writer has said of him, what Mr. Dodds has always striven to do has been to find out what was right, and then to pursue that right course to the end. In the knowledge that this will always characterise his Honour's future career lies the guarantee upon which the Tasmanian people rely in bestowing unqualified approval on his elevation to his new positions as head of the Supreme Court Bench and Representative of the Crown in Tasmania. His career as a judge, bright as it has been, and in keeping with the best British traditions of the "purity of the ermine," has its full development yet to come, but the honour and dignity of the position of Chief Justice, and the higher associations connected with it, are safe in his hands,

just as his knowledge of the law, and his even wider experience as a man of the world, secure to suitors the liberal interpretation of the statutes which a free people demand. The Government of the day could not have made a better choice, and the endorsement of the wisdom of their action on all hands has been shown by the utter absence of anything like cavilling at it in all recent discussions on the general composition of the Supreme Court Bench.

The Late Hon. Sir WILLIAM LAMBERT DOBSON, K.C.M.G., late Chief Justice of the colony, was the eldest son of Mr. John Dobson, solicitor, who emigrated from Gateshead, England, to Tasmania in the year 1834, and practised his profession in Hobart till he died in 1864. Sir Lambert was born at Carr Hill, near Gateshead, on 24th April, 1833, and arrived in the colony with his parents before he was twelve months old. He was educated mainly at Christ's College and the Hutchins School. After his school days were over he spent eighteen months in the Civil Service of the colony in the Chief Police Magistrate's office, and then returned to England and entered the Middle Temple as a student for the bar. He was admitted in June, 1856, and returned to Tasmania at the



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LATE SIR W. L. DOBSON.

end of the same year. Early in 1857 he was appointed a commissioner of the Caveat Board for issuing grants to Crown land, and in February of that year he became Crown Solicitor and Clerk of the Peace. Entering public life as one of the members for the city of Hobart, Sir Lambert Dobson became

Attorney-General in Mr. Weston's Administration on 15th February, 1861, and continued in that office when the Ministry was reconstructed in 1863. Defeated for Hobart at the ensuing general election, he then became member for Campbell Town, and continued to represent that district in the Assembly until he was elevated to the bench. During the Whyte Administration he was leader of the Opposition, but in 1866 he again became Attorney-General, and he continued so till 1870, when, at the age of 36, he received a judgeship. In 1884 he was appointed Acting Chief Justice, and in the following year he was confirmed in the appointment on the retirement of Sir Francis Smith. The same year Sir Lambert went to England for a holiday, and was knighted by the Queen in person, and on the occasion of Her Majesty's Jubilee he was made a K.C.M.G. He was married at Launceston in 1859 to Fanny Louisa, daughter of Archdeacon Brown, of Launceston, and left a family of one son and three daughters. The late honoured and lamented Chief Justice was a many-sided man, and filled leading positions in the Royal Society, the Council of Education, Ladies' College, S.T.C. Association, and the S.T.F. Association, the Art Society, the University of Tasmania, &c. A writer thus spoke truly and gracefully of him when the announcement of his death, on 17th March, 1898, went forth:—"During the twenty-eight years that he has been a judge he has won the esteem and respect of all classes, as well by the uprightness of his character as the soundness of his judgment. Although not what is termed brilliant, he was essentially a good lawyer, and he performed his duties with such untiring industry and painstaking and conscientious deliberation that he achieved success where others failed. To the casual observer he perhaps presented as a judge a somewhat cold and unsympathetic demeanour; but those who had the privilege of his friendship found that underneath that calm exterior beat a kindly heart susceptible of the strongest emotions. The prominent characteristic of his life was a persistent determination to overcome obstacles and attain proficiency by hard work, and that industry had its reward. Sir Lambert was able to give freely from his store of knowledge, and to devote, as he did ungrudgingly, his many attainments to the service of his fellow colonists, gaining the confidence of the men of his own profession and the esteem of all. He lived a useful life, and his death is a sad blow to the colony."

Mr. JUSTICE CLARK, who was elevated to the bench as one of the Puisne Judges of the Supreme Court of Tasmania in June, 1898, has had a distinguished career. Andrew Inglis Clark was born at Hobart on 24th February, 1848, his father being an engineer and iron founder in that city. He was educated at the High School, under the Rev. R. D. Poulett-Harris, and on leaving school entered his father's office, where he obtained an insight into business, and was brought into contact with everyday life. In 1872, he turned his attention to law, and having completed his studies was admitted to the bar of Tasmania in 1877. Mr. Clark was soon recognised as a sound lawyer and a skilful advocate, and he acquired quickly a good practice at the bar. He appeared from time to time in some of the most notable cases that have been heard in the



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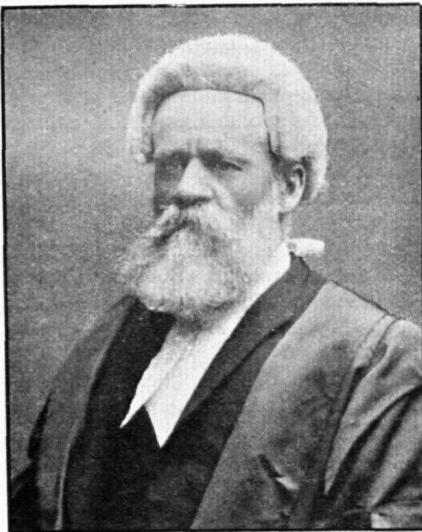
MR. JUSTICE CLARK.

different jurisdictions, and fitly enough he concluded his career at the bar by being "in" one of the biggest and most interesting suits which has been heard in the Supreme Court for many years, viz., the Kennerley will case. His parliamentary career was not less creditable. Entering the House as member for Norfolk Plains on 1st July, 1878, having been elected unopposed, he sat till the House was dissolved in May, 1882. He offered himself for re-election for Norfolk Plains, but was defeated by a local candidate, and he remained out of Parliament till March, 1887. He then offered himself for South Hobart, and was returned, and was subsequently re-elected four times for the same constituency. Mr. Clark was Attorney-General in two Administrations, first in the Fysh Cabinet,

which was in power from March, 1887, till August, 1892; and secondly in the Braddon Ministry, holding office in the latter from April, 1894, till the early part of 1898, when, differing from his colleagues on the subject of concessions to the Emu Bay Railway Company, he resigned the Attorney-Generalship. He then took his seat in the Opposition "corner" of the House, but was soon called to the leadership of the Opposition, which post he held when the Government offered him one of the two vacant seats on the Supreme Bench, caused by the death of the Chief Justice and the retirement of Mr. Justice Adams. Mr. Clark represented Tasmania at the Federation Convention at Melbourne in 1890, and at the Federation Convention which met at Sydney in the following year; and it was he who drafted the Constitution Bill upon which the Convention of 1890 worked. Owing to ill-health he did not offer himself as a delegate to the Convention which sat at Sydney, Adelaide, and Melbourne, in 1897-98, but made a trip to America, which was very beneficial in restoring him to his wonted condition. As a sound constitutional lawyer, his Honour has a reputation extending far beyond the bounds of the colony in which he resides. Mr. J. H. Symon, Q.C., one of the South Australian delegates, and one of the most striking figures of the 1897-98 Convention, said, incidentally, of Mr. Clark:—"I have certainly not had a very long acquaintance with Mr. Inglis Clark, but I have had enough to know that there is no man in Australia, on the bench or off, who has made a more profound study of jurisprudence, or who is more capable of expressing an opinion on such matters as these now before us, than that gentleman." Though Mr. Clark was not a member of that Convention, he wrote a memorandum on the control of the rivers, which he forwarded to Mr. Edward Barton, Q.C., the leader of the Convention, and it was ordered to be printed with its papers. Proof of the profundity of Mr. Clark's knowledge of constitutional law is to be had in his action on the Chinese Question in 1887-88, when he prepared a memorandum in reply to the complaints of the Chinese Ambassador at London, that exceptional laws were passed against Chinese in these colonies, which were at variance with treaty obligations and international usage. The case in support of legislation to restrict Chinese immigration to these colonies has never been so comprehensively explained, and so forcibly supported, as in this memorandum of Mr. Clark's. It was spoken of highly by the press of the other colonies, and was laid

upon the table of the House of Commons in the form of a Blue Book. His memorandum on the Main Line Railway Case, the Bank of Van Diemen's Land Commission, and the dispute in regard to the giving of the Royal Assent to the Foreign Companies Bill, confirmed the high opinion entertained of Mr. Clark's ability as a lawyer. While a member of the House of Assembly, Mr. Clark was always on the Liberal Democratic side, and passed many measures of great benefit to the colony. He was also instrumental in introducing and carrying through the Hare system of voting for Hobart and Launceston, a system at first viewed by many persons with suspicion, but the practical application of which has been of so satisfactory a character as to in all probability lead to its adoption as the voting system of the colony as a whole. His Honour's whole career is an earnest that his occupancy of the bench will reflect honour on himself, on the bench, and on his native land.

Mr. JUSTICE MCINTYRE, of the Supreme Court Bench, is a native of the Dominion of Canada, having been born at Orillia, Upper Canada, where his father was incumbent of the parish in 1842. When quite a lad he proceeded with his parents to England, where he remained some eighteen months—the greater part of the time being spent at school. In 1854 his father decided to go to Tasmania, and in March of that



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MR. JUSTICE MCINTYRE.

year the family started for Melbourne in the clipper "Golden Era," and reached the Victorian capital in due course. On arriving in Tasmania Mr. McIntyre,

senior, was appointed incumbent of Deloraine. Young McIntyre was sent to Christ's College, then to the Church Grammar School, Launceston, and subsequently to a boarding school at Rostella, on the Tamar, established by the Rev. H. T. Cane, when he gave up the head mastership of the Launceston Church Grammar School. In 1860 he left school and adopted law as his life-calling, and was articled to Mr. Robert Patten Adams, afterwards Mr. Justice Adams. While pursuing his legal studies Mr. McIntyre acquired a knowledge of stenography, and wooed the art so assiduously as to become quite an expert reporter, and for several sessions he acted as a member of the Parliamentary staff of the *Mercury*. In 1865 Mr. McIntyre passed his legal examination and was duly admitted a barrister, solicitor, attorney, and proctor of the Supreme Court of Tasmania. Soon after his admission Mr. McIntyre entered Mr. Charles Butler's office as managing clerk of the conveyancing branch, and in about eighteen months he became general managing clerk. This position he filled for a year or so, when he went into partnership with Mr. Butler—the business being carried on under the style of Butler and McIntyre. In 1869 he married Adeline Janetta, a daughter of the late Captain Langdon, R.N., of Montacute. At the end of 1871, with a view of being called to the English Bar, he left the firm, and on 29th February, 1872, sailed for England with his wife and son in the ship "Windward," commanded by Captain Lulham, R.N.R., and reached the Thames 101 days afterwards. Mr. McIntyre entered as a student at the Middle Temple, and read common law for nearly two years in the chambers of Mr. John Digby. Mr. Digby is now a bencher of the Middle Temple. He then studied equity in the chambers of Mr. C. M. Warmington, an able lawyer, now a Q.C. Mr. McIntyre was called to the bar in November, 1875, and in the following month he and his family left for Melbourne in the barque "Hampshire." In April, 1876, he again joined Mr. Butler—this time with his son, Mr. E. H. Butler, also in partnership. Subsequently, Mr. C. W. Butler entered the firm of Butler, McIntyre, and Butler. In 1886 the Act authorising the appointment of a third judge was passed, and in February, 1887, Mr. McIntyre was offered the position by the Government of which Sir James Agnew was Premier. After consideration he declined the offer. In 1891 he took a trip to the old country with his wife and two eldest daughters. The party were absent some eight months. On return-

ing to the colony Mr. McIntyre continued the practice of his profession until he was appointed to the Supreme Court Bench in the latter part of 1898. His Honour's appointment was hailed with universal approval, justified by the quasi-judicial position he has long occupied as arbitrator and referee in various disputes of a legal character, and in cases that have either never been formally taken to court or have been referred to him from it. Mr. McIntyre has never taken any active part in politics, although on several occasions he has been asked to enter the political arena. He feels some pride in recording that during the whole of his professional career he has never had a serious personal difference or misunderstanding with any member of the legal profession.

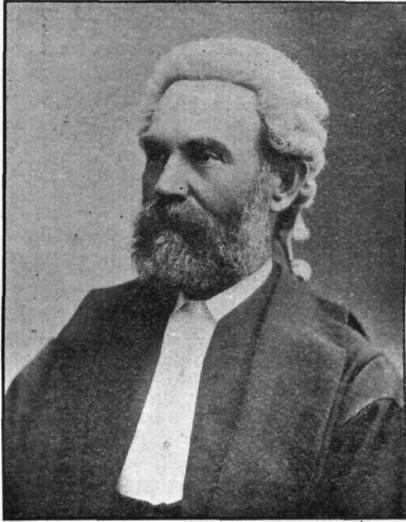


MR. G. BROWNE.

Mr. GEORGE BROWNE, Associate to the Judges of the Supreme Court, entered the Civil Service in 1862; was Clerk of the Peace, Deputy Sheriff, Registrar of Insolvency, and Registrar of the Court of Requests, Launceston, to 1866, when he was appointed Associate, and has acted in that capacity to ten Judges, viz., Sir V. Fleming, Sir F. Smith, Sir L. Dobson, Mr. Justice Giblin, Mr. Justice Dadds (now Chief Justice), Mr. Justice Adams, Mr. Justice Clark, Mr. Justice McIntyre, Mr. Justice Wrenfordsley, and Mr. Justice Rogers. Also holds the offices of Registrar of the Supreme Court in Bankruptcy and Curator of Intestate Estates. Acted as Private Secretary to the following Governors, viz., Sir C. Du Cane, Sir F. Weld (and in the Straits Settlements at Singapore from 1881 to 1884), Sir G. Strahan, Sir Robert Hamilton, and Viscount Gormanston; also to Sir V.

Fleming, Sir F. Smith, and Sir L. Dobson, Administrators of the Government.

Mr. PHILIP SAMUEL SEAGER, Official Administrator of Public Grants, Registrar of the Supreme Court of Tasmania, etc., was born in Mauritius



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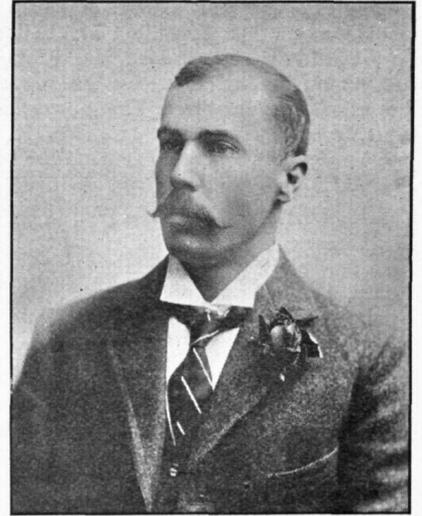
MR. P. S. SEAGER.

in 1845, and is a son of the late Mr. Charles Seager, who was in the Civil Service of Tasmania for many years, and who died in 1892. Mr. Seager came as an infant with his parents to Tasmania. He was educated at a private school,

under the late Mr. Robert Giblin, and entered the public service on the 14th May, 1863, as a junior clerk in the Supreme Court Branch. From time to time he was promoted in the office, and in September, 1883, was given the position of Deputy Sheriff, from which he was promoted to the office he now holds in 1892. Mr. Seager has acted in his time as secretary to the Royal Commission on Fisheries, and secretary to the Commission on Salmon Fisheries, and in addition has written a history of the salmon experiments. He is collector of Probate Duties, Stamp Duties, and Registrar of Deeds (held in conjunction with the office of Registrar of the Supreme Court); Registrar of Friendly Societies; member of the board of official visitors to the New Norfolk Hospital for the Insane; member of the Board of Tenders for the Government Supply; Commissioner of Fisheries; and J.P. for the territory. He has taken an active part in promoting the tourist movement, and in horticultural matters, and was for several years honorary treasurer of the Horticultural Society. Mr. Seager was married in Hobart to a daughter of the late Mr. J. T. Smales, solicitor, and has a family of six children.

Mr. ALFRED GEORGE BRAMMALL, Chief Clerk of the Supreme Court, is the eldest surviving son of the Rev. Charles Joseph Brammall, rector of St. Mary's Church, Quamby and Hagley, near Westbury, and was born at Hobart in 1867. Educated at the Hutchins School, he was afterwards for

three years in the Commercial Bank of Tasmania, and in 1888 entered the Government service as junior clerk to the Registrar of the Supreme Court. In 1889 he was promoted to be second clerk, and in 1891 he received his present appointment of Chief Clerk. He was married in 1892 to Miss Harbottle, daughter of Mr. Joseph Harbottle, of



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MR. A. G. BRAMMALL.

Elizabeth Street, Hobart, and has a family of three children. He is a member of Beltana Town Board—elected 1896, re-elected 1897. Mr. Brammall is a member of the Lindisfarne Cricket Club, and captain of the first eleven.

#### OFFICE OF SOLICITOR-GENERAL AND CROWN SOLICITOR.

This office is a non-political one, and is at present held by the Hon. Alfred Dobson, who is recognised as the leading counsel of the colony. The Solicitor-General is the Crown Prosecutor, having been appointed to that office in 1887, before which year the Attorney-General of the colony was the Crown Prosecutor. In this office all work appertaining to the civil and criminal cases of the Crown, as well as all conveyancing business, is conducted. The Solicitor-General is entitled by the terms of his appointment to practise privately at the bar. The department cost £934 in 1898.

The Hon. ALFRED DOBSON, Solicitor-General, was born at Hobart in 1848, and educated at the Hutchins School, afterwards proceeding to London to study the law. He was called to the bar of the Inner Temple on the 26th January, 1875. On returning to the colony, he at once began the practice of his profession, and almost simultaneously entered political life, being elected for Glenorchy in the House of Assembly on the 14th June, 1877, and continued to represent that constituency for a period of ten years. He was appointed Attorney-General in the Fysh Adminis-

tration on the 13th August, 1877, and held office till the 5th March in the following year. During 1883 and 1884, Mr. Dobson acted as leader of the Opposition, and he was elected on 21st July, 1885, Speaker of the House of Assembly, and held the position until 30th May, 1887, when he was appointed Solicitor-General and Grand Juror, the appointment dating from 1st June of that year. Mr. Dobson has continued the practice of his profession as a barrister since his return to the colony, a period of twenty-two years, and has been practically leader of the bar for some eight or nine



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HON. A. DOBSON.

years. He is a member of the Executive Council, and a director of the Colonial Mutual Life Association. Always taking an active part in educational matters, he was a member of the former Council of Education; was Church Advocate for

the Diocese; and has been an M.E.C. for twenty years. He was married at the parish church of Boldon, county Durham, England, on 17th September, 1891, to Miss Alice Ramsay Sandford, daughter of the Right Rev. Bishop

Sandford, formerly Bishop of Tasmania, and now Assistant Bishop of Durham. Mrs. Dobson died on 7th December, 1897, leaving one son, John Sandford, who was born 13th October, 1892.

#### LOCAL COURTS ACT.

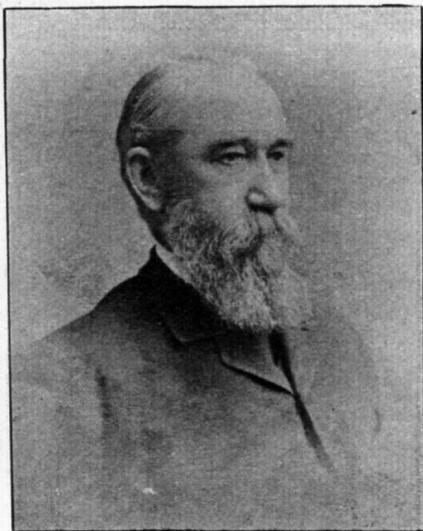
Under this Act actions may be brought for the recovery of debts and demands up to the amount of £100 before a judge of the Supreme Court, or before such commissioners as may be appointed by the Governor-in-Council; up to such amount as may be appointed by the Governor-in-Council, not exceeding £50, before any Court of General Sessions; and up to £10 before the Police Magistrate at Hobart or Launceston. The Court of General Sessions is composed of the justices resident within the district. The Courts under this Act are appointed to be held in such places and at such dates as the Governor-in-Council from time to time determines. It is usually a monthly court in the cities. The actions brought in this court, where the amount exceeds £10, are heard before a jury of three, if either of the parties to the action require it. The judge may also, where no demand has been made for a jury by either of the parties, direct that the action shall be tried before a jury.

Mr. BERNARD SHAW, Police Magistrate of Hobart, Commissioner of the Court of Requests, Commissioner of Police, Commissioner of Lands Titles, Commissioner of Valuations (South Longford District), Commissioner of Fisheries, Sheriff, a Justice of the Peace, and Coroner for the Territory, is a native of Swansea, Glamorgan, Tasmania, and was born in 1836. He attended a school kept by the Rev. William Trollope in the Midland districts, but was educated mainly by private tuition. After leaving school he entered the Civil Service (2nd September, 1853) as bench clerk and deputy clerk of the peace at Swansea, the duties of which offices he continued to discharge for a period of seven years, until the offices

as acting police magistrate at Torquay, now called Devonport, and after a brief period was appointed assistant clerk of the House of Assembly, Hobart. In this position he remained during three sessions, and was then appointed Goldfields Commissioner and Police Magistrate at Waterhouse, where gold had just been discovered. In 1872 the duties of police magistrate at George Town were added, and George Town accordingly became his headquarters. At the end of eighteen months gold mining collapsed in the district, and Mr. Shaw was removed and appointed to the quiet but dignified post of Usher of the Black Rod in the Legislative Council in 1873. Fresh discoveries of tin and gold taking place in 1876, Mr. Shaw's office of Commissioner of Mines and Goldfields was revived, and he was appointed, with headquarters at Launceston, where he continued in office till January, 1883. By this time mining had become of so much importance that the Mines Department was separated from that of Lands, and Mr. Shaw was removed to Hobart to organise the new department, having been appointed Secretary for Mines, which position he held for a period of three years. The office of Commissioner of Police and Sheriff then became vacant, and he was placed in charge by the Government, and the duties of police magistrate were added on the retirement of the late Mr. Tarleton in 1895. Mr. Shaw takes a great interest in church matters, and is chairman of committees in the Synod, in which he represents the parish of Holy Trinity in Launceston; a member of the Diocesan Council, a member of the Council of Patronage, and several other committees connected with the Diocesan Synod. He is also one of the lay representatives of the Diocese of Tasmania in the General Synod of Australia. Mr. Shaw is the eldest son of the late Mr. Edward Carr Shaw, who emigrated

to Tasmania in 1830, and acquired land, purchased from the Crown, near Swansea, in Glamorgan, on which he resided for fifty years. He was married on the 31st January, 1877, to Miss Davies, daughter of the late Mr. Richard Theodore Davies, of George Town, formerly of Penzance, Cornwall, England.

Mr. EDWARD DAVID DOBBIE, Recorder, Commissioner in Bankruptcy, Launceston, and Commissioner of Courts of Requests, Launceston, Evandale, Longford, Westbury, Deloraine, and Lilydale, entered the Government service on 1st March, 1883, as Parliamentary draftsman, which position he occupied till 25th March, 1887. He was then appointed Solicitor-General, Crown So-

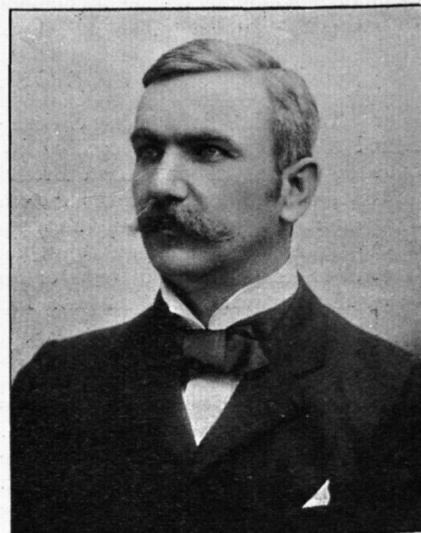


J. W. BEATTIE,

HOBART.

MR. B. SHAW.

were abolished on the introduction of local municipal government. He then occupied a farm in the Mersey district. Mr. Shaw re-entered the service in 1866



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MR. E. D. DOBBIE.

licitor, and Clerk of the Peace in succession to Mr. R. P. Adams, on the latter being appointed Puisne Judge of the Supreme Court, but ceased to hold the

position of Solicitor-General on the 1st June of the same year. In January, 1895, he became Secretary to the Law Department, relinquishing the office of Crown Solicitor, but continuing to act as Clerk of the Peace, Hobart, and Registrar of Building Societies. He retained the three offices till January, 1899, when he was appointed Recorder and Commis-

sioner in Bankruptcy, Launceston, which positions he now holds, as well as the offices of Commissioner of Courts of Requests for the places above named. Mr. Dobbie was born in Dublin in 1857, and came to Tasmania with his parents when very young. He was educated partly at the State schools and partly (amongst other private schools) at the

Hutchins School, and after leaving school followed commercial pursuits until he was twenty-one years of age, when he gave his attention to the study of law. He was articled to Mr. Charles Ball, solicitor, and completed his articles with Messrs. Gill and Ball. Mr. Dobbie was admitted at Hobart in July, 1882.

#### JUSTICES OF THE PEACE.

Justices of the Peace were at one time appointed under the authority of the letters patent of the Governor, with jurisdiction throughout the whole island; but under the provisions of an Act passed in 1883, 47 Victoria, No. 7, the majority are now appointed with jurisdiction only within the districts named in their appointments. It is now rather unusual to appoint anyone with jurisdiction throughout the island. Any two justices sitting together form a court of petty sessions for hearing all offences, to be heard and determined in a summary manner, against the Police Government Act and various other Acts. They have the power of finally determining most matters coming before them; but anyone charged with a felony or certain misdemeanours cannot be punished by the magistrates, but if a *prima facie* case is made out against the prisoner he is committed to take his trial before the Supreme Court. The justices also form Courts of General Sessions throughout the island, at which appeals may be heard against any decision of a Court of Petty Sessions. And prior to 1899 they also heard all appeals against assessments. The licensing benches in the various districts are annually appointed by the justices of the districts, and consist of the justices resident within the districts. The licensing benches deal with the issuing of all public-house and packet licenses and the transfer of the same. They hear all petitions against the granting of any license which may be signed by persons residing within a certain radius of the proposed publichouse. "If any justice of the peace is adjudged bankrupt, or makes any arrangement or composition with his creditors under the Bankruptcy Act, 1870, he is incapable of acting as a justice of the peace until he has been newly assigned or appointed a justice again; or if any justice removes from the district or ceases to be a resident in the district for which he was appointed he also ceases to be a justice." In all Courts of Petty Sessions held in any rural municipality the warden of the municipality is chairman of the court; and in all districts other than rural municipalities the stipendiary magistrate appointed by the Government is chairman. The Chairman of the Court of General Sessions is annually elected by the justices at their first meeting, and it is the practice to elect the warden of the district as chairman. There were at the end of 1898 669 justices of the peace in the colony.

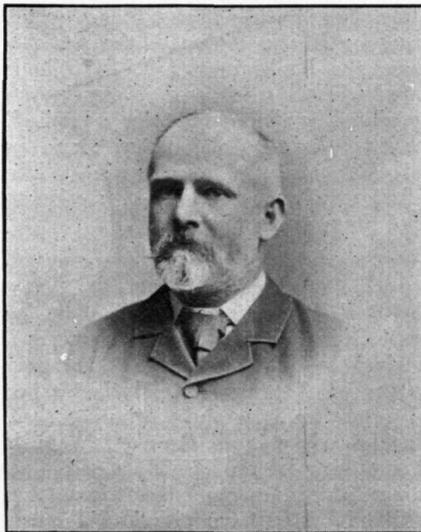
#### LANDS TITLES OFFICE, HOBART.

This department was established on 1st July, 1862, under the provisions of the Real Property (Torrens') Act, for the purposes of carrying out the system of conveyancing which obtains in all the Australian Colonies, New Zealand, and Fiji, and is popularly known as "Torrens'" system. The old system of conveyancing by title deeds still obtains in these places, but here, and also in the other places named, the area of land under the new system of tenure is rapidly increasing every year, as all lands purchased from the Crown are granted under its provisions, and owners are constantly bringing their lands under the Act. To do this they apply in the prescribed manner, much the same procedure in all the places named. Their title is investigated, and submitted to a Board of Lands Titles Commissioners, consisting of the Recorder of Titles, who is head of the department as chairman, and two others. If found a good holding title, it is passed, advertised for a month, and if no caveat is entered by an objector, the applicant receives a certificate of title in short form with plan thereon from actual survey, and his old pile of title deeds is cancelled and required by him no more. If these deeds are not forthcoming, and he can show a good possessory title, and satisfactorily account for the non-production of his deeds, he can still obtain a certificate of title under the Torrens' system. If a caveat be entered, the caveator must take proceedings in some competent court within three months to substantiate his claim, otherwise his caveat lapses, or a judge in chambers can deal with all questions between the parties in a summary way, subject of course to appeal to the full Supreme Court of the colony. Having obtained his certificate of title, he can transfer, mortgage, or otherwise deal with the land by short printed forms, which any person of ordinary business capacity is capable of filling up. On the transfer of the land his certificate is cancelled, and the purchaser receives a new certificate. The Act has been amended, but its principles remain the same. The distinguishing or fundamental difference between the old and Torrens' systems is that in the former the estate or legal interest passes upon the execution of the instrument dealing with it, and the purchaser or person taking thereunder is bound by the old doctrine of notice, actual or constructive, of matters affecting the title in its previous history, while under the latter system the estate or legal interest passes only upon the registration in this office of the instrument as from the date of its production for registration, and the purchaser or person taking thereunder is not bound by any notice, actual or constructive, of prior circumstances, so long as his transaction is on his part *bonâ fide* and for valuable consideration. Previous irregularities or omissions, or even frauds to which he was no party, affect not his title when once he is registered proprietor. He is thus in a far superior position to one whose title under the old system can be vitiated by prior circumstances of which he has constructive, although not actual notice, and to which he has been no party. In a word his title consists of a connected chain, which is no stronger than its weakest link. Under Torrens' system the *bonâ fide* purchaser being safe as to his title to the land itself, so long as he deals with the registered proprietor, the interests of any who may be damned thereby are protected by an assurance fund established under the Act, and out of which they will be recouped if the person by whose wrongful act they have been damned is unable to satisfy their claims. This fund is raised by a charge of  $\frac{1}{4}$ d. in the £ on the value of the land on first bringing it under the Act, or on its transmission by will on the death of the registered proprietor. The Act was called Torrens' Act, after Sir Robert Torrens (then Mr. Torrens), who introduced the parent Act in South Australia in 1861. It in no way alters existing rights of ownership in land, but made an entirely new departure in the mode of dealing with them, the same

being founded on his experience as registrar of merchant shipping, and his idea being that there could be no reason why land should not be dealt with as easily as the enormous interests in ships were.

Experience has shown that he was right, and the system is firmly rooted in all the places already named, while it has also become law in England, with partial and gradual application. The ever changing conditions of life may necessitate amendments to render the system suitable to the times, but its fundamental principle—registration of title—will remain. Considerably more than a fourth of the alienated land of the colony is now under the system, and every week the Lands Titles Commissioners sit to deal with applications to bring land under it, that is to convert titles under the old system into Torrens' titles. The area subject to it is therefore ever increasing. The department is administered by the Recorder of Titles, who is a solicitor by profession, assisted by a solicitor to the Lands Titles Commissioners, and chief clerk and draftsman, with a staff of draftsmen and clerks. All necessary forms are supplied by the office, and when filled up and lodged there, a moderate fee is charged for registration. The facility, safety, and simplicity of the system commend it to the public. The present Recorder (James Whyte) is also Collector of Stamp Duties and Registrar of Public Trusts. The solicitor is Mr. L. J. Hobkirk, while the chief clerk is also Deputy Recorder of Titles to act in the Recorder's absence. There is a branch office at Launceston to receive and transmit instruments to Hobart for registration, and through which certificates of titles and other instruments, when registered, are issued to the parties interested. It is under the immediate supervision of an officer in charge, but is, of course, under the control of the Recorder of Titles.

Mr. JAMES WILKINSON WHYTE, Recorder of Titles, Registrar of Public Trusts, and Collector of Stamp Duties, is a native of Hobart, and was



J. W. BEATTIE,

HOBART.

MR. J. W. WHYTE.

born on 19th November, 1852, being a son of the late Hon. James Whyte, an ex-premier of Tasmania. He was educated at the High School, Hobart, under the Rev. R. D. Poulett-Harris, and was senior Associate of Arts and gold medalist of the Tasmanian Council of Education in 1869. He studied law with Messrs. Allport, Roberts, and Allport, passed his law examinations, and was called to the

Tasmanian Bar in February, 1876. He continued with his old firm some three years longer, having been with them some eight years in all, and then started practice on his own account. On 27th May, 1883, he was appointed Solicitor to the Lands Titles Commissioners, and on the 1st of April, 1884, he was made Recorder of Titles, a position which he has filled since. Mr. Whyte's residence, at New Town Park, is a beautiful place, covering an area of sixteen acres. There is a fine conservatory attached, and flowers, fruit, etc., are cultivated by him in his hours of relaxation.

Mr. L. J. HOBKIRK, Solicitor to department.

Mr. GEORGE FINCH FARMER, Deputy Recorder of Titles, Chief Clerk, and Chief Draftsman, arrived in Tasmania about the year 1875, and entered the Government service on the 1st November, 1876, as a draftsman in the Survey Office. On the resignation of the draftsman in the Lands Titles Office he was promoted to that position in 1880, and in 1883, on the retirement of the chief clerk and chief draftsman, he was again promoted, and eventually was appointed Deputy Recorder of Titles on 17th November, 1888. Mr. Farmer was a prominent member of the Wellington Cricket Club up to 1885, and took part in several notable matches, also against Lord Harris's team, and in the contests between North and South. He is a son of the late Major Charles Finch Farmer, 21st N.I., of Her Majesty's Indian

Army, who took an active part in the first Afghan war in 1839, and commanded the British troops through the Khyber Pass—a party from his position being



R. M. GUFFIE &amp; CO.,

HOBART.

MR. G. F. FARMER.

the first to take and occupy Fort Ali Musjid. It is not upon record that this celebrated pass had ever been previously forced. It is a curious fact that in the Afghan war of 1878-9 Fort Ali Musjid was again taken, this time by a relative of Mr. Farmer's, General Sir Samuel James Browne, V.C. Mr. Farmer was born in India, but educated at Fulland's School, Taunton, England.

#### PRISONS DEPARTMENT.

Since the breaking up of the Penal Establishment at Port Arthur in 1877, the central gaol for the colony has been at Hobart, and at the present time it is practically the only one, that at Launceston being used merely for prisoners sentenced locally to terms of imprisonment of under three months; all prisoners sentenced to longer terms throughout the colony are transferred to Hobart. The average daily number of prisoners during the year 1898 for the whole colony was 108.2, or about .61 to each thousand of the population. The cost of maintenance averages about £44 a year, or deducting the value of their work, £25 0s. 11d. The total number of officers employed in the two gaols of the colony is thirty-one, and the total annual cost for 1898 was £4779 8s. 4d.

The oldest portion of the Hobart Gaol was built in 1813, and a new wing of a more substantial character was added in 1831. The gaol is capable of containing 172 prisoners in separate cells, but last year the average daily number confined there was but ninety. The system of discipline is strict, and the steady application to some branch of labour, which brings into play the constructive faculties of the mind, is recognised by the gaol authorities as the most likely to result in the reform of the prisoner. Work commences at 6.30 in the summer and at 7.45 in the winter, and ceases at 5 in the summer and at 4.30 in the winter. A large amount of work is done for the Government Departments by the carpenters, blacksmiths, tinsmiths, shoemakers, brushmakers, and matmakers, and on an average a ton of bread is baked daily for the Charitable Institution, Training School, General Hospital, and Benevolent Asylum. Labour gangs, absorbing the unskilled labour, are employed in the Queen's Domain, Botanical Gardens, and Government House grounds.

There is no strict system of classification carried out, but as far as practicable, first offenders and boys are kept separate from the more hardened class of criminals. The gaol is visited daily by the medical officer, and by the visiting justices at frequent intervals, who hear complaints and inflict punishment upon prisoners for breaches of the regulations.

Mr. HECTOR ROSS, Deputy-Sheriff, Deputy Registrar of Deeds, and Registrar of the Court of Requests, is the second son of the late Mr. John Ross, shipbuilder, of Hobart, and was born at Hobart in 1854. Educated at the City School, Mr. Ross passed his matriculation examination at the Melbourne University in 1874, being then in his twenty-first year, and he joined the staff of the Hutchins School, under the late headmaster, Rev. J. V. Buckland. He was connected with the school for seventeen years, till Mr. Buckland resigned the headmastership, when he retired and entered the Government service as Registrar of the Court of Requests in 1892. He was appointed Deputy Registrar of Deeds in January, 1894, and Deputy Sheriff on 1st, January 1895. He was also made a Commissioner of the Supreme Court of Tasmania for Tasmania, and Clerk of the Arraigns for the second Criminal Court, as well as

Tasmania, Collector of Stamp Duties, Registrar in Bankruptcy for the Northern Districts, Registrar of the Local Courts, District Commissioner and Collector of



EDEN. SOCIETY STUDIOS.

Mr. W. HUNT.

Taxes. Mr. Hunt first entered the Government service in November, 1860, joining the Postal Department at Launceston as a junior clerk. After passing through all the departments in the Post Office, he was appointed Deputy-Sheriff, Clerk of the Peace, Registrar in Bankruptcy, etc., in 1886, and has filled those positions ever since. In 1896, the Office of Taxes was placed under his charge. Mr. Hunt has thus had thirty-nine years' service in the Government departments. He is a native of Tasmania, born in 1847, and is the son of an old colonist, Mr. William Hunt. The subject of this notice was a director of the Equitable Building Society for some fifteen years. He takes an interest in yachting, is the owner of the yacht "Ventura," and a member of the Tamar Yacht Club, as well as of the Launceston Rowing Club. He has been connected with the Defence Force of Tasmania since 1864, in which year he joined the Launceston Artillery as a gunner. Subsequently he became an officer of the Launceston Rifle Regiment, and held a position on the general

staff as staff officer for the northern division. He now holds a commission as captain on the unattached list. Mr. Hunt has always taken an active part in rifle shooting, and has competed in the intercolonial rifle matches on many occasions, with very satisfactory results, having secured a large number of prizes, in addition to the championship of Australasia for the year 1888.

Lieut.-Colonel ASTON HENRY WARNER, J.P., Governor of Hobart Gaol, was born at Trinidad, West Indies, in November, 1838, and received his education in England. He joined Her Majesty's 41st Welsh Regiment in February, 1856, and retired from the army in 1880, with the rank of lieutenant-colonel, after serving two years in the West Indies and ten years in India. He then came to Tasmania, and was officer commanding the northern division of the Defence Force from 1885



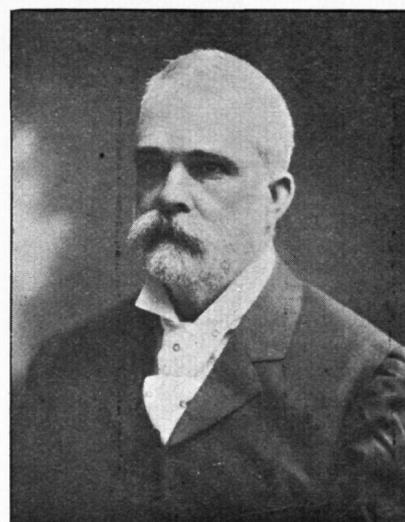
R. MCGUFFIE &amp; CO.,

Mr. H. Ross.

HOBART.

librarian of the Southern Law Society. Mr. Ross was married in 1883 to Miss Hannah Facy, a daughter of the late Mr. Joseph Facy, a well-known colonist.

Mr. WILLIAM HUNT, Deputy-Sheriff, Clerk of the Peace for Northern



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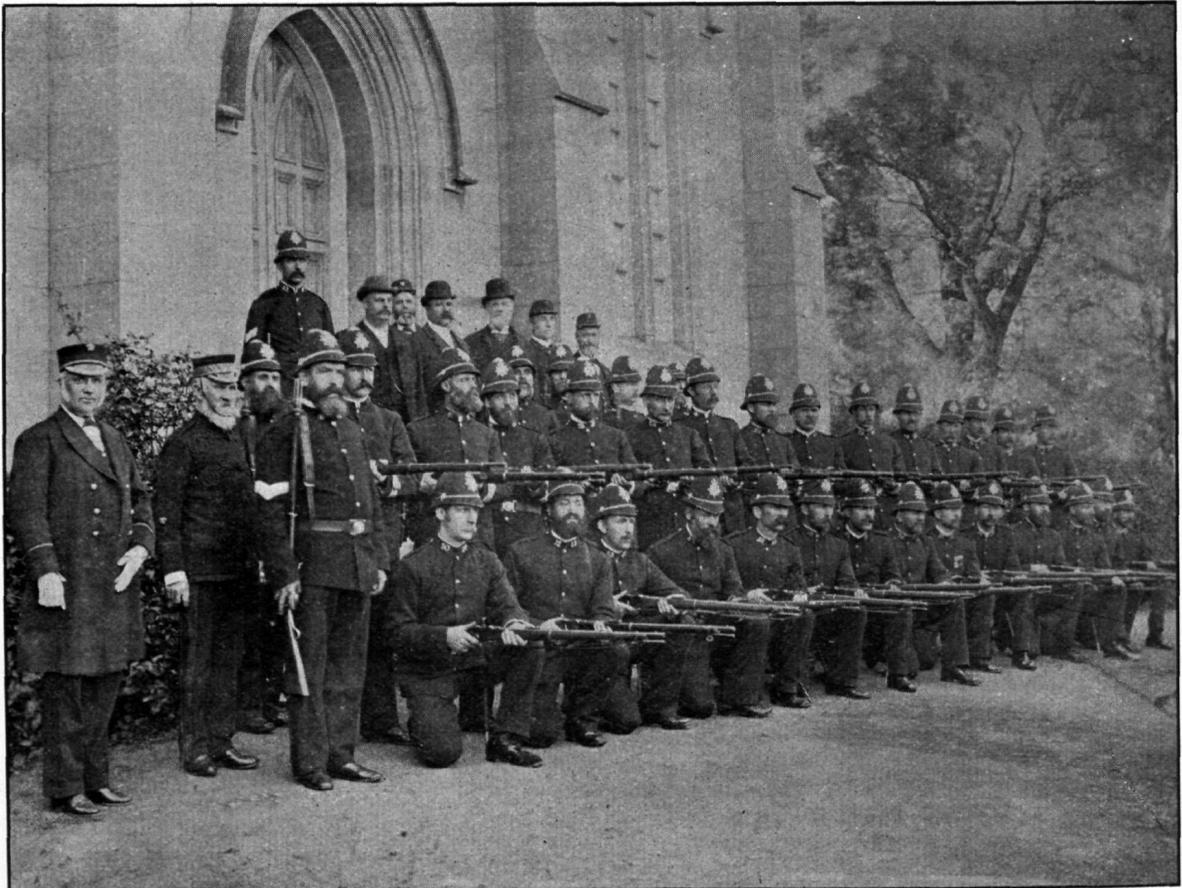
LIEUT.-COL. A. H. WARNER.

HOBART.

to 1890, and commandant of the colony from 1890 to 1894, when he was offered and accepted his present appointment from 1st January, 1895. Colonel Warner is a member of the Local Defence Committee and a justice of the peace for the colony.

## POLICE FORCE OF TASMANIA.

Prior to the establishment of municipalities the police force of Tasmania was a general police force, officers, styled chief district constables and district constables, to the number of about 100, being stationed throughout the island. They were armed with the old "Brown Bess" musket, and their recognised head was the chief police magistrate, who resided at Hobart, and to whom they had to make reports. The system was one that met the requirements of the colony in its then stage of development; but, as the population increased, and people congregated into centres, outside of Hobart and Launceston, a change was deemed necessary. Accordingly, in 1865 the Legislature passed an "Act for the Regulation of the Police Force of Tasmania," and also the "Rural Municipalities Act." Under the former measure municipalities were empowered to appoint a sufficient number (in their opinion) of officers and men as a police force for the preservation of order, and to tax themselves for the purpose of maintaining it. A number of the municipalities immediately availed themselves of the provisions of the Act, including the cities of Hobart and Launceston, and others did so later on, so that eventually the number who thus provided for their own police protection was twenty-one, thus absorbing the bulk of the police force of the island. Those districts which did not take upon themselves this municipal action were policed by the State, and the force required for this purpose was in charge of an Inspector, whose headquarters were in Hobart, and who had power to appoint and dismiss members of the force, subject to the approval of the Governor-in-Council. This body was known as the Territorial Police, in



**FINAL INSPECTION OF HOBART MUNICIPAL POLICE PRIOR TO CENTRALISATION, 1899.**

contradistinction to the men under the control of the municipalities, who were designated the Municipal Police. The dual system of management continued for thirty-three years; and while in some quarters it was warmly supported, in others it met with severe condemnation, the balance of opinion gradually veering in favour of a change. In the House of Assembly and on public platforms, in municipal councils and in private coteries, the subject was a fruitful theme of discussion; and eventually the matter was brought to a head in the session of 1898, when Parliament by a decided majority declared in favour of centralisation—of there being one police force for the whole colony. The measure in which this decision was embodied was the Act 62 Victoria, No. 48, passed in October, 1898, intituled "An Act to Make Better Provision for the Appointment and Regulation of the Police Force of Tasmania." By that enactment the whole of the police of the colony were placed under the control of a Commissioner, and the first gentleman appointed to that office was Mr. George Richardson, whose record in the Civil Service justifies the expectation that he will place the force on a footing satisfactory to the Government and the public, and also to the men themselves. The Commissioner possesses ample powers to that end. Subject to the approval of the Governor-in-Council, he can appoint superintendents, constables, and other officers as he thinks proper, and, of course, to dismiss them in the same way. He also has power to arrange districts for police purposes; and in both directions the

Commissioner has already exercised this power. The total number of police in the municipalities immediately prior to the present establishment was 120, while the territorial body was 100 strong, both including officers.

Since the Commissioner assumed control he has reorganised the force, more especially in regard to the higher officers, viz., superintendents and sub-inspectors. The superintendents who held office as such under the municipalities have in a number of cases been reduced to the rank of sub-inspector, but in only a few instances has the reduction affected their pay. The ranks in the force now definitely established are:—Commissioner, inspecting superintendent, relieving superintendent, superintendent, sub-inspector, sergeant, and constable (first and second class). Before centralisation there were thirty superintendents, now they only number fourteen. Their salaries range from £150 to £350; the sub-inspectors get £150; the sergeants from 6s. 6d. to 7s. 6d. per day (for seven days in the week); and constables from 5s. 3d. to 6s. 9d. per day, according to whether they have quarters or not. Here it may be said that Mr. John Foster was the first inspector of police. He was succeeded by Mr. John Swan, on whose death Mr. Bernard Shaw was appointed commissioner, and subsequently police magistrate. Other duties than those strictly within the meaning of "police work" are performed at times by members of the force, especially in country districts, where they are supposed to collect statistics, look after the rabbits and Californian thistles, serve processes, prepare assessments, etc.

With regard to the recruiting of the force when vacancies occur, which is generally known about, men who desire to join the force send their applications in, accompanied with testimonials. If the applicant has had a country experience he is preferred for country districts to a man who has only a town record, other things being equal. In regard to the police force being utilised as military in case of emergency, this has been remembered, at any rate so far as the men stationed in the capital are concerned. For some years past they have been drilled in military exercises by an experienced instructor, and have attained a degree of efficiency that has gained warm commendation from competent judges. And it is interesting to learn that the men who have attended drill include those who have been on duty the night previously, so that their other duties are in no way neglected while they are rendering this patriotic service.

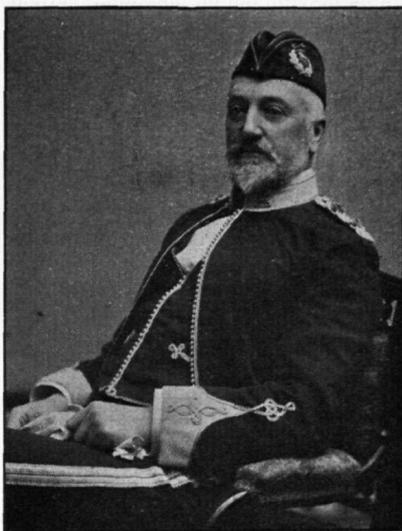
There is a provident fund in connection with the reorganised police force, which is built up by a deduction of five per cent. from the salary of each member. This is paid into the superannuation branch of the fund. At the time of resignation or death of a member, the amount due to each individual is paid to him or his representatives in accordance with a sliding scale provided for by regulation. The reward branch of the provident fund, which was contributed to up to 1893, was built up by the moiety of fees and fines paid into the general revenue, arising out of prosecutions at the instance of the police. There is still a substantial balance in hand to provide for future recommendations as to meritorious conduct, etc.

At one time, away back in the old days, when bushranging was prevalent, members of the force very often performed their duties at the risk of life and limb, as they sometimes do now in other communities not far distant; but in Tasmania that is all past now, and although, of course, "a policeman's life is not a happy one," as the well-known comic opera veraciously hath it, yet the worst class of criminals he has to deal with nowadays in country districts is the sheep-stealer; and in the towns a mild edition of the mainland larrikin is occasionally met with.

It is fitting that this article should conclude with a reference to Superintendent Pedder, the senior superintendent of the force, and, under the Commissioner, in charge of the men stationed in the capital. He was appointed on the 3rd May, 1870, superintendent of the Clarence police, and in 1879, when Superintendent Propsting retired, he succeeded him as superintendent of the City police. Mr. Pedder as a police officer stands unique, probably in the whole of the colonies, in that he is at the same time a practitioner of the Supreme Court, having been admitted to the bar in 1893. It is also but simple justice to say that his knowledge of the law is extensive and profound, while his ability and efficiency as a police officer are "known of all men."

The cost of the Territorial department in 1898 is set down at £17,842 12s. 9d., while the estimated cost for this year for the combined force is £36,704 14s. 10d.

Mr. GEORGE RICHARDSON, Commissioner of Police, is a native of London, and was born in 1842. He came out to the colony in January, 1856, with his father, the late Mr. George Richardson, who was in H.M. 12th Regiment of Foot. The subject of this sketch was educated partly at the military school, Belfast, and afterwards at Melbourne, Victoria. He commenced his business career at the age of sixteen, in a mercantile office at Hobart, and three years later he entered the Government service by securing, by competitive examination, an appointment in the Audit Department. A year afterwards he was transferred to the Education Department, where he remained for twenty-seven years, rising step by step till he had attained the position of Secretary to the Department and Registrar of the University. Mr. Richardson was then transferred to the New Town Charitable Institution as superintendent,



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MR. G. RICHARDSON.

HOBART.

which post he held till January, 1899, when he was appointed to the very important position he now holds. While in charge of the New Town Charitable Institution, Mr. Richardson also acted as Administrator of Charitable Grants for the colony, and as Secretary of the Neglected Children's Department. Mr. Richardson is one of the oldest (by service) members of the Defence Force of the colony, having been among the first to join the old Hobart Artillery, as it was then called, and he served in it as a private for seven years; and when the defence force was reorganised, in 1878, he joined the Tasmanian Rifle Regiment as a private. Shortly afterwards he was made quarter-master, next he obtained his commission as lieutenant, and subsequently (in 1888) he was promoted to be captain, which position he holds in the regiment at the present time, being the senior captain in the defence force. Mr. Richardson also

holds the long-service volunteer decoration for officers. In regard to Mr. Richardson's present position, which is one of special importance at this juncture, owing to the centralisation of police, his appointment to it was hailed with satisfaction by everyone who knows him, either personally or by repute, and justly so, as his career in the Civil Service has been one of constant advancement, gained in a manner as creditable to himself as it is honourable to the service, viz., purely by merit. In every position he has occupied he has invariably displayed industry, energy, and organising power, combined with a scrupulously faithful service to the State, which, unfortunately, is not common; and he possesses in so marked a degree those qualifications for the performance of the duties of his present high office, that his friends look forward with every confidence to the happiest result, although it is recognised that the duties for a long time to come will be delicate and difficult to a degree not generally understood. One critic of the appointment said:—"Altogether the appointment is a wise one, and Ministers are to be congratulated upon steering clear of many pitfalls which opened wide for them to fall into; and in selecting a man who has already done the State some service, and who is still young and active enough to warrant the hope that he may live and labour long enough to be enabled to complete the measures of reform which his experience may suggest as requisite for placing the combined forces on a sound, proper, and progressive footing, the appointment is very popular." Mr. Richardson has always displayed sympathy with matters affecting the welfare of the colony, in the defence force especially, where he has done much to promote *esprit de corps*. He was married at Hobart, in 1872, to Annie Joseph, daughter of the late Mr. John Featherston, and has a family of six children.

Mr. FREDERICK PEDDER, Superintendent of Police, Hobart, was born in the Clarence district, Tasmania, in 1841, is the eldest son of the late Mr. Joseph Pedder, and was educated

at Rokeby School (J. O. McARDILL, principal). On leaving school he went on his father's farm, where he learnt ploughing, etc., and became so efficient that at seventeen years of age he was one of the champion ploughmen of Tasmania. On the 3rd May, 1860, he entered the office of Mr. Charles Butler, solicitor, and remained with him for ten years, during which time (in 1869) he obtained a certificate as a conveyancer. In 1870, he practised for himself for four months as a conveyancer, and then an opportunity presented itself for him to apply for the position of Town Clerk and Superintendent of Police in the district in which he was born. His application was successful, and he was appointed on the 3rd May, 1870. He continued to discharge the duties till November, 1879, when he was appointed Superintendent of Police at Hobart, a position for which he was recommended by all the leading men of the city, and the duties of which he has discharged ever since. Mr. Pedder qualified himself to practise as a barrister and solicitor in 1893. Mr. Pedder was married in 1869 to Miss Witt, daughter of Mr. William Witt, the then Registrar of Benevolent Societies, and has a family of three sons and one daughter, all of whom have attained prominence as painters and artists. Mr. Pedder is an Oddfellow as well as a Mason, and in connection with the latter fraternity belongs (P.G.) to a Hobart lodge, the Operative Lodge, No. 1, T.C.

Mr. OSCAR ELICEUS HEDBERG, Inspecting Superintendent of Police for the colony of Tasmania, formerly Superintendent of Police of the district of New Town, Queenborough, and Kingborough, was born at Hobart on the 1st November, 1853, and educated at the City and High Schools. Going to Victoria in 1874, he there joined the mounted police, in which body he served until 1884, when he came back to Tasmania and was appointed Sub-Inspector of Police. He went to England in November, 1884, and returned in June, 1885, when he was promoted to be Acting Superintendent. In the following year he was made Superintendent, and served

as such till December, 1893, when he took the position of Governor of Hobart Gaol, which he retained till December, 1894. He was then offered and accepted the position of Inspecting Superintendent of Police, being appointed on the 4th April, 1895, and that position he still retains; so that this year (1899) he has completed his twenty-fifth year of service in the Police Departments of Victoria and Tasmania. He was in 1874, married in Camperdown, Victoria, to Miss Wiggins, daughter of Mr. John Wiggins of that town, but she died in 1885, leaving two daughters. Mr. Hedberg was married



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HOBART.

MR. O. E. HEDBERG.

again in 1887, to Miss Morrisby, daughter of the late Mr. Henry Morrisby, of Clarence Plains, Tasmania. He has taken a great interest in swimming, and three of his family—his father, brother, and self—have between them saved sixteen persons from drowning. The Inspecting Superintendent, when a lad of sixteen, was presented with a fifteen-guinea gold watch by the citizens of Hobart (in 1869) for saving a boy from drowning.

Mr. RICHARD DRISCOLL, Superintendent of Police, Launceston.

## DEPARTMENT OF PUBLIC WORKS.

THIS department, as the name implies, deals with expenditure on public works generally, in the construction of roads, bridges, jetties, public buildings, and other works of a like nature. The introduction of a system of public works began in the year 1864, under the Whyte-Meredith Administration, but it was not until the year 1877 that any extensive scheme of public works was brought forward, when the Reibey-Meredith Administration introduced a very extensive scheme of roads and bridges, involving an expenditure of about £140,000, and generally speaking, from that period to the present time a scheme of public works has been annually introduced to Parliament, the result being that at the present time the settlers

throughout the island are well provided with means of road communication. The approximate total expenditure to 31st December, 1898, in roads, bridges, jetties, telegraphs, etc., exclusive of railways, is £3,514,237 6s. 7d. The head of the department is the Secretary for Public Works, Mr. H. E. Packer (acting under the direction of the Hon. the Minister of Lands and Works for the time being), who controls the expenditure on the various works, which are under the supervision of two chief inspectors of roads, one for the north and one for the south of the island, assisted by sub-inspectors as may be necessary. Up to the year 1897 the construction of railways was also under the direct charge of the Public Works Department under an engineer-in-chief, but in the year mentioned, the control of all matters in connection with the railway lines, including the construction of such lines as might be proposed, was handed over to the Railway Department. For details as to lines constructed since, see under the head of "Railways."

#### HARBOUR WORKS.

A large expenditure has taken place in this direction, mainly under the direct control of the Public Works Department; but the extension of the principle of local Government renders it likely that, in future, works of this nature will be under the control and supervision of the Marine Boards concerned. Extensive works in this direction are now being carried out at Strahan, under the direction of the Strahan Marine Board, and, it is trusted, will result in marked improvement to the traffic facilities to and from the West Coast, and in materially developing the mineral resources of the West Coast generally.

#### MAINTENANCE OF ROADS.

As will be gathered from the foregoing, the lines both of main and cross roads throughout the island have been mainly constructed out of Loans Bill moneys and by the Public Works Department. The maintenance of these roads is provided for by annual grant of Parliament in the case of main roads, and in the case of cross roads by the road trusts out of rates levied in the districts. The road trusts also act as main road boards for the expenditure of the maintenance grants for the main roads.

#### CROWN LANDS ACT.

The Crown Lands Act, which regulates the selection of Crown lands generally, provides that, out of the purchase money, which the Act fixes at £1 per acre for first-class, and 10s. per acre for second-class land, half the purchase money shall be returnable to the selectors in the shape of road construction. A very large expenditure has been incurred under this Act in providing means of access from the general lines of roads through the districts into the selections taken up for agricultural purposes. A considerable expenditure in this direction takes place yearly, and has been of the greatest possible benefit in enabling selectors to have proper market facilities.

#### MAINTENANCE OF BUILDINGS.

The maintenance and repair of public buildings generally throughout the island is also under the control of the Public Works Department, and is provided for out of amounts annually voted by Parliament for this purpose.

Mr. HARRY EFFINGHAM PACKER, Secretary for Public Works, and Secretary to the Minister of Land and Works, is a son of the late Mr. Frederick Alexander Packer, member of the Royal Academy of Music, London; his mother, also a member of the Royal Academy of Music, London, being a daughter of Nathaniel Gow, the famous Scottish composer. He was born at Hobart in 1861, and received his education at the Hutchins School and the City School. In 1876 he entered the service of the Tasmanian Main Line Railway Company, and subsequently the Telegraph Department, where he learned telegraphy. He was next employed in the Post Office as a clerk, from which he resigned, and entered the service of the Commercial Bank of Tasmania as a junior clerk. After a service of five years in the bank he resigned from his position—being then a paying teller—to take up work in the office of the Hobart Corporation as municipal clerk, which position he held for twelve months. He then re-entered the Civil Service by joining the Department of Public Works, and, passing through the various grades, became, in 1889, Secretary to the Minister of Lands and Works.

Mr. Packer now holds the combined offices of Secretary to the Minister of Lands and Works and Secretary for Public Works, he having been selected



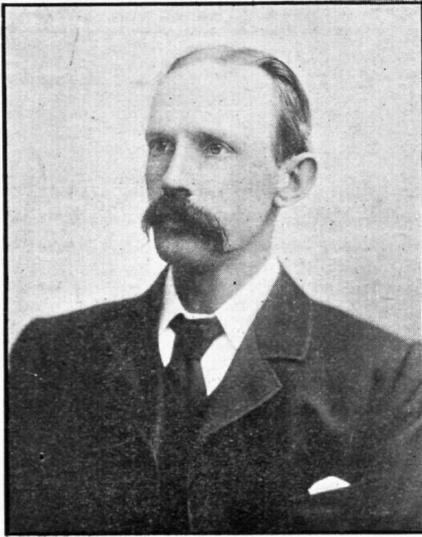
MR. H. E. PACKER.

in 1897 for the purpose of reorganising the Public Works Department, which he has effectively done. Mr. Packer is a

magistrate of the territory, chairman of the Board of Tenders for Public Works, member of the Boundaries Board of Advice, lieutenant in the Tasmanian Defence Force, commander of the Tasmanian Engineers, and is also a leading spirit in the musical circles of Hobart.

Mr. EDWARD HOULTON KENNEDY, Accountant, Public Works Department, Hobart, is a son of Mr. A. H. Kennedy, who came to the colony about forty years ago, and was for many years engaged in mercantile pursuits, shipping, timber, produce, etc., but of late years has retired. Born in the Huon district, Tasmania, 1860, Mr. E. H. Kennedy was educated at the City School, Hobart, and then entered the warehouse of Messrs. John Baily and Co. as shipping clerk, remaining with them for about two years, until, his health failing, he sought a change of air at Wellington, New Zealand. On his return to Tasmania he was one of twenty-nine competitors for a position in the record branch of the Public Works Department, and was successful, receiving his appointment in March, 1883. He held that position until August, 1897, when he was appointed

account clerk and ledger-keeper, and in the following year—February, 1898—he was promoted to the post he now



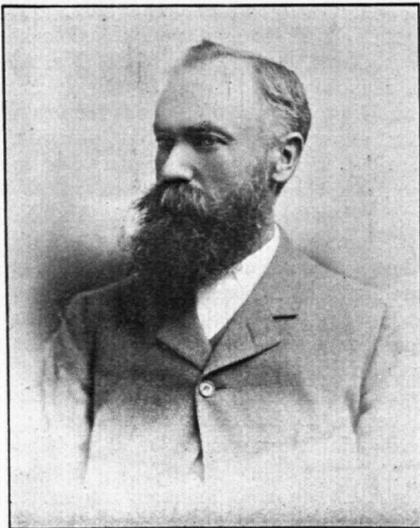
R. MCGUFFIE &amp; CO.,

HOBART.

MR. E. H. KENNEDY.

holds. He is a member of the Civil Service Council, representing the Lands, Works, and Mines Departments in that body.

Mr. JOHN G. SHIELD, Inspector of Public Buildings for Tasmania, is the eldest son of Mr. R. Shield, one of the principal builders in Hobart, who arrived in the colony in 1855. He was educated at Trinity Hill School, and then went to the building trade with his father, with whom he remained some thirteen or fourteen years (besides two years he



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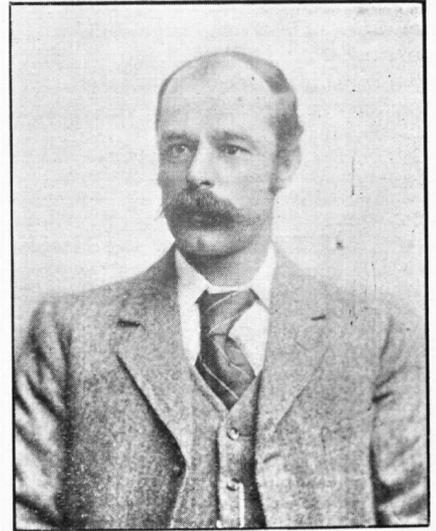
MR. J. G. SHIELD.

served with the late Mr. E. C. Rowntree, a well-known architect of Hobart), during which time the firm erected the following buildings:—Ebenezer Church, Memorial Church, the Derwent and Tamar Assurance Company's Offices, St. Mary's Cathedral, and many other public and private buildings in the capital. It was while Mr. Shield was engaged in building St. Mary's Cathedral, in the beginning of 1879, that the Government offered him the position of Inspector of Public Buildings which he accepted, and has now held that position for upwards of twenty years. Mr. Shield's business takes him all over the colony, and he is constantly travelling. To give some idea of the amount of work he has to do, it may be stated that there are no fewer than 300 public schools in Tasmania which are under his supervision, besides the numerous post and telegraph offices, police buildings, courthouses, etc., including also the vice-regal mansion. In 1892 Mr. Shield was despatched to Strahan, Zeehan, and Dundas for the purpose of valuing the land and improvements thereon, which occupied his time for about four months. The valuations went into thousands of pounds, and he received the special thanks of the Government for the manner in which he carried out the duties entrusted to him. Mr. Shield is an Oddfellow, M.U., and has been through all the chairs, but at present he has not the time to devote to lodge affairs that he formerly had.

Mr. PIERCE L. BUTLER, Chief Inspector of Roads for Southern Tasmania, was born in Hobart in 1863, and educated at the Hutchins School in his native city. He joined the railway survey branch of the Works Department in January, 1878, being then fifteen years of age, and going out as a boy, passed through the various grades until 1887, when he was assistant engineer on the Fingal railway construction works, and subsequently had full charge of the survey of the Ulverstone and Castra Railway. In 1888, Mr. Butler joined the Roads Department as assistant inspector, and acted in that capacity until his appointment in January, 1898, as Chief Inspector for Southern Tasmania, including the West Coast. A well-known boating man, Mr. Butler is an enthusiastic yachtsman and a member of the Derwent Sailing Club.

Mr. GEORGE SIMMONS, Chief Inspector of Roads for Northern Tasmania, came to the colony in 1873, under engagement to the contractors for

the Main Line Railway, as a ganger, a position he filled for twelve months. He then took contract work for about

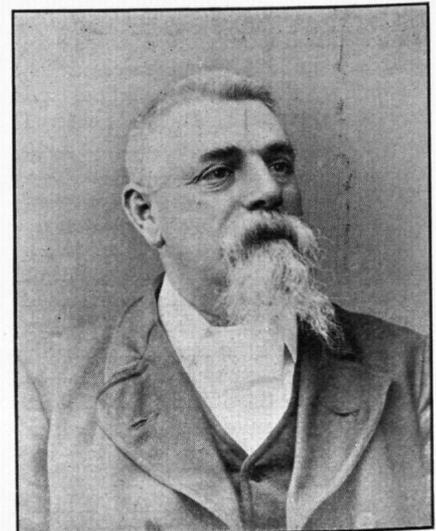


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MR. P. L. BUTLER.

a year, and followed this up by laying the road of the Port Lempriere Iron Mining Company, which took about three months. Next, he secured contracts under the Government, such as road making, bridge work, etc., which lasted for about a year, and then, in the latter part of 1875, he entered the employ of the Public Works Department, as overseer of the work to open a road from Boobyalla to Moorina, which was the first outlet from the tin mines on the North-East Coast, then recently discovered. In 1877, he was appointed sub-inspector over contracts on the road



A. W. MARSHALL,

LATROBE.

MR. G. SIMMONS.

from Elizabeth Town to Latrobe, which involved an expenditure of about £11,500, and was part of the first large scheme of public works carried out in the colony since the establishment of the responsible government. In 1881, Mr. Simmons was appointed district Inspector of Roads, his district extending from ten miles west of Deloraine to the Forth River, and including all branch roads off the main roads between the two points named. On the retirement of Mr. William Duffy, late engineer of roads for the colony, in 1888, Mr. Simmons was appointed to his present position. He had the supervision of a district extending to Campbell Town, and from there to the Pieman River, covering a distance of 230 miles in length, but in 1896, the late Minister of Lands and Works (the Hon. A. T. Pillinger) added the West Coast to his jurisdiction. In 1897, he went to King's Island, and arranged to send a party of men to open a road from north to south of that island. The work was partially finished in 1898, and is now

being completed. In addition to this duty of road making, Mr. Simmons has supervised the construction of a considerable number of schools, watchhouses and accommodation for constables, jetties, bridges, etc. Mr. Simmons was born in Chatham, Kent, England, in 1843, and after leaving school began to work for his living when he was nine years of age, being employed as a boy on the London, Chatham, and Dover Railway. When sixteen years of age, he went into the Chatham Dockyards, and remained in that employ for three years. He then rejoined the railway company, and entering the construction branch, was in their service for three years, laying the road and replacing the joint chairs with fish-plates. The extension of the Chatham Dockyard was then in progress, and Mr. Simmons was next engaged on the river Medway in discharging the lighters from the dredges. When twenty-seven years of age he was offered, by the Board of Admiralty, the contract to discharge all the lighters engaged in the work, which he accepted, and he held that

appointment until he left for Tasmania, under engagement to Messrs Clark, Punshon, and Reeves, contractors for the Main Line Railway. In that piece of construction some 4000 men were employed reclaiming 300 acres, and forty lighters were engaged in removing the silt. The first work he did in this country was at Tunbridge, and was under the late Joshua Human, civil engineer. Mr. Simmons resides at Latrobe, and takes a lively interest in the welfare of the town. He assisted in establishing the bone mills there, and is a director of the Gas Company. Mr. Simmons holds the highest testimonials from the Admiralty; Mr. E. A. Bernays; Clark, Punshon, and Reeves; Mr. James Fincham, engineer-in-chief, who knew him for twenty-two years; the Right Hon. Sir Edward Braddon; the late Hon. A. T. Pillinger; Hon. Nicholas J. Brown; Hon. C. O'Reilly; Hon. W. Hartnoll; besides many from the chairmen of the various road trusts in his district.



J. W. BEATTIE, HOBART.

**TREASURY AND GOVERNMENT OFFICES, MURRAY STREET, HOBART.**

## DEPARTMENT OF LANDS AND SURVEYS.

MINISTER OF LANDS: HON. CAPT. E. T. MILES.

FOR the purpose of this sketch it is proposed only to trace minutely the development of this department from the time when Tasmania on the 3rd of December, 1825, became separated from New South Wales, prior to which date the conduct of surveys in the former colony was controlled by the Surveyor-General of the mother colony. The records of operations in this direction, though somewhat obscure, extend back to the year 1803, and are contemporaneous with the first settlement at Risdon in that year, and at Hobart in the year following, but it may here be interesting to note that the first surveys in connection with settlement on the land in this colony were effected by James Meehan between 16th of October, 1803, and March, 1804, and comprise a traverse survey of the country lying between the Jordan River on the north and Hobart on the south, eastwards as far as Mount Elizabeth, and westwards to Glenora. Some few locations situate at Derwent Park were also included in this survey. From the dates given by Meehan on his original plan, now in this office, it is evident that he was one of the party who, under Lieutenant Bowen, arrived in the Derwent in the "Lady Nelson," and landed at the now historic Risdon in the middle of the year 1803. The colonising party of Lieutenant-Colonel Collins, after having landed at Port Phillip in the same year, and attempting to form a settlement there, was transferred in February, 1804, to Tasmania from a country which Collins described as "unpromising and unproductive." The party was conveyed to the Derwent in two vessels, the "Ocean" and the "Lady Nelson," and the site chosen for landing and settlement was Hobart. Among the party was George Prideaux Harris, a surveyor, to whom we are indebted for a plan of the early settlement at Hobart Town, and a traverse survey of the Hobart Rivulet from its mouth to the mountain. On this plan is shown the position of the residence of the "surveyors," so that here, it may be claimed, was the first survey office in Tasmania; but, unfortunately, as no date is given on Mr. Harris' plan, the exact period of its establishment cannot be accurately fixed.

At the date of the elevation of Tasmania to the dignity of a separate colony, George William Evans held the position of Surveyor-General, but a few days following this separation he retired, "subject to the sanction and confirmation of the Earl of Bathurst," having served in a similar capacity in New South Wales from 1802 until about the year 1816, when he took up his permanent residence in Tasmania as its first Surveyor-General. On his departure for England during the year following his retirement the editor of the *Hobart Gazette* on the 18th November wrote as follows:—"In the early stages of the colonies he took a part in the most arduous duties. He was the first European who penetrated into the interior of New South Wales, and was second in command during the expedition to the interior of that colony. His zealous exertions gained him the public testimony of Governor Macquarie, and his urbanity and attention to the settlers have been generally felt and acknowledged."

In addition to the duties of Surveyor-General, Mr. Evans filled the offices of inspector of roads and bridges and collector of quit rents for Crown lands for many years prior to his retirement. After spending a few years in England in the establishment of his rights to a pension, he returned to Tasmania, and died in Hobart on the 1st October, 1852. A book, entitled "History and Description of the Present State of Van Diemen's Land," written by Mr. Evans, and published in London in the year 1822, brought the island into prominence in the old country, and probably had some share in promoting the immigration of desirable and affluent settlers to its shores about that time. The notification in the *Hobart Gazette* of 17th December, 1825, of Mr. Evans' retirement also announced the appointment of Edward Dumaresq as Surveyor-General, "until such time as His Majesty's pleasure be known." Following closely upon this change in the department came the appointment under letters patent of a commission for the control of survey and valuation of all waste lands and other ungranted lands, the first or Chief Commissioner being the Surveyor-General, and his assistants Peter Murdoch and Roderic O'Connor. One of the duties of this Commission was to make a survey "of all the lands within the island and its dependencies, and to apportion the same into counties, hundreds, and parishes." They were instructed in delineating these divisions to observe natural boundaries and recognised nominal limits.

The hundreds were to comprise "as nearly as may be" 100 square miles each, and the parishes about twenty-five square miles each. This task occupied the Commissioners for ten years. The proclamation of Lieutenant-Governor Arthur, dated the 23rd day of June, 1836, gives the results of their labours. Although in the year 1805 Governor King divided the then known portions of the colony into two parts, which he named Buckinghamshire and Cornwall—the latter indicating the northern, and the former the southern half of the island—the first systematic division of the colony was made by the Commissioners into eleven counties (there are now nineteen). Each county was divided into hundreds, and each hundred into not exceeding four parishes. The boundaries of the counties and of the parishes are fully set out in the proclamation, but the hundreds, comprising certain defined parishes, were not described, except by name, which, if conferred upon the groups of parishes comprising them, with a view to contradistinction, must have acted in the opposite direction, for in some cases hundred and parish within it bore the same name. When the first map of the colony was printed in Hobart, by authority of the department, the idea of perpetuating the division of hundreds appears to have been abandoned, and never reverted to in subsequent maps.

Under Mr. Dumaresq's administration the first appointment of Assistant Surveyors was made on the 19th of April, 1826, in the persons of W. S. Sharland and Robert Neil. The duties of these officers were to afford all reasonable assistance to intending settlers in the location of their prospective holdings, and to effect the necessary surveys. The Survey Office was about this time situated in Argyle Street, though its exact position cannot now be located, but by *Gazette* notice on 11th November, 1826, its removal from Argyle Street to Davey Street, opposite the Barracks, was announced. On an old plan in the Survey Office, the date of which is not known, the site of the Surveyor's Office is shown at the corner of Bathurst and Murray Streets, opposite Highfield Hall. The occupation of this position was probably anterior to that in Argyle Street.

On the 18th of March, 1828, George Frankland was appointed Surveyor-General, and, in announcing the appointment, the Lieutenant-Governor took the opportunity of expressing his satisfaction with the "zeal, integrity, and ability Mr. Dumaresq had manifested in conducting this very important department."

On the 29th April following Mr. Frankland's appointment a Land Board, consisting of three members, was appointed to assist the Lieutenant-Governor in investigating and deciding upon applications for grants or for purchase of land. The *personnel* of this board was Edward Dumaesq (late Surveyor-General), Major Turton (Inspector of Roads), and Affleck Moodie (Assistant Commissary-General). The system under which the lands of the Crown had been previously disposed of had been found to be most unsatisfactory. Although it was a regulation that certain immigrants were to be granted land only in accordance with the amount of capital they brought to the colony, yet it has been stated lands in large areas had been disposed of to other persons at the will of the Governor, who was possessed of almost absolute power in matters of this kind. The department had been imposed upon extensively by persons who, it was asserted, in presenting their claims to grants of land, had borrowed capital from their friends for the purpose of establishing their rights (?), the same capital having done duty for other persons over and over again. Hence it became apparent to the Home authorities that such an Advisory Board as that appointed was necessary, to act with the Governor in the disposition of land. Prior to the year 1829 no sales of land had been authorised, but, as a means of further promoting settlement, and probably of removing many causes of complaint as to the manner of obtaining areas, sanction was obtained for the sale of Crown lands, and in the year named the first sale of surveyed lots was held. Up to this time 2370 grants, comprising an area of 921,720 acres, had been made, and, although grants continued to be made up to the year 1862, the sales gradually predominated until in that year only three grants had been approved, totalling 124 acres, whilst in the previous year the sales had reached the very respectable area of 103,841 acres, the purchase money for which was set down at £113,204. The heaviest disposal of Crown lands occurred in the year 1823, when 1025 grants, comprising 458,908 acres, were sanctioned. This was occasioned by the extensive influx of moneyed settlers, principally from the old country, which began to set in in the previous year, the capture and destruction of the desperate gangs of bushrangers who infested the country having secured to intending settlers an immunity from loss of property and life which in previous years had added a new terror to the discomfort and privation of life in the interior. Another heavy disposal of lands occurred in the year 1831, when the Van Diemen's Land Company's nine grants were approved, bringing the area granted in that year up to 576,132 acres, in addition to sales of 31,180 acres, at a purchase price of £10,267.

It was during Mr. Frankland's term of office as Surveyor-General, namely, in the year 1833, that the trigonometrical survey of Tasmania was commenced by James Sprent. The survey was discontinued in 1837, but resumed in 1847 by the same officer. The operations were directed and carried out solely by Mr. Sprent, and a tribute to the ability of that officer to conduct the work was paid by Major Cotton, Deputy Surveyor-General, when in 1854 he read a paper before the Royal Society of Tasmania, giving the result of his inspection of the work and check measurements of the two base lines connected with the survey. He said:—"The observations have been entirely in the hands of one individual, Mr. James Sprent, whose scientific knowledge, together with untiring perseverance and patient endurance, has enabled him single-handed to effect what in other colonies would have been shared by many equally qualified for the work." When the extent of the work accomplished is considered in regard to the rough nature of the country operated upon, the difficulty of transport, and the rigours of the climate, the praise bestowed upon Mr. Sprent's efforts was well merited. The number of stations erected was 206, and include all the principal mountain tops in the colony, with heights up 5000 feet, and some of them situated in country which is even at the present time looked upon almost as *terra incognita*. The dense scrubs and gigantic tree growth of the forests which then everywhere abounded, the deep ravines, clothed with matted undergrowth, and obstructed with fallen timber, which divided the hill tops, and the precipitous nature of some of the mountains ascended by Mr. Sprent and his party, would to many another man have appeared as inaccessible obstacles, and damped his ardour in such an undertaking; but these difficulties appear to have been all overcome by Mr. Sprent, and treated as merely temporary obstructions to the attainment of his object.

The work which was performed by this officer in this direction may be described as stupendous. The estimated cost of the survey, so far as it proceeded, is set down at upwards of £20,000, and the time employed fourteen years. On the 15th of January, 1839, Edward Boyd succeeded Mr. Frankland as Surveyor-General, and an extensive appointment of assistant surveyors was made in the month of February following. Among this list are found such names as W. S. Sharland, James Scott, Adam Jackson, W. Malcolm, G. Ashburner, G. Woodward, and P. S. Lette, all officers of this department, whose names are associated with the history of early survey exploration and settlement in Tasmania, and whose names are to be met with everywhere among the records of the department, and held in esteem by its officers as among the pioneers of the profession.

These appointments were made in pursuance of new regulations of the Survey Department, which came into force on the 1st of January of that year.

Mr. Boyd was succeeded as Surveyor-General by R. Power, who was appointed to the administration of the department on the 1st July, 1841, and who held the office for seventeen years, namely, until the year 1858, when he was succeeded by James Sprent as Surveyor-General and Commissioner of Lands in February of that year, a year which marked a new era in the land system of the colony, by the passing of the first Land Bill. The *Land Gazette* of 1st July, 1862, sets forth that at the time of the introduction of this measure (1858) no less an area than 2,054,238 acres had been disposed of, and of that area 1,952,220 acres were free grants. In the year 1832 a check had been placed upon indiscriminate free granting of land by the repeal of regulations relating thereto, consequently this rapid absorption of the Crown Estate was abruptly arrested, and the demands for land had so diminished that from the date of the rescinding of the regulations to the passing of the first Land Bill (a period of twenty-six years) only 609,140 acres had been sold.

This Act stimulated the acquirement of land to such an extent that during the first three years of its operation 261,331 acres were sold.

The business of the office of the Surveyor-General was at the time of Mr. Sprent's appointment conducted in the premises now known as Franklin Chambers, Macquarie Street, after having been transferred from the Davey Street site to the Custom House in 1856, and thence to Franklin Chambers. In addition to the arduous duties performed by Mr. Sprent in the conduct of the Trigonometrical Survey, he succeeded in effecting a detailed survey of the city of Hobart, which he recorded on sectional plans, and which, bound together, has been known to a long succession of officers as "Sprent's Book." The book is a monument of careful and patient entry of the most minute detail of what it purports to represent, viz.:—The boundaries of all allotments held either under grant, location, or purchase, and buildings thereon within the city as it then existed.

The years of labour and fatigue, privation, and often suffering endured by Mr. Sprent in his field life did not permit of his filling his offices for any considerable time, for on the 1st of September, 1859, owing to ill-health, he retired upon a well-earned pension. His death at Newtown on the 23rd September, 1863, closed an active and useful life.

The vacancy caused by Mr. Sprent's retirement was filled by James Erskine Calder, with the same titles as those pertaining to the office held by his predecessor. Under the early administration of this gentleman the department attained to perhaps more cohesion than at any previous period. The most reliable surveyors were placed in charge of districts throughout the colony under the title of district surveyors, and these officers were held responsible for the proper conduct of all surveys entrusted to their execution. New regulations were formulated, and the foundation of the present survey system may be said to have been laid by Mr. Calder. The Land Act passed in 1858 was in 1863 further amended to admit of private purchase and selection, and here again the groundwork of the present land system was formulated. The requirements of the department were so inadequately met by the accommodation afforded by the premises in Macquarie Street that another removal was found necessary, and the present building, formerly known as St. Mary's Hospital, was occupied on the 22nd of December, 1863. Certain additions have from time to time been made to the original building, but the Department of Lands and Surveys has remained at this site for thirty-six years. On the 27th June, 1870, Mr. Calder retired on a pension, and died at his residence in Macquarie Street, Hobart, on the 20th of February, 1882. After a lengthy succession of professional gentlemen as Surveyors-General, the title became a Ministerial one, and was first bestowed upon Henry Butler on the 1st of July, 1870, and so succeeded to each Minister of Lands up to August, 1894, when the late A. T. Pillinger, then Minister of Lands, restored the title to the gentleman now filling the office.

After the retirement of Mr. Calder the business of the department was conducted by a Deputy Commissioner of Crown Lands, who, in the person of Mr. H. J. Hull, was appointed to that office on the 1st of July, 1873, he having practically filled that position since Mr. Calder's retirement in June, 1870.

Mr. Hull was not a surveyor, nor was there an officer in the department who had any practical knowledge of field work. Can it be wondered at, then, that when a professional gentleman was again selected to take charge, it was found that the business of the department had fallen into a state approaching disorganisation?

On the 1st of January, 1882, Charles Percy Sprent, a son of the late James Sprent, Surveyor-General in 1859, was appointed Deputy Surveyor-General and Deputy Commissioner of Crown Lands. The non-efficiency of the system of surveying then obtaining in Tasmania, and the want of organisation at headquarters, which Mr. Sprent found to exist, led to the appointment of Alexander Black, Assistant Surveyor-General for the Colony of Victoria, to conduct an enquiry into the whole system, and to suggest any improvements necessary to the more efficient conduct of the department.

The reforms introduced by Mr. Sprent, and the addition of professional officers to the field and office staff as recommended by Mr. Black, soon brought back to the department the prestige which had been temporarily lost during the preceding nine years. New regulations for the guidance of authorised surveyors were framed by Mr. Sprent, and brought into operation in the year 1884, and, with a system of field inspection, Mr. Sprent was within realisation of his dearest wish—the formation of a well-equipped and efficient field service, and the establishment of a competent office staff, when death cut him off in the prime of life. His death on the 20th of June, 1887, was the cause of much grief to all his officers, to whom he had endeared himself by his unswerving justice, uprightness of character, and affection for truth at all cost, and by his genial disposition. The Minister of Lands of the day published the following eulogium in the *Hobart Gazette* of 21st June, 1887:—

“The Minister of Lands and Works takes the earliest opportunity of expressing, on behalf of the Government, their keen sense of the loss they and the public have sustained in the death of Mr. C. P. Sprent, Deputy Commissioner of Crown Lands and Deputy Surveyor-General of Tasmania.

“Mr. Sprent brought to his official duties not only eminent ability, but such earnestness and honesty of purpose as made him an invaluable officer, whom it will be difficult to replace.

“Mr. Sprent's devotion to duty, departmental experience, willingness, and unflinching amiability, have been thoroughly appreciated by the Minister with whom he has worked during the last two months, and who now attempts to place upon record his heartfelt regret at the early death of so tried, so faithful, and so able a servant of the State.”

Mr. Sprent was the first gentleman of Tasmanian birth to fill the high office of Deputy Surveyor-General, carrying with it the ambition of the profession.

On the death of Mr. Sprent the duties pertaining to his late offices were performed by Albert Reid (an officer of thirty-eight years' standing in the department) for nearly two years, until the appointment of a professional head.

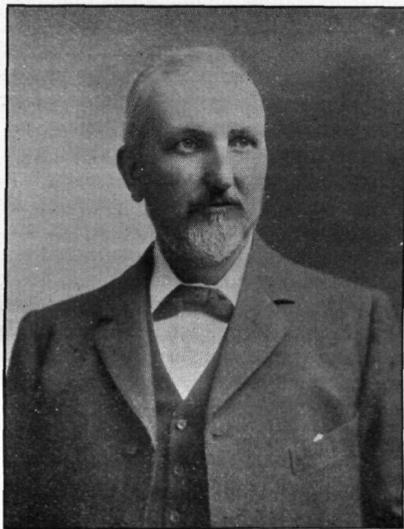
Choice fell upon Edward Albert Counsel, a surveyor of Tasmanian birth, and a gentleman who had long enjoyed the confidence of the department in his capacity as officer in charge of the survey district of Oatlands. His appointment as Deputy Surveyor-General on the 1st of March, 1889, followed that of Albert Reid as Deputy Commissioner of Crown Lands on the 1st January in the same year, when, for the first time in the history of the department, a division of the offices was made—the professional staff under the Deputy Surveyor-General, and the clerical division under the Deputy Commissioner of Crown Lands; and thus separate departments under those permanent heads were made. This arrangement did not, however, last many years, for on Mr. Reid's retirement in August, 1894, on a well-earned pension, the departments became amalgamated again, as at present constituted. The title of Surveyor-General, which since 1870 had been a Ministerial one, was restored to the office, and, with the substitution of the title of Secretary for Lands for that of Deputy Commissioner of Crown Lands, the new era in the history of the department so ably inaugurated by the late C. P. Sprent has been still more firmly established by the introduction of a higher system of surveying than has heretofore obtained in Tasmania, while the land laws have been liberalised by the extension of the period of credit allowed to small selectors, and by the reduction in the price of second-class lands.

MR. EDWARD ALBERT COUNSEL, F.R.G.S., Surveyor-General and Secretary for Lands, is the second son of Mr. Lawrence Counsel, of “Stormanston,” near Ulverstone, Tasmania, and was born

in the year 1849, at Clover Hill, in the county of Dorset, where his father first settled on coming to the colony in 1831. His mother was the second daughter of Richard Jones, of York, England, and

late of River Bank, Piper River, who came to Tasmania with his family at an early age, being friends and fellow-passengers of Mr. Chas. Headlam, of Eggleston, lately deceased, a well-known

and highly-respected colonist. Lawrence, with three of his brothers, immigrated from "Stormanston," their family place, county Louth, Ireland, at the instance of their cousin, the late Mr. Andrew Counsel, of Pittwater, Sorell, a colonist of very old standing. Of the four brothers, two were land surveyors. One, Loughlin, civil engineer, being a prominent member



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MR. E. A. COUNSEL.

HOBART.

of the ordnance staff surveyors of Ireland; whilst the other, Richard, was in the employment of the Victorian Government for many years—so that it is not surprising that their nephew, the subject of this notice, should have developed the family bent, resulting in his gaining at a comparatively early age the highest position the profession offers in his native colony. Mr. Counsel was educated at home, and in 1870 he was articled to Mr. John R. Hurst, one of district surveyors of the colony, and finally qualified as a surveyor two years later. He was soon recognised by the department as an able and reliable surveyor, and was kept fully employed surveying in different parts of the colony, and was entrusted with important explorations, and special inspection surveys in several districts, until, in 1879, he was permanently appointed to the Oatlands district. He has been an active member of the Board of Examiners in the Survey Department since its inception, and has occupied the position of chairman for the last eight years. In 1889 he was appointed Deputy Surveyor-General, and was specially appointed by Act of Parliament to the position of Surveyor-General and Secretary for Lands, with the control of the combined Departments of Lands and Surveys, in 1894. Since that time he has proved himself a capable

organiser and departmental administrator. Mr. Counsel is a Fellow of the Royal Geographical Society of England, as well as of the Royal Society of Tasmania, and is a vice-president of the Council of the Civil-Service Association.

Mr. EDWARD WILLIAM NORTON BUTCHER, Chief Clerk of the Department of Lands and Surveys, Hobart, is the grandson of the late Mr. John Hunt Butcher, landed proprietor, of "Park Hatch," Surrey, England, who purchased the "Lowlands" Estate, comprising 1800 acres, in the Richmond district, from Lieutenant-Governor Sorell, and came out with his family from England and settled on it in 1828, bringing with him a full farm equipment, and also the first merino sheep ever imported into the Australian Colonies. He was one of justices of the peace appointed in the colony by His Majesty King William IV. in 1828, which appointment he held up to the time of his death in 1839. The late Mr. Edward William Burchell Butcher, his son, was born on the family estate at Richmond, educated at King's College, London, and, like his father, followed agricultural and pastoral pursuits. He went to Bendigo in the early gold-digging days, but returning to Richmond, married Miss Maria Schaw, daughter of Major Charles Schaw, stipendiary magistrate there, in 1853, and remained at "Lowlands" until the year 1860, when he again proceeded to Victoria, and was for a number of years managing large station properties in that colony and in New South Wales—eventually becoming the owner of "Towanway" Station, in the Western District of Victoria. In 1877 Mr. E. W. B. Butcher and his family emigrated to Western Australia, where he and his sons took up a leasehold of 750,000 acres of land at the head of the Murchison River (the station being called "Moorrarrie," which name it still bears), and went in for sheep-farming on a large scale. This was the first enterprise of the kind started on the Upper Murchison. The sheep with which the station was stocked were pure merinos, imported from Victoria for that purpose. Three years later he moved to "Carnarvon," Shark's Bay, where he engaged in pearl-fishing until he died, in the year 1895, leaving a widow and five children (three sons and two daughters). The subject of this sketch, Mr. E. W. N. Butcher, the eldest son, was also born at Richmond, in 1854, and educated at the Wesley College, Melbourne, under Professor Irving. When his school days were over he was apprenticed to a surveyor at Ararat, Victoria, with whom he

served three years. He then received an appointment as draftsman in the Lands Office, Melbourne, where he remained until the year 1887, when he went to Western Australia in charge of the first shipment of sheep (3200) that was imported into that colony from Victoria. On that occasion he, with his father (under the name of the Murchison River Company), explored the whole of the Upper Murchison country as far as the border of the Great Desert, and, on their return from the exploring expedition, he conducted the party with stock and stores on to the land, afterwards known as "Moorrarrie" Station. After spending three years in managing the station he, in 1880, returned to Victoria and took an engagement from Mr. C. B. Fisher, a large station owner, to assist in stocking with sheep one of his Queensland properties ("Thurlogoonah" Station); he was afterwards appointed sub-manager—a position he retained until the year 1883, when he returned to Tasmania and entered the Government service as a draftsman in the Survey Office; and, after receiving several promotions, was appointed Chief Clerk in August, 1894, on the amalgamation of the Departments of Lands and Surveys. He was married in Geraldton, W. A., in 1882, to Maud Elizabeth, eldest daughter of Mr. W. H. Timperley, now stipendiary magistrate at Bunbury, and there are



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HOBART.

six children living of the union (two sons and four daughter). The "Lowlands" Estate is still in the family, and owned by Miss Martha Butcher, Mr. Butcher's aunt, who is the sole survivor of one of those old English families who undertook the hardships of early colonial life as pioneers of Tasmania.

## THE MINES DEPARTMENT.

MINISTER OF MINES : HON. CAPT. E. T. MILES.

THE mineral industry of Tasmania, though yet far from being well developed, is one of its most important sources of wealth, and bids fair to increase in importance as the wilder and more inaccessible portions of the country become opened up by settlement. A great extent of mineral country still remains practically unexplored, and even the best-known fields cannot be said to be thoroughly tested, so there is every reason to believe that with progress of time there will be numerous new mineral discoveries, and a great extension of the mining industry. A very large proportion of the total area of the colony is made up of likely mineral-bearing formation, in which here and there valuable discoveries have already been made. The distribution of these is best seen by looking at the geological map of the country. This shows a wide strip, averaging over fifty miles in breadth, lying parallel with the West Coast, composed almost entirely of Archaen and older Palæozoic rocks, often penetrated by granite and serpentine igneous intrusions, a conjunction of older sedimentary and plutonic formations which has all the world over proved most favourable for deposits of metallic minerals. Along the North Coast the same formations are seen, but are a great deal covered over by more recent ones ; but they again are largely developed in the important North-Eastern mineral district. A narrow strip of the older rocks, with granite associated, also runs down the East Coast through Freycinet Peninsula and Maria Island. The central and eastern parts of the colony are not rich in metallic minerals, being mostly occupied by Permo-carboniferous and Mesozoic strata, which form the coal measures of this country, and by intrusive volcanic dykes and sheets of diabase greenstone or gabbro of the Mesozoic age. Though unimportant as sources of metallic ores, these formations supply coal, fire clay, freestone, limestone, hydraulic limestone, bluestone for building purposes, concrete, road metal, and brick clay. Besides the above, there are also Tertiary and recent formations, which are sources of minerals, consisting of sand and gravel deposits of lacustrine and fluvial origin, which in parts contain valuable alluvial deposits of gold and tin ore. Beds of brick clay and lignite are also found in these strata, which are frequently overlaid by basalts of Tertiary age, which furnish building stone and road metal, and are of great importance to the agriculturist, as the richest land in the colony is the brown chocolate soil resulting from their decomposition.

The rapid increase in the relative importance of the mineral industry since 1890 is very marked.

For its area and population, Tasmania is one of the largest producers of metals and minerals of all the colonies of Australasia, standing third as to production per head of population, and second as to the value yielded in proportion to area.

## GOLD.

Gold has been found in Tasmania, more or less, in all the districts where the older Palæozoic formations occur, especially the Lower Silurian. The Beaconsfield, Lefroy, Mathinna, Mount Victoria, Mount Horror, and Gladstone fields are all referred to the Lower Silurian system, and in all probability in the greater part of the West Coast goldfield, the parent reefs from which alluvial gold has been derived are also in rocks of this age, but the Queen River field, and those at Middlesex and Bell Mount, seem rather to be of Upper Silurian formation. Much, however, has still to be learned as to the stratigraphical relations of the West Coast rocks. At the Lisle and Golconda fields, gold is found in veins in an intrusive granite, which has burst through the Lower Silurian series, and in certain parts of the West Coast Range there is a little gold in tufaceous deposits of volcanic origin, but as a rule the igneous rocks have not yet proved favourable matrices of the precious metal in this colony. The total quantity of gold won in Tasmania is 1,019,835 ozs., of the value of £3,882,571.

The Beaconsfield field is situated in the county of Devon, on the west side of the estuary of the Tamar. The principal mine at Beaconsfield is the one owned by the Tasmania Gold Mining and Quartz Crushing Company, Registered, which has been a wonderfully good producer of gold. The total amount of gold obtained since the formation of the company in June, 1877, is 442,926 ozs. 5 dwts. 17 grs., from 376,995 tons of quartz crushed ; average, 1 oz. 3 dwts. 12 grs. to the ton ; value, £1,608,670 4s. 9d. The amount paid in dividends is £679,071 15s. Of the other mines at Beaconsfield, the Little Wonder, Moonlight, and Amalgamated West Tasmania Mines have been considerable producers of gold.

The Lefroy field is situated in the county of Dorset, about six miles east of George Town. The Back Creek field is some five or six miles still further east. A considerable amount of alluvial gold has been got in shallow workings on both fields, but as yet no work has been done to prove the large areas of deep alluvial ground existing in both. A "deep lead," the bottom of which near its outlet must be considerably below sea level, runs along the course of the Back Creek Valley, and another similar one crosses the reefs at the Lefroy field. The reefs at Lefroy are generally roughly parallel to one another, and run, roughly, east and west. The Chums, Pinafore, Native Youth, and Volunteer lines have all yielded a good deal of gold, but so far the deeper levels have not been remunerative on this field. Exploration of the reefs at still deeper levels is probably all that is required to find the gold again.

The Lisle field is situated on the north-east slope of Mount Arthur, county of Dorset. It has yielded a large quantity of alluvial gold, and still continues to put out a little, though there are now only a few men at work on it. Considerable quantities of terrace gravels remain still untouched which would pay for working by hydraulic sluicing, but there is difficulty in getting an adequate supply of water. This field is by no means worked out, and will very likely yet be a considerable source of gold. No reefs of size sufficient to account for the large quantities of alluvial gold that have been found have yet been discovered.

The Denison and Golconda fields are a few miles to the north of Lisle, but are at present unimportant. The presence of gold in reefs, in granite, at Golconda is noteworthy. The granite is the same as that forming the bedrock under the alluvial gravels at Lisle.

The Beaconsfield, Lefroy, and Denison goldfields are practically all portions of one auriferous area, which is separated from another which contains the Waterhouse, Gladstone, Mount Horror, Branxholm, Mount Victoria, Scamander, Mathinna, and Mangana fields, by the granitic area round Scottsdale. In these there has not been much alluvial gold found, though some has been got at Mangana, Mathinna, and Mount Horror. It is probable that the deep alluvial gravels of the South Esk River may contain considerable amounts of gold ; and near Mount Horror and Branxholm there are also signs of deep leads.

The reefs of the Waterhouse, Branhholm, Mount Victoria, and Upper Scamander districts are characterised by having a large percentage of arsenical pyrites in the stone, which renders it rather difficult to save the gold in an ordinary battery.

The Mathinna field is at present the principal one of the above named, its reputation depending mainly on one mine, the New Golden Gate, though the old City of Hobart, Black Boy, White Boy, Eldorado, and several other mines have also produced a considerable amount of gold from time to time. The New Golden Gate mine has since 1889 up to the end of January, 1899, crushed 133,501 tons of quartz, for 127,090 ozs. of gold, worth £469,550 4s. 5d. Dividends have been paid to the amount of £220,800, or £6 18s. per share, and for dividend tax £9918 10s. The main shaft is down 1300 feet, the deepest in the colony.

The West Coast goldfield comprises a large number of disconnected auriferous areas at intervals along the belt of older Palæozoic rocks, which forms the western side of the island. The basin of the King River and its tributaries has yielded a great deal of gold, nearly every creek being more or less auriferous, and the ground being generally shallow, it has been easily gone over by diggers. A good many men still make a living in the creeks, and it is probable that as the dense bush becomes better opened up by tracks a good deal of new ground will be tried. In the upper part of the King River there are some flats which require capital for working, which have not been able to be worked by diggers, and will require hydraulic elevators and high-pressure supplies of water. Several reefs carrying gold have been found in this field—at Lynchford, Guilfoyle Creek, Princess River, Woody Hill, and the Howard Plains—and, though operations hitherto have not met with much success, there are good grounds for hoping that some of them will yet come to the front. The Mount Lyell mines are also in the King River goldfield area, but will be discussed more fully under the heading of Copper Mines. The outcrop of the Mount Lyell mine was at first worked as a gold mine, containing by assay over an ounce of gold to the ton, and a good deal of the alluvial gold in the Linda Creek has probably been derived from this and similar pyritic bodies.

The basin of the Pieman River is likewise auriferous in many parts. The Ring River, which runs from Mount Reid into it, has within the last few years yielded a good amount of gold. The shallow parts seem now pretty well worked out, but there is a "deep lead" still to be opened up, which promises well. This river heads from Mount Reid, where gold has been found in a deposit of iron and copper pyrites, galena and blende, with silver ores. Further north, on the lower slopes of Mount Murchison, somewhat similar deposits containing gold have also been found. The upper branches of the Pieman River have not yet been proved payably auriferous, most of the gold having been found to the west of Mount Murchison. A little has been obtained between the Huskisson and Mackintosh Rivers, but the main goldfield lies south and west of the Meredith Range. Here we find terraces of alluvial gravel at a height of 750 feet, and more above the Pieman River, extending from the Lucy and Nancy Creeks northwards to Brown's Plain and the Long Plain. These are cut through and often effaced by the deep gorges of the Rocky River, the Whyte River, and their tributaries, which have sluiced away and rearranged at lower levels much of the older high-terrace gravels. The Donaldson and Savage Rivers have also similar high and lower terraces along their courses. Between the Savage and Whyte Rivers there are very large accumulations of auriferous gravels, which are now about to be worked by hydraulic sluicing. All the rivers and creeks about this district have been worked year after year by diggers with considerable success, but when hydraulic sluicing becomes firmly established the output of gold from the district will far exceed anything yet obtained. This bids fair to be a very important alluvial goldfield. As yet no reefs of any consequence have been discovered in the district, though, doubtless, they will be laid bare as the gravels are swept off the bedrock by hydraulic sluicing. The heaviest nuggets of gold found in the colony were got in the Rocky River in 1883, two weighing 243 ozs. and 143 ozs. respectively.

The same auriferous belt of country appears to crop out again in the Hellyer, Inglis, and Cam River fields, where also there are said to be considerable quantities of deep alluvial gravels likely to be worth working.

A little gold has been got in the Middlesex and Bell Mount fields, between the Wilmot and Forth Rivers, some of the Bell Mount gold being in fairly large nuggets. This district has been but little prospected as yet, and seems likely to increase in importance.

The goldfields of the colony are really yet quite in the first stages of their development, and will increase in production as they become more thoroughly and systematically worked. The deep leads of Beaconsfield, Lefroy, Back Creek, the Ring River, and the Corinna district are practically untouched, and the extensive gravel banks of the Whyte and Savage River districts are waiting for treatment by hydraulic sluicing, while in the reefing districts but few of the mines have yet gone to a greater depth than 200 feet. We are therefore justified in expecting a great development in the gold-mining industry in the future, as the numerous untried deposits come into productiveness.

#### SILVER AND LEAD.

Argentiferous ores are found all over Tasmania in the districts where the older formations occur, being often associated in small quantities with gold in the auriferous reefs, especially as galena and blende, carrying silver. In the Rex Hill tin mine, at Ben Lomond, argentiferous galena is found in considerable quantity, associated with tin ore, blende, copper pyrites, iron pyrites, and arsenical pyrites; and in the same district there is an occurrence of granite impregnated with galena, which carries both silver and gold. A little silver ore has been raised at Rex Hill, and a little also in the Scamander district, where, in a dyke of granite penetrating Lower Silurian (probably) strata, lodes have been found carrying chloride of silver and a mixture of arsenical and other pyrites with blende and galena, which at times was rich enough to be worth sending away for smelting. At Mount Claude a little argentiferous galena has been extracted and sold, and at Bell Mount some fairly rich ore was obtained. Silver has also been found at the Hampshire Hills; and a little in the Upper Forth district, and on the coast at the Penguin. With these exceptions, none of which have yet proved of importance, the silver ores of the colony are confined to the West Coast district, Mount Lyell, Zeehan, Dundas, Hazlewood, and Waratah being the principal producers. The rich argentiferous copper ore of Mount Lyell will be referred to later on, under the heading of copper. The Zeehan, Dundas, Hazlewood, and Waratah fields may be considered one, for they are very similar in structure and in character of the ores produced, and are more or less connected. The formation is probably of Upper Silurian age, and has been broken through by the granitic masses of Mount Heemskirk, the Meredith Range, and the Magnet Range, and also by a series of intrusive serpentines (altered dolerites and gabbros) well seen at Trial Harbour, Comstock, Hazlewood, and Dundas. Numerous lodes

have been found, the Zeehan district being especially full of them; and new ones are constantly being discovered. They are mostly fissure lodes, from one to six or eight feet in width, but there are also some very large bodies, which appear to be contact lodes at the junction of the serpentine and sedimentary strata. The fissure lodes are found both in the stratified country and in the serpentine. The metallic minerals found are principally galena, blende, and iron and copper pyrites; fahl ore is less common, as is also antimonial lead ore (Jamesonite). Native silver and chloride of silver have been found, but rather rarely; and oxidised lead ores, oxide, carbonate, sulphate, phosphate, and chromate occur in the oxidised cappings of the lodes. At the surface these generally outcrop as gossans, consisting mainly of oxides of iron and manganese, from which most of the metallic contents have been leached out. So thoroughly oxidised are the lodes above water level, and even a good deal below it, that it has not been found possible to extract more than a very small quantity of ore without sinking shafts and removing water by pumping. The climate of the West Coast is very wet, and has fostered a peculiarly dense growth of forest, almost impenetrable in many places. The soil, too, is generally very swampy; and it has been difficult and expensive to make roads by which machinery could be brought on to the mines. Though the Zeehan field was discovered in 1885, it was not till the end of 1891, when a railway was completed to it from the port of Strahan, that any quantity of machinery could be brought in or sent away.

The premier mine of the Zeehan field at present is the Western, which up to the 30th September, 1898, has raised 28,422 tons 19 cwt. of marketable ore; net value at the mine, £344,170 18s. 7d.

The other mines which contribute very largely to the output of the West Coast are the Montana, Oonah, Smith's Section, Silver Queen, Mount Zeehan (Tasmania), Zew Mount Zeehan, Tasmania Crown, Comstock, Montagu, Empress, Queen Extended, and Wise's Section at Zeehan; and Comet, West Comet, McKimmie, Bonnie Dundee, Commonwealth, Fahl Ore, Rich. P.A., Curtin-Davis, and Kozminsky at Dundas.

The Tasmanian Smelting Company Limited, registered in London with a capital of £85,000, has erected very extensive smelting works on a site situated about two miles south of the town of Zeehan, on the Zeehan and Strahan line of Government railway, on the slope of a hill, in the immediate vicinity of extensive limerock deposits. These works mean very much for the Zeehan, Dundas, and Mount Reid districts. No pains have been spared to make it an up-to-date plant for the reduction of customers' ores. The machinery is all of the most approved and modern type to ensure efficiency and economy, and this, with the financial standing and the experience with enterprises of such dimensions, will surely prove a benefit to the West Coast and to the whole of the colony.

#### COPPER.

Ores of copper in small quantities are common in association with those of lead and tin throughout the colony, but only a very few of the deposits have been worth working for this metal. At Saxon's Creek, near Frankford, there is some good copper pyrites, of which a few tons have been mined and exported; but the mine is not now at work, and has never passed out of the prospecting stage. The principal deposits of copper, however, on which rests the hope of the colony of becoming a producer of the metal, are along the West Coast Range, where there are several extensive masses of copper-bearing pyrites. The best known of these is at Mount Lyell, but there are also others at Lake Dora, Mount Reid, Mount Murchison, and also, it is said, at the Savage River. They all appear to be bedded deposits, consisting of more or less cupriferous iron pyrites mixed with some galena and blende, and carrying a little silver and gold.

The Mount Lyell Mining and Railway Company's mine was discovered in 1886, gold having been traced up to it from the Linda Valley. An immense outcrop of hematite was discovered, and proved to contain gold. This got the name of "The Iron Blow." Up to 1890 it was worked with varying success as a gold mine, the stuff from the outcrop being crushed and amalgamated in an ordinary stamp battery. Analysis having shown that it contained copper, gold, and silver, it was recognised at last that the treatment most suitable for the ore would be the process of smelting for copper, by which all the valuable minerals would be recovered. Dr. E. D. Peters, jun., the eminent American copper metallurgist, after a careful study extending over three or four months, estimated the ore in sight at 4,500,000 tons, of an average value of  $4\frac{1}{2}$  per cent. of copper, 3 ozs. of silver per ton, and  $2\frac{1}{2}$  dwts. of gold per ton, and ended by saying:—"I will only say, in conclusion, that in the past twenty years I have never seen a mining and metallurgical proposition that promises so certainly to be a great and enduring property as this." He reported that the ore could be treated for £1 10s. 5d. per ton. At the company's reduction works the seventh and eighth furnaces were blown in in October, 1898. The following particulars of the No. 2 plant are taken from the report of the general manager for the half-year ending September 30, 1898:—"The size of the furnaces is 210 inches by 42 inches in the clear at the hearth; height from tapping floor to charging floor, twenty feet, and each furnace has forty tuyeres. The blast for the furnaces is heated by four hot blast stoves in two sets. The power plant consists of six boilers of 125 horse-power each, and five high-class vertical compound condensing engines, each coupled direct by means of a flexible coupling to a No. 8 Root's blower. The mouth of the main chimney stack is 287 feet above the tapping-floor level. During the half-year ending the 30th September, 1898, 75,865 tons from the open cuts and 7349 tons from underground were treated; total, 83,214 tons net dry weight, of an average assay of 0.158 oz. gold, 3.46 ozs. silver, and 3.07 per cent. copper. During the same period the converter plant treated 4728 tons of converter matter, assaying 2.91 ozs. gold, 75.29 ozs. silver per ton, and 55.28 per cent. copper, and produced 2481 tons of blister copper, containing 13,206 ozs. gold, 338,507 ozs. silver, and 2449 tons of copper.

"The costs per ton of ore treated were as follows:—

	£	s.	d.
Mining operations	0	2	5.83
Removal of overburden	0	2	0
Smelting operations	0	16	5.31
Converter operations	0	2	5.33
Total	£1	3	4.47

as compared with £1 4s. 11.64d. for the previous half-year. The total quantity of blister copper produced up to September 30, 1898, was 8,352 tons, of an average assay value of 4.756ozs. gold, 102.61 ozs. silver per ton, and 98.81 per cent. copper.

The company has decided to extend the railway from its present terminus at Teepookana, on the King River, to Regatta Point, Strahan, and the work of clearing, etc., has already commenced. On October 1 the sixth dividend of 2s. per share on 275,000 shares was paid, bringing up the total to £271,700. The average number of men employed by the company in all departments is 2125."

At the North Mount Lyell mine, near the end of December, 1898, the ore body was struck in the bottom adit, over 300 feet below the crown of the hill, but it will take some time to determine its true value. Good progress has been made with the removal of the overburden, and during the quarter ending December, 1898, 512 tons of copper ore were sent away, containing approximately 152 tons of copper, 5800 ozs. of silver, and 9 ozs. of gold, valued at £10,568. A contract has been let for the construction of the railway from Kelly's Basin to the mine, and it is expected to be completed in twelve months.

The aerial ropeway from the Tharsis mine to the Mount Lyell Company's smelters was not completed by the end of the year as anticipated, but it is well in hand, and is being pushed on as fast as possible. Until this is completed very little further work will be done underground, as large quantities of ore are opened up ready for stoping.

A small winding engine has been erected at the Crown Lyell mine. The shaft has been sunk to a depth of 80 feet, and driving is going on to cut the ore body seen on the surface, and to pick up the continuation of the belt of siliceous ore-bearing schist passing through the Tharsis and North Lyell properties.

At the South Tharsis mine there is a large body of low-grade ore, and it is probable that a concentrating plant will shortly be erected to treat this on an extensive scale.

Several other mines in the neighbourhood are pushing on with adits, and are hopeful of success.

At the South Lyell mine the shaft has been sunk to a depth of nearly 400 feet, and will be continued to 450 feet before opening out.

Very good reports are coming in of the pyritic ore bodies which are being prospected at Mount Jukes and Mount Darwin, and the construction of the North Mount Lyell Company's railway will greatly facilitate operations in these districts.

#### TIN.

The tin deposits of Tasmania have been its greatest source of mineral wealth, the value of tin raised being greater than that of all the other minerals put together. They may be grouped as—(1) Alluvial deposits; (2) lodes and veins; (3) impregnations, or stockworks. They are almost entirely confined to districts composed of granite, or of sedimentary rocks penetrated by quartz-porphry dykes; but at Mount Lyons tin ore is found in Silurian strata eighteen miles from the nearest known granite, though probably enough of this lies below at no very great depth. The principal alluvial workings are in the north-eastern district, along the valleys of the Ringarooma and George's Rivers and their branches. The deposits range from Miocene to recent in age. At the Brothers' Home and Branxholm the drift is of great depth, and is in parts capped with basalt, requiring either underground mining for extraction of the wash, or else much expense in removal of the overburden. The Triangle and North Brothers' Home, and the New Brothers' Home No. 1 mines have been worked by the former system, by blocking out, and the Krushka's, Briseis, Ringarooma Valley, Arba, and Ormuz by open cast workings. The first four named are situated on a deep lead corresponding with the existing Cascade River, but lying at a much lower level.

The Krushka Brothers' Home mine is on the old Cascade lead, where it is cut through by the modern Ringarooma River, the continuation across the river lying in the Triangle and North Brothers' Home mine. The output from this mine from July, 1883, to 31st March, 1899, is 3791 tons 11 cwt. of tin ore, assaying about 74 per cent. metallic tin. The present output is about 10 tons a month.

The Briseis and New Brothers' Home No. 1 Companies have ground side by side upon the lead above Krushka's workings. The former has a large area of ground, and has expended about £190,000 in mining operations. The amount of tin ore obtained to 31st March, 1899, is 730 tons, value £51,293.

The large quantities of tin raised from the mines on the Cascade and Branxholm leads demonstrate that the Ringarooma main lead must contain enormous quantities of tin. Some miles lower down it another opening has been made on the side of the old valley by the Pioneer Company, which has made a very large open excavation, with payable or nearly payable results, but no work yet done has ever touched the real main lead at its deepest part. From the township of Ringarooma to the sea this lies untried, in all probability the greatest storehouse of tin in the country.

There is likewise a very promising old lead near George's Bay, an older bed of the George's River. Some of the upper gravels of this have been worked, but the lower ones, lying probably below sea level in parts, have never been tested, even by boring. The more modern gravels in the valleys of the Ringarooma and George's Rivers and their branches have been very extensively worked, and still support a large number of alluvial miners. The more easily accessible gravels are, however, getting greatly worked out. In the Gladstone district there are numerous large terraces which are being treated by hydraulic sluicing, and will afford work for many years to come. On the Blue Tier very rich shallow alluvial ground was formerly worked, and the sluicing operations have disclosed lodes and stockworks carrying tin in the matrix. In all the north-eastern district it may be said that the day of shallow simple alluvial working is nearly over, and that the future will depend upon the hydraulic sluicing of the poorer but larger accumulations of terrace gravels.

At Bell Mount, between the rivers Forth and Wilmot, a little alluvial tin ore has been obtained; also at Cox's Bight, on the South-west Coast, and at Whale's Head and Mount Lyons. At Mount Heemskirk there is a good deal of tin-bearing gravel.

The stockworks, or impregnations of tin ore, found in several localities are likely to be of great importance. These are portions of granite, or of quartz-porphry dykes, penetrating the main granite, which have suffered considerable internal chemical and mineralogical changes, and become charged with strings of tin ore and finely-disseminated particles. The material of which they are composed is generally quite similar to that usually found alongside the true veins in this country, and some of these are partly stockworks. The Great Republic ore shoot, situate at Ben Lomond, is really a small stockwork lying on each side of the vein. At Gladstone, Bell Mount, and Roy's Hill, stockworks occur at the junction of granite with sedimentary strata, and seem to be the result of hydrothermal action upon the granite along the contact. In all these bodies very rich bunches of tin ore frequently occur, but its distribution is very irregular. The Blue Tier district is especially noted for this

sort of tin deposit, containing several large stockworks, which have been worked in a small way. The best known of these is the Anchor mine, which is still at work.

The Mount Bischoff mine shows a curious combination of all the different types of tin deposits. On the surface there were large and heavy deposits of water-worn alluvial tin in heavy gravel and boulder drift, and these were close to and upon the parent deposits. These consist of lodges of the fissure and contact types, and of dykes of eurite and topaz-porphry impregnated with tin ore. At Mount Bischoff a dyke of quartz-porphry has been thrust through Silurian (?) sandstones, and along the fractured contact tin ore appears to have formed plentifully. Small joints in the sandstones and quartzite beside the main ore body are often seen to be faced with crystals of cassiterite. Parts of the dyke, especially those which are mainly made up of topaz-porphry, carry impregnated tin ore through them, and in the open fissures have been deposited quartz, pyrites, fluorspar, and tin. The Red Face is a huge mass of brown oxide of iron, often with sintery quartz through it, probably the result of oxidation of a great body of iron and arsenical pyrites. The tin ore is very black, and when a large lump is examined it is found to be made up of a very large number of small crystals matted together. The mine is worked as an open quarry, and the stuff knocked down is taken to the dressing sheds at Waratah by a railway and small locomotive. The Mount Bischoff Company also own smelting works in Launceston, in which not only the Bischoff ore, but also nearly the whole produce of other parts of the colony, is smelted. There are three pairs of reverberating furnaces, in which the ore, mixed with a very little lime as flux, is reduced by means of slack coal, that from New South Wales being used, as the Tasmanian coals are not suitable. The total quantity of tin ore obtained by the Mount Bischoff Company since its foundation is over 54,463 tons.

The discoveries of tin ore at North Dundas resemble the Mount Bischoff deposits, both in the character of the ore and in the circumstance that they are in the vicinity of a dyke of quartz-porphry, which breaks through strata of Silurian age. Some very large nuggets of ore have been found here, and there is much reason to expect that valuable mines will be opened up when the ground is made more accessible.

Ore requiring calcination is also produced by the Rex Hill mine at Ben Lomond, and the Brookstead mines, St. Paul's River.

Tasmania is the third largest producer of tin in the world, being only exceeded by the Straits Settlements and Cornwall. Owing to the fact that a great deal of the Tasmanian and Queensland tin is shipped to Sydney for re-shipment to the United Kingdom, the produce of New South Wales is often shown by statistics as the highest of any of the Australian Colonies, but such is not the case.

#### IRON.

The colony has abundant stores of the ores of iron of good quality, but they have not yet been profitably worked. In 1876 and 1877 a large blast furnace was in operation at Ilfracombe, near the mouth of the Tamar, where there are large deposits of iron ore and limestone close to deep water; but the metal produced contained from five to seven per cent. of chromium, and was not at that time saleable, though now it would command a ready market. The establishment was consequently broken up. The ore in this instance was largely magnetite, found in serpentine country rock, from which, doubtless, its chrome contents were derived. In the same district there are, however, considerable beds of limonite quite free from chromium, from which very good iron has been made on a small scale. At the Blythe River and Penguin there are very large deposits of brown and red hematite of good quality within easy reach of a shipping place. The Blythe River mine has unusually good facilities for cheap working by open quarrying, and is a first-class Bessemer ore, free from all but traces of phosphorus.

#### NICKEL.

The serpentine districts of the West Coast appear to contain this metal, two discoveries of it having been made, one near Dundas and the other near Hazlewood. The former is a nickeliferous pyrites, said to be not unlike the Canadian Sudbury ore. The Hazlewood deposit consists of zaratite and pentlandite, with pyrites.

#### BISMUTH.

This is another metal which seems likely to figure in the colony's exports, but which has not yet been worked to any extent. A little native bismuth occurs at times in the tin lodges of the Blue Tier, and at Weldborough a very large lump, weighing 55 lbs., was in 1893 found by some alluvial tin miners while sluicing. At Mount Ramsay, native bismuth is found in considerable quantity in a hornblende rock, and is said on good authority to be a valuable discovery. Being difficult of access very little has been done to it. Native bismuth and bismuth sulphide have also been found at Mount Murchison. At Bell Mount carbonate and sulphide of bismuth and some native bismuth have been found in lodges associated with tin ore. The lodges are not very large, but are rich in bismuth. This locality is likely to be a considerable producer of bismuth as well as tin and gold.

#### OTHER METALS.

COBALT is found in considerable quantity as asbolite (cobaltiferous oxide of manganese), forming with oxide of iron the cementing material binding together the grains of sand in a cement layer in the alluvial deposit worked by the Briseis Tin Mining Company at Derby. Though this is very far from rich in cobalt, it is likely that by mechanical dressing the absolute could be separated from the sand sufficiently to make a marketable product. EARTHY BLACK OXIDE OF MANGANESE, and some crystalline manganese oxides have been found in the Zeehan district and elsewhere. ARSENIC is rather common as arsenical pyrites in the gold-bearing lodges of the Waterhouse and Scamander districts, and in the tin lodges at Waratah and North Dundas. ANTIMONY has been got at Lefroy as sulphide, but not in workable quantity. MERCURY is said to have been found native and as cinnabar near Mount Lyell. ZINC AS BLENDE is common at Zeehan in association with galena. WOLFRAM is found near the Pieman River Heads, at Bell Mount, at Ben Lomond, George's Bay, and on the Blue Tier, in some quantity. SHEELITE has also been found in small amount.

## COAL.

The coal supplies of the colony are at present mostly derived from the Mount Nicholas Range and the Mersey district, but numerous small pits have been worked in a great many places throughout the south-eastern portion of the island, where the coal measures are best developed.

The Mersey coal measures correspond with the lower series of the New South Wales great coal formation, but the upper measures of Tasmania are younger than the Newcastle beds. Both the upper and the lower measures are much broken and destroyed in parts by the intrusive Mesozoic greenstones (diabase or gabbro), which have so disturbed the country that it is very difficult to correlate the seams of coal in closely adjacent fields.

The principal output from the Mersey field now comes from the Dulverton and Russell collieries, near Latrobe. The coal is a free-burning, long-flame, bituminous coal, very suitable for household and steam purposes, but the seams are, unfortunately, quite thin—from twenty inches to two feet thick as a rule. The upper measures have, however, numerous seams of workable size and good quality, the coal being non-caking generally. Nearly all of it contains rather too much ash—from eight to fifteen per cent.,—to be of first-rate quality; but with properly designed furnaces, it is a good steam coal. The principal output is from the Cornwall and Mount Nicholas collieries at Mount Nicholas, but a little is also raised at Jerusalem, York Plains, and Norwich, near Longford. The Sandfly mines, near Hobart, Mount Cygnet mine, near Port Cygnet, and Plenty mine, near New Norfolk, and the Langlosh mine, near Hamilton, have fairly large seams of good coal. Most of the coal raised is consumed locally, very little now being exported. A few years ago the Cornwall Coal Company used to export a considerable quantity to Melbourne for special purposes, for which it was more suitable than the Victorian and New South Wales coals, but the trade had to be given up on account of the great expense of freight. The coalfields of Tasmania are capable of great development when the demand for their product will arise, and are quite sufficient to supply the colony with all the fuel it will require for all ordinary purposes. For smelting, the usual high percentage of ash is much against the local coals, and also the fact that only some three or four seams have yet been found that will yield a coke.

At Barn Bluff, in a high and inaccessible region, a seam of cannel-coal has lately been found, which in quantity and illuminating power of gas produced from it closely resembles the celebrated Joadja shale of New South Wales. It occurs in the lower measures, and gives hope that in these, in more easily reached localities, similar cannel may be found.

## BUILDING STONE AND EARTHY MINERALS.

Excellent FREESTONE is quarried from the sandstones of the coal measures, and is much used locally for building. At Okehampton, on the East Coast, some of the very white freestone was quarried for export to Melbourne. BASALT is used for road metal and making concrete, also for foundations for buildings. A small quarry for supplying a better class of stone was started at the mouth of the Piper River, but did not work long. GREENSTONE is much used for road metal, pitching, foundations, and rough masonry. GRANITE, though plentiful and of good quality, is not yet used for building purposes, though some of the varieties would make handsome ornamental work. ROOFING SLATE of fair quality has been obtained at the Bangor and Australasian Slate Companies' quarries in the East Tamar district; but though an immense amount of money was sunk in opening the quarries and providing plant, neither enterprise was successful, and both have been abandoned. There is, nevertheless, the chance that as good or better slate will yet be discovered in the locality under circumstances that will allow of profitable working. At Beaconsfield, Hazlewood, and Mount Dundas, there is very pretty SERPENTINE that would make handsome indoor stonework. At Beaconsfield, the Gordon River, Chudleigh, Railton, and elsewhere the crystalline LIMESTONES of the older palæozoic formations afford an excellent LIME, and are also fit for building purposes. Some of them when polished are seen to be really fine black MARBLE. A shell limestone at Maria Island, among the lower marine beds of the coal measures, also polishes well, being a light grey SHELL MARBLE. At the same place and elsewhere we have HYDRAULIC LIMESTONES in the same series of beds, some of them being fit for the direct manufacture of Portland cement. A little KAOLIN is raised for pottery purposes, also ordinary BRICK CLAYS. Near some of the coal seams we get FIRECLAY, but most of it is of inferior quality, and has not yet been mined and marketed. OCHRES and coloured clays for paint manufacture have been worked a little near Ilfracombe. LITHOGRAPHIC STONE of fair quality has lately been discovered, but is rather inaccessible at present, and is not yet mined. A little ASBESTOS (chrysolite) is found in the serpentine districts, and may prove worth mining in some places.

## PRECIOUS STONES.

SAPPHIRES of small size are very common in the tin-drifts of the Ringarooma and Portland districts, but are rarely worth saving; some very large and fine stones have, however, been obtained. With them we get GARNETS, SPINELS, ZIRCONS, TOPAZES, and occasionally BERYLS and CHRYSOBERYLS. Very large but impure beryl crystals have been found at Ben Lomond. Topazes are very common in the tin drifts, some very large ones having been found. They are often cut, and called locally Flinders' Island diamonds, this island being one of the best places for collecting them. ROCK CRYSTAL, AMETHYSTS and other varieties of crystallised quartz are not uncommon, some of the large smoky quartz crystals of the Mount Cameron district being much prized by the Chinese, who collect them and send them to their own country for sale. Some very large and flawless crystals have been valued at pretty high figures. Wood-opal is common in the Tertiary drifts of the South Esk basin, but no precious opals are yet known to be found, though some of the recent basalts show a common variety.

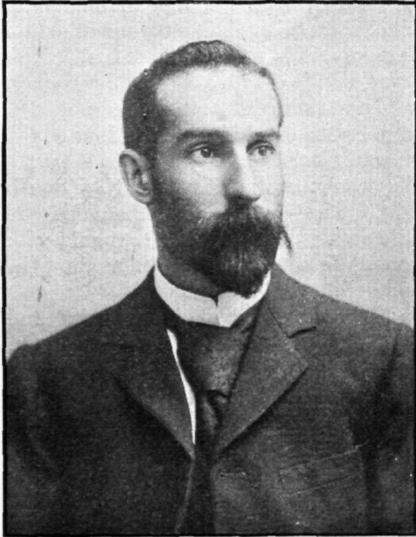
A review of the mineral resources of Tasmania shows that she is bountifully endowed with great variety and abundance of mineral wealth. With stores of gold, tin, silver, lead, iron, and coal, plentiful supplies of water, excellent timber, a splendid temperate climate, and great natural advantages as a receiving and distributing centre, there are unusually good facilities for the growth and establishment of metallurgical and manufacturing industries. With the removal of the fiscal barriers to the free interchange of products among the colonies of Australasia, these natural advantages must in the end make her take a leading part, not only as a producer of raw materials, but also as a maker of finished products.

The department is under the charge of Mr. W. H. Wallace, Secretary for Mines, to whom we are indebted for the above comprehensive and valuable report. The total expenditure on the department in 1898 for salaries and expenses was £5791, including £1000 voted for the purpose of aiding in deep sinking, and the estimated expenditure for 1899 is £4869 10s.

Mr. WILLIAM HENRY WALLACE, Secretary for Mines, and Commissioner of Mines for Tasmania, is a native of Hobart, and first saw the light in March, 1864, being a son of Mr. John A. Wallace, Sub-Inspector of Police, at Moonah, a very old resident of the colony. After receiving his education at public schools, Mr. Wallace

service, and has been connected with it ever since, a period of some twenty years. The secretary and himself are the oldest officers by service in the Mines Department, and he is one of the practical men of the department.

fact that nearly all those who passed their examinations were pupils of his, over ninety per cent. passing on their first



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MR. W. H. WALLACE.

entered the Government service in 1878, joining the Lands Department as a junior; and on the formation of the Mines Department, four years later, he was transferred to it. There he passed through the various positions of junior clerk, cashier, and accountant, and chief clerk, until, on the retirement of Mr. Francis Belstead in the latter part of 1897, he was appointed Secretary for Mines, a position which carries with it the commissionership, and gives him power to act as a warden in any district. Mr. Wallace takes a great interest in musical matters, bicycling, etc., and has until late years been prominently connected with musical societies.

Mr. WILLIAM ARTHUR PRETYMAN, Chief Clerk of Mines, Hobart, has been in the Civil Service since 20th April, 1879, when he entered as a volunteer draftsman. He received the appointment of Mining Clerk some two years later, and in January, 1883, was appointed Registrar of Mines, which position he filled until promoted to be Chief Clerk in January, 1898. He was born in Sandy Bay, Hobart, in 1863, being the third son of Mr. Charles Pretyman, of Hobart, accountant, and was educated at the City School, Hobart, on leaving which he entered the Government



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MR. W. A. PRETYMAN.

Mr. HENRY MARK ELLIOTT, Registrar of Mines, and chairman of the Board of Examiners of the Mercantile Marine, was born at Hobart in 1853, and is a son of the late Mr. Henry Elliott, who came to the colony in the very early days. He was a seafaring man, but finally settled on the East Coast, where he followed agricultural pursuits, and where he died at the ripe age of eighty-nine years. The family originally came from Devonshire. Henry Mark Elliott was educated at the Hobart Public School, and subsequently was a teacher in the State schools for three years. At nineteen years of age he went to sea as an apprentice, and served four years in foreign going ships trading to China, Africa, etc. He passed the various examinations for second mate and first mate, which positions he filled in vessels in the foreign going trade, and finally passed his examination as master mariner. In 1883, however, he received an appointment as clerk in the Mines Department, which he accepted, and so severed his connection with the sea. He passed through all the various grades in the Mines Department, until he was appointed Registrar in January, 1898, having had a practical experience in the department of over fifteen years. For some ten years, Mr. Elliott conducted a navigation class for the preparation of candidates for merchant ships' officers, and its success may be judged from the



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MR. H. M. ELLIOTT.

attempt; indeed, during all that time, only one of his pupils absolutely failed to pass. Mr. Elliott was married in 1879 to Miss J. C. McCraig, daughter of Mr. Alex. McCraig, late of Melbourne, who was outdoor superintendent of the Harbour Trust there, and they have eight children, one son and seven daughters.

Mr. JAMES HARCOURT SMITH, Government Geologist and Chief Inspector of Mines, Launceston, was born in Launceston on 7th November, 1864, being a son of Mr. Charles Henry Smith, a merchant of that city. He received his early education at the Launceston Church of England Grammar School, where he gained several scholarships, and in 1881 he took the degree of Associate of Arts—obtaining the Gold Medal as Senior Associate of the year. In 1884 he gained the Tasmanian Scholarship, and on that proceeded to Cambridge and entered Clare College. In his second year there he obtained a foundation scholarship, and took his degree with honors in mathematics. Mr. Smith continued his studies at the university for four years, the last year being devoted specially to geology, chemistry, mineralogy, etc., while he also attended the mechanical and engineering workshops. He then proceeded to Clausthal, in the Hartz Mountains, Germany, and studied at the Mining Academy there for about eighteen months, obtaining certificates in various mining and metallurgical subjects. Subsequently he proceeded to

Freiberg, regarded as in some respects the best mining school in the world, where he spent a term, and went through a practical course at the Muldener Smelting Works, after which he came back to Launceston, reaching his native city in December, 1891. Mr. Smith made a trip to the West Coast soon after his return, and in March, 1892, paid a visit to Broken Hill, and was subsequently appointed assayer at the Central Broken



WHITELAW,

MR. J. H. SMITH.

LAUNCESTON.

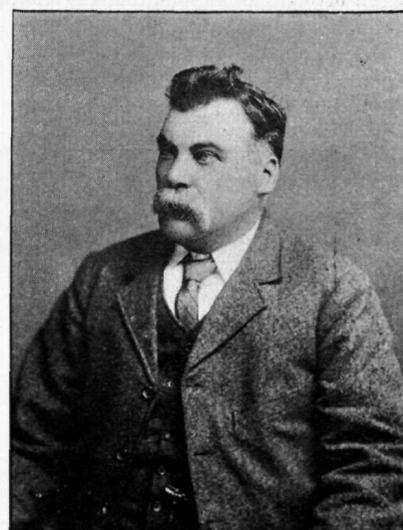
Hill Mine, a position he held until operations at the mine were suspended, owing to the great strike of 1892. In October of that year he came to Tasmania, and in November he was appointed assayer to the Western Silver Mine at Zeehan. In March, 1897, Mr. Smith resigned his connection with the West-

ern Mine on receiving his present appointment. He is a member of the American Institute of Mining Engineers, and of the Australasian Institute of Mining Engineers.

[Since the above was written Mr. Smith died somewhat suddenly and quite unexpectedly, to the great grief of a wide circle of friends and the regret of all who knew him.]

Mr. JAMES HARRISON, Inspector of Mines for the Western District and Inspector of Magazines, was born in 1845 in the north of Ireland, of English parents, and educated in Liverpool. After leaving school he went to learn the trade of an engineer with his father; but, when seventeen years of age, he left Liverpool to follow the sea. Not caring about this occupation he returned to his father's trade, and afterwards went to India and joined the G.I.P. Railway as an engine-driver, spending about two years in the Bombay Presidency. He then returned to England, but left soon afterwards for Melbourne, where he arrived when he was about twenty-one years of age. From the Victorian capital he pushed on to Ballarat, and there, and in the Beechworth district, he was engaged in mining until leaving for Tasmania. Mr. Harrison, during his career on the goldfields of Victoria, filled every position from that of trucker to manager, including engine-driving and managing batteries. He joined the Victorian Mines Department in the latter part of 1891, being appointed to a position on the diamond drill staff. In October, 1892, he accepted an offer from the Tasmanian Government to take charge of a diamond drill, and superintended borings all over

the island till 1893, when he was appointed Inspector of Mines for the Western District. Altogether, he has had over thirty years' practical experience in mining. In regard to public matters, Mr. Harrison was instrumental, in company with Professor Black and Mr. Stitt, in founding the Zeehan School of Mines, an institution that has already made its mark as thoroughly practical and useful, and he at present fills the



LILLEY,

MR. J. HARRISON.

ZEEHAN.

position of treasurer to it. He is likewise a member of the Zeehan and Dundas Hospital Board, a member of the Masonic fraternity (Zeehan Lodge, No. 20, T.C.), and was elected W.M. in February, 1899. He takes a keen interest in all matters relating to mining and local affairs generally.

## THE RAILWAY DEPARTMENT.

MINISTER OF RAILWAYS : HON. CAPT. E. T. MILES.

THE first railway in Tasmania, connecting Launceston with Deloraine, was commenced in 1868, and opened for traffic on the 10th February, 1871. It was forty-five miles in length, and was originally 5 feet 3 inches gauge, but subsequently altered to 3 feet 6 inches. It was projected by a private company, but only one-ninth of the original capital was subscribed by the shareholders (£50,000), the remainder (£410,000) being raised by the Government on certain conditions. The receipts on this line barely covered working expenses, and the company becoming involved in financial difficulties, a transfer to the Government was arranged, and this was effected on the 3rd August, 1872, since which date the line has been successfully worked by the State. Long previous to the construction of this railway, a line had been projected between Hobart and Launceston, and as far back as 1863, Parliament voted £5000 for a survey; but it was not until 1870 that definite action was taken. An agreement was then entered into between the Government and Mr. Audley Coote, who represented an English company, giving it the right to construct a line between Hobart and Launceston, or between Hobart and Evandale Junction, with running powers over the Launceston and Western Railway to Launceston, the Government guaranteeing five per cent. on the capital expended during construction, and a profit of £32,500 per annum for thirty years from the day of opening. The line was formally opened for traffic on 1st November, 1876, and was worked continuously by the Tasmanian Main Line Railway Company till 1890, when the Government purchased it for £1,106,500. The line has a length of 122 miles to Evandale Junction. The Emu Bay and Mount Bischoff Railway, a length of forty-eight miles, with a 3 feet 6 inches gauge, was the next line opened. It was at first worked as a horse tramway, but afterwards converted into a railway, and opened for traffic in

1884, being the outlet from the Mount Bischoff tin mines to the port of Emu Bay, now more generally known as Burnie. It was built and is owned and worked by a private company. Since then the following lines have been built by the Government, and opened for traffic on the dates named:—Parattah to Oatlands,  $4\frac{1}{2}$  miles, 13th May, 1885; Deloraine to Formby (now Devonport), 37 miles, 30th May, 1885; Corners (now Conara Junction) to St. Mary's,  $46\frac{3}{4}$  miles, 29th June, 1886; Bridgewater to New Norfolk, 15 miles, 1st September, 1887; New Norfolk to Glenora,  $9\frac{1}{2}$  miles, 27th July, 1888; Launceston to Scottsdale, 47 miles, 9th August, 1889; Devonport to Ulverstone,  $11\frac{3}{4}$  miles, 8th July, 1890; Chudleigh Junction to Mole Creek,  $12\frac{1}{2}$  miles, 5th April, 1890; Brighton to Apsley, 26 miles, 22nd April, 1891; Bellerive to Sorell,  $14\frac{3}{4}$  miles, 2nd May, 1892; Zeehan Railway,  $28\frac{1}{2}$  miles, 4th February, 1892; North-East Dundas Tramway, 18 miles, 18th June, 1898. The Dundas and Zeehan Railway Company, Limited—a private company,—built a railway from Zeehan to Maestries,  $7\frac{1}{2}$  miles, which was opened for traffic on 25th April, 1892. This line is worked by the Government under agreement with the company. At the end of 1897 there were 424·75 miles of Government railways opened for traffic in the colony, which involved an expenditure in construction of £3,562,071, an average of £8022 per mile. The gross receipts amounted to £166,834 for that year, while the working expenses totalled £128,543, leaving a profit of £38,289, or at the rate of 1·07 per cent. In the Government Statistician's tables, from which this information is obtained, it is also disclosed that the Derwent Valley, the Chudleigh, the Apsley, the Parattah and Oatlands, and the Sorell lines are all worked at a loss, while the West Coast line gave the highest return, 6·71 per cent. The Emu Bay and Mount Bischoff Railway, in 1897, earned 3·49

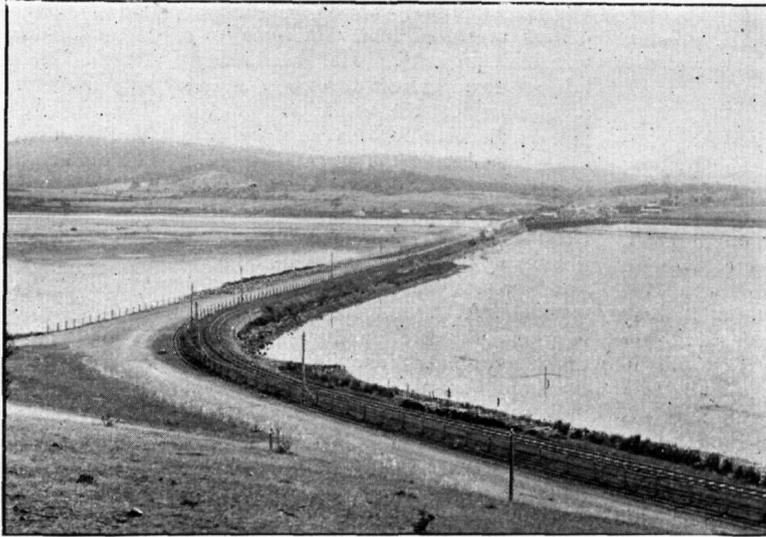


J. W. BEATTIE, HOBART.

**GENERAL MANAGER'S OFFICES, RAILWAY DEPARTMENT, HOBART.**

per cent. on the capital expenditure, £189,452; while the Mount Lyell Railway, a length of fifteen miles, between Teepookana and Mount Lyell, earned 8·60 per cent. on the capital expenditure of £116,100 on construction and equipment. The total number of miles of railway, Government and private, open for traffic on 31st December, 1897, was 495½. The cost of construction and equipment was £3,892,124, equivalent to £7858·81 per mile, and they returned a profit of 1·41 per cent. on the capital expenditure. The total number of men employed on the Government lines is 1050. There are five workshops at Launceston and Hobart, where repairs are carried on to locomotives and other rolling stock. Most of the stations are connected by telegraph or telephone, and at many of them the duties of a post and telegraph office are carried on. As in New Zealand, the lines are nearly all single track, and elaborate precautions for signalling are, therefore, not necessary. The average cost for working and maintenance of the whole of the lines of the colony is about £298 per mile. There are altogether 71 locomotives and 1264 carriages and waggons in use on the railways of the colony; the locomotives ranging from the lightest of engines, such as those used on the West Coast, to the heavy traffic locomotives required for goods. Passenger fares vary with the distance, and are modified by special concessions for season tickets and market days. The usual rate for first-class is about 2½d. per mile; second-class, 1½d. per mile; returns, 50 per cent. additional. On the whole, however, each passenger of both classes is carried at the rate of 1·09d. per mile. There are at present in course of construction the extension of the Mount Lyell line, 15 miles; the Waratah to Zeehan line, 51 miles; and the N.E. Dundas

tram, 18 miles; and it is hoped that the Great Western Railway, from Hobart to the West Coast, will soon be started. Mr. Frederick Back has had charge of the Government railways since 1886, and under his skilful and able management the railways generally are in a condition, financially and otherwise, creditable alike to him and the country. It is true that some of the lines do not pay, and it is also true that they are not likely to pay for years to come, but that is not due in the most remote way to the management. The results attained, even in their case, are not altogether unsatisfactory, because, as has been ably pointed out by Mr. R. M. Johnston, F.L.S., the Government Statistician, a railway service to the district and the



J. W. BEATTIE, HOBART.

BRIDGEWATER CAUSEWAY, FROM SOUTH SIDE.

country cannot be wholly calculated. Its value to the colony is immeasurably great. The value of the railway service is certainly not to be estimated by the percentage returns it earns or the loss it makes in itself as an undertaking. It is estimated, however, that the saving to the colony in the cost of transit alone amounts to twice the gross receipts in any one year. It need only be added that in the matter of railways this colony compares not unfavourably with the other contiguous states, and that general satisfaction should be felt at the progress made, and particularly in the efficiency maintained in the working, a fact which is markedly noticeable in very many ways, but especially in the freedom from serious accident.



JOHNSTONE, O'SHANNASSY &amp; CO.,

MELB.  
MR. F. BACK.

Mr. FREDERICK BACK, the General Manager of Railways, is a son of the late Rev. James Back, M.A., of Castle Hill, England. Was educated

at Marlborough College, and private tuition. Is an Associate of the Institution of Civil Engineers, Fellow of the Royal Statistical Society of England, and a justice of the peace for the colony. Is president of the Civil Service Association of Tasmania. Mr. Back joined the New Zealand Government service in the sixties, and in 1878 was appointed general manager of the Christchurch section of the New Zealand Railways, returned to England in 1885, and resigned from the New Zealand service to accept the appointment of general manager of the Tasmanian Government Railways in 1886.

Mr. WILLIAM HENRY LOVETT, Accountant and Traffic Auditor, Tasmanian Government Railways, was born at Hobart in 1855, and is the second son of the late Mr. Frederick Henry Lovett, chief draughtsman in the Lands and Works Department. He received his education at the Collegiate School (Mr. A. E. Ireland, head master), and joined the Government service in the Audit Department



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HOBART.  
MR. W. H. LOVETT.

in 1868. He was afterwards for four years in the Telegraph Department at Hobart and Tamar Heads, and then joined the Tasmanian Railway service in

1873 as stationmaster at Perth. In the following year he was transferred to the Accounts and Audit Department as clerk, and was promoted step by step till 1882, when he was appointed to his present position of accountant and traffic auditor. Mr. Lovett was married in 1882 to Miss Ada B. Prosser, daughter of the late Mr. T. B. Prosser, of Launceston, and has a family of five children.

Mr. ALFRED JOHN WINTERSON, Chief Clerk of the Railway Department, and Chief Clerk of the General Manager's Department, Hobart, is a Londoner, and was born in 1858. After his school days were over he served his apprenticeship with the London and North-Western Railway Company, remaining in their service for five years. He came to Tasmania in 1879, and was engaged by the Main Line Railway Company soon after his arrival; and when the Government took over the railway Mr. Winterson was continued in his former position as chief clerk to Mr. C. H. Grant, under Mr. Back.

Mr. JOHN TODD, Cashier and Paymaster of the Tasmanian Government Railways at Hobart, entered the service of the Tasmanian Main Line Railway Company as a junior clerk in the accountant's office in April, 1877, and had risen to be cashier and paymaster prior to the purchase of the line



R. MCGUFFIE &amp; CO.,

MR. J. TODD.

HOBART.

by the Government in 1890, and has proved himself to be a reliable and trustworthy officer. Mr. Todd was born at Hamilton, Tasmania, in the year

1860, and finished his education at the City School. He is the youngest son of the late Mr. Thomas Todd, of Hobart, who was a pensioner under the Imperial Government, and he was married to the third daughter of the late Mr. George Storkell, of "Oakleigh," Clarence Plains, in 1897, when his brother officers presented him with some very valuable presents. He has always taken a great interest in rowing, and is a member of the committee of the Hobart Regatta Association; also the oldest member of the Derwent Rowing Club, of which he has been captain and hon. secretary at different times. The members showed their appreciation of his services by presenting him with a handsome present on the occasion of his marriage. At the different regattas he has been very successful; and was a member of the eight-oared crew that represented Southern Tasmania in the intercolonial race rowed on the Parramatta River, Sydney, in 1885. Mr. Todd also devoted his spare time to volunteering, and holds his discharge from the Tasmanian Rifles, having served for ten years in that regiment.

Mr. AUBREY WEEDON, Cashier, Tasmanian Government Railways, Launceston, entered the service of the Launceston and Western Railway Company (who built the first railway in Tasmania) in March, 1870. Mr. Henry Dowling was secretary of the company at the time, Mr. J. F. L. Jetter traffic manager and locomotive superintendent, and Mr. R. W. Lord accountant—all of whom are since deceased. In 1872 the company was unable to meet a large expenditure necessary for repairs to the line, and the Government took the railway over, and appointed Mr. R. W. Lord as manager, a position he held until his death in August, 1885. Mr. Weedon was then appointed deputy manager, and held that position till March, 1886, when the entire management of the Tasmanian Government Railways was assumed by Mr. Frederick Back, the present general manager. Mr. Weedon thus claims to be the oldest railway servant in the working railways of the colony. He was born in Launceston in 1850, and is the youngest son of the late Mr. C. J. Weedon, who was a member of the Legislative Council; a director of the Tasmanian Bank; a director of the Launceston and Western Railway Company; a warden of the Launceston Marine Board; one of the members of the first Municipal Council of Launceston; and otherwise took a prominent part in public affairs. The subject of this sketch was educated at

the Grammar School, Launceston, and on leaving school went to sea for four years, returning to Tasmania in 1870. He then entered the service of the Launceston and Western Railway Company as stated. On the management of the railways being removed to Hobart, Mr. Weedon remained in charge of the Cashier's Department, etc., in the North. He was married in Launceston to a daughter of the late Hon. James Lord, and has a family of three children. Mr. Weedon is a thorough sportsman, fishing and shooting being his special pastimes.



R. MCGUFFIE &amp; CO.,

MR. J. M. McCORMICK.

HOBART.

Mr. JOHN MACNEIL McCORMICK, M.Inst.C.E., Engineer of Existing Lines, Tasmanian Government Railways, was born near Dublin on 5th October, 1842. He is a son of the late Mr. William McCormick, who was a well-known contractor, and formerly M.P. for Londonderry. Mr. McCormick, who was educated in England—at Cheltenham and Brighton Colleges, and at Trinity College, Cambridge—began the study of engineering in 1861, under his brother, Mr. James McCormick. He was engaged on dock works until 1872. Mr. McCormick sailed for Melbourne in 1873, and was at once engaged by the Victorian Government. He was employed on various works throughout that colony till 1876, when he accepted service under the South Australian Government, remaining for several years in that province. In 1884 he was engaged by the Tasmanian Government, and carried out the Launceston to Scottsdale railway survey, and in 1885 had the position of superintending engineer for the con-

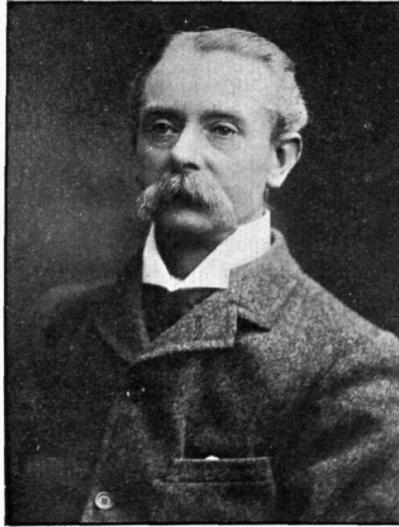
struction of that Railway conferred upon him. The work was completed in 1889, and Mr. McCormick was next appointed engineer in charge of the construction of the Bellerive to Sorell Railway, and in 1890 Engineer of Existing Lines, which position he now fills.

Mr. CHARLES CAMERON NAIRN, Resident Engineer, Tasmanian Government Railways, was born at Hobart in 1857, and educated at the Hutchins School in his native city. He served his indentures under Mr. C. H. Grant, C.E., of Hobart, whose employ he entered in 1873, when the Tasmanian Main Line Railway was under construction. He was appointed resident engineer by the company in 1886, and when the railway was bought by the Government, in 1890, his services were retained in the same position, so that he has thus been twenty-six years in the railway service of Tasmania—eighteen years with the company, and eight years with the Government. Mr. Nairn is the second son of the late Hon. Wm. E. Nairn, who was President of the Legislative Council from 1859 to 1868, and was Comptroller-General under the Imperial Government. He was married in 1887 to Miss Brent, daughter of the

and was in Paris during the Crimean war. Mr. Edwards started his professional career in the well-known offices of the late firm of Messrs. Locke and Errington, eminent consulting civil engineers for many of the principal railways in Great Britain (Mr. Joseph Locke, M.P., representing Hointon in the House of Commons). After the death of both partners he joined his

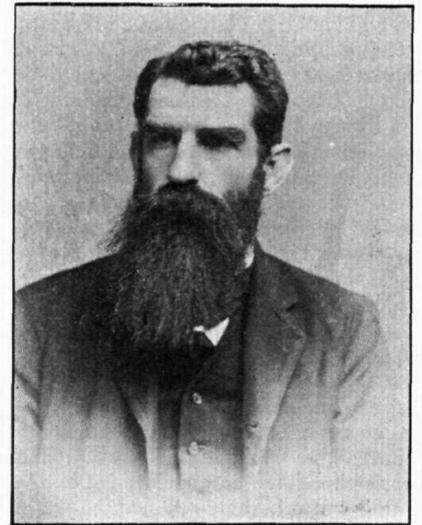
connection with many important public and private engineering works and competitions in Victoria and elsewhere. In 1883 he was elected a member of the Institution of Civil Engineers, London. In 1884 Mr. Edwards was invited to Tasmania by the Government in connection with railway construction, and as consulting engineer was engaged upon the designs of some of the most important railways in this colony. Latterly he was asked to join the railway staff, to assist the Engineer of Existing Lines.

Mr. WILLIAM PRIOR HALES, M.Inst.C.E., Resident Engineer for West Coast Railways, was born at Heidelberg, Victoria, in 1851, and is the second son of the Venerable Archdeacon Hales, of Launceston. He was educated at the Church of England Grammar School, Launceston, and served his time to engineering in the New Zealand railway service, in which he spent ten years. Returning to Tasmania in 1883, he entered the Government Railway Department as an engineer on the construction of the Scottsdale line. He went to the West Coast and superintended the construction of the Strahan-Zeehan Railway, and when that work



R. MCGUFFIE & CO., HOBART.  
MR. G. H. EDWARDS.

father and uncle, the late Mr. Thos. Allom (well-known artist and architect, and one of the founders of the Royal Institute of British Architects). At this time Mr. Edwards had unusual opportunities of meeting many distinguished artists and authors. He afterwards joined the staff of Messrs. Brassey, Peto, and Crampton, the celebrated engineers and contractors, then carrying out works of great magnitude all over the world (Mr. Thos. Brassey being the father of the present Lord Brassey, Governor of Victoria). Owing to the Overend and Gurney failure, and consequent suspension of many railway works, Mr. Edwards came to Victoria at the end of the sixties, and started practice as consulting civil engineer. About 1871 he was persuaded by the late Mr. Thos. Higinbotham, then engineer-in-chief, to join the railway staff, and was associated with the first of the light railways in that colony under Mr. W. H. Greene (late Commissioner of Railways, Victoria). After "Black Wednesday," the management of the Railway Department being distasteful to him, he resigned his position and resumed private practice, his name being well and favourably known as a successful civil engineer in



LOUIS KONRAD, LAUNCESTON.  
MR. W. P. HALES.

was finished he was in charge of the North-East Dundas Tramway, which was carried out by the Department without a contractor. Mr. Hales has had charge of the maintenance of these lines since 1892, and is inspector on behalf of the Government of the Mount Lyell, North Mount Lyell, and Dundas railways. He is a warden of the Strahan Marine Board, being one of the



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MR. C. C. NAIRN.

late Mr. John Brent, of Hobart, and has a family of four children. He was for some years a member of the New Town Board.

Mr. GEORGE HAY EDWARDS, Civil Engineer, was born in Northamptonshire in 1846, being descended from one of the oldest families in England. He was educated in Paris and London,

Government nominees. He was made a J.P. in 1892. Mr. Hales, who resides at Strahan, was married in New Zealand, in 1877, to Miss Chilman, a daughter of Mr. Richard Chilman, collector of customs, New Plymouth, and who was for many years chairman of the Harbour Board there.



WHITELAW.

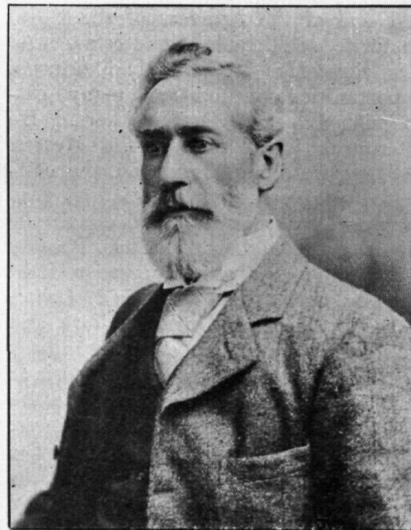
LAUNCESTON.

MR. M. CRESSWELL.

Mr. MARSHALL CRESSWELL, M.I.C.E., District Engineer, Tasmanian Government Railways, was born in Northumberland, England, in 1836, and educated under a private tutor. On completing his studies he was articled to John Furniss Toan, of Newcastle-on-Tyne, but before he had finished his articles he received an appointment on the Great Indian Peninsular Railway, India, in which country he remained for a period of sixteen years, the whole of the time engaged in railway work. He came to Tasmania in 1873, and was employed on the construction of the Tasmanian Main Line Railway as contractors' engineer, and in 1876 he joined the Tasmanian Government service, receiving an appointment in the Public Works Department. While holding this position he had charge of the whole of the public works on the northern side of the island till 1884, when he joined the Railway Construction Department, and superintended the making of the Mersey-Delorraine Railway. On the completion of this work he was employed on the construction of the Scottsdale line, afterwards on the Brighton-Apsley line, and lastly on the Sorell line. When the latter railway was finished he retired from active service, and lived privately for six years. In 1898 he was sent for to take

the position of District Engineer for Government Railways, Launceston, which he accepted, and the duties of which he has discharged ever since. Mr. Cresswell was elected a member of the Institute of Civil Engineers, London, in 1890.

Mr. DAVID BARRETT, Foreman of the Permanent Way Workshops, Southern Division, Hobart, was born at Longford, Tasmania, in 1848, and served his apprenticeship there to the building trade. Shortly after completing his indentures he went to Victoria, where he spent two years, and then crossed over to New Zealand, and was for sixteen years working at his trade in Canterbury. In 1889 he came back to Hobart to take charge of Mr. Cheverton's (the builder) workshop in Collins Street, and after being there some time, he joined the Government Railway Department, and on the 23rd November, 1891, he was appointed to his present position. While in New Zealand he was a prominent member of the Protestant Alliance Friendly Society, and holds the certificate of Past Master of the Queen's Own Lodge, Christchurch. He was married in Christchurch in 1871 to Miss Mouldley, a daughter of one of the old colonists of Canterbury, who came out in the ship "Cressy," one of the first four ships to arrive in Port Lyttelton in 1850. His family consists of



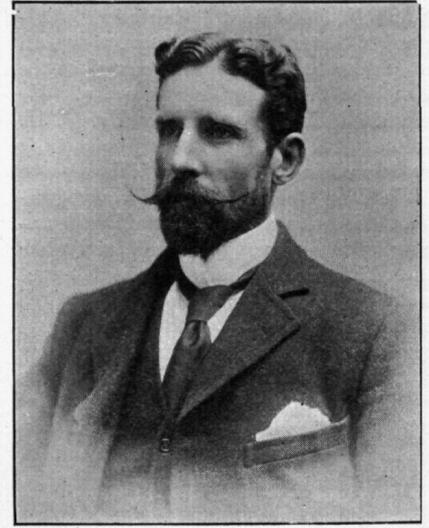
R. MCGUFFIE &amp; CO.,

HOBART.

MR. D. BARRETT.

eight children, six of whom were born in Christchurch, one in Victoria, and one in Tasmania. Mr. Barrett is instructor at the Technical School, Hobart, to the class in building construction and carpentry.

Mr. GEORGE CLAUDE BERNARD, Resident Engineer, was born at Abbottabad, India, in 1861, and is the second son of Colonel H. L. C. Bernard, late Bengal Staff Corps. He was educated at the late Dr. Duncan's College, Southampton, England, and at the Hartley Institution, Southampton.



R. MCGUFFIE &amp; CO.,

HOBART.

MR. G. C. BERNARD.

Coming to Australia in 1880, he was from 1881 to 1885 engaged in surveying and engineering pursuits in New South Wales and Tasmania, and from 1885 to 1888 was assistant engineer on the Government staff in connection with the construction of the Launceston and Scottsdale Railway, Tasmania, under Messrs. J. M. McCormick and W. P. Hales, C.E.'s. In 1888 and 1889 Mr. Bernard acted as inspector in the Roads and Bridges Department, and from 1890 to 1893 was assistant engineer for the Government on the construction of the Brighton and Apsley Railway, and also surveyed its extension to Bothwell. From 1893 to 1895 he was engaged in the Engineer-in-Chief's Office, Hobart, and from 1895 to 1896 was assistant engineer on the survey and construction of the North-East Dundas light railway. In 1897 he was the engineer in charge of the surveys for the Great Western Railway, Tasmania, and in 1898 he was again appointed to take charge for the Government of the works in connection with the Ulverstone-Burnie Railway, which office he now holds as Resident Engineer at Ulverstone. Mr. Bernard was in 1895 elected a member of the Board of Examiners for Surveyors in Tasmania. He is a Fellow of the Royal Society of Tasmania, and has recently been pro-

posed for election to membership of the Institution of Civil Engineers, England. He was married in 1887 to Miss Walker, daughter of the late Mr. George Walker, of Sydney, and has issue four sons and one daughter.

**Mr. WILLIAM RUFUS DEEBLE**, Locomotive Superintendent, Tasmanian Government Railways, Launceston, was born at Plymouth, England, in 1856, and came out with his parents to Victoria. His father, Mr. Joseph Deeble, settled in Ballarat, where he carried on an auctioneering business; and the subject of this sketch learned his trade of mechanical engineer at the Phoenix Foundry in that city, at the same time attending the night classes of the Ballarat School of Mines. Besides this, Mr. W. H. Shaw, the manager of the foundry, opened a night school for the special theoretical education of the apprentices, and Mr. Deeble, who, of course, attended, was successful in carrying off several prizes for mechanical drawing and theory. After finishing his apprenticeship he came over to Tasmania in 1878, under special engagement to the Tasmanian Main Line Company. He passed through various grades, and was assistant locomotive superintendent when the railways were taken over by the Tasmanian Government in 1891. He was appointed acting locomotive superintendent



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HOBART.

MR. W. R. DEEBLE.

on 1st June, 1898, and was confirmed in his position on 1st October, 1898. He has thus been twenty years continuously in the railway service of the colony. Mr. Deeble resides at Launceston, but makes weekly visits to

Hobart, and periodical trips to the North-West and West Coasts, the whole of the Tasmanian lines coming under his personal supervision. He is a member of the American Railway Master Mechanics' Association, having been elected in 1894. He has been connected with Masonry for some eighteen years, and is a member of the Pacific Lodge at Hobart.

**Mr. GEORGE SHEPHERD**, Inspector of Permanent Way, Scottsdale Railway, Tasmania, was born in Herts, England, in 1847. When fifteen years of age (in 1863) he commenced work on the Great Northern Railway, and has been engaged in railway work in different parts of the world ever since. In April, 1886, he came to Tasmania, and a fortnight after his arrival he was offered the inspectorship of the Fingal line during construction, which he accepted. From there he was transferred to the Scottsdale line, where he has been in charge since the first rails were laid down on the 4th January, 1887. Mr. Shepherd resides at Wyena, and works to and from there, the mileage being 47, number of curves 227, with half a dozen bridges, McKenzie's Gorge Bridge being constructed on a six-chain radius. He is a member of the Scottsdale Lodge of Freemasons, 17, T.C.

**Mr. EDWARD PEAT**, Inspector of Permanent Way, Tasmanian Government Railways, is a son of the late Mr. Edward Peat, one of the early pioneers of the colony, and was born at St. Leonard's, near Launceston, on the 8th of February, 1843. He was educated at Bromfield's Academy, and subsequently at the Rev. Henry Plow Kane's Grammar School, at that time one of the leading educational establishments in the north. In his younger days Mr. Peat was one of Tasmania's champion athletes, and is the happy possessor of many valuable trophies won in the sporting field. He married the eldest daughter of the late Mr. James Propsting; and, after engaging for a few years in agricultural pursuits, joined the railway service of the colony, with which he has been connected for a period of thirty-one years. Commencing at the lowest rung of the ladder, he has established a record of which he has good reason to be proud. On the 15th September, 1868, the date on which Messrs. Overend and Robb, the contractors for the Launceston and Western Railway, commenced the earthworks, Mr. Peat was one of the first men who drove a pick into the first railway cutting in Tasmania. This was in Jingler's

Valley, just north of the railway gates, at the Breadalbane Railway Station. Mr. Peat was employed on the Western Line until the completion of the earthworks, when he secured a place on the permanent way staff, and made a reputation for energy and ability which enabled him, in 1875, to obtain the



W. H. CARL BURROWS &amp; CO.,

LAUNCESTON.

MR. E. PEAT.

position of Inspector over the large and important midland section of the Main Line, then nearing completion by the Main Line Company. Mr. Peat was never transferred from his original section, and when, in October, 1890, the Main Line became by purchase a portion of the Tasmanian Government Railways, Inspector Peat passed into the service of the Government, and has won the confidence of his superior officers, as he did of those with whom he was formerly connected. He is respected by his staff, and is very popular among his fellow officers and the general public. By the recent death of Mr. Leonard Dowling, who was engaged in the survey of the of the Western Line, Mr. Peat is the oldest railway employee in Tasmania. Further than this, a man who swung a pick in Jingler's Valley in 1868, and is an inspector of the principal line of the Tasmanian Government Railways in 1899, is an officer of whom the service may well be proud. The estimation in which Mr. Peat is held was manifested in a striking way at a social held in the Jubilee Hall, Parattah, on the evening of the 16th September, 1898, to celebrate the thirtieth anniversary of his connection with the Tasmanian Railways. The hall was filled to overflowing with officers of the railway service, from the General Manager (Mr. F. Back) down-

wards, besides residents of the district and other friends, and the proceedings were marked by the greatest heartiness and cordiality. The respect and esteem in which Mr. Peat is held, not less for his ability and efficiency as an officer in the service than for his qualities as a man and a citizen, were echoed by all the speakers, who included the General Manager (who presented Mr. Peat with a handsomely framed address, signed by 146 railway employees, representing all branches of the service), Mr. J. N. McCormick (Engineer of Existing Lines), Mr. C. C. Nairn (Resident Engineer), the Hon. C. H. Grant, M.L.C. (formerly Manager of the Main Line Company), the Hon. Alfred Page, M.L.C., the Rev. Father Feehan, and Mr. H. J. Fielding (stationmaster at Ross), who presided. On behalf of the permanent-way men Mr. Peat was presented by Mr. McCormick with a valuable gold watch; and on behalf of the signatories to the address, by Mr. Nairn, with a briarwood pipe, in case, and a tobacco pouch. The wish was expressed on all sides, and with unmistakable sincerity, that Mr. Peat would live long to fulfil his duties and enjoy the confidence and esteem of all his numerous friends, both in and out of the service. Mr. Peat made a suitable response, and the proceedings wound up with a concert and ball.



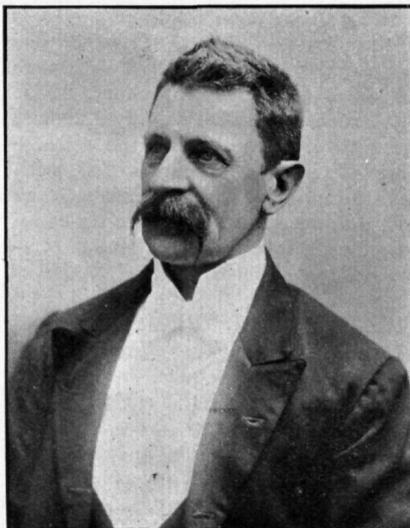
R. MCGUFFIE &amp; CO.,

HOBART.

MR. S. MANN.

Mr. SAMUEL MANN, Traffic Inspector, Tasmanian Government Railways, was born at Bickleigh, Devonshire, in October, 1859, and educated at Chappell Springhill, Tavistock. He entered the service of the South Devon Railway Company, as a boy, in June, 1873, and joined the staff of the Great

Western Railway Company (England) on the purchase by it of the former company's line in June, 1876. He resigned from the Great Western Railway Company's service in May, 1886, and coming to Tasmania joined the staff of the Tasmanian Government Railways in July of the same year. In December, 1887, Mr. Mann was appointed stationmaster at St. Mary's, remaining there till July, 1890, when he was transferred to Ulverstone, as stationmaster in charge. He only remained there a month, and was then appointed to his present position as Traffic Inspector. While at St. Mary's, Mr. Mann was a prominent member of the Oddfellows' Lodge, and went through all the chairs. He was married at Plymouth, Devonshire, England, in 1885, to Miss Bessie Abraham, of Ashburton, in the same county.



R. MCGUFFIE &amp; CO.,

HOBART.

MR. M. HENRY.

Mr. MONTAGUE HENRY, Timekeeper Government Railways, Hobart, is a native of Launceston, and is the eldest surviving son of the late Mr. James Henry, who was the first town clerk appointed by the Launceston Municipal Council. His father held that position till his death, and was succeeded by the present town clerk, Mr. C. W. Rocher. Mr. Henry was educated at the Launceston Grammar School, and served his apprenticeship with Thos. Corbett, ironmonger, of Launceston, after which he proceeded to Victoria and entered the employ of Briscoe and Co., ironmongers. After remaining in Victoria for some considerable time he returned to his native land, and joined the Main Line Railway Company in the year 1880. In 1883

the company appointed him timekeeper, which position he held at the time the Government purchased the line, and has held it to the present date. He takes a great interest in friendly societies, and has held the position of secretary to the Oak Branch Lodge, No. 114, U.A.O.D., for the last fifteen years. He married Miss Humphreys, and has a family of four children.



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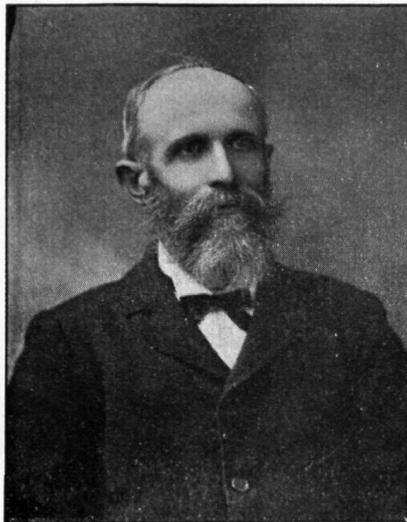
HOBART.

MR. J. M. COLVIN.

Mr. JOHN MEZGER COLVIN, Goods Agent, Hobart, Tasmanian Government Railways, was born at Hobart on 21st February, 1862, and educated at the City School, Hobart, and at Horton College, Ross. For a few months after leaving school, he was in the office of his father, the late Mr. Charles Colvin, shipping agent, and he then, on the 1st January, 1879, joined the railway service as clerk under the Main Line Railway Company. After a while he acted as relieving stationmaster, and in 1884 he was appointed stationmaster at Parattah, where he remained for seven years. In 1891 he was transferred to Hobart, and promoted to the position he now occupies. Mr. Colvin, with Mr. Back, is a representative of the Railway Department on the Council of the Civil Service Association, and is a member of the committee of the Derwent Sailing Club. In 1885 he was married to Miss Tutton, daughter of the late Mr. Thos. Tutton, of Colebrook, and has a family of four.

Mr. JAMES ROBERTSON, Goods Agent, Tasmanian Government Railways, Launceston district, is a native of Scotland, and came with his parents to Tasmania when a child. He was

educated at Westbury, and joined the railway service on 4th December, 1874, nearly a quarter of a century ago.



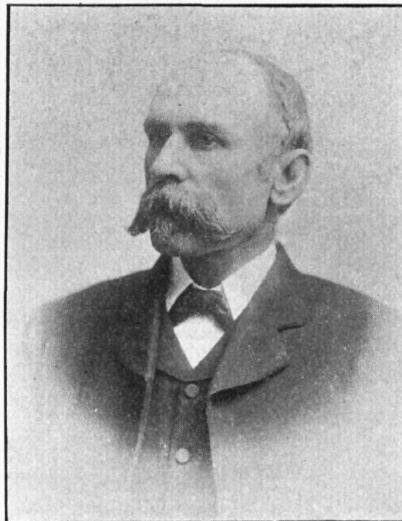
WHITELAW, LAUNCESTON.

MR. J. ROBERTSON.

Entering the goods department he was, in 1889, appointed goods agent, and has retained the position ever since.

Mr. EDWARD PARKES, General Foreman Locomotive Works, Tasmanian Government Railways Workshops, Hobart, hails from South Staffordshire, England, where he was born in 1854. He served his apprenticeship as a mechanical engineer in Stourbridge, remaining there until he was twenty-one years of age, and then went to Wright and North's, Wolverhampton, where he worked for nearly two years. He was next employed at the works of Messrs. Charles Cammell and Sons, of Sheffield, staying there for several years, and then returning to Staffordshire, he entered the service of Mr. George Perry, Regent Ironworks, Bilston, where he acted as engineer-in-charge of engines and machinery till he left England for Tasmania in 1881. Three months

after he landed at Hobart he joined the Tasmanian Main Line Railway Company's service as an engine-fitter in the locomotive shops, and five years later was appointed engine-fitter in charge of the running shed at Hobart. He continued in charge there until October, 1895, when he was appointed foreman of the Hobart Engine Shops. In January, 1898, he was advanced to



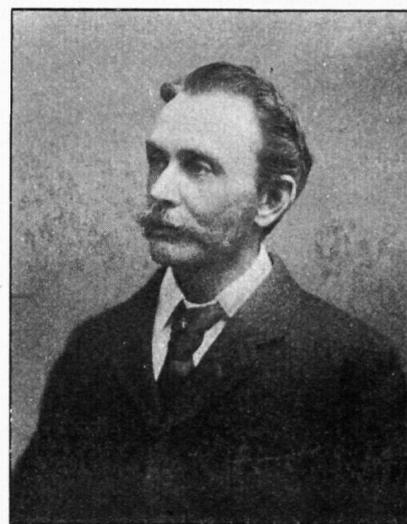
R. MCGUFFIE & CO., HOBART.

MR. E. PARKES.

his present post in succession to Mr. Deeble, now locomotive superintendent. Mr. Parkes has had a practical experience in his line of over thirty years, has always given satisfaction to his employers, and has splendid testimonials. He was married in England, in 1876, to Miss Mary Richards, by whom he has six children, four of whom are natives of Tasmania.

Mr. SAMUEL RICHARD FISHER, Storekeeper, Tasmanian Government Railways, is a native of New Town, near Hobart, and was born in 1857. He received his education at

the late Mr. Cox's private school in that town, and afterwards went into the auctioneering business, with which he was connected for five years. On the 1st August, 1879, he entered the service of the Tasmanian Main Line Railway Company as timekeeper, and at the end of three months was transferred to the stores department as clerk, continuing in that position until the 1st January, 1887, when he was given the post of storekeeper to the company. When the line was transferred to the Government in 1890, he was appointed storekeeper for the Government railways of Tasmania, the store at Launceston being controlled by the head office at Hobart, and being in



R. MCGUFFIE & CO., HOBART.

MR. S. R. FISHER.

charge of an assistant storekeeper. Mr. Fisher was married on the 25th April, 1890, to Miss Henrietta Capurn, daughter of the late Captain Thomas Capurn, one of the oldest and most widely esteemed commanders in the now defunct Tasmanian Steam Navigation Company, and has a family of three children.

## MARINE BOARD OF HOBART.

THE Marine Board of Hobart consists of nine wardens, elected by the owners of ships registered in the port, by persons who pay wharfage rates on goods imported, when such imports for one year are of the value of £200 or upwards, and by persons who export goods of the value, for one year, of £200 or more.

The year referred to is that preceding the 1st December. On the 7th December in each year a roll of shipowners, importers, and exporters, entitled to vote, is prepared by the Secretary for Customs, and on the third Thursday in the month of December yearly three of the wardens retire, but are eligible for re-election. On the following day the wardens assemble for the purpose of electing one of their number as master warden, who is the only warden authorised by "The Marine Boards Act 1889" to receive a salary. The maximum remuneration for his office is fixed at £200, and it has been the general custom of the board to pass this amount. An acting master warden is also annually appointed, without salary, to carry out the master warden's duties when he is absent, and it has been found convenient to appoint three standing committees, viz.:—

Wharf, lighthouse, and finance, for expediting the board's work. The present constitution of the board was inaugurated by the 1889 Act, and it may not be uninteresting to place on record a short account of the Hobart Marine Department prior to that date. Under the old *régime*, before the formation of marine boards in 1859, the shipping interests of the whole island were under the control and supervision of one man, the port officer, who resided at Hobart Town. At an enquiry held into the working of the department in 1850, it was found that the organisation was defective in most of its branches; there was no chain of responsibility throughout the whole, and the pilots, harbour masters, and police were almost independent of the port officer. It was thought, however, that the state of affairs just referred to was caused partly by the illness of that official. A reorganisation appears to have been attempted, but apparently matters did not improve considerably, as after some public agitation, the old port office was abolished in 1858, and two guilds were formed to attend to the maritime interests of



J. W. BEATTIE, HOBART.

**MARINE BOARD OF HOBART, 1897-98.**

the colony, to be called The Hobart Town and Launceston Marine Boards respectively. On the 8th January, 1858, His Excellency Sir Henry Edward Fox Young issued a proclamation establishing these guilds. The jurisdiction of the Hobart Town Marine Board was from Cape Portland round the east, south, and west coasts to the 42nd degree of parallel, and one nautical league to seaward from low-water mark. In 1867 an Act was passed giving the Governor-in-Council power to create other marine boards within the jurisdiction of the Launceston Board, but the limits of the jurisdiction of the Southern Board were not altered till 1892, when a proclamation was issued by His Excellency the Governor, Sir Robert Hamilton, creating the Marine Board of Strahan, by which the Hobart Board's control was restricted to the coast line between Cape Portland and the South-West Cape and one nautical league to seaward from low-water mark. With regard to the constitution, the first Hobart Board consisted of five members—three appointed by the Governor-in-Council, with the Mayor and Collector of Customs members *ex officio*. In 1874 this was altered as follows:—Two to be appointed by the Governor-in-Council, and three to be nominated by the Chamber of Commerce; and in 1885 an extension was made by which the board was to consist of nine wardens—two to be appointed by the Governor-in-Council, two nominated by the Municipal Council, and two by the Chamber of Commerce, with the Mayor, Collector of Customs, and chairman of the Chamber of Commerce members *ex officio*. A great change was made in 1889 by the present marine board, which introduced the elective system. Under the 1857 Act the salary of a warden was £54 12s. per annum; in 1874 it was reduced to £1 1s. for attending each sitting, and not exceeding £30 per annum; in 1885 it was again reduced to 10s. 6d., and not to exceed 26 guineas per annum; and in 1889 the salary was struck out altogether.

From the first the master warden of the Hobart Board has been authorised to receive a salary of not exceeding £200 per year. The powers conferred upon the board by the present Act are—constructing wharfs, controlling the pilot service, attending to buoys and beacons, issuing masters' and port engineers' certificates, holding preliminary enquiries into casualties and collisions, issuing watermen's and boat licenses, regulating the traffic of the port, and generally attending to shipping interests, in addition to which it is specially charged with the management and maintenance of the Tasmanian lighthouses. All new lighthouses are erected by the Government on a Parliamentary vote upon the recommendation of a consolidated board,

consisting of the master warden and two other wardens of the marine boards of Hobart and Launceston, and the master wardens for the time being of all other marine boards in Tasmania. Upon the consolidated board is also conferred the function of fixing the several lighthouse rates, with the approval of the Governor-in-Council. The Hobart Board has at present fourteen lighthouses under its control, and another was erected in 1899 at Cape Sorell, on the southern side of the entrance to Macquarie Harbour.

Following is a list of lighthouses:—Kent Group, revolving, 950 feet above sea; head keeper, C. Brown. Swan Island, fixed and flashing white light, once every 60 seconds, 100 feet above sea; head keeper, R. Roberts. Goose Island, fixed, 135 feet above sea; head keeper, W. M. Kirkwood. South Bruni, revolving, 335 feet above sea; head keeper, W. Hawkins. Derwent, fixed, 65 feet above sea; head keeper, S. Grundy. Low Head, revolving, 142 feet above sea; head keeper, A. Rockwell. King Island (Cape Wickham), fixed, 280 feet above sea; head keeper, G. Johnston. Currie Harbour, west coast of King Island, flashing white light every twelve seconds; head keeper, G. Huxley. Leading Lights, Tamar Heads; head keeper, W. Harrison. Table Cape, fixed white light; head keeper, E. Nilsen. Eddystone Point, 142 feet above sea level, visible  $17\frac{1}{2}$  miles, revolving—triple white flashes every half minute, red flashes along both coast lines; head keeper, R. Jackson. Mersey Bluff, 122 feet above sea level, visible 16 miles, fixed; head keeper, E. W. Buckpitt. Mersey leading lights, fixed port lights, one red and one green; keeper, W. Chapman. Maatsuyker Island, head keeper, H. Nas; lat.,  $43^{\circ} 39' 30''$  S.; long.,  $146^{\circ} 17' 30''$  E.; 350 feet above sea; quick double white flash every half minute, visible 25 miles. Leading lights at Macquarie Harbour:—White fixed light on Entrance Island, 34 feet above sea level, visible 11 miles. Green fixed light on Bushy (Cap and Bonnet) Islets, 45 feet above sea level; head keeper, C. Hemsley. All Tasmanian lighthouses are painted white.

The wharfs of the port are in excellent order, and will accommodate the largest vessels visiting the colonies. The board receives shipping reports from the pilot station at Pierson's Point, and from Mt. Nelson, and the arrival of vessels is signalled by means of flags at the Battery Point Signal Station. The total tonnage of vessels arriving in the year 1898 was 339,212, and the departures 334,397, being a large increase over previous years.

Captain J. W. EVANS, M.H.A., Master Warden of the Marine Board of Hobart, has been a member of the board for eight years. He was elected acting Master Warden in December, 1896, and fulfilled the duties so satisfactorily, that in 1899 he was elected to the chairmanship. He is an assiduous worker, and, backed up by the services of a loyal and willing staff, the interests of the port will certainly not suffer in his hands. His career is referred to at length under the heading House of Assembly.



J. W. BEATTIE.

HOBART.

MR. W. J. WATCHORN.

Mr. WILLIAM JOHN WATCHORN, J.P., a warden of the Marine Board of Hobart, is the eldest son of the Hon. John Watchorn, and

was born at Hobart in 1855. He received his education at the City School and the Hutchins School. On completing his education he went into the office of his father, who carried on the business of a merchant, and who eventually retired from active business pursuits in 1885, leaving the business to be carried on by the subject of this notice and his brother, Edwin Thomas Watchorn, under the style of Watchorn Bros., merchants. The business of the firm is carried on at their warehouses, situated in Elizabeth Street. In 1885 Mr. W. J. Watchorn was elected to a seat on the Marine Board, and has held office to the present time. For two terms he was elected master warden. As a Freemason, he is a Past Master of the Tasmanian Operative Lodge, No. 1, T.C., and at present holds the office of Senior Deacon in the Grand Lodge of Tasmania. He is a Fellow of the Royal Society, and was appointed a J.P. in 1888. In 1879 he was married to Miss Moore, daughter of Mr. Frederick Moore, of Hobart, and has a family of three sons and two daughters.

Captain THOMAS MOORE FISHER, warden of the Marine Board, Hobart, was born at Hobart in 1851, and received his education at the High School, after leaving which he went to sea, serving his apprenticeship in his father's employ (the late Mr. William Adam Fisher). He was in several of his father's ships, and his first command was the barque "Waratah," which traded principally to Queensland and inter-colonial ports. Going into steam, he

joined the Tasmanian Steam Navigation Company, in which employ he remained many years, having command successively of the "Tamar," "Southern Cross," and "Tasman." Retiring from the sea in 1881, he entered into his father's business as shipowner, sawmill proprietor, and timber merchant, and has carried it on ever since. In December, 1889, he was elected a warden of the Marine Board, and has been a member ever since, and was master warden during 1891, 1892, and 1893.



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HOBART.

CAPT. T. M. FISHER.

He was some years ago made a J.P. Mr. Fisher's sawmills are situated at Strathplan, Port Esperance, whence he runs his vessels with cargoes of timber

to all the Australian and New Zealand colonies. The name and style of the firm is Facy and Fisher. The late Peter Facy was in partnership with Mr. Fisher's father, and the business has been carried on under that style ever since. Both Mr. Facy and Mr. Fisher were closely identified with the shipping interest, and were directors of the T.S.N. Company. Mr. T. M. Fisher was married to Miss Ellen E., daughter of Mr. John Murdoch, merchant, Old Wharf. His offices are situated in Morrison Street. Telephone 133.

Mr. FRANK WILLIAM PITT HAMMOND, warden of the Hobart Marine Board, was born at Hobart in 1864, and is the eldest son of the late Mr. William Simmonds Hammond, who was an old and respected merchant of Hobart, and a member of the firm of Huybers and Hammond, a well-known establishment in days gone by. He was also a prominent member of the Masonic fraternity, and was the first Grand Master of the Grand Lodge of Tasmania. Educated at the High School, Hobart, Mr. F. W. P. Hammond, after leaving school, went as a clerk to Messrs. Huybers and Co., and was with that firm until the business was transferred to Messrs. Ferguson and Co., a period of seven years. He remained with the latter firm a year, and then, in 1887, he started business on his own



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MR. F. W. P. HAMMOND.

account as a Custom House, shipping, and forwarding agent. His business premises are situated in Morrison Street, Hobart. Mr. Hammond resides at Beltana, and is a member of the local Town Board, and a justice of the peace

for the Clarence district. He was married in 1893 to Miss Howe, a daughter of the late Captain John Howe, a retired Indian Civil servant, and has a family of two sons.

Mr. EDWARD JAMES BURGESS, a warden of the Marine Board of Hobart, was born on the 7th January, 1849, and is the second son



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MR. E. J. BURGESS.

of the late William Henry Burgess, a very old citizen of Hobart. Educated at the City School, he was articled to Mr. Surveyor Ballantyne, and, after passing his examinations, was employed by the Government on surveys on the Sorell Causeway. He also practised privately, making some of the surveys connected with the Main Line railway, under Messrs. Sorell and Davies, civil Engineers. An opening presenting itself in New South Wales, he left for that colony in 1872, and was employed by the Railway Department for a period of twelve months, both in the field and as draughtsman, when, much better opportunities presenting in the Lands and Survey Department, he successfully passed the necessary examinations for licensed surveyor. Immediately after he received one of the first appointments under the Department for Surveys in the pastoral district of Riverina, in which service he continued for the next twelve years, effecting many important surveys, amongst others laying out the well-known towns of Hillston and Cargelligo, on the Lachlan River. Mr. Burgess then again took up his residence at "Moonah," near Hobart, and entered into business in the city with his elder brother, the Hon. Wm. Hy.

Burgess, the business being carried on under the style of Burgess Bros., merchants and importers, at the Old Wharf. The business, it is interesting to note, although only established in 1885, has grown to such proportions that at the present time it is perhaps the most important firm of its kind in Hobart. Mr. Burgess has taken a great interest in railway matters, and has continuously advocated the connection of Hobart with the West Coast mineral fields by a more convenient and faster agency than the best sea service can furnish. He married Julia, daughter of the late H. S. Barrett, M.H.A., a very energetic public man of Hobart, and has a family of one son living.

Mr. ARTHUR EDMUND RISBY, warden of the Marine Board of Hobart, was returned unopposed for the seat rendered vacant by the retirement of Captain E. T. Miles in 1899. Mr. Risby was formerly a member of the board, but, owing to pressure of private business, felt compelled to retire for a time. He was, however, induced to again offer his services to the electors when Captain Miles resigned. He is the eldest son of the late Mr. Joseph Edward Risby, an old and respected colonist, who is referred to elsewhere in this volume, and is the senior partner of the well-known firm of Risby Bros., timber merchants, Hobart.



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ALDERMAN R. SNOWDEN.

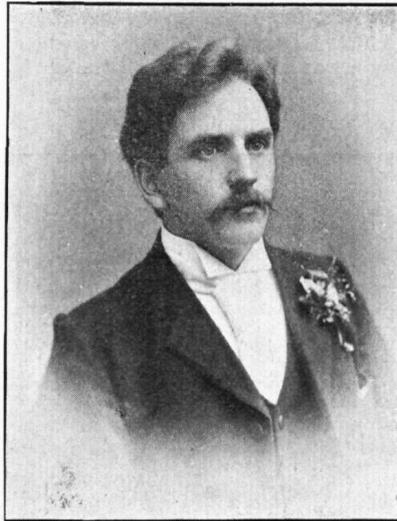
Alderman R. SNOWDEN, warden of the Marine Board, Hobart, has occupied the position for some years. He is also an alderman and an active worker in various movements having for their object the advancement of the city.

The late Mr. CRAWFORD MAYNE MAXWELL, for many years Master Warden of the Marine Board, Hobart, was born at Glasgow in 1816, and emigrated to Tasmania, arriving in Hobart in 1836, and from that time until his death in October, 1894, he was closely identified with the progress of the colony, and took great interest in all matters affecting the commercial and business prosperity of the city of Hobart. For years he was a member of the Marine Board, eight as master warden; and during his tenure of office many of the principal improvements to the port were effected, the New Wharf being then built, as was also the King Island Lighthouse. As a member of the board, he was appointed by the Government to represent Tasmania at the Lighthouse Conference which was held in Sydney. Mr. Maxwell was for many years a member of the board of the General Hospital, and of the Sorell Causeway Board. He was one of the directors of the Hobart Gas Company, and for many years chairman, resigning from the position in 1882. He was from 1861 to 1881 a director of the Commercial Bank of Tasmania, and was connected with the Savings Bank as president and trustee almost from its inception until a short time before he died, when he was compelled to resign, owing to failing health. About 1866 he accepted the position as manager of the Derwent and Tamar Assurance Company, which post he held till June, 1894, and in connection with this office was chairman of the Fire Brigade Board. Mr. Maxwell left a widow and grown-up family. His eldest son, Mr. C. J. Maxwell, is accountant of the Commercial Bank. Three other sons are members of the medical profession, and another son (Mr. E. Maxwell) is a solicitor practising his profession in Hobart.

Mr. HENRY SMITH, Secretary to the Marine Board of Hobart, has held the position since 1st January, 1877. No board, however excellent it may be, can render effective work without a good executive. The fact that the Marine Board has done enduring service to the port of Hobart is patent to anyone who chooses to look. Mr. Smith has been at the head of the executive staff for twenty-two years, and has been held in high esteem throughout his long career in connection with the board, both by the wardens and those of the public who have been brought into contact with him.

Mr. JOHN ADAMS, Assistant-Secretary to the Marine Board, hails

from Whitehaven, Cumberland, England, where he was born in the year 1869. Educated in his native town, he was clerk to the Official Receiver in Bankruptcy there till May, 1888, when he left for Hobart to join his parents, his father (Mr. Joseph Adams) being in business as an engineer in that city. For seven months Mr. Adams was in the office of Messrs. Dobson, Mitchell, and Allport, and in February, 1889, he



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MR. J. ADAMS.

joined the literary department of the *Mercury* as a reporter. In July, 1891, he resigned from the *Mercury* to take the position of clerk to the Marine Board, and he has acted in that capacity, and subsequently as assistant-secretary to the board, since that time. Mr. Adams was married to Miss C. McGough, daughter of Mr. Robert McGough, of Ferguson and Co., merchants, Hobart, in 1898.

Captain MILFORD CHAMBERLIN McARTHUR, Harbour and Boarding Master, acting Health Officer and Detaining Officer for the port of Hobart, was born at sea on the "Prince Regent," off the coast of New Zealand, in 1857. The vessel, which was commanded by his father, the late Captain John Scott McArthur, was a very fine craft, and was formerly King George the Fourth's yacht. Young McArthur was educated at Hobart, and on leaving school took to the sea, serving his time in the whaling ship, "Aladdin," out of Hobart. He then went into the merchant service trading between Hobart and Auckland, and served as second mate and mate on the "Bella Mary," and first mate of the "Loongana," under the house flag of the late Hon. Alex.

McGregor. After some years in that gentleman's service, he went into Facy and Fisher's employ, taking a position as mate of the barque "India." He



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CAPT. M. C. McARTHUR.

was then promoted to the command of a barque named the "Empress of China," in which he remained five years. Captain McArthur was then appointed to a larger vessel, the "Kassa," and in 1887 he decided to make his home on land, and accepted the appointment of wharfinger in Hobart. Twelve months later he was appointed deputy Harbour master and pilot, and in 1896 was appointed to his present positions. He was married in Hobart to Miss Tapsall, of that city, and has a family of two children. Captain McArthur takes great interest in all matters pertaining to the sea, and is considered an authority on yachting matters, so much so that he has been appointed to the position of sole handicapper for club races for the past two seasons.

CAPTAIN JOSEPH CREECE, Deputy Harbour Master of the Port of Hobart, was born in 1856, and is a son of the late Mr. Mark Creece, who arrived in the colony in the early days, and set up business. Captain Creece was educated at Mr. J. Lowe's Derwent School, where, with many other lads of his time, he developed a taste to "go down to the sea in ships." At fifteen years of age he was apprenticed to Messrs. Facy and Fisher, and took his first voyage in their sailing vessel, "Waratah." Captain Creece put up a record with his employers, remaining in their service twenty-seven years odd, during which time he steadily rose from "keel to

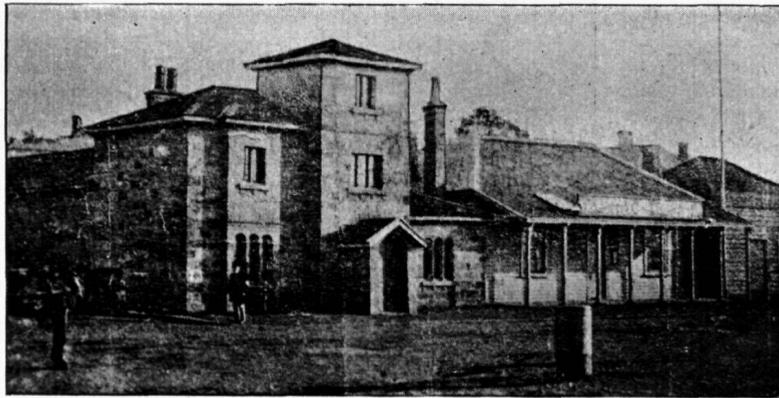
truck," until he reached the top-mast head of master mariner in 1880. The three-masted schooner "Guiding Star," the property of the same firm, then required a first mate under Captain Joshua Ikin, and Captain Creece, loathe to leave the employers of his youth, accepted the position and filled it for eight years, when he was given charge of the barque "Pet," and subsequently the "Wild Wave," both of which vessels were engaged in the intercolonial timber trade. The barque "Kassa" was the next Captain Creece had to command, and after a career of six years in

her, during which time some smart passages were made, the vessel came to grief off the Tasmanian coast. She was caught in a terrific storm, thrown on her beam ends, and reduced to such a state of helplessness that Captain Creece was compelled to cut away her mizzen and main masts, an act of seamanship requiring no small amount of knowledge and skill. The "Kassa" subsequently reached the port of Hobart an almost hopeless derelict. After further voyaging in the intercolonial trade Captain Creece was in 1899 appointed Deputy Harbour Master, under the

Hobart Marine Board, succeeding Captain Anderson, the present pilot.

The other officers of the Board are: — Captain J. Anderson, Pilot; J. Ainslie, Foreman of Works; J. R. Meech, Inspector of Lighthouses; D. Mac-Millan, Shipwright Surveyor; E. S. Ross, Engineer, Surveyor, and Inspector of Machinery; and G. Hawthorn, Shipping Master.

The other members of the Board are Messrs. H. Chesterman and J. C. Jorden.



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OLD MARINE BOARD OFFICE.

HOBART.