

Captain Stokes, who surveyed the ample estuary on which it is founded, have each pleaded its merits in terms of high eulogy. Planned and chiefly executed by Sir J. Gordon Bremer, who, holding as he did a high official situation in India, would naturally deem its geographical position advantageous to the Indian trade, this gentleman was not then, it must be presumed, aware of the deteriorating effects which its climate superinduces. The circumstance, therefore, of its being almost at the apex of our Australian continent, even if there were no other ports in the same parallel of latitude, should not blind our eyes to its other neutralising defects. Its propinquity to the thickly-scattered group which cover the vast basin of the Indian Ocean, ready at bidding to enrich the commercial nations of Europe, is, doubtless, commendatory of its site; but the continued fever which is at certain seasons prevalent militates as strongly against it.

When we cast our eyes over the mighty congregated waters which cover the surface of our globe from the Cape of Good Hope to the confines of the eastern hemisphere, we are struck with the almost innumerable islands with which they are diversified. Nature seems, in the islands of these remote seas, to have dispensed her choicest gifts of soil and of luxuriant production. Birds of surpassing and exquisite plumage, odoriferous spices in rich abundance, precious metallic ores in costly profusion, lie underneath the soil or enrich its surface. Ocean-girt lands, fructified by balmy breezes, chequer the vast seas which stretch from New Zealand to the great empires of Asia. The northern coasts of New Guinea abound in fine estuaries, where settlements might be established. New Britain, New Ireland, New Hanover, New Scotland, the New Hebrides—tropical climates of the same natural capacity of production as the islands of Celebes or New Guinea—might, likewise, have their settlements. The vast chain called the Ladrões, forming as they do an easy line of communication for our steamers (supposing them established) to the seas of China and Japan, and opening a door for prodigious and lucrative commercial intercourse between our Australian ports and the latter great empires, might be surveyed, and rendered instrumental to this purpose, thus contributing to the power and grandeur of Great Britain, in swelling the amount of its Colonial jurisdictions.

Let, then, other settlements be formed not very remote from Port Essington, combining its advantages; but, in climate more salubrious: let the great Gulf of Carpentaria be surveyed with an activity and perseverance worthy of a successor of Cook—let this be done, and it is more than probable that the latter port will not much longer sustain its claims to a preference.

We finally say, then, admitting the allegations so loudly set forward by those who were instrumental in its formation, that its central position in the north of Australia forms very strong and substantial reasons for founding a trading establishment in that neighbourhood—yet these advantages, great as they may be, in point of geographical position, can hardly be thought to counterbalance decided insalubrity of local situation. A large mass of evidence was, at the first founding of this settlement in 1838, or rather, in 1837, thrown out as auspicious of its future