

and here are united, so to speak, the climate of Italy, the beauty of the Apennines, and the fertility of England. Mountain and valley, hill and dale, crowned with high forests and rich pasture grounds and plains, afford the most pleasing variety."

From what I have said above regarding the slowness of Tasmania, I would not have you to infer it is altogether idle, for the following figures will prove the contrary. The total population was estimated last June to be 139,220. The chief products are bark (for tanning), fruits, gold, timber, tin and wool. As high as 2,741,737 lbs. of preserved fruits and 303,708 bushels of green fruit have been exported in a single season. For the year 1886 3,776 tons of tin were exported. There are 446,391 acres under cultivation, and besides other live stock the Colony had 1,608,946 sheep in June, 1887. This will give you an idea of what is being done.

Of all the Australasian Colonies Tasmania is the most notably English in its characteristics, and Hobart, the chief city, of over 28,000 population, and the seat of government, is decidedly English in its appearance and customs.

Our observations were limited to a short stay in Hobart, next taking a trip by rail across the Island (133 miles) to Launceston, the second most important city, located on the river Tamar, 40 miles from its mouth, in the north of the Island, where we also made a brief stay. Besides this line there are several short branch railroads, but this is the "Tasmanian Main Line Railway."

Before the railway, which is a comparatively recent institution, all traffic was by coach over a superb road built and kept in perfect order by convict labor. So admirably was the coaching system carried out that it used to be a journey of only ten

to twelve hours—it now takes six hours by rail. Being used to see such large trains and spacious cars as those used in Canada, a glance at a Tasmanian railway train would rouse your curiosity and cause you to smile. In the first place the gauge is only 3 ft. 6 in., and hence the cars are very small and narrow—certainly no wider than a Toronto Yonge Street Car, but somewhat longer. The seats are placed along the side like those of a street car, and if the car be at all full, such lengthy individuals as myself have to double up considerably to make room, and about six hours riding in such a "carriage" (as they called them) is an "elegant sufficiency." The cars being so small and the track so narrow, it was possible to make more frequent, shorter, and sharper turns than in an ordinary railroad—a fact the engineers did not forget to take advantage of—for the first third of the way through

the mountainous district it was the most serpentine, up and down railway I ever traveled over. There were several horse-shoe bends. This toy railroad, as I am tempted to call it, was a curiosity to us and afforded us considerable amusement. There were some very pretty bits of scenery—especially the views of Mount Wellington.

*En route* we crossed the river Jordan, called at Jerusalem (a quaint little village) for water, passed the Sea of Tiberius (a marshy hollow about a mile in extent), and also made a short stop at Jericho; the first settlers of the district having evinced a great fondness for Biblical names. There was but little agricultural land to be seen from the train except for the last twelve miles. Harvest was over and the crops had been light. Owing to an unfortunate drought many fields had been partially left

Bay is large, almost an inland sea—from the entrance to Melbourne being a stretch of nearly forty miles. Along its shores are several watering places and resorts. This bay is of immense value to the commerce of Victoria, affording several ports. Melbourne itself is at the head of this bay, on the river Yarra-Yarra. Williamstown, one of the ports, is on the left at the mouth of the river, and is the stopping place for the largest ships, none exceeding 1,600 tons being able to proceed around by the crooked and rather shallow river into the city.

On the 18th of June, 1836, the present site of Melbourne was known as Beargrass, and comprised thirteen buildings, viz., three weather-board, two slate, and eight turf huts; and what are now the principal streets of Melbourne were then pasture

lands. To-day a magnificent city is there to be seen with all the latest advantages and attractions modern science has disclosed—a metropolis with splendid suburbs and a population of 365,000 souls! Only think of it! Our first impressions were most pleasing and lasting, and a stay there of a week but increased our admiration of this wonderful city.

Mr. Chas. McLeod, the Australasian representative of our Company, met us at the dock, and it did seem good again to shake the hand of an acquaintance and especially a fellow-countryman. He regaled us with glowing accounts of his success with the Toronto Light Binder and his triumphs at the various field trials.

A further account of our experiences in Australia I leave to another letter.



ONE OF TASMANIA'S ROASTED MAIDENS.

uncut, the crop being scarcely worth taking off.

Launceston is a clean and neat little place, considerably smaller than Hobart—but wants waking up sadly. We took leave of Launceston for Melbourne on January 23rd—twenty-four hours by steamer. The forty mile ride down the Tamar was particularly enjoyable, the surroundings reminding me of the upper part of Puget Sound.

When we awoke in the morning, the low, sandy and anything but interesting coast line of Victoria was in sight, and before noon we were entering "the heads" of Port Phillip Bay. Just outside the entrance was the wreck of an unfortunate ship which had met its fate on the dangerous rocks of the headlands. It was a sad spectacle, and having come all the way from England to be wrecked so close to the desired haven, seemed doubly hard. Just inside the entrance there were two other wrecks—the work of a terrible gale. Port Phillip

When Tasmania was first occupied by the English in 1803, there were four or five thousand natives upon it; there was incessant war between them and the whites until 1832, when the greater number of the blacks had been killed, only a few hundreds remaining. In 1854 there were only sixteen of them alive, and the last died in 1876.

Tasmania contains the most valuable tin mine in the world, its annual yield being worth nearly a million dollars. It was discovered in 1872 by a man who was regarded by his neighbors as more than half a lunatic. For years he sought for tin among the mountains, suffering all sorts of hardships and privations; and when at last he found the desired deposit, his assertion that he had done so was not believed. He was nicknamed "Philosopher Smith" and had great difficulty in securing attention to his discovery and raising the necessary capital for working the mine. Like most discoverers, he did not reap the reward for what he found, as he was compelled to sell his shares in the mine while they were at a very low price. A share originally costing thirty shillings was worth eighty pounds a few years later.—THOS. W. KNOX, in the *Boy Travellers in Australasia*.